

Kenmore Industrial Park

Frequently Asked Questions

10/18/2012



This document has been developed by the Washington State Department of Transportation, Washington State Department of Ecology, Washington State Department of Health and the City of Kenmore to help address citizen concerns regarding construction activities at the Kenmore Industrial Park, also known as the Lakepointe Development site.

OVERVIEW	4
<i>What is the Kenmore Industrial Park?</i>	4
<i>What agencies are involved in the activities at the Kenmore Industrial Park?</i>	4
SR 520 PROGRAM FLOATING BRIDGE AND LANDINGS PROJECT	5
GENERAL PROJECT QUESTIONS	5
<i>What is the SR 520 Floating Bridge and Landings project?</i>	5
<i>What environmental evaluations has the project completed to date?</i>	5
<i>What environmental processes have been completed to document the use of the Kenmore Industrial Park site?</i>	5
<i>Was there a public comment period on your documentation?</i>	5
CONSTRUCTION QUESTIONS (KIEWIT/GENERAL/MANSON, A JOINT VENTURE).....	6
<i>What experience does KGM have in constructing floating bridges or other over-water construction?</i>	6
<i>What are you building at the Kenmore Industrial Park site?</i>	6
<i>What is the deck? Describe the anchors.</i>	6
<i>Why is the Kenmore Industrial Park site a good location for these activities?</i>	6
<i>How is this project affecting traffic on SR 522?</i>	6
<i>What will be the hours of operation at the site? Will you be working through the night?</i>	7
<i>How much noise will be generated by this project? What will be done to mitigate this noise?</i>	7
<i>How many jobs will be generated by this project?</i>	7
<i>Do you hire union labor? What trades will be used on this project?</i>	7
<i>Who do I contact to get a job at the Kenmore Industrial Park site?</i>	7
<i>How will this project affect Lake Washington? Won't this cause more pollution in Lake Washington?</i>	7
<i>What are your plans for the site after the SR 520 project is complete? How will you leave the site in better condition?</i>	7
CITY OF KENMORE AND CITY PERMITS	8
<i>What maintenance work is occurring on the Kenmore Industrial Park site?</i>	8
<i>How does the Pioneer Towing maintenance and the SR 520 Floating Bridge and Landings Project, occurring on the Kenmore Industrial Park site, affect the Lakepointe site development project?</i>	8
<i>What city of Kenmore permits are required and have been issued for the maintenance work at the Kenmore Industrial Park site?</i>	9
<i>What city of Kenmore permits are required and have been issued for the KGM support work for the SR 520 Floating Bridge and Landings Project at the Kenmore Industrial Park site?</i>	9
<i>Does the maintenance work or bridge work affect critical areas on the Lakepointe site?</i>	10
<i>What are the opportunities for providing public comment and appeal during the city of Kenmore's permit process?</i>	10
<i>Is the city of Kenmore planning any sediment testing in the Kenmore Navigational Channel and what is the status?</i>	11
<i>Where can the public view or receive copies of permitting application and supporting materials received by the city of Kenmore for the various permitting and approvals process?</i>	11
<i>What is the city of Kenmore's existing noise ordinance, including hours of operation and allowable levels?</i>	11
WASHINGTON STATE DEPARTMENT OF ECOLOGY	12
<i>What did the potentially liable party and Ecology agree to do in the 2001 Consent Decree for Kenmore Industrial Park aka Lakepointe site?</i>	12
<i>What is the land use for Kenmore Industrial Park aka Lakepointe site?</i>	12
<i>What are the development plans for Kenmore Industrial Park aka Lakepointe site?</i>	12
<i>Briefly describe the Kenmore Industrial Park aka Lakepointe site history and the MTCA process?</i>	12
<i>How did the WSDOT 520 bridge work locate at the Kenmore Industrial Park site?</i>	12
<i>What is deferred industrial maintenance work at the Kenmore Industrial Park site?</i>	13
<i>What monitoring did Ecology and the City of Kenmore require for the deferred industrial maintenance work at the Kenmore Industrial Park site?</i>	13
<i>Did Ecology require testing for the surface stockpiled soils that were moved from the west to the east part of the site to Evergreen Bark and Topsoil location at the Kenmore Industrial Park site?</i>	13
<i>What issue causes concern at the Kenmore Industrial Park aka Lakepointe site?</i>	14
<i>What has the recent monitoring showed us at the Kenmore Industrial Park site?</i>	14
<i>What did the Remedial Investigation results show at the Kenmore Industrial Park site?</i>	14

<i>Were PCBs and dioxins tested at the Kenmore Industrial Park site?.....</i>	<i>14</i>
<i>Was the Kenmore Industrial Park site ranked by Ecology?</i>	<i>15</i>
<i>What are the deferred industrial maintenance tasks at the Kenmore Industrial Park site?</i>	<i>15</i>
<i>What are the risks from the deferred maintenance at the Kenmore Industrial Park site?.....</i>	<i>15</i>
QUESTIONS AND ANSWERS ABOUT HARBOUR VILLAGE MARINA SITE	15
<i>What do we know about the Harbour Village Marina site?.....</i>	<i>15</i>
<i>Is the Harbour Village Marina site a listed Ecology site?</i>	<i>15</i>
WASHINGTON STATE DEPARTMENT OF HEALTH	16
<i>What are the community health concerns related to the Kenmore Industrial Park site?</i>	<i>16</i>
<i>How will the Department of Health address these concerns?.....</i>	<i>16</i>
<i>When will the health consultation report be released?.....</i>	<i>16</i>

OVERVIEW

What is the Kenmore Industrial Park?

- The Kenmore Industrial Park, is a part of the proposed Lakepointe development which is a 44.1 acre property (tax parcel 1126049001), located at 6525 N.E. 175th Street, Kenmore, WA. It is owned by Lakepointe Inc. This property fronts on Lake Washington on its north and west boundaries and the Sammamish River on its southern boundary. The property is accessed by a driveway on N.E. 175th Street.
- Much of the property is a former industrial landfill, which began operating in 1965. Landfill operations ended at some time between 1976 and 1981.
- The property has been continually used for industrial and manufacturing operations since the early 1950s including material storage and staging, fabrication, barging, freight and towing operations and concrete manufacturing.
- More information about the Lakepointe project can be [found below](#).

What agencies are involved in the activities at the Kenmore Industrial Park?

There are many people, government agencies and regulators with various responsibilities to ensure that use of the Kenmore Industrial Park meets public and environment health and safety requirements. This list is meant to clarify the roles and responsibilities of the various entities involved in the use, development or regulatory oversight of the Kenmore Industrial Park.

- Lakepointe Inc. (represented by Pioneer Towing): Site owner. Responsible for maintaining the site and obtaining permits for site maintenance activities.
- City of Kenmore: Responsible for issuing construction permits for the site.
- Washington State Department of Ecology (Ecology): Provides two primary regulator roles.
 - Toxics Clean-up Program to ensure that chemicals of concern which may exist in soils and groundwater do not migrate into adjacent water ways. Administers Consent Decree to ensure that property is used in accordance with agreements to prevent potential migration of chemicals of concern. Monitors groundwater to evaluate potential levels of chemicals of concern in the soils.
 - Administers the National Pollution Discharge Elimination System – NPDES – regulates stormwater runoff into water ways. Monitors wells to ensure groundwater is not leaching chemicals into Lake Washington.
- Washington State Department of Transportation (WSDOT): Oversight of construction activities being conducted on the site by the design-builder for the SR 520 Floating Bridge and Landings Project. Responsible for updates to NEPA and SEPA documentation related to project use of the site.
- Kiewit/General/Manson, A Joint Venture (KGM): Design-builder for the SR 520 Floating Bridge and Landings project. Responsible for obtaining construction permits. Began construction activities in late February 2012.
- Washington State Department of Health (DOH): Responsible for responding to public health questions regarding potential contaminants coming from the Kenmore Industrial site.

SR 520 PROGRAM FLOATING BRIDGE AND LANDINGS PROJECT

General Project Questions

What is the SR 520 Floating Bridge and Landings project?

- SR 520 is a critical component of the regional infrastructure, connecting Seattle to communities on the Eastside. The SR 520, I-5 to Medina: Bridge Replacement and HOV Project includes several safety, mobility and environmental improvements to help create safer and more reliable commutes while minimizing impacts to local neighborhoods and communities.
- Key features of the project:
 - A safer structure that is resistant to windstorms up to 89 mph.
 - Two general-purpose lanes and one transit/HOV lane in each direction.
 - Wider, safer shoulders that will allow vehicles to pull over in the case of a breakdown.
 - A 14-foot-wide bicycle and pedestrian path on the north side of the bridge.
 - Ability to accommodate future light rail.

What environmental evaluations has the project completed to date?

- The Floating Bridge and Landings Project is the first construction stage of the SR 520, I-5 to Medina Bridge Replacement and HOV Project. A Draft Environmental Impact Statement (EIS) for the full project was completed in August 2006, a Supplemental Draft EIS in January 2010, and a Final EIS in June 2011. The Federal Highway Administration issued a Record of Decision for the project in August 2011. These documents satisfy the requirements of both the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). All environmental documentation for the project is available on the WSDOT website at <http://www.wsdot.wa.gov/Projects/SR520Bridge/EIS.htm>.

What environmental processes have been completed to document the use of the Kenmore Industrial Park site?

- Pursuant to NEPA and SEPA, WSDOT is responsible for evaluating whether any changes to the project (in this case, the use of the Kenmore Industrial Park site) could result in significant adverse environmental impacts that have not previously been documented. In December 2011, WSDOT completed a SEPA addendum/NEPA re-evaluation to document the use of the Kenmore Industrial Park site for activities related to the Floating Bridge and Landings Project. WSDOT also completed the necessary evaluations to ensure that other regulatory requirements, including those of the Endangered Species Act (ESA) and Section 106 of the National Historic Preservation Act, were met.
- After construction activities in Kenmore commenced in 2012, KGM identified changes to construction activities that would further improve the safety and efficiency of their operations. These changes included periods of peak barge activity, temporary barge anchorage in north Lake Washington, and installation of a fourth upland casting slab. In July 2012, WSDOT updated the re-evaluation documentation to include assessment of these possible operational changes. From this update process, it was determined that no new or significant adverse effects were expected to result from these changes.

Was there a public comment period on your documentation?

- The SEPA addendum and NEPA re-evaluation processes do not include formal public comment periods. Based on the knowledge of the activities planned for the I-5 to Medina project at the Kenmore Industrial Park site, WSDOT determined use of the site was unlikely to result in significant adverse environmental effects, and a supplemental EIS (which includes a public comment period) was not required.

Construction Questions (Kiewit/General/Manson, A Joint Venture)

What experience does KGM have in constructing floating bridges or other over-water construction?

- KGM has extensive experience constructing floating structures and structures over-water. Some relevant projects include:
 - Expansion joint replacement of the Homer Hadley Bridge I-90
 - Recent replacement of the Hood Canal Floating Bridge and Landings for WSDOT
 - Tacoma Narrows Bridge
 - The Skyway Bridge Project – Eastern Portion of the Oakland to San Francisco Bay Crossing
 - The Manette Bridge in Bremerton

What are you building at the Kenmore Industrial Park site?

- We are building several precast concrete bridge elements at the Kenmore Industrial Park site. These elements include roadway deck panels, box column panels, cross beams, gravity anchors, and fluke anchors. All these elements are too large to ship via conventional methods of truck and trailers, which therefore necessitates the use of the Kenmore Industrial Park site for constructing these vital project elements. Elements will be transported to the construction site on Lake Washington by barge.

What is the deck? Describe the anchors.

- The precast roadway deck panels are the driving surface for the low-rise section of the bridge. These panels cover about 5,400 linear feet (or 65%) of the length of the bridge deck.
- We are building two types of anchors in Kenmore.
 - Gravity anchors are large concrete “boxes” with an open top. The anchor will be sunk to the bottom of the lake bed and then filled with rock to make it heavy.
 - Fluke anchors are concrete panels with a tetra-pod shaped steel brace attached. The anchor acts similar to a ship’s anchor where it is wedged into the lake bed and the cables are pulled tight to help keep the bridge in place.
 - See examples of anchors [on our website](#).

Why is the Kenmore Industrial Park site a good location for these activities?

- WSDOT asked KGM to use an “existing Brownfield site” if possible. The Kenmore Industrial Park facility is considered a Brownfield site and its location on Lake Washington along with the fact that it has a marine wharf make it a good option for the project.
- The proximity of the Kenmore Industrial Park site to the SR 520 floating bridge is key for the project. The precast operations at Kenmore allow KGM to reduce the amount of barge traffic from other locations such as the South Sound. Using the site also reduces the marine traffic through the ship canal and locks and lessens barge and marine traffic through treaty tribal fishing areas.

What is a Brownfield site and why is it beneficial and thoughtful to use a site of this nature?

- A Brownfield site is land previously used for industrial or commercial uses. The use of a Brownfield site is beneficial because it reduces the need to use undeveloped land and may reduce the need for changes to local zoning.

How is this project affecting traffic on SR 522?

- Because of the close proximity to the Kenmore Industrial Park, the concrete deliveries from the CalPortland Redi-Mix plant won’t rely as heavily on the public roads. The trucks can deliver and return to the plant without entering SR 522 or other city streets. Trucks will not use 68th Avenue N.E.
- We anticipate truck deliveries at 10 per day and employee trips at 30 per day.

What will be the hours of operation at the site? Will you be working through the night?

- The operations will typically start at 7 a.m. and conclude by 7 p.m. on weekdays. If there are operations that require work outside of those hours – which we don't anticipate – a noise variance will be requested from the city of Kenmore.

How much noise will be generated by this project? What will be done to mitigate this noise?

- Noise will be typical of a construction yard. All equipment will operate with mufflers and most vehicles will use the ambient noise back-up alarms.

How many jobs will be generated by this project?

- We anticipate an average of 30 employees at the project site in addition to WSDOT/KGM staff.

Do you hire union labor? What trades will be used on this project?

- KGM is a union contractor and will continue to use union labor. Several trades will be used on the project. Typical trades include: carpenters, pile drivers, equipment operators, electricians, ironworkers, laborers, and cement masons. In addition to the trades and journeyman-level positions, each trade union will supply apprentices to the project.

Who do I contact to get a job at the Kenmore Industrial Park site?

- If interested in a trades position, applicants should stay current at union halls as KGM will make employment requests through them. KGM will also use subcontractors, materials suppliers, and manufacturers through the life of the project.
- KGM hires staff for the project through the parent companies of Kiewit, General, and Manson locations. If you are interested in a staff position, please send resumes to the parent companies.

How will this project affect Lake Washington? Won't this cause more pollution in Lake Washington?

- It is not anticipated that this project will cause more pollution to the Lake Washington. KGM has constructed three stormwater catch basins on the site which will actually help improve the way stormwater flows from the site.
- All stormwater, for volumes of up to a 100-year storm, will be collected by the new catch basins on-site before flowing as groundwater into the lake. The only direct discharge to the lake is manual emergency overflow in extreme storm conditions.
- All process water including stormwater falling on casting slabs is collected and discharged to the sanitary sewer.
- There will be no over-land flow to the lake or river. The perimeter berm protects the shoreline.
- All construction work is consistent with Ecology requirements under the [site consent decree](#).

What are your plans for the site after the SR 520 project is complete? How will you leave the site in better condition?

- The plan is to remove our temporary facilities from the site. The roof, the concrete slab areas, above-ground storage tanks and office trailers will be taken from the site when the project is complete. These materials will be recycled when possible, or shipped to other projects for re-use.
- The site will be left in a better condition in terms of further enhancing the soil cap over the land fill materials. The current site drainage and storm water management will be enhanced by updating to the current standards of site storm water management. The site water management system will have the ability to take the rain event from a 100-year storm and store it onsite.

City of Kenmore and City Permits

What maintenance work is occurring on the Kenmore Industrial Park site?

- The property owner, Pioneer Towing, has completed the following maintenance activities on approximately 14 acres of the Lakepointe site. Maintenance activities include moving and securing existing soil stockpiles, re-grading and gravelling the surface of the site, upgrading stormwater facilities and repair of the existing bulkhead wharf. This work does not include any in-water work.
 - **Clearing/Grading/Filling:** Clearing, grading and filling maintenance activities are complete. The existing grade on the site varied from approximately 26 feet to 37 feet. The grading work removed or relocated existing stockpiled material and graded the site to 27 feet. The 27-foot height is above and does not disturb the current landfill cap. Aggregate (gravel) has been brought onto the site to bring the grade on the site to a consistent elevation of 28 feet.
 - **Stormwater Facilities:** Stormwater work includes installation of three sediment trap ponds and a grassed earth berm, silt fencing and grass swales on the west and south side of the property. The result is more control of sediment and stormwater runoff from the site.
 - **Bulkhead Repair:** Bulkhead maintenance repair was completed in May 2012. The existing bulkhead on the north side of the property adjacent to the inner navigation channel on Lake Washington was repaired through installation of new pilings on the landward side of the bulkhead. The existing concrete apron adjacent to the bulkhead was also repaired.

How does the Pioneer Towing maintenance and the SR 520 Floating Bridge and Landings Project, occurring on the Kenmore Industrial Park site, affect the Lakepointe site development project?

- Site maintenance and SR 520 construction activities on the Kenmore Industrial Park site do not alter the previously approved development at the Lakepointe project or property owned by Glacier Northwest. The ongoing industrial uses as allowed at the site are anticipated to continue until the Lakepointe project is permitted or the site is redeveloped.
 - **Lakepointe Site:** Lakepointe Inc is the property owner of 44.1 acres (tax parcel 1126049001), located at 6525 NE 175th Street, Kenmore, WA. This property fronts on Lake Washington on its north and west boundaries and the Sammamish River on its southern boundary. The site is accessed from a driveway on NE 175th Street. Gary Sergeant of Pioneer Towing represents the property owner Lakepointe Inc. Areas of the property are currently leased to several businesses for industrial uses. The site has also been continually used for industrial and manufacturing operations since the early 1950s including material storage and staging, fabrication, barging, freight and towing operations and concrete manufacturing.
 - **Fuyo General Site:** Fuyo General Lease USA is the property owner of 6.06 acres (tax parcel 1126049020) located at 6423 NE 175th Street, Kenmore, WA. This property is the former site of Glacier Northwest concrete manufacturing and Cemex asphalt mix and production operation. The maintenance activities and SR 520 activities do not occur on or affect the Fuyo General property and operations.
 - **Lakepointe project:** Both the Lakepointe site and Glacier site (total 50 acres) are the location of the proposed Lakepointe project and the current commercial site development plan. The Lakepointe project is a proposed mixed-use (residential and commercial) project which was approved by King County in 1998 prior to the City of Kenmore's incorporation. The Lakepointe permits have been extended several times, most recently on May 19, 2011. On May 19, 2011 the City's letter to the developer's legal counsel granted an extension of the Commercial Site Development Permit to Dec. 31, 2015. This is now the date within which the first building permit application for the Lakepointe project must be submitted. The extension to Dec. 31, 2015

is subject to nine conditions. One of the conditions of the extension requires that prior to the expiration of the Transportation Mitigation Agreement Aug. 6, 2013 an addendum to extend the terms of the agreement to Dec. 31, 2015 must be signed by all parties. If the addendum is not executed then the CSDP will expire Aug. 6, 2013 consistent with the expiration of the Transportation Mitigation Agreement. The shoreline permit issued in 1998 expired Aug. 14, 2007.

What city of Kenmore permits are required and have been issued for the maintenance work at the Kenmore Industrial Park site?

- The proposed maintenance activities required a city of Kenmore grading permit, SEPA threshold determination, shoreline exemption decision, and building permit for the wharf repair.
 - **Grading Permit:** The amount of proposed grading involved more than 100 cubic yards of material which meant the work was not exempt from a grading permit per Kenmore Municipal Code (KMC) KMC 15.25.040. A grading permit was issued by the City on Dec. 19, 2011. The site re-grading and re-surfacing is complete. Erosion control silt fencing and berms around the perimeter of the work area are installed. Work has been inspected and is in conformance with the approved permit.
 - **SEPA Determination:** The proposed grading work exceeded the SEPA threshold categorical exemptions per KMC 19.35.060 and WAC197-11-800. A SEPA Mitigated Determination of Nonsignificance (MDNS) was issued by the City on Dec. 19, 2011.
 - **Shoreline Exemption Decision:** The maintenance activities occur within the shoreline jurisdiction of Lake Washington and the Sammamish River and met the criteria per WAC173-27-040 for an exemption of a shoreline substantial development permit. A shoreline exemption decision for the maintenance activities was issued by the City on Dec. 19, 2011.
 - **Building Permit:** The building permit for the bulkhead (wharf) repair work (no in-water work) was issued by the City on Jan. 1, 2012. The bulkhead repair work is complete. Work has been inspected and is in conformance with the approved permit.

What city of Kenmore permits are required and have been issued for the KGM support work for the SR 520 Floating Bridge and Landings Project at the Kenmore Industrial Park site?

- The KGM SR 520 bridge work and related barge activity is considered a continuation of industrial activities and operations on the Lakepointe site. The following city of Kenmore permits have been issued for the KGM work:
 - **Building Permit** for construction of a casting slab and a temporary retractable cover was issued on Feb. 27, 2012.
 - **Plumbing Permit** for the installation of a water and waste system was issued on Feb. 27, 2012.
 - **Mechanical Permit** for the installation of a gas line was issued by the City on Feb. 27, 2012.
 - **Shoreline Exemption decision** for the utilities located within the 200-foot shoreline was issued on Feb. 24, 2012.

Does the maintenance work or bridge work affect critical areas on the Lakepointe site?

- No, the activities meet the shoreline substantial development permit exemption and critical area exemption criteria.
 - **Shoreline:** The maintenance work and utility work is within the 200-foot shoreline jurisdiction adjacent to Lake Washington and the Sammamish River. These activities met the criteria for developments exempt from shoreline substantial development permit requirements per WAC173-27-040. No-in water work is proposed. The city of Kenmore issued two shoreline exemptions, one on Dec. 19, 2011 for the maintenance work and one on Feb. 24, 2012 for the utility work.
 - **Stream and stream buffers (Sammamish River):** No in-water work is proposed in the Sammamish River. The proposed maintenance activities and a portion of utility work occur within the 150 foot Class 1 stream buffer adjacent to the Sammamish River. KMC18.55.150.B provides an exemption to critical area regulations for operation, maintenance or repair activities if the activity does not further alter or increase the impact to or encroach further within the critical area or buffer. The activities do not encroach into the existing vegetated area (approximately 25 feet) adjacent to the Sammamish River or further alter the already disturbed stream buffer. A city of Kenmore SEPA mitigation condition (issued Dec. 19, 2011 related to maintenance activities) requires the property owner to submit and receive approval of a restoration plan for the approximately 18,800 square feet of the existing vegetated area adjacent to the Sammamish River. It is anticipated that the restoration work will commence upon conclusion of the KGM bridge work on the Lakepointe site.
 - **On-Site wetland and wetland buffer:** A wetland is located on the west property line adjacent to Lake Washington. This wetland is classified as a Class 1 wetland under current regulations requiring a 150 foot buffer. KMC18.55.150.B provides an exemption to critical area regulations for operation, maintenance or repair activities if the activity does not further alter or increase the impact to or encroach further within the critical area or buffer. The activities do not encroach into the wetland or within the existing vegetated buffer area (approximately 25 feet) adjacent to Lake Washington or further alter the already disturbed wetland buffer. A city of Kenmore SEPA mitigation condition (issued Dec. 19, 2011 related to maintenance activities) requires the property owner to submit and receive approval of a restoration plan for the approximately 31,500 square feet of the existing vegetated area adjacent to Lake Washington. It is anticipated that the restoration work will commence upon conclusion of the KGM bridge work on the Lakepointe site.

What are the opportunities for providing public comment and appeal during the city of Kenmore's permit process?

- The opportunity for public comment and appeal related to city of Kenmore permits is complete. An integrated 21-day public comment period for the grading permit application and SEPA related to maintenance activities was provided between Nov. 4, 2011 and Dec. 5, 2011. The city of Kenmore issued a SEPA Mitigated Determination of Non-Significance (MDNS), and decision related to the grading permit, and shoreline exemption for maintenance activities on Dec. 19, 2011. These decisions did not require a provision for administrative appeal (to the city of Kenmore's hearing examiner) but did provide for an appeal to King County Superior Court, pursuant to the Land Use Petition Act. No appeals to King County Superior Court were filed. A comment period or administrative appeal for the building permit for wharf repair issued Jan. 1, 2012 was not required and in addition no appeals were filed to King County Superior Court pursuant to the Land Use Petition Act.

- A comment period and administrative appeal were not required for the city of Kenmore permits issued related to the KGM bridge work at the Lakepointe site (building permit, plumbing permit, mechanical permit and shoreline exemption). In addition no appeals were filed to King County Superior Court pursuant to the Land Use Petition Act.

Is the city of Kenmore planning any sediment testing in the Kenmore Navigational Channel and what is the status?

- The City of Kenmore has been working to secure funds in the US Army Corps of Engineers budget for maintenance dredging of the Kenmore Navigation Channel. The city of Kenmore has funds budgeted in 2012 for sediment sampling and analysis in order to help determine an estimated project cost for maintenance dredging and disposal of the dredged material. The Washington Department of Ecology with the full cooperation of the City of Kenmore is working in close consultation with the Washington State Department of Health on the details for the Sediment Sampling and Analysis Plan (SSAP). The SSAP will include near shoreline sediment sampling at Log Boom Park, Lake Washington northeast waterfront, Harbour Village Marina, North Lake Marina, offshore of the Kenmore Industrial Park site, Kenmore Navigation Channel and Sammamish River, and water column samples at Log Boom Park. Final access arrangements are being made at this time. The draft SSAP will be available for public review later this month. The SSAP will be posted on Ecology's and the City's webpage. Sampling is scheduled for October, preliminary sediment and water column sampling results are estimated to be received in late November, and a draft report with these results should be completed in December 2012. This schedule is subject to change due to unforeseen circumstances, such as equipment availability and weather conditions.

Where can the public view or receive copies of permitting application and supporting materials received by the city of Kenmore for the various permitting and approvals process?

- The permit applications and supporting materials are on the City's website at www.kenmorewa.gov, and can be downloaded from the website. Copies are also available for review at Kenmore City Hall, 18120 68th Avenue NE, Kenmore from 9 a.m. to 5 p.m., Monday through Friday. A compact disk (CD) of the materials is available at Kenmore City Hall front desk for \$5 purchase.

What is the city of Kenmore's existing noise ordinance, including hours of operation and allowable levels?

- The city of Kenmore's current noise regulations are codified in Kenmore Municipal Code Chapter 8.05 (Ordinance 98-0042) and restrict any sound made by construction activities anytime on Sundays and holidays and outside the hours of 7 a.m. through 7 p.m., Monday through Friday, and 9 a.m. through 5 p.m. on Saturday.

Washington State Department of Ecology

What did the potentially liable party and Ecology agree to do in the 2001 Consent Decree for Kenmore Industrial Park aka Lakepointe site?

- The consent decree allows two options depending on development at the site:
 - Complete the cleanup described in the Cleanup Action Plan (CAP) with the proposed development of the site where the development is integrated with the cleanup actions for the entire site or phased with development for sections of the site with Ecology certification for the phased sections, or
 - Continue industrial use with compliance monitoring and restrictive covenant (recorded 2001) if development does not occur.
- The tasks are to implement the proposed Cleanup Action Plan with the Compliance Monitoring Plan and Ecology's oversight and approval. Additional information about this site may be viewed at the site webpage at: <https://fortress.wa.gov/ecy/gsp/sitepage.aspx?csid=2134>

What is the land use for Kenmore Industrial Park aka Lakepointe site?

- The site is currently used for industrial activities such as WSDOT's SR 520 Floating Bridge and Landings Project, sand and gravel storage, top soil and bark storage and sale, shoreline, bulkhead, dock, and wharf construction and repair, term storage for boats, trailers, and recreation vehicles.

What are the development plans for Kenmore Industrial Park aka Lakepointe site?

- The property owner has renewed the development and building permits with the City of Kenmore for a future waterfront development.

Briefly describe the Kenmore Industrial Park aka Lakepointe site history and the MTCA process?

- The Kenmore Industrial Park Site is a 45-acre waterfront site where the Sammamish River joins Lake Washington in Kenmore, King County, WA. Remedial Investigations were conducted in 1990s. The Consent Decree #01-2-22187-6SEA was signed 2001. The Lakepointe Development plan was withdrawn 2002-03 and the site owner has kept the Development Building Permit current with the City suggesting that the owner continues to pursue the development option. Ground-water compliance monitoring was conducted in 2001, 2009, 2010 and again in April 2012 and these results show that no known chemicals of concern are migrating from the site via groundwater into the adjacent waterways – Sammamish River, Lake Washington, and the Kenmore Navigation Channel. The chemicals of concern at the site are petroleum oil and diesel, arsenic, barium and lead. All other chemicals tested including PCBs showed no detection or levels significantly below MTCA cleanup levels.

How did the WSDOT 520 bridge work locate at the Kenmore Industrial Park site?

- In October 2011 Kiewit/General/Manson (KGM), contractor for the SR 520 Floating Bridge and Landings Project signed a lease agreement with this site owner, Pioneer Towing Company, Inc to use the 14-acre western part of the site. The owner agreed to conduct "deferred industrial maintenance" to bring the site into current industrial function for KGM.

What is deferred industrial maintenance work at the Kenmore Industrial Park site?

- The deferred industrial maintenance work is to bring the western 14 acres of the site into current industrial function. Deferred industrial maintenance includes several tasks:
 - Grading and contouring the western 14 acres.
 - Installing three storm water drainage systems with sediment traps. The soils excavated for sediment traps were isolated and disposed off-site at a certified facility.
 - Removing surface stockpiled soils from the west to the east part of the site to Evergreen Bark and Topsoil for temporary storage while these stockpiled soils are tested for off-site disposal with an Ecology approved destination.
 - Installing geofabric and 1-foot of clean gravel.
 - Restoring existing dock and wharf by increasing structural capacity.
- This work was conducted with approval under the Consent Decree from Ecology and with permits from City of Kenmore. The deferred maintenance is estimated to be completed early June 2012.

What monitoring did Ecology and the City of Kenmore require for the deferred industrial maintenance work at the Kenmore Industrial Park site?

- The owner volunteered to conduct baseline and performance ground-water monitoring to evaluate if deferred maintenance has changed subsurface mobility causing contaminants to migrate into adjacent waterways: the Sammamish River, Lake Washington, and Kenmore Navigation Channel. In addition to monitoring the chemicals of concern at this site (petroleum diesel and oil, arsenic, barium, and lead) the owner volunteered to test for copper, cadmium, zinc, and semi-volatile organic compounds.

The April 2012 results for the five known and the three additional chemicals all showed no detection or very low levels and significantly below the MTCA cleanup action levels. The April 2012 results show that the deferred industrial maintenance has not caused changes to the subsurface and has not caused migration of petroleum diesel and oil, arsenic, barium, lead, copper, cadmium, zinc, and semi-volatile organic compounds to the adjacent waterways.

Did Ecology require testing for the surface stockpiled soils that were moved from the west to the east part of the site to Evergreen Bark and Topsoil location at the Kenmore Industrial Park site?

- These surface stockpiled soils are listed as deferred maintenance in the City of Kenmore permits. The stockpiled soils were tested by Floyd Snider and the results are posted on the webpage. The soils were tested for organic compounds, petroleum including poly aromatic hydrocarbons (PAHs), metals, polychlorinated biphenols (PCBs) and pesticides. The results showed no detections of these chemicals.

In addition, Ecology required the site owner to conduct additional testing to evaluate the proper disposal following the Ecology petroleum guidance for stockpiled soils. The site owner agreed to Ecology's request that these soils not be sold for re-use. The contractor for WSDOT's SR 520 Floating Bridge and Landings Project, Kiewit/General/Manson (KGM), collected additional soil samples and laboratory results are pending. KGM is testing the same list of analyses including organic compounds, petroleum, PAHs, metals, PCBs and pesticides. These results showed no detection and are posted on the site webpage. Final disposal for the stockpiled soils will require Ecology review and approval. Currently the soils are stockpiled at the east part of the site and are not to be sold.

What issue causes concern at the Kenmore Industrial Park aka Lakepointe site?

- The site incorporates a former demolition debris landfill active from 1969 to 1976 under King County Unclassified Use Permit. Ecology and the public are concerned about all landfill sites and many landfills represent a significant hazard to human and aquatic health and the environment. However, this site does not represent a significant environmental risk. During the remedial investigations conducted in the 1990's, soil and ground water, sediment and landfill gases were tested and the only known chemicals of concern are petroleum oil and diesel, arsenic, barium and lead. Recent ground-water compliance monitoring show that these chemicals of concern are not migrating from the land to the adjacent waterways.

The remedial investigation results of recent sampling have been provided to residents. Multiple emails have been sent and telephone conversations conducted to explain the environmental results.

What has the recent monitoring showed us at the Kenmore Industrial Park site?

- The 2001, 2009, 2010 and April 2012 compliance monitoring results show that no known chemicals of concern are migrating from the land into adjacent waterways via ground-water and surface water. These results confirm that there is no known risk at this time for this site to the community, fish and aquatic life in the adjacent waterways at the Sammamish River, Lake Washington and Kenmore Navigation Channel.

What did the Remedial Investigation results show at the Kenmore Industrial Park site?

- The remedial investigations included extensive testing of soil, ground-water, air, and sediments. These results showed most substances were below laboratory detection levels. The testing showed only five chemicals of concern and they are petroleum diesel and oil, and three metals: arsenic, barium and lead for ground water. These same chemicals including selenium were the chemicals of concern for soils.
- The remedial investigations ruled out volatile organics and semi-volatile organic substances including poly aromatic hydrocarbons (PAHs), other metals, and PCBs.
- Past site preliminary evaluation forms list various materials, such as medical waste and transformers, as possible contents of the landfill. Site investigation and testing to date have not identified these wastes in the soil, groundwater, or sediment at this site.

Were PCBs and dioxins tested at the Kenmore Industrial Park site?

- Extensive soil and ground-water testing show no PCBs in groundwater (20 samples across the site) and no PCBs in soil (12 samples across the site) with one exception. The one PCB exception is reported as one erroneous sample of poor quality from a wood chip in boring AW-7 and the result was 2.4 mg/kg slightly above twice the unrestrictive cleanup level (1 mg/kg) and significantly below industrial cleanup level at 10 mg/kg. The sample was dismissed as a chemical of concern as reported in the Remedial Investigation Report (AMEC 2001). AW-7 is located in the northeast part of site substantially east of the deferred maintenance work and interior to the site. In 2011 and 2012 additional PCB sampling was conducted (20 additional soil samples) and again the results showed no detection. So all PCB testing at the KIP site shows that there are no known PCBs present at the KIP site.
- No testing was conducted for dioxins.
- Sediment testing for PCBs and metals showed no detection or very low levels of detections at the Navigation Channel, and two samples were tested for arsenic and lead at the Sammamish River. Ecology will continue the required monitoring so that all concerns are addressed within the authority of the state's cleanup regulations and the consent decree.
- Ecology will continue the required monitoring so that all concerns are addressed within the authority of the state's cleanup regulations and the consent decree.

Was the Kenmore Industrial Park site ranked by Ecology?

- In 1991 a Site Hazard Ranking (SHA) score of 1 was assigned to the Site based on limited information available at that time. A new SHA evaluation has been requested and will include results from the remedial investigation and recent monitoring.

What are the deferred industrial maintenance tasks at the Kenmore Industrial Park site?

- The deferred industrial maintenance tasks at the Kenmore Industrial Park site are authorized by City of Kenmore permits and the Ecology general construction NPDES permit. The permit conditions include:
 - Grading and contouring.
 - Installation of three storm water drainage areas with storm water sediment traps draining into the subsurface to minimize surface water flow into adjacent waterways. The soils excavated for the drainage areas were isolated and disposed off-site at a certified facility.
 - Geoprobos of the subsurface to evaluate drainage trap locations and to minimize impacts to the former demolition debris landfill. Geoprobos were installed to evaluate the subsurface conditions near the dock.
 - Contour the interior 14-acre western area to contain storm water for a 100-year flood level.
 - Add a geofabric and 1-foot of clean gravel to strengthen the surface.
 - Add a 5-foot berm around the periphery of the 14-acre area to create a buffer and protect the shoreline including existing wetlands at the shoreline.
 - Restore existing dock and wharf concrete surface to current standards for barge use.

What are the risks from the deferred maintenance at the Kenmore Industrial Park site?

- There are no known violations and no increased risks due to chemicals of concern migrating from the site. Ecology continues to implement its responsibilities to protect human health, the waterways and the environment to the maximum extent under current state regulations. Ecology is working closely with several concerned citizens and the City of Kenmore.

Questions and Answers about Harbour Village Marina Site

What do we know about the Harbour Village Marina site?

- The Harbour Village Marina site is located at 6155 N.E. 175th Avenue along the north shore of Lake Washington in the City of Kenmore. In October 2011, the US Army Corps of Engineers listed preliminary sediment dredge sampling results that showed elevated levels of polychlorinated biphenols (PCBs) and dioxins. These results are posted on the Harbour Village Marina site webpage:
<https://fortress.wa.gov/ecy/gsp/sitepage.aspx?csid=9197>

Note the DMMP –Dredge Materials Management Program has requested additional work. The source and extent of the PCBs and dioxin are not known at this time. Further investigation will be required.

Is the Harbour Village Marina site a listed Ecology site?

- The Harbour Village Marina is a listed Ecology site for work conducted in 1996 during removal of two underground petroleum storage tanks. Petroleum was detected in soil and ground-water during removal. The environmental consultant recommended natural attenuation to remediate the petroleum contamination. A report was filed with Ecology. No additional ground-water monitoring has been reported to Ecology.

Washington State Department of Health

What are the community health concerns related to the Kenmore Industrial Park site?

- Some community members have expressed concerns that people who swim and boat at the north end of Lake Washington and the mouth of the Sammamish River may be exposed to chemicals that are thought to be coming from the Kenmore Industrial Park property.

How will the Department of Health address these concerns?

- The Department of Health will conduct a health assessment, which includes:
 - Reviewing available site data.
 - Providing the findings, conclusions, and recommendations in a health consultation report.

When will the health consultation report be released?

- The health consultation is scheduled to be released in Spring 2013. However, this date could change depending on data availability.