Attachment H

Sole Source Aquifer Checklist

Sole Source Aquifer Checklist

PROJECT NAME:
I-90/Valley High Performance Transit - Argonne Station Park and Ride

NAME OF SOLE SOURCE AQUIFER OR SOURCE AREA:
Spokane-Rathdrum Sole Source Aquifer

1. **Location of project.**
   The project is located in the City of Spokane Valley, Washington, Spokane County. The project is located within existing Interstate 90 (I-90) right-of-way on the south side of Exit 287 (Argonne/Mullan Road) at the Argonne interchange. Refer to Figure 1 for the project location and Figure 2 for the project conceptual design.

2. **Project description.**

   The Spokane Transit Authority's proposed Argonne Station Park and Ride is a 1.6-acre park and ride facility located in Spokane Valley, just south of I-90, between Argonne Road and Mullan Road. Proposed improvements to the project site include a 40-stall parking lot, transit-only bus loop, three bus bays with shelters, and an operations building. The project also includes an eastbound High-Performance Transit (HPT) flyer stop and signal modifications for a new dedicated bus-only receiving lane on the eastbound I-90 on-ramp.

   Project elements include the following:

   - New transit facility with a center island platform within approximate 1.6-acre site in the existing I-90 right-of-way.
   - Eastbound bus flyer stop on frontage road with transit-only receiving lane on eastbound I-90 on-ramp.
   - Operations and maintenance building with storage, bathrooms, and breakroom (about 600 square feet).
   - Signal modifications at intersection of N. Mullan Road and eastbound I-90 on-ramp.
   - Non-motorized improvements include a connection from E Mission Avenue to the transit facility and connection to future City of Spokane Valley pedestrian/bike improvements on the Argonne Road overpass.
   - Landscaping includes the use of native and drought-tolerant trees and shrubs along with appropriate groundcover hydroseeding/mulch.
   - Lighting around the transit island and parking.
   - Wayfinding signage.

The project includes a new water line and other utility connections, such as electrical, cable, and sewer. Stormwater from the project site would be collected, treated, and infiltrated on-site.

3. **Is there any increase of impervious surface? If so, what is the area?**

   Yes; the project site is primarily undeveloped I-90 right-of-way. The project includes 47,460 square feet of combined new and replaced impervious surfaces and 101,150 square feet of land-disturbing activity.

4. **Describe how storm water is currently treated on the site?**

   There are no stormwater treatment facilities currently associated with the project site.

   The pre-development condition for the main project site is primarily undeveloped with grass cover that slopes generally toward the center of site to an existing drywell. To the north of the existing site, the asphalt pavement of the roadway drains to the site and enters the site, discharging stormwater flow into the existing drywell.

   According to the project's Stormwater Report, existing site stormwater discharge points include infiltration via drywell within the proposed park and ride location on the site and dispersion within the receiving lane location on the site. The existing drywell Washington State Department of Transportation (WSDOT) feature number is DRAI00057663, per the geographic information system (GIS) inventory map titled "WSDOT – Stormwater Discharge Points" with data from the Stormwater Features Inventory Database (KPFF 2025).

5. **How will storm water be treated on this site during construction and after the project is complete?**

   A Stormwater Pollution Prevention Plan (SWPPP) and Temporary Erosion and Sediment Control (TESC) Plan will be prepared and identified Best Management Practices (BMPs) implemented for construction.

   Current runoff patterns of flow will generally be maintained, and the stormwater will infiltrate into the existing soils then deposit into the drywell for higher flows as needed. The proposed stormwater system will generally maintain the pre-development flow patterns and use bioretention swales to capture stormwater flow and infiltrate runoff within the project limits. The BMPs and conveyance systems are designed to maintain the existing drainage patterns during large storm events.

   The developed project site will consist of the same two distinct threshold discharge areas (TDAs) that currently exist on-site. TDA 1 includes the park and ride site that drains to on-site bioswales with single-depth drywells. TDA 2 includes the I-90 on-ramp receiving lane site, to the northeast of the park and ride site.

During operations, stormwater will be collected and treated on-site and infiltrated into the ground. Stormwater runoff generated within the new park and ride site will sheet flow to curb openings and catch basins, then flow to bioinfiltration swales with drywells either directly from curb openings or via polyvinyl chloride (PVC) pipe. The developed site would contain seven new bioinfiltration swales with single-depth drywells to treat and infiltrate stormwater runoff from TDA 1. The drywells will be set at an elevation to allow time for water quality treatment and infiltration.

Stormwater runoff generated within TDA 2 will sheet flow southeast off the on-ramp where it will naturally disperse to the existing stormwater swale to the east, just as in the pre-developed condition. A filter strip will provide runoff treatment and flow control for TDA 2 to reduce the impact on the existing bioinfiltration pond to the east.

The information presented in this section comes from the project's *Draft Stormwater Report* (KPFF 2025).

6. **Are there any underground storage tanks present or to be installed? Include details of such tanks.**

   No underground storage tanks are present, and none will be installed for the project.

7. **Will there be any liquid or solid waste generated? If so how will it be disposed of?**

   The project will generate no liquid or solid waste. Transit passenger garbage collected at the transit facility will be disposed of at municipal solid waste facilities.

8. **What is the depth of excavation?**

   The project site is currently lower than the surrounding roadways, and clean fill material from permitted sites will be imported to raise the project site. Approximately 4 feet of fill will be needed. Installation of luminaire poles and stormwater infrastructure may require excavation up to 8 feet. Note that the depth of excavation in some areas of the project site would include areas where fill has been placed.

9. **Are there any wells in the area that may provide direct routes for contaminates to access the aquifer and how close are they to the project?**

   According to the Washington State Department of Ecology (Ecology) Well Construction and Licensing GIS webmap (Ecology 2025b), there are no known wells on the project site or near the project area.

10. **Are there any hazardous waste sites in the project area especially if the waste site has an underground plume with monitoring wells that may be disturbed? Include details.**

There are no hazardous waste sites in the project area with or without an underground plume with monitoring wells that may be disturbed (Ecology 2025a; ESA 2025).

11. **Are there any deep pilings that may provide access to the aquifer?**

    No deep pilings are associated with the project. The deepest excavation will be up to 8 feet for the installation luminaire poles and stormwater infrastructure.

12. **Are Best Management Practices planned to address any possible risks or concerns?**

    Yes. Before the start of construction, a SWPPP and Spill Prevention, Containment, and Countermeasures Plan will be prepared, and these plans will be implemented during construction.

13. **Is there any other information that could be helpful in determining if this project may have an effect on the aquifer?**

    There is no additional information to what is included in the sections above.

14. **Does this Project include any improvements that may be beneficial to the aquifer, such as improvements to the wastewater treatment plan?**

    Yes; the project will treat stormwater prior to infiltration. The development includes seven bioinfiltration swales designed to treat and infiltrate stormwater runoff from both the proposed park-and-ride site and the existing upstream flows from north. A filter strip will provide runoff treatment and flow control to reduce the impact on the existing biofiltration pond to the east of the project site.

The EPA Sole Source Aquifer Program may request additional information if impacts to the aquifer are questionable after this information is submitted for review.

References

Ecology (Washington State Department of Ecology). 2025a. *Facility/Site search*. https://apps.ecology.wa.gov/facilitysite/.

Ecology (Washington State Department of Ecology). 2025b. *Well Construction & Licensing* Search. https://appswr.ecology.wa.gov/wellconstruction/map/WCLSWebMap/WellConstructionMapSearch.aspx.

ESA (Environmental Science Associates). 2025. *Hazardous Materials Review, Spokane Transit Authority – Argonne Station*. Technical Memorandum submitted to Jeff Peters, KPFF. April 11, 2025.

KPFF. 2025. *Argonne Station Park and Ride Draft Stormwater Report*. Submitted to Spokane Transit Authority. June 2025.

Figure 1. Project Location



Figure 2. Project Conceptual Design

