

# **Regional Wastewater Services Plan**

Summary of the Executive's  
Process to Update the  
Brightwater System Siting Decision

**July 2005**

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## **INTRODUCTION**

On July 27, 2005, after thoroughly considering supplementary environmental review and public comment, the King County Executive has reconsidered and reaffirmed his earlier selection of the Route 9 - 195<sup>th</sup> Street system alternative for the siting of the regional Brightwater sewage conveyance and treatment system. The Brightwater system, which includes a new regional treatment plant, deep-tunnel conveyance facilities, and an outfall to Puget Sound, will provide needed wastewater capacity for the rapidly growing north service area for the next 30 years and beyond. This decision document summarizes the history of the initial December 2003 selection of the Route 9 – 195<sup>th</sup> Street system alternative, describes subsequent supplementary environmental review and public comment processes, and announces the Executive's reconsideration and reaffirmation of the Route 9 - 195<sup>th</sup> Street system alternative for the Brightwater system.

This document begins with background information regarding King County's responsibilities as a regional wastewater service provider and the regional planning process that developed the Brightwater proposal as a central element of the Regional Wastewater Services Plan (RWSP). Next, the document summarizes the environmental review and other information considered by the Executive in initially selecting the Route 9 - 195<sup>th</sup> system for the Brightwater system and a description of the initial siting decision reached in December 2003. Then, the document describes the additional environmental reviews conducted for Brightwater since the Executive's initial siting decision, including seismic evaluations of the Route 9 treatment plant site, and the public processes and the accompanying public comment opportunities. Finally, the document announces the Executive's July 2005 siting decision and discusses considerations for future implementation decisions.

## **KING COUNTY AS A REGIONAL WASTEWATER SERVICE PROVIDER**

One of the milestone public policy decisions in the Puget Sound region in the 1950s was the formation of the Municipality of Metropolitan Seattle (Metro). One of Metro's principal tasks was to address the extreme degradation of water quality in Lake Washington and the Puget Sound caused by untreated wastewater discharges. In subsequent years, Metro, as a regional government under state law, planned and implemented a centralized, regional wastewater system that dramatically improved water quality in the multi-county Puget Sound region. The regional system, representing an investment of more than \$3 billion, has protected public health by restoring and protecting water quality in this region for more than 40 years. But by the 1990s, rapid population growth began eclipsing the capabilities of the system, resulting in an increasing number of sewer overflows and back ups, particularly during large storms. An updated regional plan was essential to meet this region's wastewater needs for the next 40 years and beyond.

### **Regional Wastewater Services Plan**

In the mid-1990s, under state law, the regional responsibilities of Metro were transferred to King County, which now acts as the regional government with the statutory responsibility for

planning, siting, and building regional wastewater facilities in the Lake Washington watershed service area that includes King County and parts of Snohomish and Pierce counties. In 1992, King County began a comprehensive evaluation and public outreach process throughout the region on future projected wastewater services, needs, and capacity. Regional stakeholders were consulted. An Executive Advisory Committee, comprised of representatives from governments and wastewater service providers from throughout the King County wastewater service area, including Snohomish County, was formed to review the RWSP analysis and provide input to the decision. This effort culminated, after seven years of study and discussion, in the RWSP, adopted by the King County Council in December 1999. The RWSP established the regional policy basis for the Brightwater system by outlining the need for the construction and operation of a new regional treatment plant by 2010. The new plant was to be located in north King County or south Snohomish County, with a capacity of 36 million gallons per day (mgd) by 2010 and 54 mgd by the year 2040.

## **King County Develops Brightwater Proposal**

Based on the broad general mandate in the RWSP, King County commenced efforts in 2000 to develop a specific proposal for the regional wastewater treatment plant, a marine outfall, and associated conveyances comprised of pipelines, portals, and other facilities. Collectively, these facilities were termed “Brightwater.” Beginning in January 2000, King County’s Department of Natural Resources and Parks (DNRP) conducted a multi-year process to identify potential sites for the new treatment plant and its associated conveyance facilities and marine outfall.

In January 2000, King County initiated a three-phase siting process. The goal of Phase 1 was to develop King County Council-adopted policy siting criteria for a treatment plant proposal and to select a manageable number of potential sites for the treatment plant from a pool of 95 identified sites. Phase 1 started with the identification of policy criteria that would shape the specific Brightwater system proposal. Regional committees were assembled to develop these policy criteria, with input from representatives of cities, elected officials, and stakeholders throughout the regional service area. The initial policy siting criteria were recommended to the King County Council and, following appropriate environmental review, adopted in December 2000.

King County staff at the outset of the siting process conducted a very preliminary screening of possible plant sites to reduce the number of sites to a manageable number for application of the policy siting criteria. The county completed Phase 1 in May 2001, having identified six candidate plant sites and eight candidate outfall zones in Puget Sound that best satisfied the policy siting criteria. On May 14, 2001, the King County Council adopted the candidate plant sites and outfall zones for further evaluation, as well as a set of refined policy criteria for use in narrowing the number of sites under Phase 2.

Phase 2 of the Brightwater siting process was conducted during the summer and fall of 2001 and considered complete “candidate systems” for each of the six candidate plant sites. Each candidate system included a conceptual treatment plant layout and two construction options for the conveyance pipes serving the plant. One construction option involved burying the pipes at relatively shallow depths using surface trenching, and the other option involved tunneling the

pipes deep underground. Each candidate system also included two options for the location of the marine outfall. Development of these six candidate systems allowed DNRP to compare them consistently and fairly, especially related to cost and potential impacts.

On September 17, 2001, the King County Executive, after consulting with the Snohomish County Executive, transmitted a recommendation to the King County Council to advance two candidate systems to Phase 3 for detailed environmental review under the State Environmental Policy Act (SEPA). One was the **Unocal** system in Edmonds and the other was the **Route 9** system north of Woodinville. On December 10, 2001, the Council approved two candidate plant sites, an array of conveyance alternatives, and two outfall sites for advancement to Phase 3. In mid-2002, after public comment associated with the SEPA scoping process, three systems were selected for review in the draft environmental impact statement, including two different locations for the conveyance system for the Route 9 plant site:

1. Route 9 site with a 195<sup>th</sup> Street conveyance system and zone 7S marine outfall
2. Route 9 site with a 228<sup>th</sup> Street conveyance system and zone 7S marine outfall
3. Unocal site with system and zone 6 marine outfall

A “no action” alternative was also described.

The King County Executive subsequently identified the first alternative as his preferred alternative because of the relative efficiencies and flexibility it would provide. For example, the Route 9 site is twice the size of the Unocal site, making it easier to engineer and build the plant, and would provide more space for a landscaped buffer. In addition, the design of the Route 9 conveyance system and the manner in which it would connect to the existing King County system would provide more long-term flexibility to make reclaimed water available to users near the plant and along the effluent pipelines, which carry treated effluent to an outfall in Puget Sound.

By limiting the environmental review to three action alternatives, King County was able to provide a detailed evaluation of probable significant adverse environmental impacts, as well as an initial list of reasonable mitigation measures.

## **BRIGHTWATER ENVIRONMENTAL REVIEW LEADING UP TO INITIAL DECEMBER 2003 SITING DECISION**

King County began Phase 3 of the siting process in January 2002. The primary purpose of Phase 3 was to conduct environmental review of reasonable alternative means of implementing the regionally planned Brightwater system, along with a “no action” alternative, in compliance with the SEPA, including the preparation of draft and final environmental impact statements.

## **Draft Environmental Impact Statement**

In the first half of 2002, the county focused on developing the scope of the Brightwater Draft Environmental Impact Statement (Draft EIS). The scope identified alternatives for the Brightwater project, including the development of several conveyance corridors for each treatment plant site and the possible alternative locations of pump stations and tunnel portals along those corridors. These alternatives were described in a scoping notice mailed to approximately 60,000 people in May 2002. Recipients included regulatory agencies, jurisdictions, tribes, environmental groups, households, and businesses located in or near the potential plant sites, conveyance corridors, portals, and pump stations. Public comments in response to the scoping notice helped focus the alternatives, design, and environmental analysis of the Draft EIS.

The county then refined the conveyance corridors for each of these alternatives so that they met engineering objectives and minimized environmental and community impacts. In the process, the county considered engineering, environmental, community, and land-related factors. For example, engineering considerations included the volume of wastewater to be conveyed, the need to connect to existing pipelines and conveyance facilities, the total length of pipelines, the number and depth of tunnel portals used for pipeline construction, and the number of pump stations that would be required.

Environmental considerations included the number and quality of wetlands and streams that would be affected and the impact that construction would have on roadways and traffic circulation. To minimize impacts on the community, the county identified corridors that would maximize the use of existing rights-of-way and minimize the need to purchase private property.

Following nearly a year of development, King County issued the Brightwater Draft EIS on November 6, 2002.

## **Public Comment on the Draft EIS**

Following issuance of the Draft EIS, King County received more than 500 letters from individuals, organizations, and regulatory agencies comprising approximately 5,000 specific comments related to the alternatives, impacts, and mitigation measures presented in the Draft EIS. These comments included suggestions for innovative ways to site Brightwater facilities and mitigate their impacts, as well as many questions related to the methodology and assumptions used in the impact analysis in the Draft EIS. The comments also included a wealth of valuable additional technical information.

King County supported the efforts of jurisdictions in the Brightwater service area to analyze the Draft EIS and contribute ideas. In Snohomish County, for example, King County provided Snohomish County government with nearly \$700,000 to facilitate its participation in the siting process and to retain qualified technical experts to independently evaluate and comment on the Draft EIS. King County also provided funding to the cities of Woodinville, Lake Forest Park,

Shoreline, and Kenmore; the Town of Woodway; the Port of Edmonds; the Suquamish Tribe; and two water and sewer districts: Cross Valley and Olympic View. The independent analyses conducted by these jurisdictions enhanced the quality of the Draft EIS by providing, as part of the Draft EIS comments, further information on where and how to mitigate Brightwater impacts. For example, the additional studies and comments helped reduce the number of portals required to construct and operate Brightwater.

Based on the comments and technical data received, King County committed to taking an additional step of preparing and circulating a series of in-depth technical reports, which were built upon the comments and information received on the Draft EIS, as well as the additional detailed information developed in the course of designing the Brightwater system. The technical reports covered a range of topics, for example potential adverse impacts to regional aquifers and measures to prevent those impacts, impacts and geotechnical constraints on tunnel construction and operations, and air quality/odor impacts at the treatment plant site. The reports were prepared in consultation with Snohomish County to ensure that the assumptions and scope of each report addressed issues that had been raised through the Draft EIS comment process. The reports were circulated widely and followed by a series of technical briefings held throughout north King County and south Snohomish County. The briefings allowed King County to share the information contained in the reports and receive comments from the public, agencies, and local jurisdictions.

## **Final Environmental Impact Statement**

After nearly a year of reviewing public comments, conducting additional studies, preparing technical reports and reviewing comments received on those reports, King County issued the Brightwater Final Environmental Impact Statement (Final EIS) on November 19, 2003. The Final EIS responded to the comments submitted on the Draft EIS and incorporated comprehensive technical analysis on a wide range of potential impacts, including impacts not expected to be significant and impacts that could be adequately mitigated by existing applicable local, state, and federal regulations. In addition to an updated evaluation of impacts and a list of mitigation measures, the Final EIS included, in response to comment requests, all of the final technical reports on key project impacts and mitigation measures, as well as the public comments received in response to those reports.

Following issuance of the November 2003 Final EIS, King County Executive Sims issued his initial siting decision in December 2003, selecting the Route 9 - 195<sup>th</sup> Street system alternative. This decision is described in more detail below.

## **EXECUTIVE'S INITIAL DECEMBER 2003 BRIGHTWATER SYSTEM SITING DECISION**

After the initial Brightwater Final EIS was issued in November 2003, the King County Executive considered a wide range of information before selecting the Route 9-195<sup>th</sup> alternative as the final Brightwater system, including:

- Information presented in the Draft EIS and comments and responses on the Draft EIS.
- Information presented in the technical reports and comments submitted by the public and regulatory agencies on the reports.
- Information presented in the Final EIS, including the impacts and proposed mitigation measures for the three action alternatives, as well as the planning and environmental documents incorporated into or referenced by the Final EIS.
- Information relating to the no action alternative.
- The analysis and conclusions relating to unavoidable significant adverse impacts of the three action alternatives.
- Policy considerations such as local and regional economic partnership opportunities, benefits associated with the various action alternatives, and cost.
- Public input and technical information gathered from outside the environmental impact statement process.
- The importance of having a Brightwater system constructed and operating by 2010 to both public health and successful implementation of the adopted Growth Management Act (GMA) plans of King County and other jurisdictions in the service area.

After taking into account all sources of information available in December 2003, the King County Executive selected the Route 9–195<sup>th</sup> Street system described in the Final EIS. This system, depicted in Figure 1, included the following components:

- A treatment plant located at the Route 9 site.
- An outfall located in Zone 7S.
- An influent conveyance route beginning at Portal 11 and generally following 68<sup>th</sup> Avenue NE to NE 195<sup>th</sup> Street, then turning east on NE 195<sup>th</sup> Street to Portal 44. The alignment then runs east along NE 195<sup>th</sup> Street through the North Creek Business Park (Portal 41) to SR-522, and then north along SR-522 to the Route 9 site.
- An effluent conveyance route that begins at the Route 9 site and runs south along SR-522 and west along NE 195<sup>th</sup> Street to Ballinger Way NE (SR-104), then turns northwest along Ballinger Way NE, intersecting with Portal 5 at the King/Snohomish county boundary. The corridor then runs west along NE 205<sup>th</sup> Street until reaching Puget Sound at Point Wells (Portal 19).
- Five primary portals and four secondary portals.



## Portal Specifics

Primary portals are used to launch tunnel-boring machines, retrieve spoils, and provide connections to local systems. Five primary portals were planned to be constructed (portals 5, 11, 19, 41, and 44). As design proceeded, a number of modifications were made to the conveyance alignment, including indefinite postponement of the tunnel segment between portals 11 and 44, and elimination of secondary portals. Thus, only portals 5, 19, 41 and 44 will be used for the Brightwater conveyance system.

### Overview of Route 9–195<sup>th</sup> Street Conveyance System Portals

Primary Portals	Portal Siting Area Vicinity
Ballinger Way portal (portal 5)	Vicinity of NE 205 <sup>th</sup> Street and Ballinger Way NE
Point Wells portal (portal 19)	Vicinity of NW 205 <sup>th</sup> Street and Richmond Beach Drive NW
North Creek portal (portal 41)	Vicinity of NE 195 <sup>th</sup> Street and North Creek Parkway
North Kenmore portal (portal 44)	Vicinity of NE 195 <sup>th</sup> Street and 80 <sup>th</sup> Avenue NE

## Influent Pump Station

The Executive has directed the Wastewater Treatment Division to complete the work necessary to locate the influent pump station at Portal 41 in Bothell.

## ADDITIONAL ENVIRONMENTAL REVIEW PRIOR TO UPDATED BRIGHTWATER SITING DECISION

### Issuance of SEPA Addenda to the Brightwater EIS

Following issuance of the Final EIS and the Executive's initial Brightwater siting decision, new information became available as the Brightwater work program proceeded. In early 2004, some of this information was summarized in a series of SEPA addenda to the Final EIS. The first addendum was published in January 2004 to provide an updated analysis of traffic impacts, mitigation measures, and additional information about potential use of the existing Chevron Texaco Richmond Beach Asphalt Terminal barge dock during construction of the system. The second addendum, published on April 2, 2004, provided revised descriptions of the proposed portal sites, analysis of impacts of transporting excavated materials from the Point Wells portal, identification of a proposed temporary access road, and analysis of demolition and construction at the Route 9 site. The third addendum, published on April 30, 2004, focused on additional seismic and geological information identified by the United States Geological Services (USGS) in studies conducted after the Final EIS was issued. The fourth addendum (September 1, 2004) described impacts of locating the influent pump station at portal 41 and refinements to the conveyance facilities, including indefinite postponement of the tunnel segment between portals

11 and 44, and descriptions of permanent ancillary facilities to be located at the portals. Addendum 4 also described a new proposed location for a safety relief point, which has since been removed from the proposal.

## **Draft Supplemental Environmental Impact Statement**

In January 2004, an appeal challenging the adequacy of the Final EIS was filed with the King County Hearing Examiner. The Hearing Examiner ruled in August 2004 that the Final EIS was adequate at the time it was issued with regard to the detailed analysis of the Unocal and Route 9 sites, adequate with regard to the number of alternatives reviewed, and adequate to support the Executive's selection of the Route 9 - 195<sup>th</sup> system. The Hearing Examiner also found that the Final EIS provided sufficient information on possible impacts to tunnels and pipelines in case of seismic activity.

With regard to the April 2004 information on seismic conditions at the Route 9 plant site, the Hearing Examiner directed King County to conduct trenching investigation at the location of a suspected fault on the northern end of the Route 9 site (called lineament 4). The purpose of the trenching investigation was to determine the extent, if any, of prehistoric earthquake activity along the fault. If the trenching investigation determined that the fault was active, meaning that it had experienced an earthquake in the past 11,000 years, King County was directed to prepare a Supplemental EIS (SEIS). The Hearing Examiner's decision on the adequacy of the Final EIS was affirmed by a King County Superior Court in June 2005.

The USGS and King County's seismic experts conducted the trenching study in the fall of 2004. The study revealed that lineament 4 is an active fault that has experienced two (or possibly three) seismic events in the past 12,000 to 16,000 years. The most recent event appears to have occurred within the past 2,700 years. Additionally, the studies revealed some short aeromagnetic anomalies in the vicinity of lineament 4 and an additional lineament at the south end of the site (called lineament X), but additional investigation has not been done to determine whether these features have seismic origins. Instead, as explained below, King County conducted a worst-case analysis that examined the probable, significant adverse environmental impacts that could occur in the very unlikely event that a surface-rupture earthquake occurred under Brightwater treatment plant facilities during the design life of the treatment plant.

King County elected to include this worst-case environmental analysis in its Supplemental EIS. This was a sensible and conservative approach, as the collection and analysis of seismic data is in a state of constant refinement and King County could never achieve a point of absolute certainty that the Route 9 site was completely free of seismic anomalies. The worst-case analysis also disclosed the likely type and severity of possible impacts and provides the public and decision-makers, including King County, with sufficient information about the seismic conditions at the site to facilitate an informed decision.

The Draft Supplemental EIS, released in April 2005, evaluated the information obtained from the October 2004 trenching study and other USGS studies near the plant site and provided analysis of various worst-case scenarios involving surface rupture earthquakes at the Route 9 site. Taking

a very conservative approach, the Draft SEIS described several worst-case scenarios that are considered extremely unlikely (less than a one percent chance) to occur during the 50-year design life of the system. King County included this worst-case analysis, even though SEPA requires analysis only of adverse environmental impacts that are “likely, not merely speculative.” It did so in order to provide decision-makers and the public with additional information regarding potential seismic impacts, and to comply with the Hearing Examiner’s order.

### **Public Comment on the Draft Supplemental EIS**

Following issuance of the Draft Supplemental EIS, a 30-day comment period provided citizens and agencies an opportunity to review and understand the topics discussed. Additionally, a public hearing on the Draft Supplemental EIS was held in early May 2005. King County received more than 600 comments from 26 individuals, organizations, and regulatory agencies related to seismic risks and design standards, the scope and methods of seismic analysis performed at the site, and other topics addressed in the Draft Supplemental EIS.

### **Final Supplemental EIS**

King County issued the Final Supplemental EIS on July 19, 2005. The document incorporated the new seismic information that was learned since publication of the Final EIS in November 2003. The Final Supplemental EIS analyzed this new information and its relationship to the Route 9 site, evaluated possible significant adverse impacts to the environment in the event of an earthquake and damage to the Route 9 treatment plant facilities, and discussed mitigation measures addressing these potential adverse impacts. The Supplemental EIS analysis was premised upon three hypothetical earthquake scenarios, representing the range of possible seismic activity at the site.

Incorporated by reference in the Final Supplemental EIS was the U.S. Army Corps of Engineers’ (Corps) permit issued on June 15, 2005. The permit, which is required under the federal Clean Water Act, approved King County’s proposal to protect wetlands, water quality and the environment during construction and operation of the Route 9-195<sup>th</sup> Street system. While impact to the aquatic environment was of primary concern to the Corps in issuing the permit, it also analyzed impacts to the human environment, including water quality, economics, traffic noise, aesthetics, cultural resources, and other public interest factors. The permit mandates a variety of mitigation measures, both on- and off-site, including restoration of streams, as well as creation, restoration, and enhancement of wetlands. The Corps concluded that the Route 9 - 195<sup>th</sup> Street system proposal is not contrary to the public interest and is the least environmentally damaging practicable alternative available to King County from the many alternate sites it considered.

## **EXECUTIVE’S UPDATED BRIGHTWATER SYSTEM SITING DECISION**

In the months since the Executive’s December 2003 selection of the Route 9 - 195<sup>th</sup> system, new information and issues arose as the Brightwater work program proceeded. As discussed above, King County issued four SEPA addenda to the Final EIS, and then in 2005 prepared and issued

the Supplemental EIS, evaluating the new seismic information and suggesting additional mitigation measures.

Prior to reaching this updated siting decision on the appropriate Brightwater system alternative, the Executive also reviewed the earlier SEPA documents outlined above, which were incorporated into the Brightwater Supplemental EIS, including the detailed analysis of each of the four alternatives analyzed in the 2003 Brightwater Final EIS, and including the Unocal site option and the no action option.

In arriving at his updated siting decision, the Executive has reviewed both the new information that was not available in December 2003 and the information that was known when the Final EIS was issued. This new information included:

- Information used by the Executive in the initial Brightwater system decision process, as discussed above.
- Information presented in four SEPA addenda published in February, April, and September 2004, including identification and evaluation by the USGS of seismic conditions on the Route 9 site.
- Information presented in public and agency comments on the Draft Supplemental EIS and King County's responses to the comments.
- Information presented in the July 19, 2005, Final Supplemental EIS, including the analysis of three worst-case scenarios that involve ground surface ruptures and associated facilities damage at the Route 9 site, as well as mitigation measures.
- The analysis in the Supplemental EIS that identifies the low probability of surface-rupture seismic activity during the design life of the proposed Brightwater plant facilities from lineament 4 or other possible on-site lineaments.
- Information presented in the Corps' permit report issued under the federal Clean Water Act.
- Current facility designs that site plant structures more than an adequate distance away from lineament 4 and lineament X in order to avoid and minimize any possible surface rupture impact from these sources.
- Proposed extensive mitigation measures identified in the Final EIS and Supplemental EIS that sufficiently address significant adverse impacts of the selected Route 9 - 195<sup>th</sup> Street system.

Having considered all of the above information, as well as public input and applicable policies, the Executive determined that the 195<sup>th</sup> Street system alternative remains the best alternative for the optimal siting of Brightwater facilities. The evidence available simply does not support the assertions that the extremely low probability of surface-rupture seismic risks at the Route 9 site

precludes construction and operation of the Brightwater facility at that location. The evidence does suggest that a surface rupture at the site is highly improbable within the design life of the system and that the site and facilities design can adequately mitigate against liquefaction or ground shaking risks from possible seismic events. Furthermore, the Final Supplemental EIS makes clear that risks to water quality and the health and safety of the public can be sufficiently mitigated even in the very unlikely event that such a rupture occurs. Finally, the seismic design of the Brightwater facilities will meet or exceed the requirements of the 2003 International Building Code, which is the same code that governs seismic design safety for our schools, hospitals, and office buildings.

Taking into account the likelihood and severity of potential impacts and the available mitigation strategies, it is the Executive's conclusion that the Route 9 - 195<sup>th</sup> Street system alternative remains the appropriate location for the Brightwater facilities. The selection of the Route 9 - 195<sup>th</sup> Street system alternative maintains an effective balance between the need to preserve water quality and achieve timely construction and operation of the new sewage treatment facility at an optimal site on the one hand, with the need to minimize and mitigate probable significant adverse environmental impacts of the project on the other. The Corps' recent rigorous review of all possible plant sites and subsequent 404 permit decision for the Route 9 - 195<sup>th</sup> Street system alternative provides further evidence of the appropriateness of this alternative for effective and timely protection of water quality.

### **Executive's Commitment to Mitigation**

Based on all of the data and public input provided in review of the Final EIS, Final Supplemental EIS, and Corps' permit, the Executive is committed to implementing the broad range of mitigation measures identified in each report for the Route 9 - 195<sup>th</sup> Street system alternative. These mitigation measures were developed during the past several years as a result of the public involvement and the collaborative efforts of the Brightwater team, the Corps, local governments and the many individuals, organizations, and experts that provided comments and raised questions related to the impacts of the project and potential means of mitigating the impacts. The mitigation measures proposed by King County provide a comprehensive approach to mitigating project impacts and are intended to make Brightwater facilities as environmentally protective and as compatible with those living or working in the vicinity as is feasible.

King County recognizes that as permit applications for Brightwater facilities move through the regulatory processes of various jurisdictions and regulatory agencies, additional mitigation measures may be identified and imposed. Moreover, additional refinements of the studies done to date may result in revisions to the mitigation measures presently proposed by King County. The continued involvement of the public in this process is needed to ensure that wastewater facilities are developed in a sensitive manner for those affected, consistent with providing these essential public facilities when and where they are needed to protect public health and water quality.

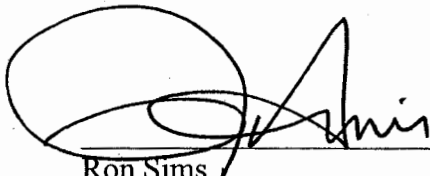
## FUTURE DECISION-MAKING ON SPECIFIC FACILITIES

Although the Executive has selected the basic system and the overall location of most Brightwater facilities, additional work will be continuing to further refine and arrive at final specific locations for the various components of the Route 9 - 195<sup>th</sup> Street system. Accordingly, the Executive has directed project staff to strive to further reduce the impacts of the Brightwater system wherever feasible.

### Implementing the Brightwater Siting Decision

King County will continue to actively collaborate with host jurisdictions to identify and implement actions necessary to accommodate Brightwater facilities. Such actions may include legislative changes by host jurisdictions required to accommodate Brightwater facilities. In all jurisdictions, county staff will work with local officials to identify additional information that may be needed to process development permits and agency approvals. King County will continue to expedite work with state and federal agencies to secure needed permits and approvals. As the details of the proposal are refined in response to interaction with regulatory agencies and continued design and engineering work, the county may adjust the specific location, size, design, and configuration of individual Brightwater facilities to mitigate project impacts and maximize the cost-effectiveness of this essential public facility.

Approved this 27 day of July, 2005



Ron Sims  
King County Executive