



DEVELOPMENT SERVICES DEPARTMENT
 ENVIRONMENTAL COORDINATOR
 11511 MAIN ST., P.O. BOX 90012
 BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: City of Bellevue – Bellevue Airfield Park

LOCATION OF PROPOSAL: 2997 160th Avenue SE

DESCRIPTION OF PROPOSAL: Application for Programmatic (non-project) environmental review and SEPA Threshold Determination for the conceptual Master Plan for a new 27.5-acre community park. When the park is designed, permitting will include project-specific SEPA review.

FILE NUMBERS: 11-115376-LM

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on March 8, 2012.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

[Signature]
 Environmental Coordinator

2/16/2012
 Date

OTHERS TO RECEIVE THIS DOCUMENT:

- State Department of Fish and Wildlife
- State Department of Ecology,
- Army Corps of Engineers
- Attorney General
- Muckleshoot Indian Tribe



**City of Bellevue
Development Services Department
Land Use Staff Report
Threshold Determination**

Proposal Name: Bellevue Airfield Park

Proposal Address: 2997 160th Avenue SE

Proposal Description: Application for Programmatic (non-project) environmental review and SEPA Threshold Determination for a proposed Master Plan for a new 27.5-acre community park. When each phase of the park is designed, permitting will include project-specific SEPA review.

File Number: 11-115376-LM

Applicant: City of Bellevue
Parks and Community Services Department

Decisions Included: SEPA Threshold Determination

Planner: Sally Nichols, Associate Planner

**State Environmental Policy Act
Threshold Determination:** Determination of Non-Significance (DNS)



Carol V. Helland, Environmental Coordinator
Development Services Department

Application Date: June 15, 2011
Notice of Application Publication Date: July 21, 2011
Decision Publication Date: February 23, 2012
Project/SEPA Appeal Deadline: March 8, 2012

For information on how to appeal a proposal, visit Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City's Clerk's Office by 5 PM on the date noted for appeal of the decision.

I. PROPOSAL DESCRIPTION and OBJECTIVE

A. Objective

The Bellevue Airfield Park Master Plan is a programmatic, conceptual proposal that sketches the design and operational components of a new community park. Once accepted by Council, it will guide long-term phased development of the park. Site-specific park design and permitting, including all necessary project level SEPA review, will occur over time after this non-project SEPA review is complete and the Master Plan is adopted by Council. Funding for the first phase of park development is now available through the Parks and Natural Areas Levy and the City Council-approved CIP levy match funds.

B. Background

The proposed park site comprises three City-owned parcels totaling 27.5 acres. In 2002, the City Council authorized the purchase of 14.59 acres from the Boeing Company and, in 2005, the purchase of an additional 10.53 acres from the Bellevue School District for a total of 25.12 acres. The intent of the land acquisitions was to develop an active-use community park.

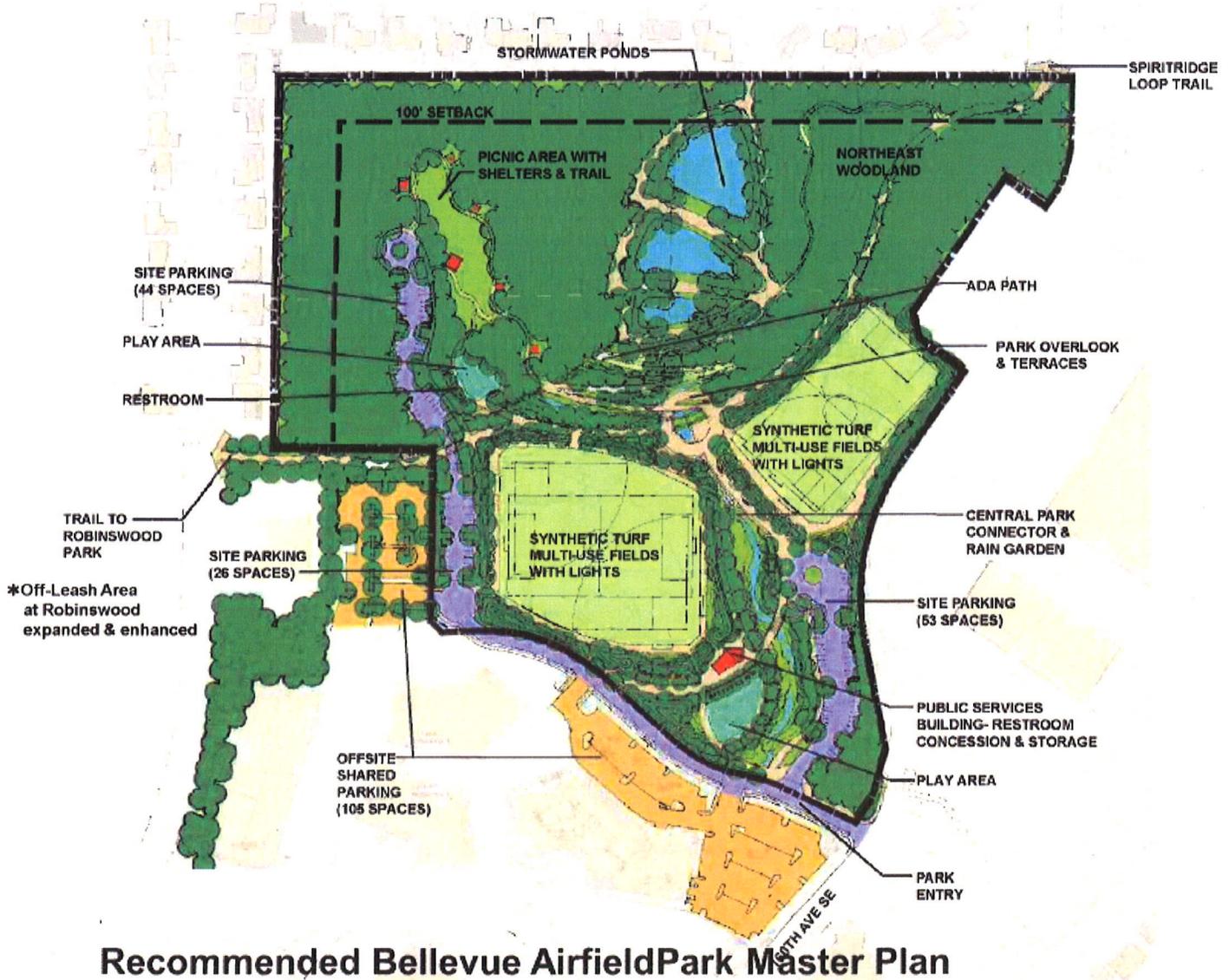
C. Proposed Site Conditions/Development

Three different alternatives were explored (provided as an attachment to this report). While all three included many of the same features, including a large multi-use field and picnic area within the lower woodland forest, the major differences between the three involved what occurred along the eastern boundary of the site. Alternative A proposed an additional synthetic turf field in this area. Alternative B proposed an off-leash dog park in this area (see further discussion of the off-leash dog park in Section I.D below). Alternative C proposed a new recreation building in this area.

The planning effort undertaken by the Park Department, in partnership with the community, the Parks and Community Services Board, and City Council led to the preference for Alternative A, referred to in this report as the recommended master plan. The following list of programmatic elements and/or physical improvements are proposed within the park master plan:

- Two lighted, synthetic athletic areas that would accommodate a full-sized soccer/lacrosse field and two little league field overlays;
- Accessible picnic facilities, including shelters and parking, in the wooded northwest area;
- Trail connections to nearby neighborhoods, and new pathways and trails throughout the park;
- Restrooms and children's play areas are provided in two locations; one convenient to the picnic area and trails and another convenient to the sports fields;
- Vehicle access is limited to SE 30th Place via 160 Avenue SE, and 100-foot wide buffers are maintained from the nearby residential property;
- Existing parking is utilized along the southeast side of the property and shared office development parking exists south and west of the park;
- Reconfigured and aesthetically improved stormwater ponds will become a park asset;

- Natural drainage practices will creatively address stormwater management. The landfill will be capped and environmental quality control systems will be state-of-the-art. Best practices for sustainable building and land management including low impact development techniques will be incorporated.



Recommended Bellevue Airfield Park Master Plan

The unifying design feature of the preferred Master Plan is a park access core, which unites the elements outlined above. The core is a landscaped space that extends from the park entrance off SE 30th Place northward to reconfigured stormwater ponds. This feature unites the different park elements and provides opportunities for passive, flexible places. Improved with walking paths, interactive water features and play areas, this space provides convenient connections and uninterrupted views to the various park features.

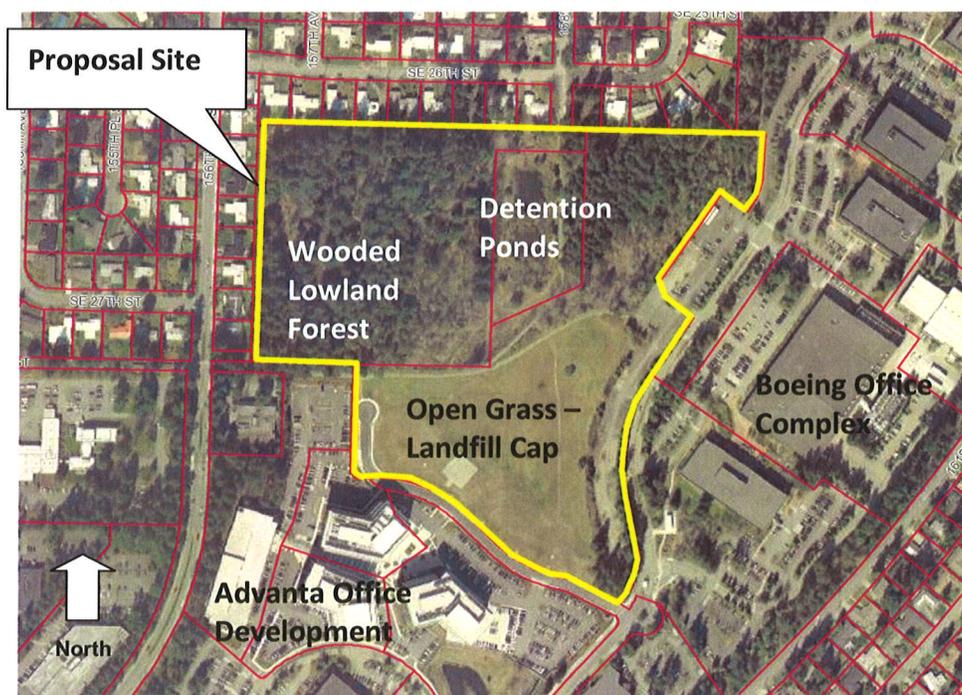
D. Off-Leash Facility

The community outreach process for the future Airfield Park indicated that the community desired far more park activities and features than would feasibly fit on the park site. One of these features was the off-leash area. At the same time as the master planning effort was under way for the Airfield Park, the City also was conducting a community-wide off-leash study. Using this study, the Parks & Community Services Board recommended that the existing off-leash facilities at Robinswood Park be enhanced and expanded to at least 5-acres in lieu of placing a new off-leash facility in the proposed Airfield Park at the expense of other identified activities. This larger off-leash area at Robinswood Park would then serve the larger Eastgate geographic area (which includes the Airfield Park site). The City Council supported this solution and directed the City to prepare an environmental analysis to inform the feasibility of expanding off-leash facilities at Robinswood Park prior to adopting the Airfield Park Master Plan. The Robinswood Park Off-leash Study was prepared by the Department of Parks & Community Services, and was completed in 2011. This Study presented four conceptual designs for off-leash expansion. This Study is available for public viewing in the project file. An environmental analysis was included for the Preferred Conceptual Design – D. Based on this study, the conclusions reached regarding the minimal environmental impacts resulting from an expanded off-leash facility, and the interests of the community, the Parks Board, and Council, City staff recommended that the off-leash needs of the community be met through expansion and enhancement of the existing off-leash areas at Robinswood Park and no new off-leash facility would be included in the preferred Airfield Park Master Plan.

II. Existing Site Conditions

The proposal site is located within the Eastgate subarea of Bellevue adjacent to the I-90 Business Park. It is within the OLB-OS (Office and Limited Business – Open Space) land use district (LUC 20.25L); a designation that only applies to site of at least 25 contiguous acres.

Aerial Photograph



The

site is the location of the former Eastgate Landfill, which was first used in 1951 and was later closed in 1964. The landfill collected both Construction/Demolition waste (C&D) and Municipal Solid Waste (MSW). When the landfill was closed in 1964, it was covered with soil, known as a cap. Additional soil and construction debris was placed in 1974. Subsequently, the site has been graded to encourage run-off to a storm drainage system that empties into a three-pond water quality treatment system and a drainage swale. Because water has been allowed to percolate through the soil cap down into the waste layer, most of the organic component of the waste has decomposed; as evidenced by the very small quantities of landfill gas still being produced and collected. This gas contains methane and carbon dioxide, in small quantities.

The landfill cover soils are silty sand with gravel and cobbles and are thus susceptible to disturbance and erosion. They are difficult to work or compact when wet. The waste in the landfill is very poor and unsuitable for construction purposes. It is subject to differential, uneven settlement when loaded.

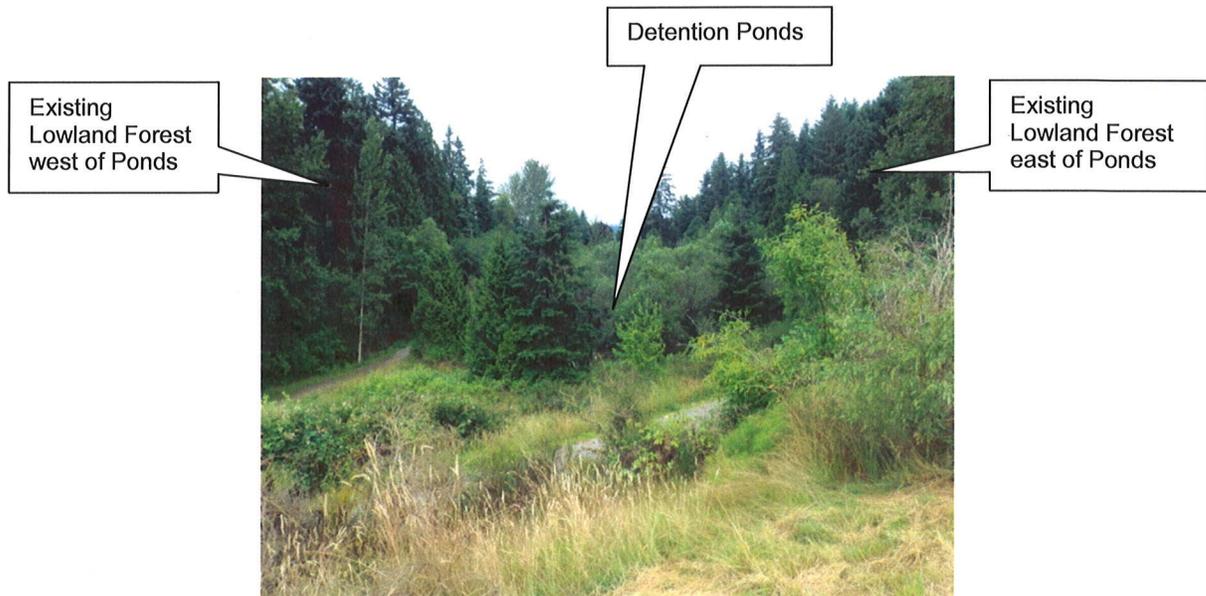
In addition to the landfill, the site was also used as an airfield from the 1960's until 1983, when it was sold with surrounding property to be developed with commercial uses. Numerous office buildings surround the landfill portion of the site, including the Advanta (Microsoft) campus to the south and the Boeing complex to the east.



Upper Section of the Park - View looking north from the Advanta parking lot towards the open lawn covering the landfill

Currently the park site is vacant and is being used as an informal, undeveloped park. The site is characterized by two different environments. The upper (southern) section contains the landfill acreage and the open field over the soil cap and it is characterized by the open field sparsely covered with wild grasses (see photo above). The lower (northern) half of the site contains lowland forest vegetation and the three drainage

ponds. Trails and benches are located throughout the existing property. The woods contain dense stands of mature trees that form an effective buffer between the park site and the adjacent single family homes to the west, south and east. The wooded areas all slope down to the drainage ponds, identified as Airport Wetland in the 1987 Sensitive Area Notebook. This elevation of the ponds is roughly 40-feet below the upper (landfill) portion of the site.



**View looking north towards the existing detention ponds –
from the northern edge of the upper portion of the site**

III. ENVIRONMENTAL RECORD

The environmental summary consists of analysis based on the following documents and studies in the environmental record or, if noted, incorporated by reference.

- *Alternative A – Master Plan for Eastgate Area Properties*: Rendered site plan showing proposed improvements for the Airfield Park (formerly known as the Eastgate Area Properties), prepared by the Portico Group in 2010.
- *Vicinity and Parcel Maps*: 2011.
- *Light and Glare Report*: Prepared by The Portico Group, June 10, 2011.
- *Bellevue Airfield Park Landfill Development URS*: Dated June 14, 2011.
- *Landfill Technical Memorandum URS*: Dated June 7, 2011.
- *Eastgate Master Plan; Traffic Analysis Technical Report*: Prepared by Transportation Solutions, Inc. (TSI), June, 2011.
- *Existing Conditions Assessment – Civil Engineering*: Prepared by SvR Design Company, June 5, 2008 and revised June 13, 2011.

- *Habitat Opportunities & Constraints Technical Memorandum*: Prepared by ESA Adolfson, June 6, 2008.
- *Robinswood Park Off-Leash Study*: Prepared by the City of Bellevue, Parks & Community Services Department, 2011.

IV. PERMITS REQUIRED

Following the issuance of this SEPA threshold determination for the Airfield Park Master Plan and after any required subsequent approvals by the City Parks Board and the City Council, the City Parks Department may choose to submit development applications to redevelop the site in accordance with the range of alternatives analyzed in this report. The following is a general list of permits and approval required should the Parks Department choose to pursue redevelopment of the Airfield Park site:

- **Conditional Use Permit (LUC 20.30B)**: Although a public park is a permitted use within the OLB-OS land use district, a conditional use permit is required to develop athletic fields within the park.
- **Critical Areas Land Use Permit (LUC 20.30P)**: Required for any development activity with the areas of steep slopes or wetlands.
- **Clearing and Grading Permit (BCC 23.76)**: Required to redevelop the site.
- **Building Permit (BCC23.10)**: Required to redevelop the site. Includes review of all new proposed structures, including, but not limited to, children's play structures, back stops, field lights, and public services building.
- **Utility Developer Extension Agreement (BCC 24.06)**: Required for the design review, plan approval and field inspection of detention and/or water quality systems. Storm drainage infrastructure must be designed by a professional civil engineer to the current Bellevue Utility Codes and Storm Drainage Engineering Standards.

V. ENVIRONMENTAL SUMMARY

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the Airfield Park Master Plan proposal. The Environmental Checklist submitted with the application adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes are expected to mitigate potential environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements.

The implementation of the Airfield Park Master Plan contains uncertainty surrounding sequencing and timing. To address this uncertainty and ensure future phases of development occur on the Airfield Park site consistent with the adopted Master Plan, individual projects will be reviewed for SEPA compliance under a "Phase Review" approach detailed in WAC 197-11-060(5).

Anticipated Impacts and Mitigating Regulations

A. Earth

The landfill cover soils are silty sand with gravel and cobbles and are thus susceptible to disturbance and erosion. They are difficult to work or compact when wet. The waste in the landfill is very poor and unsuitable for construction purposes. It is subject to differential, uneven settlement when loaded.

The applicant explored the possibility of excavating and removing the refuse material from the landfill site. The calculated cost for removal would be approximately \$41,000,000 (refer to Landfill Technical Memorandum URS: Dated June 7, 2011). Based on this information, it was determined that, since this site would be used as a park and no one will be working and/or living on the site, the fill should remain and engineering measures could instead be used to address any life safety, environmental and construction risks.

Proposed Mitigation:

Where landfill waste is encountered, the site development designs should consider engineered measures to address the life safety, environmental and construction risks, including the following:

- Use piles or other means to support the structures and avoid excavating into the soil cap.
- Perform ground improvement to address compressible soils
- Construct water and gas barriers to prevent landfill gas intrusion.
- Install monitoring systems to verify performance of the protection systems installed.
- Preload the site in order to provide a stable base and minimize differential settlement.

Future Clearing and Grading Permit applications for each phase of this development must comply with City of Bellevue Clearing and Grading Code (BCC 23.76) in place at the time of application.

B. Air and Water

1. Gas and Leachate

Water has been allowed to percolate through the soil cap down into the waste layer leading to decomposition of the organic portion of the waste. This decomposition has led to the generation of landfill gas and leachate (the liquid produced in a landfill from the decomposition of waste within the landfill). At this time, most of the decomposition has taken place. However, the site continues to generate small amounts of landfill gas.

Gas created due to decomposition of organics in the landfill is a mixture of mostly methane and carbon dioxide, with lesser amounts of water vapor and other non-methane organic compounds. At this time, the landfill gas system in place is turned on a few times a week and it requires augmentation with propane to maintain combustion in the flare to burn the methane. However, release of gas continues to

pose an environmental threat to anyone engaged in activities on the landfill surface.

Proposed Mitigation:

Where waste is encountered, the site development designs should consider engineered measures to address the life safety, environmental and construction risks.

Structures: For structures, the following recommendations should be followed:

- Use piles or other means to support the structures and avoid excavating into the soil cap.
- Isolate and block landfill gas pathways to structures by the following:
 - Install trench drains in utility trenches.
 - Electrical and data communication utilities should include a double block and air gap between blocks.
 - Storm drain lines and rain leaders discharging to the off-site system should be attached outside of the structure.
- Structures with floor slabs should include a high quality vapor barrier and floor slabs should have utility penetrations booted through the vapor barrier.
- Structures without floor slabs should incorporate a floor with a crawl space and provide a vapor barrier and the underside of the structure with vents to ventilate the space between the floor and the underside of the structure. The underside will also need to be insulated above the vapor barrier.
- Interior room on the ground floors should be equipped with methane and CO₂ monitors.
- Utility structure and other in ground structures with an air space shall be labeled as confined space and signs should alert personnel to the possibility of a hazardous/explosive gas.
- Install monitoring systems to verify performance of the protection systems installed.

Artificial Turf Fields: For artificial turf sport field, the followings recommendations should be followed:

- Install water barriers to prevent precipitation water from reaching the waste layers in the landfill and generating leachates.
- Install gas barriers to protect the surface from landfill gas release.
- Install monitoring systems to verify performance of the protection systems installed.

2. Water, Sewer and Storm Utilities

The proposed Master Plan development for the Bellevue Airfield Park has been evaluated on a conceptual basis for the purposes of this application. The size and scope of utility work will require engineering review and approval by City of Bellevue Utilities Department. Water and sewer infrastructure will be extended onto the site through existing property easements or public rights of way to support the park.

Storm water management for the project has been studied and is technically feasible based on two alternatives presented in a storm water management report prepared by CH2MHill engineering. The report was prepared July 2002 and is based on an existing forested condition using the KCRTS (King County Runoff Time Series) model which is an approved Washington State Department of Ecology model. City of Bellevue's current standard requires the use of Washington State Department of Ecology's WWHM (Western Washington Hydrologic Model) but for the purposes of this application the Utilities Department will accept the KCRTS model used in the CH2MHill report.

Alternative one in section 5.1 of the Storm Water Management report proposes onsite storm water management. This alternative is a combination of an engineered composite sand layer for the sports fields, bio filtration swales for the access roads and parking lots, porous pavement for trails, detention tanks and catch basin inserts for the community center parking and vegetated roof for the community center building.

Alternative two in section 5.2 of the Storm Water Management report proposes a combination of onsite storm water management and enhancements to existing Pond A. The onsite storm water management in alternative two will be the same as alternative one but Pond A will be expanded to accommodate runoff from the Boeing site if redeveloped.

Both alternatives demonstrate the site can be feasibly developed and there is enough room onsite to accommodate future park development, including offsite areas draining to it.

A preliminary drainage report will be required with future design review applications. Final engineering will be approved under a developer extension (UE) construction permit.

The Bellevue Airfield Park development will be required to comply with all current studies, environmental monitoring and agreements in place prior to this development proposal.

3. Light and Glare

There are only two existing light fixtures within the property boundaries, at the southwestern corner of the site. These lights are associated with a series of street lights which were installed with the new SE 30th Place improvements in 2009. To assess the impacts of light and glare of the proposed Airfield Park (focused primarily on the surrounding single-family residential areas), the applicant has submitted a Light and Glare Report, prepared by The Portico Group, dated June 10, 2011.

The Master Plan for Airfield Park has identified four types of new lighting:

- Pedestrian pathway lighting.
- Parking lot lighting at the northwest forest picnic area.
- Building lighting at two small restroom/concessions building and one restroom/maintenance building.
- Two sports field areas.

Light – the potential amount of light spill or illumination emitted by light sources, measured in foot-candles horizontally and vertically.

Light impacts could come primarily from the sports field lighting due to its height, number of fixtures, and potential for light and glare. However, due to location of the field, light fixture design, orientation of the lights, site topography, mature and dense vegetation in the northern part of the site and proposed new park planting, the light levels or light spill onto the residential areas and street will be at zero foot-candles.

Glare – potential direct light source(s) or light reflection(s) from surfaces that can actually be seen or viewed from various critical points within and around the site. Glare is assessed using sightlines and view accessibility.

Based on the submitted report, there may be some limited glare impacts generated by the sports field lighting on business and parking areas bordering the Park to the south, southwest and southeast. It is important to note that in the parking areas and office building have little to no nighttime user activity. Single family residential areas would not be affected and lighting on buildings as they are located far away from the fields and are screened with significant wooded buffers along the park's perimeter. The parking lots in the southern part of the site will also use full cut-off fixtures. Any lighting of parking areas adjacent to forested areas will require special fixtures and use policies beyond the use of simple cut-off fixtures to avoid light spillage into these significant habitat locations.

Proposed Mitigation: The potential impacts of glare on residential communities can be fully mitigated with the following:

- Retention of existing mature vegetation.
- Planting of additional park landscaping.
- Selection of low impact light fixtures and poles and use of cut-off shields and fixtures.
- Positioning the location and orientation of lights.
- Management of ballfields and ballfield light use schedules to protect forested areas from light spillage.
- Management of parking lot light use schedules and fixtures to protect forested areas from light spillage

C. Plants and Animals

The proposed park area was mapped according to cover types and degree of disturbance. Fifteen areas were defined and shown on Figure 1 in the June 6, 2008 memorandum regarding the Eastgate Park Master Plan, prepared by ESA Adolfson and attached to this report. These fifteen areas fall into five general categories:

1. Open grass areas: This large section of the proposed park is the location of the capped landfill and was also used as a construction staging area for surrounding office development. The area is characterized primarily by grasses

and the compacted soils, along with the lack of cover, result in poor animal habitat. This is the proposed location of the active recreation ballfields.

2. Areas of Invasive Shrubs: Located primarily around the existing pathways, these areas are dominated by Himalayan blackberry and Scot's broom. These areas provide cover but very little plant diversity necessary for a healthy habitat.

3. Coniferous and Mixed-Coniferous Forests: The northern part of the park property is characterized by forested conditions made up of mature trees and low to medium understory. There is little access to these areas and thus they are relatively undisturbed. These areas provide important nesting and breeding habitat for birds, small mammals, and amphibians. During the mapping process, beaver dens were observed, along with the calls of many bird species including dark headed junco, robin, nuthatch, black capped chickadee and other species common to the lowland forest of the Puget Sound.

4. Small Wetland Areas: These areas have limited wetland function. The dominance species include canary Reed grass and soft rush.

5. Freshwater Ponds: These ponds make up the 3-cell stormwater detention ponds and are lined with dense wetland plant species. Waterfowl and songbirds are common in this area.

No priority habitat or fish and wildlife species were found, based on the Washington Department of Fish and Wildlife Priority Habitat Database.

The Master Plan has considered these habitat categories and areas. The open, landfill areas that currently have a poor habitat function, will be used for the most intensive recreational activities including new synthetic turf fields, parking, public services building and play area. In this location, these features will have minimum impact on overall habitat.

Provided the design can be permitted with existing codes and regulations, the wetland areas will be incorporated into a larger, re-designed water open space complex associated with enhancement of the detention pond area, creating increased water-associated habitat with vegetation enhancement and water quality improvement. Potentially, the functions of these wetland areas could be increased. This should be the goal of any redesign of the detention pond area. There is also an opportunity with future development to continue to enhance habitat through removal and ongoing maintenance of the invasive weeds and non-native species. Weed and vegetation management will be tailored to each specific area and intensity of development and should strive to avoid damaging existing native plant communities.

Development within the wetland area cannot be looked at in isolation. These wetlands lie with the larger area of Puget Sound Lowland forest that makes up most of the northern portion of the site. Together the ponds, wetlands, and forest take up over 16 acres (58 percent) of the site; all of these areas work together to provide important habitat function. Intrusion into the forested areas of the site with

approximately two acres of road and parking lot, trails, play area, and picnic shelters will have a measureable impact to habitat on the site through loss of mature forested canopy and introduction of active recreational activity in a relatively untouched area of the site. Although there will be a 100-foot wide natural landscape setback/buffer along the northern and western property lines, it is still unclear what, if any, benefits are gained from running a parking lot into the heart of the forested area. Developing in this part of the site with high habitat function and preserving the fringes is not a favored conservation strategy. Going forward, the Department of Parks & Community Services will need to present more data regarding the need for development within this area.

Project-specific SEPA review, as well as review for compliance with the City's Critical Areas Overlay District performance standards (LUC 20.25H) in relation to preservation of habitat associated with species of local importance, will help to address site-specific impacts in more detail. Through application of the City's development standards, required best management practices, sensitive site planning, and application of mitigation strategies outlined below, adverse environmental impacts may be mitigated and an improved habitat can be created.

Mitigation Strategies:

As the preferred Master Plan is refined, re-examine whether a road and parking lot in one of the most sensitive areas of the site (heart of the forest in the northwestern corner) are still necessary and/or desired. Revisit parking demands for site. The Department of Parks & Community Services must demonstrate that the impact on the critical areas (wetlands, ponds, and forested areas together) shown in the preferred Master Plan is the only feasible alternative.

- The Department of Parks & Community Development should use the Urban Wildlife Habitat Functional Assessment Model to help evaluate the existing habitat against any proposed development on the site.
- Consider careful placement of development features in the least sensitive areas of the site. For example, avoid intrusion into the heart of the forest and locate roads and parking lots along the site edges.
- Use low impact design techniques to reduce impervious surfaces.
- Identify and establish no-touch zones where people and cars should not intrude into sensitive habitat areas.
- With any development, enhance habitat through removal of invasive weeds and non-native species and replanting with a diverse variety of native plants tailored to plants and animals found on-site.

D. Noise

The potential for noise impacts in the Airfield Park would come from construction of the elements of the Park and from the use of the sports field. Construction hours are regulated per the Bellevue City Code (BCC) 9.18. The sports fields have been located in the southern part of the site, well away from surrounding single-family neighborhood. They are also buffered from these neighborhoods by substantial native woodland vegetation. Lastly, the City's noise code provides authority to mitigate impacts from use of the sports fields.

E. Transportation

Long-Term Impacts and Mitigation

Long-term transportation impacts projected to occur in the city by 2020 are addressed in the city's Transportation Facilities Plan Environmental Impact Statement (TFP EIS) for 2009 – 2020. The transportation impacts of projected land use growth are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the latest TFP are in place.

In the TFP EIS, the city is divided into fourteen Mobility Management Areas (MMAs) for evaluation purposes. Typically, the long-term impacts of a proposed development are evaluated by comparing the land use units (square footage or dwelling units) of the proposed development to the total growth of land use units in the same land use category within the MMA where the proposed development will be located. Airfield Park lies within MMA 10 (Eastgate). Public parks fall into the category of recreational land use. However, the TFP land use projections do not include a recreational or park land use category. Therefore, a simple comparison to the land use assumptions in the TFP EIS cannot be made. Instead, for purposes of this review, long-term transportation impacts of the proposed Airfield Park are evaluated by comparing the number of trips estimated for the proposed park to the total growth of trips projected within MMA 10. Data from the city's computer model used to forecast trips for the TFP EIS show that total trips within MMA 10 were 148,781 for the model's base year (2008) and were projected to be 170,610 in 2020, for a growth of 21,829 trips. A memorandum from Transportation Solutions, Inc., dated June 10, 2011, estimated that park-related traffic during the PM peak hour on weekdays would be 213 vehicle trips during baseball season, and less at other times of the year. That volume of traffic for the park would be only 1% of the projected traffic growth for the MMA. Thus, the long-term traffic impacts of the proposed Airfield Park are accommodated by the assumptions of the TFP EIS.

Typically, long-term transportation impacts are mitigated primarily by the payment of transportation impact fees under Bellevue City Code 22.16. However, BCC 22.16.070.B.4 exempts city parks from payment of impact fees.

In determining a SEPA threshold, it is useful to examine whether the traffic impacts of the proposed development will affect the future ability to develop or redevelop other properties. In 1980 the city approved a Concomitant Zoning Agreement (CZA) for an area that includes the Airfield Park site. Growing out of that CZA, in 1983 the city approved a transportation plan for an area known as the Cabot, Cabot & Forbes properties, which includes the Airfield Park site. That transportation plan set a trip limit of 28,900 average daily trips for the Cabot, Cabot & Forbes properties. In 2002 the Bellevue Transportation Department did a traffic analysis for the Boeing properties, which are part of the Cabot, Cabot & Forbes area. The 2002 traffic analysis was part of the work done to support a 2002 rezone and amendment to the 1980 CZA. That amendment included a decision that vehicle trips generated by a city park in the area will not be counted against the trip limit that was specified in the 1983 transportation plan. Thus, traffic associated with the proposed park will not be a limiting factor in evaluating the traffic impacts

of future developments or redevelopments in the Cabot, Cabot & Forbes properties.

Mid-Range Impacts and Mitigation

Project-related traffic impacts predicted to occur in the next six years are evaluated through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals that would generate 30 or more PM peak hour trips must undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained. However, under BCC 14.10.020 I, public parks are exempt from the Traffic Standard Code, so concurrency testing is not required.

Short-Term Operational Impacts and Mitigation

Transportation Department staff, with input from Transportation Solutions, Inc (a transportation consulting firm) analyzed the short-term operation impacts of the proposed development. Park use varies throughout the year. The discussion below focuses on the springtime, when baseball season creates high demand. For much of the year, traffic volumes associated with the proposed park would be less than described below.

1. Access locations:

The primary vehicle access to the proposed park will be to travel north from Eastgate Way up 160th Avenue SE to SE 30th Place, and then into parking lots accessed from SE 30th Place. The route from Eastgate Way up 160th Avenue is also the primary vehicle access to the Advanta and Boeing office campuses with several hundred thousand square feet of development and with several thousand vehicle trips per week day. Traffic to and from the park can affect vehicle level of service for users of the office campus. Therefore, the park's effect on vehicle operations and level of service was evaluated at two intersections along the access route, as described in paragraphs 2 and 3 below.

In addition to the vehicle access route described above, the site has existing pedestrian access via gravel trails connecting to 156th Avenue west of the site and to the residential area north of the site. These pedestrian accesses are proposed for improvement as part of the park's master plan.

2. Traffic operations at the intersection of 160th Ave SE and Eastgate Way:

A memorandum from Transportation Solutions, Inc., dated June 10, 2011, predicted traffic volumes and level of service at the intersection of 160th Ave SE and Eastgate Way for the year 2012 with and without the proposed park development.

- a. Without the park development, total weekday PM peak hour traffic entering the intersection of 160th Ave SE and Eastgate Way was predicted to be 1311 vehicles. Average delay for the intersection was predicted to be 9.1 seconds per vehicle, with an overall level of service of A.

- b. With the park development, total weekday PM peak hour traffic entering the intersection was predicted to be 1524 vehicles, which is an increase of 213 vehicles or 16%. However, the intersection has ample unused capacity, so average delay would increase only slightly, from 9.1 to 9.2 seconds per vehicle, and the overall level of service would remain at A.
 - c. It is not likely that any mitigation related to the impacts of park traffic will be needed at this intersection.
3. Traffic operations at the intersection of 160th Ave SE and SE 30th Place:

This intersection is directly affected by a significant volume of traffic entering and exiting the adjacent Boeing office complex. Approximately 2600 Boeing employees work in buildings located such that they must commute through this intersection. However, traffic counts were not taken at the intersection. Instead, Transportation Solutions, Inc estimated traffic at this intersection by making assumptions based on directional traffic counts at the nearby intersection of 160th Ave SE and Eastgate Way. Based on those estimates, Transportation Solutions, Inc estimated that when traffic exiting the Airfield Park on SE 30th Place corresponds to peak flows out the Boeing site on 160th Avenue, then the outbound stop sign controlled traffic movement on SE 30th Place from the Park would experience Level of Service D with average delays of less than 30 seconds per vehicle. That level of service is acceptable. If traffic operational problems related to major events at the park do occur at this intersection in the future, then two options exist for possible mitigation:

 - The Parks Department should take steps to schedule major events so that arrivals and departures are outside the commute times for the Boeing office park and other employment sites accessed via SE 30th Place or 160th Ave SE.
 - Traffic control at the intersection of SE 30th Place and 160th Ave SE, which presently consists only of a stop sign on SE 30th Place, could be revised. Additional stop signs could be added. Turn lanes could be installed or revised. These types of traffic control revisions should only be considered if a future traffic engineering study approved by the Transportation Department demonstrates that one or more such revisions would be necessary and desirable.

See section VII for related discussion of mitigation.
4. Traffic at other times:

Typically, traffic impacts for proposed developments are analyzed for the PM peak period (the highest hour between 4 PM and 6 PM) on weekdays. However, major events at a public park can generate significant traffic at other times, such as evenings or weekends. The primary vehicle access route for the Airfield Park location passes through a major office park, where non-park traffic primarily occurs during typical weekday commute hours. Outside weekday commute hours, non-park traffic will be very low. Therefore, any park-related traffic that occurs outside commute hours will not cause problems with traffic operations or level of service.

VI. PUBLIC NOTICE AND COMMENT

Application Date:	June 15, 2011
Public Notice (500 feet)	July 21, 2011
Minimum Comment Period	August 4, 2011

The Notice of Application for this project was published in the City of Bellevue weekly permit bulletin on July 21, 2011. It was mailed to property owners within 500-feet of the project site. No comments were received either by mail, phone or email regarding this proposal.

VII. CONCLUSION AND DETERMINATION

For the proposed non-project action, environmental review indicates no probability of significant adverse environmental impacts. Therefore, issuance of a Determination of Non-Significance pursuant to WAS 197-11-340 and Bellevue City Code 22.02.034 is appropriate.

Other adverse impacts that are less than significant may be mitigated pursuant Bellevue City Code 22.02.140, RCW 43.21C.060, and WAC 197-11-660.

VIII. MITIGATION MEASURES

The lead agency has determined that the requirements for environmental mitigation have been adequately addressed in the development regulations and comprehensive plans adopted under Chapter 36.70A RCW and in other applicable local, state or federal laws or rules, as provided by RCW 42.21C.240 and WAC 197-11-158. No specific mitigation is required for this SEPA Threshold Determination. However, as project specific elements are proposed, the following mitigations measures should be considered.

Traffic and Parking: However, during the review of whatever alternative is ultimately proposed for construction, it will be necessary for the intensity of the proposed development to be balanced by both site access and a parking supply that can adequately serve both routine PM peak hour operations and special events. Whatever alternative is ultimately proposed for construction will need further review to determine specific mitigation for traffic and parking impacts. Such mitigation may include:

1. Implementation of a Transportation Management Plan, which would include measures to accommodate major events at the park. Such measures could include:
 - Off-site parking agreements
 - Scheduling policies for park events to reduce traffic conflicts between park traffic and commute traffic at nearby employers.
2. Access improvements, possibly including traffic control revisions at the intersection of SE 30th Place and 160th Ave SE. Any such revisions would only be implemented on the basis a future traffic engineering study approved by the Transportation Department.

Earth/Landfill: Where landfill waste is encountered, the site development designs should consider engineered measures to address the life safety, environmental and construction risks, including the following:

1. Use piles or other means to support the structures and avoid excavating into the soil cap.
2. Perform ground improvement to address compressible soils.
3. Construct water and gas barriers to prevent landfill gas intrusion.
4. Install monitoring systems to verify performance of the protection systems installed.
5. Preload the site in order to provide a stable base and minimize differential settlement.

Habitat: Further analysis will be required to determine the amount and location of development when measured against the habitat functions of the ponds, wetlands and lowland forests found on-site.

1. Future plans shall include Development Service's Urban Wildlife Habitat Functional Assessment Model along with review of the findings.
2. Consider careful placement of development features in the least sensitive areas of the site. For example, avoid intrusion into the heart of the forest and locate roads and parking lots along the site edges.
3. Use low impact design techniques to reduce impervious surfaces.
4. Identify and establish no-touch zones where people and cars should not intrude into sensitive habitat areas.
5. With any development, enhance habitat through removal of invasive weeds and non-native species and replanting with a diverse variety of native plants tailored to plants and animals found on-site.

Light and Glare: The potential impacts of glare on residential communities can be fully mitigated with the following:

1. Retention of existing mature vegetation and planting of additional park landscaping.
2. Selection of low impact light fixtures and poles and use of cut-off shields and fixtures.
3. Consider positioning the location and orientation of lights.

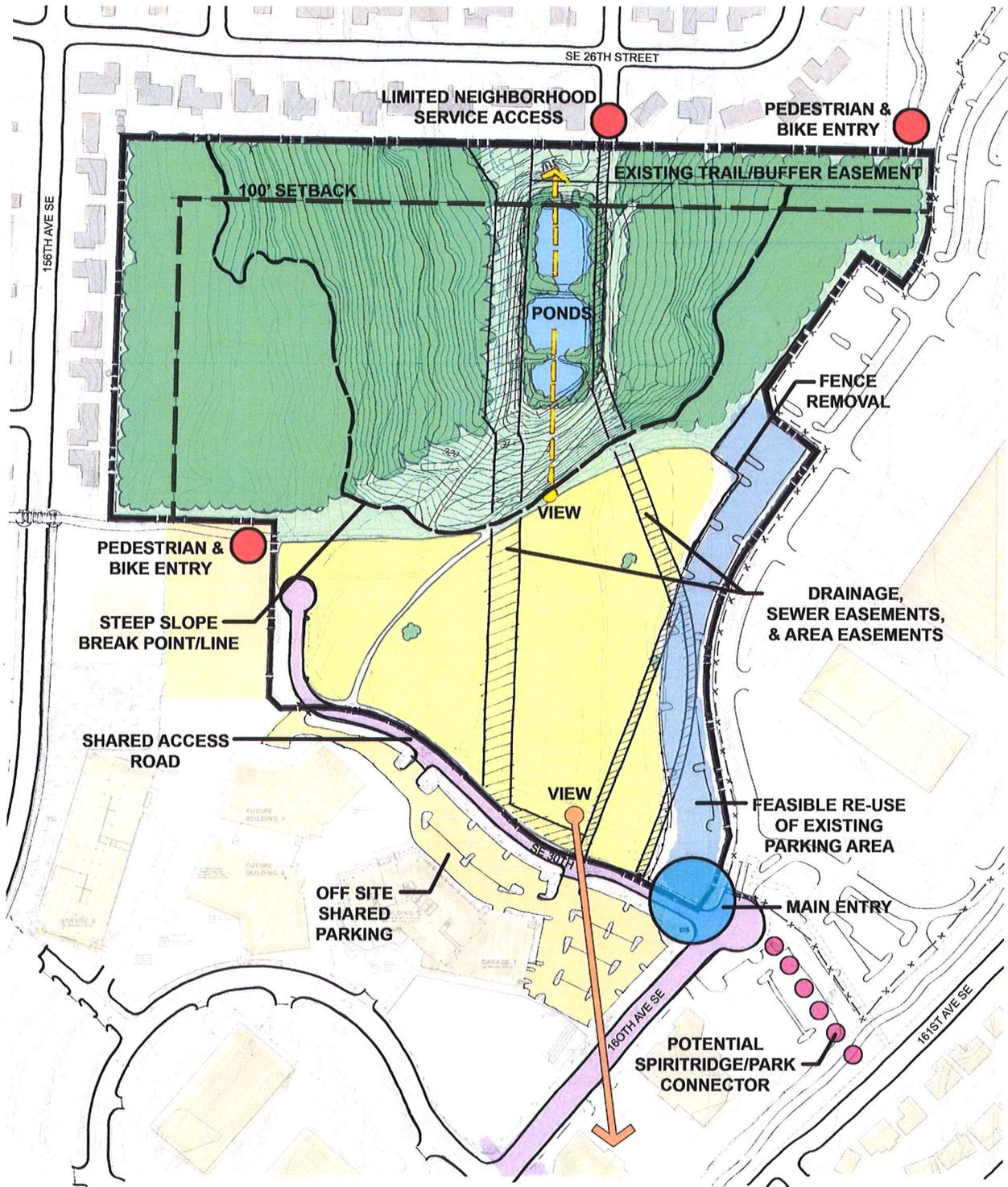
4. Manage ballfield use schedules and ballfield and parking lot light use schedules to protect forested areas from light spillage.

Attachments:

Framework Map

Master Plan Alternatives A, B and C

Note: Studies Referenced in this Report can be found in the Project File



PARK AREAS	
OPEN GRASSLAND	7.86 ACRES
WOODLAND	13.44 ACRES
UPLANDS VEGETATION	3.70 ACRES
STORMWATER PONDS	0.84 ACRES
PARKING AND ROAD	1.93 ACRES
TOTAL	27.55 ACRES

SLOPE BREAKDOWN	
WOODLAND	
0% - 8% SLOPE	6.79 ACRES
8% - 40% SLOPE	6.65 ACRES
UPLAND VEGETATION	
0% - 8% SLOPE	0.76 ACRES
8% - 40% SLOPE	2.94 ACRES
TOTAL	17.14 ACRES



FRAMEWORK MAP

MASTER PLAN FOR EASTGATE AREA PROPERTIES





LEGEND

- WOODLAND
- GRASS
- SYNTHETIC TURF
- PLAY AREA
- PONDS AND WATER FEATURES
- BUILDING
- ROAD AND PARKING
- SHARED PARKING
- PATHS AND TRAILS

PARK AREAS	
PICNIC WITH SHELTERS	1.71 ACRES
WOODLAND AND TRAILS	10.73 ACRES
STORMWATER PONDS	2.57 ACRES
CONNECTOR & RAIN GARDEN	1.24 ACRES
MULTI-USE FIELDS	6.00 ACRES
PUBLIC SERVICES BUILDING	0.14 ACRES
PARKING AND ROAD	2.33 ACRES
PLAY AREAS	0.47 ACRES
SOUTH PARK PLANTING & PATHS	0.59 ACRES
PARK OVERLOOK	1.47 ACRES
RETAINED ENTRY VEG.	0.30 ACRES
TOTAL	27.55 ACRES

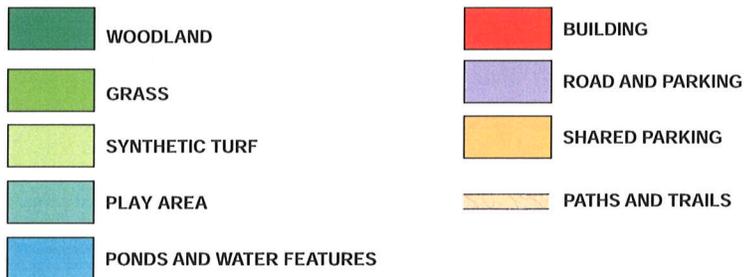


ALTERNATIVE A
 MASTER PLAN FOR
EASTGATE AREA PROPERTIES





LEGEND



PARK AREAS

PICNIC WITH SHELTERS	1.71 ACRES
WOODLAND AND TRAILS	9.56 ACRES
STORMWATER PONDS	2.57 ACRES
CONNECTOR & RAIN GARDEN	1.24 ACRES
MULTI-USE FIELDS	3.56 ACRES
PUBLIC SERVICES BUILDING	0.14 ACRES
PARKING AND ROAD	2.33 ACRES
PLAY AREAS	0.47 ACRES
SOUTH PARK PLANTING & PATHS	0.59 ACRES
PARK OVERLOOK	1.47 ACRES
RETAINED ENTRY VEG.	0.30 ACRES
OFF LEASH DOG PARK	3.61 ACRES
TOTAL	27.55 ACRES



ALTERNATIVE B
 MASTER PLAN FOR
EASTGATE AREA PROPERTIES





LEGEND

- WOODLAND
- GRASS
- SYNTHETIC TURF
- PLAY AREA
- PONDS AND WATER FEATURES
- BUILDING
- ROAD AND PARKING
- SHARED PARKING
- PATHS AND TRAILS

PARK AREAS	
PICNIC WITH SHELTERS	1.71 ACRES
WOODLAND AND TRAILS	10.73 ACRES
STORMWATER PONDS	2.57 ACRES
CONNECTOR & RAIN GARDEN	1.24 ACRES
MULTI-USE FIELDS	3.56 ACRES
PUBLIC SERVICES BUILDING	0.14 ACRES
PARKING AND ROAD	3.81 ACRES
PLAY AREAS	0.47 ACRES
SOUTH PARK PLANTING & PATHS	0.59 ACRES
PARK OVERLOOK	1.47 ACRES
RETAINED ENTRY VEG.	0.30 ACRES
RECREATION BUILDING	0.96 ACRES
TOTAL	27.55 ACRES



ALTERNATIVE C
MASTER PLAN FOR
EASTGATE AREA PROPERTIES



Sally Nichols
11/7/2011

SUPPLEMENTAL SHEET FOR NONPROJECT ACTION
Continuation of the Environmental Checklist

4/18/02

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment (see Environmental Checklist, B. Environmental Elements). When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms. If you have any questions, please contact the Development Services reviewer in the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Adoption of the proposed Bellevue Airfield Park Master Plan **would not directly increase discharges** to water, emissions to air, production, storage, or release of toxic or hazardous substances, or produce noise.

Future implementation of the Master Plan could result in **stormwater** runoff from parking lots, ball fields, paths, and landscaped areas. Each source would be evaluated for collection, treatment and flow control. Natural dispersion and low impact development practices would be used to the extent practical to meet City of Bellevue Surface Water Engineering Code requirements.

Upon future implementation of the Master Plan, there would be a short-term increase in **noise** during construction of park elements. Except for noise from sporting events, operation of Bellevue Airfield Park is not expected to create any significant long-term sources of noise. Noise from sporting events are exempt from the city noise restrictions per BMC 9.18.020(A)(13) and 3.43.260.

Proposed measures to avoid or reduce such increases are: ✓

Stormwater runoff flow control and treatment would be designed to meet the City of Bellevue current Surface Water Engineering Code requirements upon design and permitting prior to implementation of the Master Plan. At that time, surface water would be collected and directed away from the landfill, and infiltration of surface water over and around the perimeter of the landfill would be minimized.

Future development of the site under the Master Plan would not likely require additional noise reduction measures, but will be evaluated under a separate, project-specific SEPA review.

2. How would the proposal be likely to affect plants, animals, fish, or marine life? ✓

No vegetation removal or direct wildlife impacts would result from adoption of the Master Plan. No threatened or endangered plant or animal species are known to be on or near the site. Under future implementation of the Master Plan, the following estimated vegetation removal is proposed:

- Approximately 2.40 acres of second growth coniferous forest would be removed for construction of a picnic area with shelters, a trail, a play area, and associated parking spaces.
- Approximately 2.57 acres of an existing stormwater pond and surrounding trees and shrubs would be disturbed by the construction of a redesigned stormwater pond.
- Approximately 0.25 acres of shrub land will be disturbed by construction of a portion of the athletic fields.
- Approximately 11.55 acres of grass and herbaceous plants (on capped land fill area) will be disturbed for construction of the athletic fields, associated parking and roads, public service building, park overlook, and a play area.

Require Detail, Det. PCC Agreement (US) # 24.06 and City permit BCC 23.76

Const. Noise req per BCC 9.18

City Code BCC 23.76

Permit Processing
Receive
LUC 20.20.900
Landscaping
Requirements for
parking lot
20.20.500

SN

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Upon future implementation of the Master Plan, a landscape planting and maintenance plan will be developed that will include plantings of approximately 192 native trees and over 150,000 square feet of shrubs and groundcover to enhance the park, reduce on-going maintenance, and provide a buffer to surrounding developments as well as to mitigate for the loss of vegetation during development. Approximately 11 acres of coniferous forest with dense shrub understory would be retained on the site and would continue to provide wildlife habitat.

*LWC 20.25 B
Landscape reqs for
LWC 20.20.52B
Land
reqs
Transition these*

3. How would the proposal be likely to deplete energy or natural resources? ✓

The adoption of the Master Plan would not result in depletion of energy or natural resources. Some Master Plan elements, such as the sports fields and restroom/concessions/maintenance buildings, would likely require more energy than is currently being consumed at the site. This potential impact is not expected to be substantial or to deplete available energy resources.

Proposed measures to protect or conserve energy or natural resources are: ✓

Many sustainable measures have been embedded directly into park elements and system design. Incorporation of the landfill into a park affords reuse of an impacted urban landscape and by placing a membrane-protected sports field over the fill area reduces the potential for generating subsurface contamination. Other initiatives may include drought-tolerant plant selection, water-conserving irrigation systems, green roofs, photovoltaic collection (solar panels), and stormwater capture for reuse on-site. Trees and other structures would be used to shade heat producing park surfaces (e.g., parking lots). Low-impact development construction techniques might also be used, such as the selection and use of regionally-sourced "green" materials.

*L10 -
under UE
permit*

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection--such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands? ✓

Adoption of the Master Plan would not directly affect environmentally sensitive areas. There are no wilderness areas, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, floodplains, or prime farmlands located at the project site. Implementation of the Master Plan elements would create a new park from a decommissioned landfill. Existing sensitive areas on the site, such as the wetlands, may be impacted by proposed park elements.

*Enhanced
under mitigation
under 10 for
wetland*

Proposed measures to protect such resources or to avoid or reduce impacts are: ✓

Upon final design, potential impacts to the existing wetlands and other sensitive areas would be analyzed and mitigation measures would be developed under a separate, project-specific SEPA review.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? ✓

The proposal is compatible with existing and projected land use plans under the following City of Bellevue Comprehensive Plan policies: Policy PA-18 to develop a variety of active and passive facilities in a coordinated system of neighborhood community parks; and, Policy PA-19 to develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long-term efficiency. The project site is not within the designated shoreline area.

Proposed measures to avoid or reduce shoreline and land use impacts are:

No measures are proposed for adoption of the master plan. The project, when designed, will provide a park, open space and recreational amenities, as well as improve existing landfill gas, groundwater and stormwater

SN

systems,

Looks adequate to mitigate impacts

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Adoption of the Master Plan would not require any roadway changes. Implementation of the Master Plan would require adding connections to SE 30th Place for park entrances. No other roadways would be changed.

This non-project action would not change the existing parking. Future implementation, after project level design and permit review, would provide a park with 123 on-site parking spaces. Shared parking for park use has been negotiated with the existing Advanta/Microsoft office campus to the south and west of the site. Shared parking varies to accommodate the complimentary demands of the office complex and park use. Park use of the shared parking area ranges from zero additional stalls between midnight and 2:30 pm on weekdays to 400 additional stalls on weekends and holidays between 7:00 am and midnight (Draft Shared Parking Agreement, 2011).

This non-project action would not generate any vehicular trips. Future implementation of the Master Plan is forecast to generate 1,119 average weekday (Monday through Friday) daily trips and 2,277 average weekend (Saturday and Sunday) daily trips. During the summer, which corresponds to peak operating time for parks, the project is forecast to generate 2,057 average weekday daily trips and 3,840 average weekend (Saturday and Sunday) daily trips (TSI, 2010).

See 14.10 Traffic Code

Adoption of the Master Plan would not require any public services or utilities. Future construction of Bellevue Airfield Park would require the permit review and approval of Bellevue Fire and Police Departments to ensure adequate services can be provided. Construction and operation of the park would not impact health care, schools, or other public services.

No utilities are proposed as part of this non-project action. The utilities that would be included as part of future implementation of the Master Plan include electricity, natural gas, water, sanitary sewer, refuse service, and telephone.

Refer to Trans. Report 7/21/2011

Proposed measures to reduce or respond to such demand(s) are:

No transportation impacts would occur with this non-project action. No significant transportation impacts are anticipated with implementation of the Master Plan assuming that additional parking would be secured as part of the shared parking agreement. This would ensure evening and weekend parking demands do not spill onto the street or to other parcels, not part of the shared parking agreement. Additional analysis of traffic, public service, and utility impacts will be required prior to implementation of the Master Plan and final design of the park.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Bellevue Airfield Park Master Plan is consistent with city, state and federal programs to protect the environmental health and safety of the City residents.

SP

*Sally Nichols
11/7/2011*

ENVIRONMENTAL CHECKLIST

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

BACKGROUND INFORMATION

Property Owner: City of Bellevue

Proponent: Department of Parks and Community Services

Contact Person: Pam Fehrman
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 450 110th Ave NE, Bellevue, WA 98009

Phone: 425.452.4326

Proposal Title: Bellevue Airfield Park Master Plan (aka Eastgate Area Properties) ✓

Proposal Location: Project Address: 2997 160th Ave SE, nearest intersection 160 Ave SE and SE 30th PL ✓
(Street address and nearest cross street or intersection)

This site consists of three tax parcels encompassing 27.5 acres. Site Boundaries are generally delineated by SE 30th Place and the Advanta/Micorsoft Campus to the south and southwest, 160th Ave SE and the Boeing campus to the east, and single family residences to the north and northwest.

Provide a legal description if available. ✓

- Parcel 1 of 3 - Section-Township-Range: NE 11-24N-05E, (10.53 Ac)
SW 1/4 OF NW 1/4 OF NE 1/4 & W 250 FT OF N 60 FT OF SE 1/4 OF NW 1/4 OF NE 1/4
- Parcel 2 of 3 - Section-Township-Range: NE 11-24N-05E, (2.47 Ac)
BEG AT SW COR OF NW 1/4 OF NE 1/4 OF 11-24-5 TH ALG S LINE OF NW 1/4 OF NE 1/4 S 88-38-09 E 665.85 FT TH N 01-27-57 E 116.64 FT TO TPOB TH N 01-27-57 E 489 FT TH S 88-37-31 E 250 FT TH S 01-27-57 W 370 FT TH S 65-56-11 W 277.05 FT TO TPOB
- Parcel 3 of 3 -Section-Township-Range: NE 11-24N-05E, (14.59ac)
"PARCEL 5" (PARK SITE) BELLEVUE BOUNDARY LINE ADJUST NO. 02-149004 LW REC NUMBER 20030305900019 - BEING A POR OF STR 11-24-05 LY NLY OF PSH NO 2 & WLY OF 158TH AVE SE & WLY OF 161ST LESS NW 1/4 OF 1/4 11-24-05 LY WLY & NLY OF FOLG DESC LN BEG AT NE COR OF SE 1/4 OF NW 1/4 OF NE 1/4 TH S88-37-31 E 416.40FT TH S 01-27-57 W 430.00 FT TH S 01-27-57 E 116.64 & TERM OF DESC LN

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site.
See Vicinity & Parcel Map

Give an accurate, brief description of the proposal's scope and nature:

1. General description:

The proposal is ~~adoption~~ *for approval* of a programmatic conceptual plan (Master Plan) *by Council* that will lay the groundwork for a new 27.5 acre community park design, and long-term phased development on property formerly used as an airfield and landfill. This is a programmatic, or non-project, SEPA action. When the park is designed, permitting will include project-level SEPA review. The new Bellevue Airfield Park Master Plan was informed by a public outreach process that involved working with the community, park board, and Council to develop a shared, long-range vision for the park. Major park program elements are described below and shown on Alternative A- Master Plan for Eastgate Area Properties and Alternative A-Recommended Bellevue Airfield Park Master Plan.

Received
JUN 15 2011
Permit Processing

↙

Park Entry

All vehicles and most park visitors will arrive in this area using 160th Avenue SE and turn onto SE 30th Street. A park entry sign would be located on the northwest corner of this intersection. A pedestrian gathering and orientation place, with a seat wall and bicycle racks, could also be developed here. Existing mature trees and native vegetation would be retained in this corner of the park.

The project would retain SE 30th Place, including all pavement, curbs and gutters, sidewalks, street lighting, and planters. A new curb cut would be installed to provide access to the park's east parking area and turnaround. A portion of the existing parking facility would be removed and redeveloped with expanded and reconfigured parking. This area would also include additional bicycle parking and a vehicle drop-off and turnaround that would accommodate buses. Security lighting would be provided at this entryway.

Upper Phantom Creek – Park Access Core

This park element would provide central or "core" park access from the park's entry and east parking area to the upper and lower Sports Field Plateaus and to the Overlook. It would provide connections to all areas of the park via trails and pathways and would provide passive recreation to the park's center. In addition, the Core allows for a focus on seasonal water and natural systems by recreating the historical Phantom Creek within this key park zone.

A bioswale would be created that would route surface water from the Sports Field Plateaus and the Core into a constructed creek, and eventually into the stormwater ponds (Ponds). The creek would be created with native plantings and stone/gravel materials and made to resemble, or recreate, the historical drainage, Phantom Creek. Other Core amenities would include a pedestrian bridge from the parking area to the Upper Sports Field Plateau, low-level bollard lighting, pathways, benches, and a water fountain.

Upper Sports Field and Water Play Plateau

A level sports field and active recreation area would be developed over the southern portion of the landfill site. This area would support an all-season synthetic sports field designed to accommodate one soccer field and two softball/baseball fields (approximately 2-1/2 to 3 acres). Field lighting would be provided for scheduled sports events. Other field amenities would include backstops, ball nets, spectator seating, perimeter access pathways/plazas, a restroom/concessions/maintenance building, picnic seating/benches, bicycle racks, and signage. The Upper Plateau would also include a children's water play garden adjacent to the sports field. Security and pedestrian lighting would be provided along the pathways.

Lower Sports Field Plateau

A level sports field and active recreation area will be developed over portions of an existing parking lot and the northeast woodlands. The Lower Plateau would support an all-season synthetic sports field to accommodate one soccer field and one softball/baseball field (approximately 1-1/2 to 2 acres). Field lighting would be provided during scheduled sports events. Backstops, ball nets, spectator seating, perimeter access pathways/plazas, picnic seating/benches, and landscaping would also be included. Security and pedestrian lighting would be provided along the pathways.

Northwest Forest Picnic and Play Area

This mature forest area is to be largely protected and rehabilitated where needed (such as invasive plant removal and native plant reintroduction). City of Bellevue forest and open space management policies would be applied. A family/group picnic area would be developed within 15% to 20% of the forest area. The picnic area would include road access, parking for approximately 53 vehicles and a turnaround, one public services building (restroom and maintenance), 2 group and 4 family-sized shelters, bicycle racks, a children's play area, fountains, grass "meadows," and connecting trails/pathways. Security and pedestrian lighting would be provided along the pathways. All picnic development and trails would be setback at least 100 feet from park property boundaries. The bicycle/pedestrian entry at 156th Avenue NE would be enhanced, strengthening the connection between the Robinswood Park Trail and the Spiritridge Loop Trail.

Spiritridge Loop Trail, Overlook Plaza and Water Cascade

These park elements are intended to augment the northern edge of the sports field plateaus, the intersection of the

Upper Phantom Creek Core with that edge, and the 50-foot height difference between the ponds and the plateaus. Overlook Plaza would provide areas for views, gathering, orientation and rest. The existing Spiritridge Loop Trail provides a continuous marking of the edge - running west to northeast. The trail also intersects the Overlook Plaza. From there, a series of garden terraces and water cascades would be accessed by integrated pathways and rest areas. All these park elements would be activated by the seasonal rain. Rainfall would provide a water "show" - from the Upper Phantom Creek Core rain gardens, through the Overlook Plaza, and cascade through the terraced gardens to the Ponds.

Northeast Forest Trails

This mature forest area is to be protected and rehabilitated where needed (such as Invasive removal and native plant reintroduction). The existing Spiritridge Loop trail would remain and be repaired where needed. City of Bellevue forest and open space management policies would be applied. The new "upper" Spiritridge Loop Trail would be developed through this forest area, connecting the upper park areas with the trail portal at the park's northeast corner.

The Ponds

The Ponds are envisioned to meet surface water management/control requirements and to also become an attractive area of the park that would support wildlife habitat, provide environmental interpretation, strolling, and a trail access point. The trailhead would be a bicycle/pedestrian entry point from the neighborhood to the north at 158th Avenue SE. No lighting would be provided in this area.

2. Acreage of site: ✓

The project site is made up of three parcels totaling 27.5 acres, all owned by the City of Bellevue.

OLB-09 min 25 acres WOC 20.20.010

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

No dwelling units/building would be demolished as a result of implementation of the Master Plan.

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

No buildings would be constructed for this non-project action. Several structures are included in the Master Plan. ✓ Potential buildings to support public park recreation include two group and four family picnic shelters, a concessions/restroom building and a maintenance/restroom building.

5. Square footage of buildings to be demolished: ✓

No buildings will be demolished.

Project-specific SEPA review w/ developer construction

6. Square footage of buildings to be constructed:

No buildings would be constructed for this non-project action. The Master Plan includes concessions/restroom building, and maintenance/restroom building (approximately 1,500 square feet each, and six picnic shelters.

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

No filling or grading is required for this non-project action. Construction of various elements within the Master Plan will require both the excavation and disposal of on-site material and the import of clean fill.

General site preparation includes clearing and grubbing, soil amendments for new planting areas, grading for sports fields, and pre-loading the landfill area with clean fill to provide the subgrade and structural stability needed for planned park facilities. The total combined volume of cut and fill for the project would be approximately 137,000 CY.

8. Proposed land use:

This non-project action would not require a change in use. The project site, located at the I-90 Business Park in the Eastgate area of Bellevue, is vacant property being used as an undeveloped park with trails and benches. Implementation of the master plan would change the use of the property from informal open space to formal parks.

9. Design features, including building height, number of stories and proposed exterior materials:

There are no design features included in this non-project action. Design elements of the master plan would include a formal park entry, sports fields, trails, picnic and play areas, restrooms, maintenance and storage facilities, and water features. The structural details of design features will be determined in the next phase of design and will be evaluated in a separate, project-specific SEPA analysis.

10. Other
n/a



*Conditional
Use permit for lighting
Athletic Field
20.10.440*

Estimated date of completion of the proposal or timing of phasing:

The Bellevue Airfield Park Master Plan (Master Plan) is currently under preparation. Adoption by the City Council is planned for 2011. Following approval of the Master Plan, the City will begin final design and construction documentation for the first phase of the park facility development, including permitting and project-level SEPA review. Construction of park facilities will likely proceed in the following phases: Phase I – pre-loading, site preparation (demolition, clearing, grading, utility installation, stormwater system, etc.); Phase II - park entry, parking, access core, upper sports field, and plateau; and Phase III - lower sports field, forest picnic areas, Spiritridge loop trail and overlook, and northeast forest trails. Construction of park phases is expected to be completed over many years as directed and funded by the City Council.

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

This proposal is a non-project action that establishes a conceptual plan for future phased park design, permitting (including project-level SEPA) and construction that will proceed after completion of this planning project. As provided by WAC 197-11-330(2)(b), environmental analysis of the specific park elements will be more useful and appropriate in the future, when more details are known. The Master Plan is a conceptual, program document. It does not contain detailed construction, engineering, architectural, or environmental information. The Master Plan evaluates existing and forecasted demand for park facilities in the Bellevue Eastgate area. This checklist does not assess detailed environmental impacts or mitigation measures associated with the specific capital improvements, but it does identify the probable broader impacts of implementing the Master Plan in a phased review. The City of Bellevue acknowledges additional environmental analysis is needed, and development of mitigation measures as appropriate is essential. However, it is not prudent or practical to complete detailed analysis until the park design is complete.

Environmental analysis will be conducted for the specific aspects of the master plan in accordance with SEPA laws, rules, and guidelines. Many of the projects identified are inter-related and some may not proceed without others. In addition, there may be physical constraints that are presently unknown that may preclude certain improvements. Environmental analysis of such projects is not possible without more detailed information. Some of these projects are also several years away and environmental analysis would be more prudent and useful at that time.

As provided by WAC 197-22-055, 197-11-050(5), and 197-11-335(4), the details of which park elements will be completed and how they will be built are not sufficiently definite to allow environmental analysis. The City of Bellevue commits to timely, subsequent environmental analysis consistent with WAC 197-11-055 through 197-11-070. Specifically, WAC 197-11-055(7) states, "For their own public proposals, lead agencies may extend the time limits prescribed in these rules." The environmental review of the park improvements will be conducted in phases.

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

- Bellevue Airport Site Feasibility Study (2002)
 - Executive Summary
 - Geotechnical & Environmental Analysis (AMEC Earth & Environmental)
 - Landfill Analysis (SCS Engineers)
 - Stormwater Management (CH₂M Hill)
 - Wetland, Stream and Wildlife Habitat Analysis (The Watershed Company)
 - Athletic Field Illumination analysis (Sparling, Inc.)
 - Noise Analysis (JGL Acoustics, Inc.)
 - Traffic & Land Use analysis and Conclusion (City of Bellevue)
- Civil Engineering – Existing Conditions Assessment (SVR)
- Habitat Opportunities & Constraints Technical Memorandum (ESA Adolfson)
- Landfill Technical Memorandum (URS)
- Bellevue Airfield Park Landfill Development (URS)
- Traffic Analysis Technical Report (Transportation Solutions, Inc.)
- Light and Glare Report (The Portico Group)
- Robinswood Park – Off-Leash Study

These documents are available for review at the City of Bellevue Department of Parks and Community Services upon request.

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.

No applications are currently pending approval.

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.

SN

The Master Plan will be adopted by the Bellevue City Council. Applications for permits and approvals required for implementation of the master plan will be submitted as the design of park elements are developed.

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
- Shoreline Management Permit
Site plan

Permits req'd
LUC 20.10.440 Conditional Use
BCC 23.76 Clear & Grade
LUC 20.25H CA Land Use Permit
BCC 23.10 Building Permits
BCC 24.06 Utility Developer Extension
SEPA - review project-specific

A. ENVIRONMENTAL ELEMENTS

1. Earth

- a. **General description of the site** Flat Rolling Hilly Steep slopes Mountains Other

The site includes the former Eastgate Landfill, which was closed in 1964. The landfill occupies the central south portion of the site and is about 9 to 10 acres in total area. The landfill area is covered and relatively flat, with gradual slopes for proper drainage. The northern portion of the property is forested with a well developed canopy of trees and dense understory with some areas of steep slopes. The central north parcel contains a three-celled stormwater quality/quantity management system.

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

The steepest slope on the property is approximately 45 percent.

40% or greater - critical area
LUC 20.25H.120

40' change in elev. drop to north

- 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 undeveloped, natural areas in the northern portion of the site are underlain with the following soils: Arents, Everett material (An); Arents, Alderwood material 6-15% slopes (Amc); Kitsap silt loam, 2-8% slopes (KpB); Everett gravelly sandy loam, 5-15% slopes (EvC). No prime farmland is located within the project site.

The landfill cover soils are described as silty sand with gravel and cobbles. These soils are susceptible to disturbance, erosion, and are difficult to work or compact when wet. The waste in the landfilled area is a very poor material for use in construction. It was placed in layers and likely has multiple zones of perched water. It is composed of heterogeneous materials including large chunks of concrete, logs, stumps, tires, and other non-decomposable garbage. It is compressible and subject to differential, uneven settlement from loading (URS, 2010).

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

Over the years a number of utilities have been installed in, through, and across the landfill. Records indicate these utility trenches included the excavation and removal of landfill material, and backfilling with competent fill. As a consequence, the waste mass is still subject to a small amount of consolidation and settlement even though the landfill has undergone most of its expected decomposition (URS, 2010).

Landfill Tech Memo URS, 6/7/11

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

No filling or grading is required for this non-project action. Construction of various elements within the Master Plan will require both the excavation and disposal of on-site material and the import of clean fill. General site preparation would include clearing and grubbing, soil amendments for new planting areas, grading for sports fields, and pre-loading the landfill area with clean fill to provide the subgrade and structural stability needed for planned park facilities. The total combined volume of cut and fill for the project would be approximately 137,000 CY.

Exist. conditions Assessment by SUR 6/5/2008 / revised 6/13/11

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

*C&G Code -
BIC 23.76
TESC requirements*

No construction would occur as a result of this non-project action. Minimal erosion is expected from construction activities that would occur as a result of implementation of the Master Plan. Prior to construction, a temporary erosion and sediment control (TESC) plan, created as part of the Best Management Practices (BMP/Drainage Plan) for the project would be submitted to the City of Bellevue Development Services for approval prior to any construction activities. The type of BMPs that may be used for erosion control include the use of geotextile barriers (silt barriers), straw barriers, controlled surface grading, and storm drain inlet protection. Disturbed areas will be re-vegetated as soon as possible following construction.

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

The amount of impervious surface at the site will not be affected by this non-project action. However, upon implementation of the Master Plan, approximately 30 percent of the site would be covered with impervious surfaces. This includes the upper plateau sports field which will be located over the impermeable membrane landfill cover (see Section A.3.b.2 for more detail).

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

*C&G Code
BIC 23.76
TESC reqmts*

No erosion would result from this non-project action; therefore, no mitigation is necessary. Upon implementation of this Master Plan, construction contractors would be required to use Best Management Practices (BMPs) and implement a temporary erosion and sediment control (TESC) plan to control potential erosion caused by earth disturbance. The types of BMPs that may be used include the use of geotextile barriers, straw barriers, controlled surface grading, and storm drain inlet protection. Disturbed areas would be re-vegetated as soon as possible following 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 related
noise BIC 9.10
Noise Code*

This non-project action would not result in any changes in emission. There may be a small increase in exhaust emissions from construction vehicles and equipment and a temporary increase in dust due to earthwork during construction of the Master Plan elements. Overall, the impact from construction equipment would be minimal and short-term.

An increase in vehicular emissions associated with the increased interest in the new community park is anticipated but not likely significant.

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

There are no off-site sources of emissions or odors that would affect the adoption or implementation of the Bellevue Airfield Park Master Plan.

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

No air quality impacts would result from this non-project action; therefore, no mitigation is necessary. Although the Eastgate landfill was closed in 1964, it still produces small amounts of methane gas (URS, 2010). Currently this methane is captured and managed on site; future development of the site under the Master Plan would include a similar system for managing methane. Measures to mitigate for vehicular emissions if any, would be developed under a separate, project-specific SEPA review.

*Gas from landfill
addressed on
project - specific
basis
Landfill
Tech. Memo
URS
4/2/11*

3. **WATER**

a. **Surface**

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

There is a constructed stormwater pond system located in the north section of the site that receives stormwater runoff from both off-site and on-site areas. The system is owned and maintained by the City of Bellevue. Stormwater from the system is conveyed in a 24-inch pipe, which then changes to a 36-inch

pipe for approximately one-quarter mile north, discharges into an open channel, and then flows into Phantom Lake.

Stormwater
Reviewed Under UE-7
BLL 24-06

There are two wetland areas on the site that have limited wetland function. A small area of palustrine forested wetland occurs outside and northwest of the stormwater pond berm. It has disturbed soils and appears to receive overflow water from the stormwater ponds through a ditch to the south (ESA, 2010). Another small palustrine emergent wetland occurs along the slope south of the stormwater ponds. This is a marginal wetland area which appears to receive water from a seep, and has very limited function (ESA, 2010).

- (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.

There would be no construction as a result of adoption of the Master Plan. As part of implementation of the Master Plan, no work is planned to occur within 200 feet of a natural surface water body. It would include work within 200 feet of Pond A. The work in this area would include trails, walkways, retaining walls, and pond restoration/reconstruction.

BLL 24-09

- (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 fill or dredge material would be placed in or removed from surface water bodies as part of this non-project action. Upon implementation of the Master Plan, approximately 22,000 CY of cut and fill will be required for stormwater pond redevelopment. Upon implementation of the Master Plan, the stormwater system would be redesigned as described in the project description above. The final system design would be required to comply with City of Bellevue and Department of Ecology stormwater design guidelines.

Utilities Code
BLL 24-06
BLL 23-76
Clean & Grade

- (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 would be required for this non-project action. Upon implementation of the Master Plan elements, an historical drainage, Phantom Creek, would be recreated as part of the redesigned stormwater system. During construction, stormwater would be diverted to a temporary detention pond for treatment prior to release into the City stormwater system.

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

The site is not located within a 100-year floodplain.

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

This non-project action does not involve any discharge of waste materials to surface waters. The public facilities proposed for future construction under the Master Plan would be served by public sanitary sewer facilities. Stormwater runoff from parking lot areas would be collected on-site and treated according to regulatory requirements prior to discharge from site.

Surface water would be collected and directed away from the landfill to minimize infiltration of surface water over and around the perimeter of the old waste. Availability of water and mixing of nutrients in the waste mass contribute to decomposition. Decomposition leads to settlement and generation of landfill gas and leachate. Development involving capping the landfill and improved stormwater systems would lessen both generation of landfill gas and leachate.

BLL 24-06

b. Ground

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

No groundwater will be withdrawn, nor will any water be discharged to ground water as a result of adoption or implementation of the Master Plan.

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

No waste materials would be discharged to the ground as a result of this non-project action or from future implementation of the Master Plan. Future park development may include removal of existing landfill material as part of site preparation and grading (see Section A.1.e, above). The remainder of the landfill material would remain in-situ, but would be capped with an impermeable layer to reduce infiltration to the landfill layer. This, in turn, would reduce gas and leachate production.

*Per BCC 23.76
C & G Code*

c. Water Runoff (Including storm water)

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

No runoff would result from adoption of the Master Plan. Future implementation of the Master Plan will result in stormwater runoff from parking lots, ball fields, paths, and landscaped areas. Each source would be evaluated for collection, treatment and flow control. Natural dispersion and low impact development practices would be used to the extent practical to meet City of Bellevue Surface Water Engineering Code requirements. Stormwater that does not infiltrate, evaporate, or get absorbed by plant materials would be collected in swales and pipes, treated for water quality if necessary, and conveyed to the storm drain pipe located at the north portion of the site. Treated stormwater would then flow to Phantom Lake.

*Stormwater
per BCC 24.04
VE Permit
req'd*

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

No waste materials would enter ground or surface waters as a result of this non-project action or from future implementation of the Master Plan. See also Section A.3.b.2, above.

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

No measures are required for this non-project action. Stormwater runoff flow control and treatment would be designed to meet the City of Bellevue current Surface Water Engineering Code requirements upon implementation of the Master Plan. At that time, surface water would be collected and directed away from the landfill, and infiltration of surface water over and around the perimeter of the landfill would be minimized.

*Note: Will require
Urban Wildlife Functional
Assessment model with any
future development
plans*

4. Plants

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

- deciduous tree: alder, maple, aspen, other: bitter cherry, black cottonwood
- evergreen tree: fir, cedar, pine, other: western hemlock
- shrubs: salal, Oregon grape, salmonberry, elderberry, sword fern, dewberry, cherry laurel, yellow archangel
- grass:
- pasture: clover
- crop or grain:
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: reed canarygrass, soft rush
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation: invasive weeds: Himalayan blackberry, English ivy, Scot's broom

✓

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

No vegetation removal would be required for adoption of the Master Plan. Under future implementation of the Master Plan, the following vegetation removal is estimated:

- Approximately 2.40 acres of second growth coniferous forest would be removed for construction of a picnic area with shelters, a trail, a play area, and associated parking spaces.
- Approximately 2.57 acres of an existing stormwater pond and surrounding trees and shrubs would be disturbed by the construction of a redesigned stormwater pond.

*Landscape req'd
WC 20.20.520
* High function
forest - will need
to assess impacts
in project specific
portion
Tree removal per
WC 20.20.900 & BCC
23.76*

- Approximately 0.25 acres of shrub land will be disturbed by construction of a portion of the athletic fields.
- Approximately 11.55 acres of grass and herbaceous plants (on covered land fill area) will be disturbed for construction of the athletic fields, associated parking and roads, public service building, park overlook, and a play area.

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

No threatened or endangered plant species are known to be on or near the site. The Washington Department of Fish and Wildlife Priority Habitat and Species database does not indicate any threatened or endangered plant species in the vicinity.

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

No measures are required for this non-project action. As part of future implementation of the Master Plan, a landscape planting and maintenance plan will be developed that will include planting of over 150,000 square feet of shrubs and groundcover, and in-kind replacement of all native trees removed as part of project work. The landscape plan objectives will be to minimize maintenance, provide a buffer to surrounding developments, and mitigate for the loss of vegetation during development. Approximately 11 acres of coniferous forest with dense shrub understory would be retained on the site and would continue to provide wildlife habitat.

5. ANIMALS

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

- Birds: hawk, heron, eagle, songbirds, other: robin, dark headed junco, black capped chickadee, red-breasted nuthatch, ducks
- Mammals: deer, bear, elk, beaver, other: mountain beaver
- Fish: bass, salmon, trout, herring, shellfish, other:

Typ to lowland forest
** Will require Urban Wildlife Assessment Model w/ any future development plans*
Habitat Memo by ESA, 6/16/08
Most likely mitigation under LO-critical area land use permit WUC 20.30P

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

No threatened or endangered animal species are known to be on or near the site. The Washington Department of Fish and Wildlife Priority Habitat and Species database does not show any threatened or endangered animal species on the site. Three areas designated as Priority Habitat are within 0.25 miles of the project site. Urban Natural Open Space and Riparian Areas are mapped 0.25 miles to the north and west (Kelsey Creek and Lake Hills Park). Sockeye and coho salmon are reported to be in Vasa Creek, located 0.25 miles to the south.

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

The site is located within the Pacific Flyway, one of the four principal north-south migration routes for birds in North America. The Pacific Flyway encompasses the entire Puget Sound basin.

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

No measures are required for this non-project action. Upon implementation of the Master Plan, approximately 11 acres of coniferous forest with dense shrub understory would be retained on the site and would continue to provide wildlife habitat.

6. Energy and Natural Resources

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

No energy would be required for this non-project action. Upon future implementation of the Master Plan, some elements, such as the sports fields and restroom/concessions/maintenance buildings, would likely require more energy than is currently being consumed at the site. This potential impact is not expected to be substantial or to deplete available energy resources.

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

Removal of noxious species improved habitat (blackberries)

The adoption of the Master Plan would not include any construction. Construction associated with future implementation of the Master Plan would not include any structures or other facilities that would 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:

Adoption of the Master Plan would not have any energy impacts. Specific construction projects associated with implementation of the Master Plan would include sustainability measures to minimize potential impacts on energy and natural resources required to operate the park.

Many sustainable measures have been embedded directly into park elements and system design. Incorporation of the landfill into a park affords reuse of an impacted urban landscape and by placing a membrane-protected sports field over the fill area reduces the potential for generating subsurface contamination. Other initiatives may include drought-tolerant plant selection, water-conserving irrigation systems, green roofs, photo-voltaic collection (solar panels), and stormwater capture for reuse on-site. Trees and other structures would be used to shade heat producing park surfaces (e.g., parking lots). Low-impact development construction techniques would also be used, such as the selection and use of regionally-sourced "green" materials.

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.

No environmental health hazard would occur as a result of this non-project action or from future implementation of the Master Plan. The proposed Bellevue Airfield Park is located partially on a former landfill site that was capped in 1964. Over the years, a significant amount of soil fill has been placed above the old landfill. In 1974, additional soil mixed with construction debris was placed over the southern portion of the site. Subsequently, the site has been graded to encourage run-off to a storm drainage system that empties into a three-cell detention pond/water quality treatment system north of the landfill. A landfill gas collection system was installed in 1986 that includes extraction wells, collection and conveyance piping, condensate traps, vacuum blowers and a flare to burn the methane. Additional surface grading and the installation of monitoring wells were also completed at that time. Today, the methane production is low enough that supplemental gas is required to light the flare.

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

No emergency services would be needed for this non-project action. Future design and construction of Bellevue Airfield Park will require project-level SEPA and development permit review and approval through the Department of Ecology and the City of Bellevue, including the Bellevue fire and police departments. The need for special emergency services is not anticipated upon future implementation of the Master Plan.

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

No environmental health hazards would result from this non-project action; therefore, no mitigation is necessary. Future development of the site under the Master Plan would require upgrades of subsurface gas and water barriers to protect park users and surface features from exposure. Additional measures to mitigate for environmental health hazards would be developed under a separate, project-specific SEPA review, which would include a Health and Safety Construction Plan.

*Landfill Tech Memo
URS 6/7/2011 -
recommendations
2 pgs
Landfill
Devel. URS
6/14/11*

b. Noise

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

The predominant source of noise in the area is from traffic on nearby roads.

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

No noise would be created with this non-project action. Upon future implementation of the Master Plan, there would be a short-term increase in noise during construction of park elements. Except for noise from sporting events, operation of Bellevue Airfield Park is not expected to create any significant long-term sources of noise.

*field is far
away from
S-F develop.*

*BCC - 10
City Noise
Code*

sm

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

No noise impacts would result from this non-project action; therefore, no mitigation is necessary. Future development of the site under the Master Plan would not likely require additional noise reduction measures, but will be evaluated under a separate, project-specific SEPA review. *W.A.B*

8. Land and Shoreline Use

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

The northern portion of the site is primarily covered with forested habitat, with some trails and a stormwater detention facility. The southern portion of the site is a former landfill that has been closed and covered. This portion of the site contains a landfill gas collection and conveyance system and access roads and utilities for the commercial development to the south. The site is currently vacant and undeveloped open space is covered with shrubs and grasses and is used for informal recreation such as walking, jogging, and dog walking.

Surrounding land uses include the Advanta/Microsoft commercial campus to the south, the Boeing commercial campus to the east, and single family residences to the north and west.

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

The site has not been used for agriculture.

c. Describe any structures on the site. ✓

Existing site structures include fencing, parking lot and street pavement and curbing, utility lines (including the landfill gas system mentioned above), informal and formal trails, benches, and stormwater ponds. There are currently no buildings on the site.

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

No structures will be demolished as part of this non-project action. Implementation of the Master Plan would require demolition of some of the existing structures listed above, such as portions of the parking areas, but would be replaced with parking for park facilities.

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

The project site contains the zoning classifications Office, Limited Business – Open Space (OLB-OS), Limited Business (OLB), and Residential - 7.5 dwelling units per acre (R-7.5).

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

The project site contains the comprehensive plan designations of Office, Limited Business – Open Space (OLB-OS), Office, Limited Business (OLB), Single-family – Urban Residential (SF-UR).

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

The project site does not lie within any shoreline jurisdiction.

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

The project site contains wetlands, located to the north and south of the existing stormwater detention pond.

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

No people will reside on-site as a result of this non-project action, or as a result of future implementation of the Master Plan.

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

No people would be displaced as a result of this non-project action, or as a result of future implementation of the Master Plan. Portions of the site may be temporarily closed to the public during construction of park elements.

k. Proposed measures to avoid or reduce displacement impacts, if any: ✓ *N/A*

No displacements will occur, therefore no mitigation measures are proposed. Current public use of the site may be displaced during construction, which may occur over multiple development phases with construction varying from 3 months to 2 years. Mitigation for temporary impacts may include posting informational signs of closure locations and dates, and alternative park areas that can be used by the public.

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

The proposal is compatible with existing and projected land use plans under the following City of Bellevue Comprehensive Plan policies: Policy PA-18 to develop a variety of active and passive facilities in a coordinated system of neighborhood community parks; and, Policy PA-19 to develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long-term efficiency.

All approval req'd for lighted fields compat. will address req'd public meeting

9. **Housing**

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

No people would reside on the site as a result of this non-project action, or as a result of future implementation of the Master Plan.

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

There are no existing housing units on the project site.

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

Not applicable.

10. **Aesthetics**

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

No structures are proposed as part of this non-project action. Upon adoption of the Master Plan, design and permit review of park facilities will begin and will include two one-story restroom/concessions/maintenance buildings, six one-story picnic shelters, and sportfield lighting. Building heights are predicted to be approximately 10 to 15 feet in height, while sportfield lighting is estimated at 80 feet in height.

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

No view will be obstructed as a result of this non-project action, or as a result of future implementation of the Master Plan. Views of the site from adjacent businesses will be changed from a vacant undeveloped open area, to one of more varied landscapes and activity.

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

No impacts to aesthetics would result from adoption of the Master Plan. Future construction of park facilities would likely create beneficial impacts on aesthetics through redevelopment of the landfill site, clearing of invasive vegetation, and creating community green spaces. No mitigation would be required.

11. **Light and Glare**

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

Adoption of the Master Plan would not create any light or glare. Implementation of the Master Plan park projects would create new sources of light. When designed, it is estimated that approximately 17 flood lights up to 80 feet in height would be available for the upper and lower sports fields during scheduled events; and approximately 35 standard, 20-foot light poles would provide security and pedestrian lighting for picnic and play areas, parking lots, the restroom/maintenance buildings, and the trails and pathways during night time hours. Operational hours of the park would likely be the same as most other city parks – from dawn to dusk. Special events taking place at the sports plateaus may occur after dusk during some seasons.

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

Adoption of the Master Plan would not create any light or glare. New lighting installed for future park elements could potentially be seen by neighboring parking and commercial areas to the south, southwest, and southeast; however, the location and design of the lighting facilities would minimize light and glare spillover onto adjacent property. There would be no light or glare impacts, on residential areas, or street corridors surrounding the project site. Light and glare is not expected to be a safety hazard or interfere with views upon construction of the park (The Portico Group, 2010).

See Light and Glare Report in file 6/10/11 Portico Group

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

No off-site sources of light or glare would affect adoption or implementation of the Master Plan.

Out of 5 schools LWC 20.20.522 light & glare

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

No measures are required for this non-project action. Upon future implementation of the Master Plan, all lighting facilities would be designed and operated to avoid or minimize light and glare impacts. In addition, the retention of existing mature vegetation and the planting of additional landscaping would aid in shielding new light sources from surrounding areas. Project level design for Bellevue Airfield Park elements will undergo a separate environmental review under SEPA, including the identification of additional mitigation measures for potential lighting impacts, if any.

*we 20.20.
5/22
light & glare*

12. **Recreation**

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

The Spiritridge Loop Trail crosses the project site from the northeast corner to the west. The landfill site is currently used as an informal recreation area for walking, jogging, and off-leash dog walking along the trails and in the open areas. Robinswood Park is located approximately 0.25 miles west of the project site, and Lake Hills Greenbelt Park is located 0.12 miles to the north.

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

This non-project action would not displace any recreational uses. Because the landfill site has been vacant and informally used for walking, jogging, and off-leash dog activities, these activities will be displaced with future implementation of the Master Plan. Build-out of the park would enhance and expand the existing informal recreational uses and provide both passive and active recreational opportunities in the long-term. Some areas within the site may not be available during construction. These closures would be temporary and short-termed.

*Off-leash
moved to
Robinswood*

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

No measures are required for this non-project action. The intent of the Master Plan project is to enhance recreational opportunities. Temporary impacts during construction will be reduced with signage, as discussed above. The loss of informal off-leash areas are being addressed through the planned expansion and enhancement of off-leash dog areas at the neighboring Robinswood Park (Robinswood Off-Leash Study, 2011).

*Ref. opportunities
being added*

13. **Historic and Cultural Preservation**

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

According to the National Register of Historic Places, the Washington State Heritage Register, and the Register of King County Landmarks, no registered places or objects are on or adjacent to the project site. No places or objects eligible for any of the above registers are known to be on or next to the site.

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

The project site does not contain landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

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

No impacts to historic or cultural resources are anticipated as a result of adoption or implementation of the Master Plan. However, in the event any archaeological material is discovered during construction activity, all construction will be stopped and a qualified archaeologist will be consulted.

14. **Transportation**

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

156th Avenue SE - The site is bordered on the west by 156th Avenue SE. 156th Avenue SE is classified as a collector arterial and is oriented north-to-south. The road includes one travel lane in each direction extending north from SE Eastgate Way to north Bellevue. There is a median south of SE 27th Street with left-turn pockets and merge lanes for driveways long the roadway. Street parking is available on both sides of 156th Avenue SE north of SE 27th St.

*Refer to TSI Trans.
Report 7/21/2010
in file*

158th Avenue SE – 158th Avenue SE, which is not a through street, is south of the project site. 158th Avenue SE is classified as a local access street and is oriented north-to-south. The road is used primarily by businesses with one travel lane in each direction and a planted median nearest the site. The street extends north from SE Eastgate Way and then curves eastward to 160th Avenue SE.

160th Avenue SE – The site is bordered on the east by 160th Avenue SE. 160th Avenue SE is classified as a local access street and is oriented north-to-south. The street is used primarily by businesses with one travel lane in each direction, with a two-way-left-turn-lane (TWLTL) and bike lanes on either side. This street provides primary local access to the site. The street extends north from SE Eastgate Way but is not a through street, and ends at the gated access to Boeing facilities just north of SE 30th Place.

SE 30th Place – The site is bordered on the south by SE 30th Place. SE 30th Place is classified as a local access street and is oriented east-to-west. The street is used primarily by the Advanta office campus for Microsoft employees. The proposed park entrance would be directly off SE 30th Place, which intersects with 160th Avenue SE from the west at generally a “T-intersection”, with the east leg being a turnaround. SE 30th Place provides direct vehicle access to the site, which also has additional trail access-ways off 156th Avenue SE and 158th Avenue SE (to the north).

SE Eastgate Way – The site is located to the north of SE Eastgate Way. Eastgate Way is classified as a minor arterial, in the City of Bellevue, and connects with SE 34th Street to the east and 148th Avenue SE to the west. The street width varies from three to five lanes in width with center turn lanes.

Interstate 90 – The site is located north of Interstate 90 (I-90), which connects the project vicinity to Seattle to the west and to cities such as Issaquah and North Bend to the east. There is a westbound on/off-ramp on I-90 which connects at the intersection of SE Eastgate Way with 161st Avenue SE. The nearest eastbound off-ramp is on 148th/150th Avenue NE, which intersects with SE Eastgate Way. There are two nearby eastbound on-ramps; one on 148th Avenue NE, and also on SE 37th Street, which travels under I-90 and connects with SE Eastgate Way.

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

The project site is served by King County Metro bus routes 229 and 926. The nearest bus stops are to the north and east, about one quarter mile walking distance in either direction. Metro bus routes 217, 225, 229, 271, 888, 890 and 926 run along SE Eastgate Way, with stops about one half mile walking distance south of the site.

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

This non-project action would not change the existing parking. Future implementation, after project level review of the Master Plan, would provide a park with an estimated 123 on-site parking spaces. Shared parking for park use has been negotiated with the existing Advanta/Microsoft office campus to the south and west of the site. Shared parking varies to accommodate the complementary demands of the office complex and park use. Park use of the shared parking area ranges from zero additional stalls between midnight and 2:30pm on weekdays. Between 7:00 am and midnight on weekends and holidays up to 400 additional stalls would be available for park use (Parking Lot Easement Agreement (Alternate Lot), 2011).

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). ✓

Adoption of the Master Plan would not require any roadway changes. Implementation of the Master Plan would require adding connections to SE 30th Place for park entrances. No other roadways would be changed.

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

Neither adoption or future implementation of the Master Plan would use or occur in the immediate vicinity of water, rail, or air transportation.

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

This non-project action would not generate any vehicular trips. Future phased implementation of the Master Plan is forecast to generate 1,119 average weekday (Monday through Friday) daily trips and 2,277 average weekend (Saturday and Sunday) daily trips. During the summer, which corresponds to peak operating time

for the park, the project is forecast to generate 2,057 average weekday daily trips and 3,840 average weekend (Saturday and Sunday) daily trips (TSI, 2010).

Peak weekday site use is anticipated between 5:00 PM and 7:00 PM with up to 213 trips generated (during the spring); with a split of 193 vehicles incoming and 20 vehicles outgoing. Peak weekend site use is anticipated between 10:00 AM and 7:00 PM with up to 329 trips generated (during the summer); split 150 in and 179 out (TSI, 2010).

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

No transportation impacts would occur with this non-project action. No significant transportation impacts are anticipated with implementation of the Master Plan assuming that additional shared parking is secured. This would ensure evening and weekend parking demands do not spill onto the street or to other parcels. Additional analysis of traffic impacts will be required prior to implementation of the Master Plan and final design of the park.

*Refer to TSI Trans Report 11/21/2010 in file
may include off-site parking agreements policies access improvements*

15. Public Services

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

Adoption of the Master Plan would not require any public services. Future construction of Bellevue Airfield Park would require project permit review including the approval of Bellevue Fire and Police Departments to ensure adequate services can be provided. Construction and operation of the park would not impact health care, schools, or other public services.

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

No impacts are anticipated, thus no mitigation is necessary. Subsequent environmental analysis after adoption of the Master Plan may require specific conditions to reduce impacts on services, if any.

16. Utilities

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

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____ ✓

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

No utilities are proposed as part of this non-project action. The utilities that would be included as part of future implementation of the Master Plan are described below.

Electricity – Puget Sound Energy (PSE) would provide electrical service to the property. Service connections may be made to the recently relocated and undergrounded service feeders located to the north of the new access road serving the Advanta buildings.

Natural Gas – PSE would provide the natural gas service. Natural Gas is located within 160th Avenue SE.

Water – The City of Bellevue would provide water service to the property. Service connections may be made to a 12-inch diameter water main located within 160th Ave SE.

Sanitary Sewer – The City of Bellevue would provide sanitary sewer service to the property. This sewer service would connect to a 24-inch diameter sewer main located within the site which is operated by King County Wastewater Treatment Division (KCWTD).

SN

Signature

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

Signature.....

Date Submitted.....6.15.11

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