DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE., P.O. BOX 90012
BELLEVUE, WA 98009-9012

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No.	08-113644-LM
Project Name/Address:	PSE- Lake Hills Connector to NE 10th Street PSE Gas Main - Within the City Right-of-Way from the intersection of 140th Ave SE and Lake Hills Connector, west on Lake Hills Connector, west on SE 8th Street, under I-405, north on 114th Ave SE, west on SE 6th Street, north 112th Avenue SE, west on NE 2nd Street, north on 110th Ave NE and west on NE 10th Street.
Planner:	Kevin LeClair
Phone Number:	425-452-2928
Minimum Comment Period:	**April 24, 2008**

Materials included in this Notice:

- [x] Blue Bulletin
- [x] Checklist
- [x] Vicinity Map
- [ ] Plans
- [ ] Other:

a. Trenching

For the majority of the 3.5 mile route, the new gas main will be installed in a trench approximately 53-inches deep (minimum) to 60 – 72-inches deep (maximum), and 30-inches wide, under existing hard surfaces – paved roads, paved shoulders, and/or sidewalks. Trench restoration will be consistent with City of Bellevue *"Trench Restoration Requirements"*.

b. Horizontal Directional Drill

In the vicinity of Kelsey Creek and the Wilburton Tributary, the gas main will be installed via a horizontal directional drill, extending approximately 773 feet along Lake Hills Connector Road. Directional drilling technology uses a drill rig that advances a piloted drill string from an entry point along a planned drill path to an exit point. Drilling fluid, commonly called drilling mud, is circulated through the drill string to help convey drill cuttings away from the cutting bit as the drill head is advanced. The weight and surface coating characteristics of the mud help maintain drill hole stability and keep the drill hole walls from collapsing. The drilling mud also reduces the movement of groundwater into the drill path. The drilling mud is typically a water/bentonite slurry with a specific gravity of about 1.1 to 1.2. Upon completion of the drilled hole, the steel pipeline will be pulled back from the exit pit to the drill entry point.

c. Boring

The crossing of Sturtevant Creek will be via a bore approximately 50-feet in length, at a depth of approximately 16-feet.

2. Acreage of site:

The project is a gas main within 3.5 miles of public road rights-of-way.

3. Number of dwelling units/buildings to be demolished:

No dwelling units will be demolished.

4. Number of dwelling units/buildings to be constructed:

No dwelling units will be constructed.

5. Square footage of buildings to be demolished:

Not applicable.

6. Square footage of buildings to be constructed:

Not applicable.

7. Quantity of earth movement (in cubic yards):

Approximately 14,730 cubic yards of material (native materials, plus asphalt and concrete) will be excavated in conjunction with the trenching.

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Kleinfelder, Inc. (June 16, 2005) *Geotechnical Engineering Study Report, Proposed SE 6th Street Culvert Replacement, Bellevue Washington 98009*

d. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

The Washington State Department of Transportation "I-405 Braids Installation" project is planned for construction in 2009. PSE must complete the proposed Lake Hills Connector project before WSDOT can commence their project. Without the proposed PSE pipeline project, there would not be a source of natural gas to a significant part of Bellevue since the existing main crossing at NE 12th street will be abandoned by the WSDOT project.

The City of Bellevue has identified the following active construction projects along the proposed gas main route:

Residence Inn by Marriott, 605 114th Avenue SE

HEI Marriot Hotel, 11009 NE 3rd Place

City Center II, 10903 NE 6th Street

The Bravern, 11065 NE 8th Street

8th ST Properties Office Building, 10833 NE 8th Street

European Tower, 930 109th Avenue NE

1020 Towers, 1020 108th Avenue NE

e. List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

City of Bellevue:
- Shoreline Substantial Development Permit
- Right-of-Way Use Permit
- Grading Permit

State of Washington Department of Fish and Wildlife
- Hydraulic Project Approval (requirement for HPA has not yet been determined)

f. Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

☐ Land Use Reclassification (rezone) Map of existing and proposed zoning
Preliminary Plat or Planned Unit Development
Preliminary plat map

☐ Clearing & Grading Permit
Plan of existing and proposed grading
Development plans

☐ Building Permit (or Design Review)
Site plan
Clearing & grading plan

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A. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site:

☐ Flat ☒ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountains ☐ Other

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

The steepest slope along the route (approximately 10 to 12 percent) is located within the Lake Hills Connector right-of-way as it descends westerly, down the hill from 140th Avenue SE.

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The proposed route is located entirely within constructed road rights-of-way, and construction activities will encounter both man-made and native materials.

Eleven individual soil-mapping units are identified by the United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS) within the proposed project vicinity: Alderwood gravelly sandy loam, 0 to 6 percent slopes (AgB), Alderwood gravelly sandy loam, 6 to 15 percent slopes (AgC), Alderwood gravelly sandy loam, 15 to 30 percent slopes (AgD), Arents, Alderwood material, 6 to 15 percent slopes (AmC), Bellingham silt loam (Bh), Everett-Alderwood gravelly sandy loams, 6 to 15 percent slopes (EwC), Kitsap silt loam, 15 to 30 percent slopes (KpD), Norma sandy loam (No), Seattle muck (Sk), Tukwila muck (Tu), and Urban land (Ur). Fill soils, noted as underlying improved road right-of-ways within the project site, comprise the majority of the soils within the proposed alignment.

The soils encountered at the crossing of Kelsey Creek consist of fill, marsh deposits, recessional outwash, till and proglacial lacustrine sediments (see attached Golder Associates, Inc. 2008 report).

The soils encountered at the crossing of Sturtevant Creek consist of fill, peat deposits, alluvium, recessional outwash, till and advance outwash (Kleinfelder, 2005).

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

City of Bellevue mapping data shows an area of "Low to Moderate Liquefaction Hazard" crossing Lake Hills Connector within Kelsey Creek Park, east of Richards Road. King County mapping data also shows two areas of potential Erosion Hazard - along the east boundary of Kelsey Creek Community Park crossing the Lake Hills Connector, and an area crossing SE 8th Street, east of I-405.

Because the new gas main will located entirely within constructed roads, the City of Bellevue does not consider the project to be located within a designated Critical Area or its buffer.

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habitats. Immediate backfill of excavations, along with timely restoration of the disturbed surface will further reduce erosion potentials.

Soils excavated from the roadways will be hauled off-site to approved locations and will not be stockpiled for use as backfill. Upon installation of the proposed gas main, the excavated trench will be backfilled first with compacted pipe bedding materials and then road fill materials.

PSE representatives will monitor and review the use and maintenance of TESC measures employed during construction, and if needed, monitoring and maintenance of TESC measures may be transferred to PSE's operating section upon completion of construction and restoration activities. The TESC and specific restoration proposals will be submitted to the City of Bellevue (as required) for review and approval prior to the start of construction.

2. AIR

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

Construction Phase
Sources of emissions during construction include fugitive dust and construction equipment exhaust. Sources of dust will be from excavation along the pipeline route, and from traffic to and from the construction site. The quantities of emissions generated and transported off-site from the construction corridor will depend upon wind and weather conditions, but are anticipated to be minor and of short duration.

Operational Phase
Small volumes of natural gas may be vented to the atmosphere during the initial gasification and occasionally during maintenance and operation of the gas main.

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

There are no known off-sites sources of emissions or odors that would affect this project.

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

Construction Phase
Standard emission control devices, in conformance with federal and state air quality standards for the specific class and type of equipment, will be utilized by equipment during construction phases of the project. Dust control BMPs will include street sweepers on asphalt streets to limit dust-generating sources on road surfaces. Efficient construction practices and timely restoration will further reduce dust-generating sources. PSE representatives will monitor dust-generating sources during construction and when necessary will address excessive emissions with appropriate control techniques.

Natural gas is comprised of approximately 94 percent methane, 4 percent ethane and 2 percent other inert gasses and is ignitable only within a narrow range (approximately 4 to 14 percent) of gas to air mixture. Above and/or below the narrow range, combustion cannot occur. Natural gas has a specific gravity of 0.6 relative to air. In the event that natural gas is released from the gas

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approved upland site. At the point that the drill has been completed and pulled back through the drill hole, the entrance and exit pits will be enlarged in order to cut back the ends of the gas main and join it with the remainder of the gas main. The volume excavated for each of these pits will not be significant. The excavated native materials will be stored in an upland area near the site of the excavation and will later be reused to fill the drill entry and exit pits. The drill entry and exit holes will be filled with suitable backfill. Remaining excavation material will be transported to a PSE and City of Bellevue approved upland site.

No impacts to the Wilburton Tributary, Kelsey Creek, or Sturtevant Creek are anticipated.

(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.

No work will occur within adjacent surface waters or wetlands; all work and staging areas will be located within the constructed road. The Kelsey Creek crossing will be horizontally directionally drilled and will have no effects on surface water and/or wetlands. The Sturtevant Creek crossing will be bored.

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

No surface water withdrawals or diversions are proposed.

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

A portion of the route along the Lake Hills Connector, in the vicinity of Kelsey Creek, lies within a 100-year floodplain. The Kelsey Creek crossing will, however, be horizontally directionally drilled and will have no impact on the 100-year floodplain. The HDD drilling process is more fully described in the General Project Description.

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

No waste materials will be discharged into surface waters. The TESC and BMPs will prevent deleterious materials from entering any surface waters. Dewatering is described in item b. below.

b. Ground

(1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

Shallow groundwater from regional high water tables may be encountered during trenching for the pipeline route. Shallow groundwater could also be encountered adjacent to wetlands and streams.

During construction, dewatering of excavated trenches may be required in areas of natural shallow groundwater; the groundwater will be collected in a Baker Tank and tested for water quality parameters prior to a controlled release to the stormwater drainage system.

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surface waters. PSE's contractor will be responsible for determining appropriate trench dewatering methods and will be responsible for complying with applicable permit conditions.

The 2008 Golder *Geotechnical Investigation for 16-inch Gas Service Main Horizontal Directional Drill Crossing of Kelsey Creek* Report states that there is a potential for "hydraulic fracturing" (resulting in drilling mud being released through fractured bedrock into the surrounding rock and sand and traveling toward the surface of a stream or river), as the pilot bore approaches the exit location. All recommendations of the Geotechnical Report will be implemented, including preparation of a "Frac-Out" Contingency Plan. This Plan will describe how any frac-outs will be controlled and contained. The contractor will also be required to place drilling fluid containment equipment and materials at the exit location as the drill approaches the exit. The contractor will also provide erosion and sedimentation control consisting of silt fences or hay bales.

4. Plants

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

- ☐ **deciduous tree: alder, maple, aspen, other**
- ☐ **evergreen tree: fir, cedar, pine, other**
- ☐ **shrubs**
- ☐ **grass**
- ☐ **pasture**
- ☐ **crop or grain**
- ☐ **wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other**
- ☐ **water plants: water lily, eelgrass, milfoil, other**
- ☐ **other types of vegetation**

Not applicable. The proposed gas main will be installed within constructed roads, under existing hard surfaces (paved roads, paved roads shoulders and sidewalks).

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

None.

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

None.

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

Not applicable.

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

The new gas main will be located underground, so will not affect the potential use of solar energy by adjacent properties.

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

Not applicable.

7. Environmental Health

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

During construction, there is a potential risk from the normal hazards associated with machinery operation and general construction practices. Spills of machine fluids and/or similar and other normal construction hazards potentially exist.

The new gas main will cross the buried Olympic Pipe Line Co. petroleum pipeline and METRO sewer; construction plans have addressed protection of these facilities.

During operation phases of this project, natural gas will be contained within the distribution facilities. The natural gas mixture is comprised of approximately 94 percent methane, 4 percent ethane and 2 percent other inert gasses and is ignitable only within a narrow range (approximately 4 to 14 percent) of gas to air mixture. Above and/or below the narrow range, combustion cannot occur. Natural gas has a specific gravity of 0.6 relative to air. In the event that natural gas does escape from the pipeline, it is likely to rise quickly, dissipate in the air and reach a non-ignitable concentration.

All proposed facilities will be owned and operated by PSE as regulated by the Washington Utilities and Transportation Commission. The design, construction and operation of these facilities will meet or exceed all state and federal pipeline safety standards.

(1) Describe special emergency services that might be required.

No special emergency services will be required for the completed natural gas distribution facilities.

In the event of a construction and/or operational emergency, appropriate response personnel may be required including, but not limited to, personnel from PSE, local police, fire, aid or rescue units.

(2) Proposed measures to reduce or control environmental health hazards, if any.

Construction Phase

Trench boxes, bracing, sump pumps and other associated construction safety equipment and procedures will be utilized at the PSE contractor's discretion as required by the Washington Industrial Safety and Health Act (WISHA), Occupational Safety and Health Administration

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It is recognized that the gas main route passes through residential areas and although the increase in noise levels will be temporary, the noise can disturb local residents; PSE will work with the City of Bellevue to minimize the noise impacts.

All construction equipment will be equipped with standard sound attenuation devices and will meet or exceed Bellevue City Code noise standards (BCC 9.18). Construction will be limited to normal working hours as required by City of Bellevue regulations, unless construction or traffic considerations require an alternative schedule in a particular area.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The proposed 3.5 mile distribution gas main (defined as a "local utility system" by Bellevue Code Chapter 20.50.032) will be located within existing public street rights-of-way, under existing hard surfaces - paved roads, paved roads shoulders and sidewalks.

Adjacent properties are occupied by a variety of uses – residential, office, business/commercial, parks, open space, a Park and Ride lot, and City of Bellevue Fire Station 7.

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

The project site is within constructed roads.

c. Describe any structures on the site.

No structures exist within the rights- of-way; paved surfaces and underground utilities are found within the rights-of-way.

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

No structures will be demolished as part of this project.

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

The gas main routes traverses through multiple zoning districts. East of I-405, the zoning is generally Single-family and Multi-family residential. West of I-405, the route lies within a mix of Downtown, Office, and Residential districts.

More specifically, the land use districts include:

Downtown - Multiple Use (DNTN-MU), Office District 1 (DNTNO-1), Office District 2 (DNTNO-2), Office and Limited Business District (DNTNOLB), Residential (DNTN-R),

Light Industrial (LI)

Office and Limited Business (OLB)

Professional Office (PO)

Single Family Residential - R-1.8, R-3.5, R-4 ,R-5 and R-7.5

Multifamily Residential - R-10 and R-20

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9. Housing

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

None.

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

None.

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

None.

10. Aesthetics

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

The new gas main will be located underground.

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

Not applicable.

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

None.

11. Light and Glare

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

Construction during evening hours would result in a temporary source of light and glare. Because the construction will move through individual areas as quickly as possible, it is not anticipated that this light and glare would be significant.

The completed project will not produce any light or glare.

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

The proposed project would not result in new light or glare.

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

Not applicable.

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

Not applicable.

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expected to vary depending upon existing road use characteristics, the duration of construction activities, and the specific requirements of the approved Traffic Control Plan.

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

Metro Transit serves routes on NE 10th Street, 110th Avenue NE, 112th Avenue NE, Lake Hills Connector, and 140th Avenue SE, along the proposed gas main corridor.

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

The completed project will not create nor eliminate any parking.

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

No new roads would be constructed as a result of this project.

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

The route for the gas main crosses under a BNSF railroad trestle east of I-405 on SE 8th Street.

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

The completed project will not generate new vehicular trips.

g. Proposed measures to reduce or control transportation impacts, if any:

A Traffic Control Plan will be developed for approval by the City of Bellevue. The Traffic Control Plan will be developed to assure adequate safety for motorists, pedestrians and construction workers while minimizing transportation inconvenience. In all cases, the plan would conform to the latest edition of the U.S. Department of Transportation's (USDOT's) *Manual on Uniform Traffic Control Devices* (MUTCD), Washington State Modifications to MUTCD and the Washington State Department of Transportation's *Standard Plans for Road and Bridge Construction*. During development of the traffic control plan, PSE will consult with applicable regulatory agencies, landowner, tenants, police, fire, school and other public and private entities affected by the project.

It is anticipated that this Plan will address:

- Length/timing of lane closures
- Necessary detours where single-lane traffic cannot be maintained. Where possible, one lane of traffic will be maintained through the use of appropriate construction practices and traffic control devices. Traffic delays should be expected to occur.
- Maintenance of emergency access, including access to Fire Station 7.
- Maintenance of pedestrian access

At the completion of the project, there will be no permanent transportation impacts.

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- Golder's Geotech?
- Easement for path of gas main?
- Chances of "Frac-Out" - %?