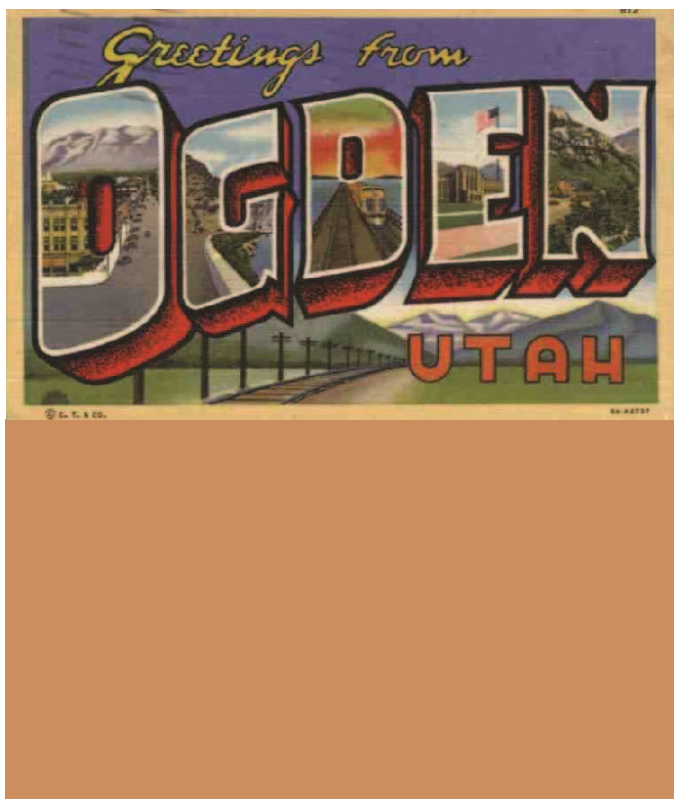


APPENDIX B5

Hazardous Waste Sites Technical Report



Hazardous Waste Sites Technical Report

Ogden/Weber State University Transit Project

Ogden, Weber County, Utah

October 10, 2018



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1.0 Introduction

This technical report describes the hazardous waste sites in the hazardous waste sites evaluation area for the Ogden/Weber State University Transit Project and evaluates how these sites would affect or be affected by the Action Alternative. The Action Alternative is the Bus Rapid Transit on 25th Street Alternative, which was selected by the Ogden/Weber State University Transit Project partners and adopted by the Ogden City Council as the Locally Preferred Alternative.

Implementation of the No-Action Alternative would not result in adverse impacts to hazardous waste sites. The affected environment (existing conditions) would remain unchanged from current conditions.

Project Study Area. The project study area encompasses a 5.3-mile corridor between downtown Ogden, Weber State University, and McKay-Dee Hospital. The project study area is located in the city of Ogden in Weber County, Utah. The project study area encompasses a portion of downtown central Ogden bounded by the Union Pacific Railroad line to the west, 20th Street (State Route [S.R.] 104) to the north, the city limits at the base of the Wasatch Mountains to the east, and about 4600 South to the south, the southwestern part of which follows the Ogden/South Ogden municipal boundary (Figure 1).

This project study area includes the following major destinations and Ogden neighborhood districts that could be served by the Action Alternative (Figure 2):

- The Ogden Intermodal Transit Center (FrontRunner operates frequent service from Ogden to Provo, an 88-mile route)
- Lindquist Field, a minor-league baseball stadium with an 8,262-person capacity
- The Junction, a 20-acre entertainment, residential, retail, and office mixed-use redevelopment
- The Ogden downtown central business district, which includes city, county, and federal offices
- Seven neighborhood districts: Central Business (downtown), East Central, Taylor, Jefferson, T.O. Smith, Mt. Ogden, and Southeast Ogden
- Ogden High School, with an annual enrollment of about 1,000 students in grades 10–12
- Weber State University, with about 2,500 faculty and staff and about 25,000 students (up from 17,000 in 2007), 840 of whom lived on campus as of September 2016 (Sears 2016)
- The Dee Events Center, a 12,000-seat sports and entertainment venue with a 3,000-space parking lot
- The McKay-Dee Hospital Center (at 2,300 employees, the fourth-largest hospital in Utah)

Figure 1. Project Study Area

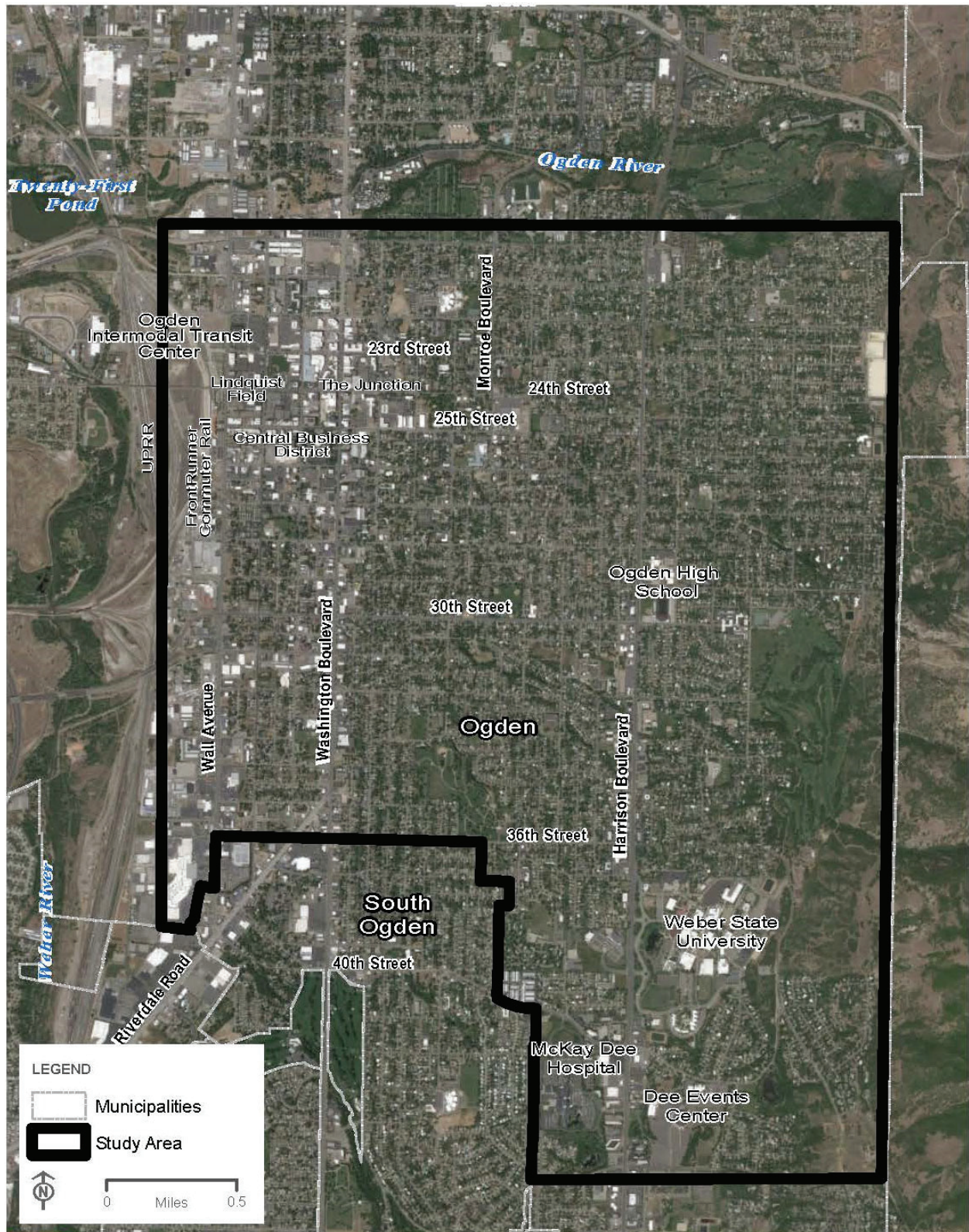
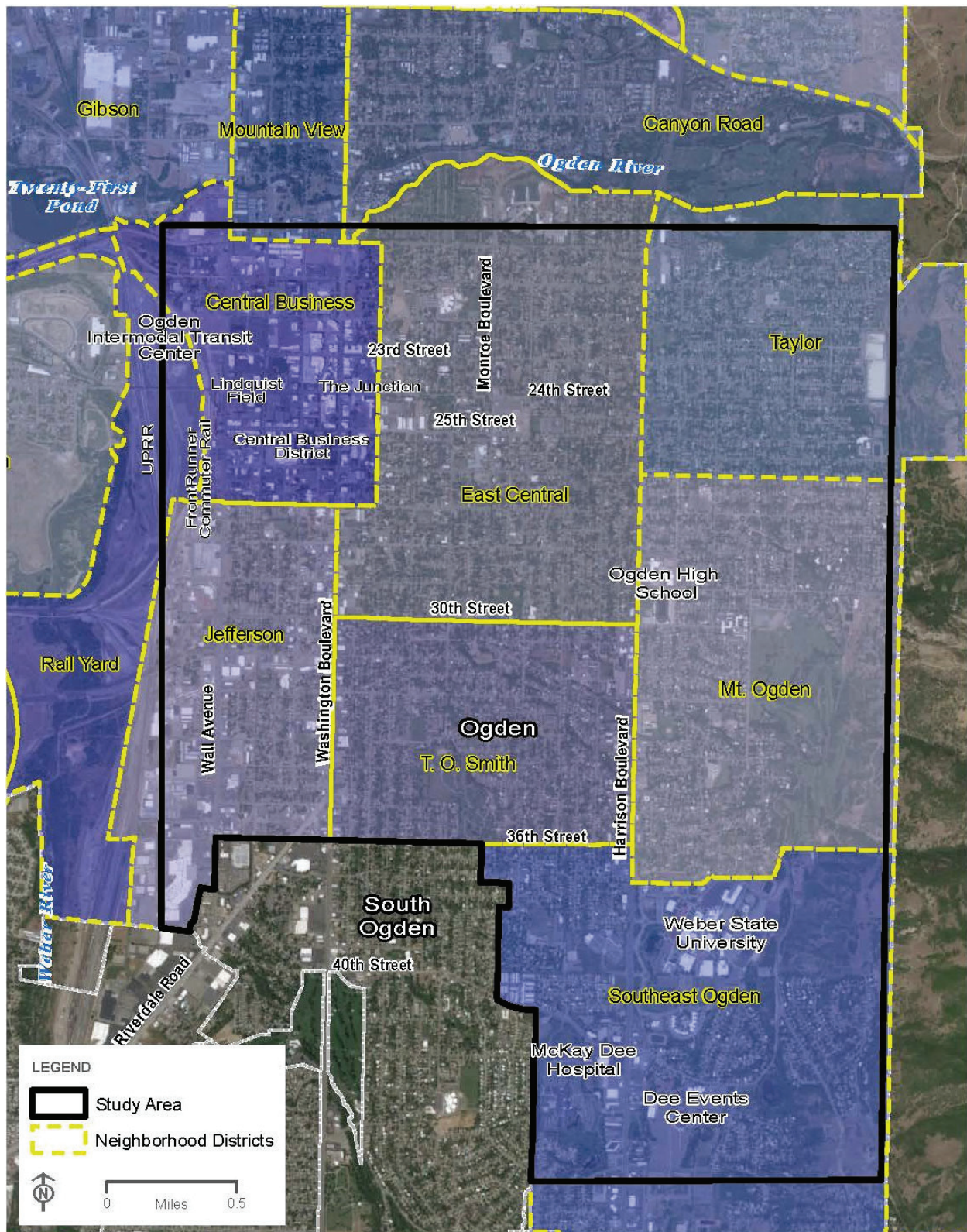


Figure 2. Neighborhood Districts



OGDEN/WEBER STATE UNIVERSITY TRANSIT PROJECT
NEIGHBORHOOD DISTRICTS



Ogden is one of the oldest communities in Utah and has a number of historic districts and neighborhoods. Much of central Ogden is served by a traditional grid street system, and a number of the major arterials are state highways managed by the Utah Department of Transportation (UDOT) which serve regional travel through Ogden. These major arterials are Washington Boulevard (S.R. 89), Harrison Boulevard (S.R. 203), and 30th Street (S.R. 79). Harrison Boulevard is part of the National Highway System and is a major north-south arterial that serves an important statewide transportation function through Utah by connecting Washington Boulevard (S.R. 89), Weber State University, and 12th Street (S.R. 39). The Union Pacific Railroad (UPRR) line and the Ogden Intermodal Transit Center are on the western edge of the city, and Interstate 15 is just west of the city.

Hazardous Waste Evaluation Area. Figure 3 shows the hazardous waste sites evaluation area. The evaluation area is the area within one-quarter mile of each side of the edge of the Action Alternative footprint. Since multiple alignments were initially under consideration through the Weber State University campus, the evaluation area extends for one-quarter mile beyond the edge of the outermost alignment(s).

2.0 Project Description

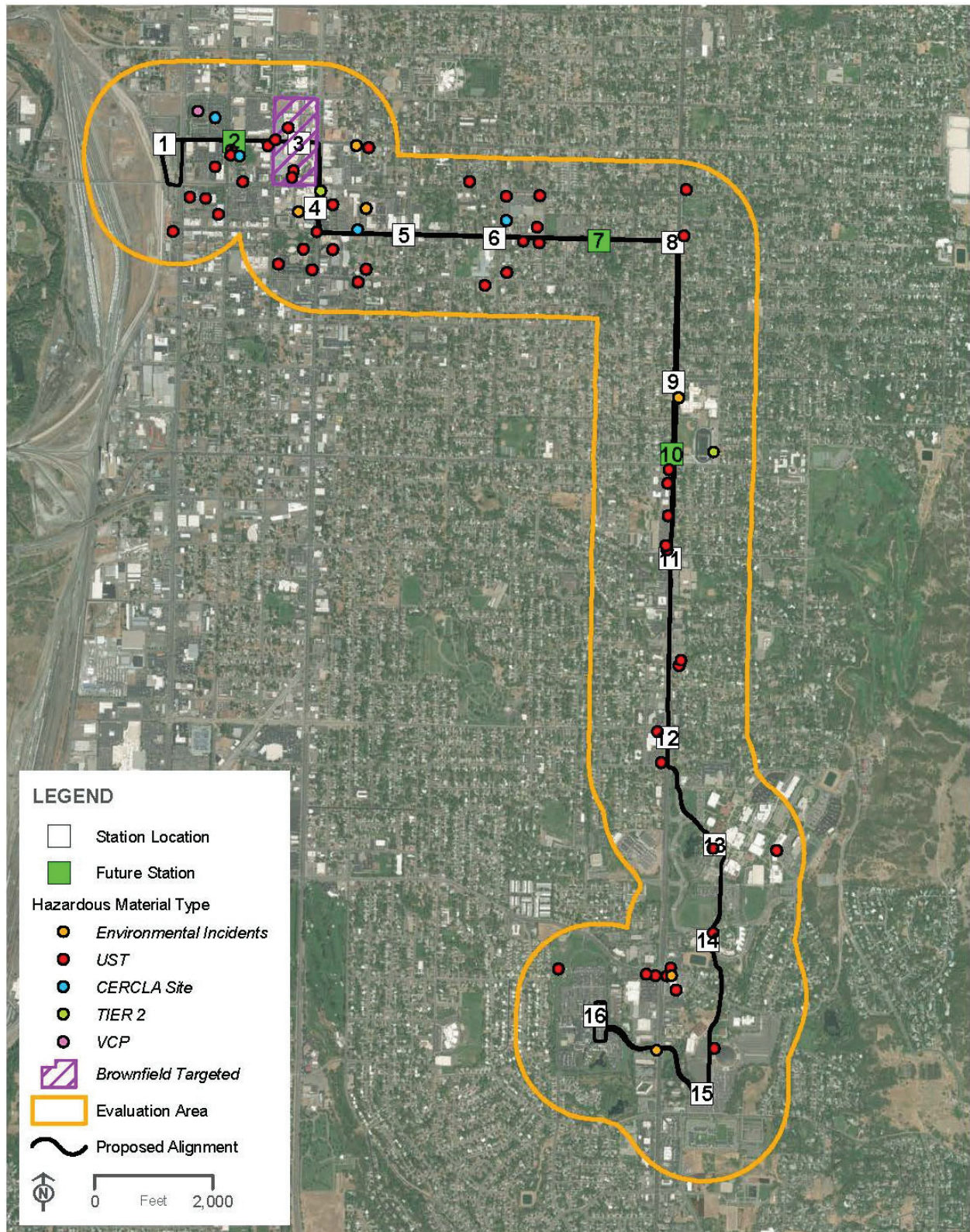
The Federal Transit Administration and the Utah Transit Authority (UTA), in cooperation with project partners Ogden City, Weber County, the Wasatch Front Regional Council (WFRC), UDOT, Weber State University, and McKay-Dee Hospital, have prepared an Environmental Assessment under the National Environmental Policy Act (42 United States Code §§ 4321–4347) for the Ogden/Weber State University Transit Project.

Proposed Transit Corridor. The proposed transit corridor is the alignment of the Action Alternative (Figure 4). The bus rapid transit (BRT) route for the Action Alternative would be about 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal Transit Center. From there, the BRT route would head east in mixed-flow traffic on 23rd Street to Washington Boulevard, south on Washington Boulevard to 25th Street, east on 25th Street to Harrison Boulevard, and south on Harrison Boulevard. At about 31st Street and Harrison Boulevard, the BRT route would transition to center-running, bus-only lanes. It would continue on a dedicated busway through the Weber State University campus and then travel west to McKay-Dee Hospital, where it would again travel in mixed-flow traffic. The BRT route would loop back on the same route.

Station Locations. The Action Alternative includes 16 brand-identified stations. The station locations were chosen during the project's Alternatives Analysis update process. Station spacing ranges from about 0.25 mile apart to about 0.50 mile apart; several stations on Harrison Boulevard would be farther apart because of the spacing of major destinations.

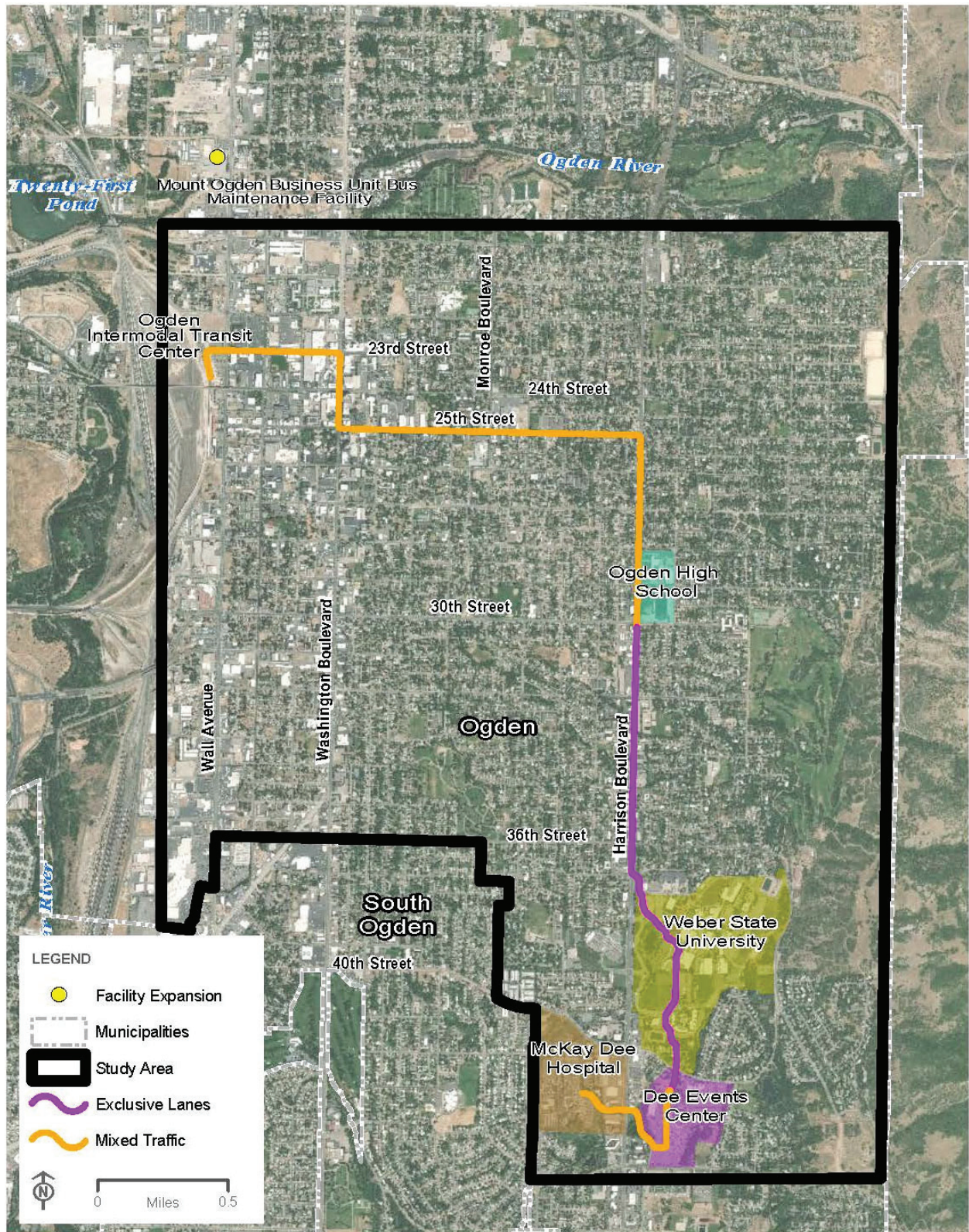
Of the proposed 16 stations, 11 are existing bus route 603 stations (including the termini at the Ogden Intermodal Transit Center and McKay-Dee Hospital) that would be enhanced as part of the Action Alternative. The project team agreed that not all 16 stations would be constructed for the BRT service's opening day (2020). Three of the 16 stations are designated as future stop locations. The existing route 603 bus currently stops at two of these three locations, and those locations would be discontinued and new enhanced stations would be constructed in their place in the future based on ridership and station demand.

Figure 3. Hazardous Waste Sites



OGDEN/WEBER STATE UNIVERSITY TRANSIT PROJECT
HAZARDOUS WASTE SITES

Figure 4. Action Alternative



OGDEN/WEBER STATE UNIVERSITY TRANSIT PROJECT
ACTION ALTERNATIVE

Station Amenities. The Action Alternative stations would include a platform, canopy, landscaped planter, and station amenities. The station would sit on a concrete bus pad elevated above the sidewalk curb height between 6 and 9 inches above the street grade. Stations would be about 125 feet long, with a platform length of 100 feet to accommodate two 40-foot-long BRT vehicles. Station shelters would be roughly comparable in size to existing UTA bus passenger shelters in the area, though somewhat longer.

At present, UTA anticipates that the shelters would be designed to include a combination of glass panels and solid support members that would have a minimal visual “footprint.” Station canopies would be opaque features that provide shelter from sun and rain and would be about 10 to 15 feet high, depending on the incorporation of decorative architectural features that would be determined during final design.

The platform provides the area for passenger waiting, boarding, and station amenities. The station platform would range from 8 to 25 feet wide, depending on the station location and the need for a platform to accommodate either single-direction travel or both southbound and northbound travel. Station amenities could include ticket vending machines, seating, lighting, a canopy and wind screens, garbage receptacles, and wayfinding information (maps and signs).

Mount Ogden Business Unit Bus Maintenance Facility Expansion. In conjunction with the Action Alternative, UTA would expand the existing Mount Ogden Business Unit Bus Maintenance Facility located at 175 W. 17th Street in Ogden. The Mount Ogden facility is currently operating at maximum capacity and cannot accommodate the additional eight BRT vehicles needed for the Action Alternative. As a result, the existing Mount Ogden facility would be renovated and expanded.

Operations at the Mount Ogden facility would continue to include maintenance, repairs, inspections, and cleaning for the existing bus fleet and the additional BRT vehicles. The BRT vehicles would be maintained and stored overnight at this facility. The north maintenance building would be expanded to the east by about 8,000 square feet, remaining within property currently owned by UTA and remaining within the existing parking lot pavement area; no additional right-of-way would be required. The expansion would consist of four new bus maintenance bays, which are covered areas for maintaining the new BRT vehicles as well as buses already in the fleet. The expansion would bring the existing facility from about 32,000 square feet to just under 40,000 square feet.

23rd Street and 25th Street Roadway Improvements. To further support the Action Alternative, Ogden City would upgrade portions of 23rd Street and 25th Street to better accommodate the Action Alternative. 25th Street would be rebuilt from the bottom up, and, in certain instances, water mains would be replaced, storm sewers would be installed, and sanitary sewers would be repaired. Depending on the extent of the utility work, curbs might be fully replaced. Ogden City would also upgrade the roadway infrastructure on portions of 23rd Street between Wall Avenue and Kiesel Avenue to better support the Action Alternative and active transportation (walking and bicycling). Improvements would include adding a traffic signal at Lincoln Avenue, restriping, adding bicycle lanes, adding crosswalks, reconstructing curbs, and reconfiguring parking.

3.0 Regulatory Setting

Hazardous waste sites are regulated by the Resource Conservation and Recovery Act (RCRA); by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); and by Utah Administrative Code Title 19 (Environmental Quality Code). The treatment, storage, disposal, handling, and transportation of hazardous wastes are regulated through RCRA.

Hazardous waste contamination of water is addressed through federal and state regulations that address water quality, which include the federal Clean Water Act and the Utah Water Quality Act.

4.0 Affected Environment

4.1 Methodology and Initial Site Identification

To identify hazardous waste sites in the evaluation area, the project team consulted the Utah Division of Environmental Response and Remediation (DERR) database for recorded hazardous waste sites. The DERR database identifies the following six types of hazardous waste sites in the evaluation area:

- Brownfields targeted
- Environmental incidents
- Underground storage tanks (USTs)
- CERCLA sites, commonly known as Superfund sites
- Tier 2 sites
- Voluntary cleanup program (VCP) sites

Figure 3 above shows the locations of identified hazardous waste sites in the evaluation area. Note that the Action Alternative alignment is labeled as the Proposed Alignment.

4.2 Screening

Because not all hazardous waste sites would affect or be affected by the Action Alternative, the project team screened the comprehensive list to identify sites that are likely to contain contaminated soil or groundwater and/or are located in areas that would be disturbed by construction. This screening process considered the type of site and compared each site's location to the Action Alternative footprint. For the type of site, the evaluation considered the relative likelihood of finding contamination. Sites were categorized as having a high, moderate, or low probability of environmental degradation.

High Probability of Environmental Degradation. Sites that have a high probability of environmental degradation and that are in the evaluation area include CERCLA and Brownfield sites.

CERCLA sites are sites with known contamination. The status of a CERCLA site (under investigation, active, or closed) is an important consideration in determining the level of concern about the site. Sites identified as under investigation or active are undergoing

regulatory actions that could prevent transportation improvements from using the site. CERCLA sites that are closed or are classified as “no further action required” have a low probability of remaining contamination and have few regulatory restrictions on development.

Brownfield sites are properties where reuse or redevelopment is complicated because of known or perceived environmental contamination. These properties are often difficult to revitalize, which can stall economic growth because of a fear of liability or a lack of funding for investigation or cleanup. There are several types of Brownfield sites depending on the type and/or source of the contamination.

Moderate Probability of Environmental Degradation. Active USTs are the only sites that have a moderate probability of environmental degradation in the evaluation area. Active UST sites are regulated by DERR but typically have not been thoroughly investigated for chemical releases. The Utah VCP is intended to encourage redevelopment of Brownfields and other affected sites by providing a streamlined cleanup program; VCP sites are sites that are enrolled in or that have been remediated through the program.

Low Probability of Environmental Degradation. Sites that have a low probability of environmental degradation are environmental incidents, removed and closed USTs, and Tier 2 sites. Environmental incident and removed and closed UST sites have typically been remediated or did not require remediation. Tier 2 sites are sites that store reportable quantities of chemicals and must prepare and maintain an emergency and hazardous chemical inventory report.

4.3 Sites of Concern Criteria

The project team screened sites shown in Figure 3 above to determine which hazardous waste sites qualify as sites of concern. For the evaluation of hazardous waste sites, the sites of concern are those that met the following criteria:

- Sites with a high probability of environmental degradation (CERCLA and Brownfield sites) that are within the evaluation area on Harrison Boulevard between 3100 South and the Dee Events Center (about 4400 South). This is the only area of the proposed transit corridor in which the ground would be disturbed for project construction.
- Sites with a low or moderate probability of environmental degradation that are within 100 feet of the edge of the Action Alternative footprint on Harrison Boulevard between 3100 South and the Dee Events Center.
- Sites that coincide with one of the proposed station locations.

Three areas were eliminated from detailed evaluation:

- All sites north of 3100 S. Harrison Boulevard, including sites near the Ogden Intermodal Transit Center and sites along 23rd Street, Washington Boulevard, and 25th Street because the proposed BRT would use the existing transportation infrastructure and the existing alignment would not be widened or rerouted (no ground-disturbing activities would occur). The exception to this is sites that coincide with station locations (because ground-disturbing activities would occur to construct the stations).
- Sites with a low-to-moderate probability of environmental degradation that are more than 100 feet of the edge of the Action Alternative footprint on Harrison Boulevard between 3100 South and the Dee Events Center.
- All sites south of the Dee Events Center (no ground-disturbing activities) with the exception of sites that coincide with station locations.

5.0 Environmental Consequences

5.1 No-Action Alternative

With the No-Action Alternative, the BRT and other facilities associated with the Action Alternative would not be constructed. The No-Action Alternative includes the existing transportation system and all projects in WFRM's 2015–2040 Regional Transportation Plan that are programmed to be completed within the project study area by 2020, the anticipated opening year for the Action Alternative's BRT.

The No-Action Alternative includes current UTA route 603 bus service in the proposed transit corridor using standard buses in the existing route 603 corridor. No roadway widening or construction would occur, so no impacts to hazardous waste sites is anticipated.

5.2 Action Alternative

This screening process shows that there are no high-probability sites of concern associated with the Action Alternative alignment. One of the proposed stations, the station at 25th Street and Washington Boulevard, is within a high-probability area that is a Brownfields targeted site (an area between 22nd Street and 24th Street north to south and between Washington Boulevard and Grant Avenue west to east).

The proposed future station at 30th Street and Harrison Boulevard would be within 100 feet of a UST associated with the USA Mini Mart, an active fueling station located at 3026 Harrison Boulevard. However, because construction of the station would be limited to the area immediately adjacent to the road, it would not affect the UST, and no impacts to the USA Mini Mart are expected from the project.

In addition, the gas pumps at the 7-Eleven located at 3195 S. Harrison Boulevard would be directly impacted by the Action Alternative (though the convenience store would not be affected). Removing the gas pumps would subsequently require closing the associated

underground storage tanks (UST). Gas pumps and USTs will be closed in accordance with state regulations.

Sites of concern associated with the Action Alternative alignment include one environmental incident site and six additional USTs. Table 1 lists the sites of concern that could be affected by construction of the Action Alternative.

Table 1. Hazardous Waste Sites of Concern in the Hazardous Waste Sites Evaluation Area

Name	Address	Type of Site	Probability of Degradation
Sites at Station Locations			
Ogden Central Business District (part)	22nd Street to 24th Street between Washington Blvd. and Grant Ave.	Brownfields targeted	High
Sites along the Action Alternative Alignment			
Construction site (<i>no detail given</i>)	3101 Harrison Blvd.	UST	Moderate
Minit Lube #1023	3175 Harrison Blvd.	UST	Moderate
7-Eleven 1851-27074	3195 Harrison Blvd.	UST	Moderate
Weber State University – Dee Events Center	3750 Harrison Blvd.	UST	Moderate
Weber State University Campus Swenson Gym	3750 Harrison Blvd.	UST	Moderate
Weber County – Sulfuric Acid Spill	4401 Harrison Blvd.	Environmental incident	Low
Weber State University Campus Promontory Tower	3850 University Circle	UST	Moderate

Source: DERR 2016

5.2.1 Summary of Potential Impacts

The project team's search of the DERR database shows that eight sites of concern need to be considered during construction of the Action Alternative: one Brownfields targeted site, one environmental incident site, and six USTs.

The Brownfields targeted site, within which the 25th Street and Washington Boulevard station would be located, has been the subject of cooperative actions by Ogden City and the State of Utah since the late 1990s, all related to central business district (CBD) redevelopment.

The area where the station would be located is part of the city's urban core, much of which has already been redeveloped consistent with targeted Brownfields assessments and work plans. The station area is already developed with curb, gutter, and sidewalk, and three of the four corners of the intersection are developed to the edge of the sidewalk with buildings. The fourth corner, the southwest corner, is also developed with sidewalk, patio, a small building, and a landscaped area. The existing conditions are consistent with the City's focus on CBD redevelopment.

The station would be constructed to conform to the existing infrastructure, and ground disturbance, if required, would be limited to already-redeveloped areas. Accordingly, the probability of encountering any contamination that would make the site a Brownfields targeted site is minimal.

Because the environmental incident site at 4401 Harrison Boulevard has been cleaned up, UTA does not need to take any additional measures to avoid the site as part of constructing the Action Alternative.

The remaining sites are USTs, which have a moderate probability of environmental degradation. Prior to beginning construction, UTA would confirm the location of all additional USTs near the alignment and would work with the site owners to ensure that construction activities would not disturb the tanks. If a UST site cannot be avoided, UTA would work with the Utah Department of Environmental Quality and the site owner to relocate and/or close the site (if it is no longer needed) per the regulations mentioned above.

The Carriage Cleaners, a dry cleaner located at 3205 S. Harrison Boulevard, would need to be acquired, demolished, and relocated in order to construct the bus-only lanes on Harrison Boulevard. Dry cleaners are usually subject to RCRA and state requirements that cover the generation, transportation, and management of hazardous waste. The Carriage Cleaners is not listed in the DERR database as a recorded hazardous waste site.

5.2.2 Construction-Related Hazardous Waste Considerations

During construction of the Action Alternative, hazardous waste considerations include encountering previously unrecorded hazardous waste sites, transporting and storing hazardous materials, and potential water quality effects related to accidentally discharging hazardous materials.

In the unlikely event that previously unrecorded hazardous waste sites are encountered during construction, the contractor would cease work immediately upon finding the site and would consult with DERR regarding appropriate treatment. Construction could continue once the area is treated in accordance with applicable laws and DERR standards.

The most probable source of contamination during construction is construction equipment. As part of the construction plans and specifications, UTA would identify construction equipment fuel sources (most likely off site given the urban location of the proposed transit corridor) and would prepare a spill prevention and response plan that it can activate if needed in the event of an accidental discharge of hazardous materials.

Construction specifications must include measures to prevent the discharge of contaminated stormwater runoff from active construction areas. If the Action Alternative would disturb 1 or more acre of land, UTA would be required to submit a notice of intent to comply with the state's general permit for construction-related stormwater discharges and to prepare a stormwater pollution prevention plan for the project. Implementing the plan should prevent water quality effects from hazardous materials.

6.0 References

[DERR] Utah Division of Environmental Response and Remediation

- 2016 Hazardous sites information. Query for recorded sites in the hazardous waste sites evaluation area. enviro.deq.utah.gov. Accessed May 19, 2016.

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