

Public Services and Utilities (WAC 463-42-382)

WAC 463-42-382 BUILT ENVIRONMENT — PUBLIC SERVICES AND UTILITIES.

The applicant shall describe the impacts, relationships, and plans for utilizing or mitigating impacts caused by construction or operation of the facility to the following:

- (1) Fire;*
- (2) Police;*
- (3) Schools;*
- (4) Parks or other recreational facilities;*
- (5) Maintenance;*
- (6) Communications;*
- (7) Water/storm water;*
- (8) Sewer/solid waste; and*
- (9) Other governmental services or utilities.*

5.3 PUBLIC SERVICES AND UTILITIES (WAC 463-42-382)

5.3.1 EXISTING CONDITIONS

This section describes the existing conditions of public services and utilities including the following subsections:

- Fire (Subsection 5.3.1.1)
- Police (Subsection 5.3.1.2)
- Emergency Medical Services (Subsection 5.3.1.3)
- Schools (Subsection 5.3.1.4)
- Parks and Recreational Facilities (Subsection 5.3.1.5)
- Maintenance (Subsection 5.3.1.6)
- Communications (Subsection 5.3.1.7)
- Water/Storm Water (Subsection 5.3.1.8)
- Sewer/Solid Waste (Subsection 5.3.1.9)

5.3.1.1 Fire

The plant site lies within the boundaries of Grays Harbor County Fire Prevention District (FPD) #5 - Porter/Bush Creek/Satsop. These fire stations are relatively small, and are staffed by volunteer fire fighters. Table 5.3-1 presents data on the fire protection districts and departments that exist in the project vicinity. Emergency response plans will be implemented during operation to protect plant employees and structures in emergency situations. (See Section 7 - 2, Emergency Plans, WAC 463-42-525.)

**TABLE 5.3-1
FIRE DEPARTMENTS IN THE PROJECT VICINITY(A)**

Fire Department	Paid Full-Time Personnel	Volunteer Personnel	Equipment	Protection Class^(b)
Grays Harbor County FPD #5 - Porter/Bush Creek/Satsop	0	70	2 - 1,000 gal. Pumper 1 - 750 gal. Pumper 1 - 3,000 gal. Tanker 1 - 2,000 gal. Tanker 1 - 1,500 gal. Tanker 1 - Utility Van	8
Montesano Fire Department	6 (1 of 6 positions was open at the time research was completed)	31	2 - 750 gal. Pumpers 1 - 75' Aerial with 500 g tank 1 - 2,500 gal. Tanker with 500 g pumps 1 - Rescue Vehicle 2 - Ambulances 1 - Aid Car 1 - Staff Vehicle	5
Elma Fire Department	0	26	1 - 750 gal. Pumper 1 - 500 gal. Pumper 1 - 2,000 gal. Tender 1 - Rescue Vehicle 1 - Command Vehicle	6
Grays Harbor County FPD #12 - McCleary/McCleary Fire Department	0	25	1 - 850 gal. Pumper 1 - 500 gal. Pumper 1 - 1,500 gal. Tanker 1 - 1,250 gal. Tankers	8
Grays Harbor County FPD #2 - Wynochee/Central Park/Brady/contract with Montesano F.D.	1	45	3 - 1,000 gal. Pumpers 1 - 2,850 gal. Tender 1 - 2,500 gal. Tender 1 - 1,500 gal. Pumper 2 - Aid Car 1 - Utility Van 1 - Command Vehicle 1 - Water Rescue Trailer	8

Note: Data from personal communications with individual fire departments (Willis 2001; Crass 2001; Brown 2001; Lewis 2001; Wilder 2001).

As rated by the Washington Surveying and Rating Bureau (2001). Fire district protection class ratings are used to evaluate fire protection availability for insurance purposes and are assessed to all municipal and rural areas by the Washington Surveying and Rating Bureau. Ratings range from 1 to 10, with class 1 representing the highest level of fire protection and class 10 the lowest level. A class 1 rating is rarely achieved. Ratings are based on four elements: the available water supply; the logistical characteristics and makeup of the district fire department; the available communications systems; and finally the fire control/safety measures taken and ordinances in effect in the particular fire district. Adequacy of fire protection indicated by a protection class rating is dependent upon the types of areas being rated. A rating of 8 or 9 is typical for a rural area. This low rating is usually due to the fact that standard fire hydrant service, required in more urban areas, is not available, and rural volunteer fire departments do not have full-time staff or formally equipped fire stations and facilities. The situation is further aggravated by access problems and reliance on volunteers who often must travel long distances to respond to calls. These factors lead to long response times and limited fire fighting ability. A rating of 8 or above, however, does not necessarily mean that fire protection is inadequate. It indicates that according to the standards of fire protection services, set up primarily for municipalities, an area is lacking in some conventional means of fire protection.

5.3.1.2 Police

Five separate law enforcement agencies provide police protection to communities in the project vicinity. Unincorporated regions in Grays Harbor County are served by the Grays Harbor County Sheriff's Department. The nearby cities of Montesano, Elma, and McCleary, are each served by separate municipal police departments. The nearby community of Satsop does not have its own police department, and is served by the Grays Harbor County Sheriff's Department. Districts #1 and #8 of the Washington State Patrol provide police services along SR 8, SR 12, and other state highways in the project vicinity. Staffing levels for these police departments are shown in Table 5.3-2. In addition, security will be provided by contract service during construction of the project.

**TABLE 5.3-2
POLICE DEPARTMENT STAFFING LEVELS
IN THE PROJECT VICINITY**

County/City	Population 2000 ^(a)	Number of Commissioned Officers ^(b)	Ratio of Officers to 1,000 Population ^(c)
Grays Harbor County	67,194	168 ^(d)	2.50
Montesano	3,312	8	2.42
Elma	3,049	8	2.62
McCleary	1,454	5	3.44

(a) Source: WSOFM 2001a.

(b) Source: WASPC 2001, except where otherwise noted.

(c) The Washington State average was 1.67 as of October 31, 1999.

(d) Includes county and municipal law enforcement agencies in Grays Harbor County. Number of commissioned officers data for Grays Harbor County Sheriff's Department from O'Connor (2001). The Washington State Patrol District 8 also provides service to Grays Harbor County; a detached District 8 office is located in Hoquiam. District 8 has 140 employees assigned to law enforcement, commercial vehicle enforcement, vehicle inspections, communications, criminal investigations, and support services

5.3.1.3 Emergency Medical Services

Emergency medical services are provided in the project vicinity by primary response ambulance units and area hospitals. In most cases, ambulance units are operated through local fire departments. Ambulance service providers in the vicinity of the project are listed in Table 5.3-3.

Hospitals near the project area are located in Aberdeen, McCleary, and Olympia. Mark Reed Hospital in McCleary and Grays Harbor Community Hospital in Aberdeen are the closest hospitals to the CT facility site. Mark Reed Hospital is approximately 12 miles northeast of the CT facility. Grays Harbor Community Hospital is approximately 17 miles west of the CT facility site. Capitol Medical Center and Saint Peter Hospital, both in Olympia, are approximately 29 miles east of the CT facility site. Further information on these hospitals is presented in Table 5.3-4.

**TABLE 5.3-3
AMBULANCE SERVICE PROVIDERS IN THE PROJECT VICINITY**

Name	Ownership	Level of Care
Montesano Ambulance Service	Public	ALS and BLS
East County Medic One	Public	ALS and BLS

Source: Jones 2001

Note: ALS = Advanced Life Support; BLS = Basic Life Support

**TABLE 5.3-4
HOSPITALS IN THE PROJECT VICINITY**

County	Name	Location	No. of Beds
Grays Harbor	Grays Harbor Community Hospital	915 Anderson Dr., Aberdeen	150
	Mark Reed Hospital	322 S. Birch St., McCleary	24
Thurston	Capital Medical Center	3900 Capital Mall Dr. S.W., Olympia	119
	Providence Saint Peter Hospital	413 N. Lilly Road N.E., Olympia	390

Note: Data from personal communications with hospital desk clerks or hospital web sites, October 31, 2001.

5.3.1.4 Schools

There are several schools and educational facilities in the project vicinity. Information on public school districts located close to the project is presented in Table 5.3-5. None of the individual school buildings in these districts is located directly adjacent to the proposed project. In addition to these public schools, there are also several private elementary and secondary schools in the project vicinity. Many of these private schools are affiliated with church or religious organizations. Higher education is available in the project corridor vicinity from Grays Harbor Community College in Aberdeen, and South Puget Sound Community College, Evergreen State College, and Saint Martin's College, located in Thurston County. The closest schools to the CT facility site are located in the Montesano, Satsop, Elma, and McCleary School Districts. Existing capacity for these districts is shown in Table 5.3-5.

**TABLE 5.3-5
SCHOOL DISTRICTS IN THE PROJECT VICINITY**

County	School District	Enrollment^(a)	Capacity^(b)	Excess Capacity
Grays Harbor	Montesano #66	1,378	1,819	441
	Satsop #104	49	104	55
	Elma #68	2,044	1,845	-199
	McCleary #65	322	325	3

Source: WOSPI 2001

Data from personal communications with individual school districts (November 5-7, 2001)

5.3.1.5 Parks and Recreational

Parks and other recreational facilities are described in Section 5.1 - Land and Shoreline Use, WAC 463-42-362.

5.3.1.6 Maintenance

For the purposes of this document, maintenance is defined as the costs, in money and manpower, required for the upkeep of public facilities. This upkeep is often necessary for these facilities to continue providing services to the public into the future. Facilities such as roads, sidewalks, water and sewer mains, bicycle paths, and park benches, all come under the umbrella of public facilities that would require periodic maintenance. Many public agencies, such as counties and cities, have established plans that dictate when, for instance, a road should be resurfaced, or playground facilities should be replaced. These plans often tie into public budgets, thereby allocating funds obtained from taxpayers for the necessary public facility maintenance or improvements. Such plans are sometimes enforced with varying degrees of rigidity, being influenced by a variety of factors, some of which could be the actual need for facility improvement, budget and economic fluctuations, and changing public needs and interests. To facilitate the prudent handling of public funds, several layers of administrative review are often involved in the maintenance planning process. During this planning stage, public agencies generally inspect the facilities over which they have jurisdiction, determine the relative maintenance needs, and then rank these facility maintenance needs with other potential uses for public funds based on an established list of criteria. Maintenance projects determined to have the highest priority would then receive the necessary funding and administrative go-ahead. Other projects, deemed less critical, could then receive consideration after high priority projects are completed.

Maintenance plans and schedules are frequently influenced by outside forces, which may damage, or in some way render inadequate certain public facilities. Such forces could be sudden population growth, new facility construction, and even natural disasters. In order to fairly assign the payment responsibility for maintenance beyond regular periodic upkeep, public agencies use a variety of widely accepted methods. Obviously, as in the case of natural disasters, there can be times when no party can be deemed as being responsible. However, when such a responsible party can be determined, some agencies might choose to assess mitigation fees to that party. Other agencies opt to make an agreement with such a responsible party, to grant a permit for their action only if the facility that would be damaged or rendered inadequate were replaced or reproduced in another location, at the responsible party's expense. Whichever method is used, the justification is usually the same; the responsible party caused the situation requiring the additional cost, and they should therefore be responsible for covering that cost.

In Grays Harbor County there is no established planning document that specifically address maintenance of public facilities. However, the Public Works department has, as part of regular operations, maintenance programs for the public facilities for which they are responsible. These programs provide for regular inspection of public facilities in general, and maintenance and repair on an as-needed basis.

5.3.1.7 Communications

Telephone service to the Satsop CT site, Satsop Development Park, and adjacent residential neighborhoods is provided by CenturyTel.

5.3.1.8 Water/Stormwater

The existing water system and the existing stormwater control systems are discussed in Sections 2.5 - Water Supply System, WAC 463-42-165; 2.10 - Surface-Water Runoff, WAC 463-42-215; and 3.3 - Water, WAC 463-42-322.

5.3.1.9 Sewer/Solid Waste

The plant site is not served by a sewer system. The Satsop CT Project will use septic systems and leach fields for sanitary waste.

A solid waste contractor removes solid waste from the site for disposal at an approved and regulated landfill.

5.3.2 POTENTIAL IMPACTS

This section describes the expected impact of the Satsop CT Project on local public services and utilities. The plant construction is estimated to be completed in 22 months (including design). As described in Section 8.1 - Socioeconomics, WAC 463-42-535, the plant construction would require up to 557 workers, of which 10 to 20 percent are expected to come from outside of Washington. Only a small percentage of the 55 to 111 workers would be expected to bring their families with them while working on the plant construction.

The completed Satsop CT Project (Phase I and Phase II) would employ 42 workers. Even if all 42 employees are hired from outside the area (which is not likely) and they all bring families (42 x 2.5 persons per household = 105), the potential impact area is sufficiently large that the project would not have an adverse effect on population or housing in the Grays Harbor and Thurston County areas.

Because no extensive demand on any public service or utility is anticipated, and a traffic control plan will be implemented, the overall impact to the public services and utilities is expected to be minor and short-term. Impacts were determined through a detailed review of the proposed action against existing conditions and a subjective assessment based on professional experience with other similar projects.

5.3.2.1 Construction

A portion of the construction work crew is expected to come from out-of-state areas, and the influx of construction workers into neighboring communities will result in a minor and temporary increase in the demand placed on local public service providers. This demand increase will have a minor and temporary effect on local police departments, providers of emergency medical services, and local fire departments. The impact of project construction on local schools would be at most minor

and temporary, as few out-of-state construction workers are expected to be accompanied by families.

Construction is not expected to create any additional maintenance needs for public facilities. During construction, trucks would use county roads to reach the site and pipeline corridor locations. Grays Harbor County does not have a specific schedule for making repairs to local roads. Repairs are done on an as-needed basis determined by local inspections. Construction traffic is not expected to damage the local road system. If such damage occurs, the applicant would either repair the damage or provide funds to the local Public Works Department to repair the damage. All laydown, staging, and parking areas would be restored or revegetated at project expense as necessary upon construction completion.

Section 5.1 - Land and Shoreline Use, WAC 463-42-362 addresses the potential for impacts on parks and other recreational facilities. As described in that section, construction of the project will not result in a significant impact on recreational facilities.

No significant adverse impacts to local communication, potable water, sanitary sewer, or solid waste collection systems are anticipated.

In summary, due to the short duration of the project's construction phase and the relatively small size of the proposed construction crew, the overall adverse impact on local public services and utilities caused by construction is not expected to be significant.

5.3.2.2 Operation

Operation of the Satsop CT Project will not have a significant adverse impact on existing public services in the project vicinity. Satsop CT staff will receive appropriate training in handling on-site emergencies, including fire and medical, and will provide the first line of response. As part of Phase I construction, the Certificate Holder has initiated consultation with the local fire departments concerning training, equipment and plant familiarity. This consultation will be expanded to include Phase II.

Because there will be a relatively small staff operating the Satsop facility, no effect on schools in the project vicinity is expected.

The Satsop CT Project will include a septic system and leach field for each plant. These will be constructed and operated in accordance with applicable regulations and will not affect the existing septic systems.

Operation of the proposed project would result in a positive economic impact to Grays Harbor County and the state due to increased tax revenues, employment, and local expenditures. A portion of these funds may be used to upgrade existing public services and utilities. Further discussion on the economic impact of the Satsop CT Project can be found in Subsection 8.1.2.2.