

January 29, 2026

Ron Woolworth
W&W Everett Investments, LLC
PO Box 973
Anacortes, WA 98221

**SUBJECT: STORMWATER MANAGEMENT RECOMMENDATIONS FOR FORMER JELD-WEN SITE
PROPERTIES
WW-Everett
Everett, Washington**

Dear Ron Woolworth,

The following letter presents recommended actions to meet stormwater management goals on portions of the Jeld-Wen Site (Site) operated by W&W Everett Investments, LLC (W&W). Areas of the Site operated by W&W and its lessees include the eastern portion of the peninsula (referred to herein as “eastern parcel”) where the former Jeld-Wen main manufacturing building was located. Other portions of the Site owned or operated by Heidelberg Materials (HM), encompassing the central and western portions of the peninsula (central and western parcels), are managed separately by HM consistent with its current operations and associated stormwater permits.

BACKGROUND

The eastern parcel is currently vacant other than outdoor storage operations on portions leased by W&W to Nordholm Construction. Nordholm Construction currently stores steel marine float tanks, beams, and other coated steel materials on the paved eastern parcel; these activities are not regulated under the Water Quality division of the Washington State Department of Ecology.

The main manufacturing building aboveground portions were demolished in late 2025 in anticipation of Site cleanup, which will utilize the footprint of the former building for stockpile and staging operations. Additionally, it will include excavation and remediation system installation beneath the northeastern portion of the former building. Cleanup actions are expected to begin in approximately October 2026. The phases of cleanup actions include the following:

- Preconstruction
- Marine sediment dredging in the logway/north side of the peninsula, with associated stockpile and staging operations
- Upland excavation and remediation system (soil vapor extraction [SVE]) installation

- Marine sediment dredging on the south side of the peninsula, with associated stockpile and staging

It is anticipated that portions of the Site with active cleanup construction will be subject to a Construction Stormwater General Permit (CSGP).

A site visit to assess current conditions was conducted on December 9, 2025, with Kristin Anderson (Floyd|Snider), Amy Booth (Floyd|Snider), Jason Cornetta (Anchor QEA), Clayton Blackburn (SLR), Natalie Croom (KPFF), Ellis Beckwith (KPFF), and Ron Woolworth. Large rain events occurred over the 2 to 3 days prior to the site visit, and the high tide elevation was 12.3 feet mean lower low water at 9:12 a.m.

Based on observations during the site visit, the existing concrete pad does not appear to be watertight. Multiple minor areas of broken concrete were observed, with the subgrade exposed in several locations. Despite the cracks observed, minor ponding was noted in low areas across the concrete pad, indicating uneven surfaces and limited drainage. Residual imported gravel (used for a temporary haul route) and debris are present across the pad from the prior demolition activities, which may contribute to stormwater quality concerns if mobilized.

The three major areas of stormwater accumulation (ponding) that were observed, which were consistent with predemolition conditions, include the North Truck Bay, South Truck Bay, and a topographic low spot near Outfall OF-5. Ponding in the topographic low spot may be compounded by the large amount of accumulated fines in the catch basins and conveyance pipes in this area, which are planned to be cleaned out by Jeld-Wen prior to remediation construction. Tidal influence appeared to contribute to water compounding near Outfall OF-5 as well. The water elevation of the ponded area visually appeared to be the same as the adjacent tide elevation.

Stormwater that collects in the North Truck Bay is actively pumped to maintain trucking access in the north driveway. Based on SLR's observations and previous site photos, run-on flow from the north-adjacent Baywood facility is likely contributing to the ponding at the North Truck Bay. After demolition, water in the North Truck Bay was being pumped to the western portion of the main manufacturing building concrete pad, where it was allowed to sheet flow for a short distance to collect in catch basin DS-7 before discharging to Outfall OF-2. A catch basin owned by the City of Everett (City) is located at the northern driveway entrance from W Marine View Drive and appears to be nonfunctional because the street is not properly sloped to direct stormwater toward the catch basin. The drainage basin for the nonfunctional catch basin, where street runoff flows on to the property, is delineated by flanking catch basins within the gutter in the driveway returns that appear to be functional.

Stormwater management goals/concerns and recommendations for each phase of cleanup responsive to the findings of the site visit are discussed further in the following sections.

PRECONSTRUCTION

Stormwater management goals during preconstruction include the following:

- Minimize pollutants, sediment, and debris generated on W&W operational areas from leaving the Site:
 - Due to truck traffic passing through ponded stormwater areas
 - Due to mobilization of fine-grained materials on paved surfaces
- Minimize stormwater entering the Site from adjacent roadways and properties, including the following:
 - City nonfunctional catch basin area in north driveway receiving flows from W Marine View Drive
 - Stormwater pond overflows from the north-adjacent Baywood facility

The existing conditions present potential concerns for stormwater management due to standing water in trucking lanes and accumulation of turbidity in stormwater due to fines on the building pad surface after demolition. Additional steps to improve stormwater conditions during preconstruction are recommended, including the following:

- Implement Best Management Practices (BMPs) consistent with the demolition permit.
 - Use a street sweeper and perform hand sweeping on the concrete pad to remove debris.
 - Stabilize any minor unpaved areas to prevent erosion, such as by applying mulching, plastic covering, or gravel.
 - Maintain the existing straw wattles at the perimeter of the main manufacturing building pad.
- Continue to manage North Truck Bay ponding via Outfall OF-2 and periodically monitor for soil and debris on ground surface, supplementally sweeping as needed.
 - Install a dewatering silt bag in at the North Truck Bay pump discharge to CB DS-7. A silt bag appropriately sized to the pump will assist in filtering out potential sediment or debris being transported from the North Truck Bay. Silt bags should be replaced as they fill with fines according to manufacturer recommendations and appropriately disposed as nonhazardous solid waste.
 - Consider establishing a sump appropriately sized to the pump to additionally minimize turbidity at the pump intake and extend the usable life of the silt bag. The sump should be free of sediment or debris and set at a height that allows accumulated water to flow over the top of the sump toward the pump inlet.

- Address stormwater pond overflows from Baywood.
 - Continue to follow up with the City and Washington State Department of Ecology's Water Quality division.
 - Consider placing a temporary sandbag or other berms along the north property boundary adjacent to Baywood. Notify Baywood of stormwater run-on concerns and the intent to place sandbags/berms along the property boundary.
- Consider adding curbing to capture and redirect stormwater from W Marine View Drive to the City catch basin in the north driveway. Curbing could be installed by a qualified asphalt contractor.
 - The curbing is likely subject to permitting requirements from the City, such as temporary right-of-way closure, that should be secured prior to beginning construction work.
 - The City should additionally confirm that the driveway area is the intended drainage basin for the currently nonfunctional catch basin.
- Clean out stormwater conveyance structures in the vicinity of the ponding near Outfall OF-5 (to be performed by Jeld-Wen in accordance with the Cleanup Action Plan).

CLEANUP ACTION CONSTRUCTION

The goals and concerns on W&W-operated property during preconstruction will continue to apply during construction of the cleanup action; however, the cleanup activities will create additional concerns. Additional concerns and stormwater management goals during cleanup action construction include the following:

- Prevent run on/off to the stockpile and staging area and other construction areas managed under the CSGP.
- Manage ponding in alternative haul routes that will be established during closures of the north driveway. BMPs to minimize turbidity may need to be added or adjusted for pumping from other ponding location depending on Site conditions.
- Identify an additional acceptable temporary outfall location and conveyance method to be utilized once in-water work begins in the vicinity of Outfall OF-2.
- Manage any changing conditions such as additional subsidence that may be caused by increased traffic or equipment operation and decommissioning of the remaining stormwater conveyance system components on the eastern parcel.

Further coordination with the cleanup team will be needed during development of 60% and 90% design plans and evaluation of contractor plans once a contractor has been selected for the cleanup action. It is anticipated that additional letters of recommendation will be issued, at

minimum, prior to each phase of contractor mobilization, as informed by the Site cleanup activities.

We hope that this letter has been informative and useful for meeting stormwater management goals and addressing preconstruction concerns discussed during the site visit.

Sincerely,

FLOYD | SNIDER

A handwritten signature in black ink, appearing to read 'Kristin Anderson', written over the company name 'FLOYD | SNIDER'.

Kristin Anderson
Senior Geologist, Associate Principal

Encl.: W&W Everett Stormwater Project Field Report by KPFF

FIELD REPORT



1601 5th Ave, Suite 1300
Seattle, WA 98101
(206) 382-0600 / Fax (206) 382-0660

To:	Floyd Snider: Kristin Anderson Amy Booth Allison Geiselbrecht	Date:	12/09/2025
		Job No.	2500153
		File No.	N/A
		Location:	City of Everett
By:	Natalie Croom PE and Ellis Beckwith PE	Weather:	Cloudy, ~55° F, post large rain events
Project:	W&W Everett Stormwater Project Field Report	Others Present:	Kristin Anderson (FS), Amy Booth (FS), Jason Cornetta (Anchor QEA), Chris Kramer (SLR), Ron Woolworth.

PHOTOS:

See attached *Photo Guide* for the approximate location and orientation of each below photo.



Photo 1: North Truck Bay flooding



Photo 2: North Truck Bay pumping setup



Photo 3: Pad



Photo 4: Pad at east edge



Photo 5: Pad

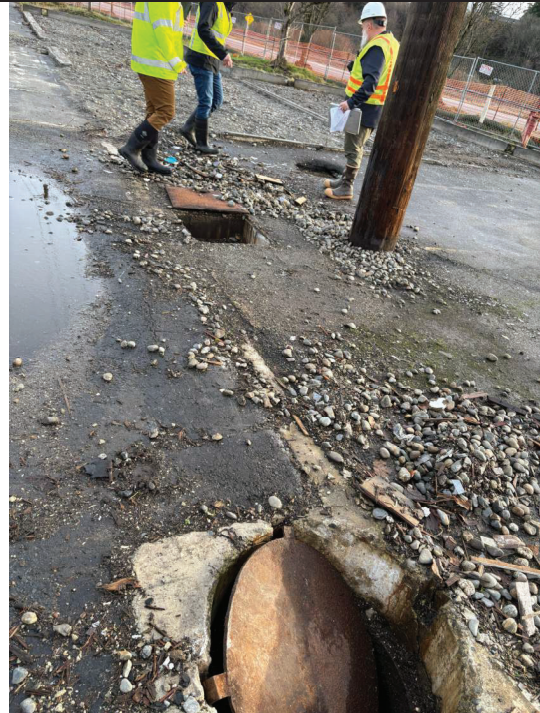


Photo 6: Vaults near office rooms (need to fill in)



Photo 7: Curb/ramps across whole pad



Photo 8: South Truck Bay



Photo 9: Office building pad



Photo 10: Stockpile at office building



Photo 11: Current drive aisle on south end

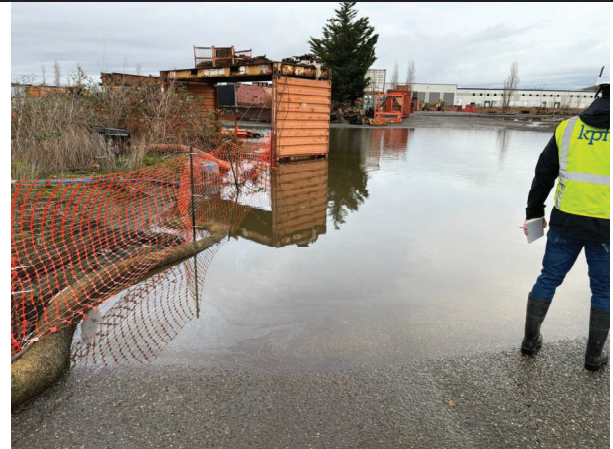


Photo 12: Flooding at OF-5, ground sunk down



Photo 13: Flooding at OF-5



Photo 14: Flooding at OF-5, water level even with tide



Photo 15: Unknown blue water, suspect paint



Photo 16: Curb running north-south



Photo 17: Curb running east-west



Photo 18: Pad



Photo 19: Ponding post pumped North truck bay to CB (see Photo 20)



Photo 20: Catch basin (DS-7) to OF-2



Photo 21: Hose from North truck bay pump, surface flow to Photo 19 area.



Photo 22: Adjacent catch basins on W Marine Drive from main entrance. Each

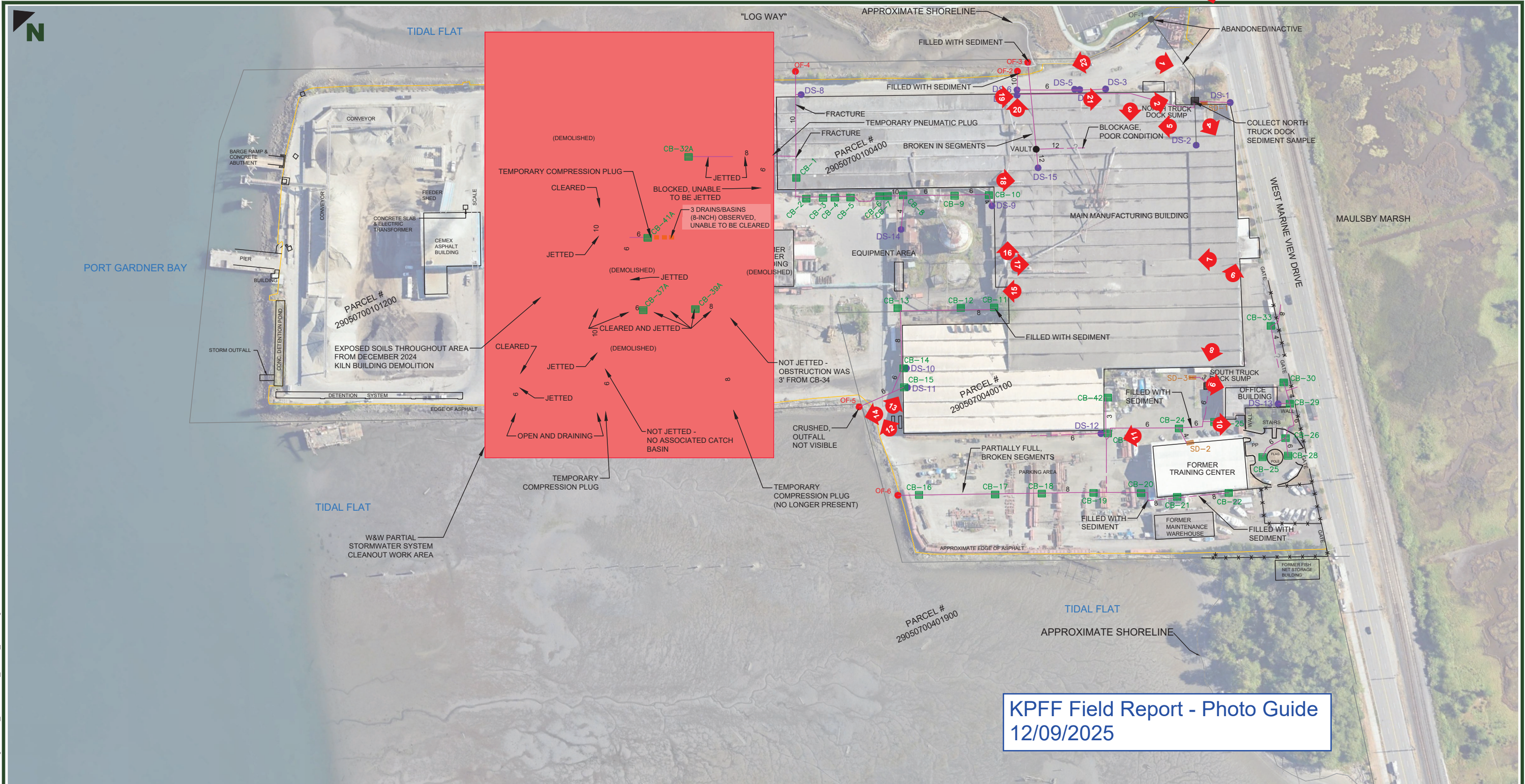
 <i>Photo 23: Property boundary with north property, evidence of water flowing from that property onto the site.</i>	<i>flanking CB is approximately 80-110 ft away from the center of the driveway.</i>
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OBSERVATIONS:

- Site visit started at 9am. High tide at 9:12am @ 12.3' MLLW.
- While the rainfall events in the last few days (up to a week of rainfall) seemed to be significant, the pad had significantly less ponding than expected.
- We noted several areas of ponding around the site and on the existing concrete slab.
- The pad is not in perfect condition and does not appear to be water tight.
- Three vaults near the previous office section of the main warehouse are open and are a falling hazard.
- We observed various levels of sediment and debris on top of the pad remaining from the demolition project.
- The independent building pad of the Office Building is raised from the surrounding ground. The pad is proud of the surrounding area varying from 12-18".
- There is significant ponding at the corner near OF-5. The water elevation of the pond visually appeared to be the same as the adjacent tide elevation.
 - Ron remarked that over the last 4-5 years, the ground around OF-5 (where the ponding is observed) has been sinking. The conveyance system may be broken and transporting fine sediments away from the site and into the main waterway. This has not been verified and other causes of the settlement in the area may exist.
- Three locations of large ponding were observed; at the north truck bay, the south truck bay, and near Outfall-5.

- The non-functional catch basin at the main northern entrance from W Marine Dr has flanking catch basins within the gutter in the driveway returns that appear to be functional. Each flanking catch basin is approximately 80 to 110 ft away from the center of the entrance driveway.
 - Chris from SLR previously observed (and has photos and videos of) significant runoff from the northern adjacent property (Baywood). This run-on flow is also likely contributing to the ponding at the Nort Truck Bay.
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LEGEND

- OF-1 ● OUTFALL LOCATION AND DESIGNATION
- CB-1 ■ CATCH BASIN LOCATION AND DESIGNATION
- DS-1 ● DOWNSPOUT LOCATION AND DESIGNATION
- SD-1 ■ STRIP DRAIN LOCATION AND DESIGNATION
- EXISTING STORMWATER CONVEYANCE LINES AS FIELD CHECKED (APRIL 2018)

0 175 350 525'

NOTES

THE BUILDINGS, SURFACE UTILITIES, EDGE OF PAVEMENT, AND APPROXIMATE SHORELINE SHOWN ON THIS MAP ARE BASED ON A 2006 SURVEY PERFORMED BY WH PACIFIC.

AERIAL PHOTOGRAPH FROM GOOGLE EARTH PRO, 2024.

OBSERVATIONS OF CENTRAL PORTION CLEANOUT WORK AREA FROM 2024 CLEANOUT ACTIVITIES PERFORMED BY W&W.

OBSERVATIONS FOR PROPOSED EASTERN PORTION CLEANOUT ACTIVITIES FROM 2018 SOURCE CONTROL EVALUATION (SCE) PERFORMED BY JELD-WEN.

JELD WEN SITE
300 WEST MARINE VIEW DRIVE
EVERETT, WASHINGTON

Report
WORK PLAN FOR STORMWATER SYSTEM CLEANOUT

Figure
COMPLETED STORMWATER SYSTEM ASSESSMENT
AND CLEANOUT

Date	MAY 2025	Scale	AS SHOWN
File Name	SW_SITE PLAN_NORD_2022	Project No.	108.020778.00001

Fig. No.
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