



May 2021
Confluence Parkway Project



Hazardous Materials Technical Study

Prepared for City of Wenatchee

May 2021
Confluence Parkway Project

Hazardous Materials Technical Study

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APPENDIX

Appendix A	Project Description
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ABBREVIATIONS

Chelan PUD	Public Utility District No. 1 of Chelan County
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
FERC	Federal Energy Regulatory Commission
LUST	Leaking Underground Storage Tank
MTCA	Model Toxics Control Act
RCRAInfo	Resource Conservation and Recovery Act Information
SPCC	Spill Prevention, Control, and Countermeasure
USC	United States Code
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program
WSDOT	Washington State Department of Transportation

1 Introduction and Project Description

Hazardous materials include anything toxic to humans or the environment. They can include dangerous or hazardous waste, petroleum products, pesticides, heavy metals, or other hazardous substances. This report identifies areas within the Confluence Parkway Project (Project) study area that contain, or have the potential to contain, hazardous materials, hazardous wastes, or contaminated media such as soil, groundwater, sediments, or surface water.

The Project is a proposed 2.5-mile bypass corridor that is intended to reduce vehicle congestion on SR 285/North Wenatchee Avenue. The Project is located in the City of Wenatchee (City) in Chelan County. Wenatchee is located in a valley in central Washington at the confluence of the Columbia and Wenatchee rivers. Currently, Wenatchee is the second largest city in central Washington, and is an urban hub for north-central Washington.

The Project extends from the U.S. 2/Euclid Avenue interchange, crosses the Wenatchee River on a new bridge, and extends south to the intersection of North Miller Street and SR 285/North Wenatchee Avenue. The Project area is primarily to the east of the Burlington Northern Santa Fe (BNSF) railroad tracks with a large portion adjacent to the Wenatchee Confluence State Park, including the Horan Natural Area. The Project will provide relief from the current North Wenatchee Avenue Bridge bottleneck and alleviate vehicle congestion in this area. A full project description can be found in Appendix A.

2 Regulatory Context

Federal and state regulations related to hazardous materials are discussed in this section. These guiding regulations will be followed throughout the design and construction of the Confluence Parkway Project.

In addition to the regulations described in this section, there are regulatory considerations related to the Federal Energy Regulatory Commission's (FERC) license for the Rock Island Hydropower Project. The Public Utility District No. 1 of Chelan County (Chelan PUD) purchased the Wenatchee Confluence State Park and the Horan Natural Area as part of the Rock Island license. Any changes to these recreational resources will require FERC approval.

2.1 Federal Regulations

- Clean Water Act (33 United States Code [USC] Section 1251, et seq.)
 - The Clean Water Act establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters (EPA 2019a).
- Toxic Substances Control Act (15 USC 2601-2629)

- The Toxic Substances Control Act requires reporting, recordkeeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. It addresses the production, importation, use, and disposal of specific chemicals (EPA 2019b).
- Resource Conservation and Recovery Act (42 USC 6901, et seq.)
 - The Resource Conservation and Recovery Act governs the generation, transportation, treatment, storage, and disposal of hazardous waste. It also provides a framework for the management of non-hazardous solid wastes.

2.2 State Regulations

- Dangerous Waste Regulations (Washington Administrative Code [WAC] 173-303)
 - Washington State’s Dangerous Waste Regulations designate types of waste that are considered dangerous and provide guidance on proper handling and disposal of dangerous waste.
- Model Toxics Control Act (WAC 173-340)
 - The Model Toxics Control Act (MTCA) is Washington’s environmental cleanup law. MTCA funds and directs the investigation, cleanup, and prevention of sites that are contaminated by hazardous substances.
- Underground Storage Tanks (USTs) (WAC 173-360)
 - Under the UST program, the Washington State Department of Ecology (Ecology) regulates and inspects tanks at fueling and other facilities throughout the state. This prevents releases of petroleum and other hazardous substances into the environment and ensures any releases are detected and cleaned up.
- Sediment Management Standards (WAC 173-204)
 - The Washington State Sediment Management Standards were developed to reduce and ultimately eliminate adverse effects on biological resources and significant threats to human health from surface sediment contamination.

3 Methodology

3.1 Study Area

For the analysis of hazardous materials, the study area includes the area within 0.5 mile of the Project footprint and construction area.

3.2 Technical Approach

A hazardous material investigation was conducted to evaluate the potential for encountering contamination in the proposed study area. The methodology consisted of querying publicly available information in databases from Ecology and the U.S. Environmental Protection Agency (EPA) and

reviewing the information for potential sites of concern that may impact construction within 0.5 mile of the center line of the proposed Project. Ecology databases that were reviewed include Ecology's Toxics Cleanup Program Web Reporting portal (Ecology 2020) and Ecology's What's in My Neighborhood Tool. These tools integrate information from several databases including Confirmed and Suspected Contaminated Sites List, UST sites, Leaking Underground Storage Tank (LUST) sites, and Voluntary Cleanup Program (VCP) sites. EPA databases that were reviewed include EPA's Superfund Enterprise Management System (EPA 2019c) and the Resource Conservation and Recovery Act Information (RCRAInfo) database (EPA 2020a).

4 Affected Environment

4.1 Existing Land Use

The Project is located within an urban setting in the City of Wenatchee. Current zoning districts within the Project footprint include North Wenatchee Business District, Industrial, and Waterfront Mixed Use (City of Wenatchee 2020). Existing land uses within the Project vicinity include commercial, industrial, recreational, and to a lesser extent, residential.

4.2 Existing Soils and Topography

Based on a review of previous studies (as summarized in GeoEngineers 2019), the majority of the Confluence Parkway alignment is located on alluvial terraces underlain by a thick layer of sands, silts, and clays, above a layer of courser sands, gravels, and cobbles. Subsurface explorations performed in the vicinity of Hawley and Miller Streets indicate a sandy fill unit from surface to 13.5 feet below grade followed by a clay and silt unit to 37.5 feet below grade underlain by a gravel/cobble unit to the end of the boring at 67 feet below grade (GeoEngineers 2019).

The U.S. Department of Agriculture Web Soil Survey was also reviewed; mapped soils consist primarily of Cashmere sandy loam and Cashmont sandy loam, which are classified as well drained soils. Smaller areas of Burch loam, Burch fine sandy loam, Quincy loamy fine sand, and Terrace escarpments exist with the Project footprint (NRCS 2020). Slopes of the most common soil types within the Project area are generally from 0% to 3% and the Project area is generally flat. Slopes are present between the existing Apple Capital Recreation Loop Trail and the Wenatchee Confluence State Park and Horan Natural Area.

4.3 Groundwater

Static groundwater levels within the Project area range between 35 and 57 feet below grade based on a review of well reports on file with Ecology that are located within an approximate 0.5-mile radius of the Project area (GeoEngineers 2019). Groundwater gradients are towards the Columbia

River based on a review of groundwater potentiometric surface maps from previous environmental studies (GeoEngineers 2018).

4.4 Contaminated Sites and Sites of Concern

The following section provides information on sites within the study area that are known to be contaminated as well as sites that store or handle hazardous materials. This includes both federally listed and state-listed sites.

4.4.1 Federally Listed Sites

The EPA oversees the federal regulatory program to ensure that hazardous waste is managed safely at all stages of use from creation through disposal. Sites regulated by the EPA were identified using the databases listed in Section 3.2.

There are no Superfund Sites within the study area. The closest Superfund Site is the Moses Lake Wellfield Contamination site located in the City of Moses Lake, Washington, which is approximately 70 miles southeast of the study area (EPA 2020b).

RCRAInfo is a national database that provides information about hazardous waste handlers. This includes businesses and other entities that generate, transport, treat, store, or dispose of hazardous materials. Inclusion in the database does not mean that the sites are contaminated. Table 1 contains a list of sites located within the study area as identified using the RCRAInfo database. All sites that were identified in the search generate and handle hazardous materials. These sites are further separated into the following three generator types:

- Conditionally Exempt Small Quantity Generator: Sites that generate less than 220 pounds of hazardous waste per month.
- Small Quantity Generator: Sites that generate between 220 and 2,200 pounds of hazardous waste per month.
- Large Quantity Generator: Sites that generate more than 2,200 pounds of hazardous waste or more than 2.2 pounds of acute hazardous waste per month.

Table 1
Sites Located within the Study Area that Generate Hazardous Materials

Site Name	Site Address	Handler Type
Albertsons 3412	1128 N Miller Street	Conditionally Exempt Small Quantity Generator
Cascade Analytical Inc.	3019 Gs Center Road	Small Quantity Generator
Circle K Stores Inc 2706047	1405 N Wenatchee Avenue	Conditionally Exempt Small Quantity Generator

Site Name	Site Address	Handler Type
First Choice Collision Center Inc.	601 N Wenatchee Avenue	Conditionally Exempt Small Quantity Generator
Home Depot 4732	1405 Maiden Lane	Small Quantity Generator
Lowes Home Centers LLC 0152	1200 Walla Walla Avenue	Small Quantity Generator
Pacific Aerospace & Electronics Inc.	432 and 434 Olds Station Road	Large Quantity Generator
Rite Aid 5292	1380 N Miller Street	Conditionally Exempt Small Quantity Generator
Safeway Store 1449	501 N Miller Street, Suite A	Conditionally Exempt Small Quantity Generator
Sherwin Williams 1740	1544 N Wenatchee Avenue	Conditionally Exempt Small Quantity Generator
Sinclair Systems Intl LLC	2605 Chester Kimm Road	Conditionally Exempt Small Quantity Generator
Target Store 1064	1102 Springwater Street	Large Quantity Generator
WA Agr Chelan 2	210W Easy Street	Large Quantity Generator
Wal Mart Store 2187	2000 N Wenatchee Avenue	Small Quantity Generator
Waste Management Greater Wenatchee	711 N Wenatchee Avenue No A	Conditionally Exempt Small Quantity Generator
Wenatchee Valley Hospital	820 N Chelan Street	Small Quantity Generator

4.4.2 State-Listed Sites

Ecology regulates and oversees the cleanup of many contaminated sites in Washington State. Contaminated sites listed by Ecology were identified using the databases listed in Section 3.2.

Table 2 contains a list of active cleanup sites located within the study area. These sites are all regulated under MTCA and are managed or overseen by Ecology's Toxics Cleanup Program. There are an additional 31 sites within the study area where cleanup has already been completed and no further action is required.

Under MTCA, sites can be cleaned up using a formal or independent cleanup process:

- Formal: Ecology may conduct or supervise a formal cleanup where property owners are under a court order or decree or when cleanups are funded by legislative initiatives.
- Independent: Property owners can cleanup sites on their own or with help from Ecology's VCP. Under the VCP, property owners conduct cleanup on their own, but may request technical assistance and feedback from Ecology on the sufficiency of the cleanup. The VCP is designed for simpler sites with routine cleanup.

All active cleanup sites within the study area are being cleaned up using the independent cleanup option, with some sites also opting to use the VCP as shown in Table 2. The table also identifies whether contamination is present in the soil, groundwater, or both as well as the types of contaminants present.

Table 2
Active Cleanup Sites within the Study Area

Site Name	Site Address	Site Status	Cleanup Type	Media Impacts	Contaminants
Chelan PUD Hawley Street Property	24 E Hawley Street	No Further Action Letter Pending ¹	Independent Action	Soil	Arsenic, lead, mercury, metals, diesel, petroleum
Midland Trucking	3420 State Highway 97A	Awaiting Cleanup	Independent Action	Soil	Diesel
Parlette Wenatchee	1313 Walla Walla Avenue	Awaiting Cleanup	Voluntary Cleanup Program	Soil	Arsenic, lead
Community Technology Center	285 Technology Center Way	Cleanup Started	Independent Action	Soil	Arsenic, metals
Ag Supply Company of Wenatchee	1115 N Wenatchee Avenue	Cleanup Started	Independent Action	Soil, Groundwater	Diesel
Van Well Nursery	1000 N Miller Street	Cleanup Started	Independent Action	Soil	Arsenic, metals
Dels Triangle Texaco ¹	1322 N Wenatchee Avenue	Cleanup Started	No Process	Soil, Groundwater	Benzene, non- halogenated solvents, gasoline, petroleum products
Budget Rent A Car Performance Auto Sound ²	1314 N Wenatchee Avenue	Cleanup Started	No Process	Soil, Groundwater	Gasoline, petroleum products
WSDOT Wenatchee Maintenance Facility	1551 N Wenatchee Avenue	Cleanup Started	Voluntary Cleanup Program	Soil, Groundwater	Halogenated solvents, petroleum

Notes:

1. According to Chelan PUD, the cleanup is complete. A No Further Action letter is anticipated but has not yet been issued by Ecology (Ulrich 2020).
2. These sites are also identified in Table 3 as they contain LUSTs.

Ecology also regulates USTs in Washington. This includes conducting compliance inspections and providing technical assistance in order to reduce the risks of leaks or spills. Storage tanks may be associated with gas stations or industrial, commercial, or government-owned properties. LUSTs are

USTs that are leaking, which causes the contaminated area to become a toxic cleanup site. Active USTs and LUSTs within the study area are identified in Tables 3 and 4.

Table 3
Active Underground Storage Tanks within the Study Area

Site Name	Site Address	Substance Stored
Wenatchee Chevron Inc.	1041 N Miller Street	Unleaded gasoline, diesel
Pacific Pride	717 N Wenatchee Avenue	Unleaded gasoline, diesel
Big Rock Beer and Bottle Shop	1201 N Miller Street	Unleaded gasoline, diesel
Chelan County Sunnyslope Shop	210 Easy Street	Unleaded gasoline, diesel
Shell-413	153 Easy Street	Unleaded gasoline
North Avenue Market	1816 N Wenatchee Avenue	Unleaded gasoline
Circle K 6047	1405 N Wenatchee Avenue	Unleaded gasoline, diesel
Coleman Oil Company	2732 Euclid Avenue	Unleaded gasoline, diesel
Easy Auto Wash	139 Easy Street	Unleaded gasoline
Link	2700 Euclid Avenue	Unleaded gasoline, diesel
Don Sangster Motors Inc.	912 N Miller Street	Used oil/waste oil
Safeway Fuel 1449	501 N Miller Street, Suite A	Unleaded gasoline, diesel

Table 4
Active Leaking Underground Storage Tanks within the Study Area

Site Name	Site Address	Site Status	Media Impacts	Contaminants
Dels Triangle Texaco	1322 N Wenatchee Avenue	Cleanup started	Soil, groundwater	Benzene, non-halogenated solvents, petroleum products, gasoline
Budget Rent A Car Performance Auto Sound	1314 N Wenatchee Avenue	Cleanup started	Soil, groundwater	Petroleum products, gasoline

5 Impacts Analysis

5.1 Impacts from No Build Alternative

The No Build Alternative would not require removal or cleanup of potentially hazardous materials, including contaminated groundwater or soil, within the study area. Contaminated properties would remain in their current state, and the potential for uncontrolled migration of existing contaminants could continue.

5.2 Construction Impacts from Preferred Alternative

5.2.1 Direct Impacts

In order to assess the potential impacts from the contaminated sites, each site was ranked using the following risk categories as defined by the Washington State Department of Transportation (WSDOT) Hazardous Materials Discipline Report Guidance (WSDOT 2017):

- Low Impact: This risk level identifies sites of concern where the likelihood for the site to impact the project is low because there was no evidence to suggest that groundwater from the site of concern is impacted, or the contamination from off-site migration is not expected to impact the project during construction. Sites are typically small in size and the potential contaminants are not extremely toxic or difficult to treat.
- Moderate Impact: This risk level identifies sites of concern where the likelihood for the site to impact the project is moderate because of type or extent of contaminant, groundwater from the site is impacted and has a reasonable potential to impact the project footprint from off-site migration of groundwater, but there is no conclusive evidence. Sites are typically medium in size and the potential contaminants may be slightly more toxic or difficult to treat.
- High Impact: This risk level identifies sites of concern that may be substantially contaminated and will create a major liability in construction. In general, high impact sites are properties that have widespread contamination or properties that have multiple complex types of contaminants that require special handling and disposal.

Table 5 contains a risk ranking and risk rationale of all contaminated sites within the study area. These sites are also shown in Figure 1. All sites listed through the RCRAInfo website (Table 1) and all USTs within the study area (Table 3) were excluded from this table and given a low risk ranking as they are not active contaminated sites that require cleanup. No sites within the study area were ranked as high risk, and all sites were considered low risk due to the absence of contaminated groundwater or impacted groundwater present at a depth below proposed Project excavation depth, or because Ecology categorizes them as the lowest assessed risk using their Washington Ranking Method (Ecology 1992).

**Table 5
Risk Ranking and Rationale for Contaminated Sites Within Study Area**

Site Type	Site Name	Site Address	Risk Ranking	Risk Rationale
Active Cleanup Sites	Chelan PUD Hawley Street Property	24 E Hawley Street	Low	No groundwater contamination
	Midland Trucking	3420 State Highway 97A	Low	Distance from Project footprint No groundwater contamination
	Parlette Wenatchee	1313 Walla Walla Avenue	Low	No groundwater contamination
	Community Technology Center	285 Technology Center Way	Low	No groundwater contamination Ranked as lowest assessed risk by Ecology
	Ag Supply Company of Wenatchee	1115 N Wenatchee Avenue	Low	Ranked as lowest assessed risk by Ecology
	Van Well Nursery	1000 N Miller Street	Low	No groundwater contamination Ranked as lowest assessed risk by Ecology
	WSDOT Wenatchee Maintenance Facility	1551 N Wenatchee Avenue	Low	Groundwater contamination is present but at depths of 40 to 50 feet below grade and below anticipated Project disturbance; groundwater gradient is away from Project site.
LUSTs	Dels Triangle Texaco	1322 N Wenatchee Avenue	Low	Ranked as lowest assessed risk by Ecology
	Budget Rent A Car Performance Auto Sound	1314 N Wenatchee Avenue	Low	Ranked as lowest assessed risk by Ecology

Potential construction impacts could result from existing soil or groundwater contamination encountered during construction activities. Contamination may be found on or adjacent to known contaminated sites or within rights-of-way and utility corridors. Excavation and utility construction could encounter contaminated groundwater and soil. Construction impacts could include the following:

- Grading or excavation activities could uncover contamination, which could expose workers or the public.
- Grading or excavation activities could generate contaminated soil that would require treatment and/or special disposal.
- Contamination could spread as the result of construction activities, such as dewatering, which might mobilize contamination due to lowering of the existing groundwater table resulting in a change in the groundwater potentiometric surface.

- Dewatering during construction could generate contaminated groundwater that would require treatment and/or special disposal.
- Construction activities could encounter underground or aboveground storage tanks containing hazardous materials that would require special disposal.
- Demolishing, removing, and disposing of existing structures could release hazardous materials, such as asbestos or lead.
- Construction activities could encounter materials that require special disposal, such as creosote- or arsenic-treated wood, railroad ties, telephone poles, or piles.
- Construction activities could result in a spill or accidental releases of hazardous materials, such as lubricants or fuels from heavy equipment.

Prior to acquisition or construction, a Phase I Environmental Site Assessment would be completed for properties that would be acquired or that could have a substantial risk to the Project during construction activities. A subsequent Phase II Environmental Site Assessment may be necessary for sites where contamination has been identified or is suspected.

5.2.2 Indirect Impacts

Construction of the Confluence Parkway could support redevelopment of properties adjacent to the roadway. Redevelopment of properties in the study area might result in cleanup of contamination, possibly undiscovered to date, earlier than might otherwise occur, which would be an indirect benefit of the Project.

5.3 Operational Impacts from Preferred Alternative

Spills resulting from vehicular accidents and long-term ongoing vehicular use and road maintenance may contaminate adjacent soils and surface water. Hazardous materials associated with accident spills, vehicular use, and roadway maintenance typically include petroleum products and metals. Improved traffic flow from the Project will likely reduce vehicle accidents, traffic, and the amount of hazardous materials leaked from vehicles while in traffic and spilled during vehicle accidents. However, the Project will also move traffic closer to parks and other recreational resources, which could introduce to these areas contaminants associated with accidental spills.

5.4 Cumulative Impacts from Preferred Alternative

Transportation projects typically have a positive impact on the environment because the project implementation typically results in removal and proper disposal of USTs, contaminated soil, and contaminated groundwater. This eliminates potential contaminant sources and removes contamination that might otherwise have remained in the environment and continued to migrate.

Construction of the Project could result in the spilling of hazardous materials in the study area and could result in a cumulative impact if multiple construction projects are occurring in the same area. However, best management practices would minimize potential hazardous material impacts.

6 Potential Mitigation

Potential impacts of hazardous materials will be controlled through Project planning, design, and the application of required best management practices during construction and operation. Measures to avoid and minimize potential impacts will be incorporated as appropriate. Where impacts cannot be avoided or minimized, mitigation measures will be implemented. The following mitigation measures are expected to be implemented, as necessary, during Project implementation.

- There is a potential that the City of Wenatchee will acquire rights-of-way and/or easements on parcels that may be contaminated with hazardous materials. If acquiring these parcels is necessary, site investigations should be performed prior to purchase to determine the location and extent of contamination.
- Buildings and structures to be demolished may contain lead-based paint and asbestos-containing building materials. Buildings should be surveyed prior to demolition to determine if any asbestos-containing building material or lead-based paint would be affected by the demolition.
- Site investigations should be performed in potentially contaminated areas, if existing information is incomplete, where excavation is proposed to determine the location and extent of any contamination. Any contaminated soil or groundwater that is encountered should be analyzed to assess the regulatory classification of the soil/groundwater and the most cost-effective remediation strategy.
- Construction planning should include the development of Spill Prevention, Control, and Countermeasure (SPCC) plans, erosion and sedimentation control plans, and plans for the handling and disposal of known and anticipated contaminants. These plans should prescribe procedures, including best management practices, to minimize these potential indirect impacts.
- If contamination is discovered during construction, the contractor should suspend work in the vicinity of the area of concern and follow the Unanticipated Contamination Discovery Plan developed for the Project to address contaminated soils or groundwater if encountered during construction.
- Individuals on the Project construction site should be apprised of the possibility of encountering known or predicted contaminants and the locations of potentially contaminated areas. Site-specific health and safety training that describes monitoring requirements and the use of personal protective equipment would be necessary. Workers would be trained in recognizing potential contamination and reporting procedures. Contractors who are likely to encounter

known or unknown contamination should be required to demonstrate their ability to identify these situations and respond quickly to avoid contaminant migration to public areas.

- Project design will include stormwater treatment for all new pollution-generating impervious surfaces, thus minimizing the potential for inadvertent leaks to reach streams or wetlands near the Project.

7 Conclusion

The Project will require excavation below the existing ground surface and could potentially encounter contaminated soils associated with the known cleanup sites discussed above or contaminated soils unrelated to the cleanup sites. Depending on the specific construction task, mitigation efforts will be implemented as part of the Project, as discussed in the previous section, to avoid or minimize environmental impacts related to hazardous materials. Because the depth of groundwater is below the expected excavation limits, there is limited potential that contaminated groundwater will be encountered. Based on the information contained in this technical study, it is unlikely the Project will be impacted by existing off-site contamination, nor is the Project expected to create any new hazardous materials impacts associated with construction or operation of the Project. Should any off-site contamination be discovered, the Unanticipated Contamination Discovery Plan will be followed to address any contaminated soils or groundwater encountered.

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Figure



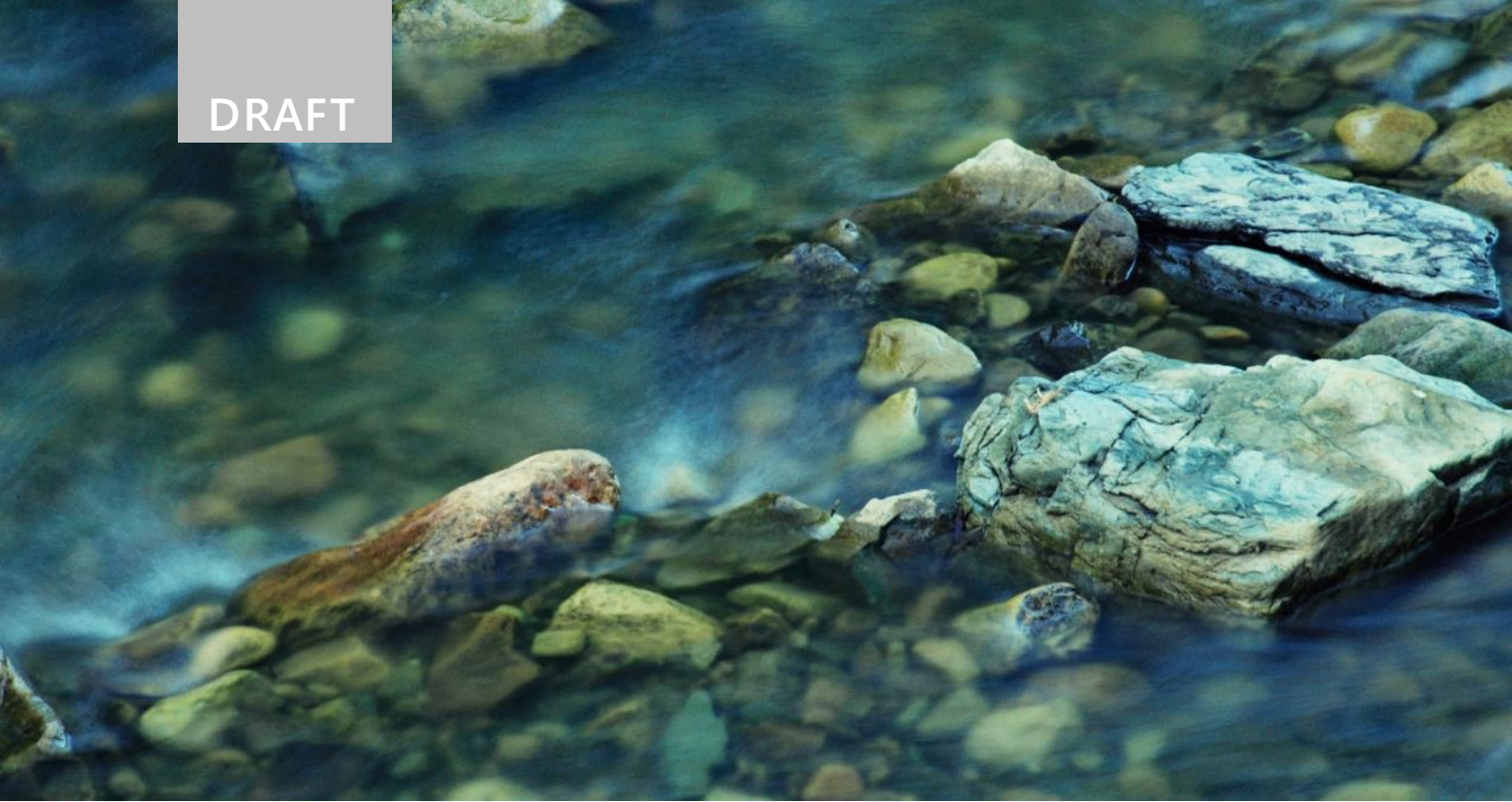
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Figure 1
Hazardous Material Sites Near Project
 Confluence Parkway
 City of Wenatchee

Appendix A
Project Description

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ABBREVIATIONS

ADA	Americans with Disabilities Act of 1990
BNSF	Burlington Northern Santa Fe
Chelan PUD	Public Utility District No. 1 of Chelan County

1 Introduction

The Project is a proposed 2.5-mile bypass corridor that is intended to reduce vehicle congestion on SR 285/North Wenatchee Avenue. The Project is a part of a larger effort known as the Apple Capital Loop Project, which is a network of projects that, together, will complete an integrated highway, transit, and non-motorized trail loop that functions as the backbone of the Wenatchee Valley's transportation system. The Project will provide relief from the current North Wenatchee Avenue Bridge bottleneck and alleviate congestion in this area.

The Project connects the central downtown area with the U.S. 2/Euclid Avenue interchange on the north end of Wenatchee. The Project area is primarily to the east of the Burlington Northern Santa Fe (BNSF) railroad tracks with a large portion adjacent to the Wenatchee Confluence State Park, including the Horan Natural Area. The sections that follow provide a description of key Project elements and construction methods.

1.1 Location

The Project is located in the City of Wenatchee in Chelan County (Figure 1). Wenatchee is located in a valley in central Washington at the confluence of the Columbia and Wenatchee rivers. Currently, Wenatchee is the largest city in north-central Washington and is an urban hub for the region.

1.2 Project Elements

1.2.1 Roadway Alignment

Confluence Parkway would be a new two-lane arterial street that would begin at the existing U.S. 2/Euclid Avenue interchange, cross the Wenatchee River on a new bridge, and extend south to the intersection of North Miller Street and SR 285/North Wenatchee Avenue. The corridor would have one vehicle travel lane and bicycle lane in each direction. Two-way left turn lanes would be included between Wenatchee Confluence State Park and the U.S. 2/Euclid Avenue interchange as well as south of the junction of Hawley Street and North Miller Street. All Project elements would meet current design standards, including compliance with the Americans with Disabilities Act of 1990 (ADA), where applicable. New traffic signals, illumination upgrades, and safety measures for at-grade railroad crossings would be part of the Confluence Parkway.

Traffic signals would be installed at, and other modifications made to, the existing U.S. 2/Euclid Avenue interchange to accommodate the additional traffic associated with the Confluence Parkway (Figure 2a). The new roadway would continue southwest along the existing Euclid Road alignment, cross the railroad tracks on a new at-grade railroad crossing at Euclid Avenue, and follow along the existing Isenhardt Avenue alignment. The existing at-grade crossing at Penny Road would remain and the intersection of Confluence Parkway with Euclid Avenue would be upgraded from a three-leg to

four-leg intersection to accommodate the through movement on the Confluence Parkway. From there, the new roadway would continue south along the current alignment of Isenhart Avenue to Olds Station Road (Figure 2b). Olds Station Road would end on the west side of the railroad in a cul-de-sac and the at-grade railroad crossing would be removed.

South of Isenhart Avenue, the new road would turn slightly west and continue through the west side of the existing McDougall & Sons warehouses. The existing Wenatchee Confluence State Park entrance would remain in its current location. Modifications would be required to the southwestern portion of the park for the roadway. The existing Wenatchee Confluence State Park staff housing will be removed and replaced with a new housing facility within the park.

Confluence Parkway would cross the Wenatchee River on a new bridge approximately midway between the existing BNSF rail bridge and the Apple Capital Recreation Loop Trail pedestrian/bicycle bridge (Figure 2c). The bridge would be a combined two-level vehicle and pedestrian bridge. The top portion would consist of a vehicle travel lane and bike lane in each direction, and the bottom would consist of a shared use bicycle and pedestrian path that replaces the existing narrow and aging pedestrian bridge. The new bridge would include three piers in the water, which would likely be in the same alignment as those on the existing railroad bridge. The existing pedestrian bridge would be removed after the new bridge is open.

From the river crossing south to Hawley Street, Confluence Parkway would create a new roadway along the east side of the BNSF railroad tracks, which are east of and parallel to the existing alignment of North Wenatchee Avenue, requiring a portion of the western edge of the Horan Natural Area (Figure 2d). It would join the existing alignment of Hawley Street just south of where Hawley Street currently crosses the BNSF mainline at-grade. The at-grade crossing would be closed, with Hawley Street becoming a cul-de-sac west of the railroad tracks.

Confluence Parkway would follow the existing alignment of North Miller Street (Figure 2e). The existing North Miller Street at-grade railroad crossing would be replaced with a new railroad underpass. New signals would be installed at the Walla Walla Avenue and Maple Street intersections. The existing SR 285/North Wenatchee Avenue and Miller Street intersection would be reconfigured to accommodate the new traffic volumes associated with Confluence Parkway. Approximately 450 feet south of that intersection, a new street would connect Miller Street and North Wenatchee Avenue with traffic signals at each intersection. These improvements in the vicinity of the existing Miller Street/North Wenatchee Avenue intersection represent the southern end of Confluence Parkway.

1.2.2 *Bicycle and Pedestrian Facilities*

Confluence Parkway would include bicycle lanes in each direction along its entirety. Bike lane buffers would be provided in the more developed areas of the Project to the south of the existing Hawley Street railroad crossing.

Between the north end of the Project and the Wenatchee Confluence State Park entrance, there would generally be a planted buffer and sidewalk on both sides of the roadway. The Project does not propose sidewalks between the Wenatchee Confluence State Park entrance on the north and Hawley Street on the south because pedestrians will use the parallel Apple Capital Recreation Loop Trail along this stretch of roadway and there are no business or residential properties to generate a need for pedestrian access at the street. The sidewalk and planted buffer would continue between approximately Hawley Street and the southern extent of the Project at North Miller Street and North Wenatchee Avenue.

Connections would be provided between the roadway pedestrian and bicycle facilities and the Apple Capital Recreation Loop Trail at both Walla Walla Park and Wenatchee Confluence State Park. North of the Wenatchee River, pedestrians would connect from the sidewalk to the existing Apple Capital Recreation Loop Trail and would use the new combined vehicle and pedestrian bridge to cross the river.

On the north side of the Wenatchee River, the Apple Capital Recreation Loop Trail would largely remain in its current configuration. The trail would be rerouted slightly to align with the new combined vehicle and pedestrian bridge. A new connection from the street level to the trail will also be provided at the Wenatchee Confluence State Park entrance in order to separate non-motorized trail users from vehicular access to the park.

The trail would cross the Wenatchee River on a new combined vehicle and pedestrian bridge, with a travel lane for vehicles on the top deck and a bicycle and pedestrian lane below. On the south side of the Wenatchee River, the trail would converge with the roadway, running parallel on its east side with a vegetated berm separating the trail from vehicle traffic. Retaining walls would also be installed in this area where necessary to minimize impacts to the Horan Natural Area. At the north end of the Public Utility District No. 1 of Chelan County (Chelan PUD) maintenance yard, located between Hawley Street and Wenatchee Confluence State Park, the trail would diverge from the road alignment, continuing to the south between the Chelan PUD property and the Horan Natural Area. It would converge back with the existing trail near the intersection of Hawley Street and Miller Street and Walla Walla Point Park.

The existing pedestrian bridge would remain open to the extent possible. Portions of the trail may need to be temporarily rerouted during construction. The City of Wenatchee will provide notice to the bicycle commuters and recreational trail users in advance of trail closures or rerouting.

Demolition of the pedestrian bridge will be scheduled to occur after the new bridge is operational, if feasible.

1.2.3 *Property Acquisition*

The Project would require property acquisition in several areas along the alignment. All acquisitions and relocations would be compliant with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. A total of approximately 10 acres will be acquired. The acquisition process for most of these properties has not yet begun, except that the City has had preliminary conversations with the owners of the McDougall & Sons warehouses.

Key property acquisitions including those that require building demolition and/or relocations include the following:

- Three residential structures north of Euclid Court, which currently house commercial businesses, would be acquired and demolished to construct the upgrades to the Penny Road/Isenhardt Avenue intersection. One additional residential structure in this area may need to be demolished, pending further design.
- The McDougall & Sons warehouses, which are used for apple packing, would be acquired, and most structures would be demolished. The existing office space on the north side of the property would be preserved.
- Approximately 1 acre of the Wenatchee Confluence State Park would be acquired between the park entrance and the new Wenatchee River bridge. The existing park staff housing would be relocated.
- Approximately 3 acres of the Horan Natural Area would be acquired for the Confluence Parkway alignment and the relocated Apple Capital Recreation Loop Trail. An additional 1.5 acres of Chelan PUD property between the railroad tracks and the PUD maintenance yard would also be acquired.
- The drive-through of the Taco Bell located on North Miller Street would be acquired. The property could be reconfigured with the drive through located on a different part of the property. Business relocation is not anticipated.
- The following properties would be acquired in their entirety. The buildings would be removed and the businesses would be relocated.
 - The Igloo bar and restaurant located on North Miller Street.
 - Denny's located on North Wenatchee Avenue.
 - Valley North Service Center gas station located on North Miller Street.

1.2.4 *Utilities*

Construction of the Confluence Parkway offers opportunities to consolidate utility corridors for sanitary sewer, water, electrical transmission and distribution, telecommunications service, and

natural gas. Portions of existing utility infrastructure would require relocation in coordination with roadway construction.

The existing sanitary sewer force main beneath the Wenatchee River would be relocated to the new Confluence Parkway Bridge and extend from the existing Olds Station Lift Station to the approximate location of the existing at-grade railroad crossing at Hawley Street. A portion of the 30-inch regional waterline would be relocated from its current location beneath the Wenatchee River to be suspended from the Confluence Parkway Bridge. Aerial electrical transmission, distribution, and telecommunications lines would be relocated parallel to and adjacent to the new roadway. Electrical distribution and telecommunications would be installed underground within the roadway right-of-way where feasible. Natural gas relocations are anticipated at some locations where they would otherwise conflict with new gravity stormwater facilities.

1.2.5 Stormwater

New stormwater facilities would be installed along the entire Project corridor. Conveyance and treatment facilities will be designed to meet the requirements of the August 2019 Stormwater Management Manual for Eastern Washington and Wenatchee City Code Chapter 9.20, as described in the Project Preliminary Stormwater Report (KPG 2021).

1.2.6 Relation to the McKittrick Street/BNSF Grade Separation

The McKittrick Street/BNSF Grade Separation is a planned project with independent utility and logical termini, located in the southern portion of the Confluence Parkway Project vicinity, at the intersection of Hawley and North Miller streets. McKittrick Street currently ends in a "T" intersection with North Wenatchee Avenue. It will be extended to the east as a grade-separated underpass of the railroad tracks. The extension will continue to a planned round-about at the intersection of Hawley and North Miller streets. The portion of the McKittrick Street project west of the railroad tracks is funded and scheduled for construction in 2021. The railroad undercrossing and the connection to North Miller and Hawley streets is currently unfunded. The City of Wenatchee is working to secure additional funds.

1.3 Construction Methods and Timing

1.3.1 Construction Methods

Confluence Parkway would include a combination of new road construction and upgrades to the existing roadway. The existing roadway would be preserved to the largest extent possible and will follow the existing alignment and profile. In many areas, construction would include grinding the roadway and placing asphalt in the travel lanes and constructing planters and sidewalks adjacent to the roadway. In other places, construction of the roadway would include the removal of existing

asphalt and concrete surfaces, clearing and grading of adjacent areas, and placing subgrade material to form a stable roadbed. New road surfaces would be primarily asphalt and concrete.

Fill would be required on both sides of the new bridge and in the area where the roadway would be constructed on a new alignment. Fill would also be required between the BNSF right-of-way and the top of the portion of roadway that borders the west edge of the wetlands in the Horan Natural Area. All fill would come from existing off-site, permitted sources.

Construction equipment could include, but is not limited to, cranes, backhoes, excavators, front loaders, pavement grinders, jack hammers, drilling rigs, pile drivers, trucks, and concrete pumping equipment. Staging areas would be located within the right-of-way and adjacent City-owned parcels where possible to allow for parking, large equipment storage, and material stockpiles.

The new bridge across the Wenatchee River would likely be supported on drilled shaft foundations within the river. Drilled shafts are created by installing a steel casing, excavating the soil and sediment from within the casing, and placing steel and concrete within the excavated casing.

Construction of the bridge foundations, columns, pier caps, and girders would require the installation of a temporary, pile-supported work access trestle. The details would be developed as design progresses and would likely consist of driven steel pipe piles with steel framing that support timber decking. This trestle would allow for heavy equipment to access the foundation locations and for the delivery of construction materials. The bridge deck, barriers, and pedestrian walkway would likely be constructed without the need of the trestle. The existing pedestrian/bicycle trail would remain open during construction of the new bridge.

A large portion of Confluence Parkway, including the new bridge structure, would be constructed without requiring road closures or detours as it will be along a new roadway alignment. It is anticipated that Miller Street would be closed during constructing of the railroad underpass, with local access provided via Maple Street to the south and McKittrick Street to the north. Short-term local detours will be required as needed for improvements along existing roadways. The Apple Capital Recreation Loop Trail would be kept open to the extent possible during construction of the roadway and trail realignment.

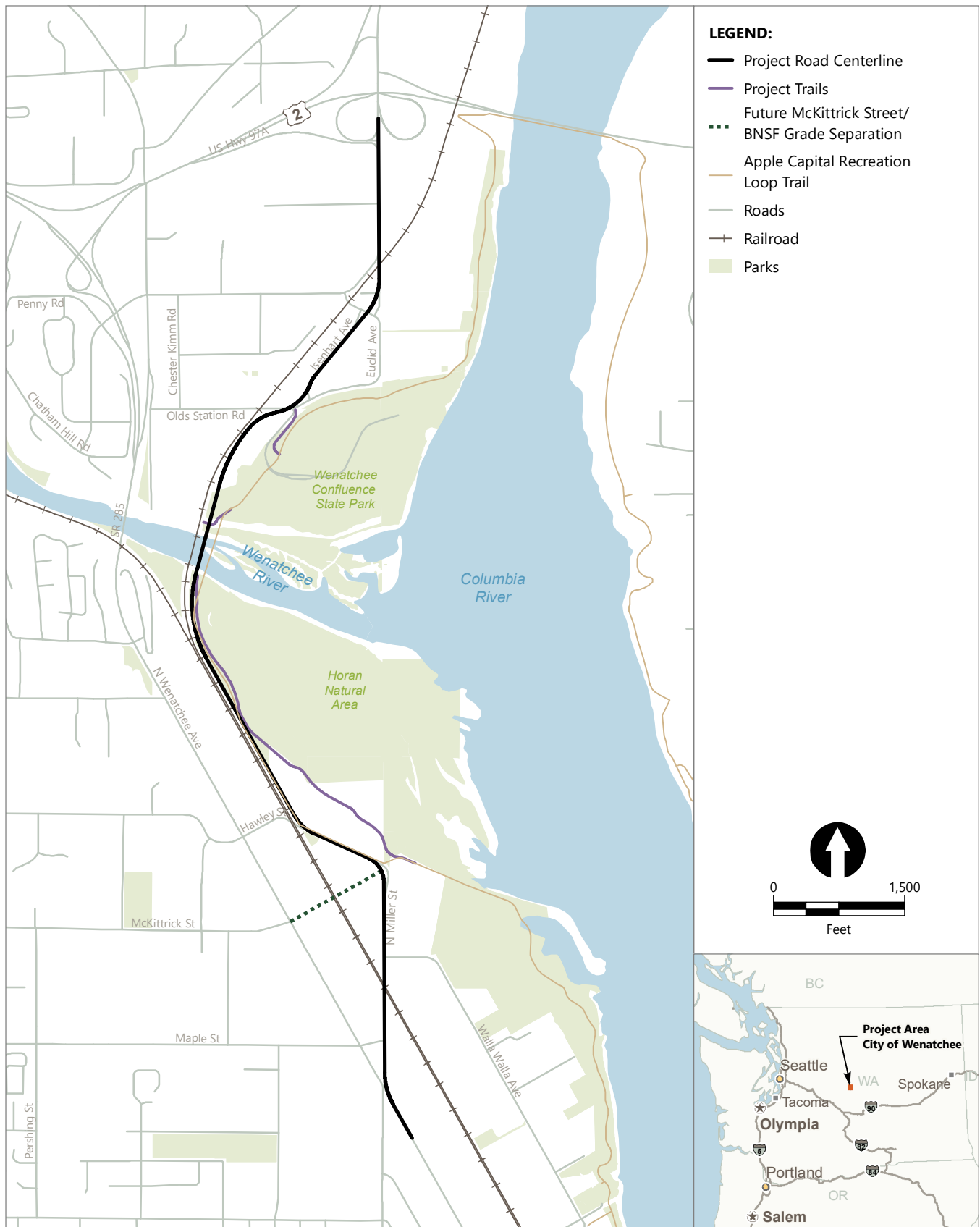
1.3.2 Project Timing

Construction is anticipated to begin in 2025, depending on availability of funding, and will span multiple years. In-water work will be performed within the allowable in-water work windows established by regulatory agencies to minimize potential disturbance of sensitive fish and wildlife species. It is anticipated that the in-water work window will be from July 15 to September 30 of each year. The temporary work access trestle would remain in the water for a period of up to three in-water work windows.

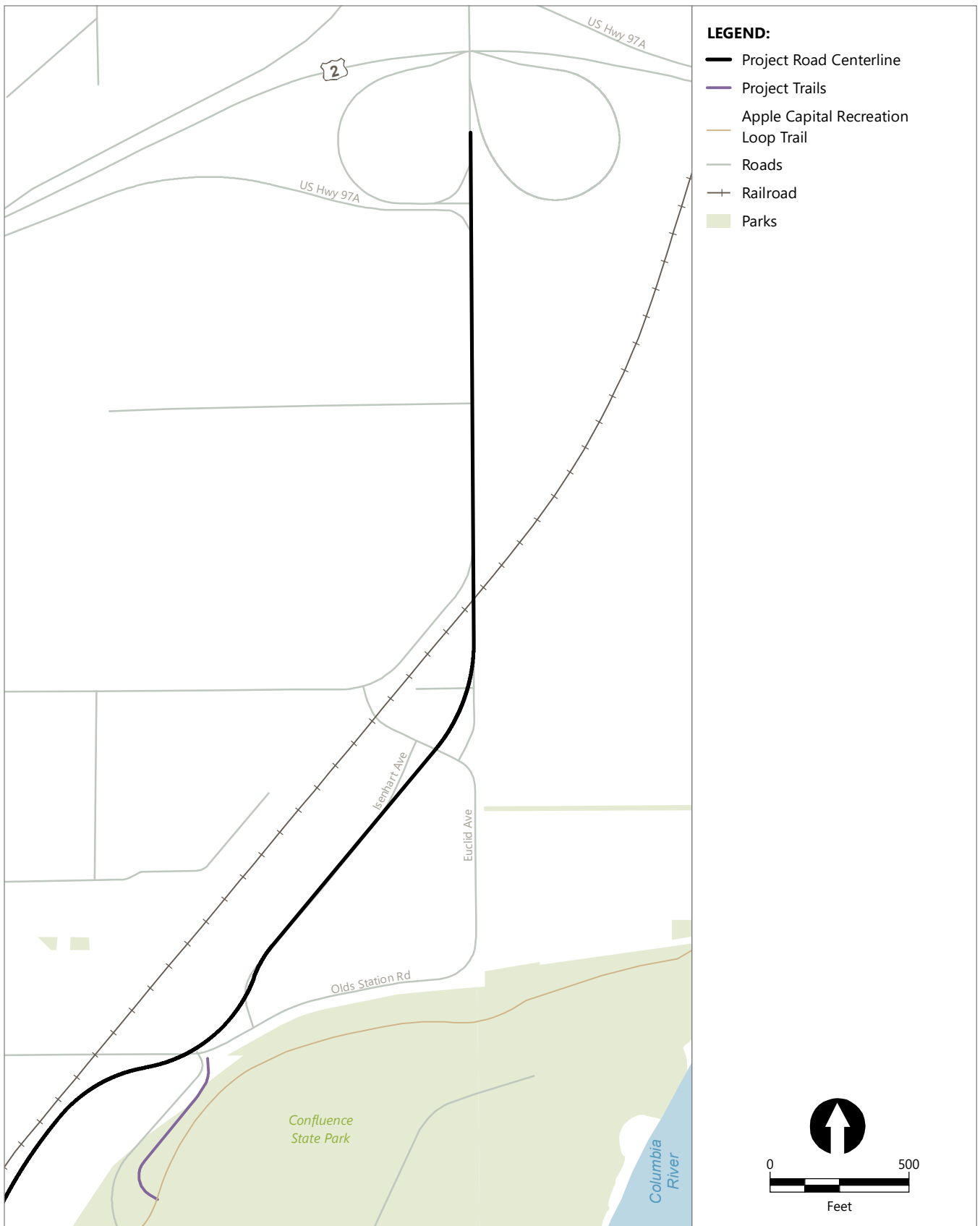
2 References

KPG, 2021. *Confluence Parkway Project Preliminary Stormwater Report*. Draft Prepared for City of Wenatchee. February 2021.

Figures



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Figure 2a
Euclid/SR 2 Interchange to North of Wenatchee Confluence State Park

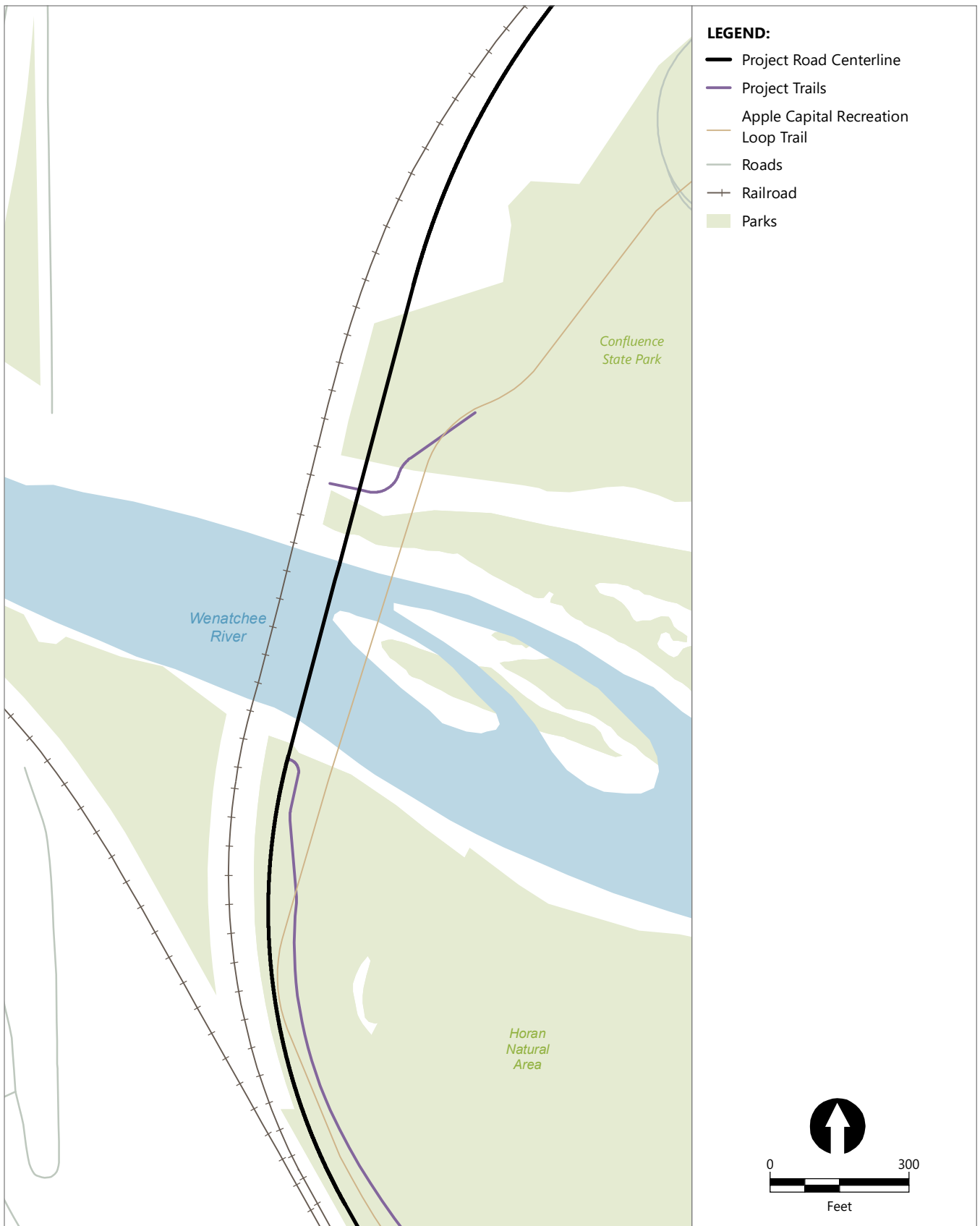
Confluence Parkway
City of Wenatchee



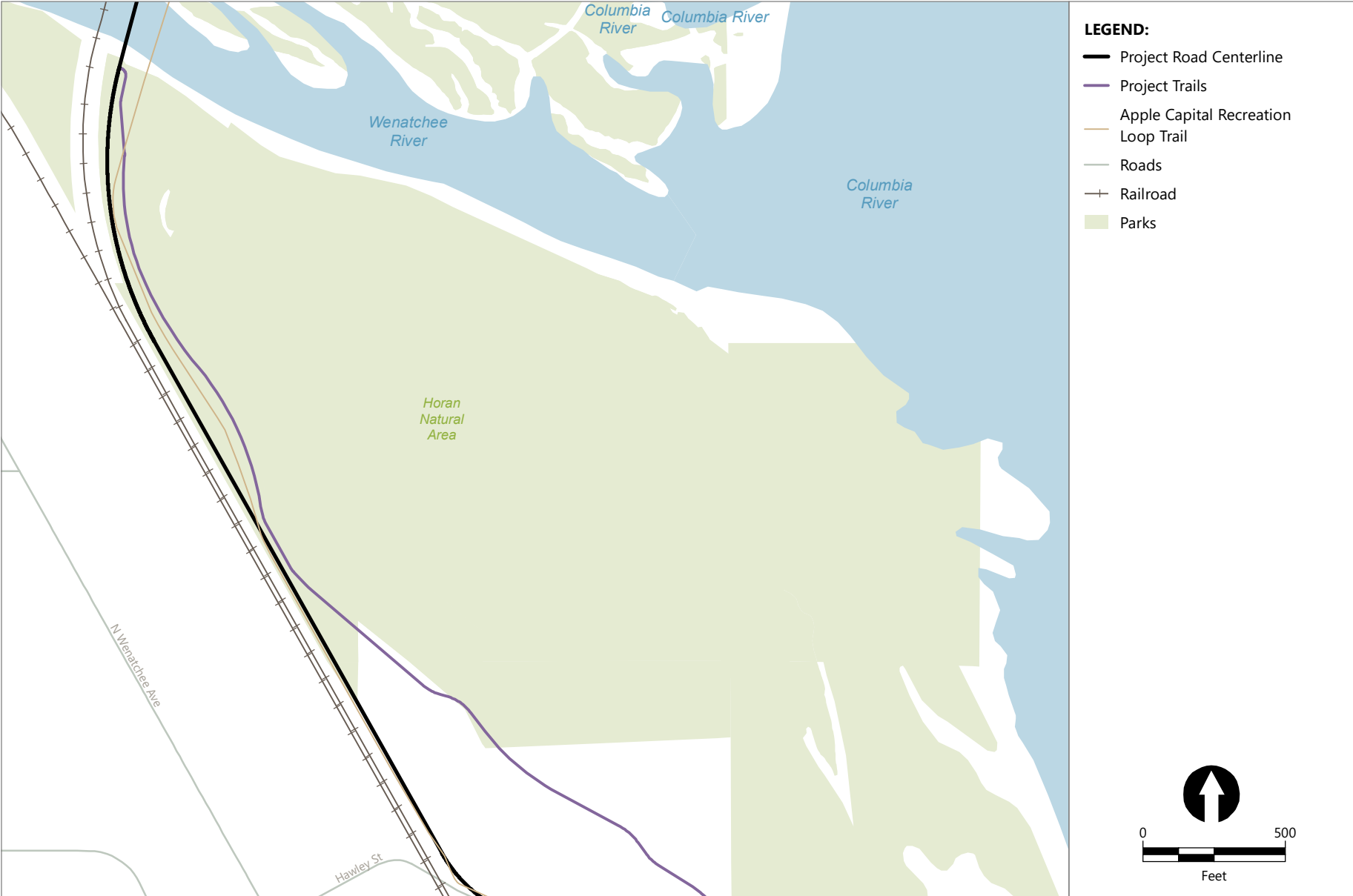
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Figure 2b
Wenatchee Confluence State Park Vicinity
Confluence Parkway
City of Wenatchee



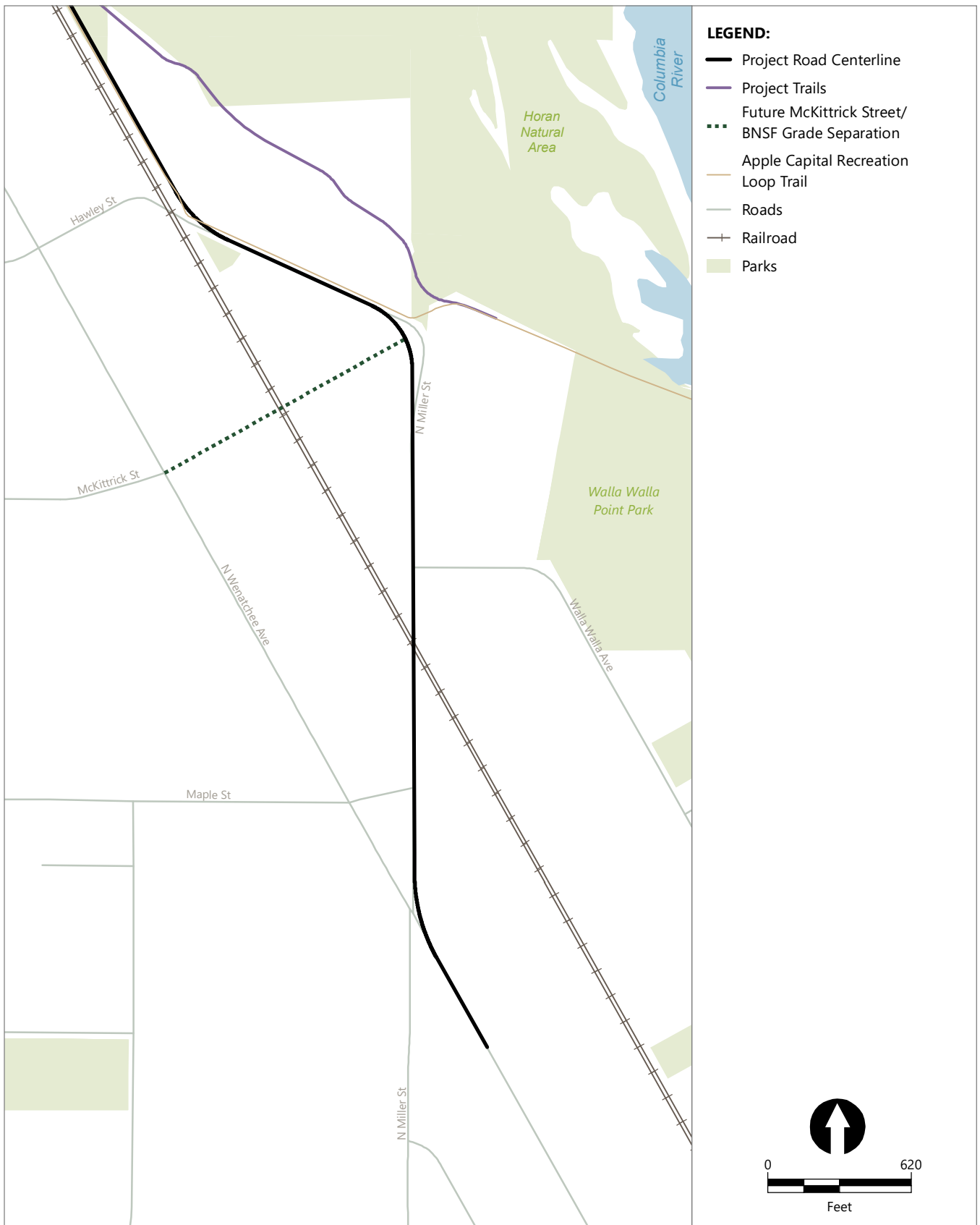
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Figure 2d
Horan Natural Area Vicinity
Confluence Parkway
City of Wenatchee



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Figure 2e
McKittrick Street to North Mission Street

Confluence Parkway
City of Wenatchee