

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Confirmation of the City of Shoreline Response Letter on the Review of the Brightwater Draft Environmental Impact Statement (DEIS)
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Robert Olander, Deputy City Manager Rachael Markle, Planning Manager <i>RW</i>

PROBLEM/ISSUE STATEMENT:

The Brightwater DEIS was released on November 6, 2002. The comment period for the DEIS ends on January 21, 2003. The Brightwater DEIS analyzes three alternatives in addition to the "Do Nothing" alternative. All three of the alternatives impact the City of Shoreline. Therefore, to protect the interests of our residents, business owners/operators, natural environment, and infrastructure staff have prepared a response letter to King County on the DEIS for Council review and comment.

FINANCIAL IMPACT:

The City could be financially impacted if any of the three proposed alternatives for the Brightwater project are implemented and not carefully mitigated e.g. damage to local streets caused by construction equipment. There are also potential financial impacts associated with continued maintenance of properties "turned over" to the City of Shoreline for public use with the completion of portal construction. The City is suggesting that these details be worked out in advance of the transfer of property to the City of Shoreline to ensure that the City is financially able to assume this property. There are of course potential financial impacts to our residents and business owners/operators relating to portal and outfall construction. We are strongly urging King County to treat our residents and business owners/operators equitably and account not only for total losses, but temporary losses as well. The loss of private property also could have a financial impact on the City of Shoreline tax base.

RECOMMENDATION

Staff recommends that Council review the attached response letter (Attachment A) to determine if there are additional impacts or mitigation measures the Council would like to see added; or if there are impacts or mitigation measures suggested that the Council would like to see removed.

Approved By: City Manager *[Signature]* City Attorney *NJA*

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INTRODUCTION

King County has prepared a Draft Environmental Impact Statement for the Brightwater Wastewater Treatment facility. The public, including agencies and local governments with jurisdiction are given the opportunity to review and provide comments to King County regarding the adequacy of the analysis performed, the impacts identified and proposed mitigation measures. The proposed alternatives include the construction of up to four portals (access shafts used to bore the deep tunnels that will house the pipes to carry the treated or untreated effluent to the outfall or the treatment plant); the installation of the conveyance system for treated or untreated effluent; and possibly the outfall in Puget sound within the City of Shoreline. Therefore, to insure that the impacts on Shoreline's environment, residents, business owners/operators and infrastructure are adequately addressed and mitigated, staff have reviewed the DEIS, solicited and listened to comments from our public and prepared a draft response to King County for Council's review. The purpose of this report is to provide Council with the opportunity to add or edit comments to the staff response to the Brightwater DEIS.

BACKGROUND

The Council last discussed the staff response to the Brightwater DEIS at the December 9, 2002 Dinner Meeting. At this meeting staff outlined the process that would be used to review the DEIS.

Staff have completed several tasks since the Council Dinner meeting in December. The following tasks have been focused on gaining input from the public and soliciting services from environmental and transportation consultants for the review of the DEIS:

TASK	TASK DESCRIPTION
Local Outreach Meeting	<ul style="list-style-type: none">• December 17th in the Shoreline Room @ the Shoreline Center from 7:00 –9:00 p.m.• Purpose of Meeting: to listen to Shoreline residents & business owners regarding proposed mitigation and offer citizens an opportunity to gain information from King County staff who are working directly on the Brightwater project.• 30-40 interested persons attended. There were many questions and concerns expressed, however the main concern heard at the meeting regarded the impacts of portal construction on those properties that will be adjacent to construction sites.
Expending the \$20,000 King County Contract	<ul style="list-style-type: none">• King County awarded the City \$20,000 to offset the cost of review the Brightwater DEIS• Gray and Osborne was hired and completed the review and development of mitigation measures for the transportation and construction methods section of the DEIS.

	<ul style="list-style-type: none"> • The Watershed Company was hired and completed the review and development of mitigation measures for several of the environmental chapters of the DEIS. • A portion of the funds will also be used to pay for costs associated with the local meeting and to reimburse the City for staff hours expended on the review of the DEIS.
Staff Review of the DEIS	<ul style="list-style-type: none"> • Planning, Public Works, and Parks staff reviewed and prepared comments on various chapters of the DEIS • Staff attended the December 10th and 11th King County Public Hearings to hear citizen concerns • Reviewed comments submitted to on the DEIS from Shoreline's citizens • Prepared a draft response to the Brightwater DEIS for the City Manager's signature

Background on Brightwater

The purpose of the Brightwater project and subject of the DEIS is to carry out the regional policy mandate contained in King County's Regional Wastewater Services Plan, and other regional policy criteria, adopted by the King County Council. The objective is to meet the region's long term wastewater capacity needs with appropriate mitigation and within the public resources available by constructing a Brightwater system, made up of a treatment plant, conveyance facilities, and marine outfall zone in north King County or South Snohomish County.

There are three system alternatives under consideration for Brightwater. Each system includes one specific treatment plant, one specific conveyance corridor, and one specific outfall zone. Within the three systems, two plant sites, three conveyance pipe alternatives, and two marine outfall zones are being evaluated. No treatment plants are proposed to be located in Shoreline. However, all three of the conveyance pipe alternatives have portions located in Shoreline and one of the outfall zones is located adjacent to Shoreline's coast. A no action alternative is also being evaluated. King County has identified the Route 9 – 195th System as the preferred alternative. This alternative will have the most impact on the City of Shoreline out of the three alternatives studied. Please see Attachment B: Generalized Map of Systems Being Considered.

Each of the three system alternatives analyzed in the DEIS are considered viable alternatives. The "preferred alternative" designation does not mean that the 195th Street System will ultimately be selected. The final decision will be based on several considerations: the results of the EIS; comments from the public; federal, state, and local agencies; tribal governments; and elected officials; and other factors such as cost and regional policies. The King County Executive will make the final decision in 2003 after completion of the Final EIS.

The implementation schedule would generally be the same for all Brightwater alternatives. Construction of the treatment plant could begin as early as 2004. Construction and start up of the basic treatment facilities would be completed in 2010. Conveyance construction would begin in 2004 and continue through 2010. Outfall construction would begin sometime between 2005 and 2008 and last up to 12 months.

ALTERNATIVES ANALYSIS

Contents of the DEIS

The Brightwater DEIS identifies, analyzes, and proposes mitigation for each alternative to address the Brightwater project's impacts on the following elements:

- Earth and Groundwater;
- Air
- Surface Water
- Plants, Animals, and Wetlands
- Energy and Natural Resources
- Environmental Health
- Noise and Vibration
- Land and Shoreline Use
- Aesthetics
- Light and Glare
- Recreation
- Cultural Resources
- Transportation
- Public Services and Utilities

Staff reviewed and commented on the entire Brightwater DEIS. The staff review focused on:

1. Determining if the DEIS adequately and accurately identifies the potential impacts to Shoreline;
2. Determining if the mitigation proposed is adequate to address the anticipated impacts;
3. Developing additional mitigation measures as necessary to address anticipated impacts.

The resulting response letter is keyed to specific section and pages of the DEIS. Many of the comments are also technical in nature. In an effort to simplify this detailed response, this report will provide a summary of: 1) the primary impacts noted by staff as being inadequately portrayed in the DEIS; and 2) additional mitigation measures proposed by staff.

Public Input and the Development of the Response Letter

An important part of the staff review of the DEIS was obtaining feedback from our residents regarding their concerns about the impacts of the Brightwater Project. Staff attended the King County Public Hearings for the Brightwater DEIS that were conducted

in Kenmore and Edmonds in an effort to learn about local concerns. The City also conducted a local Open House on the Brightwater Project on December 17th at the Shoreline Center. Nearly 9,000 residents and business owner/operators residing North of 185th Street were mailed a notice for the meeting.

King County staff attended the meeting and were available to answer questions from the public and provide additional project information. Approximately 30-40 residents attended. Shoreline staff were available to speak one on one with Open House attendees about their concerns. The public provided staff with several comments that aided in the development of the City's response to King County.

One of the major concerns expressed by attendees relates to impacts of portal construction on private property, in particular property that is adjacent to construction sites. There were also concerns relating to traffic and "wear and tear" on City streets as a result of construction activities. Some of the public comment received urged staff and council to take a "stance" against the siting of the conveyance system and outfall in Shoreline. Residents located in portals siting areas 5 and 7 asserted that King County's selection of their neighborhoods for portal construction was based on political reasons (i.e. the City of Edmonds campaigned heavily against the Brightwater project) instead of engineering and cost objectives. Please see Attachment C: Comment letters.

Staff also used the Scoping Letter prepared by the City and submitted to King County on June 24, 2002 (Attachment D: Scoping Letter) as the basis for the DEIS response.

Summary of the Response Letter

Due to the length and detail of the attached response letter, the following is a summary of the main points regarding:

- 1) Whether or not the DEIS adequately identifies and addresses the impacts to Shoreline's environment, residents, business owners/operators and infrastructure; and
- 2) Additional mitigation measures recommended to address short and long term impacts resulting from construction and operation of the portals, conveyance, and outfall.

Summary of Impacts Not Adequately Addressed

- **Earth and Groundwater**
 - Treatment and disposal of contaminated soils encountered during the construction of portals, conveyance, and the outfall.
 - Compensation for losses associated with vibration and settlement of structures, including infrastructure adjacent to portal, conveyance or outfall construction sites.
 - Hazards associated with constructing portals, the conveyance or the outfall on or near specific geologic hazards.

- **Air**
 - The probability and impact of odors emitted from conveyance venting systems and portals.
- **Surface Water**
 - Identification and mitigation of specific effects of dewatering¹ on local surface water levels i.e. drying of wetlands, reducing stream flows.
 - Identification and mitigation of specific effects of the disposal of dewatering products in local surface waters i.e. contamination, flooding, scouring of stream banks.
 - Inaccurate depiction of Shoreline's surface water features.
 - Long term and cumulative impacts from construction activities on surface water resources.
 - Analysis of effects of placing the outfall in Puget Sound at varying depths to determine the best solution for mixing, maintaining natural water temperatures, and directing the flow of the treated effluent away from Puget Sound to the North.
- **Plants, Animals, and Wetlands and Endangered Species/Essential Habitat Evaluation**
 - Effects of dewatering on plants and animals.
 - Cumulative impacts on the marine environment of bioaccumulation
 - Effects of trenching on near shore environments i.e. damage to eel grass beds and associated species.
 - Bruggers Bog is inaccurately identified as being in Lake Forest Park.
 - Potential impacts on winter foraging bald eagles.
- **Land Use and Shoreline Use/Aesthetics**
 - Reuse of portal sites following the completion of construction.
 - Compatibility of above permanent above ground structures (i.e. dechlorination facility, portal access) with surrounding land uses.
 - Compatibility of portal construction site during construction with surrounding land uses.
- **Recreation**
 - Long term effects of treated effluent being released at outfall zone 7S on Richmond Beach Park.
 - The short and long term effects of construction and operation at portal 7 on Bruggers Bog Park.
- **Transportation**
 - Traffic lane closures during the construction of the conveyance system.
 - Construction trip counts do not analyze the "worst case scenario" such as the effects of various size trucks on traffic volumes or the increase in construction trips should the tunneling at a portal be done in two directions at the same time whereby doubling the amount of soil to be removed.

¹ Dewatering is the removal of groundwater to reduce the flow rate or diminish pressure. It is usually done to improve conditions in surface excavations and to facilitate construction condition work.

- There is no analysis on the impacts of construction on residential streets, only arterial streets.
 - Impacts on Nonmotorized transportation
 - Impacts on the roads and stormwater infrastructure during and after construction.
 - Regional transportation projects that may or may not be completed due to current and continued transportation funding cuts are analyzed as if they will be constructed.
 - The effects of truck traffic on Richmond Beach Road are underestimated.
- **Construction Methods**
 - Due to the general nature of the DEIS, impacts to homes or businesses “taken” as part of portal or outfall construction have not yet been identified.
 - Impacts to and methods of compensation for homes or businesses adjacent to portal or outfall construction are not specifically addressed.
 - The impacts associated with the disruption of established neighborhoods are not adequately addressed.
 - The impacts of open trench excavation verses deep tunneling, especially at portal 19 and the outfall.
 - The effects of 24-hour construction schedules on neighboring residents and businesses.

Summary of Additional Mitigation Measures

- **General Measure/Statement:**
 - The Preferred Alternative Route 9 – 195th Street System has the most impacts on the City of Shoreline of the three alternatives studied in the DEIS. The Unocal System, which minimizes the number of portals required throughout the project area and moves the outfall from Shoreline to Edmonds appears to have the least impacts to Shoreline. The City would still be concerned about the environment, residents and business owners located in the vicinity of portals 5 and 7, which would still be needed to construct the Unocal System. However, there do appear to be locations within these portal areas that can avoid critical areas and populated neighborhoods i.e. the King County Maintenance Yard or portions of the Aldercrest School site.
- **Earth and Groundwater**
 - Prohibit the stockpiling and treatment of contaminated soils on site in Shoreline.
 - Identify and avoid construction on or near geologic hazard areas.
- **Air**
 - Odors at portals and ventilation points shall be subject to long term monitoring, a long term response fund shall be established, and ventilation shall be directed away from developed areas where feasible.
- **Surface Water**
 - Perform a complete inventory and assessment of surface water resources in Shoreline including a review of the City of Shoreline’s data for these resources.
 - Establish a post construction bond to fund studies and mitigation to address unforeseen cumulative impacts to Shoreline’s environment.

- Request additional information and analysis concerning the effects of dewatering on Shoreline's surface and ground waters including plants, animals, and wetlands.
 - Develop several models/scenarios for dewatering and associated contingency plans.
 - Prohibit downstream flooding caused by release of dewatering products in local surface water systems.
 - Encourage creation of on site detention to handle dewatering where appropriate and incorporate into the City's stormwater management plan.
 - Stipulate that turbid or contaminate dewatering products shall not be discharged in Shoreline's surface or ground waters. Suggest discharge of such waters into the sanitary sewer system.
 - Requesting additional analysis of the depth at which the treated effluent will be released into Puget Sound to ensure the best mixing, protection of natural water temperatures, and movement of treated effluent to the North away from Puget Sound.
 - Request the restoration of Ballinger Creek as part of the mitigation for construction at portal 7.
 - Request the enhancement of the vegetation and removal of invasive reed canary grass and Himalayan blackberry in the Lyon Creek stream corridor as part of the mitigation for construction at portal 7.
 - Public request: Encourage the Burlington Northern Sante Fe Railroad to phase out the use of herbicides that are potentially harmful to the marine environment and replace with alternative method such as steam or vinegar as part of the mitigation for disturbances to the nearshore environment during the construction of the outfall and for long term impacts associated with the discharge of treated effluent.
- **Land Use and Shoreline Use/Aesthetics**
 - Require King County to obtain appropriate permits such as a temporary use, special use, or right of way permit for the location of temporary uses during construction and permanent structures such as the dechlorination facility to ensure local control of the compatibility of such a use or structure in Shoreline's neighborhoods.
 - Request that the dechlorination facility be built underground if at all feasible.
 - Require the creation of "good neighbor" buffers around the construction site to minimize the impacts to those residents or businesses adjacent to the construction site and to justly compensate and provide relocation assistance to those persons who's homes/businesses will be taken.
 - Following construction, King County should work with the City to redevelop the sites in a manner that is consistent with local plans and policies and the desires of the neighborhood in which the former construction site will be located. These redeveloped sites should be released to the City of Shoreline.
 - Direct the location of the portal within portal area #7 to the King County Maintenance yard. By locating the portal on this property, which adjacent to Bruggers Bog Park, private property can be protected and the neighborhood can remain intact.

- **Recreation**

- Public request: Public access to Richmond Beach including the development of an environmental interpretive display or outdoor classroom. The location of this access and should be carefully reviewed by the City of Shoreline and affected neighborhood. A suggestion was made to locate the access at the Richmond Beach Pump Station.
- Restoration of environmental systems located within Bruggers Bog Park and enhancements to the recreation facilities within the park in coordination with City of Shoreline.
- Improve athletic fields on the Aldercrest School site.

- **Transportation**

- Reconstruct Hebaslein Road through Woodway to be used during construction of portal 19 and the outfall for construction traffic only for the purpose of reducing construction traffic in the Richmond Beach neighborhood.
- Construct a railroad spur and/or dock at portal 19 to reduce construction trips.
- Prohibit lane closures without the City's approval of the closure and the traffic plan.
- Overlay streets that are to be used as direct construction routes or traffic reroutes prior to construction and overlay the same streets as necessary following the completion of construction.
- Assist in the construction or funding of Shoreline's Capital projects that could lessen the impacts of construction on Shoreline's neighborhoods.
- Prior to portal, conveyance, or outfall construction, construct sidewalks, curb, gutters, and amenity zones on arterial and residential streets slated to be construction routes or traffic reroutes.
- Request that construction workers be bused to construction sites.

- **Construction Methods**

- Request that King County fund Shoreline to have its own construction monitoring staff involved on site.
- Visually conceal construction sites from roads and neighboring properties.
- Utilize deep tunneling methods and avoid open trench excavation.

In conclusion, the purpose of this report is to brief Council of the staff response to the Brightwater DEIS and to:

- 1) Address any additional concerns the Council may have regarding the Brightwater project in the response letter;
- 2) Incorporate Council's ideas regarding mitigation into the response letter; and
- 3) Obtain Council's consent to submit this response on the Brightwater DEIS to King County;

STAKEHOLDERS

There are many stakeholders involved or could be effected by this project, including the following:

- City of Shoreline residents
- City of Shoreline business owners/operators
- City of Shoreline

- The following Shoreline neighborhoods: Ballinger, Echo Lake, Hillwood and Richmond Beach.
- King and South Snohomish County
- Local tribes
- Local utilities and service providers

RECOMMENDATION

Staff recommends that Council review the attached response letter (Attachment A) to determine if there are additional impacts or mitigation measures the Council would like to see added; or if there are impacts or mitigation measures suggested that the Council would like to see removed.

ATTACHMENTS

Attachment A	Staff Response Letter regarding the Brightwater DEIS
Attachment B	Generalized Map of Systems Being Considered (Including a large detailed map in Council packet)
Attachment C	Public Comments
Attachment D	Scoping Letter

**ATTACHMENT A:
STAFF RESPONSE
LETTER**

December 19, 2002

Attn: SEPA Responsible Official
Environmental Planning
KSC-NR-0505
King County Wastewater Treatment Division
201 Jackson Street
Seattle, WA 98104-3588

Dear SEPA Responsible Official:

The City of Shoreline has reviewed the Brightwater DEIS and would like to commend King County on this document as well as the review process to date. The quality of the analysis and the expertise of the staff are apparent. We would also like to thank King County Staff for participating in our local Brightwater meeting on December 17th. The City appreciates Executive Sims' decision not to locate the treatment plant at Point Wells. We do however have many questions and concerns regarding the proposed construction and operation of portions of the conveyance system and possibly the outfall within Shoreline.

The City's detailed response to the DEIS is located in Attachment A. Our comments are focused on the conveyance system and outfall sections of the DEIS since the treatment plant is proposed for location in Edmonds or Woodinville. Our responses are organized by chapter of the DEIS plus an additional category labeled "General". The comments by chapter are further organized by the identification of "errors and inconsistencies", impacts that need to be addressed, and recommended mitigation measures.

Thank you for the opportunity to comment on the Brightwater DEIS. If you have any questions about the issues expressed in this letter, please contact Rachael Markle, Planning Manager, at (206) 546-6778.

Sincerely,

Steven C. Burkett
Shoreline City Manager

Attachment A

GENERAL

1. **Issue or Impact to be addressed:** The DEIS is, general in nature, and consequently difficult to comment on in regard to specific impacts. For example, while Chapter 16 identifies specific construction corridors, Chapter 3 states that the pipeline (tunnel) alignment corridors represent a 1,000-foot wide path. Additionally, portal locations are referenced by intersection, and would generally be two acres in size. However, per Chapter 3, the final 2-acre site could vary in size (up to 4 acres for Portal 19) and would be located somewhere within a larger undefined 72-acre circle, the center of which is the approximate street intersection(s) noted. This means the actual portal location for a 2-acre site could be approximately 0.2 miles (\pm) from the referenced intersection.
2. **Issue or Impact to be addressed:** The Preferred Alternative Route 9 – 195th Street System has the most impacts on the City of Shoreline of the three alternatives studied in the DEIS. The Unocal System, which minimizes the number of portals required throughout the project area and locates the outfall in Edmonds instead of Shoreline, appears to have the least impacts on Shoreline. The location of portals as identified in the DEIS in the City of Shoreline is complicated by the presence of critical areas and densely populated neighborhoods. Both the Route 9 – 228th System Alternative and the Unocal System Alternative limit the impacts on Shoreline’s natural environment, residents and business owners/operators. In addition, there is limited and restrained surface access to Portal 19 and potential Outfall Zone 7S. The City is still concerned about the environment, residents and business owners located in the vicinity of portals 5 and 7, which are needed to construct the Unocal System. However, there do appear to be locations within these portals that can avoid critical areas and populated neighborhoods i.e. the King County Maintenance Yard on 25th Avenue NE north of Ballinger Way or portions of the Aldercrest School site.
3. **Issue or Impact to be addressed:** The distribution and use of mitigation funds in impacted communities should be proportional, targeted, and flexible to respond to the wide-range of complex impacts that cannot be fully mitigated in the short-term or completely unforeseen.

Recommended mitigation measures:

- a. We ask that King County give the highest level of consideration in minimizing impacts to the City, our residents, and our businesses and in providing relocation assistance to parties displaced by the acquisition of properties for facilities, or otherwise temporarily or permanently impacted by this project. Impacts to residences and businesses should be recognized and compensated in three categories:

1. Those properties that will be taken for the purposes of constructing and maintaining the portal (mitigation: properties will be purchased by King County at a fair and competitive rate and owners will be provide with relocation assistance – moving costs, etc.);
 2. Those properties that will not be taken, but will be severely impacted (mitigation: temporary relocation assistance during construction, financial compensation) ; and
 3. Those properties that may suffer some impact (mitigation: negotiate on a case by case basis)..
- b. We ask that a mitigation fund be established for Shoreline and that a proportional share of mitigation dollars be placed in this fund based on the short-term and long-term impacts to the City from Brightwater. Shoreline must have flexibility to spend mitigation payments based on our priorities for addressing project impacts that threaten the quality of life in our City.
 - c. King County should establish and operate a long term monitoring program to assess the impacts of construction and operation of the Brightwater system on surface water, groundwater, marine waters, plants, animals, and wetlands, air and environmental health.
 - d. A free mediation process should be provided to jurisdictions, residents, and businesses that feel they have not been adequately compensated.
 - e. The project should include a substantial communications component to ensure that timely, useful, and accurate information about the project is made available to Shoreline citizens and businesses. The City should be directly involved in developing and implementing a communications strategy that matches the needs and conditions in our community. Environmental education should be an important part of this communications strategy.
 - f. Shoreline, our citizens, and our business owners should be consulted regarding expenditures under the King County 1% for Arts Program. Public art opportunities at areas identified as future *gateways* by the City of Shoreline, including the intersection of SR 104 and 205th Ave. NE, should be given priority and should be coordinated with City Gateway plans. Shoreline should receive an amount proportionate to the construction dollars expended in Shoreline.
3. **Issue or Impact to be addressed:** The acquisition of private and public property for portal sites would cause a wide range of impacts to the City, its residents, and businesses that must be addressed.

Recommended mitigation measures:

- a. Large landscaped “Good Neighbor” buffers should be included around all above-ground facilities and maintenance access points.
- b. Pump station and portal sites and portions of all facility sites that are not needed following system construction should be improved for public use based on specific input from the impacted community. At a minimum, these sites should be turned over to the jurisdiction in which they are located and reused as determined appropriate by the jurisdiction and its citizens.

- c. The City of Shoreline should be consulted regarding access and maintenance easements needed by the City on properties acquired by King County for Brightwater facility construction and operation. Easements should be granted free of charge and without unnecessary delay.
- d. Suggest locating Portal 7 at the existing King County Maintenance Yard on 25th NE north of Ballinger Way or explore the feasibility of constructing the portal on a portion of the Aldercrest School site for the purposes of preserving homes and businesses. After construction of the portal is complete, these mitigation measures are recommended:
 - 1. Enhance the existing degraded vegetation areas in Bruggers Bog and remove invasive species.
 - 2. Portions of the King County Maintenance Yard that are not needed for continued portal maintenance should be restored to historical wetland conditions associated with the adjacent Bruggers Bog to the north.
 - 3. Following restoration, this property should be considered for transfer to the City of Shoreline as part of the compensatory mitigation for reuse in a manner determined to be appropriate by Shoreline and its citizens.
 - 4. The transfer to the City of Shoreline would also be contingent upon King County being responsible for the cleanup of any environmental hazards found on site.
 - 5. Improve the athletic fields at the Aldercrest School site.
- e. Conveyance facilities, including pump stations, need appropriate odor and noise mitigation for ongoing operations, an emergency power supply, and other contingencies to mitigate system failure potentials.
- f. Request that King County give the highest level of consideration in developing site specific mitigation measures to address typical construction impacts related to dust, noise, street closures, transit disruption, and construction traffic in the City of Shoreline. The City, our residents, and business owners should be consulted in depth regarding the timing of construction, traffic detours, temporary bus stops and transit route relocation, and the development of other mitigation measures following the design phase of system development.

CHAPTER 3 DESCRIPTION AND COMPARISON OF ALTERNATIVES

- 1. **Error or Inconsistency Noted:** Table 3-2 (Chapter 3) lists portal depths for both gravity and force main alternatives for all portals located in the City. However, page 3-13 states that the preferred “second option” would have force mains constructed inside the tunnel for 9.6 miles from the Wastewater Treatment Plant to Portal 27, and have a gravity main within the tunnel from Portal 27 to the outfall. This implies the force mains would terminate at an easterly portal location in the City and flow by gravity through the remaining City route. This is inconsistent with Table 3-2.
- 2. **Error or Inconsistency Noted:** Per page 3-4 (first paragraph 3.2.2), portals would provide “...*tunnel maintenance access points, odor control and/or ventilation facilities, and possibly a new pump station...*”. A pump station was

not shown to be located within the City of Shoreline. It is also unclear if either odor control facilities or ventilation systems are proposed within the City of Shoreline. If these are proposed, they should be clearly stated.

3. **Issue or Impact to be addressed:** For both effluent pipeline proposals (the 228th and 195th corridor alignments) routed to the Richmond Beach area, references are made to siting of a permanent dechlorination building, approximately 30 feet by 75 feet, located on 0.5 acres. It would have a chlorine monitoring and control system, sodium bisulfide storage, metering system, and mixing box. Presumably, it would also need routine access, security system, fencing, parking, lighting, etc. It is unclear where this facility will be located, but it is likely that it will be located on the Richmond Beach portal site or in an upstream portal site located within the City of Shoreline.

Recommended Mitigation Measures: It should be subject to further review and approval by the City and subject to further mitigation consideration. The dechlorination facility should be located underground if feasible. If it cannot be located underground, the city will require a Special Use Permit be obtained to address siting, aesthetics, safety, lighting, etc.

4. **Issue or Impact to be addressed:** The siting of dechlorination facility (sites 19,23, & 27) all within or adjacent to City of Shoreline may pose high risk in the event of an accident to residential areas. Sensitivity is needed in siting this facility to zoning and risks posed to public health and safety.

Recommended Mitigation Measures: It is recommended that any dechlorination facilities not be constructed at portal sites that encompass or that are adjacent to streams, wetlands, and/or significant vegetation areas and associated wildlife habitat.

5. **Issue or Impact to be addressed:** Section 3.7 addresses construction schedules and construction times. Regarding the construction phase, the conveyance system would take up to six years to complete with activity at each portal site taking two to five years to complete (construction). The outfall conveyance system will take two years to construct. The proposed schedules as stated therein further indicate construction times consisting of five work-day, 12-hour work shifts (7:00 AM to 7:00 PM) and reference possible 24-hour shifts (7 days a week). This may prove particularly unnerving to businesses and residents inconvenienced by these operations, particularly since additional references in the report indicate the sites will require street lane closures (access issues), have intense noise, be dusty, have night lights, and exhaust fumes.

Recommended Mitigation Measures:

- a. City Staff would like to take a field trip to a tunnel construction site to experience the noise, dust, fumes and vibrations first hand.

- b. Road or lane closures must be approved by the City of Shoreline Right-of-Way Permit.
 - c. If construction impacts are received by Shoreline residents or businesses either temporarily or permanently they shall be compensated.
6. **Issue or Impact to be addressed:** Table 3-11 states that the treatment plant will adhere to most recent stormwater manual for design and control of storm water runoff. Yet, it does not adopt the same criteria for portal sites during and after construction.

Recommended Mitigation Measures: Use the 2001 King County stormwater manual regardless of the activity planned.

7. **Error or Inconsistency Noted:** City of Shoreline threshold for drainage review is 1,500 square feet. Table 3-11 should reflect this.
8. **Issue or Impact to be addressed:** Table 3-11 sites minimal impacts from effluent discharge to Puget Sound. However, it fails to calculate a budget of anticipated increased levels of pollutants and how this and other sewer outfalls are contributing to cumulative affect to water quality of Puget Sound. Dilution (diffuser) to pollution is the relied upon buffering agent that appears to minimize adverse impacts. This assessment and proposed mitigation could lead to a miscalculations of the anticipated impacts.

Proposed Mitigation Measures: Analyze cumulative impacts and develop long term mitigation accordingly.

CHAPTER 4 EARTH AND GROUNDWATER

1. **Issue or Impact to be addressed:** Potential exists for unearthing contaminated soils at the various portal locations, particularly any portal located on or near the Point Wells site. Contaminated soils, once excavated (temporarily stockpiled), or disturbed, provide potential for contaminants leaching into ground or surface waters, or to come into human contact (fugitive dust, etc). Options for treatment of soils depends on the type, nature, and level of contaminants. However, under certain conditions, onsite treatment is permitted. For example, soil can be stockpiled, covered, aerated, etc. for a long period of time.

Recommended Mitigation Measure: Timely removal of all contaminated soils prior to disposal shall be required and/or treatment in coordination with appropriate City reviews.

2. **Issue or Impact to be addressed:** There are likely impacts that cannot be anticipated until the project details are designed and construction is underway. Prevention of potential erosion, groundwater contamination, and groundwater depletion impacts will be particularly important near Portals 5, 7 and 27.

Recommended Mitigation Measure: The future project design needs to incorporate ample safeguards to prevent, limit and lastly provide compensatory mitigation for any unavoidable erosion, groundwater contamination, and groundwater depletion impacts.

3. **Issue or Impact to be addressed:** The DEIS states that groundwater control may consist of pumping groundwater at volumes ranging from just a few to several thousand gallons per minute. If this were to occur at Portals 5, 7 and 27, it would likely impact nearby stream flows and well water supplies. In addition, disposal of this large a volume of dewatering discharge could result in additional impacts to water quality in nearby streams and wetlands.

Recommended Mitigation Measure: Any such proposed action shall be closely coordinated with the City of Shoreline and Washington Department of Fish and Wildlife (WDFW) in order to assure that the City's interests are protected in these areas. Research and analysis must be performed to assess the effects of seasonal variation on dewatering and discharge of these waters in local streams and other surface water features. Flow control measures must be constructed prior to the release of water into local surface water features. Downstream flooding of properties in Shoreline is not an acceptable impact. In some cases, the construction of onsite detention facilities may be appropriate to handle excess water created by dewatering. Note: Any water that is turbid or otherwise contaminated shall not be released into surface or groundwater. This water shall be disposed of in the sanitary sewer system

4. **Issue or Impact to be addressed:** The section on vibration and settlement describes various ways to lessen impacts, but does not address the worst case scenario – complete failure of an adjacent structure, a description of how long occupants of an adjacent structure might have to endure the vibration, or when the mitigation techniques are applied.

Recommended Mitigation Measure: Develop a tiered compensation plan to mitigate permanent and temporary impacts to residents and businesses.

5. **Issue or Impact to be addressed:** The proposed conveyance system and related facilities along the county line would necessitate construction in geologic hazard areas in the City of Shoreline.

Recommended Mitigation Measure: Mitigation of potential seismic hazards in Portals 5 and 7 are not discussed. This could be important due to liquefaction potential near Lyon Creek and McAleer Creek. Impacts to geologic hazard areas must be fully considered and mitigated on-site to the greatest extent practicable to ensure the project does not increase the risk of impacts to human safety, damage to property, or the environment.

CHAPTER 5 AIR

1. **Issue or Impact to be addressed:** No modeling was performed or meteorological data collected in regards to air quality along the conveyance route and outfall zones. The DEIS states that there could be temporary air impacts caused by paint and other fumes during construction. In addition, in the worst case scenario, odors may be released at tunnel ventilation facilities and portal locations. The DEIS makes note of such mitigation as installing odor control equipment along the corridor.

Recommended Mitigation Measure: Odors should be monitored and a response plan developed. Funds should be set aside to address odor issues in the future, especially if the portal is located close to residential or commercial property. In addition, portal ventilation systems need to be designed to direct the air flow away from developed areas.

CHAPTER 6 SURFACE WATER

1. **Issue or Impact to be addressed:** During tunnel construction ground water interception will undoubtedly occur. The method for handling this water has not yet been identified. The act of dewatering and the method of disposal could have significant impacts on streams, wetlands, lakes and associated plants and animals. (Note: In Appendix C ESA Essential Fish Habitat Evaluation this impact is not identified.) The ‘what to do with the water’ is left unanswered as regulations prohibit the magnitude of the discharge to sewer systems and is greater than any preexisting stream flows. No substantial assessment of water quality is given. Some of the City’s groundwater is high in sulfur and other dissolved metals and arsenic.
 - a. The dewatering volume at Portal 7 may be as high as 6.7 cubic feet per second, exceeding the average annual discharge for nearby Lyon Creek, the presumed receiving watercourse. Potential impacts identified in the DEIS include localized flooding and stream channel erosion of Lyon Creek and its tributary (see Table 6-5). The DEIS is unacceptably vague regarding how this potential impact to the Lyon Creek system will be avoided or effectively mitigated, saying at the bottom of page 6-35 that “This will likely require management approaches to minimize potential stream scour.” Those management approaches are not yet identified.
 - b. Dewatering at Portal 3 to McAleer Creek could have significant impacts. Table 6-5 describes flooding and erosion impacts to McAleer Creek due to Portal 3 construction; however, Figure 6-3 shows Portal 3 to be outside of the McAleer Creek drainage basin. Although Portal 3 is outside the City of Shoreline, if the comment in Table 6-5 is correct,

the City has a vested interest in the overall health of the creek and its fish populations.

- c. Much of the McAleer Creek basin is within the City and fish migrating upstream from Lake Washington and beyond must pass through the lower stream reaches to stream sections in the City. As with Lyon Creek at Portal 7, potential impacts to McAleer Creek from discharge of collected dewatering water are not mentioned in the DEIS and mitigation measures are also not adequately described.
- d. This impact is left in such a gray state that adequate mitigation is impossible to determine. This part of the project needs to be rethought as to potential scenarios and outcomes. Primary areas of concern are for portals 7 and 27. Mitigation for proposed work in the Portal 7 should include enhancement of existing degraded vegetation areas in the Lyon Creek stream corridor, including removal of existing invasive species such as reed canarygrass and Himalayan blackberry.

- 2. **Issue or Impact to be addressed:** The DEIS fails to accurately identify all streams and wetlands within projected project areas. For example Barnacle Creek at Portal Site 19/Outfall (Figure 6-20) is not depicted nor are the associated wetlands.

Recommended Mitigation Measure: Perform a complete inventory of watercourses and wetlands in project area and consult the City of Shoreline resources.

- 3. **Issue or Impact to be addressed:** Impacts from construction activities are referred to as transient and will no longer be a factor to water quality health. This fails to recognize that some impacts, i.e., increase to sediment, peak flows, spills of oils and grease and construction material, can last for generations.

Recommended Mitigation Measure: An accounting of life expectancy for anticipated cumulative and singular impacts should be generated with appropriate mitigation. King County should establish and operate a long term monitoring program to assess these impacts. Mitigation should include a post-construction bond or dedicated a fund account for a period not less than 10 years during which these funds could be used to pay for the costs of monitoring and mitigating these impacts.

- 4. **Issue or Impact to be addressed:** The stormwater treatment is planned only for the newly created impervious surfaces at the treatment site. However, Shoreline's redevelopment guidelines require the entire site which includes portals and associated impervious surfaces to achieve 2001 King County Stormwater Manual standards i.e. treat runoff as if the site was being converted from a forested condition to impervious surfaces. This will modify the current plan and design of the conveyance and outfall.

Recommended Mitigation Measure: Design all portions of the project to meet the 2001 King County Stormwater Manual. Note: on page 6-36 and 6-41 fish impacts are not mentioned for McAleer Creek.

5. **Error or Inconsistency:** On the top of page 6-60 of the DEIS under *6.4 Significant Unavoidable Adverse Impacts*, a statement is made that “Some unavoidable adverse impacts to surface water resources may occur during construction if mitigation measures are not consistently applied or maintained, however they are not anticipated to be significant.” This statement includes several contradictions or inconsistencies. First, it casts doubt on the proponent’s commitment to apply the mitigation measures that have been described.

The commitment to provide adequate mitigation needs to be reiterated and emphasized, and a contingency plan should be developed for use if mitigation is either ineffective, insufficient, incorrectly implemented, or not implemented as planned. Second, it is incorrect to call these impacts “unavoidable” if they are the result of inadequate or incomplete mitigation. These impacts could potentially be avoided if mitigation is implemented as planned. Finally, it seems plausible that if mitigation measures are neglected or are insufficient, that some of the impacts could be significant rather than insignificant as stated.

6. **Issue or Impact to be addressed:** On page 6-17 of the DEIS under *6.1.4.1 Water Circulation*, it is described that higher salinity, denser water enters Puget Sound at depth from the north and that lower density, less saline waters exit Puget Sound near the surface. Thus, surface waters in Puget Sound are generally moving towards the north while waters at greater depths are generally moving towards the south. The transition from northbound surface waters to southbound deeper waters is reported (bottom of page 6-17) as occurring at approximately 360 feet of depth. Surface waters tend to have a lower salinity and resulting lower density due to the discharge of fresh water from the rivers and streams entering Puget Sound at the surface.

The outfall for the treated sewage effluent are proposed to discharge at up to 700 feet of depth. At first consideration, it would seem that the deeper the discharge, the better. However, discharging at these depths controverts the natural processes described above whereby fresh water from rivers and streams is discharged at the surface and subsequently tends to migrate to the north and out of Puget Sound. The proposed sewage outfall would discharge low-salinity, “fresh” water at depth rather than at the surface, and into the higher salinity water which is moving southward into southern Puget Sound.

Recommended Mitigation Measure: The EIS should consider and evaluate a compromise discharge depth of perhaps around 300 feet which could still be deep enough to minimize effects at the surface, yet shallow enough to allow discharge into a depth zone which would tend to carry the effluent water northward and out of Puget Sound sooner. Questions to be covered: How deep, typically, is the euphotic zone, below which light levels rather than nutrients limit phytoplankton

growth? Is it high enough such that water could be discharged below it and still be within the zone of waters tending to move northward and out of Puget Sound?

7. **Issue or Impact to be addressed:** A dock is being proposed to be built if Zone 6 is chosen for the outfall to aid in reducing impacts of construction traffic on surrounding neighborhoods. It does not appear that a dock is being proposed in Zone 7. Why is there no dock planned for Zone 7 and the construction of portal 19 as there is only one access road?

Recommended Mitigation Measure: If feasible, a dock should be constructed at Zone 7 to reduce construction traffic in Shoreline if either of the Route 9 alternatives are to be constructed.

8. **Issue or Impact to be addressed:** Brightwater construction and operation may significantly and cumulatively adversely impact critical areas and marine shorelines.

Recommended Mitigation Measures:

- a. Impacts to streams and wetlands, including impacts to McAleer Creek, Lyons Creek, watercourses in the Richmond Beach neighborhood, and related tributaries, must be minimized. Deep tunneling should be used to minimize impacts to streams and wetlands. Stream and wetland crossings must be designed based on the Best Available Science to minimize impacts. Portals and pump stations should not be located or designed in a manner that impacts critical areas. Where critical areas are impacted, restoration and enhancement ratios must be sufficient to ensure no degradation in the function or value of critical areas on a basin scale.
- b. Because impacts may not be fully or appropriately mitigated on-site, suitable compensatory mitigation sites should be identified within City boundaries, preferably within in the same drainage basis as project impacts. The County should consider restoration of Ballinger Creek where it has been adversely impacted by the development of the King County maintenance facility (near proposed Portal #7). The City needs to be fully involved in any future effort to identify potential mitigation sites.
- c. All efforts should be made to utilize tunnel/bore construction methods and to avoid trench construction methods in Outfall Zone 7S.

CHAPTER 7 PLANTS, ANIMALS, AND WETLANDS

1. **Issue or Impact to be addressed:** On Page 7-28 regarding Portal 7 the DEIS does not identify City of Shoreline as having jurisdiction. The description lacks other stream features and water quality data.

Recommended Mitigation Measure: The City of Shoreline should be consulted for future description and assessment of Portal 7's activities.

2. **Issue or Impact to be addressed:** On Page 7-35 regarding Portal 19 the description of streams and wetlands is incomplete.

Recommended Mitigation Measure: The City of Shoreline should be consulted with for future description and assessment of Portal 19's activities.

3. **Issue or Impact to be addressed:** On Page 7-38 Portal 23 contains the upper headwaters to Storm Creek and this is not noted in the DEIS.

Recommended Mitigation Measure: Consult the City of Shoreline and include in the FEIS.

4. **Issue or Impact to be addressed:** Proposed mitigation for potential impacts to aquatic resources, vegetation and associated wildlife habitat from erosion, sedimentation, turbidity, and/or from dewatering and dewatering water discharge are very generalized and may be somewhat understated. Potential impacts to streams, wetlands, marine habitats, plants and associated wildlife habitats and species could be significant and there are likely impacts that cannot be anticipated until the project details are designed and construction is underway. Prevention of potential impacts will be particularly important in the vicinity of Portals 5, 7, 19 and 27 and in the vicinity of Outfall Zone 7S.

Sedimentation is the only impact identified. Other impacts from portal siting are lost and disruption to the natural hydrology of the sites, increased nutrient runoff (eutrophication of streams) loss or reduction of biodiversity, increases in contaminants from construction equipment and material, increase in stream temperature from loss of shade and decrease in allocthanous material to the streams and wetlands.

Recommended Mitigation Measure: The future project design needs to incorporate ample safeguards to prevent, limit and lastly mitigate any impacts in these areas.

5. **Issue or Impact to be addressed:** The section called 7.2.4.2 Operational Impacts seems inconsistent with section 7.3.5.2, which states no need for mitigation due to lack of impacts from operating the outfall. The magnitude of impacts is tied to assumption that effluent will remain 70' below the surface. Freshwater is lighter than seawater and therefore it should rise to the surface. It would mix along the way but eventually there would be a core plume like smoke rising to the surface and exposed to higher mobility and transportation rate.

Recommended Mitigation Measure: This needs to be correctly identified or explained why it is believed that the effluent will only get to within 70' of the surface.

6. **Issue or Impact to be addressed:** 7.3.5.2 Operational: no mitigation is planned for operating the outfall yet impacts are anticipated due to "...will add small

increment to the overall trend of increased nutrient, metal, and solids inputs to Puget Sound...” (pg. 6-51, 6.2.6). The cumulative impact is present and should be accounted for relative to mitigation.

Recommended Mitigation Measure: Areas to mitigate may be actions to clean up or improve degraded conditions, i.e. lack of shoreline erosion and tidally influenced wetlands. What is the expected recovery time for construction of the outfall? Trenching and excavation of dense eel grass beds is not adequately mitigated. Monitoring and mitigation for construction impacts and post maintenance should be considered.

7. **Issue or Impact Identified:** On Page 7-94, maintenance of the diffuser calls for cathodic protection of steel pipelines. This most likely refers to the placing of zinc plates onto the steel to reduce deterioration of steel from electrolysis of seawater. This common practice through out the marine environment could potentially add tons of zinc to the waters.

Recommended Mitigated Measure: This impact from the Brightwater project needs to be analyzed and appropriate mitigation developed.

8. **Error or Inconsistency:** On Page 7-94 emergency discharges of untreated effluent are identified without any assessment of impact or needed mitigation. In other portions of the DEIS it is stated that there is no chance of untreated effluent being released at Zone 7. If there is a chance that untreated effluent may be discharged via the outfall this must be addressed in FEIS.

9. **Issue or Impact to be addressed:** On Page 7-96 “Bioaccumulation of certain chemicals” - Category 3’s use of Brightwater’s effluent being “relative to other sources” as insignificant masks a potential that a risk is present. The justification that because other sources pollute more thus making Brightwater a cleaner player ignores fundamental assessment of impacts. The concentration of these chemicals is at question not who is a larger contributor of these various chemicals. This section is weak and cannot guarantee no or insignificant risk to the environment. What is the fate of antibiotics, growth hormones, steroids, caffeine, prescription drugs, and other typical household generated hazardous waste?

Recommended Mitigation Measure: Continually test and monitor the presence and level of such substances as antibiotics, growth hormones, steroids, caffeine, prescription drugs and other household generated hazardous wastes both in the effluent and for accumulation in the biotic community starting with the outfall zone. Also, develop an on-going program to remove these chemicals from the effluent and dispose in a safe manner.

10. **Issue or Impact to be addressed:** In section 7.2.6 Cumulative Impacts, erroneous credit is given to the action of to minimize impervious surfaces at all facilities. It has been stated that even with that, cumulative impacts will occur.

Delete this as mitigation for cumulative impacts. Cumulative impacts can be the single largest factor to degradation of air and water qualities.

Recommended Mitigation Measure: More needs to be assessed here especially how this impact will be measured and mitigated.

11. **Error or Inconsistency:** In section 7.3.2.1 “Mitigation Measures Common to both sites”, impacts of impervious surfaces from direct construction and the operational aspects of the project are mentioned. The increases in impervious surfaces due to increasing the allowable development within the areas served by the sewer are not addressed. The DEIS’s policy of not addressing this indirect impact both as a singular and cumulative impact is very significant.
12. **Error or Inconsistency:** Table 7-12 on Page 7-4 attributes the jurisdiction of Bruggers Bog to Lake Forest Park. This area is within the boundaries of the City of Shoreline.

CHAPTER 8 ENERGY AND NATURAL RESOURCES

1. **Issue or Impact to be addressed:** On Page 8-15 of the DEIS, it is stated that diesel generators may be used if power lines or a substation are not available. Although this risk is said to be low, in order to protect our residents, businesses, and natural environment, specific mitigation is requested to reduce the noise and odor impacts associated with the use of a generator should one be required.

Recommended Mitigation Measure: A Temporary Use Permit should be obtained from the City of Shoreline to approve and condition the siting of a generator to ensure protection of neighboring property owners.

CHAPTER 9 ENVIRONMENTAL HEALTH

The DEIS seems to adequately and accurately identify impacts to environmental health.

CHAPTER 10 NOISE AND VIBRATION

Comments on impacts and mitigation concerning noise and vibration as these could potentially affect aquatic environments, vegetation and associated wildlife are provided above in the discussion of Chapter 7.

CHAPTER 11 LAND AND SHORELINE USE

1. **Issue or Impact to be addressed:** Short and long term impacts associated with the construction and operation of the outfall on the marine environment, residents, and public recreation.

Recommended Mitigation Measure: Public shoreline access improvements should be incorporated into the design of the outfall facility or provided in a location near the Outfall Zone 7S area based on input from the City and citizens impacted by outfall construction and operation. Public access to the shoreline in the Outfall Zone 7S area is currently restricted due to limited public access points, the Burlington Northern railroad tracks, and rugged terrain. Policy EN66 in the *Environmental Element* of the City of Shoreline's Comprehensive Plan states that additional public access shall be provided to Shoreline's natural features, including the Puget Sound Shoreline. As mitigation the City requests the County to: construct a pedestrian overpass or tunnel at the pump station; develop the pump station site for public access and use; secure beach access rights from the railroad; and provide safety fencing along both sides of the tracks if it is required by BNSF Railroad.

CHAPTER 14 RECREATION

1. **Issue or Impacts to be addressed:** The City has concerns about potential impacts to the park at Bruggers Bog from the construction of a portal at the adjacent King County Maintenance Yard. This is the only city park in this area and it serves several multi-family complexes.

Recommended Mitigation Measures: Improvements to the existing Bruggers Bog Park should be included as project mitigation for construction at Portal 7. Improvements should be implemented by King County in consultation with the City of Shoreline. The City expects that there will be no net loss in area at this park. Should access to the park be restricted during construction, the City expects to be compensated.

2. **Issue or Impacts to be addressed:** Construction at Portal 19 and the construction of the outfall in zone 7S could have short term impacts on the near shore environment.

Recommended Mitigation Measures: The development of an environmental interpretive component should be considered for public education if the outfall zone is located at zone 7S.

2. **Issue or Impact to be addressed:** The City is concerned about potential impacts to the Aldercrest School site located within the Portal 7 area such as: restricted access, construction site risks for school age children, increased traffic around the school etc. In addition, the City understands that the School District will begin construction on improvements at the Aldercrest School site in the near future. It will be important to coordinate with the School to minimize the impacts of construction at both sites on the neighborhood. This is especially important since 25th Avenue NE is the primary access to this neighborhood.

Recommended Mitigation measures: Coordinate with the Shoreline School District should this portal be constructed north of Ballinger Way to identify if there will be any risks to the school associated with the construction or operation of the portal and mitigate accordingly. Explore with the School District the feasibility of constructing the portal on a portion of the Aldercrest School site. Improve the athletic fields at the Aldercrest School site.

CHAPTER 15 CULTURAL RESOURCES

The DEIS seems to adequately and accurately identify impacts to cultural resources in Shoreline. The mitigation proposed for these impacts also seems adequate.

CHAPTER 16 TRANSPORTATION

1. **Issue or Impact to be addressed:** The traffic analysis used P.M. peak hour traffic to evaluate worst-case traffic conditions. However, unique characteristics of the various neighborhoods should also be considered, for example Saturday traffic at Costco, morning peak traffic, traffic near schools (beginning at 2:30), etc.

Recommended Mitigation Measures: The County traffic analysis should include this site specific analysis in the FEIS. Additionally, passenger car equivalents shall be clearly stated for construction trucks (trucks, trucks and trailers, etc.).

2. **Issue or Impact to be addressed:** The portal locations will have other adverse impacts to abutting roadways and intersections based on their actual location and the type of trucks used (trucks with trailers for example) to remove spoils, turning radii, etc. The short and long term impacts to the physical condition of the local roadway system are not addressed. The current condition of these roads is variable and would be severely impacted by this type of heavy vehicle traffic.

Recommended Mitigation Measures:

- a. Widen roadways as required to provide adequate turning radii for construction vehicles. Perform structural analysis of roadways, prior to use to determine pre-construction structural integrity. Overlay affected streets prior to

construction and overlay or reconstruct roadways that are damaged or compromised (design life reduced) by hauling operations or other construction related activities associated with the Brightwater project.

- b. Provide construction site maneuvering for the truck traffic and remove them from the transportation system as quickly as possible for standard loading and unloading activities.

3. **Issue or Impact to be addressed:** The DEIS traffic analysis evaluated impacts at two separate base years, 2010 and 2040. The 2010 year was assumed to represent the baseline for both construction impacts and opening year operational impacts (see page 16-30). However, this does not necessarily reflect a “worst case scenario” in regard to LOS impacts since construction activities are noted to commence in 2004 and last up to six years at each portal location. More particularly, LOS may exceed local standards adopted by the City for the year 2004, 2005, 2006, etc., and thereby require additional mitigation.

Recommended Mitigation Measures: As such, truck and employee trips should be evaluated at 2004 to access overall LOS impacts to the existing streets and intersections during construction. As currently stated, their analysis calculates LOS failures in 2010 without their project, and as such, the Brightwater Project would not make matters worse (once they have failed), ergo no mitigation required. However, this project might cause LOS detriments in the construction phase which was not analyzed.

4. **Issue or Impact to be addressed:** Truck traffic and haul impacts were restricted by the County in regard to the “regional transportation system”, as stated on page 16-30. However, the number of truck trips utilized (worst case scenario) would appear inaccurate for the following reasons:

- a. Portals can be used to tunnel in opposite directions. As such, spoils generated at an individual site could be higher than the report suggests based on their stated production rate of 50 lineal feet of tunneling (14-foot diameter tunnel per day). One tunnel could effectively generate 300 CY/day. Two tunnels depositing spoils from the same portal could generate 600 CY/day (\pm). This converts to 60 round trips per day (single, 10-CY dump truck). This would be in addition to other equipment and material delivery needs and employee generation trips. The traffic impact analysis should reflect same. This is also true of portal 19 where two portals are likely to be constructed, and, open excavation of the outfall may occur which would generate significantly more spoils than tunneling operations.
- b. No traffic analysis was found for the construction traffic generated on surface streets (non-arterial) which may be used to access portal sites, or for the Richmond Beach Road/Aurora/175th Street route likely to be utilized for a haul route for the Richmond Beach site (site of 2 portals).

Recommended Mitigation Measure: Perform additional analysis based on the above comments and develop appropriate mitigation in conjunction with the City of Shoreline.

5. **Issue or Impact to be addressed:** The employee traffic impact analysis appears to have utilized an assumption concerning mode share transportation (transit, carpool, vanpool, walking, or bicycle). The County should identify if these assumptions were used to evaluate trips generated by construction workers. Construction workers typically do not utilize these alternate means of transportation, therefore, construction employees generate more trips which do not represent a “worst case scenario” as implied.

Recommended Mitigation Measures: Recalculate construction worker trips and bus construction workers to the site. If the parking area for the construction workers will be located in Shoreline, the City’s approval must be obtained via a temporary use permit or equivalent measure to insure that impacts are not merely shifted to another area of the City.

6. **Issue or Impact to be addressed:** Section 16.2.1.4 identifies that conflicts with other planned or programmed projects were evaluated and accessed in terms of schedule and physical impacts. In review of the Shoreline CIP, as well as other on-going City maintenance projects, the DEIS fails to reference projects the City of Shoreline has programmed through 2008.

Recommended Mitigation Measures: The traffic analysis should reflect the City’s programmed projects. Some of these projects include:

- City Gateway Plans
- Rechannelization of Richmond Beach Road to three lane corridor
- Interurban trail, from its southerly terminus (N. 145th Street) to its northerly terminus (N. 205th Street)
- Interurban trail crossing at 155th Street and Aurora Avenue
- Aurora Avenue Improvements (\$30,000,000 project) between N. 145th and N. 165th Streets
- Aurora Avenue North Improvement between N. 165th Street and N. 205th Street
- 15th Avenue NE Improvements (between NE 146th Street and NE 196th Street)
- Signal installation at 15th Avenue NE and NE 165th Street
- North City Business District Improvements
- 175th Street sidewalks

7. **Error or Inconsistency:** The planned and programmed regional projects referenced in Section 16.2.2.1, were included in the County’s traffic analysis even though some are currently **unprogrammed** (PSRC). Since construction is slated

to begin in 2004, these unprogrammed regional capacity improvements will not be complete during the construction phase. The traffic analysis should not assume that the projects would be completed.

8. **Issue or Impact to be addressed:** Trip generation numbers shown in Table 16-16 appear inaccurate due to “worst case scenario” projections. Additionally, earthwork trucks for portal construction do not reflect tunneling in opposite directions (creates twice as many cubic yards of spoils). Nor do they appear to account for earthwork spoils generated from the portal construction itself. What does the County predict will be production rates for the portal construction? Did the County assume for tunnel construction production rates, that it was for an 8 hour work day, 12 work day, 24 work day, five or seven days a week, etc.?

Recommended Mitigation Measures: Additional mitigation shall be warranted based on a revised / detailed traffic plan and City review of the schedule of construction activities (production hours, days and weeks) haul routes, final location of portal, etc.

9. **Issue or Impact to be addressed:** The traffic analysis utilized a PSRC projection for population growth rate of 1% (page 16-40). The County should model growth rates projected in the next 2 to 10 years based on current adopted City plans.

Recommended Mitigation Measures: Consult with the City of Shoreline to recalculate population growth.

10. **Issue or Impact to be addressed:** The County’s estimate of the average daily traffic for each portal of 106 trips may not represent the “worst case” scenario as stated in the text. The worst case scenario may be 24 hour shifts with tunneling in both directions, and open-cutting method of the outfall section. It is unclear if the daily trips shown for workers in Table 16-16 account for lunch breaks, personal use, etc. It is unclear if the DEIS assumed that an employee never leaves the site during his work shift. It is unclear if the trip-generated numbers stated in the DEIS account for only an 8 hour shift or multiple shifts?

11. **Issue or Impact to be addressed:** Section 16.2.4.1 (page 16-45) states “*lane closures could occur on roads...particularly in portal areas.*” It further states “*construction could restrict access to homes or businesses,*” and “*temporary closures could affect the movement of police, fire, and emergency vehicles.*” The mitigation measures proposed to deal with this impact is discussed in Section 16.3.2.1. However, these impacts as stated do not discuss the meaning of the word “restricted access” or the duration of “temporary closures.”

Recommended Mitigation Measures: Other mitigation which cannot be specifically identified at this time due to the generality of site specific locations

will be mandated. No traffic lane closures shall be allowed without the approval of the City of Shoreline Right of Way permit.

12. **Issue or Impact to be addressed:** The report states (page 16-46) that the projected truck volume on Richmond Beach Road, in the primarily residential neighborhood area(s), will be nearly 10% of background traffic levels. This 10% figure needs to be reassessed. We do not concur with the County using the baseline year of 2010 (since construction will be complete), nor are they clear regarding the construction sequencing (multiple work crews at Point Wells site – outfall and tunnel construction), or on the number or hours of crews used in their production calculations. Even so, 10% is high truck traffic volume in a residential neighborhood. The “quality of life” in this neighborhood could be greatly effected, as will structural impacts to portions of this roadway. There are also areas where bicyclists and pedestrians share the roadway as no separate facilities are available for their use causing safety concerns with high truck traffic changes.

Recommended Mitigation Measures:

- a. (Preferred method of reducing traffic) A reduction of significant truck trips would be realized with construction of a railroad spur or the use of barges at the Point Wells site, which would be utilized for the import and export of materials. The City requests that all equipment, materials, and excavated soil required to construct portal 19 and the outfall be transported by barge and/or rail.
 - b. (Alternative method to reduce traffic) The County should reconstruct and reopen Hebaslein Road through Woodway for construction traffic only which would provide alternate access and additional emergency access. The additional traffic, particularly truck traffic will generate noise, odor (emissions) and safety concerns primarily through the residential neighborhoods of Richmond Beach.
 - c. Look at identified transportation projects in the area to be complete prior to the start of construction and indicate which are necessary for effective construction of this project. Potentially assist in funding any projects that may lag behind the schedule of this project.
13. **Issue or Impact to be addressed:** Roadways, stormwater facilities, and pedestrian access and safety may be severely impacted by the construction of Brightwater. These include, but are not limited to, Ballinger Way, 205th, 25th Avenue and Richmond Beach Road. Disruption to our community must be minimized, but many impacts will be impossible to fully mitigate in the short-term without improvement to the impacted City assets.

Recommended mitigation measures:

- a. Roadways, pedestrian improvements, and stormwater improvements that are impacted by facility construction should be completely reconstructed to current standards in all areas where public right-of-ways are impacted by this project.

- b. Pedestrian and stormwater facilities should be extended up to several blocks where needed to make appropriate transitions to existing facilities and ensure public safety.
- c. Any reconstruction of 205th necessary for this project should consider the existing needs in this corridor to safely move people more efficiently and the existing problems with signal timing and transit viability in this corridor.
- d. Any reconstruction of 205th necessary for this project should consider the existing needs in this corridor to safely move people more efficiently and the existing problems with signal timing and transit viability in this corridor.
- e. Any reconstruction of State Route 104 (including portions of 205th and Ballinger Way) necessary for this project should incorporate the unfunded pedestrian and HOV improvements planned by WSDOT for this corridor that have been identified by the Puget Sound Regional Council in Destination 2030.
- f. Construction and operation of the proposed outfall near Pt. Wells would increase the existing transportation burden on the City of Shoreline, which currently supplies the only road access to this site via Richmond Beach Road. All materials and equipment necessary for construction and the removal of excavated soil at the Pt. Wells outfall and portal 19 should be imported and exported to the site by barge or rail. Workers should be bused to the site to reduce traffic during construction. Consistent with the Shoreline Comprehensive Plan, the development of alternative road access to Point Wells should be included as project mitigation.
- g. Connection of the planned Interurban Trail in Shoreline and Snohomish County with the Burke Gilman Trail in Lake Forest Park should be considered as a compensatory mitigation measure to address short-term impacts to pedestrian access and safety that cannot be fully mitigated during construction.
- h. Opportunities for improving east-west pedestrian access along the western portion of the King-Snohomish County line should also be included as compensatory project mitigation.

CHAPTER 17 PUBLIC SERVICES AND UTILITIES:

The DEIS seems to adequately and accurately identify impacts to public services and utilities.

APPENDIX B – CONSTRUCTION METHODS

1. **Issue or Impact to be addressed:** The report (page B-1) indicates that trucks used to remove the material from the site would vary in size: 10 CY single dump trucks, 15 CY semi dump trucks, and 20 CY combination truck and tractors. However, the types of trucks utilized will have various impacts regarding speed (upgrades), number, turning radii, ingress, egress, safety, etc. It is unclear which trucks (10, 15, or 20 CY) were used in the intersection analysis (Chapter 16) regarding de-acceleration time, and acceleration time?

Recommended Mitigation Measure: Update analysis to reflect the above factors.

3. **Issue or Impact to be addressed:** Portal activity will include temporary buildings or trailers, parking, storage, grout mixing equipment and materials, and heavy equipment, such as excavators, loaders, crane, trucks, tunnel boring machine, etc.

Recommended Mitigation Measures: A “typical” site plan (including profile) should be provided for review and drawn to scale (need not include full depth of portal). The site plan should identify a typical site with temporary parking, fencing, temporary utilities, delivery, turn around area, lighting, storm facilities, ventilation ports, structures, equipment, dewatering ports (as required), etc., and other items pertinent to the site, such as staging areas, storage areas, construction office, etc. In addition, such permits as Temporary Use, Special Use, and/or Right-of-Way permits may be required by the City of Shoreline to further regulate and protect our community from negative impacts.

3. **Issue or Impact to be addressed:** The DEIS discusses open excavation for the outfall both on the natural shoreline and offshore. What is the slope of the ground in these areas (minimum and maximum)? Is erosion a concern? In regards to outfall zone 7S, in-water trench construction could kill many of the clams and other invertebrate species contained in, and on the surface of, bottom sediments along the outfall route. Impacts would be greater in shallower waters where the abundance of various clam species is higher, although geoducks may occur at depths greater than 300 feet (page 88 of the DEIS). In addition, clams and invertebrates that are located outside of, but within the vicinity of, the trench may still be impacted from suspended sediments. Tunneling would have far less impact than trenching on shellfish and aquatic vegetation and is, therefore, the preferred construction method for this near-shore area.

Recommended Mitigation Measures: All efforts should be made to utilize tunnel/bore construction methods and to avoid trench construction methods. Deep tunneling appears to offer many benefits over surface construction, including fewer impacts to critical areas, fewer overall environmental impacts, less disruption to the community, lower capital costs, and lower operation and maintenance costs.

4. **Issue or Impact to be addressed:** Page B-11 indicates the outfall storage area may be used for mobilization of equipment and materials for up to 12 months prior to the scheduled construction period. What type and quantity of material does this temporary storage represent? At this time, this portal may be located in a City residential neighborhood and be cause for concern. Estimated quantities of rock armoring (up to 4,000 CY), pipe bedding (up to 2,000 CY), and pipe leveling course material (up to 1,500 CY) is referenced to be utilized for the outfall. This

material could be imported via the railroad with the construction of a new railroad spur or barge.

Recommended Mitigation Measure: See #2 above.

5. **Issue or Impact to be addressed:** Construction of the portals both short- and long-term may, and likely will, remove economic opportunities from both the citizens (businesses) and City as the property will be committed to public use, will not be subject to certain tax opportunities (B&O), will likely generate less property tax revenue, potentially require enhanced population density in other areas of the City (mandated by GMA) as this property is removed from current use.

Recommended Mitigation Measure: Work with the City, business owners/operators to determine the extent of the economic impacts. Compensate affected parties fairly.

6. **Issue or Impact to be addressed:** The DEIS states that during construction contaminated soils may be encountered.

Recommended Mitigation Measures: Onsite treatment of contaminated soils shall not be allowed in Shoreline. In most areas of proposed construction, the interaction with residents creates safety concerns. In some cases, the best course of action for contaminated soils is to encase them onsite. However, that would have to be addressed on a site by site basis.

7. **Recommended Mitigation Measures General:**
 - a. Shoreline should have their own construction monitoring personnel involved onsite. There are numerous ways to make this a positive contribution to the construction process, but they should be hired by and represent the City of Shoreline. This project could pay their salaries as part of the mitigation.
 - b. As identified, some of the portals could create large construction footprints. At a minimum, during construction, the sites should be visually concealed from the travelling public to prevent distraction. This could be similar to the “plywood fencing” used at building construction sites in urban downtown settings.

APPENDIX C – ENDANGERED SPECIES/ESSENTIAL HABITAT EVALUATION

1. **Error or Inconsistency:** Appendix C Essential Fish Habitat Evaluation failed to identify the City of Shoreline as a source of water quality data. As part of our ambient monitoring the City does have data that can be reviewed for use in assessing impacts.

2. **Issue or Impact to address:** For possible outfall construction using trenching methods, mitigation for temporary turbidity increases and possible temporary loss of eelgrass beds and clam beds is not specifically provided.

Recommended Mitigation Measure: We strongly recommend utilizing tunneling to place the outfall in nearshore areas, which would avoid most of these impacts. However, contingency mitigation should be identified in advance in case tunneling proves to be infeasible. Possible mitigation measures include reseeded clam beds, replanting eelgrass, or possible freshwater salmonid habitat improvements.

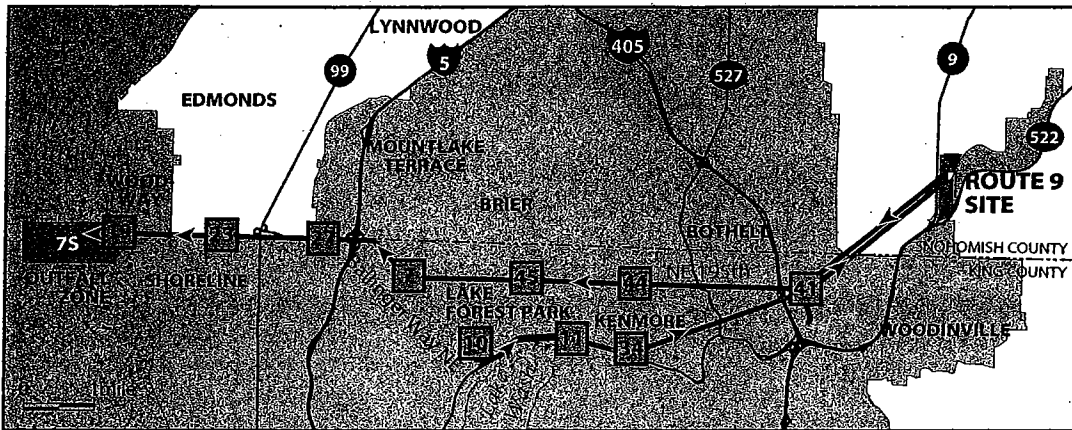
3. **Issue or Impact to address:** Mitigation for flow increases and resulting erosion in McAleer Creek and the Lyon Creek system due to dewatering discharges needs to be provided and the impacts more thoroughly addressed.

Recommended Mitigation Measure: See discussion under Chapter 6 Surface Water.

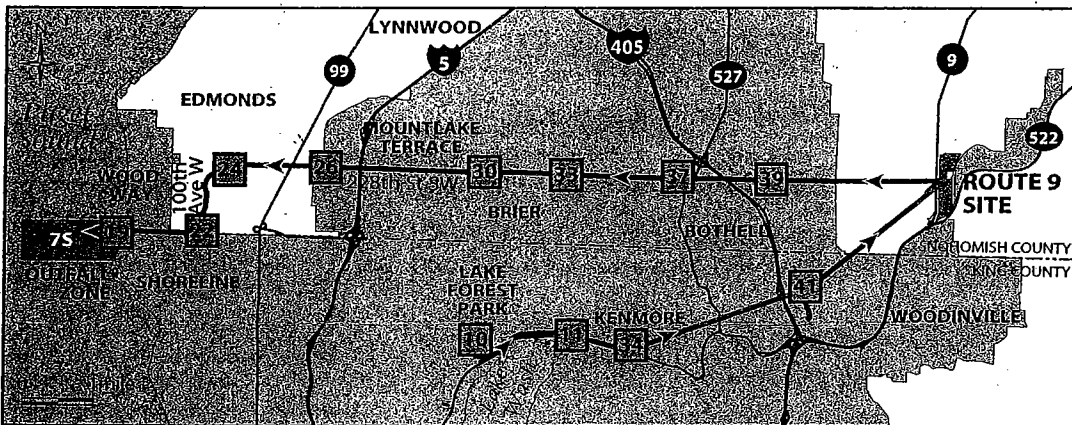
4. **Issue or Impact to address:** The evaluation does not appear to provide sufficient discussion of potential impacts on winter foraging bald eagles that may be affected by noise and other disturbances during construction, and makes only a vague reference to the potential for noise impacts in Table 5-6. In general, the discussion of impacts to listed wildlife species relies on avoidance of the disturbing activity to justify the low level of impact. This may be adequate for these species, but additional support for these statements should be included in the formal BE or BA. It is anticipated that USFWS and/or WDFW will apply appropriate timing restrictions during federal and state review of the project intended to protect bald eagles and the other wildlife species as needed.

**ATTACHMENT B:
GENERALIZED
MAP**

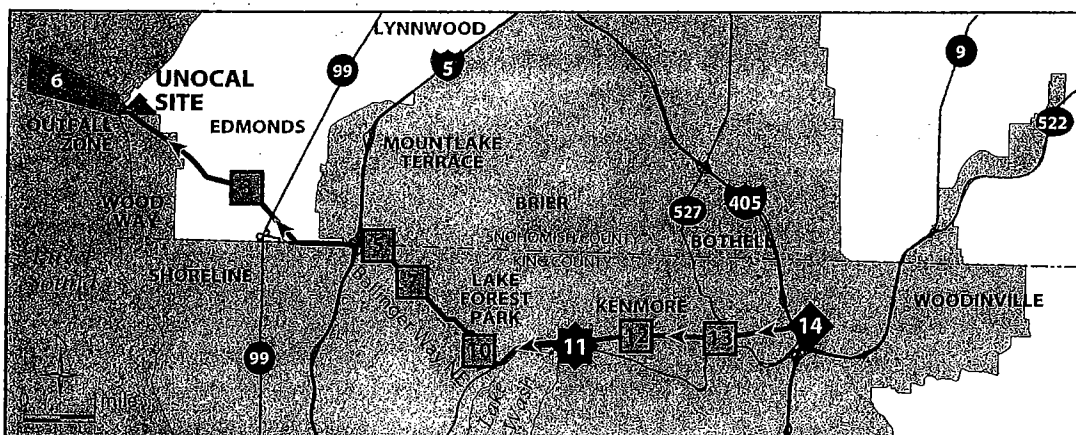
SYSTEMS BEING CONSIDERED



ROUTE 9 - 195th SYSTEM PREFERRED ALTERNATIVE



ROUTE 9 - 228th SYSTEM ALTERNATIVE



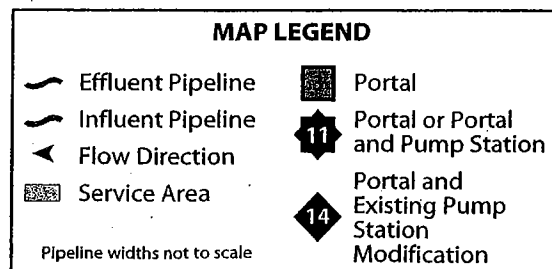
UNOCAL SYSTEM ALTERNATIVE

LOCATIONS OF PORTALS AND PUMP STATIONS

Each portal area will require one to two acres of land. The exact locations have not been determined. However, each will be in the vicinity of the intersection listed below.

- 3** SR 104 & 232nd St SW
- 5** NE 205th St/244 St SW & Ballinger Way NE
- 7** Ballinger Way NE & 25th Ave NE
- 10** NE178th St & 44th Ave NE
- 11** NE175th St & 68th Ave NE
- 12** NE 183rd St & 80th Ave NE
- 13** Bothell Way NE & Woodinville Dr
- 14** North Creek Pkwy & 120th Ave NE
- 19*** NW 205th St/244th St SW & Richmond Beach Dr NW
- 22** NW 205th St & 8th Ave NW
- 23** NW 205th St & Firdale Ave
- 24** 228th St SW & 95th Pl W
- 26** 228th St SW & Lakeview Dr
- 27** NE 205th St/244th St SW & 1st Ave NE
- 30** 228th St SW & 35th Ave W
- 33** 228th St SW & Locust Way
- 34** NE Bothell Way & 80th Ave NE
- 37** 228th St SE & 9th Ave SE
- 39** 228th St SE & 31st Ave SE
- 41*** NE 195th St & 120th Ave NE
- 44** NE 195th St & 80th Ave NE
- 45** NE 195th St & 58th Ave NE

* May require up to four acres to accommodate two portal shafts



ATTACHMENT C:
PUBLIC
COMMENTS

NOV 18 2002

Heidi Costello

City Manager's Office

From: Angeline Johnston [amj@nwlink.com]
Sent: Monday, November 18, 2002 11:14 AM
To: City Council

Subject: Fw: herbicides along BNSF tracks/ Richmond Beach mitigation funds

Dear Members of the Council,

I am forwarding a message I wrote to Carolyn Edmonds with regard to Brightwater mitigation funds. Your support would also be invaluable in working to change this unnecessary and hazardous practice.

Angeline Johnston

----- Original Message -----

From: Angeline Johnston

To: carolyn.edmonds@metrokc.gov

Sent: Monday, November 18, 2002 11:03 AM

Subject: herbicides along BNSF tracks/ Richmond Beach mitigation funds

Dear Ms. Edmonds,

I was at the Richmond Beach Community Council meeting on Tuesday, November 12. I appreciated your being there, along with the women from Brightwater (I'm not very good at names). You all did a great job fielding our questions.

I am writing with a suggestion regarding the mitigation funds. First of all, a bridge for beach access will be wonderful addition to the community. However, I am adamantly opposed to using public money to build a private bridge on private land (you might recall at the end of the meeting some individual homeowners suggested that our community funds might go toward purchasing a private bridge for their use).

My own suggestion actually has nothing to do with money. Rather, I would like to ask you for your support and advocacy with regard to Burlington Northern Santa Fe Railroad's use of pesticides (specifically herbicides, in this case) along the tracks, which of course run right along our beach. I am not absolutely sure of the status of the programs in Canada and Alaska, but last I checked they were using steam to control vegetation alongside railroad tracks there.

A bridge for beach access will be great. Better still will be the privilege of going to the beach with our kids, not having to fear that the pesticide trucks are going to come through while we're there. I know there are homeowners on Appletree Lane who don't like the spraying, either. It would be a great boon for the Puget Sound watershed if this spraying were stopped.

Please let me know whether or not you would be able to advocate for pesticide-free beaches and beach access. Alternatives (specifically steam) are available!

Thank you very much.

Very sincerely,

Angeline Johnston
amj@nwlink.com
(206)542-7067

Rachael Markle

From: vinegar brigade [vinegarbrigade@jjjnet.net]
Sent: Tuesday, December 03, 2002 8:10 AM
To: Rachael Markle
Cc: City Council
Subject: Brightwater mitigation

Dear Ms. Markle,

At a recent Richmond Beach Community Council meeting, we were told to direct comments regarding Brightwater mitigation to you.

Apparently some of the funds will be going toward a pedestrian bridge that will provide beach access-- over the BNSF railroad tracks. I would like to suggest that some attention, if not funds as well, be given toward researching alternatives to the practice of spraying herbicides to control vegetation along the tracks. The public would benefit greatly from this, and the environment in general would benefit as well.

Alternatives do exist; in fact, last I heard, Alaska uses no chemicals to control vegetation along railroad tracks throughout the state. We should follow their example to protect wildlife habitat, and to make it safe for people-- particularly children-- to use the beach.

I realize that the City of Shoreline has nothing to do with the spraying. BNSF contracts with a company out of Ellensburg to do the spraying. However, Shoreline could play an important role in advocating for the safety of its residents and the integrity of the natural areas within the city limits.

Thank you for your attention to this matter.

Sincerely,

Angeline Johnston

The Vinegar Brigade

vinegarbrigade@jjjnet.net

(206) 542-7067

Heidi Costello

From: Sue Smith & Dennis McKeown [no.portal@verizon.net]
Sent: Wednesday, December 04, 2002 9:30 AM
To: City Council
Subject: Brightwater meetings

RECEIVED

DEC - 4 2002

City Manager's Office

Hello Mayor Jepsen:

I am writing you in reference to the Brightwater conveyance routes. Our house is within two proposed 70 acre portal sitings. Needless to say, we are very concerned with the conveyance routes, portal sitings, and how the City of Shoreline will protect us.

Last night was the beginning of a round of Brightwater meetings to address the environmental impact statement draft. I would like to encourage you to attend one or more of the remaining meetings in support of your Shoreline constituents.

We feel our area has been unfairly chosen as a portal siting due to political reasons rather than engineering logistics. The fact that no meetings have been scheduled in Shoreline suggests that King County is trying to sneak routes, portals, and major construction through without truly informing Shoreline's residents.

My husband and I are trying to organize our neighbors in order to alert them to the possibility that we could lose our homes. Those near the portals could suffer greatly lowered house values due to five year construction projects not to mention the slated 54 million gallons per day of effluent to be pumped into an already stressed Sound via Richmond Beach.

Not a pretty future. When I talk to my neighbors, a common theme has come to my attention...of how most of us scrimped and saved to move to this area and how many of us have raised families in Shoreline and hoped to retire in the same homes. Most of us feel lucky to be in this area. I hear this repeatedly about our city and neighborhoods.

My hope is that you can represent us and use your position to protect our homes and the city. I would appreciate to hear your thoughts about Brightwater and the conveyance routes.

Thanks for your time and I hope to see you at one of the remaining meetings.

Sincerely,
Sue Smith
Dennis McKeown
533 NW 205th St.
Shoreline, WA 98177

December 1, 2002

RECEIVED
DEC - 4 2002
City Manager's Office

Mayor Scott Jepsen
Shoreline City Hall
17544 Midvale Ave N
Shoreline, WA 98133-4921

Dear Mayor Jepsen:

My name is Jane Glasgow. I am contacting you because my home is in one of the proposed 70-acre portal siting areas. My house and my neighbors' homes are possible sites for a two to four acre construction portal, or we may find ourselves next to a five-year construction project that would terribly impact our lives as well as our house values.

I feel that the City of Shoreline and especially our neighborhood has been unfairly chosen based on political reasons rather than engineering reasons. The fact that an Environmental Impact Statement public hearing has not been scheduled in the City of Shoreline is an example of the disregard for saving people's homes and neighborhoods.

I am asking for you to support our Shoreline neighborhoods and to voice these concerns to King County and the Brightwater planning administrators. I feel that a better route could be found that would not affect homes or neighborhoods and still enable King County to proceed with their project. Please contact me as soon as possible to let me know what you plan to do about this situation. We need you to help oppose the Shoreline routes.

Sincerely,



Jane Glasgow
20315 -8th N.W.
Shoreline, WA 98177

Rachael Markle

From: PDS
Sent: Thursday, December 05, 2002 11:27
To: Rachael Markle
Subject: FW: Beach access/Brightwater

Are you answering Brightwater concerns, or have you assigned another in Planning? I told this gentleman that Planning would get back to him soon.

Thanks,
 Carol

-----Original Message-----

From: Reid Consolidated Services [mailto:res0wk5x@verizon.net]
Sent: Wednesday, December 04, 2002 12:34 PM
To: City Council
Subject: Beach access/Brightwater

Hello,

My name is Brent Reid. I have been a Richmond Beach Resident for 28 years. For the majority of the years I have been able to access the beach north of Appletree Lane. Now that this Beach is fenced off and trespassing fines are being issued I am saddened that I can no longer use this gift from nature. I believe that beach access at Point Wells Is a wonderful Idea. Not only should there be beach access but also a small classroom. Students from around Shoreline could come and spend the day learning about the beach, the history and the sound. Maybe it could be a joint effort with the City of Shoreline, Brightwater, RBCC, The Shoreline School District, and Shoreline Community College. I know the college already has a marine biology program as well as an Environmental science program that could easily be incorporated into such a facility. This would not only educate the children, it could educate the rest of us as well. From my understanding a temporary access bridge will be built to the Brightwater portal site. A perminant bridge should be built to accomidate school busses as well as the general public. I am sure this would be a major contender for "field trips to remember" for all the local school children, just as it was when I was when I was in second grade at Syre Elemntary! Please take these ideas and present them the appropriate parties in the communities name.

Sincerely,
 Brent Reid
 19916 20th Avenue NW
 Richmond Beach, WA 98177

P.S. a foot bridge at the south end of the current sewer pump station on Richmond Beach Drive would also be a great alternative to trespassing and endangering the lives of those running accross the tracks.

December 1, 2002

RECEIVED

DEC - 5 2002

City Manager's Office

Mayor Scott Jepsen
Shoreline City Hall
17544 Midvale Ave N
Shoreline, WA 98133-4921

Dear Scott:

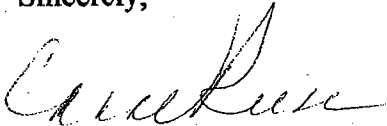
My name is Carol Rush. I am contacting you because my home is in one of the proposed 70-acre portal siting areas. My house and my neighbors' homes are possible sites for a two to four acre construction portal, or we may find ourselves next to a five-year construction project that would terribly impact our lives as well as our house values.

I feel that the City of Shoreline and especially our neighborhood has been unfairly chosen based on political reasons rather than engineering reasons. The fact that an Environmental Impact Statement public hearing has not been scheduled in the City of Shoreline is an example of the disregard for saving people's homes and neighborhoods.

I am asking for you to support our Shoreline neighborhoods and to voice these concerns to King County and the Brightwater planning administrators. I feel that a better route could be found that would not affect homes or neighborhoods and still enable King County to proceed with their project. Please contact me as soon as possible to let me know what you plan to do about this situation. We need you to help oppose the Shoreline routes.

Scott - it's us - we supported you now you need to support us. I don't want to lose my home. My children were raised here and they consider this their family home. Larry and I plan to retire here. There has to be a better way.

Sincerely,



Carol J. Rush
20309 - 8th N.W.
Shoreline, WA 98177

Heidi Costello

From: Christireynolds3@cs.com
Sent: Sunday, December 08, 2002 11:22 PM
To: Susan.Kaufman-Una@Metrokc.gov; City Council; exec.sims@metrokc.gov; carolyn.edmonds@metrokc.gov
Subject: Brightwater Treatment System in Shoreline

RECEIVED

DEC - 9 2002

To: Susam Kaufman-Una, Senior Planner
Shoreline Mayor Scott Jepsen
King County Executive Ron Sims
King County Council Member (Dist.1) Carolyn Edmonds

City Manager's Office

My name is Christine Reynolds and I live at 506 NW 203rd St. in Shoreline with my family. I have recently become aware that my home is in one of the proposed "Portal/Pump Station Siting Areas" for the conveyance corridors and facilities under consideration. It is shown on Map R13: Route 9 Conveyance Atlas.

I have several concerns and questions as my home is within both #22 and #23 siting areas.

- 1) What specific sites are you currently considering? I would like the address of possible parcels being considered, as well as maps showing their location within these siting areas.
- 2) What will be the impact of construction on our neighborhood?
 - a) I have heard that construction may occur 24 hours a day 7 days a week. Is this true?
 - b) Our neighborhood is loaded with little boys 7-12 years old who are riding bikes in the neighborhood, the older ones beginning to go a little further without direct parental supervision. What will be the truck routes? How many trucks will be involved and how often throughout the day?
 - c) What will be the noise level of construction?
- 3) After construction is complete how will you protect us against offensive smell from the portal/pump station?
 - a) Who will monitor the smell? I would like an independent agency of our neighborhood's choice. I understand that many promises were made regarding smell at West Point but smell has been a problem anyway. This is our neighborhood and we want it protected against smell.
 - b) How will you measure smell? I would expect 1 part per billion would be a reasonable expectation for our neighborhood. I would expect that this measure could be taken from a variety of locations surrounding the portal as sometimes the smell develops after leaving the facility.
 - c) What will you do if smell becomes a problem? Will there be a fund set up to pay a penalty if smell becomes an unexpected problem?
- 4) What are you planning to do to protect our neighborhood from the resulting noise of the facility such as from the heating and ventilation system?
 - a) When will maintenance be done?

b) What will you do to keep it quiet if work has to be done with the doors open?

c) Who will measure the noise level to determine if it is a problem?

d) What will you do to assure us of a solution if the neighborhood determines that noise has become a problem?

I appreciate your time in responding to our concerns.

Christine Reynolds

DEC 12 2002

Mayor Scott Jepsen:

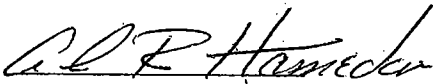
City Manager's Office

My name is Ali R HAMEDANI. I am contacting you because my home is in one of the proposed 70 acre portal siting areas. My house and my neighbors' homes are possible sites for a two to four acre construction portal, or we may find ourselves next to a five year construction project which would terribly impact our lives as well as our house values.

I feel that the City of Shoreline and especially our neighborhood has been unfairly chosen based on political reasons rather than engineering reasons. The fact that an Environmental Impact Statement public hearing has not been scheduled in the City of Shoreline is an example of the disregard for saving people's homes and neighborhoods.

I am asking for you to support our Shoreline neighborhoods and to voice these concerns to King County and the Brightwater planning administrators. I feel that a better route could be found which would not affect homes or neighborhoods and still enable King County to proceed with their project. Please contact me as soon as possible to let me know what you plan to do about this situation. We need you to help oppose the Shoreline routes.

Sincerely,



(Be sure to include a copy of your Brightwater Environmental Impact Statement comment card.)

King County Executive Ron Sims
King County Courthouse
516 3rd Avenue, Room 400
Seattle, WA 98104

December 12, 2002

RECEIVED

DEC 16 2002

Dear Mr. Sims:

City Manager's Office

My name is Vaughn S. Woodfield and I live in one the proposed portal site areas in Shoreline at 526 N.W. 203rd Street. I am writing in response to the Brightwater Treatment System Draft Environmental Impact Statement Summary that was sent to my home.

Of the 3 systems proposed in the Draft Environmental Impact Statement Summary, the Unocal system is definitely the one system that makes the most sense. The Unocal site is the best site due to the unattractive nature of the oil tanks that were there. Based on the pictures in the Draft Environmental Impact Statement Summary, the treatment plant will be a much more pleasant neighbor than the tank farm was, or the apartment house farms that would, most likely, eventually replace it. The Unocal site is also the smallest site so it is the one that would have the least impact on homes and neighborhoods.

The Unocal system, because of its treatment at the end of the pipeline, has the least amount of pipeline to be built, approximately 43% less than the other systems shown in the Draft Environmental Impact Statement Summary. So it is clear that less pipeline means less disruption of homes and families. The cost of building the Unocal system is 28 million dollars less than the cheaper of the two Route 9 systems. Yearly operating costs are 45 million dollars a year less for the Unocal system than either of the two Route 9 systems. Over a period of 10 years that savings is about 478 million dollars, or about half a billion dollars. In these times of economic downturns and cutbacks the savings of this Unocal system makes the most sense.

There is much land, commercially zoned, available along the highway 104 corridor, that could be utilized for portals and pump stations or construction staging without displacing families from their homes and disrupting residential neighborhoods.

To choose a system that destroys family homes and disrupts established neighborhoods and costs more because of longer pipelines and greater land acquisitions when there is such a clear alternative that does not, would be a poor choice both from an engineering and political viewpoint. To choose the City of Shoreline for such major disruption without even scheduling hearings here in Shoreline is a clear example of the political disregard of families, lives, homes and neighborhoods.

As I said, I live in one of the possible portal sites. I feel that the Route 9 – 195th system and the Route 9 – 228th system are unfairly based on political leverage and not on sound engineering principles. The Unocal system is based on sound engineering principles and sound economic judgment. Please contact me with your solution to saving our homes and our neighborhoods.

Sincerely,



Vaughn S. Woodfield
526 N.W. 203rd Street
Shoreline, WA 98177

Mayor Scott Jepsen
Shoreline City Hall
17544 Midvale Avenue N.
Shoreline, Wa 98133-4921

RECEIVED
DEC 16 2002
City Manager's Office

December 12, 2002

Dear Mayor Jepsen:

My name is Vaughn S. Woodfield and I live in one the proposed portal site areas in Shoreline at 526 N.W. 203rd Street. I am writing in response to the Brightwater Treatment System Draft Environmental Impact Statement Summary that was sent to my home.

I am asking for your support to save our Shoreline neighborhoods and to voice the concerns of the people of Shoreline to King County Officials and the Brightwater planning staff. I lay out my concerns and my suggestions in my letter to Mr. Ron Sims, of which I have enclosed a copy.

As I said, I live in one of the possible portal sites. I think that the Unocal System is the one system based on sound engineering and the most cost effective. I feel that the Route 9 – 195th System and the Route 9 – 228th System are unfairly based on political leverage and not on sound engineering principles or on sound economics. Please contact me with your solution to saving our homes and our neighborhoods.

Sincerely,



Vaughn S. Woodfield
526 N.W. 203rd Street
Shoreline, WA 98177



Brightwater

King County TREATMENT SYSTEM

Draft Environmental Impact Statement Comment Form

King County issued a Draft Environmental Impact Statement (EIS) on the Brightwater Regional Wastewater Treatment System, effective November 6, 2002. The Draft EIS analyzes the environmental impacts of siting, building, and operating the Brightwater system. Members of the public are invited to review and comment on the Draft EIS. Please tell us whether additional information or analysis needs to be considered. All comments are welcome, but detailed comments on the analysis allow us to respond more effectively. The King County Wastewater Treatment Division will respond to comments in a Final EIS, which is scheduled for publication in mid-2003.

To be considered in the Final EIS, comments must include a name and address and be postmarked no later than January 21st, 2003.

My biggest concern is ^{whether} the air quality in Shoreline will be impacted by the treatment plant. i.e. How much odor will be generated by the treatment plant.

Name: Lindsay Jahng

Address: 811 NW 195th St

City, Zip: Shoreline 98177



Draft Environmental Impact Statement Comment Form

King County issued a Draft Environmental Impact Statement (EIS) on the Brightwater Regional Wastewater Treatment System, effective November 6, 2002. The Draft EIS analyzes the environmental impacts of siting, building, and operating the Brightwater system. Members of the public are invited to review and comment on the Draft EIS. Please tell us whether additional information or analysis needs to be considered. All comments are welcome, but detailed comments on the analysis allow us to respond more effectively. The King County Wastewater Treatment Division will respond to comments in a Final EIS, which is scheduled for publication in mid-2003.

To be considered in the Final EIS, comments must include a name and address and be postmarked no later than January 21st, 2003.

I strongly support siting the plant @ Route 9 AS Edmonds/KC
 And the Shoreline Area already have had significant
 shoreline impacts in the Edmonds wastewater
 treatment plant, the Uno case mess & West point.
 It's time the East County took care of their
 own waste

I also strongly support the conveyance traveling
 through Snohomish County vs along 196th/205th
 AS 60% of the waste will be from Sno Co
 And they should "own" the majority of the
 conveyance

Name: Gene McClennachie
 Address: 19348 - 2nd NW
 City, Zip: Shoreline 98177

Forwarded to KC on
12/22. By R.E.M

December 1, 2002

RECEIVED

DEC 19 2002

City Manager's Office

Mayor Scott Jepsen
Shoreline City Hall
17544 Midvale Ave N
Shoreline, WA 98133-4921

Dear Mayor Jepsen:

My name is Robert Niskanen. I am contacting you because my neighbors' home is in one of the proposed 70-acre portal siting areas. This home and the surrounding homes are possible sites for a two to four acre construction portal, or they may find themselves next to a five-year construction project that would terribly impact their lives.

I feel that the City of Shoreline and especially our neighborhood has been unfairly chosen based on political reasons rather than engineering reasons. The fact that an Environmental Impact Statement public hearing has not been scheduled in the City of Shoreline is an example of the disregard for saving people's homes and neighborhoods.

I am asking for you to support our Shoreline neighborhoods and to voice these concerns to King County and the Brightwater planning administrators. I feel that a better route could be found that would not affect homes or neighborhoods and still enable King County to proceed with their project. Please contact me as soon as possible to let me know what you plan to do about this situation. We need you to help oppose the Shoreline routes.

Sincerely,



Robert Niskanen
833 NW 193rd.
Shoreline, WA 98177

ATTACHMENT D: SCOPING LETTER



City of Shoreline

17544 Midvale Avenue North
Shoreline, WA 98133-4921
(206) 546-1700 ♦ Fax (206) 546-2200

June 24, 2002

Attn: SEPA Responsible Official
Environmental Planning
KSC-NR-0505
King County Wastewater Treatment Division
201 South Jackson Street
Seattle, WA 981040-3855

Dear SEPA Responsible Official:

Thank you for the opportunity to comment on the scope of the Brightwater Project Environmental Impact Statement (EIS). The City of Shoreline recognizes that the proposed wastewater improvements are needed to handle population growth and to protect public health and the environment. We are committed to ensuring that the concerns and interests of Shoreline are considered in the EIS and related decision making process, while demonstrating our cooperation with King County on a reasonable process for siting an essential public facility.

We trust that the relative environmental impacts of the Route 9, Unocal, and the No Action alternatives will be fully disclosed in the Draft EIS. We are very concerned that the construction of conveyance facilities to support a Pt. Wells outfall may result in severe impacts to Shoreline residents, business owners, and City assets. We ask that you look closely at the impacts of the Pt. Wells outfall alternative and select a conveyance route and outfall location that minimizes impacts to private property, the community, and the environment. The focus of this comment letter is to identify specific impacts and appropriate mitigation that must be analyzed in the Draft EIS to ensure that the concerns of Shoreline residents and businesses are fully considered should our City be impacted.

Environmentally sound wastewater improvements are essential to maintain the quality of life in King and Snohomish Counties. However, regional infrastructure projects such as Brightwater can also have severe impacts on the quality of life of local residents during both construction and ongoing operations. Construction impacts and the dislocation of private property owners are examples of impacts that are impossible to fully mitigate, at least in the short-term. It is therefore both reasonable and appropriate to provide compensatory mitigation that provides a long-term benefit to the effected community to offset these impacts. In order to ensure that this project protects and sustains the quality of life we enjoy in Shoreline, mitigation must be developed that adequately responds to the wide range of short-term and long-term impacts associated with Brightwater. With this in mind, we offer the following specific comments on the scope of the EIS:

1. **Issue or Impact to be addressed:** The distribution and use of mitigation funds in impacted communities should be proportional, targeted, and flexible to respond to the wide-range of complex impacts that cannot be fully mitigated in the short-term or completely foreseen.

Recommended mitigation measures:

- a. We ask that King County give the highest level of consideration in minimizing impacts to the City, our residents, and our businesses and in providing relocation assistance to parties displaced by the acquisition of properties for facilities, or otherwise temporarily or permanently impacted by this project.
- b. We ask that a mitigation fund be established for Shoreline and that a proportional share of mitigation dollars be placed in this fund based on the short-term and long-term impacts to the City from Brightwater. Shoreline must have flexibility to spend mitigation payments based on our priorities for addressing project impacts that threaten the quality of life in our City.
- c. A free mediation process should be provided to jurisdictions, residents, and businesses that feel they have not been adequately compensated.
- d. The project should include a substantial communications component to ensure that timely, useful, and accurate information about the project is made available to Shoreline citizens and businesses. The City should be directly involved in developing and implementing a communications strategy that matches the needs and conditions in our community. Environmental education should be an important part of this communications strategy.
- e. Shoreline, our citizens, and our business owners should be consulted regarding expenditures under the King County 1% for Arts Program. Public art opportunities at areas identified as future *gateways* by the City of Shoreline, including the intersection of SR 104 and 205th Ave. NE, should be given priority and should be coordinated with City gateway plans.

2. **Issue or Impact to be addressed:** Deep tunneling appears to offer many benefits over surface construction, including fewer impacts to critical areas, fewer overall environmental impacts, less disruption to the community, lower capital costs, and lower operation and maintenance costs.

Recommended mitigation measure: We ask that deep tunneling be given top priority and that surface construction only be used where necessary.

3. **Issue or Impact to be addressed:** Roadways, stormwater facilities, and pedestrian access and safety may be severely impacted by the construction of Brightwater. These include, but are not limited to, Ballinger Way, 205th, and Richmond Beach Road. Disruption to our community must be minimized, but many impacts will be impossible to fully mitigate in the short-term without improvement to the impacted City assets.

Recommended mitigation measures:

- a. Roadways, pedestrian improvements, and stormwater improvements that are impacted by facility construction should be completely reconstructed to current standards in all areas where public right-of-ways are impacted by this project.
- b. Pedestrian and stormwater facilities should be extended up to several blocks where needed to make appropriate transitions to existing facilities and ensure public safety.
- c. Any reconstruction of the intersection of State Route 99 and 205th necessary for this project should consider and contribute towards the improvements planned in this corridor by Shoreline.
- d. Any reconstruction of 205th necessary for this project should consider the existing needs in this corridor to safely move people more efficiently and the existing problems with signal timing and transit viability in this corridor.

- e. Any reconstruction of State Route 104 (including portions of 205th and Ballinger Way) necessary for this project should incorporate the unfunded pedestrian and HOV improvements planned by WSDOT for this corridor that have been identified by the Puget Sound Regional Council in Destination 2030.
 - f. Construction and operation of the proposed outfall near Pt. Wells would increase the existing transportation burden on the City of Shoreline, which currently supplies the only road access to this site via Richmond Beach Road. All materials and equipment necessary for construction of a Pt. Wells outfall should be transported to the site by barge. Workers should be bused to the site to reduce traffic during construction. Consistent with the Shoreline Comprehensive Plan, the development of alternative road access to Point Wells should be included as project mitigation.
 - g. Connection of the planned Interurban Trail in Shoreline and Snohomish County with the Burke Gilman Trail in Lake Forest Park should be considered as a compensatory mitigation measure to address short-term impacts to pedestrian access and safety that cannot be fully mitigated during construction.
 - h. Opportunities for improving east-west pedestrian access along the western portion of the King-Snohomish County line should also be included as compensatory project mitigation.
4. **Issue or Impact to be addressed:** Brightwater construction and operation may significantly and cumulatively adversely impact critical areas and marine shorelines.

Recommended mitigation measures:

- a. Impacts to streams and wetlands, including impacts to McAleer Creek, Lyons Creek, watercourses in the Richmond Beach neighborhood, and related tributaries, must be minimized. Deep tunneling should be used to minimize impacts to streams and wetlands. Stream and wetland crossings must be designed based on the Best Available Science to minimize impacts. Portals and pump stations should not be located or designed in a manner that impacts critical areas. Where critical areas are impacted, restoration and enhancement ratios must be sufficient to ensure no degradation in the function or value of critical areas on a basin scale.
- b. Because impacts may not be fully or appropriately mitigated on-site, suitable compensatory mitigation sites should be identified within City boundaries, preferably within in the same drainage basin as project impacts. The County should consider restoration of Ballinger Creek where it has been adversely impacted by the development of the King County maintenance facility (near proposed Portal #7). The City asks that we be fully involved in any future effort to identify potential mitigation sites.
- c. The proposed conveyance line and related facilities along the county line would necessitate construction in geologic hazard areas in the City of Shoreline. Impacts to geologic hazard areas must be fully considered and mitigated on-site to the greatest extent practicable to ensure the project does not increase the risk of impacts to human safety, damage to property, or the environment.
- d. Impacts to the marine environment from construction and operation of the proposed outfall must be thoroughly analyzed and mitigated. See Impact #2 regarding deep tunneling, and Mitigation #4b above regarding the identification of appropriate off-site compensatory mitigation locations.
- e. Based on the information you have made available, it appears that you may not be aware of all of the watercourses and wetlands in Shoreline that could be impacted by this project. We ask that you do a complete inventory of watercourses and wetlands that would be impacted in our City.
- f. Consistent with the Shoreline Management Act and the City of Shoreline Comprehensive Plan, public shoreline access improvements should be incorporated into the design of the

outfall facility or provided in a location near the facility based on input from jurisdictions and citizens impacted by outfall construction and operation.

5. **Issue or Impact to be addressed:** The acquisition of private and public property for pump station and portal sites would cause a wide range of impacts to the City, our residents, and our businesses that must be addressed in the EIS. Private, City of Shoreline, and King County real property may be used for the construction and operation of Brightwater.

Recommended mitigation measures:

- a. Large landscaped "Good Neighbor" buffers should be included around all above-ground facilities and maintenance access points.
- b. Pump station and portal sites and portions of all facility sites that are not needed following system construction should be improved for public use based on specific input from the impacted community. At a minimum, these sites should be turned over to the jurisdiction in which they are located and reused as determined appropriate by the jurisdiction and its citizens.
- c. The City of Shoreline should be consulted regarding access and maintenance easements needed by the City on properties acquired by King County for Brightwater facility construction and operation. Easements should be granted free of charge and without unnecessary delay.
- d. Following construction of Brightwater, the King County Maintenance Yard located south of Brueggers Bog Park in Shoreline (or portions of that property not needed following the construction of Portal Station #7) should be considered for transfer to the City of Shoreline as compensatory project mitigation. Transfer of this site to Shoreline would help mitigate impacts to City property (e.g. roadways and parks) from Brightwater and would allow the reuse of this site in a manner determined to be appropriate by Shoreline and its citizens.
- e. Improvements to the existing Brueggers Bog Park should be included as project mitigation.
- f. Conveyance facilities, including pump stations, need appropriate odor and noise mitigation for ongoing operations, an emergency power supply, and other contingencies to mitigate system failure potentials.
- g. We ask that you give the highest level of consideration in developing site specific mitigation measures to address typical construction impacts related to dust, noise, street closures, transit disruption, and construction traffic in our community. The City, our residents, and business owners should be consulted in depth regarding the timing of construction, traffic detours, temporary bus stops and transit route relocation, and the development of other mitigation measures following the design phase of system development.

Thank you for the opportunity to comment on the scope of the Brightwater EIS. We will be following the SEPA process and related decision making for this project closely to ensure our concerns are addressed. We look forward to commenting on the Draft EIS. If you have any questions about the issues expressed in this letter please contact Bob Olander, Deputy City Manager, at (206)546-1297.

Sincerely,



Steven C. Burkett
Shoreline City Manager