STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
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STATE ENVIRONMENTAL POLICY ACT
DETERMINATION OF NON-SIGNIFICANCE

Date of Issuance: September 26, 2018

Lead agency: Department of Ecology, Toxics Cleanup Program

Agency Contact:

Sam Meng
Cleanup Site Manager
Toxics Cleanup Program
P.O. Box 47600
Olympia, WA 98504-7600
(360) 407-7239
Email: Sam.Meng@ecy.wa.gov

Description of proposal:

The proposed interim cleanup action will be conducted for the TC Systems Cleanup Site (Site; FS ID 10587741) under a draft amended Agreed Order (AO) between the Washington State Department of Ecology (Ecology), Norton Industries (Norton), and TC Systems (TC). The proposed project site is owned by Norton and includes approximately 2.6 acres of uplands property. The proposed interim action includes environmental cleanup of the Site area as described below.

Stormwater Trunkline Replacement and Removal of Associated Soil:

A stormwater trunkline is underneath the asphalt parking area in between TC and the North Marina Ameron/Hulbert Site (Ameron; owned by the Port of Everett) to the immediate south, which is also a cleanup site. The trunkline discharges to the 12th Street Marina. The portion of the trunkline is in poor condition due to years of seawater encroachment. Because the trunkline represents a potential conduit for migration of contaminants to the Puget Sound, replacement of approximately 300 linear feet trunkline in this area included in the Cleanup Action Plan (CAP) for Ameron dated November 11, 2014. Due to its location, the replacement work needs to be coordinated between Norton and the Port of Everett (Port). The work is currently scheduled for late 2018. Removal of soil, which is potentially contaminated, from TC will be required to provide necessary access to the existing trunkline.

A complete description of the project is provided in the State Environmental Policy Act (SEPA) Environmental Checklist for the Site.

Location of proposal:

The proposed project site is located in the City of Everett, and runs along the border of two commercial/industrial properties: along the northern portion of the Site is the TC Systems property (located at 1032 West Marine View Drive) owned by Norton Industries and identified as Snohomish County assessor parcel numbers 29051800201300 and 29051800200700.

The legal description of the project site is NE ¼ and NW ¼ of Section 18, Township 29 North, Range 5 East, Snohomish County, Washington.

Applicant/Proponent:

Norton Industries, Inc.
James B. Shack – President
PO Box 8289
Covington, WA 98042-8289
(253) 631-3905
Email: jschack245@mac.com

Ecology has determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). We have reviewed the attached Environmental Checklist. This is available at: https://fortress.wa.gov/ecy/gsp/Sitepage.aspx?csid=628

This determination is based on the following findings and conclusions:

The replacement of the degraded storm drain trunkline eliminates a potential pathway for contaminated groundwater to reach Gardner Bay. The contaminated media including soil and groundwater exposed during the project will be properly managed.

The comment period for this Determination of Non-significance corresponds with the comment period on the AO which includes a draft Interim Action Work Plan.

Responsible official:

Barry Rogowski
Section Manager of HQ Cleanup Section
Department of Ecology
P.O. Box 47600
Olympia, WA 98504-7600
(360) 407-7226

Signature Barry Rogowski Date 9/26/18

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [HELP]

1. Name of proposed project, if applicable:

   Interim Action (IA) for the TCSystems Site Trunkline Storm Drain Removal and Replacement

2. Name of applicant:

Norton Industries, Inc.
James B. Shack - President
PO Box 8289
Covington, WA 98042-8289
(253) 631-3905; jschack245@mac.com

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

As noted in Sections A6 and A11 below, this is a collaborative effect between Norton Industries, Inc. (the land owner for the TCSystems Site) and the Port of Everett (Port; the land owner for the adjacent North Marina Ameron/Hulbert Site) with the Port taking the management element of this IA project. As such, contact information for the Port representatives is provided below.

Port of Everett
2911 Bond Street
Everett, WA 98201
(425) 259-3164
Erik Gerking (erikg@portofeverett.com)
Laura Gurley (laurag@portofeverett.com)

4. Date checklist prepared:

August 9, 2018

5. Agency requesting checklist:

Washington Department of Ecology (Ecology)

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

The IA for trunkline removal and replacement is anticipated to begin after receipt of all required state and local permits, or confirmation that substantive permit requirements have been met. and final SEPA determination. This work will be a collaborative effort between the Port of Everett (Port) and Norton Industries, Inc. Implementation date will depend on site access, scheduling requirements and other project factors. It is expected that this work will occur in 2018 or early 2019 which will be completed in one phase.

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

Following implementation of the proposed project (IA for trunkline replacement) along the southern boundary of the TC Systems property owned by Norton Industries, Inc. (attached Figure 2 of the Draft Interim Action Work Plan [IAWP], Stantec 2018), the commercial/industrial businesses on the TCSystems property will remain the same. The final cleanup action for the TCSystems Site has not yet been determined by the WA State Department of Ecology (Ecology). If further cleanup activity is required for the TCSystems Site, it will be addressed through a separate SEPA determination.

The on-going cleanup action efforts will continue at the North Marina Ameron/Hulbert site to the immediate south of the proposed project. A separate SEPA Determination of Nonsignificance (DNS) has already been issued for those cleanup action activities.

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

- Agreed Order DE 7818 for Site Cleanup for the TCSystems Site; August 5, 2010 (issued by Ecology as an agreement between Norton Industries, Inc., TCSystems, Inc. and Ecology for the cleanup of the TCSystems property). This proposed IA project is located on the southern end of the TCSystems property.
- Draft Interim Action Work Plan (IAWP) for the TCSystems property; June 26, 2018 (prepared by Stantec and approved by Ecoogy on June 28, 2018).
- Draft Remedial Investigation/Feasibility Studay (RI/FS) for the TCSystems property; July 22, 2016 (prepared by Stantec).
- Cultural and Historic Resource Analysis for the North Marina Ameron/Hulbert Site; January 2005; prepared by The Johnson Partnership.
- Final Cleanup Action Plan (CAP) for the North Marina Ameron/Hulbert Site; November 21, 2014; prepared by Ecology for the North Marina Ameron/Hulbert Site. This proposed IA project is part of the northern end of that Site.
- SEPA Checklist for the North Marina Ameron/Hulbert Site Cleanup Action; September 12, 2014 (completed by the Port).
- SEPA Determination of Nonsignificance (DNS) for the North Marina Ameron/Hulbert Site; October 1, 2014 (issued by Ecology).
- Consent Decree 15 2 01720 7 for the North Marina Ameron/Hulbert Site between Ecology and the Port of Everett for implementation of the North Marina Ameron/Hulbert Site Final Cleanup Action; filed with Snohomish County Superior Court on January 16, 2015.

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 is a Draft RI/FS (Stantec 2016) for the TCSystems site currently under review by Ecology. The project is adjacent to the Port of Everett's Waterfront Place Central (WPC) redevelopment project which has various reviews and active construction activities underway. However, the proposed project will not effect, nor be effected by, the Port's WPC project.

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

The proposed project will be conducted as an IA under Agreed Order DE 7818 between Norton Industries, TCSystems, and the Washington State Department of Ecology (Ecology, August 2010), within the authority of the state Model Toxics Control Act (MTCA). Although the proposed action is exempt from the procedural requirements of state and local permits that would otherwise be required, per RCW 70.105D.090, demonstration of substantive compliance with appropriate state and local permits is still required. These include:

- Washington Department of Transportation for proper off-Site Investigative/IA Derived Wastes (IDW) hauling
- City of Everett Sanitary Sewer and Discharge Permits for treated groundwater discharge
- City of Everett Public Works Department permits including clearing and grading, and related traffic and drainage approvals for duration of new trunkline installation
- City of Everett Low Impact Development (LID) Requirements (Ordinance 3168-10) EMC14.28, which is based on this project's less than 5,000 sf of replaced pavement, and applying the exemption for underground utility projects, requires the preparation of a Construction Stormwater Pollution Prevention Plan (SWPPP) in accordance with the City's manual.

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.)

This proposed project is for the removal and replacement of a section of stormwater trunkline and removal of contaminated soil overlying and beneath the existing, degraded trunkline. The portion of storm drain trunkline that will be replaced runs east to west along the south property line between the Norton Industries property (TCSystems Site) and the adjacent Port property (North Marina Ameron/Hulbert Site) – see attached Figure 2 of the Draft TCSystems IAWP, Stantec 2018). This trunkline replacement is the same that was referenced in the SEPA submitted for the North Marina Ameron/Hulbert Site and the resulting Ecology-issued DNS for that adjacent Site – see attached Figure 3 of this SEPA Checklist (note: the attached Figure 3 is simply a copy of Figure 2 taken from the September 2014 North Marina Ameron/Hulbert Site SEPA Checklist, included herein and renumbered Figure 3). For this SEPA project, the IA consists of this area of trunkline replacement, an approximate 4,200 ft^2 area (300' long x 14' wide at the surface, narrowing to a 6-foot width at the bottom of the trench) with the removal (and subsequent backill) of approximately 845 yd^3 of excavated subsurface materials. The existing trunkline is constructed in sections of 18- to 24-inch-diameter corrugated metal pipe (CMP), draining westerly towards the outfall at the Port's North Marina (attached Figures 2 and 4 of the Draft IAWP). A tide gate was installed in 2006 at the outfall to minimize seawater encroachment into the trunkline. Previously, marine water would flow into the trunkline and, due to the relatively flat gradient of the pipe, migrate upgradient almost the entire length of the pipe (Landau Associates, September 2012). Years of seawater encroachment likely enhanced the corrosion and degradation of the CMP. As documented in video surveys (Landau Associates, August 2014), the trunkline is in poor shape and in need of replacement.

The trunkline straddles the asphalt parking area between the TCSystems properties (owned by Norton Industries, Inc.) and the North Marina Ameron/Hulbert Site (owned by the Port) to the immediate south. Trunkline replacement activities will be coordinated between the two property owners, as outlined in Section 5.4 of the Draft IAWP (Stantec 2018). The IA includes soil excavation to expose the degraded CMP trunkline, removal of approximately 300 linear feet of degraded pipe, replacement of that segment with new 24-inch-diameter solid-wall polyvinyl chloride (PVC) pipe along the same alignment, and proper disposal of impacted soil/fill excavated during the trunkline removal. The North Marina Ameron/Hulbert Site's Cleanup Action Plan (CAP; dated 11/21/2014) shows the trunkline, its degraded condition and its associated potential as a conduit for contaminants to migrate to Port Gardner Bay/Puget Sound. In addition, Section 4.1.1 and Figure 10 of the CAP show prior trunkline segment replacement work, and planned cleanup for the North Ameron site.

Trench boxes will be installed to stabilize side slopes and prepare a safe working area to repair the trunkline as planned. Details of the installation are provided in the Draft IAWP. An approximate volume of 845 yd^3 of material (asphalt, crushed rock, fill material, native soil) will be excavated and removed. Figure 4 (attached) of the Draft IAWP (Stantec 2018) provides a plan view of the extent of the excavation, Figure 5 (attached) of the Draft IAWP is a geologic cross section along the proposed length of trunkline replacement, and Figure 6 (attached) of the Draft IAWP (Stantec 2018) shows a profile view of the proposed trunkline excavation trench and the replacement PVC pipe.

In addition, a small volume of impacted soil will be excavated and removed at monitoring well TC-MW-7 to a depth of 4 feet and within a 2-foot radius of TC-MW-7 (attached Figure 4 shows the excavation area). Monitoring well TC-MW-7 will be properly decommissioned prior to excavation and will be replaced at a nearby location after completion of the replacement trunkline installation. TC-MW-7 will be the sole location to remove impacted soil beyond the width of the trench boxes.

Excavated soil from the trunkline trench may be temporarily stockpiled adjacent to the trench, pending offsite transportation and disposal at a licensed Washington State disposal facility. The soil will be profiled for disposal using the existing soil analytical data (current profiling data reveals that the soil may be taken to a local licensed Subtitle D landfill). Temporarily stockpiled soil will be placed on existing pavement and covered by plastic sheeting which will be secured using sandbags or equivalent, as needed to minimize erosion by wind or rain. The temporary stockpile(s) will be located at distance from catch basins and the catch basins in the overall work area will be protected from inadvertent migration of soil or water from the project activities. Appropriate Best Management Practices (BMPs) will be utilized as discussed later in this SEPA Checklist. The soil will be loaded into trucks and will be covered with tarps prior to offsite transportation. All manifests will be properly generated and maintained for the excavated soil.

Upon replacement of the trunkline, the excavation will be backfilled with approximately 845 yds of a combination of controlled density fill (CDF) and clean soil fill, and the surface area will be re-paved with asphaltic concrete. At the western end of the excavation (attached Figure 4 of the Draft IAWP, Stantec 2018), a low-permeability barrier will be placed perpendicular to the trunkline to minimize potential migration of groundwater along the trunkline backfill to Port Gardner Bay. The barrier will consist of bentonite-amended CDF mix, or a different low-permeability material approved by Ecology, and will extend vertically into the native soils.

Water accumulated in the excavation will be pumped during excavation dewatering activities, and will be temporarily contained in onsite rental baker tanks. Groundwater analytical data from the closest nearby monitoring wells (TC-MW-6, TC-MW-7, TC-MW-8, and TC-MW-20) will be used to design a temporary treatment system prior to discharge to the City of Everett sanitary sewer in accordance with a City-issued temporary discharge to sanitary sewer permit. Elements of this treatment system and further details of the activities related to this IA at the Site are presented in the Draft IAWP (Stantec 2018) that has been approved by Ecology.

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 Site is located in the City of Everett, and runs along the border of two commercial/industrial properties: along the northern portion of the Site is the TCSystems property (located at 1032 West Marine View Drive) owned by Norton Industries and identified as Snohomish County assessor parcel numbers 29051800201300 and 29051800200700, and the southern portion of the Site is the North Marina Ameron/Hulbert Site (located at 1130 West Marine View Drive) and owned by the Port. See attached vicinity map/site plan (Figure 2 of the Draft IAWP, Stantec 2018).

The legal description of the site is NE ¼ and NW ¼ of Section 18, Township 29 North, Range 5 East, Snohomish County, Washington.

B. Environmental Elements [HELP]

1. *Earth* [help]

a. General description of the site:

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

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

The site is generally flat with slopes less than 1%.

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.

The USDA Natural Resources Conservation Service (NRCS) web soil survey identifies the Site as "urban land." The entire Site is located on historically former aquatic lands that were filled in the early to mid 1900s to current ground surface elevations with hydraulically placed dredge fill, and other fill materials that contain anthropogenic materials from historical commercial and industrial activities. These fill materials pre-date TCSystems and North Marina Ameron/Hulbert Site operations and represent a portion of the impacted materials that are being excavated and removed as part of this IA. Please see Section B.7.a.1 for additional fill and soil information. Drilling at the Site reveals that the Site is underlain by various types of fill, beach/tidal flat deposits, and at depth by Vashon Advance Outwash and/or Pre-Fraser deposits. The Site is generally paved with several inches of asphalt over variable amounts of crushed rock.

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

Soils in the immediate vicinity are stable. Cracked pavement on the property indicate differential subsidence over time, likely due to the type of fill material on which the property was built.

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.

This IA will remove and replace this degraded, leaking trunkline (described in response to question A.11) is approximately 4,200 ft^2 (300' long x 14' wide) in size. Approximately 845 cubic yards of material (asphalt, crushed rock, fill material, native soil) will be removed from the Site and disposed of at an appropriate, permitted receiving facility. Upon replacement of the trunkline, the excavation will be backfilled with controlled density fill (CDF) and clean, suitable, imported sandy material from local sources (either Ecology-approved quarries or a source from which samples will be collected and analyzed and whose results will meet MTCA Method A levels). The surface area will then be re-paved. At the western end of the excavation (attached Figure 4 of the Draft IAWP, Stantec 2018), a low-permeability barrier will be placed perpendicular to and around the outside of the trunkline to minimize potential migration of groundwater along the trunkline backfill to Port Gardner Bay. The barrier will consist of a bentonite-amended CDF, or other material approved by Ecology, and will extend vertically into the native soils.

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

It is unlikely that erosion will occur as a result of excavation. BMPs, as described in the Site-specific SWPPP (to be developed for the Site), will be implemented during construction work to minimize the risk of site erosion during excavation activities. No long-term erosion is anticipated as a result of the completed proposed project.

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

The IA work area is currently covered by approximately 92 percent impervious surface. It is expected this percentage will not change significantly following project completion. There will be a small increase in the amount of impervious surface area because at the extreme west and east ends of the IA excavation trench, there are small areas of noxious/invasive weeds that will be removed during the IA and replaced with pavement (see Section B.4.b).

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

Contractors will be required to implement BMPs for erosion control during active construction and excavation consistent with the State Department of Ecology Stormwater Management Manual for Western Washington.

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.

Dust, automobile, and heavy equipment emissions are anticipated during construction. These emissions are temporary and may slightly degrade local air quality, but the resultant pollutant concentrations will be short term and outweighed by emissions from adjacent traffic normally in and around the project area. No residual air emissions are anticipated upon completion of the project or because of the project action. Contaminated soils beneath the trunkline may exhibit some odor but will be removed and disposed of at an appropriate, permitted hazardous waste facility.

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

No off-site sources of emissions or odor, other than traffic in the vicinity, may affect the proposed project.

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

Dust suppression measures will be taken during excavation, loading and trucking activities, as needed. During dry and/or windy conditions, water or other dust suppressant will be sprayed on the excavation area or soil stockpiles to reduce fugitive dust mobility, if necessary. Use of rumble plates at site egress locations will reduce dust tracking by trucks and other equipment moving off the project site. Whenever needed, soil stockpiles will be covered to reduce airborne transport of dust.

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.

Port Gardner Bay and the Port's North Marina are approximately 500 ft west of the Site. The Snohomish River flows from north to south and discharges into Port Gardner Bay, just west of the North Marina.

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.

The project will not require any work over or in water, nor is the project within 200 feet of any waterbody.

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.

The project will not involve any fill or dredge material to be place in or removed from a surface water body or wetlands.

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

The proposed project will not involve any removal or diversion of surface water as there is no surface water at the site.

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

No portion of the proposed project lies within a 100-year floodplain (see attached figure from the North Marina Ameron/Hulbert Site SEPA).

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.

The proposal does not involve any discharges of waste materials to surface waters.

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 will be withdrawn from any well onsite for drinking water or other purposes, other than temporary construction dewatering to create a dry work environment for soil excavation, trunk line removal and replacement, and backfilling. No fluids generated during construction dewatering will be discharged back to groundwater; it will be handled as described Section A.11 and in Section B.3.c.3.

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.

Waste material will not be discharged into the ground from septic tanks or other sources.

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 may accumulate in excavations. Water in excavations would be pumped out as needed, and either treated onsite and discharged to the sanitary sewer or placed in on-Site rental storage tanks or vacuum trucks, and transported off-site to a permitted disposal facility. Currently several storm drain catch basins intercept stormwater runoff and convey it to the outfall located in the northeast corner of the North Marina west of the Site. Runoff within the project area will either be intercepted outside of, and re-routed to the trunk line downstream of the project area, or will be contained on-site in excavations and managed appropriately.

BMPs will be developed to minimize impacts to water quality outside the project area. BMPs will be developed in the future as part of the construction specifications and construction stormwater management plan.

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

Waste materials could enter ground or surface waters during construction in the event of an accident or spill; however, measures would be taken (as described below) to reduce occurrence and impacts. Known contaminants that may enter ground or surface waters are: fuels and lubricants associated with the construction-related equipment and vehicles, and the excavated impacted materials (soils and current fill; see Section B.7.a.1 for additional information).

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

The project will not affect drainage patterns in the vicinity of the Site. Almost all of the IA work area is under existing impervious surface. Stormwater runoff currently flows to a combination of pervious, vegetated surface (both on and immediately adjacent to the Site) and to the existing stormwater system. The proposed project will result in a small increase of impervious surface due to an approximate 350 ft^2 area of vegetation (located at the extreme west and east ends of the IA excavation trench, and primarily consisting of invasive weeds) that will be removed and replaced with pavement. Runoff from the new impervious surface will flow to the existing stormwater system and pervious, vegetated surface that will remain immediately adjacent to the Site. During construction activities involving the stormwater trunkline replacement, site drainage will be temporarily altered to contain runoff within the on-site excavation areas.

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

Runoff within the project areas would be re-routed downstream of the project area, or contained within the on-site excavations and managed appropriately. BMPs will be developed to minimize impacts to water quality to catch basins outside the project areas. BMPs will be developed in the future as part of the construction specifications and construction stormwater management plan.

Groundwater analytical data from the closest nearby monitoring wells (TC-MW-6, TC-MW-7, TC-MW-8, and TC-MW-20) will be used to design a temporary treatment system to treat water accumulated in the excavation prior to discharge to the City of Everett sanitary sewer in accordance with the City's temporary discharge permit requirements. The treatment system may include several

excavation dewatering pumps, water-storage tanks (connected in series), an electrical submersible pump with a float control, bag filters to remove sediment, treatment media vessels (expected as one to treat metals and another to treat hydrocarbons), and a flow totalizer. The City of Everett Public Works sanitary division's requirements indicate that the City accepts treated wastewater (including treated water accumulated from excavation dewatering activities) as part the permitting process for discharge authorization through the City of Everett. The sewer line and clean-outs (discharge points on the TCSystems property), nearest to the proposed project excavation area, will be utilized.

4. Plants [help]

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

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
__X__grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____water plants: water lily, eelgrass, milfoil, other
__X__other types of vegetation (Himalayan blackberry, bindweed, common catsear, Herb Robert, horsetail, cleaver)

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

The site is almost entirely cleared and developed. Some grass species, noxious/invasive weeds, and minimal native vegetation will be cleared during excavation activities at the far western and far eastern ends of the trunkline replacement area (Site). Approximately 350 ft^2 of vegetation (consisting primarily of noxious/invasive weeds) within the 4,200 ft^2 Site will be removed during the excavation.

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

Washington Natural Heritage Program (WNHP) data available online (June 25, 2018) does not identify any threatened or endangered plant species within the township, range, section of the Site. During the site visit on June 21, 2018, only invasive plants and non-listed shrubs/vines/trees were noted on the Site and along portions of the parcels adjacent to the Site.

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

None proposed.

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

The entire site is developed with some strips of plantings in the parking lots surrounding the Site. During the June 21, 2018 site visit, noxious weeds observed at the Site include:

- Himalayan blackberry (*Rubus armeniacus*) [Class C Weed]
- Herb Robert (*Geranium robertianum*) [Class B Weed]
- Common catsear (*Hypochaeris radicata*) [Class C Weed]
- Field bindweed (*Convolvulus arvensis*) [Class C Weed]

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.

birds: hawk, heron, eagle, songbirds, other: shorebirds (arctic tern, seagulls)
mammals: deer, bear, elk, beaver, other: harbor seals
fish: bass, salmon, trout, herring, shellfish, surf smelt, shiner perch, rockfish, green sturgeon, eulachon, Chinook salmon, Coho salmon, Chum salmon, pink salmon, bull trout, steelhead trout, cutthroat trout

These animals have not been observed on the Site, nor were they observed during the June 21, 2018 site visit. However, they have been observed or have the likelihood to be observed/reside in Port Gardner Bay (a part of Washington Department of Fish and Wildlife's marine area designation 8-2) located approximately 1,600 feet to the west.

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

A Site-specific query of the U.S. Fish and Wildlife Service's IPaC (Information for Planning and Consultation) Resources Database on June 28, 2018 indicated that four federally threatened species, one federally proposed threatened species, and 14 species of migratory birds could potentially be located near the Site. The federally threatened species that were noted in the IPaC database include bull trout, marbled murrelet, streaked horned lark, and yellow-billed cuckoo. The proposed threatened species that was noted in the IPaC database is the North American wolverine. The database indicated that there is no critical habitat for any of these species found within the proposed project location itself.

NOAA Fisheries website identified that the following endangered and threatened species may be present in the vicinity of the proposed project: Puget Sound Chinook, Coho Salmon, Puget Sound Pink Salmon, and Puget Sound steelhead. Additionally, NOAA has designated essential fish habitat with Port Gardner Bay for Pacific Coast Salmon, Coastal Pelagic Species, and Groundfish (including rockfish). NOAA Fisheries and WA Department of Fish and Wildlife (WDFW) both list orcas as endangered and found in Puget Sound but not specifically within Port Gardner Bay.

Review of the WDFW Priority Habitats and Species (PHS) Data websites indicated that no threatened or endangered species are known to be on the Site. Suitable habitat for these species is not present on the Site, no in-water or near-water work is proposed, and stormwater BMPs will be implemented to prevent additional runoff to the Port's North Marina. Therefore, no impact to species present in Port Gardner Bay or the Snohomish River is anticipated due to the proposed project.

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

This site is located adjacent to the Snohomish River estuary and is on the migration route for many salmonid species (listed above) that utilize the near-shore area for foraging and staging area for spawning migrations up the Snohomish River and juvenile out-migrations out of the Snohomish River. No in-water or near water work is proposed. The Site is located approximately 475 feet from the North Marina, and currently several storm drains intercept runoff and transfer it to outfalls located along the bulkhead west of the Site. Runoff within the project area will be contained on-site in excavations and managed appropriately. Additionally, BMPs will be developed to minimize impacts to water quality to catch basins outside proposed project area. Therefore, no impact to aquatic migration routes is anticipated.

The project Site is also located within the Pacific flyway. The Site consists of existing developments and the proposed project is not anticipated to impact habitats used by migratory bird species.

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

The proposed project is for the removal and replacement of a section of stormwater trunkline and removal of contaminated soil overlying and beneath the existing, degraded trunkline. This will prevent potential migration of contaminants to surface waters located west of the Site.

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

No invasive aquatic animal species are known to occur on 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.

Trunkline removal/replacement activities will required the use of construction equipment fueled by gasoline and diesel. Temporary trailers requiring electricity will be needed for staff for the duration of the proposed project.

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

The proposed project will not affect the potential use of solar energy by adjacent properties. The proposed project does not involve above-grade structures and will not shade adjacent properties.

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 vehicle idling will be minimized to reduce gasoline and diesel consumption.

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.

As allowble by Ecology, low levels of hazardous substances may remain in the soil beneath the trunkline following completion of the project due to residual soil contamination that cannot be practicably removed as part of the proposed project. These hazards will be addressed through institutional controls and a soil/groundwater management plan. During project construction, contaminated soil will be removed from the project Site to reduce the risk of exposure. Risk of fire and explosion is very low during and following project construction and would be similar to current conditions.

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

The site contains impacted soil/prior fill and groundwater resulting from past industrial site- and non-site-related activities. The extent and nature of contamination has been fully characterized in detailed in the TCSystems Site's Draft RI/FS (Stantec, dated July 22, 2016) and in the North Marina Ameron/Hulbert Site's Final CAP (Ecology, dated November 21, 2014). Soil contamination summarized in the TCSystems Site Draft IAWP consists of arsenic, lead (currently contained within a below-grade concrete structure), mercury, copper, naphthalene, 1-methyl-

naphthalene, gasoline, diesel, and carcinogenic polycyclic aromatic hydrocarbons (cPAHs). Groundwater contamination consists of dissolved arsenic.

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.

Existing impacted soil and groundwater may affect future development of the Site. As a result, the proposed project consists of an IA to address the degraded trunkline to improve stormwater conveyance, alleviate future contamination concerns, and address existing impacted media concerns.

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.

Soil potentially contaminated with metals and cPAHs will be excavated and may be temporarily stockpiled onsite until it is removed and disposed of at an approved waste disposal facility. Fuel (gasoline, hydraulic fluid, and diesel) for operating construction equipment may be temporarily stored on site during construction. Groundwater monitoring activities will generate small amounts of contaminated wastewater, which will be temporarily stored on-Site in chemical drums until is it removed and disposed of at an approved waste disposal facility.

4) Describe special emergency services that might be required.

While spills are unlikely, contractors and all Site-related personnel will be trained on all appropriate health and safety practices. The Site manager will be responsible for contacting the appropriate authorities in the event of release of a reportable quantity or an emergency situation.

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

The proposed project will reduce and control environmental health hazards from current conditions. During construction, dust control measures and BMPs will be implemented to prevent movement of temporary soil stockpile(s). The soil will be placed on existing pavement and covered by plastic sheeting, which will be secured using sandbags or equivalent to minimize erosion by wind or rain, as needed. The temporary stockpile(s) will be located at distance from catch basins and the catch basins in the overall work area will be protected from inadvertent migration of soil or water from the project activities. The perimeter(s) of the temporary stockpile(s) will be lined with straw bales or wattles to minimize inadvertent spreading of stockpiled materials beyond the limits of the stockpile(s) in accordance with BMPs. Prior to placement into the temporary stockpile(s), water from excavated saturated soil will be allowed to drain back into the trench for a short time. Soil will be profiled for disposal using the existing soil analytical data (current profiling data reveals that the soil may be taken to a local licensed landfill). A combination of confirmation soil sample data and pre-existing soil sample data from the November 2017 investigation will be used as the final compliance data for this IA project. The soil will be loaded into trucks and will be covered with tarps prior to offsite transportation. All manifests will be properly generated and maintained for the excavated soil. Air monitoring during soil excavation, temporary stockpiling, and loading will be conducted by an environmental H&S professional for worker safety. Mitigation measures will be implemented as warranted by the monitoring data.

b. Noise

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

No existing sources of noise will affect the proposed 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.

Construction-related noise will be temporarily created by the proposed project 24 hours per day and could consist of traffic noise from construction and personal vehicles, construction equipment back-up alarms, and construction equipment operating noise. The project duration will be approximately 8 - 10 weeks. Although all attempts will be made to avoid night-time work, it is possible that some work will be performed during periods of low tide (while avoiding high tide) which may occur during night-time hours.

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

Noise emanating from construction sites is exempt, in part, from the City of Everett's Noise Control ordinance except between the hours of ten p.m. and seven a.m. on weekdays and weekends (EMC 20.08.100(b)(3)). To minimize noise impacts, all attempts to restrict construction activities to the hours of seven a.m. and ten p.m. on weekdays and weekends will be made. However, should work need to be conducted during periods of night-time low tide (avoiding day-time high tide), construction will be performed during the night-time hours. Should work need to occur beyond the City's 7am to 10pm weekday hours, a Noise Variance will be applied for with the City of Everett. Noise impacts will also be minimized by maintaining trucks and construction equipment to ensure mufflers are installed and backup signals are no louder than necessary to maintain worker and Site safety.

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.

The Site and adjacent properties are commercial/industrial use. The Site straddles the south side of the commercial/industrial properties owned by Norton Industries, Inc. (TCSystems property) and the north side of the North Marina Ameron/Hulbert Site (attached Figure 2 of the Draft IAWP, Stantec 2018). The project will not affect current land uses on nearby or adjacent properties. The proposed project is part of the on-going cleanup actions at the North Marina Ameron/Hulbert Site and the TCSystems Site, and will support the existing commercial/industrial land use of the area.

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?

No.

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:

Not applicable. Only commercial and industrial lands surround the Site.

c. Describe any structures on the site.

There are no structures on the Site. The Site is simply an area of mostly asphalt covered parking and equipment/supply storage that straddles the fence line at the south end of the TCSystems property and the north end of the North Marina Ameron/Hulbert Site.

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

There are no structures on the Site. The Site is simply an area of mostly asphalt covered parking and equipment storage.

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

The site is zoned "Waterfront-Commercial" (portion of the Site located within the North Marina Ameron/Hulbert Site) and "Maritime Services" (portion of the Site located within the TCSystems, properties) within the Shoreline Overlay zone.

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

The City of Everett Growth Management Comprehensive Plan Land Use Map designates the southern portion of the Site as "Waterfront Commercial" and the northern portion of the Site as "Maritime Services".

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

Based on the current shoreline master program for the City of Everett (July 2016), the Site does not have a shoreline designation. No excavation activities are proposed within 200 feet of surface waters making the Site not subject to Shoreline Management Act jurisdiction.

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

The City of Everett Critical Areas Map does not identify erosion or landslide hazards but does identify the Site as an area of high liquefaction hazard.

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

Not applicable the proposed project is replacement of a damaged storm sewer line.

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

The completed project will not result in displacements.

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

The completed project will not result in displacements.

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

The proposed project will replace the damaged, existing storm drainage system, making this IA consistent with existing and projected land uses and plans for the area.

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

Not applicable, agricultural and forest lands of long-term commercial significance are not in this vicinity.

9. Housing [help]

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

The proposed project will not provide housing units.

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

The proposed project will not eliminate housing units.

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

Not applicable, the proposed project is unrelated to housing.

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?

The proposed project will not include any new structures/buildings.

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

Not applicable. The proposed project is at or below existing grades and will not alter or obstruct any views.

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

Not applicable, the proposed project activities are all at or below existing grades and will not be seen once completed.

11. Light and Glare [help]

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

The completed project will not produce any light or glare; however if needed during night-time construction, work area lights will be set up and used to minimize impacts to residential areas on the bluff east of the site.

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

Not applicable. The finished project will not produce a safety hazard or interfere with views given that it will be contained at or below grade.

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

Not applicable. The proposed project will not be affected by any existing off-site sources of light or glare.

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

See 11.a, above.

12. Recreation [help]

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

The adjacent North Marina, west of the site, provides moorage for recreational and commercial vessels, and is bordered by a public esplanade. A public multi-use trail runs along the west side of Marine View Drive, immediately adjacent to the east side of the site.

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

No, the proposed project is limited to the Site, is on private property, and is not accessible to the public. Access to adjacent recreational uses will not be restricted during or after project construction.

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

Not applicable as the proposed project will not occur within any recreation areas or within any areas utilized by the public.

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.

A cultural and historic resource analysis was completed by The Johnson Group during 2004-2005 as part of the North Marina Redevelopment Environmental Impact Statement (EIS) that included the North Marina Ameron/Hulbert Site. It does not appear that the private Norton Industries' TCSystems Site was part of the Johnson Group's analysis; however, because of the nearly-identical historical conditions of these adjacent TCSystems and North Marina Ameron/Hulbert Sites, we have inferred that the findings of The Johnson Group's analysis apply to the TCSystems Site. The records search produced no specific information regarding the presence of historic and cultural resources for the redevelopment project (includes the southern portion of the Site). Additionally, there were no previously recorded archaeological sites and/or historic buildings located within the redevelopment project. However, the report identified the North Coast Casket Co/Collins Building as eligible for listing on the National Register of Historic Landmarks, the Washington State Heritage Register, and the city of Everett Register of Historic Places. The building was deconstructed in 2010. The analysis concluded that archaeological resources associated with the Tulalip Tribes or other tribes that may have lived on or near the redevelopment may be affected by construction associated with the activities on the North Marina Ameron/Hulbert Site; however, operational impacts to cultural and historic resources are not anticipated. As part of the North Casket Co/Collins Building deconstruction, the Port completed a substantial historic interpretation program in 2014, which honored the lumber and shingle,

commercial fishing, and boat building industries that occurred in and around the Site, and which is consistent with Stantec's historical research for the TCSystems property.

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 cultural and historic resource analysis completed as part of the North Marina Redevelopment EIS concluded that archaeological resources associated with the Tulalip Tribes or other tribes that may have lived on or near the redevelopment may be affected by construction associated with the proposed project; however, due to the relatively shallow depths of the planned excavation, impacts to cultural and historic resources are not anticipated. To date, drilling at the IA work area has not encountered any cultural or historic objects.

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.

As part of the cultural and historic resource analysis completed for the North Marina Redevelopment EIS, records were researched at the Washington Department of Archaeology and Historic Preservation (DAHP), at the City of Everett Register (ER), at the State of Washington Register of Historic Places (WRHP), at the National Register of Historic Places (NRHP), at the Port of Everett Archives, and at the Everett Public Library's Northwest History Room.

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.

Archaeological monitoring of excavation areas may be required during construction. Prior to construction activities, review and approval of a monitoring and inadvertent discovery plan may be required by regulatory agencies and/or affected Tribes.

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.

The Site can be accessed by West Marine View Drive from the east and 10th Street from the north.

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?

Yes. The nearest Everett Transit bus stop (ET Route 5) is located at West Marine View Drive and Craftsman Way, southeast of the Site. The north bound stop is located on Craftsman Way, and southbound on 10th Street at West Marine View Drive. Bus service runs every 45 minutes to an hour, Monday through Friday from approximately 5:30 am until 7:30 pm.

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

The proposed project will neither create nor eliminate parking spaces. Activities associated with trunkline replacement will temporarily impact parking north of the Ameron building and at the south

end of the TCSystems properties, but this will be restored following construction activities. The site is private property and will not impact public 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).

No new or improvements to existing roads are required; only existing roads (rated for routine truck traffic) will be used.

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

The site is located approximately 500 ft east of the North Marina, and a BNSF rail line is located approximately 250 feet east of the Site, on the east side of West Marine View Drive. It is not anticipated the rail transportation will be used to export excavated soil to an appropriate landfill for final disposal.

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 non-passenger vehicles). What data or transportation models were used to make these estimates?

The completed project will not create any additional vehicular trips. However, construction would likely generate traffic associated with trucks hauling out excavated materials and bringing in backfill CDF, and worker commute to/from the site. The trucks will be hauling out approximately 845 yd^3 contaminated soil to the appropriate landfill and an equal volume of imcoming fill material. This 845 yd^3 equates to approximately fifty-six (56) 15-yd^3-capacity truck loads. Construction related traffic is anticipated to be insignificant compared to existing traffic volumes. A traffic plan showing the haul route from the Site to the designated landfill (once the designated facility is identified) and showing the haul route from the import fill facilities to the Site will be prepared per City and/or Port requirements. Construction truck traffic will be staged to occur during non-commuter early morning or late afternoon traffic times, and to avoid weekend visitors to the Port/marina area.

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.

There are no agricultural or forest product lands near the site. The proposal will not interfere with, affect, or be affected by the movement of agricultural and forest products.

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

A traffic control plan will be initiated, including use of signage and flagmen, if necessary to control any transportation impacts during project construction.

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 proposed project will not result in an increased need for public services.

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

Not applicable, the proposed project will not have any direct 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 _____

c. 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 being proposed. A portion of the stormwater trunkline will be removed and replaced as part of the IA. No new catch basins or other alterations are proposed.

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: James B Schack

Name of signee JAMES B. SCHACK

Position and Agency/Organization PRESIDENT NORTON INDUSTRIES INC

Date Submitted: 8/23/2018

D. Supplemental sheet for nonproject actions [HELP]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

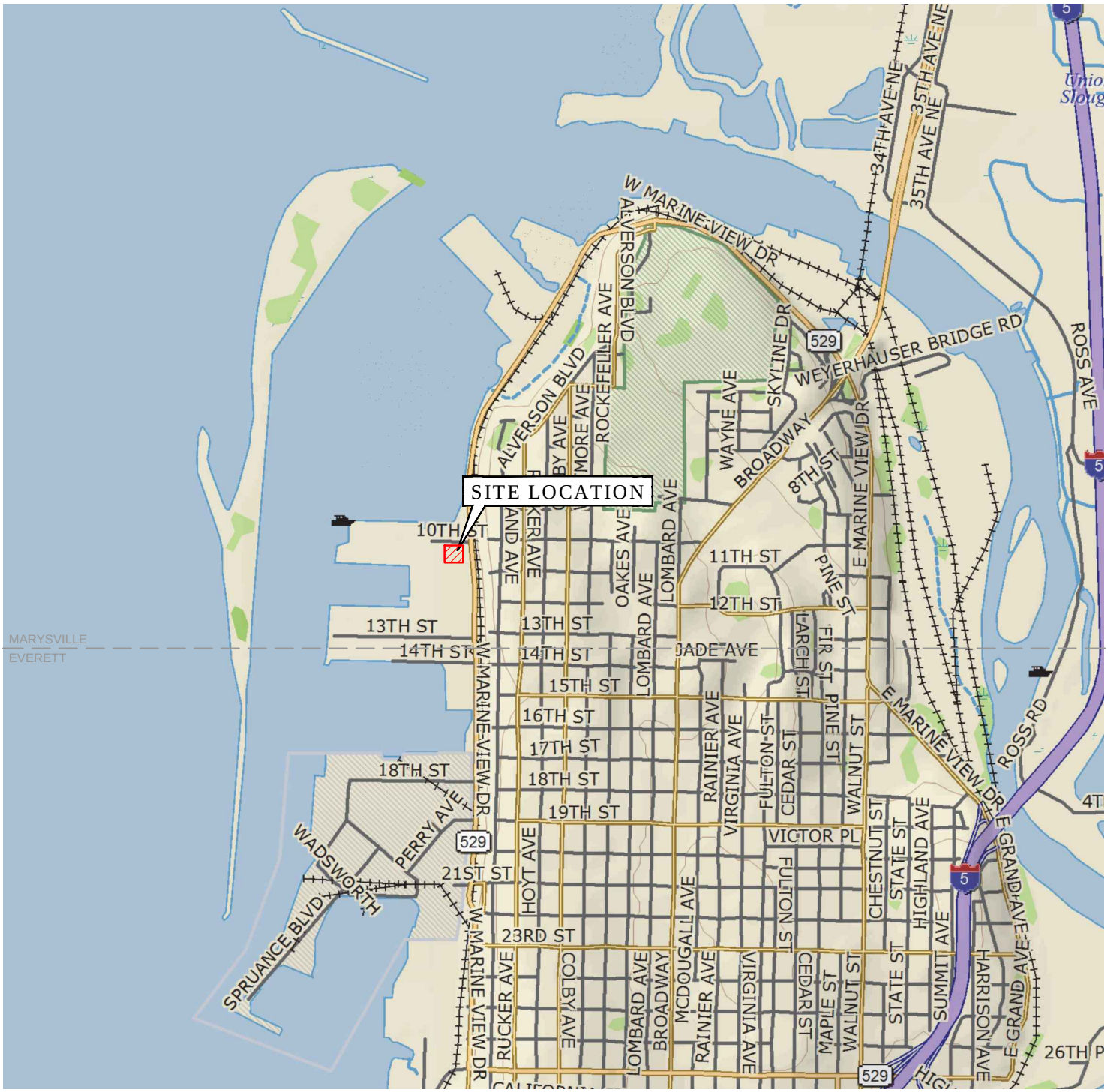
5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.



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SCALE (MILES)

1000 0 1000 2000 3000 4000 5000

SCALE (FEET)

REFERENCE: USGS 7.5 MINUTE QUADRANGLE, MARYSVILE/EVERETT, WASHINGTON

Stantec

11130 NE 33RD PLACE, SUITE 200
BELLEVUE, WASHINGTON
PHONE: (425) 869-9448 FAX: (425) 869-1190

FOR:
REMEDIAL INVESTIGATION/
FEASIBILITY STUDY
1032 WEST MARINE VIEW DRIVE
EVERETT, WASHINGTON

PROPERTY LOCATION
MAP

FIGURE:
1

JOB NUMBER:	DRAWN BY:	CHECKED BY:	APPROVED BY:	DATE:
18570302	MDR	PV	PF	JAN 2014

FILEPATH:M:_00 OTHER OFFICES\01-REDMOND\NORTON INDUSTRIES\FIG-1_SITE LOC.dwg | Layout Tab: Layout1 | Drafter: miramirez | Apr 02, 2015 at 9:31

10th STREET

WEST MARINE VIEW DR

TC SYSTEMS PROPERTY

BUILDING D

BUILDING C

BUILDING B

BUILDING A

STORM SEWER SYSTEM DRAINS TO 12th STREET MARINA

12th STREET MARINA

APPROXIMATE LOCATION OF TRUNK LINE TO BE REMOVED

ADJACENT NORTH MARINA AMERON / HULBERT PARCEL

Data SIO, NOAA, U.S. Navy, NGA,

LEGEND

- PROPERTY BOUNDARY
- STORM DRAIN CATCH BASIN
- SD STOM DRAIN LINE

0 80 160

APPROXIMATE SCALE IN FEET

N

Stantec

11130 NE 33RD PLACE, SUITE200
BELLEVUE, WASHINGTON
PHONE:(425) 869-9448 FAX:(425) 869-1190

FOR:
INTERIM ACTION WORK PLAN
TC SYSTEMS
1032 WEST MARINE VIEW DRIVE
EVERETT, WASHINGTON

VICINITY MAP
TC SYSTEMS
STORM DRAIN TRUNK LINE REMOVAL

FIGURE: **2**

JOB NUMBER:	DRAWN BY:	CHECKED BY:	APPROVED BY:	DATE:
185750593	RWW	CBS	MS	JAN 2018

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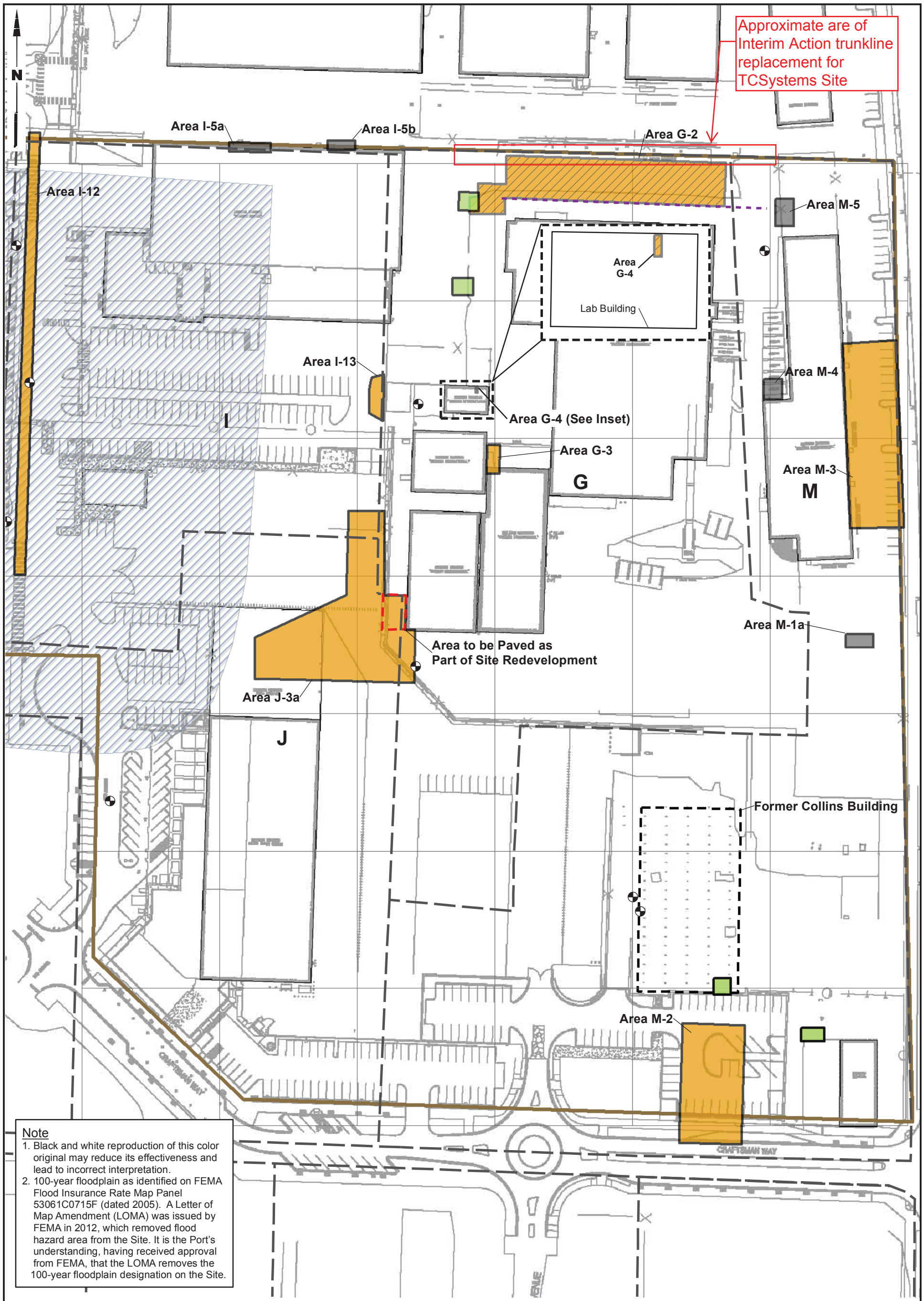
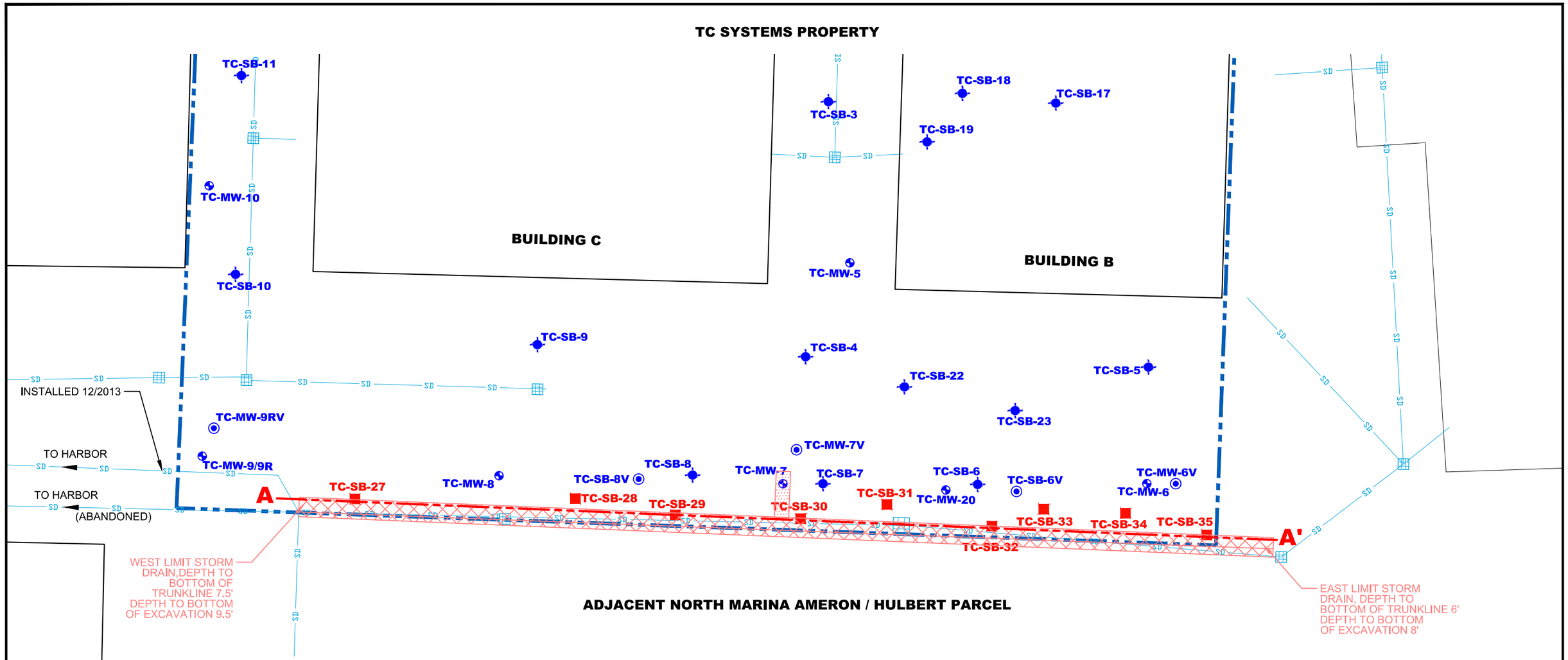


Ref: Figure 2 of North Marina SEPA; Sept 2014.

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Cleanup Area Designations

Figure 3



ADJACENT NORTH MARINA AMERON / HULBERT PARCEL

N

LEGEND

- PROPERTY BOUNDARY
- TC-MW MONITORING WELL (2011-2012, 2014)
- TC-SB SOIL BORING (2011-2012, 2014)
- SOIL BORING (NOVEMBER 2015)
- SOIL BORING (NOVEMBER 2017)
- SD STORM DRAIN
- CATCH BASIN
- TRUNKLINE PROPOSED EXCAVATION (≈ 6' WIDE x 300' LONG)
- TC-MW-7 PROPOSED EXCAVATION (≈ 8' WIDE x 15' LONGx 4' DEEP)

0 30 60

APPROXIMATE SCALE IN FEET
(WHEN PRINTED @ 11x17)

Stantec
11130 NE 33RD PLACE, SUITE 200
BELLEVUE, WASHINGTON
PHONE: (425) 869-9448 FAX: (425) 869-1190

FOR:
INTERIM ACTION WORK PLAN
TC SYSTEMS
1032 WEST MARINE VIEW DRIVE
EVERETT, WASHINGTON

DETAIL OF THE SOUTHERN PORTION OF TC PROPERTY FOR STORM DRAIN TRUNKLINE REMOVAL & REPLACEMENT

FIGURE: 4

JOB NUMBER:	DRAWN BY:	CHECKED BY:	APPROVED BY:	DATE:
185750593	RWW	CBS	MS	JAN 2018

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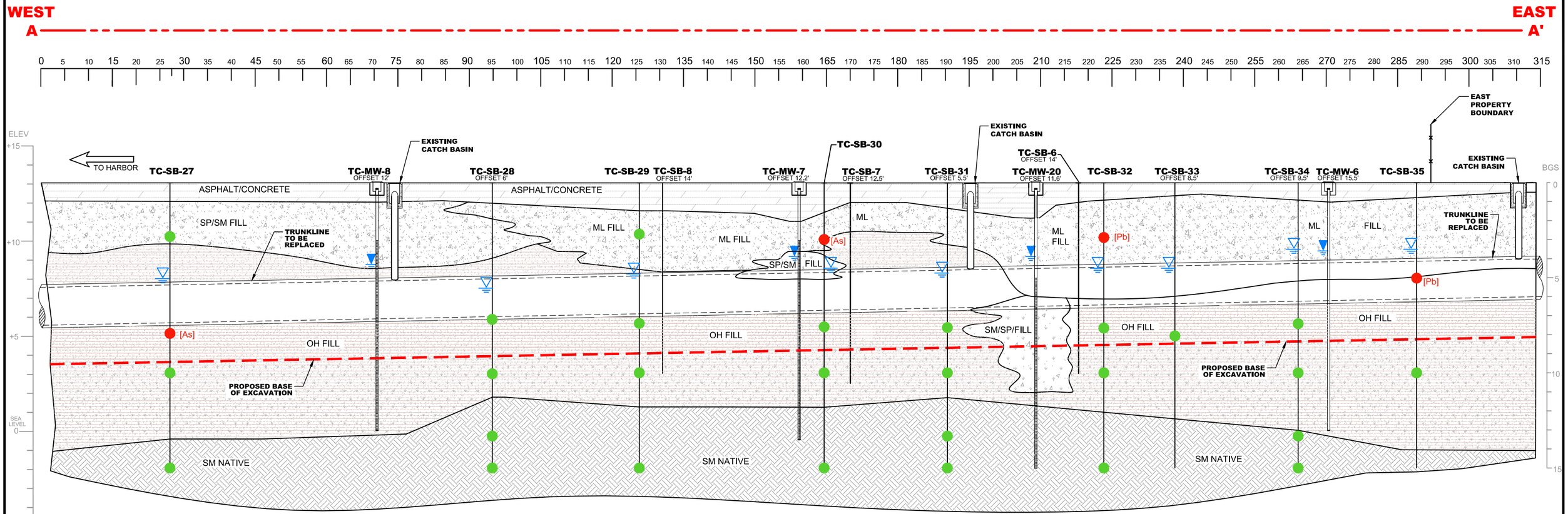

LEGEND:

- WELL CASING
- SCREENED INTERVAL FOR MONITORING WELLS
- SOIL BORING
- ELEV = FEET RELATIVE TO SEA LEVEL
- BGS = BELOW GROUND SURFACE (FEET)
- INTERPRETED SOIL STRATGRAPHIC BOUNDARY
- GROUNDWATER ENCOUNTERED DURING DRILLING (MEASURED NOVEMBER 2017)
- STATIC GROUNDWATER (MEASURED MARCH 2014)
- ONE OR MORE CONSTITUENTS ABOVE SOIL REL [As=ARSENIC, Pb=LEAD]
- NO CHEMICALS OF POTENTIAL CONCERNS DETECTED ABOVE REL
- ASPHALT/CONCRETE
- SP/SM - POORLY GRADED SAND TO SILTY SAND FILL W/ DEBRIS
- ML - SANDY SILT FILL W/ DEBRIS
- OH - ORGANIC SOIL FILL W/ DEBRIS
- SM NATIVE

5
0
0 20
APPROXIMATE SCALE IN FEET
(WHEN PRINTED @ 11x17)

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11130 NE 33RD PLACE, SUITE 200
BELLEVUE, WASHINGTON
PHONE: (425) 869-9448 FAX: (425) 869-1190

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GEOLOGIC CROSS SECTION A-A'

FIGURE: **5**

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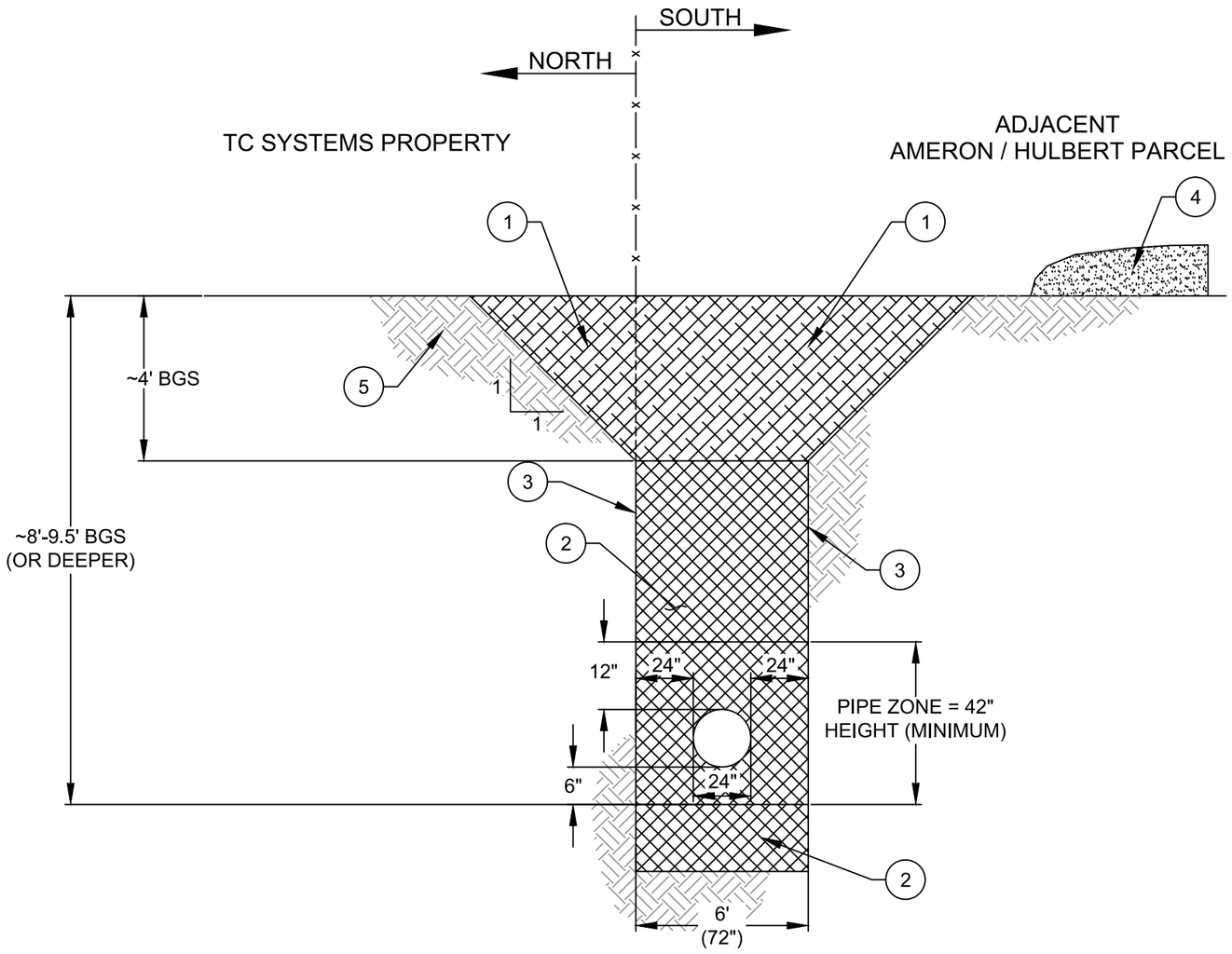

KEY NOTES:

1. SUITABLE IMPORTED SANDY MATERIAL. COMPACT TO 90% MAXIMUM DENSITY.
2. CONTROLLED DENSITY FILL (CDF).
3. VERTICAL TRENCH WALLS BELOW APPROXIMATELY 4' WITH SHORING TO CONFORM TO O.S.H.A. REGULATIONS. PLANNED SHORING = TRENCH BOX (6' WIDE x 20' LONG x 6'-8' HIGH)
4. EXCAVATED NATIVE MATERIAL OR STOCKPILED BACKFILL MATERIAL.
5. UNDISTURBED MATERIAL (NOT PART OF EXCAVATION)

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TRENCH PROFILE

FIGURE: **6**

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