

CITY OF ISSAQUAH

ADDENDUM TO AN EXISTING ENVIRONMENTAL DOCUMENT

PROJECT NAME: Gateway Apartments

LAND USE PERMIT NUMBER: Site Development Permit - SDP15-00002

ORIGINAL DOCUMENT: The City of Issaquah, as lead agency, issued a SEPA Mitigated Determination of Non-Significance (MDNS) on August 20, 2015 for the Gateway Apartments project (SDP15-00002).

The original SEPA checklist stated:

1. Earth

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

Response: "The proposed grading would minimize and balance the cuts and fills onsite. The site will be gently graded to provide a pedestrian-friendly environment while providing building-to-roadway relationships. The design attempts to minimize the placement of additional fill above locations with underlying peat soils, while keeping the site above shallow groundwater, Schneider Creek and the I-90 ditch. Fill will consist of common borrow placed in a controlled manner."

The applicant later determined that due to the extent of the on-site peat deposits it will be necessary to remove the underlying peat soils in order to minimize the risk of building and infrastructure settlement over time. The applicant has modified their construction plans to excavate the deepest areas of peat soils, export the peat and import more suitable building soil.

The Gateway Apartments project, as evaluated in the SEPA MDNS, has not been revised or changed except for the removal of peat soils during the construction process. This Addendum is strictly to address new information and the potential environmental impacts related to the removal and export of peat deposits and importing of suitable building soil.

PURPOSE OF ADDENDUM: The purpose of an addendum is to add new information and analysis that was not included in the original SEPA Determination. The new information does not substantially change the analysis of impacts or related environmental mitigation measures included in the original SEPA Determination.

This Addendum is to address soil, groundwater and geotechnical conditions and potential impacts related to the removal of peat deposits for construction of the Gateway Apartments development. The extent of peat deposits and the potential construction and long-term impacts related to removal of the peat was not available information when the Gateway Apartments was first evaluated in the original SEPA Determination.

The applicant's new information and proposal incorporates measures to mitigate the potential construction and long-term impacts that could result with the peat removal. After review of the information, it's determined that the applicant's proposed mitigation, considered with City codes and standards, adequately addresses and ameliorates the potential environmental impacts and no additional mitigation measures are necessary.

DESCRIPTION OF CURRENT PROPOSAL: The current proposal is to excavate and export peat deposits and import suitable soil for construction. Approximately 135,000 cubic yards (CY) of peat would be excavated and removed and 135,000 CY of soil material suitable for construction would be imported to the site. The total of 270,000 CY of export/import would require approximately 6,750 round-trip truck trips,

assuming a tandem truck (full dump bed plus trailer). It's expected that truck arrival and exit frequency would be 1 trip every 5 minutes. Truck staging or stacking would occur entirely on-site.

There is an artesian aquifer located below the peat and dewatering is necessary to reduce the hydrostatic pressure within the artesian aquifer during the excavation of peat and import of suitable soil materials. Groundwater would be pumped to settling tanks for water quality treatment prior to discharging to the east side of the site. The water from the dewatering process would not be discharged into Schneider Creek.

ENVIRONMENTAL ELEMENTS: The following SEPA checklist environmental elements have been identified as areas of potential impacts related to the proposed peat removal. Project information and mitigation are provided under each element. Mitigation may be satisfied by requirements of existing local, state, federal codes and standards or by measures proposed by the applicant.

1. Earth

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

Peat soils are subject to liquefaction. Building permits will undergo a geotechnical peer review to determine structural foundations necessary to address liquefaction. The removal of the peat deposits and import of suitable construction soils would minimize potential impacts of liquefaction.

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

The applicant has provided a site plan (Exhibit A) showing the location and approximate depth of on-site peat deposits. The peat deposits are primarily underlying the east portion of the site. The site plan estimates the approximate earthwork quantity as 132,458 cubic yards of cut or excavation to remove the peat.

A geotechnical report (GeoEngineers, December 17, 2015), Exhibit B, provides details on the peat over-excavation procedure.

The applicant's proposal states imported soil material will be from a verified clean source.

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

City-required erosion control measures would prevent erosion and sedimentation impacts during excavation and grading activities.

3. Water

a. Surface Water:

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

Schneider Creek, a Class 2 stream with salmonids, is located along the west site boundary. The peat deposit area identified for removal is located on the east portion of the site, more than 300 feet from Schneider Creek. The peat layer extends to a lower elevation than Schneider Creek. The artesian aquifer located below the peat is a separate hydrologic feature. The Geotechnical Report (GeoEngineers) includes east-west cross-sections (Figures 4 and 5) showing the horizontal and vertical distance/offset between the peat deposit area and Schneider Creek. The purpose of the dewatering is to reduce the pressure within the artesian aquifer, which is not directly connected to Schneider Creek. Therefore, no temporary or long-term impacts to the creek hydrology are anticipated.

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

The peat deposit area identified for removal is located on the east portion of the site, more than 300 feet from Schneider Creek.

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

Some excavated peat soils may be used in the stream buffer enhancement area. No excavated or imported soils would be placed in identified wetland areas or in Schneider Creek.

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

The proposal would not discharge pumped groundwater directly to surface waters (wetlands or Schneider Creek). Water from initial dewatering would first be pumped to a settling tank for water quality treatment and then discharged to natural vegetation on the east side of the site, pumped water would either infiltrate or flow to the drainage swale at the north end of the site. Water quality monitoring points will be established as part of the Stormwater Pollution Prevention Plan (SWPPP) with regular testing of sediment load.

b. Ground Water:

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

A Groundwater Control Plan (Middour Consulting, March 28, 2016), Exhibit D, provides information and recommendations on soil and groundwater conditions and depressurizing the confined artesian aquifer. Groundwater would be pumped during the process of excavating the peat deposits and importing structural fill in order to reduce hydrostatic pressure from the artesian aquifer underlying the peat deposit. The groundwater would first be pumped to a settling tank for water quality treatment prior to discharge. The quantity of the temporary groundwater withdrawal has not been estimated. It's expected that the groundwater will return to pre-dewatering levels after the temporary dewatering and the placement of structural fill. The temporary dewatering and placement of structural fill would not have long-term impacts on groundwater quantity, groundwater flow direction, or groundwater quality.

4. Plants

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

The peat removal and import of fill is located in an area of the site where clearing and grading of existing vegetation has already been identified and approved. The proposal to remove peat deposits would not result in additional vegetation removal.

14. Transportation

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

Two truck haul routes have been identified. One of the truck routes would use Newport Way NW going west from the site to the I-90 Newport Way/Lakemont interchange. The other truck route would go eastbound on Newport Way NW to SR-900 and then southbound on SR-900.

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

Approximately 135,000 cubic yards (CY) of peat would be excavated and removed and 135,000 CY of soil material suitable for construction would be imported to the site. The total of 270,000 CY would require approximately 6,750 round-trip truck trips, assuming a tandem truck (full dump bed plus trailer), or 11,250 separate in/out trips with 24 CY total capacity trucks. The import/export would be done in a back haul configuration, the trucks come loaded and leave loaded.

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

The following measures are proposed by the applicant to reduce or control traffic impacts:

- 1) Hours of truck operations would be limited. The haul route going westbound to the I-90 Lakemont interchange will be limited to 7:00 AM to 4:00 PM Monday through Friday. Saturdays may be approved in advance by the City. The haul route going eastbound on Newport Way NW to SR-900 will be limited in timing to the summer school break, from June 17 to August 31. The hours of operation using this route will be limited to 7:00 AM to 3:00 PM. The hours may be adjusted based on traffic conditions, as approved by the City under the Traffic Management Control Plan.
- 2) Truck circulation and stacking – The site is sufficient in size that anticipated truck stacking will occur on-site. There will be no trucks parked on Newport Way NW. Exhibit H, Truck Staging Plan, indicates haul truck staging can be fully accommodated on-site.
- 3) Traffic Control Plan – Warning signs will be installed on Newport Way NW to inform drivers of truck traffic, Exhibit G. A wheel wash station would clean truck tires to prevent soil material on City streets.

After review of the information, it's determined that no additional mitigation measures are necessary. Existing codes and standards and the applicant's proposed mitigation adequately address and ameliorate the potential environmental impacts.

The issuance of this addendum is consistent with SEPA Rules WAC 197-11-600(4)(c) and procedures of WAC 197-11-625.

PROPONENT:	Gateway Apartments
LOCATION OF CURRENT PROPOSAL:	2290 Newport Way NW
LEAD AGENCY:	City of Issaquah
RESPONSIBLE OFFICIAL:	Peter Rosen, Senior Environmental Planner
ADDRESS/PHONE:	1775 12 th Avenue NW, P O Box 1307, Issaquah, WA 98027 (425) 837-3094
DATE: <u>May 19, 2016</u>	SIGNATURE: <u></u>

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Issaquah Development Services Department
Issaquah Public Works Engineering and Parks Departments

