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DEPARTMENT OF ECOLOGY
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STATE ENVIRONMENTAL POLICY ACT

MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Date of Issuance: February 13, 2018

1. **Lead agency:** Department of Ecology, Toxics Cleanup Program, Southwest Region

2. **Agency Contact**: Joyce Mercuri, Cleanup Project Manager; Joyce.Mercuri@ecy.wa.gov; (360)·407-6260

3. **Project Name: Shelton Harbor Interim Action Cleanup and Habitat Restoration**

4. **Location of proposal**: Shelton Harbor, adjacent to Shelton, Mason County, Washington (Township 20 North, Range 3 West, Section 20).

5. **Description of proposal:** The proposal consists of two projects within Shelton Harbor that will be coordinated to the extent practical during construction.

Simpson Timber Company (Simpson) proposes to conduct interim action environmental cleanup within the Shelton Harbor Sediment Cleanup Unit (SCU), which is the subject of Agreed Order No. DE 14091 between Ecology and Simpson. The interim action will partly clean up sediments with the Shelton Harbor SCU. A final cleanup action for the remainder of the SCU will be addressed in a forthcoming Cleanup Action Plan (CAP), currently targeted to be prepared in 2019. Activities to be performed for the interim cleanup action include intertidal and subtidal capping a total of approximately 8.5 acres at three Sediment Management Areas (SMAs) within Shelton Harbor: SMA-1 comprises approximately 4.4 acres in the Shelton Creek delta; SMA-2 comprises approximately 0.6 acre in the marine railway area adjacent to the Pine Street right-of-way; and SMA-3 comprises approximately 3.5 acres in the southwestern harbor.

The cleanup project consists of engineered capping to isolate contaminated sediments. Capping involves placing granular material to provide chemical confinement and to physically isolate contaminated material to protect biological receptors (e.g., benthic infauna, forage fish, and crabs). Subject to final design refinements, the total cap thickness would be approximately 18 inches. In SMA-3, additional cap thickness (up to 3 feet) would be placed to create a stable

shoreline slope. Up to three upland staging and transload facility locations may also be constructed during construction. No grading is needed for upland staging areas, and only relatively minor grading is needed to facilitate safe access to adjacent tideflats. Creosote-treated pile removal may be included with the cleanup portion of the Project, and/or may be performed under the restoration element of the Project described below. Pilings will be removed using vibratory extraction equipment to the extent practicable. Cleanup construction is slated to begin in summer/fall of 2018.

Concurrent with the cleanup portion of the Project, the Squaxin Island Tribe, SPSSEG, Simpson, Port of Shelton, and other implementing partners propose to construct the habitat restoration element of the Project (also referred to as the West Oakland Bay Restoration and Conservation project) within the northern portion of Shelton Harbor (approximately 45.9 acres). Phase I of the restoration project, consisting of installation of engineered log jams within the delta of Goldsborough Creek, was conducted in fall of 2017 (under a separate SEPA checklist/determination; City of Shelton SEPA number 04-17). The restoration project covered under this SEPA MDNS will include creation of salt marsh by placing fill to raise the elevation of aquatic lands. The project is slated to begin in Fall of 2018, with construction of a salt marsh lobe in the northwest portion of Shelton Harbor on tidelands owned by Simpson and adjacent to Sierra Pacific Industries properties. Later phases will include creation of saltmarsh lobes in the remainder of northern Shelton Harbor.

The Restoration portion of the Project will include the following actions:

- Restore tidal channels and off-channel tidal flats
- Remove portions of an artificial railroad spit, log wall, two creosote-treated wood structures, and sheet pile bulkhead
- Remove 260 creosote-treated timber piles (either as part of the cleanup project or as part of the restoration project depending on timing)
- Place 553,000 cubic yards of clean fill and 3,600 cubic yards of topsoil.
- Install native marsh plants at three locations to re-establish saltmarsh habitat at the mouth of Goldsborough and Shelton Creeks
- Upland staging and transload facilities

The restoration project footprint overlaps with SMA-1 and SMA-2 of the cleanup project. The cleanup actions will be designed to be compatible with the Restoration elements of the Project. Cleanup construction is also anticipated to be coordinated with restoration construction to the extent practicable. However, cleanup actions are not dependent on the Restoration elements of the Project and could be constructed during a separate timeframe pending permit issuance. Depending on the timing for construction, SMA-1 and SMA-2 of the cleanup project will ultimately be covered by the fill of the restoration project.

6. Project proponents:

Simpson Timber Company (Simpson)
535 E. Dock Street, Suite 205
Tacoma, WA 98402
Attn: Dave McEntee, President
(360) 495-2088

Squaxin Island Tribe
Natural Resources Department
200 S.E. Billy Frank Jr. Way
Shelton, WA 98584
Attn: Scott Steltzner, Fisheries Biologist
(360) 432-3803

South Puget Sound Salmon Enhancement Group (SPSSEG)
6700 Martin Way East, Suite 112
Olympia, WA 98516
Attn: Brian Combs, Senior Project Manager/Restoration Biologist
(360) 412-0808, ext. 104

7. SEPA Determination: After review of the completed environmental checklist and other supporting documents, Ecology has determined that the Project will not have a probable significant adverse impact on the environment, provided that mitigation measures as described in Section 7 of this determination are implemented. An environmental impact statement is not required under the Revised Code of Washington 43.21C.030(2)(c). Other supporting documentation are available at https://fortress.wa.gov/ecy/gsp/Sitepage.aspx?csid=13007 for the cleanup elements of the project and at http://sheltonharbor.org/ for restoration elements.

This determination is based on the following findings and conclusions: The purpose of the project is to reduce/prevent harm to human health and the environment from contaminants, and to restore/improve the habitat. Ecology and permit agency oversight for the cleanup project, combined with the mitigating measures, will ensure that the environment is protected during construction.

8. SEPA MITIGATION CONDITIONS

A) All conditions issued by regulatory agencies shall be complied with, including U.S. Army Corps of Engineers Section 10/404 permit (including Endangered Species Act and Section 106 of the National Historic Preservation Act); Department of Ecology 401 Water Quality Certification; Washington Department of Fish and Wildlife Hydraulic

Project Approval; Ecology (NPDES) Construction Stormwater General Permit; Ecology Coastal Zone Management Act Consistency Determination; City of Shelton Shoreline Management Permit (or exemption).

B) Simpson or its contractors shall develop for Ecology approval an Engineering Design Report (EDR) for the cleanup portion of the Project. The EDR shall include detailed cap design. It shall also include implementation procedures for the capping construction, to ensure protection of the environment during project staging and construction. At a minimum, the following procedures/elements will be included in the EDR and/or in contractor submittals:

- **a.** Water Quality Management and Monitoring Plan, to include measures to protect water quality during cleanup cap construction for any activities below Mean Higher High Water (MHHW); and include water quality and other monitoring as needed to ensure effectiveness of water protection measures
- **b.** Location and layout of staging areas, to include locations and methods of upland access to tidelands
- **c.** Source and quality of cap materials
- **d.** Transportation and staging, to include traffic projections; traffic/safety management; management of stockpiles; noise, light, and dust management; and hours of operation
- **e.** Methods of cap placement, to include equipment, and methods to minimize impacts to intertidal and subtidal lands

C) Simpson or its contractors shall evaluate the use of non-structural stabilization measures during the engineering design for SMA-3. Use of soft-armoring techniques including the use of gravel and cobble, and consideration of adjustment to steepness of slope shall be prioritized over structural stabilization techniques as practicable.

D) Imported fill shall be clean and obtained from an Ecology-approved source. Ecology shall approve of all fill materials to be placed below or adjacent to Mean Higher High Water.

E) Impacts to shoreline vegetation shall be minimized to the extent possible.

F) Project proponents shall implement Ecology-approved erosion and sedimentation control plans and/or stormwater pollution prevention plans for all upland construction or grading. Plans shall include elements for spill controls/countermeasures as well as stormwater runoff best management practices.

G) Project proponents or their contractors shall implement an Ecology-approved Creosote Material Removal/Disposal Plan for all piling or creosote bulkhead removal activities.

H) South Puget Sound Salmon Enhancement Group (SPSSEG) shall provide a hydraulic analysis, for the City of Shelton's review and concurrence, demonstrating that the restoration project actions are not likely to exacerbate upstream flooding issues/concerns within Shelton Creek or Goldsborough Creek.

9. **Comment Period:** This MDNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 30 days from the date of issue listed above. Agencies, Tribes, and members of the public are invited to comment on the MDNS. The comment period for this MDNS is corresponds with the comment period for the Shelton Harbor Interim Action Plan, which will end at 5:00 p.m. March 19, 2018. Written comments must be postmarked or emailed no later than that date and should be provided to the agency contact listed above.

Responsible official:

Rebecca S. Lawson, P.E., LHG
Regional Section Manager, SWRO
Department of Ecology
PO Box # 47775
Olympia, WA 98504-7775
360·407·6241

Signature Rebecca S. Lawson Date 2-13-2018

SEPA ENVIRONMENTAL CHECKLIST

A. Background [help]

1. Name of proposed project, if applicable:

Shelton Harbor Interim Action Cleanup and Habitat Restoration Project

2. Name of applicant:

Simpson Timber Company, Squaxin Island Tribe, and South Puget Sound Salmon Enhancement Group

3. Address and phone number of applicant and contact person:

Applicant:
Dave McEntee, Vice President
Simpson Timber Company
535 E. Dock Street, Suite 205
Tacoma, WA 98402
(360) 495-2088

Co-applicant:
Scott Steltzner, Fisheries Biologist
Squaxin Island Tribe Natural Resources Department
200 S.E. Billy Frank Jr. Way
Shelton, WA 98584
(360) 432-3803

Co-applicant:
Brian Combs, Senior Project Manager/Restoration Biologist
South Puget Sound Salmon Enhancement Group
6700 Martin Way East, Suite 112
Olympia, WA 98516
(360) 412-0808, ext. 104

Contact:
Alicia Toney
Anchor QEA, LLC
1605 Cornwall Avenue
Bellingham, Washington 98225
(360) 715-2717

4. Date checklist prepared:

February 2, 2018

5. Agency requesting checklist:

Washington State Department of Ecology

6. Proposed timing or schedule (including phasing, if applicable):

Sediment cleanup and habitat restoration activities in Shelton Harbor (Figure 1) are anticipated to begin in summer/fall 2018. To the extent practicable, the Shelton Harbor Interim Action Cleanup Project (Cleanup Project)—constructed by Simpson Timber Company (Simpson)—will be coordinated with the habitat restoration project (Restoration Project)—constructed by the Squaxin Island Tribe and South Puget Sound Salmon Enhancement Group (SPSSEG). However, the Cleanup Project is not dependent on the Restoration Project and could be constructed during a separate timeframe pending permit issuance timeframes.

The Cleanup Project is expected to take up to 4 months of in-water work (1 month for piling removal and 3 months for capping). The Restoration Project is expected to take up to several years of in-water work, beginning with piling removal and construction of a salt marsh lobe in the northwest portion of Shelton Harbor on tidelands owned by Simpson and adjacent to Sierra Pacific Industries properties.

In-water construction will be timed to occur within approved work windows to prevent impacts to salmonids. Due to fisheries' protective restrictions, no in-water construction work can be performed in Shelton Harbor during February 16 through July 14 of any year unless otherwise modified by applicable regulatory agencies.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

In accordance with the State Sediment Management Standards (SMS) 173-204-500(4)(a), as further described in Order DE 14091 (Agreed Order) between Washington State Department of Ecology (Ecology) and Simpson, Ecology has delineated the Shelton Harbor sediment cleanup unit (SCU) within the Oakland Bay and Shelton Harbor Sediments Cleanup Site (Ecology Cleanup Site ID 12007). The Cleanup Project described in this SEPA Checklist will partially remediate sediments within the SCU, as provided under the Washington State Model Toxics Control Act (MTCA) regulation (Washington Administrative Code [WAC] 173-340-430) and the Agreed Order. The remainder of the Shelton Harbor SCU will be addressed in a forthcoming SCU-wide Cleanup Action Plan, currently targeted to be prepared in 2019.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The following information has been prepared or will be prepared for the Cleanup Project:

- *Shelton Harbor Interim Action Plan and Appendix A: 2017 Data Report* – Anchor QEA, 2018
- *Shelton Harbor Sediment Cleanup Unit Remedial Investigation/Feasibility Study Work Plan* – Anchor QEA, 2018
- *Sediment Investigation Report, Oakland Bay Sediment Characterization Study* – Anchor QEA, 2017

- *Summary of Existing Information and Identification of Data Gaps Technical Memorandum* – Anchor QEA, 2018
- *Shelton Harbor Interim Action Cleanup Project Cultural Resources Memorandum* – Anchor QEA, in progress
- *Shelton Harbor Interim Action Cleanup Project Biological Evaluation* – Anchor QEA, in progress
- *Shelton Harbor Interim Action Cleanup Project Joint Aquatic Resource Permit Application* – Anchor QEA, in progress
- *Shelton Harbor Interim Action Cleanup Project Notice of Intent for National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit* – Anchor QEA, in progress
- *Shelton Harbor Interim Action Cleanup Project: Engineering Design Report* – Anchor QEA, in progress

The following information has been prepared or will be prepared for the Restoration Project:

- *West Oakland Bay Restoration and Conservation Project Cultural Resource Survey, Mason County* (ICF 2018)
- *Environmental Action Statement* (USFWS 2017a)
- *Determination of Effects to Endangered Species for the West Oakland Bay Project* (USFWS 2017b)
- *West Oakland Bay Restoration 60% Design Plans* - Anchor QEA 2018
- *West Oakland Bay Restoration 60% Basis of Design Report*- Anchor QEA 2018

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications or proposals pending at this time that would directly affect the property area covered by this proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

The following permits will be needed by Simpson for the Cleanup Project:

- Section 404/10 Permit (expected via Nationwide Permit 38) – U.S. Army Corps of Engineers (USACE); note that the compliance with the Section 401 Water Quality Certification will occur as part of the Nationwide Permit 38
- Endangered Species Act (ESA) Section 7 Consultation – U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS)
- Essential Fish Habitat Concurrence – NMFS
- Section 106 of the National Historic Preservation Act Consultation – USACE and Washington State Department of Archaeology and Historic Preservation
- NPDES Construction Stormwater General Permit – Ecology
- Coastal Zone Management Act Consistency Determination – Ecology

The following permits will be needed by SPSSEG for the Restoration Project:

- Section 404/10 Permit (expected via Individual Permit) – USACE
- ESA Section 7 Consultation – USFWS and NMFS
- Essential Fish Habitat Concurrence – NMFS
- Section 401 Water Quality Certification – Ecology
- Section 106 of the National Historic Preservation Act Consultation – USACE and Washington State Department of Archaeology and Historic Preservation
- NPDES Construction Stormwater General Permit – Ecology
- Coastal Zone Management Act Consistency Determination – Ecology
- Hydraulic Project Approval – Washington Department of Fish and Wildlife (WDFW)
- Shoreline Substantial Development Permit or applicable exemption – City of Shelton

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Remediation of contaminated sediments in Shelton Harbor as part of the Cleanup Project will be consistent with current MTCA and SMS regulatory requirements (Chapters 173-340 and 173-204 WAC). Simpson, along with other Potentially Liable Parties as appropriate, will implement the Cleanup Project in accordance with the Shelton Harbor Interim Action Plan, to satisfy a portion of the requirements of the Agreed Order. The sediment cleanup action focuses on controlling exposure to hazardous substances by isolating contaminants with engineered capping to protect human health and the environment. The sediment cleanup action will reduce potential risks to human health, improving current conditions.

Activities to be performed for the Cleanup Project include the following elements:

- Creosote-treated pile removal
- Intertidal and subtidal capping (approximately 8.6 acres) using clean sands and gravels from local upland quarries

Concurrent with the Cleanup Project, the Squaxin Island Tribe, SPSSEG, Simpson, Port of Shelton, and other project partners are separately designing and permitting a complementary Restoration Project (also referred to as the West Oakland Bay Restoration and Conservation project) within the northern portion of Shelton Harbor (approximately 45.9 acres) and additional creosote pile removal in the South Harbor. The Restoration Project includes raising the elevation of aquatic lands by addition of fill. The northern portions of the Cleanup Project will ultimately be covered by the fill of the Restoration Project. The Restoration Project is funded in part with federal grant funds awarded through the USFWS's National Coastal Wetlands Conservation Grant Program. The Restoration Project overlaps with a portion of the Cleanup Project area (Figure 2).

The entire project area for the Cleanup Project and Restoration Project is approximately 49.4 acres.

The initial (2017) phase of the Restoration Project installed engineered log jams designed to slow and reverse the upstream channel incision. This initial activity was covered under City of Shelton SEPA number 04-17, Mitigated Determination of Nonsignificance. This SEPA checklist addresses subsequent phases of the Restoration Project, anticipated to begin in fall 2018. The overall goals of the Restoration Project include the following:

- Provide salmon and aquatic habitat and hydraulic complexity
- Promote aggradation and complex flow paths
- Restore estuary functions and facilitate natural processes
- Improve habitat conditions at the mouths of Goldsborough and Shelton Creeks
- Create near-historic salt marsh habitat for salmon and other wildlife

Sediment cleanup actions in northern Shelton Harbor will be designed to be compatible with the Restoration Project. Cleanup Project construction is also anticipated to be coordinated with Restoration Project construction to the extent practicable. However, cleanup actions are not dependent on the Restoration Project and could be constructed during a separate timeframe pending permit issuance.

Proposed Cleanup Project

Three sediment management areas (SMAs) have been delineated within the Shelton Harbor SCU that will be addressed by the Cleanup Project (Figures 2, 3, 4, and 5). The specific cleanup actions developed for each SMA are summarized below:

- SMA-1: Approximately 4.4 acres in the Shelton Creek delta (within the footprint of the Restoration Project); see Figure 3
- SMA-2: Approximately 0.6 acre in the former marine railway area (also within the footprint of the Restoration Project); see Figure 4
- SMA-3: Approximately 3.5 acres in the southwestern harbor (outside of the footprint of the Restoration Project); see Figure 5

The extent of all three SMAs will be refined in spring 2018 by sampling surface sediments in these areas to inform final remedial design details. Material specifications will be refined during design in coordination with permitting agency and stakeholder reviews to optimize habitat functions, but the material is expected to consist of a mixture of clean sand and gravel up to approximately 8 inches in diameter, depending on the location.

The Cleanup Project consists of engineered capping to isolate contaminated sediments. Capping involves placing granular material to provide chemical confinement and to physically isolate contaminated material to protect biological receptors (e.g., benthic infauna, forage fish, and crabs). Subject to final design refinements, the total cap thickness including overplacement allowances would be approximately 18 inches. In SMA-3, additional cap thickness (to 3 feet) would be placed to create a stable embankment slope.

Up to three upland staging and transload facility locations may also be utilized during in-water construction, as depicted on Figure 2.

Approximately 23,000 cubic yards of capping material will be placed in SMAs 1 through 3. Using materials supplied from local upland quarries, cap material is expected to be placed either using barge-mounted mechanical placement equipment (i.e., mechanical clamshell or skip box), or with land-based equipment (i.e., amphibious excavators, dozers, or conveyor equipment).

Approximately 260 creosote-treated piles will be removed in the areas of SMA-1 and SMA-2 to facilitate cap construction (Figure 2) – either as part of the Cleanup Project or as part of the Restoration Project depending on timing. Pile removal will be performed using barge-mounted equipment for vibratory extraction to the extent practicable. If conditions do not allow for this method, Simpson or the selected contractor will consult with Ecology prior to employing other pile removal methods. Piles will be disposed of at an approved off-site upland disposal facility.

Compliance monitoring and contingency responses (as needed) will be implemented in accordance with WAC 173-340-410, Compliance Monitoring Requirements (Anchor QEA 2018a).

Proposed Restoration Project

The Restoration Project will include the following actions:

- Restore tidal channels and off-channel tidal flats within Shelton Harbor (Figures 2, 3, 4, and 5)
- Remove portions of an artificial railroad spit, log wall, two creosote-treated wood structures, and sheet pile bulkhead
- Remove 260 creosote-treated timber piles – either as part of the Cleanup Project or as part of the Restoration Project depending on timing, as described previously
- Place 553,000 cubic yards of clean fill and 3,600 cubic yards of topsoil
- Install native marsh plants at three locations to re-establish saltmarsh habitat at the mouth of Goldsborough and Shelton Creeks

No setback levees or tide gate additions will be used.

Restoration Project work area limits, project materials staging areas (Figure 2), and project travel lanes will be marked and will be part of the contractor specifications and contract. Using materials supplied from local upland quarries or other approved sources, clean fill and topsoil material will be placed either using barge mounted mechanical placement equipment (i.e., mechanical clamshell or skip box), or with land-based equipment (i.e., amphibious excavators, dozers, and/or conveyor equipment). Pile removal will occur as described previously for the Cleanup Project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located within Shelton Harbor and adjacent to Shelton, Mason County, Washington (Township 20 North, Range 3 West, Section 20). State Route 3 is the main access road to the Project area.

B. Environmental Elements [help]

1. Earth [help]

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

The upland area abutting Shelton Harbor where staging will occur is relatively flat and slopes down towards Shelton Harbor. Most of the shoreline is developed and consists of bulkheads, embankments, deltas, and beaches. The areas that consist of bulkheads and embankments are considered steep slopes (City of Shelton 2018a).

b. What is the steepest slope on the site (approximate percent slope)?

The project area contains a riprap slope, log wall, bulkhead, and a vegetated embankment/hillside that are steeper than 1:1. The rest of the site consists of slopes that are less than 30 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Upland areas abutting Shelton Harbor were developed through historic fill activities within the shoreline adjacent to Shelton Harbor. The surficial fill typically consists of sand and gravel, with locally variable fines content and woody organics (ICF 2017). Most of the uplands consist of compacted dirt and gravel, and paved roads associated with the industries located on the adjacent property.

Watershed inputs from Goldsborough Creek and Shelton Creek contribute sediments to Shelton Harbor, which deposit in the relatively large intertidal delta in north Shelton Harbor, while finer sediment (silt and clay) is transported into deeper water areas of the SCU.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no indications or known history of unstable soils in the immediate vicinity of the project.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Up to approximately 100,000 cubic yards of clean sand, gravel and topsoil could be temporarily stockpiled at the potential staging and transload sites shown on Figure 2. No grading is needed for upland staging areas, and only relatively minor grading (less than 1,000 cubic yards) is needed to facilitate safe access to adjacent tideflats.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion could occur from the Project during fill activities. Best management practices (BMPs), including preparation of a Temporary Erosion and Sedimentation Control (TESC) Plan in coordination with Ecology and other applicable agency requirements, will be implemented during construction activities so that any potential erosion from stockpiling and filling activities will not contribute to erosion in the area.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The project does not propose any new impervious surfaces, and the existing level of impervious surfacing will remain the same.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A TESC Plan will be developed and construction BMPs will be implemented to minimize erosion from the Project.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Much of the work for the project is proposed in water; therefore, dust generated from construction could occur with upland activities associated with upland material stockpile management (e.g., moving and loading). For upland-related activities, fugitive dust could be generated during dry periods during construction. Construction machinery such as cranes, loaders, and trucks will likely emit exhaust gases. These emissions will be temporary in nature and generally of short duration; therefore, no long-term adverse effects on local air quality are anticipated.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no known off-site sources of air emissions that would affect the project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Construction equipment used on the project will be maintained in good working order to minimize airborne emissions. BMPs (e.g., application of water as necessary) for dust control will be employed during construction as necessary.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The Cleanup and Restoration Projects would occur in Shelton Harbor within the larger Puget Sound area. Two perennial streams feed into the Harbor: Goldsborough Creek and Shelton Creek.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Activities performed for the Cleanup and Restoration Projects will include placement of clean fill and topsoil; removal of creosote-treated piles, portions of an artificial railroad spit, log wall, two creosote-treated wood structures, and sheet pile bulkhead; and installation of native marsh plants (see Section A.11 of this SEPA Checklist for additional details).

Up to 100,000 cubic yards of clean sand, gravel, and topsoil could be temporarily stockpiled at the potential staging and transload sites shown on Figure 2. Removed pilings may also be temporarily stockpiled in the upland staging areas prior to disposal.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

For the Cleanup Project, approximately 23,000 cubic yards of sand and gravel capping material would be required in SMAs 1 through 3. For the Restoration Project, approximately 553,00 cubic yards of clean fill and 3,600 cubic yards of topsoil are proposed. Capping and fill materials will be supplied from local, upland quarries or other approved sources.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No surface water withdrawals or diversions are proposed.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes, the shoreline adjacent to the Project area is located within the 100-year floodplain (FEMA 1983).

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

During construction, incidental quantities of waste materials (including diesel fuel and lubricating oils) from accidental leakage from heavy equipment and vehicles could enter surface waters. If pilings will be staged in the upland area, the pilings will be contained to prevent contaminated material from entering Shelton Harbor. No waste materials would be discharged to ground or surface water from the completed Projects.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No groundwater is proposed to be withdrawn as part of this project.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material is anticipated to be discharged to groundwater as part of this project.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff could occur within the potential staging and transload areas. Stormwater runoff currently discharges into Shelton Harbor and no change in discharge rate is proposed. Surface water runoff will be managed using BMPs as appropriate, consistent with Ecology's 2012 Stormwater Management Manual for Western Washington (Ecology 2012). Collection and disposal of stormwater runoff is not proposed. Conditions of the issued NPDES construction stormwater general permit will be adhered to during construction.

2) Could waste materials enter ground or surface waters? If so, generally describe.

During construction, incidental quantities of waste materials (including diesel fuel and lubricating oils) from accidental leakage from heavy equipment and vehicles could enter surface waters. No waste materials will be discharged to ground or surface water from the completed project.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed project will not alter or affect drainage patterns in the vicinity of the site. The project is intended to improve estuary functions and habitat conditions in the mouths of Goldsborough and Shelton Creeks.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Imported fill material necessary to complete the project will be clean and obtained from an approved source.

Construction of the proposed project will comply with water quality requirements imposed by Ecology, which specify water quality standards that must be met during construction.

Contractors for the project will be responsible for the preparation of a Spill Prevention, Control, and Countermeasures (SPCC) Plan to be used for the duration of the project in order to safeguard against the nominal chance that an unintentional release of fuel, lubricants, or hydraulic fluid from the construction equipment could occur.

The removal of creosote-treated piles and wood structures will be consistent with U.S. Environmental Protection Agency "Best Management Practices for Pile Removal and Disposal" (March 1, 2007). Piles and the creosote-treated wood structures will be disposed of at an approved off-site upland disposal facility.

4. Plants [help]

a. Check the types of vegetation found on the site:

_x__ deciduous tree: alder, maple, aspen, other
____ evergreen tree: fir, cedar, pine, other
_x__ shrubs
____ grass
____ pasture
____ crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____ water plants: water lily, eelgrass, milfoil, other
____ other types of vegetation

Terrestrial habitat in the upland portion of the project area is limited because the project is located along working industrial sites. The shorelines are highly modified, and vegetation is limited to within several feet of the shoreline due to parking, paved areas, and existing boat launch structures. Bank slopes are steep to vertical and are protected from erosion in most areas by large rock and concrete riprap. Existing limited riparian vegetation is characterized by shrubs, deciduous trees and invasive species (e.g., Himalayan blackberry). There is no aquatic vegetation documented within the project area (Anchor QEA 2018b).

b. What kind and amount of vegetation will be removed or altered?

No native trees or shrubs will be removed or altered as a part of this proposal.

The Restoration Project will install native salt marsh vegetation to improve aquatic habitat and native riparian vegetation.

c. List threatened and endangered species known to be on or near the site.

No listed plant species are known to be on or near Shelton Harbor.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Native marsh plants will be installed at three locations to re-establish saltmarsh habitat at the mouth of Goldsborough and Shelton Creeks.

e. List all noxious weeds and invasive species known to be on or near the site.

There are invasive species (e.g., Himalayan blackberry) observed on or near the shoreline action area.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

WDFW Priority Habitat and Species maps identifies the following species being present on near the site in addition to ESA-listed species (see Table 1) (WDFW 2018):

- coho salmon (*Oncorhynchus kisutch*)
- cutthroat trout (*O. clarkii*)
- steelhead (*O. mykiss*)
- chum (*O. keta*)
- chinook salmon (*O. tshawytscha*)
- Purple martin (*P. subis*)
- Surf smelt (*H. pretiosus*)
- Hardshell clam
- Oyster beds

b. List any threatened and endangered species known to be on or near the site.

Table 1 summarizes the ESA-listed threatened or endangered species known to be on or near the Harbor.

Table 1
Shelton Harbor Potential Threatened or Endangered Species

Species	Status	Agency	Critical Habitat
Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*)	Threatened (Puget Sound ESU)	NMFS	Designated
Puget Sound steelhead (*Oncorhynchus mykiss*)	Threatened (Puget Sound DPS)	NMFS	Designated
Bull trout (*Salvelinus confluentus*)	Threatened (Coastal-Puget Sound ESU)	USFWS	Designated
Marbled murrelet *(Brachyramphus Marmoraus*)	Threatened	USFWS	Not designated
Killer whale (*Orcinus orca*)	Endangered (Southern Resident DPS)	NMFS	Designated
Bocaccio (*Sebastes paucispinus*)	Endangered (Georgia Basin DPS)	NMFS	None in Project area
Yelloweye rockfish *(Sebastes ruberrimus*)	Threatened (Georgia Basin DPS)	NMFS	None in Project area

Note:
Source: Anchor QEA 2018b
ESU = Evolutionarily Significant Unit
DPS = Distinct Population Segment

c. Is the site part of a migration route? If so, explain.

Shelton Harbor is within the Pacific Flyway for migratory birds. Migratory species of geese and ducks can be found in the Shelton area and along the shorelines of Shelton Harbor throughout the year. Juvenile and adult salmonid species have been documented to migrate through Shelton Harbor (WDFW 2018).

d. Proposed measures to preserve or enhance wildlife, if any:

In-water work would occur during agency-approved in-water work windows to minimize potential impacts to ESA-listed species. Due to fisheries' protective restrictions, no in-water construction work can be performed in Shelton Harbor during February 16 through July 14 of any year unless otherwise modified by applicable regulatory agencies.

e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the site.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Once completed, the project will not create any long-term energy needs.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The completed project will not affect the potential use of solar energy.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Construction practices that encourage efficient energy use, such as obtaining fill material as close as possible to the project site, limiting idling equipment, encouraging carpooling of construction workers, and locating potential staging and transload areas near work areas, will be implemented.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Yes. Environmental health hazards could result from a spill of fuel or oil from operating equipment or from equipment accidents. Hazards will be limited to those encountered during construction and will be controlled through project construction plans (such as the SPCC Plan), as well as health and safety plans.

1) Describe any known or possible contamination at the site from present or past uses.

The following chemicals of concern have been identified within the Cleanup Project area (Anchor QEA 2018a):

- Toxicity from wood debris breakdown products
- Dioxins/furans
- Carcinogenic polycyclic aromatic hydrocarbons
- Copper
- Tributyltin

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

One of the project objectives is the remediation of contaminated substances that are known to exist in the project area. The Cleanup Project is designed to control exposure of hazardous substances by isolating contaminants with engineered capping to protect human health and the environment.

There are approximately 260 creosote treated wood piles and two creosote-treated wood structures that would be removed as part of the project.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Fuel and oil associated with the operation of construction equipment will be stored and used onsite. Creosote wood piles and the creosote-treated wood structures may temporarily be staged onsite until they are moved to an approved upland disposal facility. BMPs will be implemented to avoid and minimize the release of any toxic or hazardous chemicals into the environment.

4) Describe special emergency services that might be required.

There are no special emergency services required for this project.

5) Proposed measures to reduce or control environmental health hazards, if any:

Hazards will be limited to those encountered during construction. Workers will be properly trained for work at the project; proper construction methods, personal protective equipment, and safety equipment will be employed.

Environmental health hazards that could result from a spill of fuel or oil from operating equipment will be addressed within the SPCC Plan prepared for the project.

All creosote-treated wood that is removed will be disposed of in an approved upland disposal facility in accordance with Washington State's Dangerous Waste Regulations (WAC 173-303), including any regulations pertaining to excluded categories of waste (WAC 173-303-071).

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

No noise sources exist in the area that are anticipated to affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

All noise generated by the Project will be short-term in duration and would be generated from construction equipment.

3) Proposed measures to reduce or control noise impacts, if any:

The project will follow local noise control regulations. In-water construction will be timed to occur within approved work windows to prevent impact to fisheries.

All equipment will be required to comply with pertinent U.S. Environmental Protection Agency equipment noise standards.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Much of the site is tidal mud flats with no specific use. Some occasional recreational water-related uses occur. The upland property is currently used as a working lumber yard with industrial activities. Adjacent property uses consist of a Yacht Club, railroad, and residential and commercial buildings associated with the City of Shelton.

The proposal is not expected to affect the land uses of nearby properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

There is no history of the project site being used as working farmlands or working forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

There are no surrounding working farms or forest land that will be affected.

c. Describe any structures on the site.

Existing structures onsite consist of bulkheads, a log wall, boat launch, artificial railroad spit, creosote pilings, two creosote-treated wood structures, and industrial facilities.

d. Will any structures be demolished? If so, what?

As discussed in the project description, an estimated 260 creosote-treated piles and two creosote-treated wood structures will be removed as part of the project. Portions of the artificial railroad spit will also be removed as part of the project.

e. What is the current zoning classification of the site?

The project area is zoned “Industrial” and “General Commercial” (City of Shelton 2018b).

f. What is the current comprehensive plan designation of the site?

Shelton Harbor is designated as “Industrial.” The upland areas where stockpiling may occur is designated as “General Commercial” (City of Shelton 2018c).

g. If applicable, what is the current shoreline master program designation of the site?

Portions of the project are within the “Aquatic Harbor” and Urban Industrial” shoreline designations (City of Shelton 2018d).

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes, the areas that consist of bulkheads and embankments have been classified as "steep slopes" (City of Shelton 2018a).

i. Approximately how many people would reside or work in the completed project?

The project will not change existing levels of employment after completion.

j. Approximately how many people would the completed project displace?

The project will not displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are proposed to avoid or reduce displacement impacts.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project is consistent with local land uses and plans. The project will enhance the existing natural habitat within Shelton Harbor and associated shorelines.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

There are no planned impacts to agricultural or forest lands.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

This project does not entail creation of new housing.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No existing housing units will be eliminated.

c. Proposed measures to reduce or control housing impacts, if any:

No measures are proposed to control housing impacts.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No new structures are proposed.

b. What views in the immediate vicinity would be altered or obstructed?

Views to the Harbor are not anticipated to be affected.

c. Proposed measures to reduce or control aesthetic impacts, if any:

No measures are proposed to reduce or control aesthetic impacts.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Depending upon the final schedule of specific project activities, temporary work lighting may be used to provide a safe work environment during hours of darkness or lowlight conditions. Temporary work lighting is anticipated to be localized and short-term in duration.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light or glare from the project is not expected to create a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?

There are no known sources of off-site light or glare that may affect the proposed project.

d. Proposed measures to reduce or control light and glare impacts, if any:

No measures are proposed to reduce or control light and glare impacts.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

Shelton Harbor is used for recreational boating; recreational fishing; and other water-related activities.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will not permanently displace recreational users. There will be temporary access restrictions in the cleanup and restoration areas of Shelton Harbor during capping, pile removal, and restoration activities, but those areas will be limited to the area around the construction operation and will be

relatively short-term in duration. The completed project will result in improved recreational opportunities due to the improved environmental conditions from the cleanup activities.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The proposed project is considered a net benefit for recreational uses due to the improved environmental conditions from the cleanup and restoration activities.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

There are no buildings, structures or archaeological sites in the project footprint that are listed in preservation registers.

Two potentially historic resources were recorded during a 2017 survey for a habitat restoration project related to the present project (ICF 2018): a segment of the former Simpson Timber Company railroad and associated log pullout crane; and pilings that were once part of log raft tethers. The Department of Archaeology and Historic Preservation has informed the habitat restoration project proponent that the crane and rail line are eligible for listing in the National Register of Historic Places (NRHP). The log raft tether pilings are not NRHP-eligible. The crane and rail line are not in the area of the present project. Some of the pilings associated with the log raft tether structures will be removed in SMA-1 for the present project.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The recent cultural resources survey of the habitat restoration project (ICF 2018) covered most of the area of the present project, with the exception of SMA-3. The pedestrian survey did not locate any significant cultural resources.

Consultation between SPSSEG, USFWS, and the Squaxin Island Tribe for the habitat restoration project revealed that the tribe is aware of an as-yet undocumented archaeological site, not identified during the pedestrian survey, that may be located in the project vicinity. No work for the cleanup project is planned for the general vicinity where the archaeological site is thought to be located. Additional archaeological investigations to identify and delineate the site, led by the Squaxin Island Tribe, will occur prior construction of the cleanup project to ensure that no materials related to the site are present in the area of capping and piling removal.

A cultural resources assessment for the present project will be prepared under Section 106 of the National Historic Preservation Act, led by the U.S. Army Corps of Engineers. Impacts are not expected due to the limited potential of the project work to disturb any unrecorded resources. Removal of

creosoted pilings (which have already been evaluated and recommended not NRHP-eligible) and placement of an 18-inch cap of granular material have limited potential to impact resources.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The project has been reviewed by an archaeologist meeting the Secretary of Interior's Professional Qualifications Standards. Sources consulted included previous surveys and reports, historic maps and charts, cleanup documents and other related records. Further research will occur during preparation of the cultural resources assessment.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

No impacts are expected, therefore no mitigation is proposed.

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

State Route 3 runs adjacent to the project site. North Front Street can be taken from State Route 3 to access the upland area.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

There is a Transit-Community Center in Shelton that is a quarter of a mile from the upland area of the Project site. The Transit Community Center is a hub for buses servicing the greater Puget Sound area.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The project will not affect existing parking.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The project will not require new or improved roadways.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project may utilize surface water, road, or rail for the transportation of fill material depending on the source of this material and where it will be transported from.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The import of fill materials from an upland commercial or private source may generate construction-related traffic. The amount of construction traffic and peak traffic times will be a function of the selected contractor's operations plan, the amount of material that needs to be managed on site, and the availability of water-based transport routes and sources of material to be imported to the project location. Construction traffic impacts will be temporary in nature. The completed project is expected to result in no net change in traffic.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project will not interfere with or affect the movement of agricultural and forest products.

h. Proposed measures to reduce or control transportation impacts, if any:

Flaggers or traffic control will be provided as needed for access to the staging and transload areas. There are no other planned measures to reduce or control transportation impacts.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project will not result in the need for additional public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No measures are proposed to reduce or control impacts on public services.

16. Utilities [help]

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

There are no utilities available at the project site.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No new utilities are proposed as part of this project.

C. Signature [help]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee Alicia Toney

Position and Agency/Organization Planner / Anchor QEA

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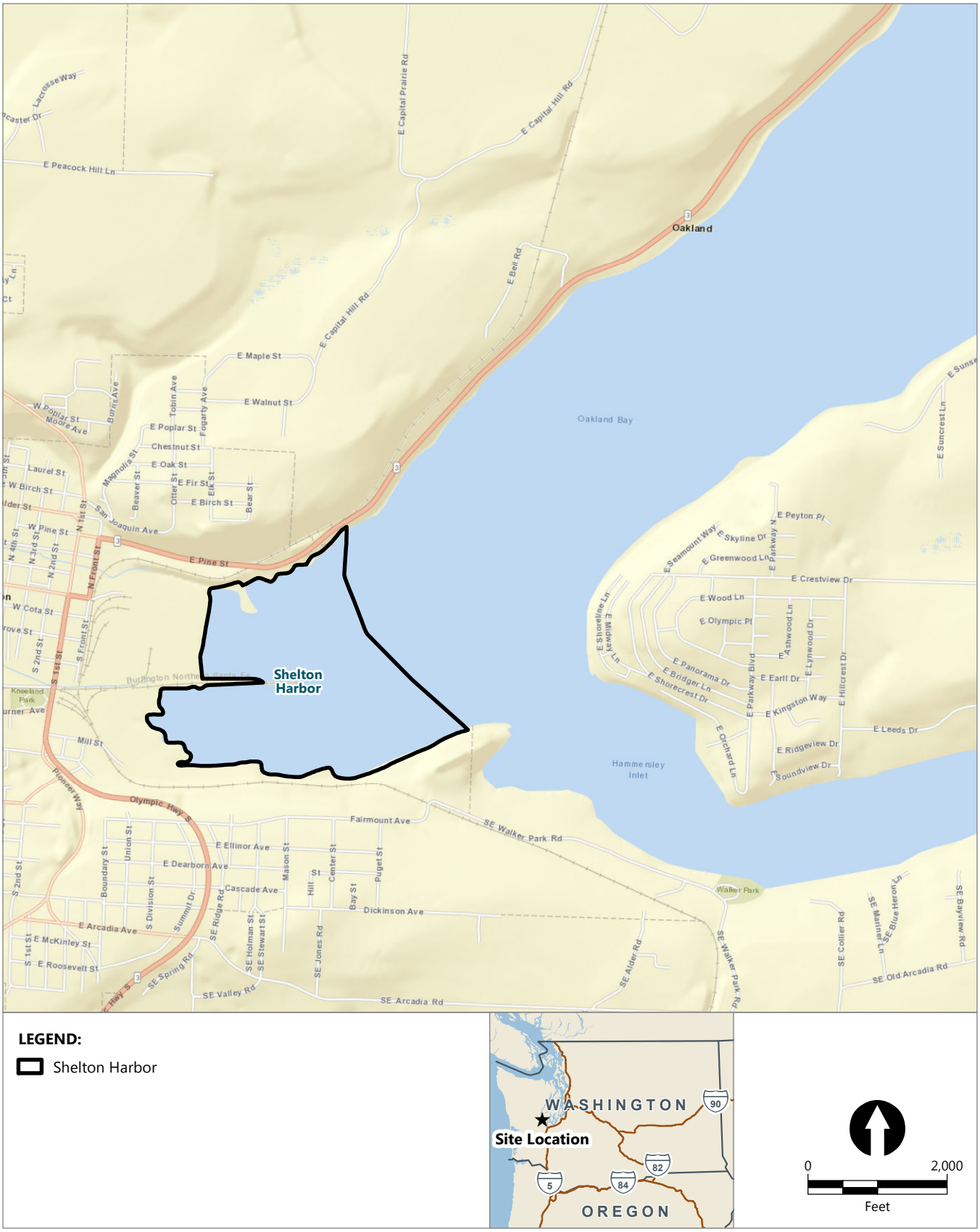
FIGURES



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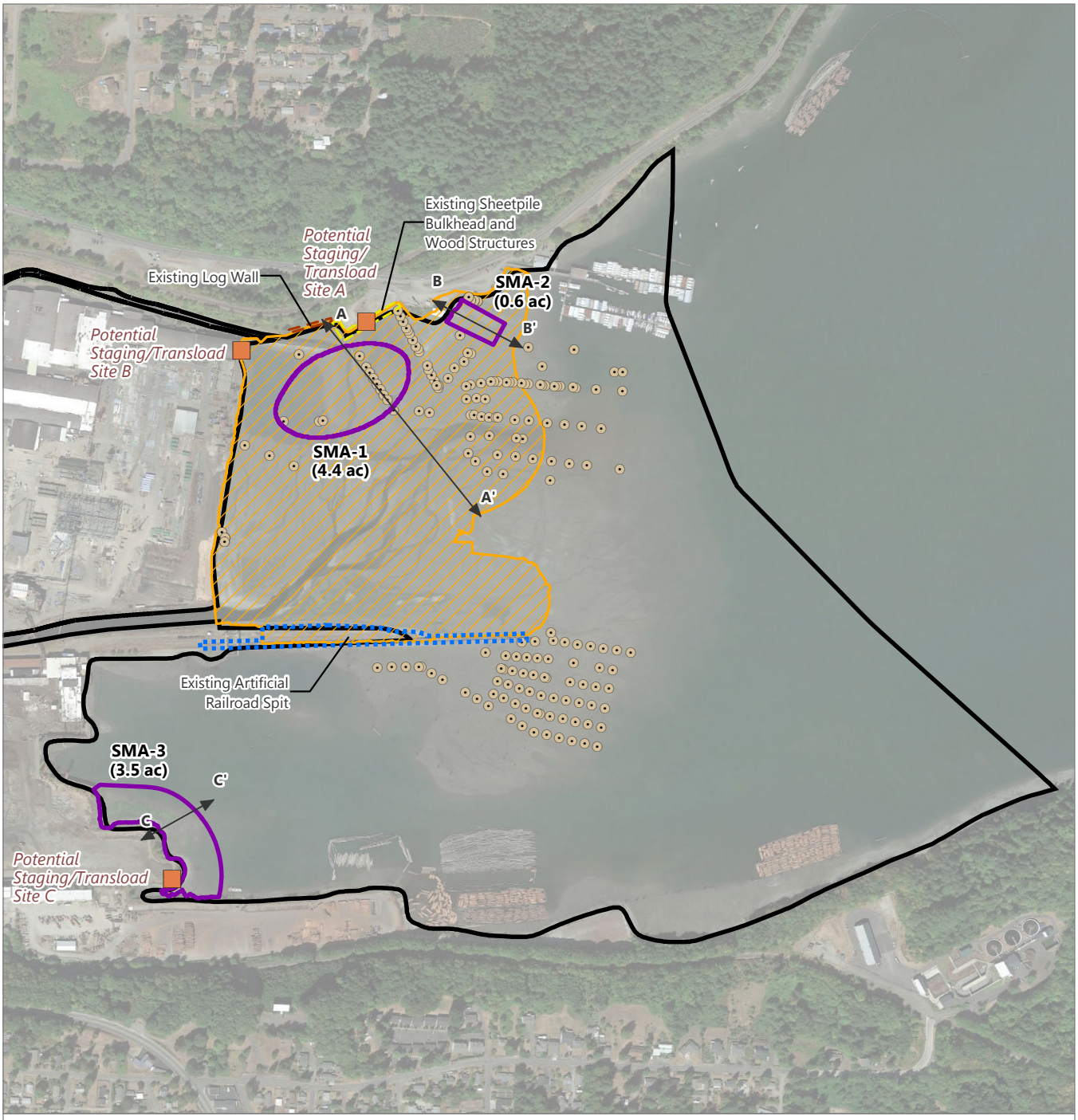
ANCHOR QEA

Figure 1
Vicinity Map
SEPA Checklist
Shelton Harbor Interim Action Cleanup and Habitat Restoration Project



LEGEND:

- Existing Pile (Approximate)
- Existing Artificial Railroad Spit
- Existing Log Wall
- Existing Sheetpile Bulkhead and Wood Structures
- Potential Staging/Transload Site
- Extent of Cross Section
- Sediment Management Areas (SMAs)
- Habitat Restoration Area
- Sediment Cleanup Unit Boundary (Cleanup Project completed by Simpson)

NOTE(S):
The Restoration Project will be completed by South Puget Sound Salmon Enhancement Group.

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Feet

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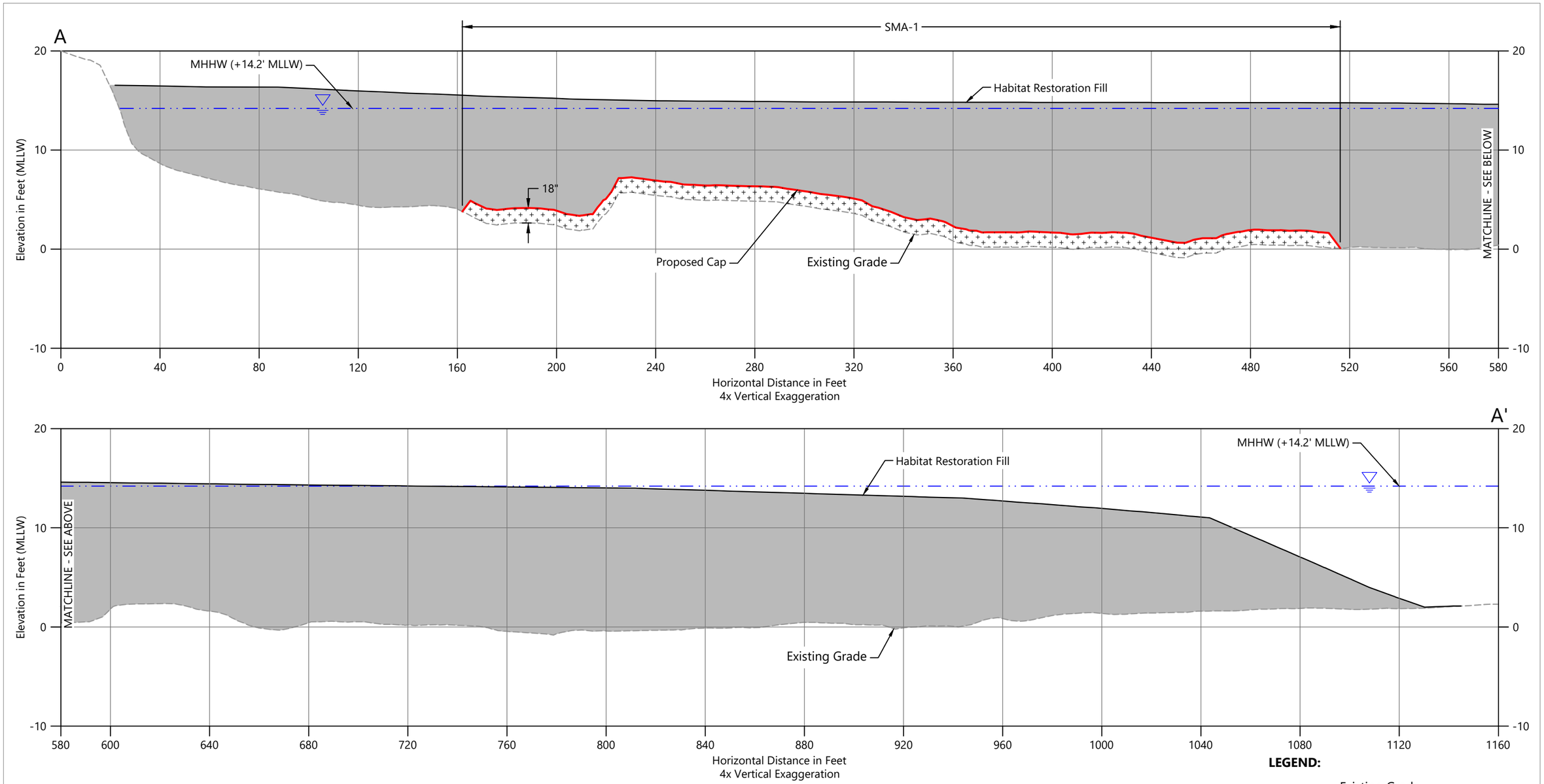
ANCHOR QEA

Figure 2
Plan View
SEPA Checklist
Shelton Harbor Interim Action Cleanup and Habitat Restoration Project



NOTE: The extent of this cross section is shown on Figure 2.

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Filepath: K:\Projects\0331-So. Puget Sound Salmon Enhancement Group\Oakland Bay\0331-RP-004 Permit XS.dwg Figure 3

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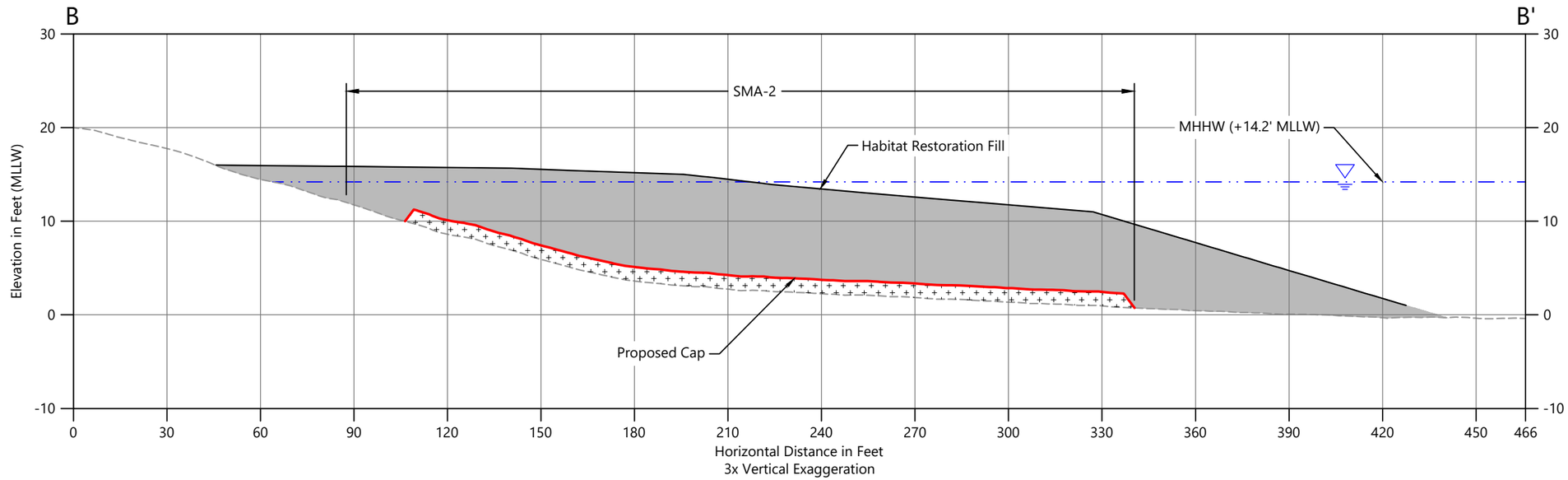
Figure 3
SMA-1 Cap Section

SEPA Checklist
Shelton Harbor Interim Action Cleanup and Habitat Restoration Project



LEGEND:

- Existing Grade
- Proposed Top of Cap
- Proposed Cap Material
- Proposed Habitat Restoration Fill

NOTE: The extent of this cross section is shown on Figure 2.

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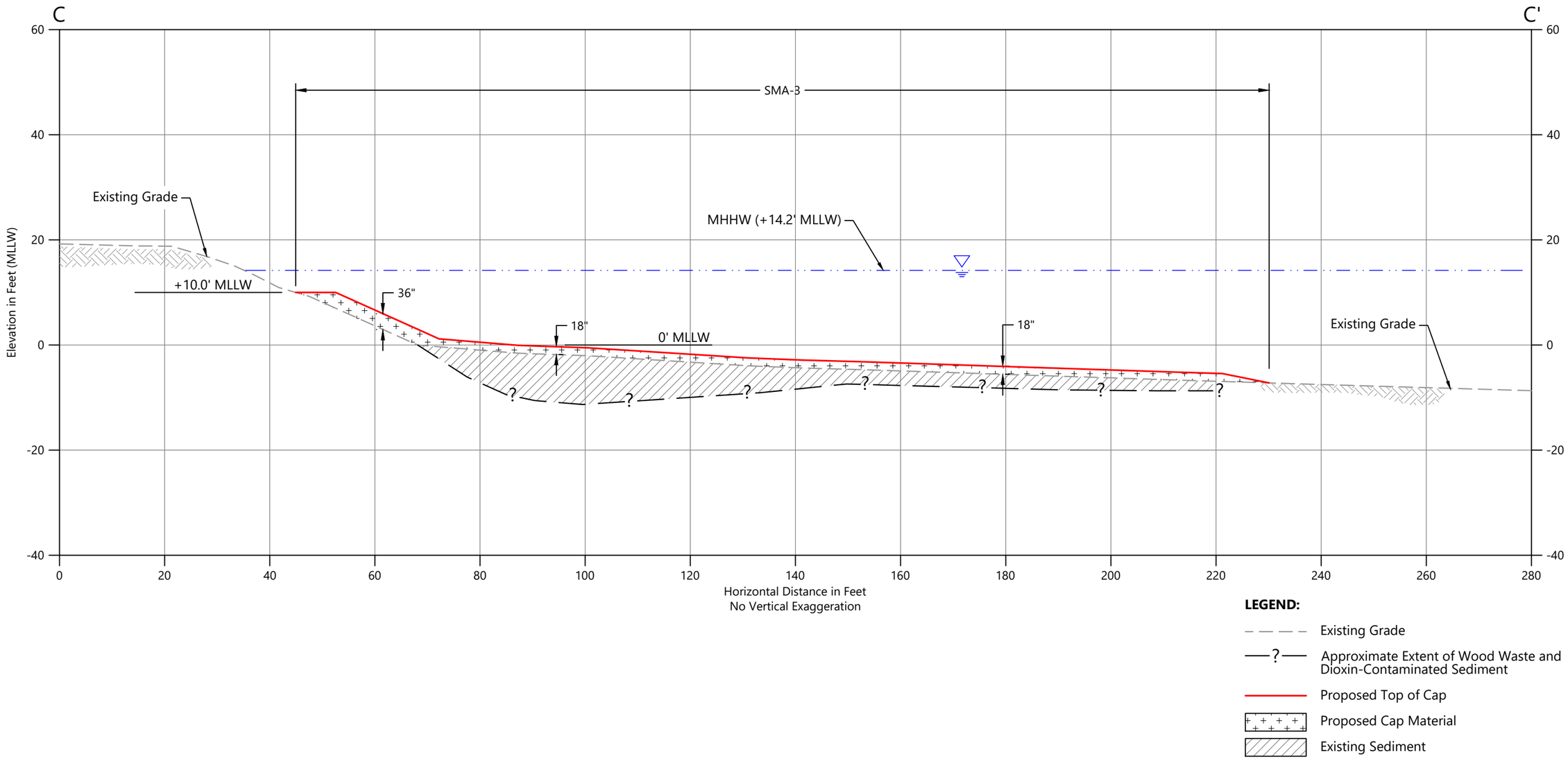
Filepath: K:\Projects\0331-So. Puget Sound Salmon Enhancement Group\Oakland Bay\0331-RP-004 Permit XS.dwg Figure 4

ANCHOR QEA

Figure 4
SMA-2 Cap Section

SEPA Checklist
Shelton Harbor Interim Action Cleanup and Habitat Restoration Project



NOTE: The extent of this cross section is shown on Figure 2.

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Filepath: K:\Projects\0331-So. Puget Sound Salmon Enhancement Group\Oakland Bay\0331-RP-005-SMA-3 Permit XS.dwg Figure 5

ANCHOR QEA

Figure 5
SMA-3 Embankment Section

SEPA Checklist
Shelton Harbor Interim Action Cleanup and Habitat Restoration Project