Washington State Department of Transportation

NEPA Categorical Exclusion Documentation Form

Federal Aid Project Number	Date	Intent of Submittal
STPUL-9931(009)	8/18/2015	Preliminary ✓ Final ☐ Re-Evaluate

Agency	Project Title
City of Lynnwood/Snohomish Co.	36th/35th Avenue West Improvements

County: Snohomish County

Beginning MP:	Township(s): 27N
Ending MP:	Range(s): 4E
Miles: 2	Section(s): 3, 10, 15

Part 1 - Project Description

This is a joint project with Snohomish County and the City of Lynnwood (lead agency). The project completes two miles of roadway improvements along 35th/36th Avenue W from Maple Road to SR 99. This project will increase capacity by adding turn lanes, traffic signal/roundabout, bicycle facilities, curb, gutter, and sidewalks. A complete project description and purpose and need statement is included in the attached technical reports.

Part 2 - Categorical Exclusion

Select one CE from 23 CFR 771.117 (Appendix A) that fits the entire project C (26)

NEPA Approval Signatures New Text

Local Agency Approving Authority: City of Lynnwood/Snohomish Co. — Date 8/28/15 / 8-27-15

Regional Local Programs Engineer — Date 9/2/15

Local Programs Environmental Engineer — Date 12/17/15

Federal Highway Administration — Date 12/17/15

Completed by (Print Official's Name):	Telephone (include area code):	E-mail address:
Katie Carroz	425-586-9798	kcarroz@dcainc.com

Part 3 - Permits, Approvals & Right of Way (ROW)

Yes	No	Permit of Approval	Yes	No	Permit or Approval
✓	☐	Corps of Engineers ☐ Sec. 10 ✓ Sec. 404	☐	✓	Water Rights Permit
	✓	Nationwide Type 14 Linear Transportation	✓	☐	Water Quality Certification - Section 401 Issued by Ecology
	☐	Individual Permit No.	☐	✓	Tribal Permits(s) (if any)
☐	✓	Coast Guard Permit	☐	☐	Other Permits (List)
✓	☐	Coastal Zone Management Certification	✓	☐	ROW acquisition required? If yes, amount needed: 1.8 acres. See Attachment A, ROW Memo.
✓	☐	Critical Areas Ordinance (CAO) Permit	☐	✓	Is relocation required?
☐	✓	Forest Practices Act Permit	☐	✓	Has ROW already been acquired for this project? If yes, attach responses to Appendix F in the ECS Guidebook.
☐	✓	Hydraulic Project Approval	☐	✓	Has an offer been made or have negotiations begun to acquire ROW for this project? If yes, attach responses to Appendix F in the ECS Guidebook.
☐	✓	Local Building or Site Development Permits	☐	✓	Is a detour required? If yes, please attach detour information.
✓	☐	Local Clearing and Grading Permit			
✓	☐	National Pollutant Discharge Elimination System (NPDES) Baseline General for Construction			
☐	✓	Shoreline Permit			
☐	✓	State Waste Discharge Permit			
☐	✓	TESC Plans Completed`			

Other Federal Agencies - Does the project involve any federal properties, approvals or funding from other/ additional federal agencies? ☐ Yes ✓ No If yes, please describe.

Part 4 - Environmental Considerations

Will the project involve work in or affect any of the following? Identify proposed mitigation. Attach additional pages or supplemental information if necessary.

1. Air Quality - Identify any anticipated air quality issues.

- Is the project exempt from Air Quality conformity requirements? ☐ Yes ✓ No
  If Yes, identify exemption - please refer to Appendix H in the ECS Guidebook for a list of exemptions.
- Is the project included in the Metropolitan Transportation Plan? ✓ Yes ☐ No
  If Yes, date Metropolitan Transportation Plan was adopted 5/20/10
- Is the project located in an Air Quality Non- Attainment Area or Maintenance Area for carbon monoxide, ozone or PM 10? See Attachment I, Air Quality Report ✓ Yes ☐ No

2. Critical and Sensitive Areas

- Is this project within a sole source aquifer? ☐ Yes ✓ No
  If Yes, please list exemption
- If no, date of EPA approval
- Will this project impact Species/Habitat other than ESA listed species? ☐ Yes ✓ No
- Explain your answer

  Other than wetlands and their buffers, the project will not impact any designated habitats for sensitive species.

  Is this project within one mile of a Bald Eagle nesting territory, winter concentration area or communal roost? ☐ Yes ✓ No
- Are wetlands present within the project area? ✓ Yes ☐ No
  If yes, estimate the impact in acres 0.04 acres, See Att B.
  Please attach a copy of the proposed mitigation plan.

3. Cultural Resources/Historic Structures - Identify any historic, archaeological or cultural resources present within the projects' Area of Potential Effects.

Does the project fit into any of the exempt types of projects listed in Appendix J of the ECS Guidebook? ☐ Yes ✓ No If Yes, note exemption below.

If No: Date of DAHP concurrence: 3/14/13 See Attachment C, Letter of Concurrence
Date of Tribal consultation(s) (if applicable): 10/29/12
Adverse effects on cultural/historic resources? ☐ Yes ✓ No
If Yes, date of approved Section106 MOA

4. Floodplains and Floodways

Is the project located in a 100-year floodplain? ☐ Yes ✓ No
If Yes, is the project located within a 100-year floodway? ☐ Yes ✓ No
Will the project impact a 100-year floodplain? ☐ Yes ✓ No
If Yes, describe impacts.

5. Hazardous and Problem Waste - Identify potential sources and types(s).

a) Does the project require excavation below the existing ground surface? ✓ Yes ☐ No
b) Will groundwater be encountered? ✓ Yes ☐ No
c) Will any properties be acquired as part of the is project? ☐ Yes ✓ No
d) Is this site located in a n undeveloped area (i.e. no buildings, parking, storage areas or agriculture? ☐ Yes ✓ No
e) Is the project located within a one-mile radius of a known Superfund Site? ☐ Yes ✓ No
f) Is this project located within a ½ mile radius of a site or sites listed on any of the following Department of Ecology databases? (If Yes, check the appropriate boxes below. ✓ Yes ☐ No
✓ Voluntary Cleanup Program (VCP), State Cleanup Site (SCS), or Independent Cleanup Programs (ICP)
✓ Underground Storage Tank (UST)
✓ Leaking Underground Storage Tank (LUST)
✓ Confirmed and Suspected Contaminated Sites List (CSCSL)
g) Has site reconnaissance (windshield survey) been performed? ✓ Yes ☐ No
(Please identify any properties not identified in the Ecology or ERS database search as an attachment - name, address and property use)
h) Based on the information above and project specific activities, is there a potential for the project to generate, acquire or encounter contaminated soils, groundwater or surface water? ✓ Yes ☐ No
. Please explain:

g) and h): See Attachment D, Hazardous Materials Technical Report.

If you responded Yes to any of the previous questions (5A-5Cm 5F and 5H), contact your Region LPE for assistance as a "Right-Sized" HazMat Analysis Report/Memorandum most likely will be required.

Part 4 - Environmental Considerations (continued)

6. Noise

Does the project involve constructing a new roadway? ☐ Yes ✓ No

Is there a change in the vertical or horizontal alignment of the existing roadway? ✓ Yes ☐ No

Does the project increase the number of through traffic lanes on an existing roadway? ☐ Yes ✓ No

Is there a change in the topography ☐ Yes ✓ No

Are there axillary lanes extending 1 ½ miles or longer being constructed as part of the is project? ☐ Yes ✓ No

If you answered Yes to any of the preceding questions, identify and describe any potential noise receptors within the project area and subsequent impacts to those noise receptors. Please attach a copy of the noise analysis if required.

See Attachment E, Traffic Noise Technical Report.

If impacts are identified, describe proposed mitigation measures.

Abatement determined not feasible; mitigation will include daytime/weekday work hours and BMPs.

7. 4(f)/6(f) Resources: parks, recreation areas, wildlife refuges, historic properties, wild & scenic rivers, scenic byways

a. Please identify any 4(f) properties within the project limits and the areas of impacts.

The project will use 0.14 acre of Spruce Park for a sidewalk and planter strip. See Att. F.

b. Please identify any properties within the project limits that used funds from the Land & Water Conservation Fund Act.

None exist.

c. Please list any Wild and Scenic Rivers and Scenic Byways within the project limits.

None exist.

8. Agricultural Lands - Are there agricultural lands within 300 feet of the project limits?. ☐ Yes ✓ No

If Yes, please describe impacts.

If present, is the land considered to be unique and prime farmland? ☐ Yes ☐ No

If Yes, date of project review by Natural Resource Conservation Service (NRCS)

9. Rivers, Streams (continuous or intermittent) or Tidal Waters

a. Identify all waterbodies within 300 feet of the project limits or that will otherwise be impacted.

Tunnel Creek, Box Spring Creek, and an unnamed tributary

b. Identify stream crossing structures by type.

No stream crossing structures will be modified as part of the project.

Part 4 - Environmental Considerations (continued)

10. Tribal Lands - Identify whether the project will impact and Tribal lands, including reservation, trust and fee lands. Please do not list usual and accustomed area.

The project will not result in impacts to Tribal reservation, trust, or fee lands.

11. Water Quality/Stormwater

Will this project's proposed stormwater treatment facility be consistent with the guidelines provided by either WSDOT's HRM, DOE's stormwater management manual for eastern/western Washington or a local agency equivalent manual? ✓ Yes ☐ No

If No, explain proposed water quality/quantity treatment for the new and any existing impervious surface associated with the prosed project.

Amount of existing impervious surface within the project limits: 14.52 acres

Net new impervious surface to be created as a result of this project: 1.64 acres

12. Previous Environmental Commitments

Describe previous environmental commitments that may affect or be affected by the project - If any.

Parcel #00859900010100 on Maple Road was deeded to the City in 1996 for wetland mitigation for Hays Estates. The project will affect 1,909 sf of wetland on this parcel and 5,975 sf of its buffer. Mitigation will include wetland enhancement and engineered water quality treatment. See attached letter from permitting agency approving use - MW

13. Environmental Justice

Does the project meet any of the exemptions noted in Appendix L of the NEPA CE Guidebook? ☐ Yes ✓ No

If Yes, please note the exemption and appropriate justification in the space below.

If No, are minority or low-income populations located within the limits of the project's potential impacts? ✓ Yes ☐ No

If No, attach appropriate data to support findings. If Yes, describe impacts and attach appropriate supporting documentation. Findings should be confirmed using at least two information sources. Please refer to the NEPA CE Guidebook for more information. See Att. G, Environmental Justice Memorandum.

Part 5 - Biological Assessments and EFH Evaluations

1. Do any listed species potentially occur in the project's action area and/or is any designated critical habitat present within the project's action area? Attach species listings. ☐ Yes ✓ No

Affected ESA Listed Species	2. Will any construction work occur within 0.5 mile of any of the following?		3. Does the project involve blasting, pile-driving, concrete sawing, rock-drilling or rock scaling activity within one mile of any of the following?	
Oregon Spotted Frog proposed critical habitat or suitable habitat?	☐ Yes	✓ No	☐ Yes	✓ No
Yellow-billed Cuckoo suitable habitat?	☐ Yes	✓ No	☐ Yes	✓ No
Spotted Owl management areas, designated critical habitat or suitable habitat?	☐ Yes	✓ No	☐ Yes	✓ No

Marbled Murrelet nest or occupied stand, designated critical habitat or suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Western Snowy Plover designated critical habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Is the project within 0.5 mile of marine waters? If Yes explain potential effects on Killer Whales and on Marbled Murrelet foraging areas.	☐ Yes ✓ No	☐ Yes ✓ No
Killer Whale designated critical habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Grizzly Bear suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Gray Wolf suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Canada Lynx habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Columbia White-tailed Deer suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Woodland Caribou habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Streaked Horned Lark designated critical habitat or suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Taylor's Checkerspot designated critical habitat or suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Mazama Pocket Gopher designated critical habitat or suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Eulachon designated critical habitat or suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
Rockfish proposed critical habitat or suitable habitat?	☐ Yes ✓ No	☐ Yes ✓ No
A mature coniferous or mixed forest stand?	☐ Yes ✓ No	☐ Yes ✓ No

4. Will the project involve any in-water work? ☐ Yes ✓ No
5. Will any construction work occur within 300 feet of any perennial or intermittent waterbody that either supports or drains to waterbody supporting listed fish? ✓ Yes ☐ No
6. Will any construction work occur within 300 feet of any wetland, pond or lake that is connected to any permanent or intermittent waterbody? ✓ Yes ☐ No
7. Does the action have the potential to directly or indirectly impact designated critical habitat for salmonids (including adjacent riparian zones)? ☐ Yes ✓ No
8. Will the project discharge treated or untreated stormwater runoff or utilize water from a waterbody that supports or drains into a listed-fish supporting waterbody? ✓ Yes ☐ No
9. Will construction occur outside the existing pavement? If Yes go to 9a. ✓ Yes ☐ No

   9a. Will construction activities occurring outside the existing pavement involve clearing, grading, filling or modification of vegetation or tree-cutting? ✓ Yes ☐ No
10. Are there any Federally listed Threatened or Endangered plant species located within the project limits? If Yes, please attach a list of these plant species within the action area. ☐ Yes ✓ No
11. Does a mature coniferous or mixed forest stand occur within 200' of the project site? ☐ Yes ✓ No

Analysis for No Effects Determination - If there are any Yes answers to questions in Part 5, additional analysis is required. Attach additional sheets if needed.

See Attachment H, No Effect Determination Memorandum.

Project in urban setting lacking habitat for terrestrial ESA-listed species - NE

Analysis for RRMP ESA 4(d) determination for NMFS - A local agency must be certified by the Regional Road Maintenance Forum to utilize 4(d)

Maintenance Category (check all that apply)

- ☐ 1 Roadway Surface
- ☐ 2 Enclosed Drainage Systems
- ☐ 3 Cleaning Enclosed Drainage Systems
- ☐ 4 Open Drainage Systems
- ☐ 5 Watercourses and Streams
- ☐ 6 Stream Crossings
- ☐ 7 Gravel Shoulders
- ☐ 8 Street Surface Cleaning
- ☐ 9 Bridge Maintenance
- ☐ 10 Snow and Ice Control
- ☐ 11 Emergency Slide/Washout Repair
- ☐ 12 Concrete
- ☐ 13 Sewer Systems
- ☐ 14 Water Systems
- ☐ 15 Vegetation

Describe how the project fits in the RRMP 4(d) Program

Effect Determinations for ESA and EFH

If each of the questions in the preceding section resulted in a "No" response or if any of the questions were checked "Yes," but adequate justification can be provided to support a "no effect" determination, then check "No Effect" below. If this checklist cannot be used for Section 7 compliance (i.e., adequate justification cannot be provided or a "may effect" determination is anticipated), a separate biological assessment document is required.

	NMFS	USFWS	EFH Determination
✓ No Effect	12/17/15	12/17/15	✓ No Adverse Effect
☐ NLTAA - Date of Concurrence			☐ Adverse Effect - Date of NMFS concurrence
☐ LTAA - Date BO issued			
☐ RRMP 4(d)			

Part 6- FHWA Comments

List of Attachments

		Applicable CED Section
Attachment A	Right-of-way Memorandum	Part 3
Attachment B	Conceptual Mitigation Plan	Part 4, no. 2
Attachment C	Department of Archaeological and Historic Preservation Letter of Concurrence	Part 4, no. 3
Attachment D	Hazardous Materials Technical Report	Part 4, no. 5
Attachment E	Traffic Noise Technical Report	Part 4, no. 6
Attachment F	Exemption from Section 4(f) Requirement Memorandum	Part 4, no. 7
Attachment G	Environmental Justice Memorandum	Part 4, no. 13
Attachment H	ESA No Effect Determination	Part 5
Attachment I	Air Quality Technical Report	Part 4, no. 1

Attachment A

Right-of-Way Memorandum

DAVID EVANS AND ASSOCIATES INC.

Memorandum

DATE: August 14, 2015

TO: Project File

FROM: Katie Carroz
Environmental Planner

SUBJECT: Right-of-Way Acquisition

PROJECT: 36th/35th Avenue West Improvements

PROJECT NO.: LYNN0000-0011/13

COPIES: File
Kirk Harris (DEA), Ha Yang (City), David Lee (County)

The proposed 36th/35th Avenue West Improvements project will require right-of-way acquisition throughout the length of the corridor. The project will require approximately 21 acquisitions from single-family residential parcels in the City of Lynnwood segment and approximately 22 acquisitions from single- and multi-family residential parcels and commercial parcels in the Snohomish County segment. All acquisitions will be partial, not full, and none of the acquisitions will result in displacements or relocations.

The project will also require the acquisition of approximately 19 permanent slope easements from single-family residential parcels in the City of Lynnwood segment and approximately 4 permanent slope easements from single- and multi-family residential and commercial parcels in the Snohomish County segment.

Acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Corridor improvements will be designed to minimize the number and size of acquisitions. Proposed acquisition areas do not represent a substantial portion of any one parcel, as shown on the enclosed **Draft Right-of-Way Acquisition Plans** and **Draft Right-of-Way Acquisition Figure**.

kxca

Enclosures:
Draft Right-of-Way Acquisition Plans
Draft Right-of-Way Acquisition Figure

415-118th Avenue Southeast Bellevue Washington 98005 Telephone: 425.519.6500 Facsimile: 425.519.5361

Proposed ROW
Existing ROW
Tax Parcel
City Boundary
Stream

0 250 500 750 1,000 Feet

36th/35th Avenue West Improvements

LYNN0000-0011/13

August 2015

Exhibit 1: Proposed ROW

DAVID EVANS AND ASSOCIATES INC

This map was created by David Evans and Associates, Inc. (DEA) for City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

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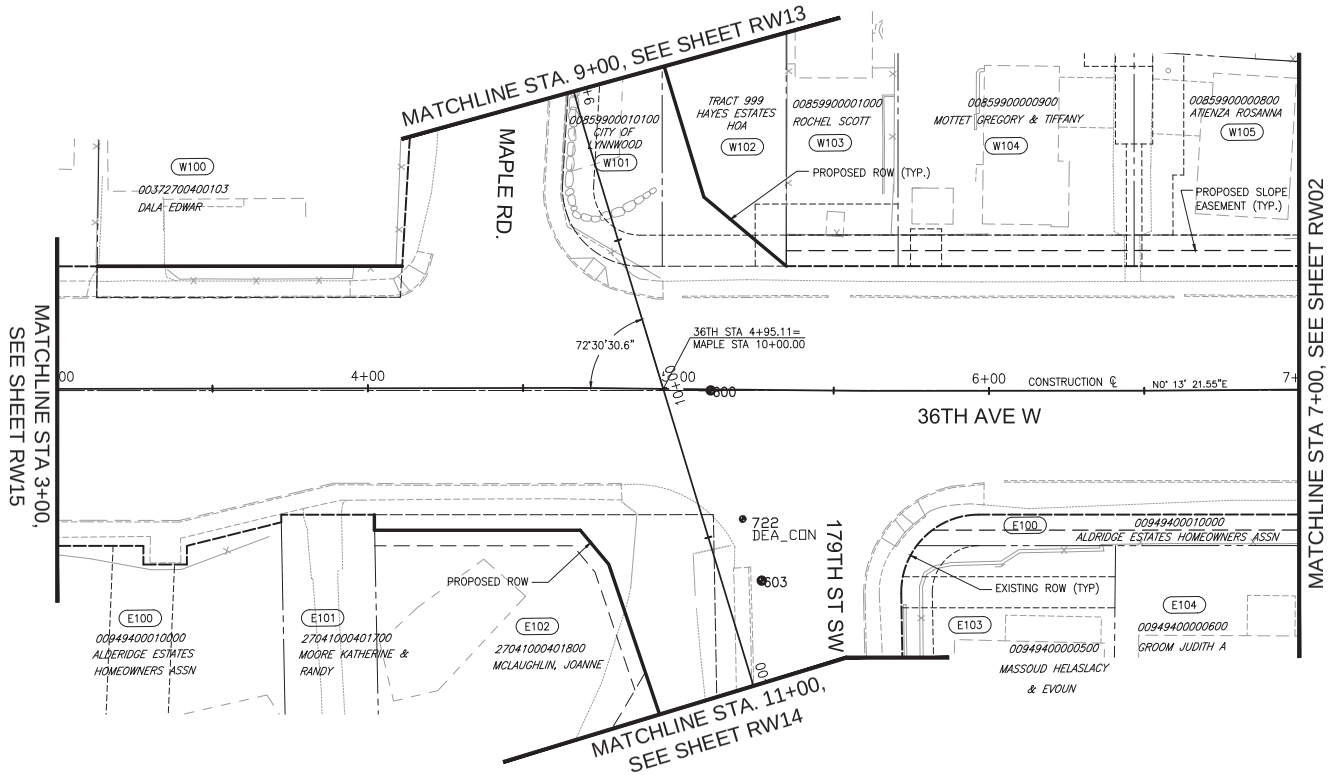
Date: 8/19/2015 10:00:19 AM User: Sast

SECTION 10 , T. 27 N., R.4 E., W.M.



LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM (GRID COORDINATES CONVERTED TO GROUND WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
600	PROP MON		636548.0628	1612894.1292
603	PROP MON		636563.7663	1612955.5602
722	DEA_CON	484.94	636557.8470	1612935.6690

SHEET	PARCEL ID # (####)	ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW01/RW13	W100		00372700400103	17914 36TH AVE. W.	DALA EDWAR	14,375	980	13,395			
RW01/RW13	W101		00859900010100	UNKNOWN	LYNNWOOD CITY OF						
RW01	W102		TRACT 999	UNKNOWN	HAYES ESTATES HOA	6,097	1,091	5,006			5,008
RW01	W103		00859900001000	17827 37TH PL. W.	ROCHEL SCOTT	11,326			180	180	
RW01	W104		00859900000900	17821 37TH PL. W.	MOTTET GREGORY AND TIFFANY	5,227			381	380	
RW01	W105		00859900000800	17819 37TH PL. W.	ATIENZA ROSANNA	5,227			402	400	
RW01/RW15	E100		00949400010000	UNKNOWN	ALDERIDGE ESTATES HOMEOWNERS ASSN	188,179			2,611		
RW01	E101		27041000401700	17907 36TH AVE. W.	MOORE KATHERINE & RANDY						
RW01/RW14	E102		27041000401800	17905 36TH AVE. W.	MCLAUGHLIN JOANNE	30,928	3,336	27,592		1,114	2,107
RW01	E103		00949400000500	3522 178TH PL. SW.	MASSOUD HELASLACY & EVOUN						
RW01	E104		00949400000600	3524 178TH PL. SW.	GROOM JUDITH A						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED FROM TABLE PRIOR TO FINAL SUBMITTAL

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	
DESIGNED BY: V. VASKELIS		DRAWN BY: O. AHRENSFELD	
DATE: JULY 2015		DRAWING #	

KIRK ANDREW HARRIS STATE OF WASHINGTON 54403 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW01

SHEET 1 OF 17 SHEETS

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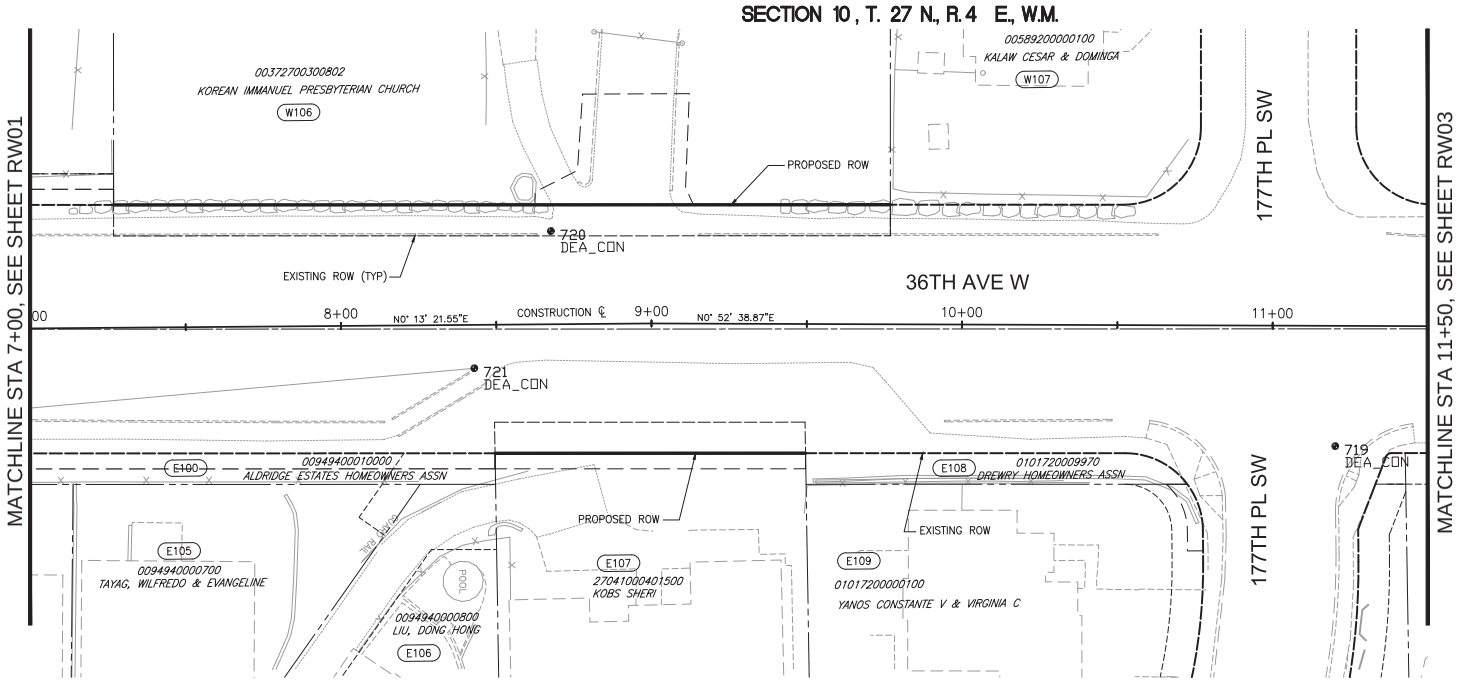

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- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- SURVEY CONTROL POINT

821

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
719	DEA_CON	509.31	637157.2970	1612938.9630
720	DEA_CON	499.81	636905.5700	1612866.7640
721	DEA_CON	498.70	636880.4050	1612910.6180

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW02	W106		00372700300802	17730 36TH AVE. W.	KOREAN IMMANUEL PRESBYTERIAN CHURCH	145,055	2,502	142,553			1,352
RW02	W107		00589200000100	3608 177TH PL. SW.	KALAW CESAR & DOMINGA						
RW01/RW02	E100		00949400010000		SEE SHEET RW01						
RW02	E105		00094940000700	3521 178TH PL. SW.	TAYAG, WILFREDO & EVANGELINE						
RW02	E106		00094940000800	3515 178TH PL. SW.	LIU, DONG HONG						
RW02	E107		27041000401500	3519 178TH PL. SW.	KOBS, SHERI	13,068	1,000	12,068		500	
RW02	E108		00101720009970	UNKNOWN	DREWRY H.O.A.						
RW02	E109		01017200000100	3530 177TH PL. SW.	YANOS CONSTANTE V & VIRGINIA C					115	

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

N

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
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DRAWING #

KIRK ANDREW HARRIS — STATE OF WASHINGTON — 34403 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW02

SHEET 2 OF 17 SHEETS

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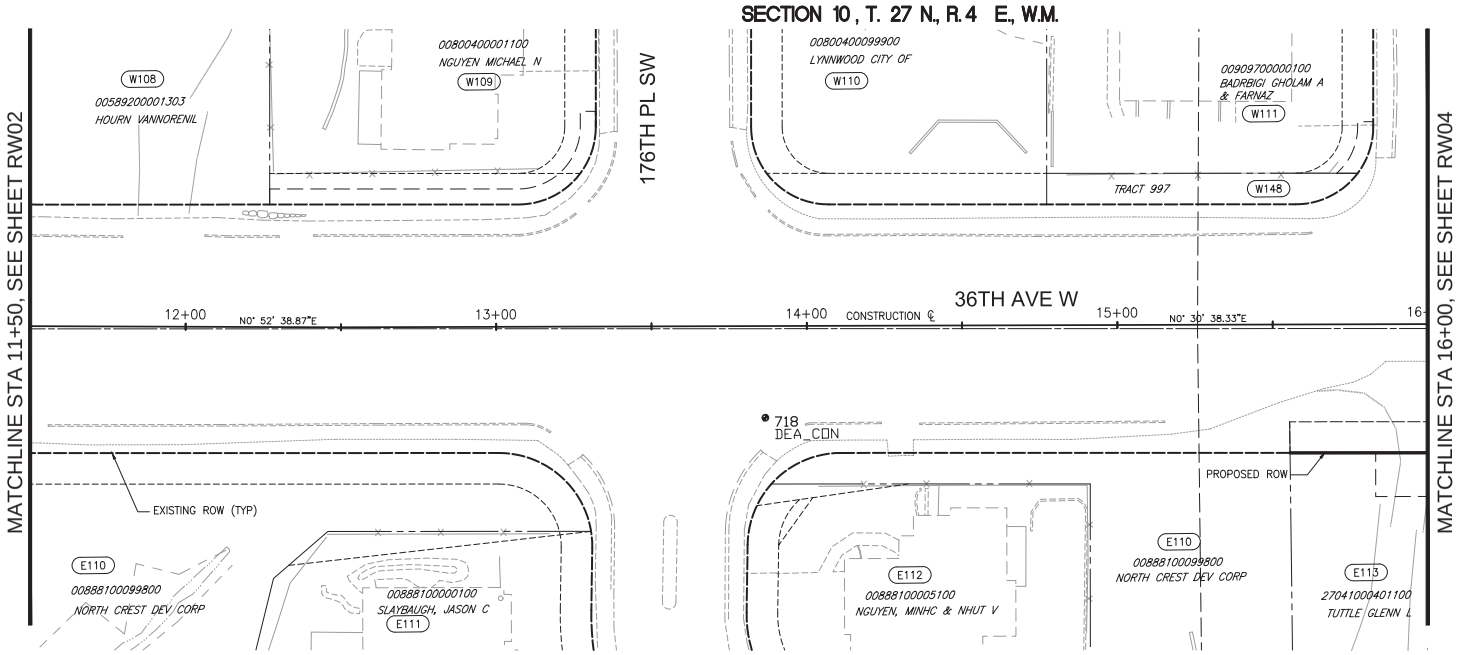

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718	DEA_CON	519.02	637423.8890	1612933.0120

SHEET	PARCEL ID # ####	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW03	W108		0058920000 1303	3607 177TH PL. SW.	HOURN VANNORENIL						
RW03	W109		00800400001100	3610 176TH PL. SW.	NGUYEN MICHAEL N					602	
RW03	W110		00800400099900	UNKNOWN	LYNNWOOD CITY OF						
RW03	W111		00909700000100	3604 176TH ST. SW.	BADRBIGI GHOLAM A & FARNAZ					90	
RW03	W148		TRACT 997	UNKNOWN	SPRUCE HOLLOW PLAT (9 OWNERS)						
RW03	E110		00888100099800	UNKNOWN	NORTH CREST DEV CORP						
RW03	E111		00888100000100	3524 176TH PL. SW.	SLAYBAUGH, JASON C						
RW03	E112		08881000005100	3531 176TH PL. SW.	NGUYEN, MINHC & NHUT V						
RW03/RW04	E113		27041000401100	17523 36TH AVE. W.	TUTTLE GLENN L	22,651	1,500	21,151			352

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	
DESIGNED BY: V. VASKELIS		DRAWN BY: O. AHRENSFELD	
DATE: JULY 2015		DRAWING #	

KIRK ANDREW HARRIS STATE OF WASHINGTON 54405 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW03

SHEET 3 OF 17 SHEETS

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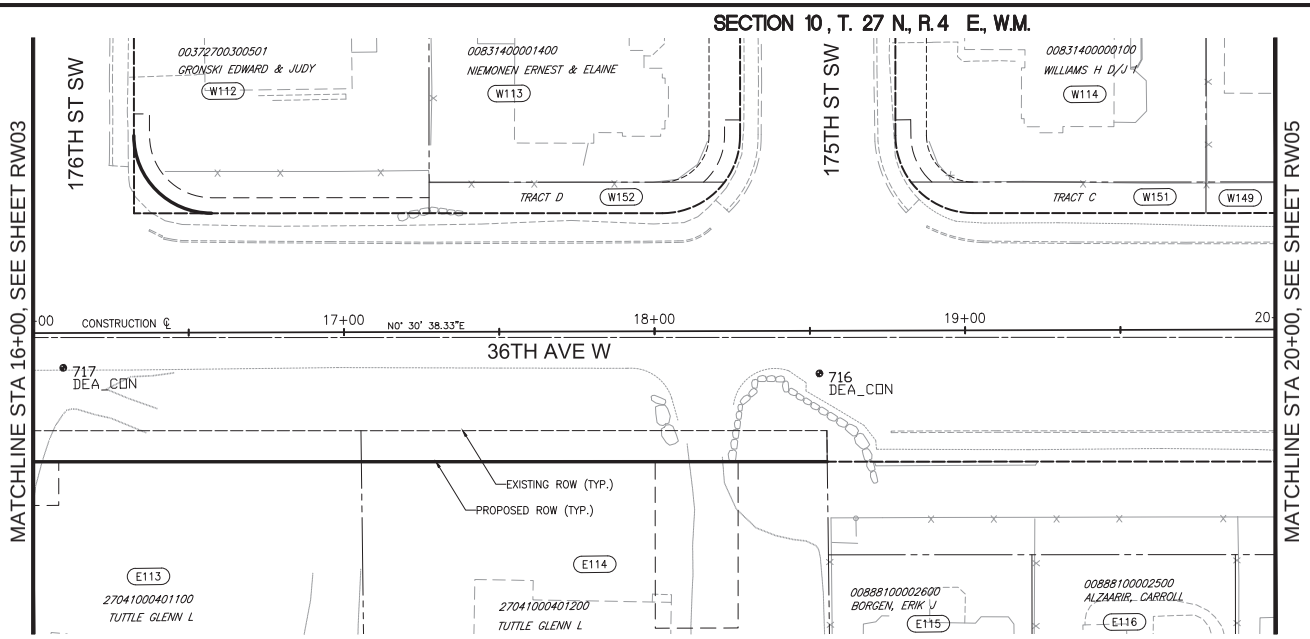

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
716	DEA_CON	537.84	637890.4640	1612921.3490
717	DEA_CON	529.03	637647.0590	1612916.6700

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW04	W112		00372700300501	3613 176TH ST. SW.	GRONSKI EDWARD & JUDY	12,197	134	12,063		526	
RW04	W113		00831400001400	3606 175TH ST. SW.	NIEMONEN ERNEST & ELAINE					108	
RW04	W114		00831400000100	3607 175TH PL. SW.	WILLIAMS H D/J I					107	
RW04/RW05	W149		TRACT F	UNKNOWN	SPRUCE CREEK PLAT (30 OWNERS)						
RW04	W151		TRACT C	UNKNOWN	LYNNWOOD CITY OF						
RW04	W152		TRACT D	UNKNOWN	LYNNWOOD CITY OF						
RW03/RW04	E113		27041000401100		SEE SHEET RW03						
RW04	E114		27041000401200	17507 36TH AVE. W.	TUTTLE GLENN L	22,651	1,500	21,151			1,429
RW04	E115		00888100002600	3526 174TH PL. SW.	BORGEN ERIK J						
RW04	E116		00888100002500	3520 174TH PL. SW.	ALZAARIR, CARROLL						

DESIGNER NOTE:

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FROM TABLE PRIOR TO FINAL SUBMITTAL

N

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW VARNELL STATE OF WASHINGTON 54405 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW04

SHEET 4 OF 17 SHEETS

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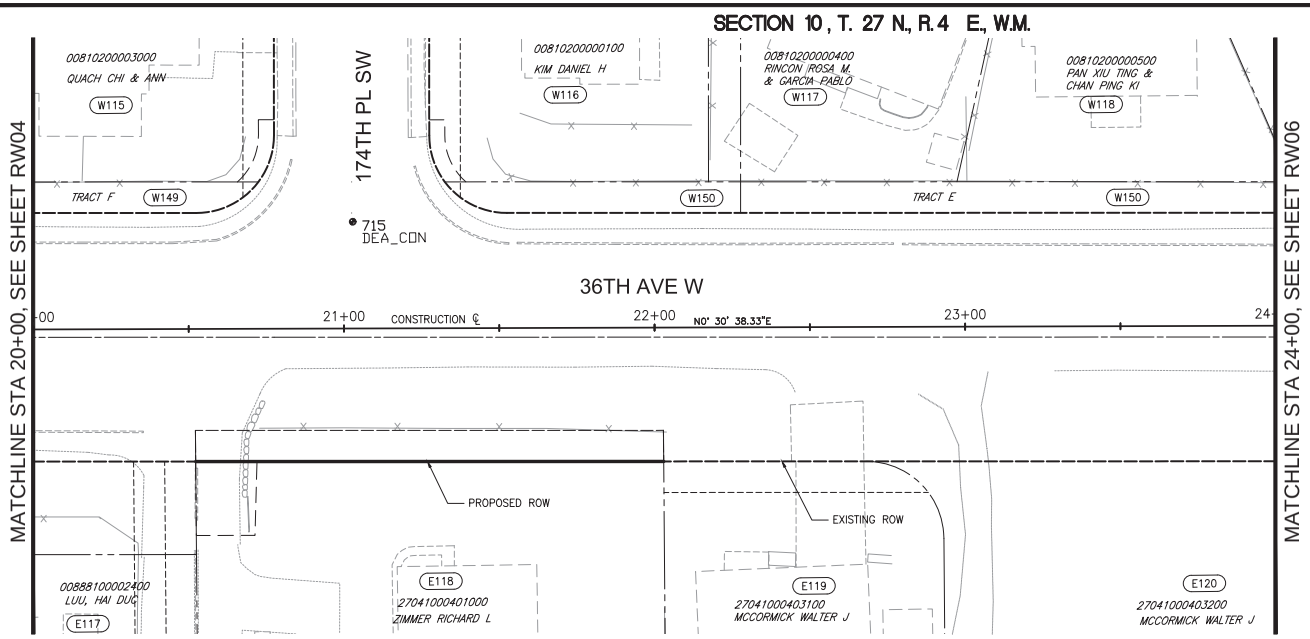

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
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- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- SURVEY CONTROL POINT

821

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
715	DEA_CON	543.03	638140.7720	1612875.5030

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW05	W115		00810200003000	3608 174TH PL. SW.	QUACH CHI & ANN					107	
RW05	W116		00810200000100	3609 174TH PL. SW.	KIM DANIEL H & RIKARD WILLIAM L					107	
RW05	W117		00810200000400	17325 37TH AVE. W.	RINCON ROSA M. & GARCIA PABLO						
RW05	W118		00810200000500	17321 37TH AVE. W.	PAN XIU TING & CHAN PING KI						
RW04/RW05	W149		TRACT F		SEE SHEET RW04						
RW05/RW06	W150		TRACT E	UNKNOWN	SPRUCE CREEK PLAT (30 OWNERS)					1,721	
RW05	E117		00888100002400	3516 174TH PL. SW.	LUU HAI DUC						
RW05	E118		27041000401000	17403 36TH AVE. W.	ZIMMER RICHARD L	22,651	1,507	21,144			460
RW05	E119		27041000403100	17325 36TH AVE. W.	MCCORMICK WALTER J						
RW05/RW06	E120		27041000403200	17331 36TH AVE. W.	MCCORMICK WALTER J						

DESIGNER NOTE:

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DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS, STATE OF WASHINGTON, 54403, REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
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Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW05

SHEET 5 OF 17 SHEETS

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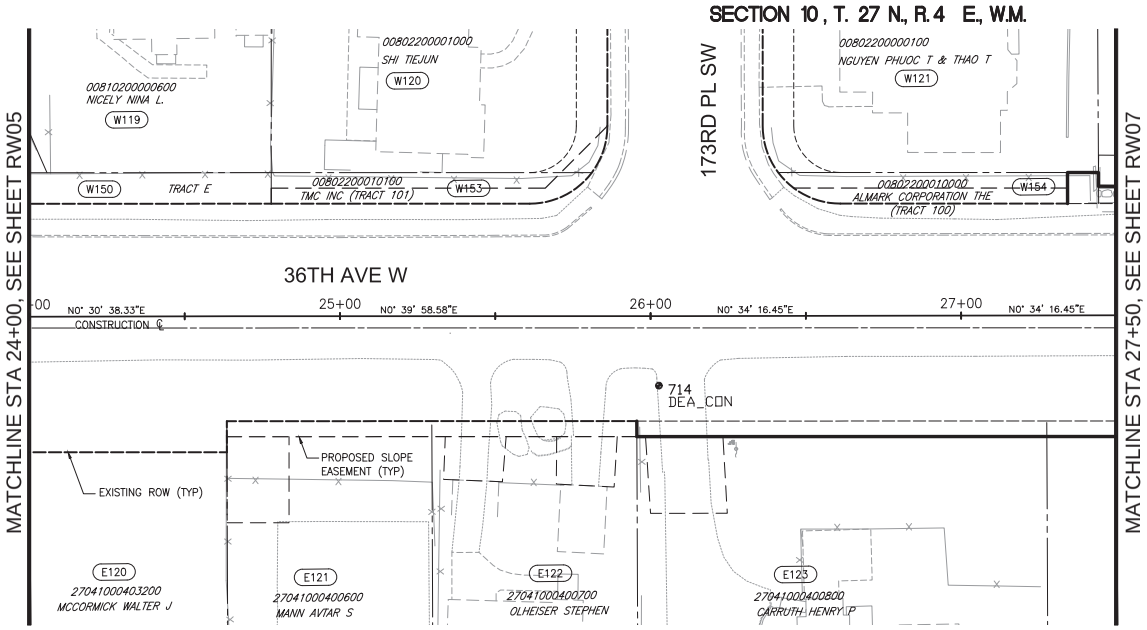

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
714	DEA_CON	552.63	638639.9470	1612937.0740

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW06	W119		00810200000600	17319 37TH AVE. W.	NICELY NINA L.						
RW06	W120		00802200001000	3610 173RD PL. SW.	SHI, TIEJUN	8,276			89		
RW06	W121		00802200000100	3611 173RD PL. SW.	NGUYEN PHUOC T & THAO	8,276					
RW05/RW06	W150		TRACT E		SEE SHEET RW05						
RW06	W153		00802200010100	UNKNOWN	TMC INC (TRACT 101)				518		
RW06	W154		00802200010000	UNKNOWN	ALMARK CORPORATION THE (TRACT 100)	871	100	771	417		
RW05/RW06	E120		27041000403200		SEE SHEET RW05						
RW06	E121		27041000400600	UNKNOWN	MANN AVTAR S	28,314			330		553
RW06	E122		27041000400700	17301 36TH AVE. W.	OLHEISER STEPHEN				330		574
RW06	E123		27041000400800	17221 36TH AVE. W.	CARRUTH HENRY P	22,216	660	21,556			613

DESIGNER NOTE:

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DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS
RIGHT OF WAY PLAN

REFERENCE NO. RW06

SHEET 6 OF 17 SHEETS

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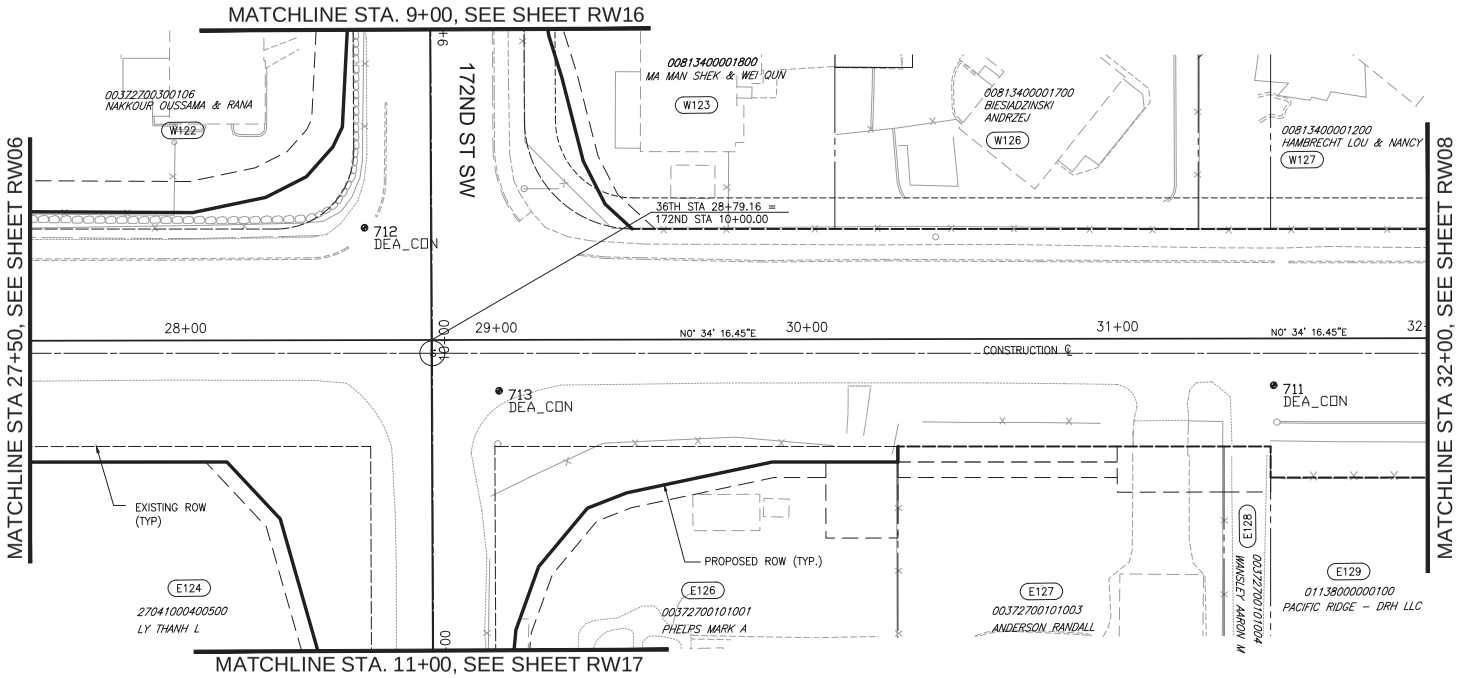

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT–OF–WAY (EXISTING)
- RIGHT–OF–WAY (USED)
- RIGHT–OF–WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD–88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
711	DEA_CON	565.49	639187.6550	1612935.1970
712	DEA_CON	556.61	638895.5260	1612881.0530
713	DEA_CON	558.53	638938.2460	1612934.0490

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW07	W122		00372700300106	3608 172ND ST. SW.	NAKKOUR OUSSAMA & RANA	10,019	1,082	8,937		1,074	
RW07	W123		00813400001800	17121 37TH AVE. W.	MA MAN SHEK & WEI QUN	8,276	992	7,284		475	
RW07	W126		00813400001700	17119 37TH AVE. W.	BIESIADZINSKI, ANDRZEJ						
RW07	W127		00813400001200	17005 37TH AVE. W.	HAMBRECHT, LOU & NANCY						
RW07/RW17	E124		27041000400500	3520 172ND ST. SW.	LY THANH L & CUC T TO	22,216	3,462	18,754		868	
RW07/RW17	E126		00372700101001	3521 172ND ST. SW.	PHELPS MARK A	24,394	2,245	22,149		741	568
RW07	E127		00372700101003	17107 36TH AVE. W.	ANDERSON RANDALL	17,424			526	353	334
RW07	E128		00372700101004	17105 36TH AVE. W.	WANSLEY AARON M	16,731			75		145
RW07/RW08	E129		01138000000100	3526 171ST ST. SW.	PACIFIC RIDGE – DRH LLC	67,082					

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
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0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL–9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS STATE OF WASHINGTON 54403 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW07

SHEET 7 OF 17 SHEETS

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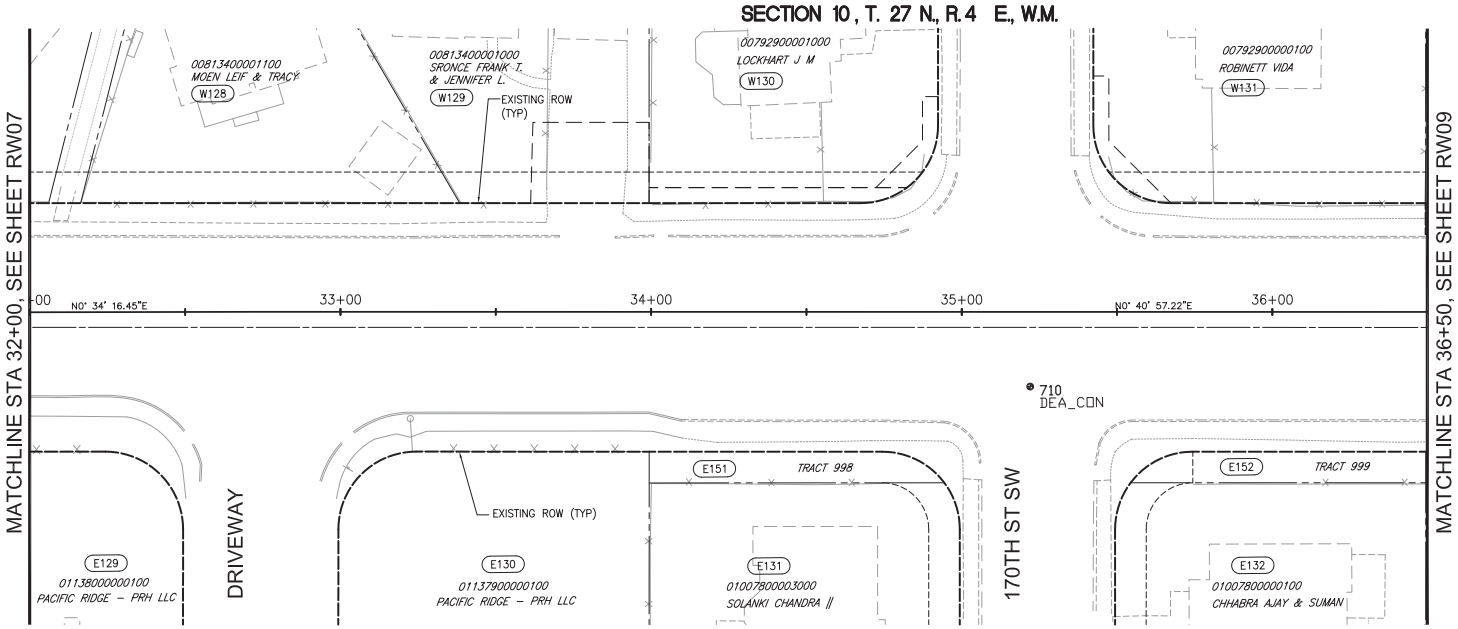

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT–OF–WAY (EXISTING)
- RIGHT–OF–WAY (USED)
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- PROPERTY LINE
- SECTION LINE
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- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD–88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
710	DEA_CON	573.63	639559.2270	1612948.3560

SHEET	PARCEL ID # (####)	ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW08	W128		00813400001100	17003 37TH AVE. W.	MOEN, LEIF & TRACY	8,276					
RW08	W129		00813400001000	17018 36TH AVE. W.	SRONCE, FRANK T. & JENNIFER L.	9,583					983
RW08	W130		00792900001000	3610 170TH ST. SW.	LOCKHART J M	7,841			391	199	
RW08	W131		00792900000100	3605 170TH ST. SW.	ROBINETT VIDA	10,454				270	
RW07/R008	E129		01138000000100		SEE SHEET RW07						
RW08	E130		01137900000100	3527 171ST ST. SW.	PACIFIC RIDGE – DRH LLC	67,082					
RW08	E131		01007800003000	3526 170TH ST. SW.	SOLANKI CHANDRA						
RW08	E132		01007800000100	3525 170TH ST. SW.	CHHABRA AJAY & SUMAN						
RW08	E151		TRACT 998	UNKNOWN							
RW08	E152		TRACT 999	UNKNOWN							

DESIGNER NOTE:

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N

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL–9931(009)	
DESIGNED BY: V. VASKELIS		DRAWN BY: O. AHRENSFELD	
DATE: JULY 2015		DRAWING #	

KIRK ANDREW HARRIS STATE OF WASHINGTON 54403 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW08

SHEET 8 OF 17 SHEETS

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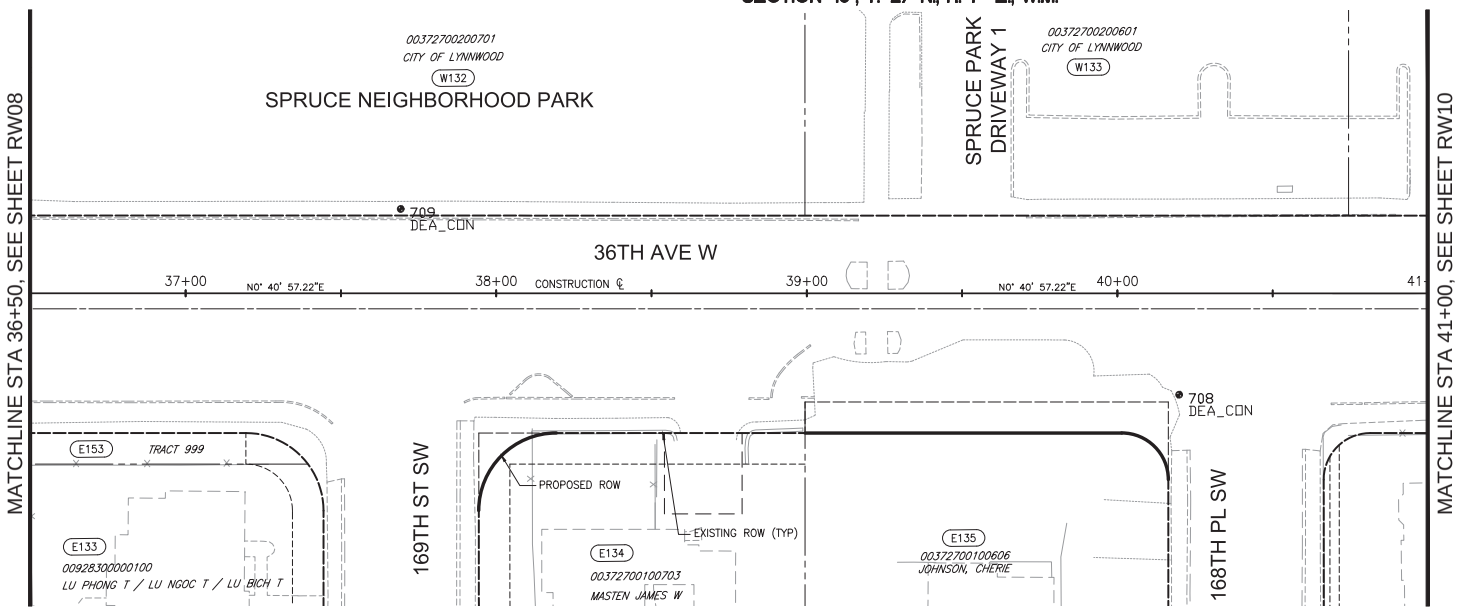

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
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- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
708	DEA_CON	584.07	640056.9300	1612962.8780
709	DEA_CON	578.78	639807.0280	1612900.1360

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW09	W132		00372700200701	UNKNOWN	LYNNWOOD CITY OF						
RW09	W133		00372700200601	UNKNOWN	LYNNWOOD CITY OF						
RW09	E133		00928300000100	3524 169TH ST. SW.	LU PHONG T / LU NGOC T / LU BICH T						
RW09	E134		00372700100703	16831 36TH AVE. W.	MASTEN JAMES W	10,018	134	9,884			651
RW09	E135		00372700100606	3526 168TH PL. SW.	JOHNSON, CHERIE						
RW09	E152		TRACT 996								

DESIGNER NOTE:

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DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS STATE OF WASHINGTON 54103 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW09

SHEET 9 OF 17 SHEETS

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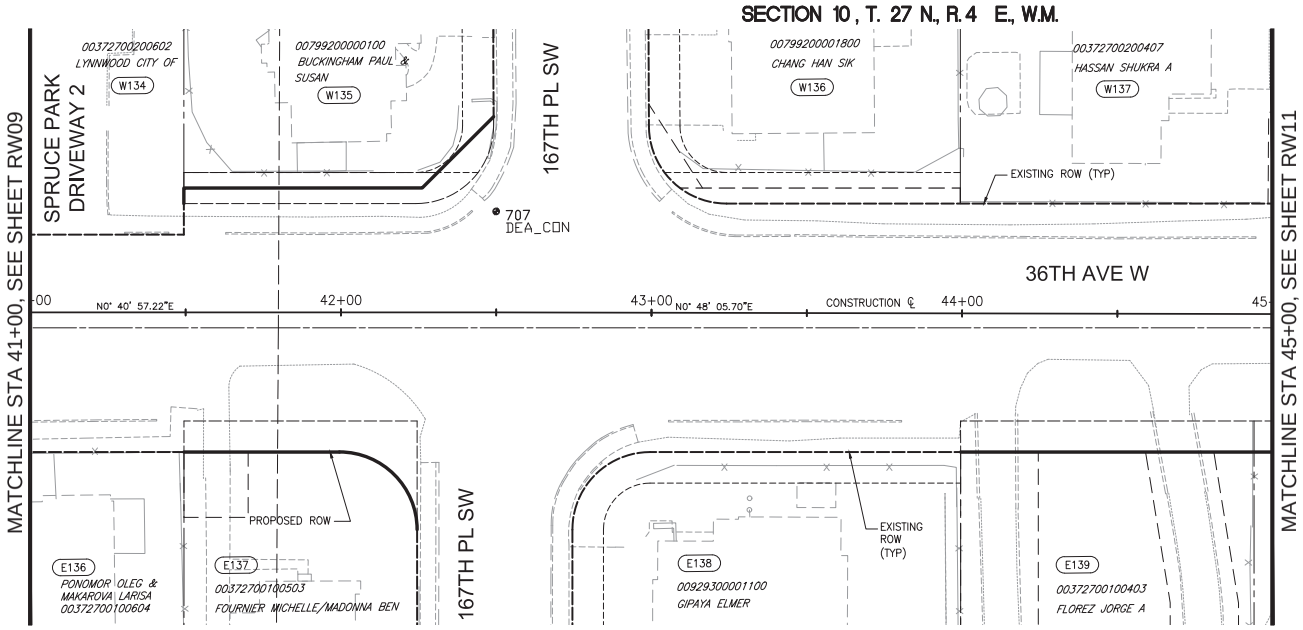


LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- SURVEY CONTROL POINT

821

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
707	DEA_CON	589.49	640287.8110	1612900.5010

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW10	W134		00372700200602	16806 36TH AVE. W.	LYNNWOOD CITY OF						
RW10	W135		00799200000100	3612 167TH PL. SW.	BUCKINGHAM PAUL & SUSAN	8,712	630	8,082		395	
RW10	W136		00799200001800	3611 167TH PL. SW.	CHANG HAN SIK	7,276			428	172	
RW10	W137		00372700200407	16708 36TH AVE. W.	HASSAN SHUKRA						173
RW10	E136		00372700100604	3521 168TH PL. SW	PONOMOR OLEG & MAKAROVA LARISA						
RW10	E137		00372700100503	16729 36TH AVE. W.	FOURNIER MICHELLE/MADONNA BEN	9,148	885	8,263			435
RW10	E138		00929300001100	3523 167TH PL. SW.	GIPAYA ELMER						
RW10	E139		00372700100403	16703 36TH AVE. W.	FLOREZ JORGE A	22,651	945	21,706			3,465

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	
DESIGNED BY: V. VASKELIS		DRAWN BY: O. AHRENSFELD	
DATE: JULY 2015		DRAWING #	

KIRK ANDREW KARRAS, STATE OF WASHINGTON, 54405, REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

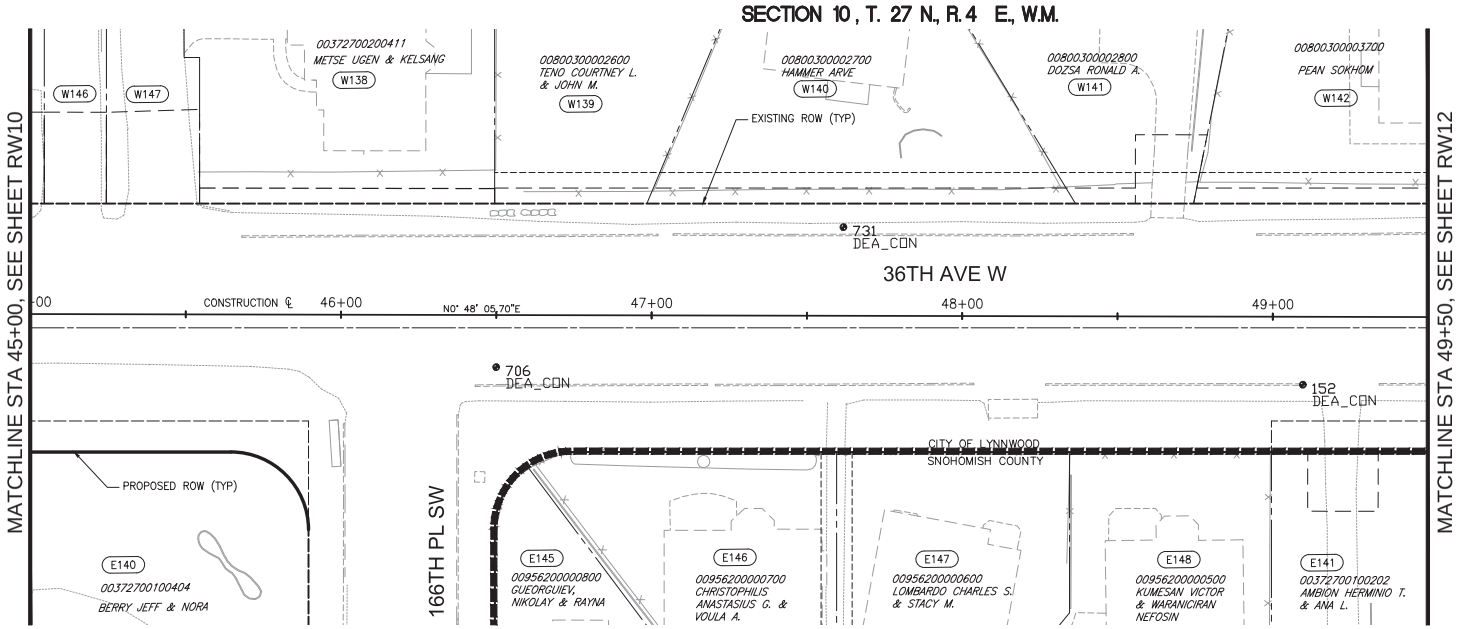
36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW10

SHEET 10 OF 17 SHEETS

Aug 17, 2015 - 1:20pm rako P:\LYNN0000001110400CAD\TTIDWG\Sheet\TTRW010LYNN0011.dwg Layout Name: 22x34



LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- SURVEY CONTROL POINT (821)

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE

POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
152	DEA_CON	604.85	640946.7920	1612964.1340
706	DEA_CON	598.79	640687.1540	1612955.3820
731	DEA_CON	601.97	640799.4770	1612911.6500

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW11	W138		00372700200411	16620 36TH AVE. W.	METSE UGEN	8,712			466		
RW11	W139		00800300002600	3618 166TH PL. SW.	TENO COURTNEY L & JOHN M					250	
RW11	W140		00800300002700	3616 166TH PL. SW.	HAMMER ARVE					677	
RW11	W141		00800300002800	16602 36TH AVE. W.	DOZSA RONALD A					104	464
RW11/RW12	W142		00800300003700	3608 165TH PL. SW.	PEAN SOKHOM					684	
RW11	W146			16708-16630 36TH AVE. W.	4 OWNERS						588
RW11	W147		00372700200411	16620 36TH AVE. W.	4 OWNERS						896
RW11	E140		00372700100404	16627 36TH AVE. W.	BERRY JEFF & NORA	16,552	1,090	15,462			
RW11	E145		00095620000800	3520 166TH ST. SW.	GUEORGUIEV, NIKOLAY & RAYNA						
RW11	E146		00956200000700	3526 166TH ST. SW.	CHRISTOPHILIS, ANASTASIUS G, & VOULA A.						
RW11	E147		00956200000600	3529 166TH ST. SW.	LOMBARDO CHARLES S. & STACY M.						
RW11	E148		00956200000500	3523 166TH ST. SW.	KUMESAN VICTOR & WARANICIRAN NEFOSIN						
RW11/RW12	E141		00372700100202	3516 165TH PL. SW.	AMBION HERMINIO T	20,038	900	19,138			433

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

N

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS, STATE OF WASHINGTON, 54403, REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW11

SHEET 11 OF 17 SHEETS

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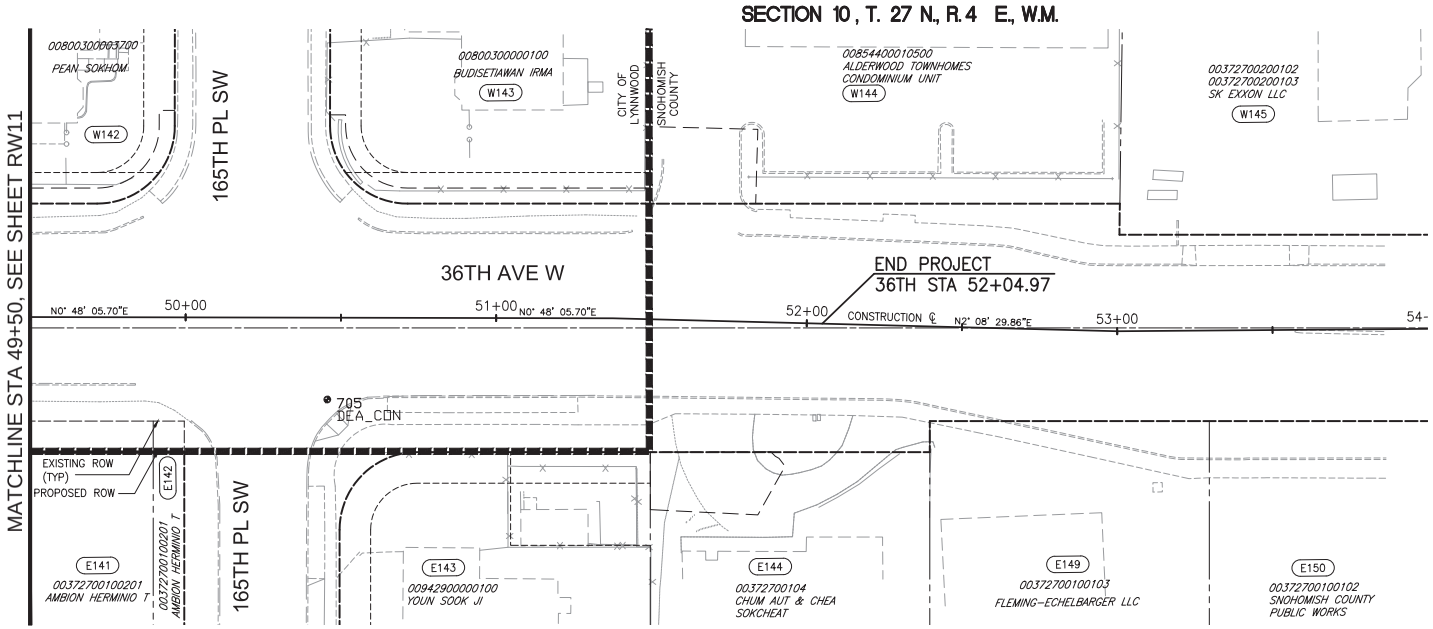


LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM (GRID COORDINATES CONVERTED TO GROUND WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
705	DEA_CON	606.06	641082.6690	1612970.4750

SHEET	PARCEL ID # (####)	ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW11/RW12	W142		00800300003700		SEE SHEET RW11						
RW12	W143		00800300000100	3609 165TH PL. SW.	BUDISETIAWAN IRMA					585	
RW12	W144		08544800010500	3624 164TH ST. SW.	ALDERWOOD TOWNHOMES CONDOMINIUM UNIT						838
RW12	W145		00372700200102		SK EXXON LLC						
			00372700200103								
RW11/RW12	E141		00372700100202		SEE SHEET RW11						
RW12	E142		00372700100201	3516 165TH PL. SW.	AMBION HERMINIO T	2,178	100	2,078			
RW12	E143		00942900000100	3529 165TH PL. SW.	YOUN SOOK JI						
RW12	E144		00372700100104	16429 36TH AVE. W.	CHHOM AUT						772
RW12	E149		00372700100103	16417 36TH AVE. W.	FLEMING-ECHELBARGER LLC						
RW12	E150		00372700100102	16405 36TH AVE. W.	SNOHOMISH COUNTY PUBLIC WORKS						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED FROM TABLE PRIOR TO FINAL SUBMITTAL

N

0 25 50 100

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS, STATE OF WASHINGTON, 54403, REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

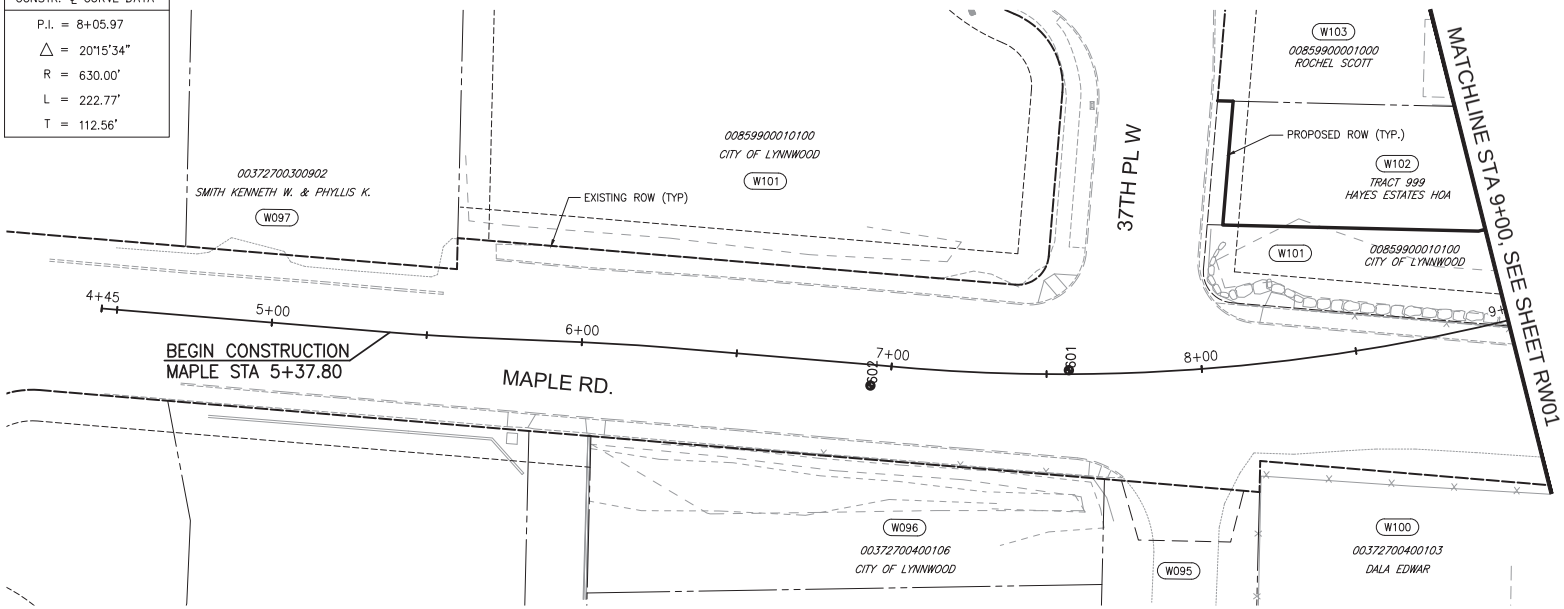
REFERENCE NO. RW12

SHEET 12 OF 17 SHEETS

Aug 17, 2015 - 1:22pm rako P:\LYNN0000001110400CAD\TT\DWG\Sheet\TTRW0121-YNN0011.dwg Layout Name: 22x34

SECTION 10, T. 27 N., R. 4 E., W.M.

MAPLE RD CONSTR. ℄ CURVE DATA
P.I. = 8+05.97
△ = 20°15'34"
R = 630.00'
L = 222.77'
T = 112.56'



LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

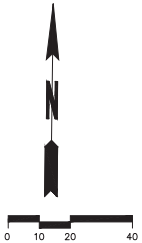
STATE PLANE COORDINATE SYSTEM (GRID COORDINATES CONVERTED TO GROUND WITH AN ADDED 1000,000 METERS)

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW13	W095			3618-3628 MAPLE RD.	4 OWNERS						616
RW13	W096		00372700400106	UNKNOWN	LYNNWOOD CITY OF						
RW13	W097		00372700300902	3707 MAPLE RD.	SMITH KENNETH W. & PHYLLIS K.						
RW01/RW13	W100		00372700400103		SEE SHEET RW01						
RW01/RW13	W101		00859900010100		SEE SHEET RW01						
RW01/RW13	W102		TRACT 999		SEE SHEET RW01						
RW01/RW13	W103		00859900001000		SEE SHEET RW01						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED FROM TABLE PRIOR TO FINAL SUBMITTAL

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
801	EX. MON.	482.63	636466.3760	1612893.1660
802	EX. MON.	486.39	636578.0530	1612894.6070



DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS, STATE OF WASHINGTON, 54403, REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

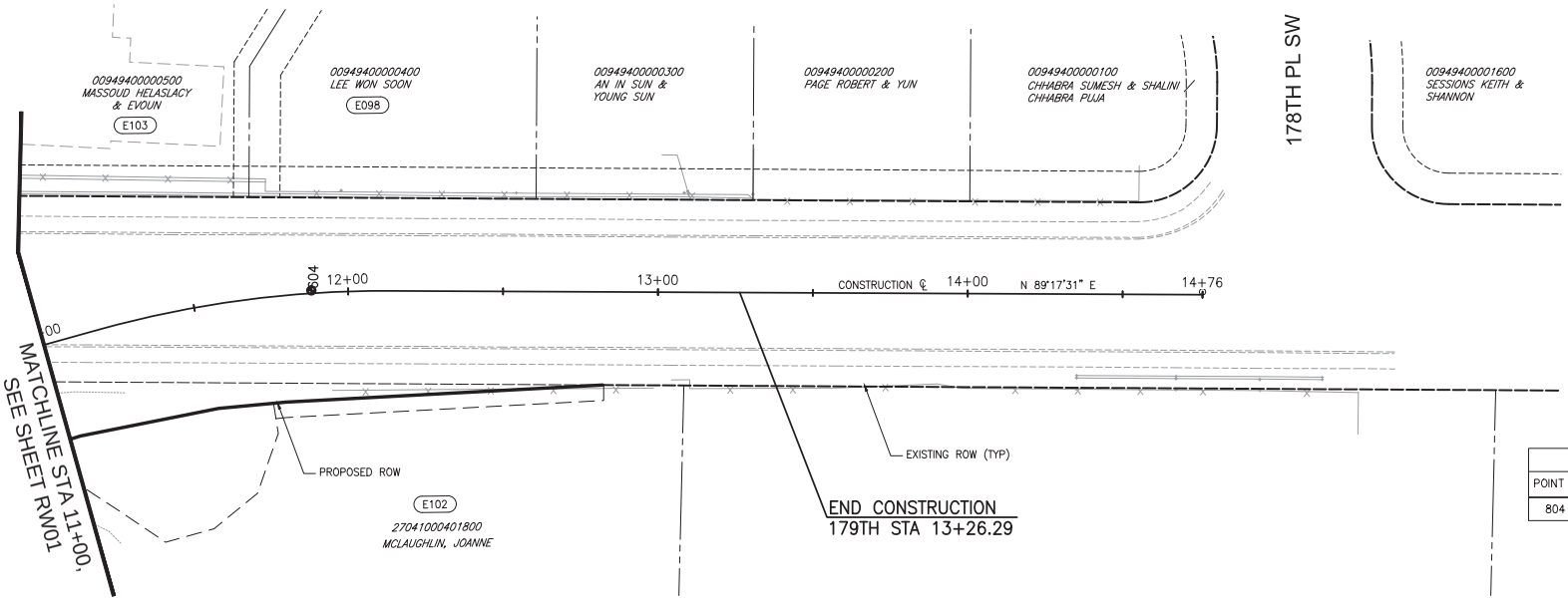
RIGHT OF WAY PLAN

REFERENCE NO. RW13

SHEET 13 OF 17 SHEETS

Aug 17, 2015 - 1:23pm rako P:\LYNN0000001110400CAD\TTDWG\Sheet\TTRW013LYNN0011.dwg Layout Name: 22x34

SECTION 10 , T. 27 N., R. 4 E., W.M.



LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
804	EX. MON.	477.41	636482.1820	1612671.2420

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW14	E098		00949400000400		LEE WON SOON						
RW01/RW14	E102		27041000401800		SEE SHEET RW01						
RW01/RW14	E103		00949400000500		SEE SHEET RW01						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

N

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DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	
DESIGNED BY: V. VASKELIS		DRAWN BY: O. AHRENSFELD	
DATE: JULY 2015		DRAWING #	

KIRK ANDREW HARRIS STATE OF WASHINGTON 54103 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

RIGHT OF WAY PLAN

REFERENCE NO. RW14

SHEET 14 OF 17 SHEETS

Aug 17, 2015 - 1:24pm rako P:\LYNN0000001110400CAD\TT\DWG\Sheet\TTRW014LYNN0011.dwg Layout Name: 22x34

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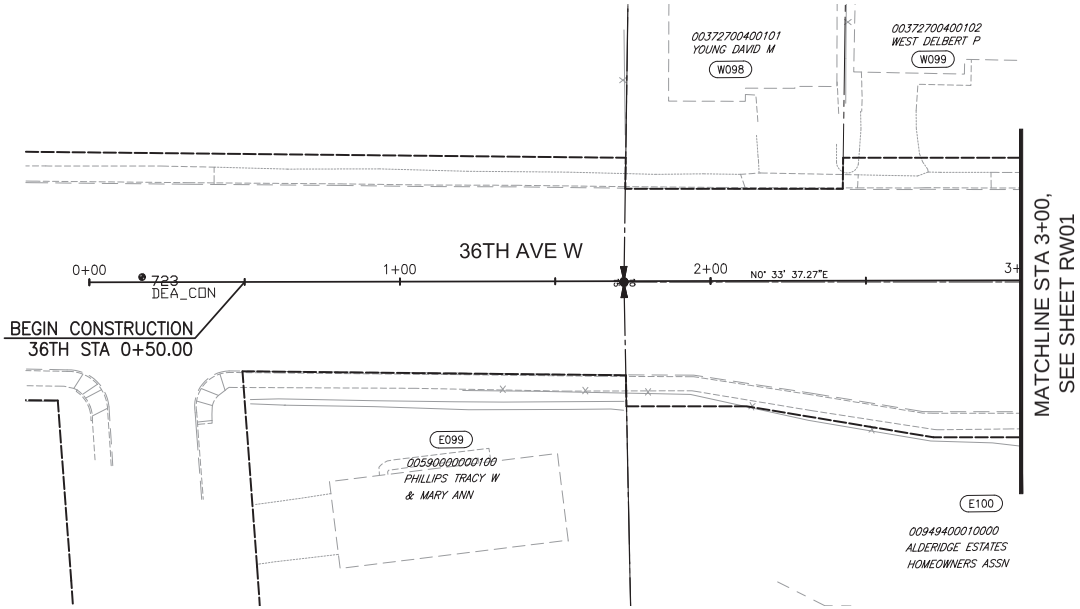

LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
723	DEA_CON	482.71	636054.6930	1612886.7550

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW15	W098		00372700400101	17928 36TH AVE. W.	YOUNG DAVID M						
RW15	W099		00372700400102	17922 36TH AVE. W.	WEST DELBERT P						
RW15	E099		00590000000100	3506 180TH PL. SW.	PHILLIPS TRACY W & MARY ANN						
RW01/RW15	E100		00949400010000		SEE SHEET RW01						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

N

0 10 20 40

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	
DESIGNED BY: V. VASKELIS		DRAWN BY: O. AHRENSFELD	
DATE: JULY 2015		DRAWING #	

KIRK ANDREW HARRIS
STATE OF WASHINGTON
54405
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS
RIGHT OF WAY PLAN

REFERENCE NO. RW15

SHEET 15 OF 17 SHEETS

Aug 17, 2015 - 1:25pm rako P:\LYNN0000001110400CAD\TTIDWG\Sheet\TTRW015LYNN0011.dwg Layout Name: 22x34

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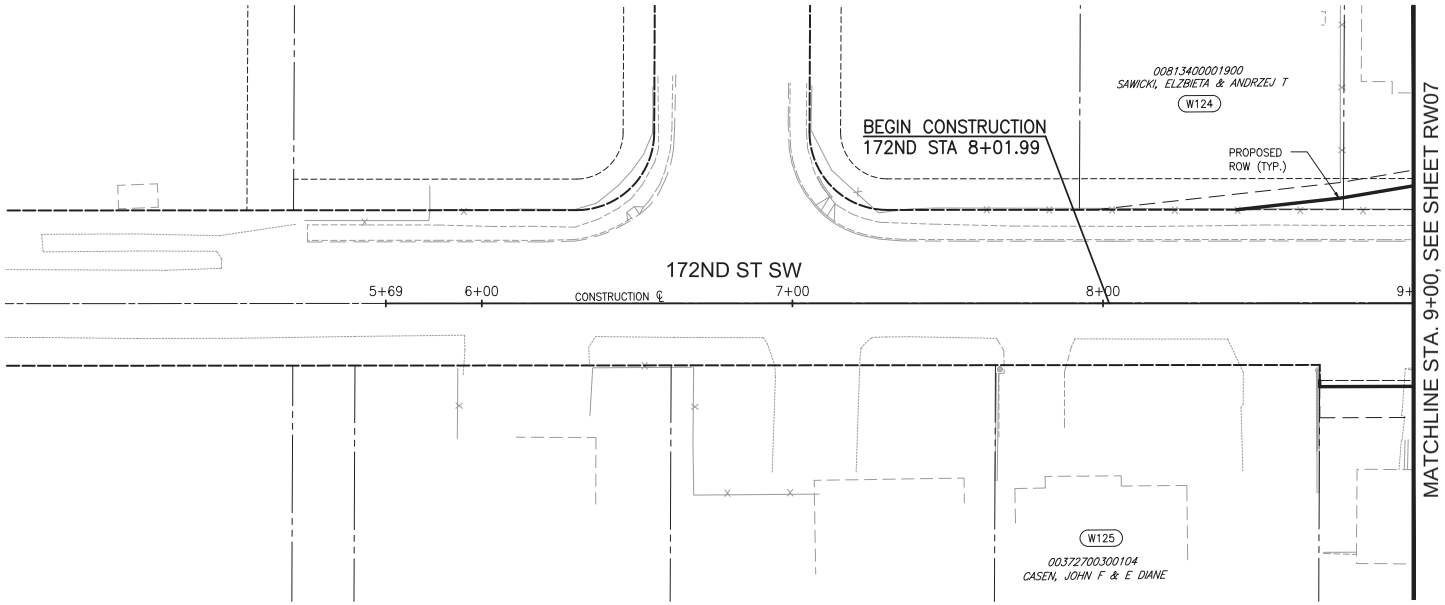


LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW16	W124		00813400001900	17123 37TH AVE. W.	SAWICKI, ELZBIETA & ANDRZEJ T	8,712	64	8,648		288	
RW16	W125		00372700300104	3620 172ND ST. SW.	CASEN, JOHN F & E DIANE						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO FINAL SUBMITTAL

N

0 10 20 40

DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS
STATE OF WASHINGTON
34403
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W
CORRIDOR IMPROVEMENTS

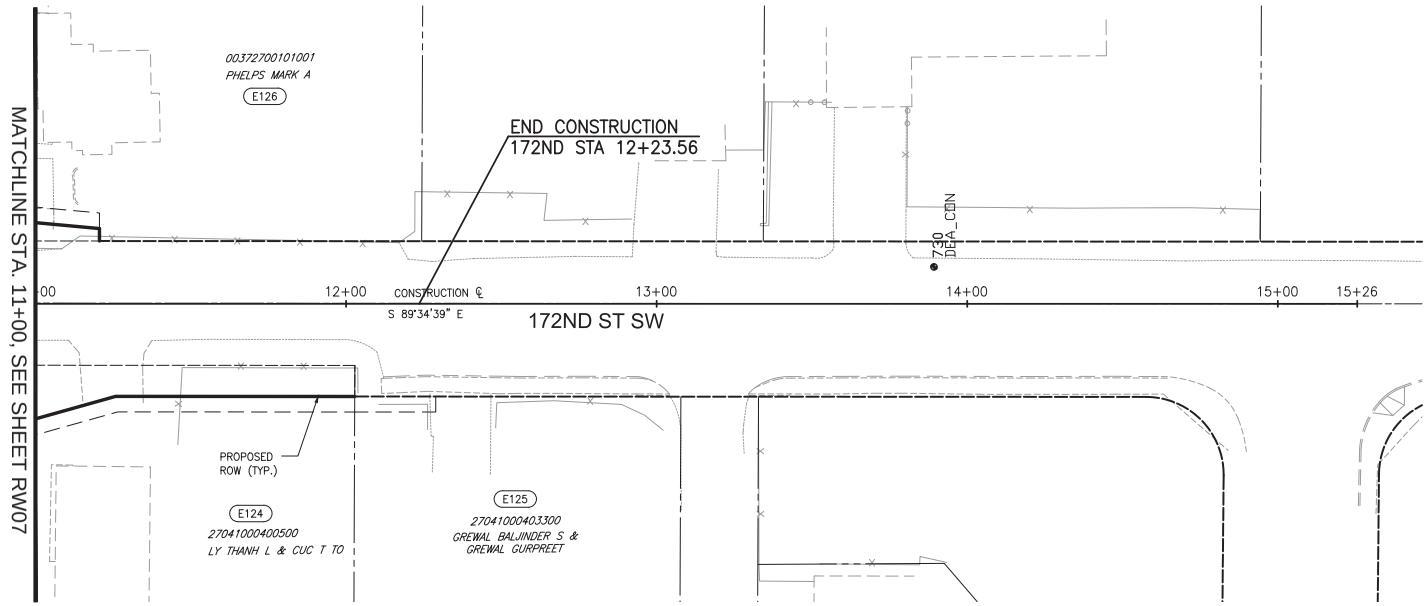
RIGHT OF WAY PLAN

REFERENCE NO. RW16

SHEET 16 OF 17 SHEETS

Aug 17, 2015 - 1:26pm rako P:\ILYNN0000001110400CAD\TT\DWG\Sheet\TTRW016LYNN0011.dwg Layout Name: 22x34

SECTION 10 , T. 27 N., R. 4 E., W.M.



LEGEND

- CONSTRUCTION CENTERLINE
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (USED)
- RIGHT-OF-WAY (PROPOSED)
- PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- SIXTEENTH SECTION LINE
- EXISTING FENCE LINE
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ROCKERY
- EASEMENT (EXISTING)
- EASEMENT (PROPOSED)
- 821 SURVEY CONTROL POINT

HORIZONTAL DATUM

NAVD-88

VERTICAL DATUM

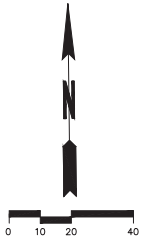
STATE PLANE COORDINATE SYSTEM
(GRID COORDINATES CONVERTED TO GROUND
WITH AN ADDED 1000,000 METERS)

POINT TABLE				
POINT #	RAW DESCRIPTION	ELEVATION	NORTHING	EASTING
730	DEA_CON	552.54	638925.6530	1613306.8160

SHEET	PARCEL ID # (####)	ACQUSITION DOCUMENT (AUDITOR FILE NO.)	PARCEL NO.	ADDRESS	NAME	AREA	R/W REQUIRED	REMAINDER	PERMANENT SLOPE EASEMENT	TEMPORARY CONSTRUCTION EASEMENT	
										COMPENSATORY	MUTUAL BENEFIT
RW07/RW17	E124		27041000400500		SEE SHEET RW07						
RW17	E125		27041000403300	3506 172ND ST SW	GREWAL BALJINDER S & GREWAL GURPREET					130	
RW07/RW17	E126		00372700101001		SEE SHEET RW07						

DESIGNER NOTE:

PARCELS WITH "NO IMPACTS" WILL BE REMOVED
FROM TABLE PRIOR TO SUBMITTAL



DRAFT SUBMITTAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: JULY 2015
DRAWING #

KIRK ANDREW HARRIS, STATE OF WASHINGTON, 54103, REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

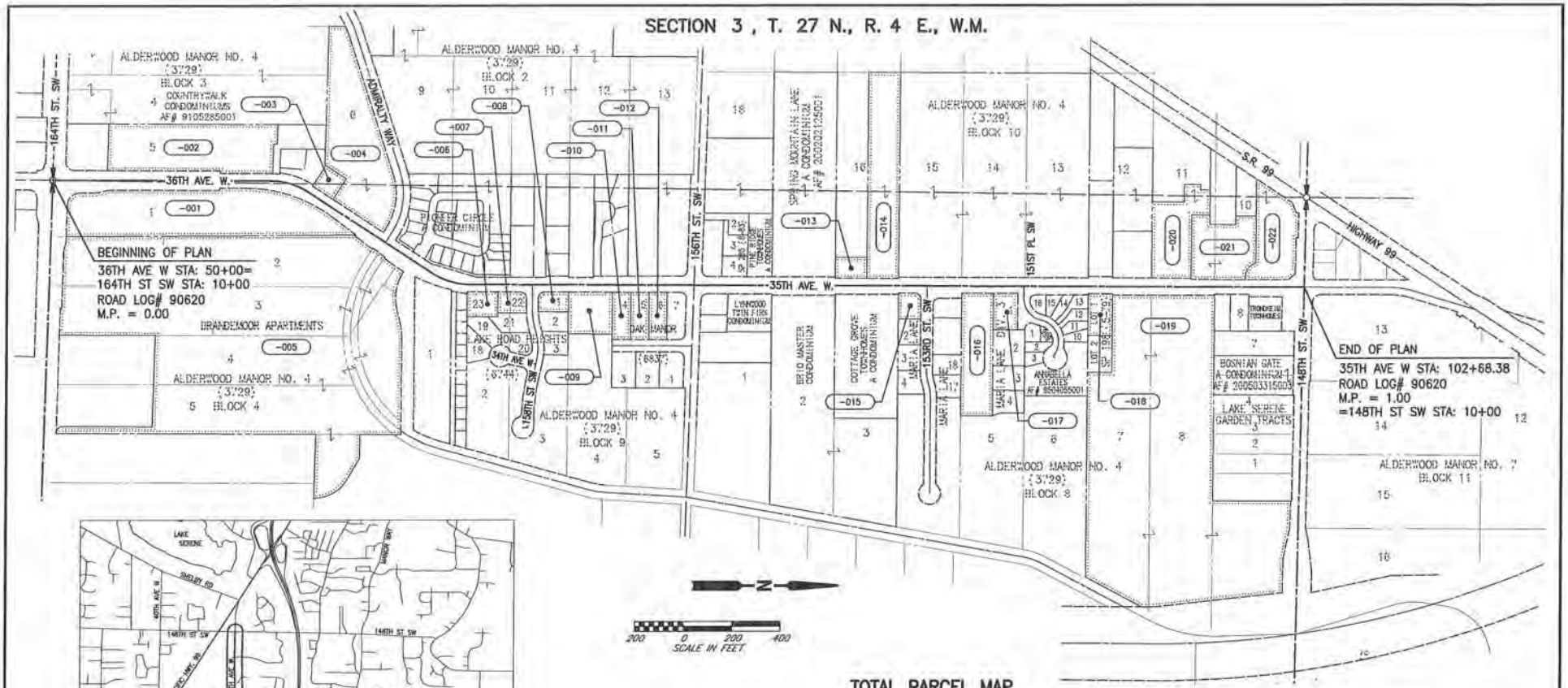
RIGHT OF WAY PLAN

REFERENCE NO. RW17

SHEET 17 OF 17 SHEETS

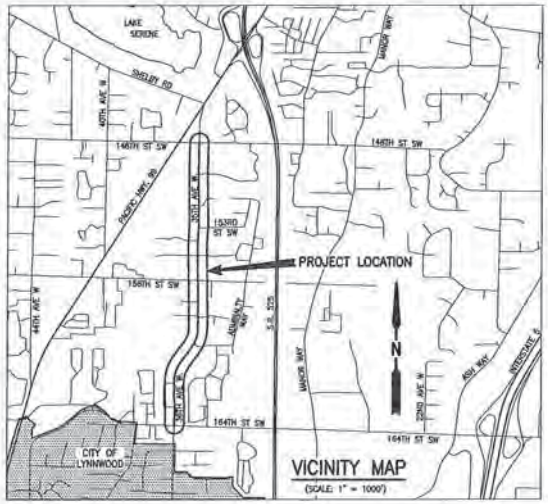
Aug 17, 2015 - 1:27pm rako P:\ILYNN0000001110400CAD\TT\DWG\Sheet\TTRW017LYNN0011.dwg Layout Name: 22x34

SECTION 3 , T. 27 N., R. 4 E., W.M.



TOTAL PARCEL MAP

SCALE: 1" = 200'



VICINITY MAP

(SCALE: 1" = 1000')

LEGEND

- FOUND 1/4 COR MON
- (-013) PARCEL NUMBER FOR ACQUISITION
- SECTION LINE
- QUARTER SECTION LINE
- EXIST RIGHT-OF-WAY LINE
- EXIST RIGHT-OF-WAY CENTERLINE
- EXIST RIGHT-OF-WAY CENTERLINE
- PROPERTY LINE
- HISTORIC PLAT LINE

HORIZONTAL DATUM: PROJECT DATUM, BASED ON CONVERTING STATE PLANE COORDINATES, (WASHINGTON NORTH ZONE, NAD 83/91 ADJUSTMENT) BY SCALING UP DRAWING AT BASE POINT 0,0 AND USING A MULTIPLICATION FACTOR OF 1.000058358 AND MOVING 100,000 METERS NORTH & 100,000 METERS EAST.

TO OBTAIN STATE PLANE GRID DISTANCES FROM PROJECT DATUM DISTANCES, SHOWN, MULTIPLY BY THE PROJECT COMBINED GRID FACTOR OF 0.999931617

DATUM

NAVD 88

VERTICAL DATUM: NAVD 88
BASED ON DIGITAL LEVEL LOOP ORIGINATING FROM COUNTY BENCH MARK (BM) PLSS ID# 1111, DESIGNATION: Y-408, ELEV: 810.64 FEET. (COUNTY FIELD BOOK 1520, PGS. 39-44) BM DESCRIPTION: USGS BRASS DISK SET IN CONC. 3' SQUARE FOUNDATION FOR SIGN POST; 43' SE OF THE SE CORNER OF BUILDING AT 14020 HWY. 99.

DATUM CONVERSION: NAVD 88 MINUS NGVD 29 = 3.65 FEET.

DATE	NO.	REVISION	BY

Last Saved By: sprentj Apr 30, 2012 – 8:47am

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

PROJECT NO. RC 1491

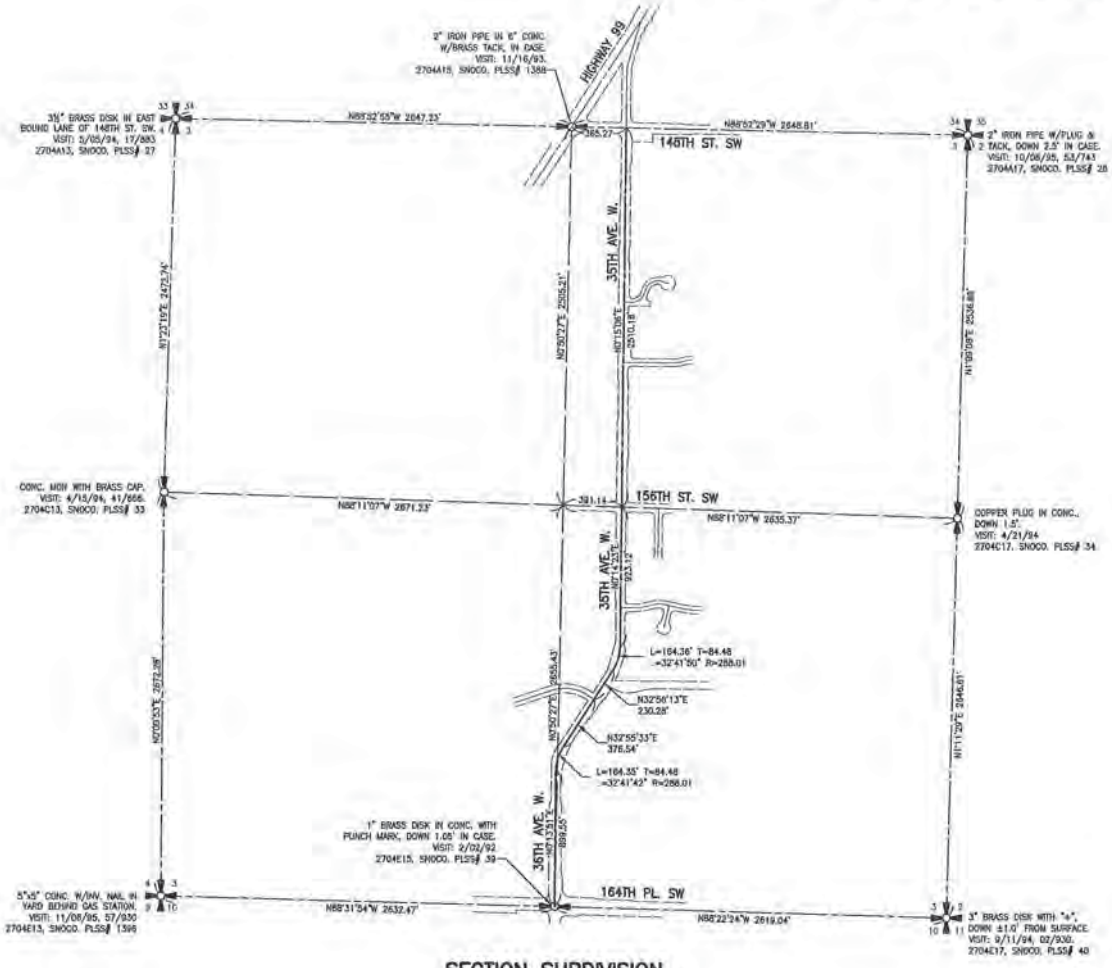
36TH/35TH AVE W
164TH ST SW TO S.R. 99

TOTAL PARCEL & VICINITY MAP

REFERENCE SHEET NO.

SHEET 1 OF 7 SHEETS

SECTION 3 , T. 27 N., R. 4 E., W.M.



SECTION SUBDIVISION

SCALE: 1" = 400'

(THIS CONTROL TABLE BASED ON MONUMENTS & CONTROL POINTS SHOWN ON SHEETS 3 THRU 7)

MONUMENT/CONTROL TABLE

NO	RIGHT-OF-WAY C/L STATION	OFFSET	PROJECT COORDINATES NORTHING	EASTING	ELEV	DESCRIPTION
1	150+00(36TH)	0.00	641517.197	1612352.268	NULL	S. 1/4 SEC. 3
2	150+77.03(36TH)	28.54'LT	641594.338	1612324.040	602.38	SET PK NAIL, 031/1463
3	150+21.43(36TH)	21.59'RT	642038.538	1612375.754	593.19	SET MAG. NAIL, 533/1520
4	159+13.41(36TH)	5.71'LT	642430.691	1612350.581	591.93	SET PK NAIL, 42/1463
5	160+53.91(35TH)	23.71'LT	642588.338	1612377.251	NULL	FOUND IRON PIPE W/CAP LS# 17362
6	160+63.81(35TH)	34.57'LT	642560.835	1612373.080	NULL	FOUND REBAR & CAP MARKED: PACIFIC SURVEY
7	161+23.05(36TH)	19.07'LT	642632.148	1613018.255	591.34	SET MAG. NAIL, 511/1530
8	163+18.91(36TH)	35.09'RT	642765.426	1613189.125	589.17	SET MAG. NAIL, 501/1530
9	164+11.73(36TH)	29.76'LT	642880.275	1613168.211	NULL	FOUND REBAR & CAP
10	164+71.22(36TH)	40.25'LT	642940.804	1613182.218	NULL	FOUND REBAR & CAP
11	164+51.31(36TH)	40.48'LT	642944.483	1613195.087	NULL	FOUND REBAR & CAP
12	165+56.71(36TH)	30.18'LT	643002.178	1613244.709	NULL	FOUND REBAR & CAP
13	166+90.90(36TH)	22.97'RT	643001.973	1613307.905	592.27	FOUND BRASS DISK MONUMENT
14	167+69.20(35TH)	6.08'LT	643171.567	1613370.461	594.97	FOUND BRASS DISK MONUMENT
15	170+84.06(35TH)	25.16'RT	643495.715	1613404.561	597.46	SET PK NAIL, 481/1530
16	172+42.10(35TH)	18.49'LT	643643.933	1613363.531	599.56	SET MAG NAIL, 472/1530
17	174+33.56(35TH)	21.69'LT	643835.410	1613359.129	601.62	SET MAG NAIL, 471/1530
18	175+78.63(35TH)	26.08'LT	643978.502	1613355.334	603.69	SET MAG NAIL, 463/1530
19	177+58.53(35TH)	0.17'RT	644160.290	1613382.349	606.12	FOUND LEAD & TACK
20	12+47.21(156)	0.11'LT	644152.241	1613629.267	596.81	FOUND IRON PIPE
21	178+18.86(35TH)	28.41'RT	644220.503	1613408.650	606.37	SET HARD NAIL, 721/1520
22	179+25.55(35TH)	28.43'LT	644327.424	1613396.482	606.91	SET HARD NAIL, 712/1520
23	180+69.81(35TH)	28.32'RT	644471.453	1613409.915	608.67	SET HARD NAIL, 711/1520
24	184+87.46(35TH)	25.79'LT	644889.319	1613359.591	612.68	SET MAG. NAIL, 682/1520
25	187+15.06(35TH)	16.46'LT	645118.679	1613369.925	613.08	SET MAG. NAIL, 681/1520
26	187+16.82(35TH)	0.22'RT	645118.563	1613366.609	613.43	FOUND BRASS DISK MONUMENT
27	190+79.80(35TH)	21.66'LT	645477.656	1613366.305	613.13	SET MAG. NAIL, 631/1520
28	191+14.90(35TH)	0.25'RT	645516.848	1613368.394	612.95	FOUND BRASS DISK MONUMENT
29	191+14.92(35TH)	50.20'RT	645516.448	1613438.336	611.52	FOUND BRASS DISK MONUMENT
30	11+73.73(151S)	0.11'RT	645588.209	1613526.860	606.64	FOUND BRASS DISK MONUMENT
31	193+82.90(35TH)	22.13'LT	645784.744	1613367.188	612.32	SET MAG. NAIL, 621/1520
32	195+45.71(35TH)	30.72'LT	645947.588	1613359.308	611.64	SET CONTROL REBAR & RED CAP, 031/1463
33	198+97.74(35TH)	25.44'RT	646299.360	1613417.010	607.25	SET MAG. NAIL, 543/1520
34	202+18.94(35TH)	24.77'LT	646620.782	1613388.221	601.25	SET MAG. NAIL, 022/1463
35	203+14.91(35TH)	27.70'RT	646716.519	1613421.108	599.97	SET MAG. NAIL, 542/1520
36	6+34.73(148TH)	0.00	646677.290	1613028.002	NULL	N. 1/4 COR., BRASS TACK IN 2"P IN CASE

LEGEND

- SECTION LINE
- QUARTER SECTION LINE
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- FOUND 1/4 CORNER MON
- FOUND SECTION CORNER MON

N

400 0 400 800
SCALE IN FEET

HORIZONTAL DATUM: PROJECT DATUM. BASED ON CONVERTING STATE PLANE COORDINATES (WASHINGTON NORTH ZONE, NAD 83/91 ADJUSTMENT) BY SCALING UP DRAWING AT BASE POINT 0,0 AND USING A MULTIPLICATION FACTOR OF 1.0000063388 AND MOVING 100,000 METERS NORTH & 100,000 METERS EAST.

TO OBTAIN STATE PLANE GRID DISTANCES FROM PROJECT DATUM DISTANCES, SHOWN, MULTIPLY BY THE PROJECT COMBINED GRID FACTOR OF 0.999931517

DATUM

NAVD 88

VERTICAL DATUM: NAVD 88
BASED ON DIGITAL LEVEL LOOP ORIGINATING FROM COUNTY BENCH MARK (BM) PLSS #1111, DESIGNATION: Y-406, ELEV: 610.64 FEET. (COUNTY FIELD BOOK 1520, PGS. 38-44) BM DESCRIPTION: USGS BRASS DISK SET IN CONC. 3' SQUARE FOUNDATION FOR SIGN POST; 43' SE OF THE SE CORNER OF BUILDING AT 14626 HWY. 99.

DATUM CONVERSION: NAVD 88 MINUS NGVD 29 = 3.65 FEET.

DATE	NO.	REVISION	BY

Last Saved By: sprall; Apr 30, 2012 - 8:50am

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

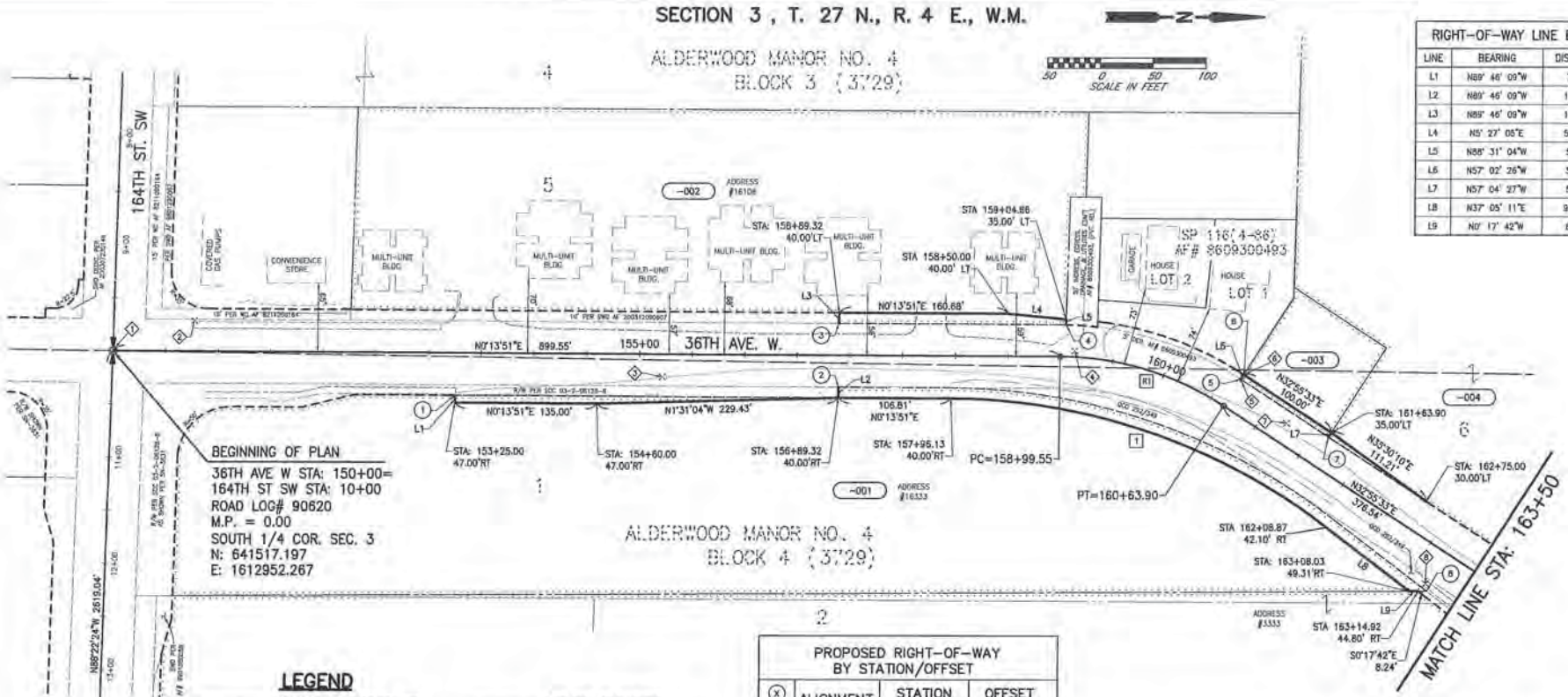
PROJECT NO. RC 1491

36TH/35TH AVE W
164TH ST SW TO S.R. 99

RIGHT-OF-WAY PLAN

REFERENCE SHEET NO.

SHEET 2 OF 7 SHEETS



RIGHT-OF-WAY LINE DATA		
LINE	BEARING	DISTANCE
L1	N89° 46' 09"W	7.00'
L2	N89° 46' 09"W	10.00'
L3	N89° 46' 09"W	10.00'
L4	N5° 27' 05"E	55.51'
L5	N86° 31' 04"W	5.00'
L6	N57° 02' 26"W	5.00'
L7	N57° 04' 27"W	5.00'
L8	N37° 05' 11"E	99.42'
L9	N0° 17' 42"W	8.24'

PROPOSED RIGHT-OF-WAY BY STATION/OFFSET			
(X) SYM	ALIGNMENT	STATION (feet)	OFFSET (feet)
1	36TH/35TH	153+25	40.00' RT
2	36TH/35TH	156+89.32	30.00' RT
3	36TH/35TH	156+89.32	30.00' LT
4	36TH/35TH	159+04.64	30.00' LT
5	36TH/35TH	160+63.90	30.00' LT
6	36TH/35TH	160+63.91	35.00' LT
7	36TH/35TH	161+63.90	30.00' LT
8	36TH/35TH	163+21.81	40.29' RT

RIGHT OF WAY CENTERLINE CURVE DATA						
NO.	P.C. STA.	P.T. STA.	DELTA	RADIUS	TANGENT	LENGTH
R1	158+99.55	160+63.90	32°41'42"	288.01'	84.48'	164.35'

RIGHT OF WAY CURVE DATA						
NO.	P.C. STA.	P.T. STA.	DELTA	RADIUS	TANGENT	LENGTH
1	157+96.13/40.00'RT	162+08.87/42.10'RT	36°51'20"	597.28'	199.01'	384.20'

MONUMENT/CONTROL TABLE						
(X)	RIGHT-OF-WAY C/L		PROJECT COORDINATES		ELEV	DESCRIPTION
NO	STATION	OFFSET	NORTHING	EASTING		
1	150+00(36TH)	0.00	641517.197	1612952.268	NULL	S. 1/4 SEC. 3
2	150+77.03(36TH)	28.54'LT	641594.338	1612924.040	502.38	SET PK NAIL, 051/1463
3	155+31.43(36TH)	21.39'RT	642038.538	1612975.754	593.19	SET MAG. NAIL, 533/1620
4	159+13.41(36TH)	5.71'LT	642430.891	1612950.581	591.93	SET PK NAIL, 42/1463
5	160+63.97(36TH)	29.71'LT	642568.338	1612977.251	NULL	FOUND IRON PIPE W/CAP LS# 17362
6	160+63.81(36TH)	34.57'LT	642590.835	1612973.080	NULL	FOUND REBAR & CAP MARKED: PACIFIC SURVEY
7	161+23.05(36TH)	19.07'LT	642632.148	1613018.295	591.34	SET MAG. NAIL, 511/1530
8	163+16.91(36TH)	35.09'RT	642765.426	1613169.125	589.17	SET MAG. NAIL, 501/1530

ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL #	NAME	AREA (sq. ft.)	R/W REQ'D.	REMAINDER
	90620-RC1491-004	ALDERWOOD WATER DIST.	145,656	278	145,378
	90620-RC1491-003	ALDERWOOD WATER DIST.	10,020	500	9,520
	90620-RC1401-002	ABULHOSN FAMILY II, LLC	132,500	2,160	130,340
	90620-RC1491-001	HRAG SALIBIAN	194,435	7,750	186,685

OWNERSHIPS

DATE	NO.	REVISION	BY

Last Saved By: epeatj, Apr 30, 2012 – 8:33am

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

PROJECT NO. RC 1491

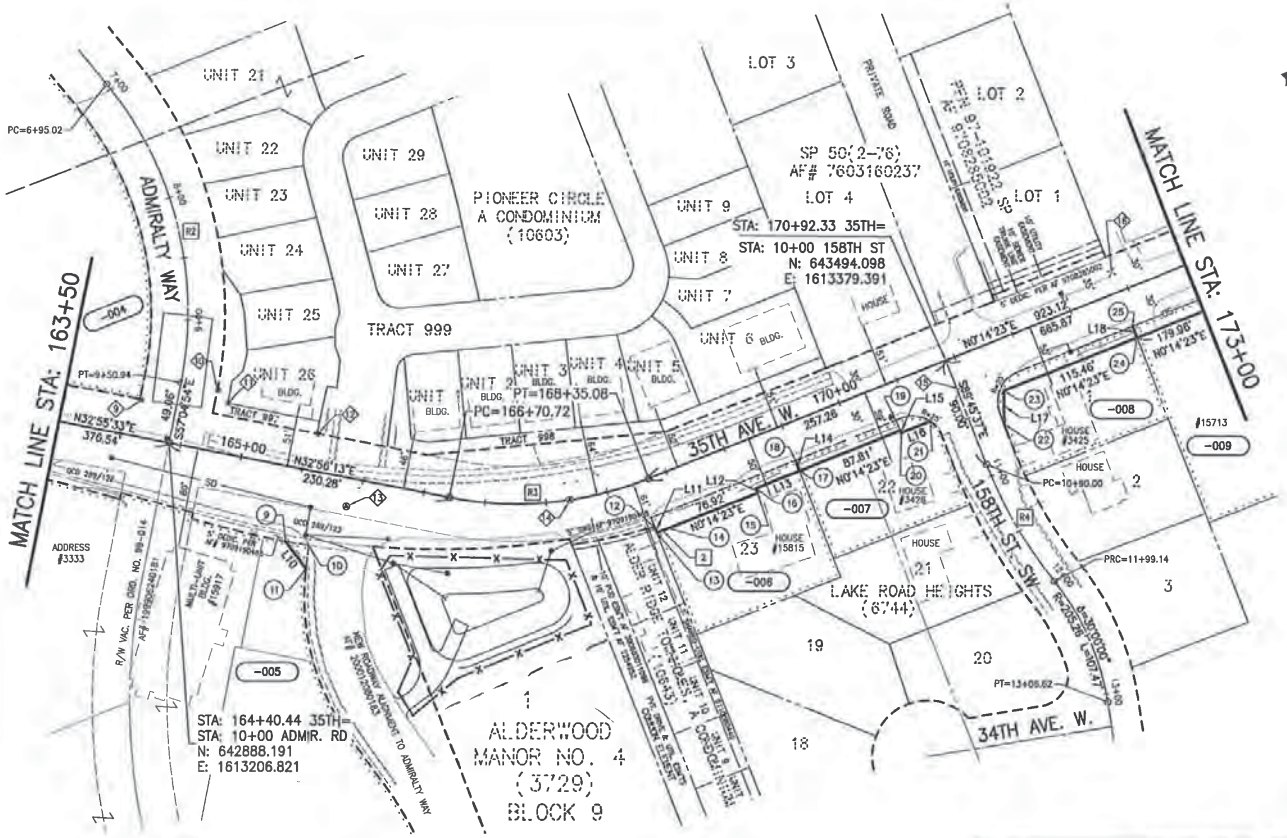
36TH/35TH AVE W
164TH ST SW TO S.R. 99

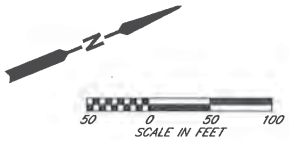
RIGHT-OF-WAY PLAN

REFERENCE SHEET NO.

SHEET 3 OF 7 SHEETS

SECTION 3 , T. 27 N., R. 4 E., W.M.





RIGHT-OF-WAY LINE DATA		
LINE	BEARING	DISTANCE
L10	N74° 52' 09"E	27.36'
L11	N89° 45' 19"W	4.79'
L12	S89° 45' 37"E	4.00'
L13	N0° 14' 23"E	38.19'
L14	N89° 45' 19"W	9.00'
L15	S89° 45' 37"E	2.00'
L16	N0° 14' 23"E	25.05'
L17	N68° 43' 16"W	26.51'
L18	N89° 43' 37"W	10.00'

RIGHT OF WAY CENTERLINE CURVE DATA						
NO.	P.C. STA.	P.T. STA.	DELTA	RADIUS	TANGENT	LENGTH
R2	ADMIRALTY WAY 6+95.02	ADMIRALTY WAY 9+50.94	50°54'54"	287.99'	137.10'	255.92'
R3	35TH AVE 166+70.72	35TH AVE 168+35.08	32°41'50"	288.01'	84.48'	164.36'
R4	158TH ST 10+90.00	158TH ST 11+99.14	17°30'00"	357.34'	55.00'	109.14'

RIGHT-OF-WAY CURVE DATA						
NO.	P.C. STA.	P.T. STA.	DELTA	RADIUS	TANGENT	LENGTH
2	35TH AVE 168+26.47	35TH AVE 168+35.08	01°42'43"	331.01	4.95'	9.89'

PROPOSED RIGHT-OF-WAY BY STATION/OFFSET			
(X) SYM	ALIGNMENT	STATION (feet)	OFFSET (feet)
9	36TH/35TH	165+48.40	59.66' RT
10	36TH/35TH	165+67.39	59.27' RT
11	36TH/35TH	165+68.75	77.95' RT
12	36TH/35TH	168+26.35	38.22' RT
13	36TH/35TH	168+26.47	43.00' RT
14	36TH/35TH	168+35.08	43.00' RT
15	36TH/35TH	169+12.00	43.00' RT
16	36TH/35TH	169+12.00	39.00' RT
17	36TH/35TH	169+50.19	39.00' RT
18	36TH/35TH	169+50.19	30.00' RT
19	36TH/35TH	170+38.00	39.00' RT
20	36TH/35TH	170+38.00	41.00' RT
21	36TH/35TH	170+63.05	41.00' RT
22	36TH/35TH	171+17.33	64.74' RT
23	36TH/35TH	171+26.85	40.00' RT
24	36TH/35TH	172+42.31	40.00' RT
25	36TH/35TH	172+42.32	30.00' RT

LEGEND

- PROPOSED RIGHT-OF-WAY LINE
- EXIST RIGHT-OF-WAY USED LINE
- EXIST RIGHT-OF-WAY LINE
- PROPOSED EASEMENT LINE
- PROPERTY LINE
- OWNERSHIP SYMBOL
- EXIST RIGHT-OF-WAY CENTERLINE
- EXIST EDGE OF PAVEMENT
- EXIST EDGE OF GRAVEL
- EXIST FENCE LINE
- EXIST CURB LINE
- EXIST EDGE OF CONC
- EXIST BUILDING LINE
- FOUND BRASS DISK MON
- FOUND 1/4 COR MON

MONUMENT/CONTROL TABLE						
(X)	RIGHT-OF-WAY C/L		PROJECT COORDINATES		ELEV	DESCRIPTION
NO	STATION	OFFSET	NORTHING	EASTING		
9	164+11.73(36TH)	29.78'LT	642880.275	1613166.211	NULL	FOUND REBAR & CAP
10	164+71.22(36TH)	49.25'LT	642940.804	1613182.218	NULL	FOUND REBAR & CAP
11	164+81.31(36TH)	40.46'LT	642944.483	1613195.087	NULL	FOUND REBAR & CAP
12	165+56.71(36TH)	30.18'LT	643002.176	1613244.709	NULL	FOUND REBAR & CAP
13	165+90.90(36TH)	22.97'RT	643001.973	1613307.905	592.27	FOUND BRASS DISK MONUMENT
14	167+69.20(35TH)	0.08'LT	643171.587	1613370.461	594.87	FOUND BRASS DISK MONUMENT
15	170+94.06(35TH)	25.16'RT	643495.715	1613404.561	597.46	SET PK NAIL, 481/1530
16	172+42.10(35TH)	16.49'LT	643643.933	1613363.531	599.56	SET MAG NAIL, 472/1530

ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL #	NAME	AREA (sq. ft.)	R/W REQ'D	REMAINDER
	90620-RC1491-006	HARRY BRUNSDON	9,859	1,233	8,626
	90620-RC1491-007	TERRY FLATHERS	9,830	998	8,832
	90620-RC1491-006	JOSEPH PHILLIPS	12,599	1,472	11,127
	90620-RC1491-005	AVALON DOWNREIT V. LLC	1,007,126	177	1,006,949

OWNERSHIPS

DATE	NO.	REVISION	BY

Last Saved By: spwalj Apr 30, 2012 – 12:01pm

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

PROJECT NO. RC 1491

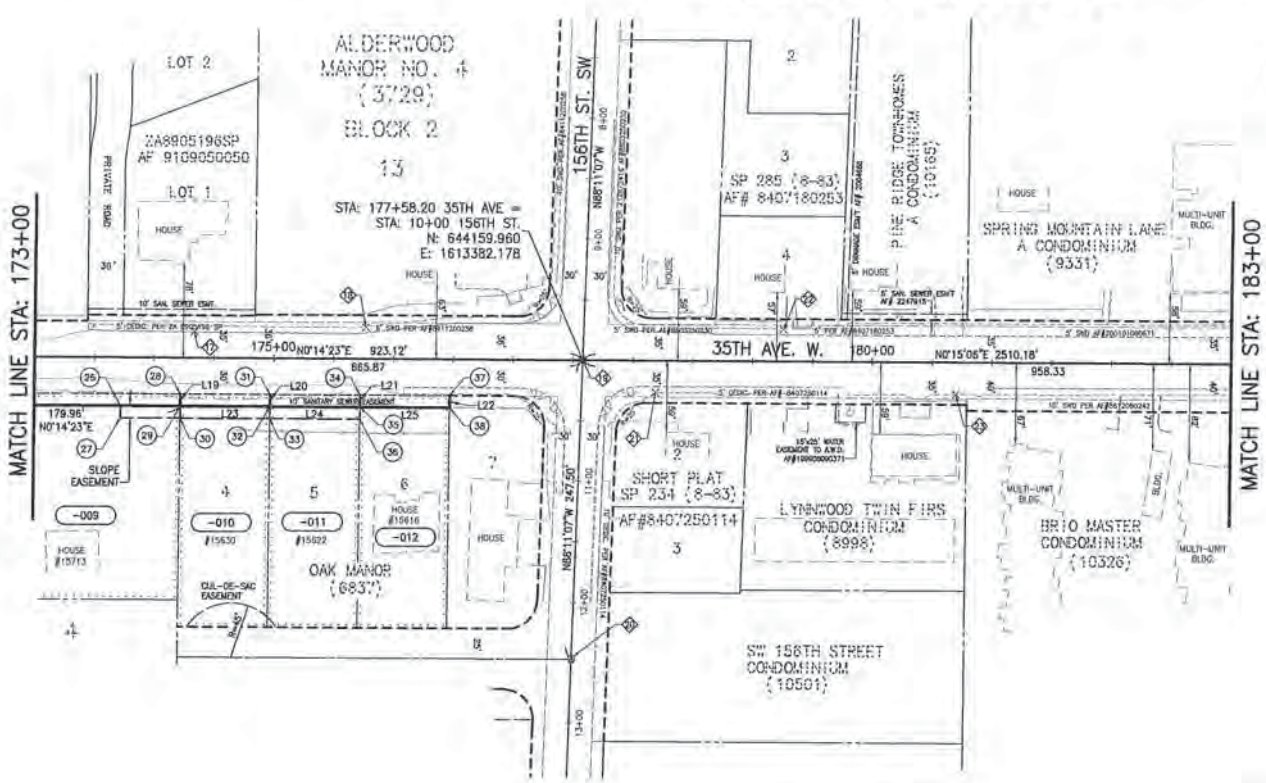
36TH/35TH AVE W
164TH ST SW TO S.R. 99

RIGHT-OF-WAY PLAN

REFERENCE SHEET NO.

SHEET 4 OF 7 SHEETS

SECTION 3 , T. 27 N., R. 4 E., W.M.



RIGHT-OF-WAY LINE DATA		
LINE	BEARING	DISTANCE
L19	N89° 44' 04"W	10.00'
L20	N89° 44' 05"W	10.00'
L21	N89° 44' 03"W	10.00'
L22	N89° 44' 05"W	10.00'
L23	N0° 14' 23"E	75.02'
L24	N0° 14' 23"E	75.02'
L25	N0° 14' 23"E	75.02'

SCALE IN FEET 50 0 50 100

PROPOSED RIGHT-OF-WAY BY STATION/OFFSET			
SYM	ALIGNMENT	STATION (feet)	OFFSET (feet)
26	35TH AVE	173+72.29	40.00' RT
27	35TH AVE	173+72.29	50.00' RT
28	35TH AVE	174+22.27	30.00' RT
29	35TH AVE	174+22.27	40.00' RT
30	35TH AVE	174+22.26	50.00' RT
31	35TH AVE	174+97.30	30.00' RT
32	35TH AVE	174+97.29	40.00' RT
33	35TH AVE	174+97.29	50.00' RT
34	35TH AVE	175+72.32	30.00' RT
35	35TH AVE	175+72.32	40.00' RT
36	35TH AVE	175+72.31	50.00' RT
37	35TH AVE	176+47.35	30.00' RT
38	35TH AVE	176+47.34	40.00' RT

LEGEND

- PROPOSED RIGHT-OF-WAY LINE
- EXIST RIGHT-OF-WAY USED LINE
- EXIST RIGHT-OF-WAY LINE
- PROPOSED EASEMENT LINE
- PROPERTY LINE
- OWNERSHIP SYMBOL
- EXIST RIGHT-OF-WAY CENTERLINE
- EXIST EDGE OF PAVEMENT
- EXIST EDGE OF GRAVEL
- EXIST FENCE LINE
- EXIST CURB LINE
- EXIST EDGE OF CONC
- EXIST BUILDING LINE
- FOUND BRASS DISK MON
- FOUND 1/4 COR MON

MONUMENT/CONTROL TABLE						
	RIGHT-OF-WAY C/L		PROJECT COORDINATES		ELEV	DESCRIPTION
NO	STATION	OFFSET	NORTHING	EASTING		
17	174+33.56(35th)	21.89'LT	643835.410	1613359.129	601.62	SET MAG NAIL, 471/1530
18	175+76.53(35th)	26.08'LT	643978.502	1613355.334	603.69	SET MAG NAIL, 483/1530
19	177+58.53(35th)	0.17'RT	644160.290	1613382.349	605.12	FOUND LEAD & TACK
20	12+47.21(156)	0.11'LT	644152.241	1613629.267	596.81	FOUND IRON PIPE
21	178+18.56(35th)	28.41'RT	644220.503	1613408.850	606.37	SET HARD NAIL, 721/1520
22	179+25.50(35th)	26.43'LT	644327.424	1613356.482	608.91	SET HARD NAIL, 712/1520
23	180+69.81(35th)	26.57'RT	644471.453	1613409.915	608.67	SET HARD NAIL, 711/1520

ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL #	NAME	AREA (sq. ft.)	R/W REQ'D.	ESM'T REQ'D.	REMAINDER
	90620-RC1491-012	STEVEN BRADBURN	14,435	750	2	13,685
	90620-RC1491-011	KAMYAR MADANI	14,435	750	750	13,685
	90620-RC1491-010	SNOHOMISH COUNTY HOUSING AUTH.	14,435	750	750	13,685
	90620-RC1491-009	NITAYA KAMSHIRANOND	30,594	1,900	500	28,794

OWNERSHIPS

DATE	NO.	REVISION	BY

Last Saved By: spwolj Apr 30, 2012 — 8:33am

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

PROJECT NO. RC 1491

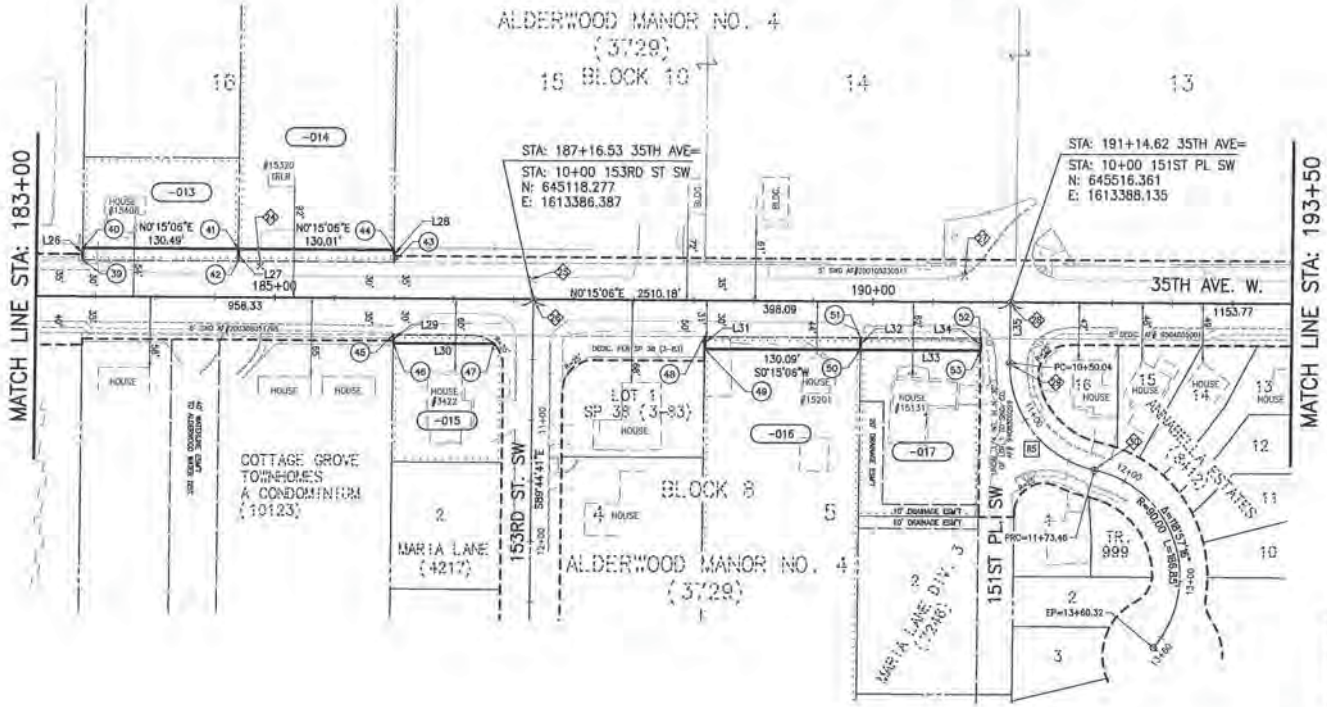
36TH/35TH AVE W
164TH ST SW TO S.R. 99

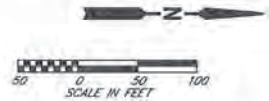
RIGHT-OF-WAY PLAN

REFERENCE SHEET NO.

SHEET 5 OF 7 SHEETS

SECTION 3 , T. 27 N., R. 4 E., W.M.





PROPOSED RIGHT-OF-WAY BY STATION/OFFSET			
SYM	ALIGNMENT	STATION (feet)	OFFSET (feet)
39	35TH AVE	183+38.77	30.00' LT
40	35TH AVE	183+38.77	40.00' LT
41	35TH AVE	184+69.27	40.00' LT
42	35TH AVE	184+69.27	30.00' LT
43	35TH AVE	185+99.28	30.00' LT
44	35TH AVE	185+99.28	40.00' LT
45	35TH AVE	185+99.52	30.00' RT
46	35TH AVE	185+99.52	37.00' RT
47	35TH AVE	186+83.88	37.00' RT
48	35TH AVE	188+59.53	30.00' RT
49	35TH AVE	188+59.53	40.00' RT
50	35TH AVE	189+89.62	40.00' RT
51	35TH AVE	189+89.62	30.00' RT
52	35TH AVE	190+89.62	30.00' RT
53	35TH AVE	190+89.62	40.00' RT

RIGHT OF WAY CENTERLINE CURVE DATA						
NO.	P.C. STA.	P.T. STA.	DELTA	RADIUS	TANGENT	LENGTH
R5	151ST PL SW 10+50.04	151ST PL SW 11+73.46	78°34'30"	90.00'	73.63'	123.43'

LEGEND

- PROPOSED RIGHT-OF-WAY LINE
- EXIST RIGHT-OF-WAY USED LINE
- EXIST RIGHT-OF-WAY LINE
- PROPOSED EASEMENT LINE
- PROPERTY LINE
- OWNERSHIP SYMBOL
- EXIST RIGHT-OF-WAY CENTERLINE
- EXIST EDGE OF PAVEMENT
- EXIST EDGE OF GRAVEL
- EXIST FENCE LINE
- EXIST CURB LINE
- EXIST EDGE OF CONC
- EXIST BUILDING LINE
- FOUND BRASS DISK MON
- FOUND 1/4 COR MON

RIGHT-OF-WAY LINE DATA		
LINE	BEARING	DISTANCE
L26	N89° 44' 10"W	10.00'
L27	N89° 44' 37"W	10.00'
L28	N89° 44' 34"W	10.00'
L29	N89° 44' 41"W	7.00'
L30	N0° 15' 06"E	84.36'
L31	N89° 44' 41"W	10.00'
L32	N89° 45' 01"W	10.00'
L33	S0° 15' 06"W	100.00'
L34	N89° 45' 01"W	10.00'
L35	S89° 45' 01"E	50.04'

MONUMENT/CONTROL TABLE						
	RIGHT-OF-WAY C/L		PROJECT COORDINATES		ELEV	DESCRIPTION
NO	STATION	OFFSET	NORTHING	EASTING		
24	184+67.46(35TH)	25.79'LT	644889.319	1613359.591	612.69	SET MAG. NAIL, 682/1520
25	187+15.06(35TH)	16.46'LT	645116.679	1613369.925	613.09	SET MAG. NAIL, 681/1520
26	187+16.82(35TH)	0.22'RT	645118.563	1613386.609	613.43	FOUND BRASS DISK MONUMENT
27	190+75.82(35TH)	21.68'LT	645477.656	1613366.305	613.13	SET MAG. NAIL, 631/1520
28	191+14.90(35TH)	0.23'RT	645516.648	1613368.364	612.95	FOUND BRASS DISK MONUMENT
29	191+14.92(35TH)	50.20'RT	645516.448	1613438.336	611.52	FOUND BRASS DISK MONUMENT
30	11+73.77(151ST)	0.11'RT	645588.209	1613526.880	608.64	FOUND BRASS DISK MONUMENT

ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL #	NAME	AREA (sq. ft.)	R/W REQ'D.	REMAINDER
	90620-RC1491-017	DONNA TENO	14,740	1,000	13,740
	90620-RC1491-016	DAVID KAZALA	64,851	1,301	63,550
	90620-RC1491-015	JAMES PAXTON & CAROLINE ROSEVEAR	9,524	553	8,971
	90620-RC1491-014	JAMES & BEATRICE WRIGHT	108,984	1,300	107,684
	90620-RC1491-013	STEVEN GALLAGHER	11,109	1,305	9,804

OWNERSHIPS

DATE	NO.	REVISION	BY

Last Saved By: ajwolj Apr 30, 2012 — 8:33am

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

PROJECT NO. RC 1491

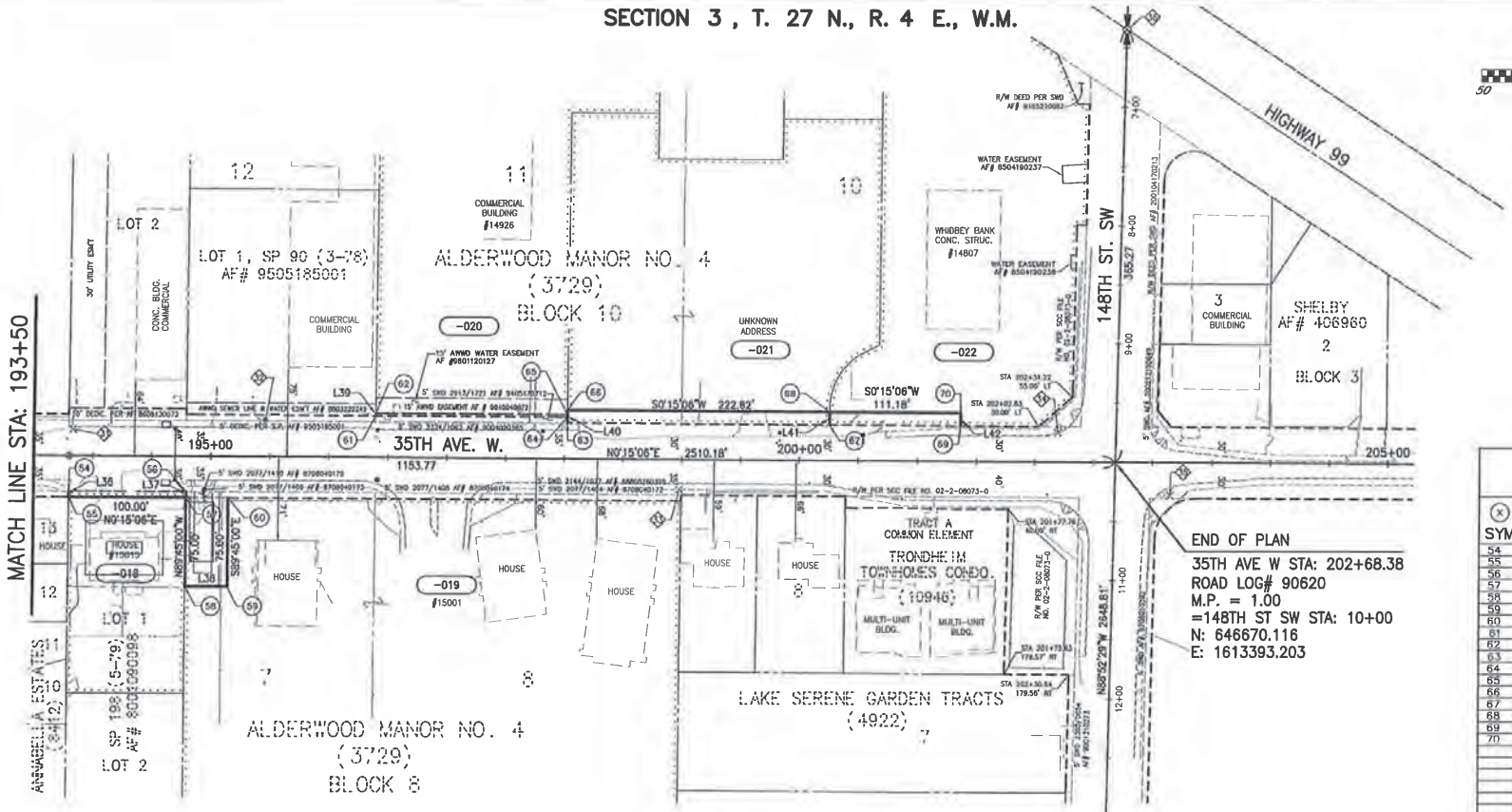
36TH/35TH AVE W
164TH ST SW TO S.R. 99

RIGHT-OF-WAY PLAN

REFERENCE SHEET NO.

SHEET 6 OF 7 SHEETS

SECTION 3 , T. 27 N., R. 4 E., W.M.



END OF PLAN
35TH AVE W STA: 202+68.38
ROAD LOG# 90620
M.P. = 1.00
=148TH ST SW STA: 10+00
N: 646670.116
E: 1613393.203

RIGHT-OF-WAY LINE DATA		
LINE	BEARING	DISTANCE
L36	N89° 45' 00"W	5.00'
L37	N89° 45' 00"W	5.00'
L38	N0° 15' 06"E	35.75'
L39	N89° 43' 13"W	2.00'
L40	S89° 43' 13"E	11.00'
L41	N89° 45' 37"W	11.00'
L42	S89° 45' 37"E	11.00'

PROPOSED RIGHT-OF-WAY BY STATION/OFFSET			
SYM	ALIGNMENT	STATION (feet)	OFFSET (feet)
54	35TH AVE	193+79.46	30.00' RT
55	35TH AVE	193+79.46	35.00' RT
56	35TH AVE	194+79.46	30.00' RT
57	35TH AVE	194+79.46	35.00' RT
58	35TH AVE	194+79.47	110.00' RT
59	35TH AVE	195+15.22	110.00' RT
60	35TH AVE	195+15.21	35.00' RT
61	35TH AVE	196+39.25	35.00' LT
62	35TH AVE	196+39.22	37.00' LT
63	35TH AVE	198+02.24	30.00' LT
64	35TH AVE	198+02.25	35.00' LT
65	35TH AVE	198+02.25	37.00' LT
66	35TH AVE	198+02.25	41.00' LT
67	35TH AVE	200+24.87	30.00' LT
68	35TH AVE	200+24.87	41.00' LT
69	35TH AVE	201+36.05	30.00' LT
70	35TH AVE	201+36.05	41.00' LT

LEGEND

- PROPOSED RIGHT-OF-WAY LINE
- EXIST RIGHT-OF-WAY USED LINE
- EXIST RIGHT-OF-WAY LINE
- PROPOSED EASEMENT LINE
- PROPERTY LINE
- OWNERSHIP SYMBOL
- EXIST RIGHT-OF-WAY CENTERLINE
- EXIST EDGE OF PAVEMENT
- EXIST EDGE OF GRAVEL
- EXIST FENCE LINE
- EXIST CURB LINE
- EXIST EDGE OF CONC
- EXIST BUILDING LINE
- FOUND BRASS DISK MON
- FOUND 1/4 COR MON
- FOUND SECTION COR MON

SECTION CORNER, 2"IP WITH PLUG & TACK IN CASE, DOWN 2.5', VISITED: 10/06/95, 53/743, 2704A17

MONUMENT/CONTROL TABLE						
NO	RIGHT-OF-WAY C/L STATION	RIGHT-OF-WAY C/L OFFSET	PROJECT COORDINATES NORTHING	PROJECT COORDINATES EASTING	ELEV	DESCRIPTION
31	193+82.90(35TH)	22.13'LT	645784.744	1613367.188	612.32	SET MAG. NAIL, 621/1520
32	195+45.71(35TH)	30.72'LT	645947.588	1613359.306	611.64	SET CONTROL REBAR & RED CAP, 031/1463
33	198+97.74(35TH)	25.44'RT	646299.360	1613417.010	607.25	SET MAG. NAIL, 543/1520
34	202+18.94(35TH)	24.77'LT	646620.782	1613388.221	601.25	SET MAG. NAIL, 022/1463
35	203+14.91(35TH)	27.70'RT	646716.519	1613421.106	599.97	SET MAG. NAIL, 542/1520
36	6+34.73(148TH)	0.00	646677.290	1613028.002	NULL	N. 1/4 COR., BRASS TACK IN 2"IP IN CASE

ACQUISITION DOCUMENT (AUDITOR FILE NO.)	PARCEL #	NAME	AREA (sq. ft.)	R/W REQ'D	ESM'T REQ'D	REMAINDER
		OWNERSHIPS				
	90620-RC1491-022	WHIDBEY BANK	61,443	1,223	0	60,220
	90620-RC1491-021	WHIDBEY BANK	62,853	2,449	0	60,404
	90620-RC1491-020	PARAGEN PROPERTIES LLC	61,207	0	326	61,207
	90620-RC1491-019	RENAISSANCE TWO LLC	729,411	2,681	0	726,730
	90620-RC1491-018	L&L PROPERTY MGM'T LLC	17,000	500	0	16,500

DATE	NO.	REVISION	BY

Last Saved By: spwalj Apr 30, 2012 - 12:01pm

REGION NO.	STATE	FED. AID PROJ. NO.	SURVEY NO.
10	WASH.		4155

DESIGNED BY: | DRAWN BY: ALJ

FIELD BOOK(S): | UPI# 06-0014

APPROVED BY:

OWEN B. CARTER, P.E.
SNOHOMISH COUNTY ENGINEER

DATE APPROVED:

SNOHOMISH COUNTY DEPARTMENT OF PUBLIC WORKS

PROJECT NO. RC 1491

36TH/35TH AVE W
164TH ST SW TO S.R. 99

RIGHT-OF-WAY PLAN

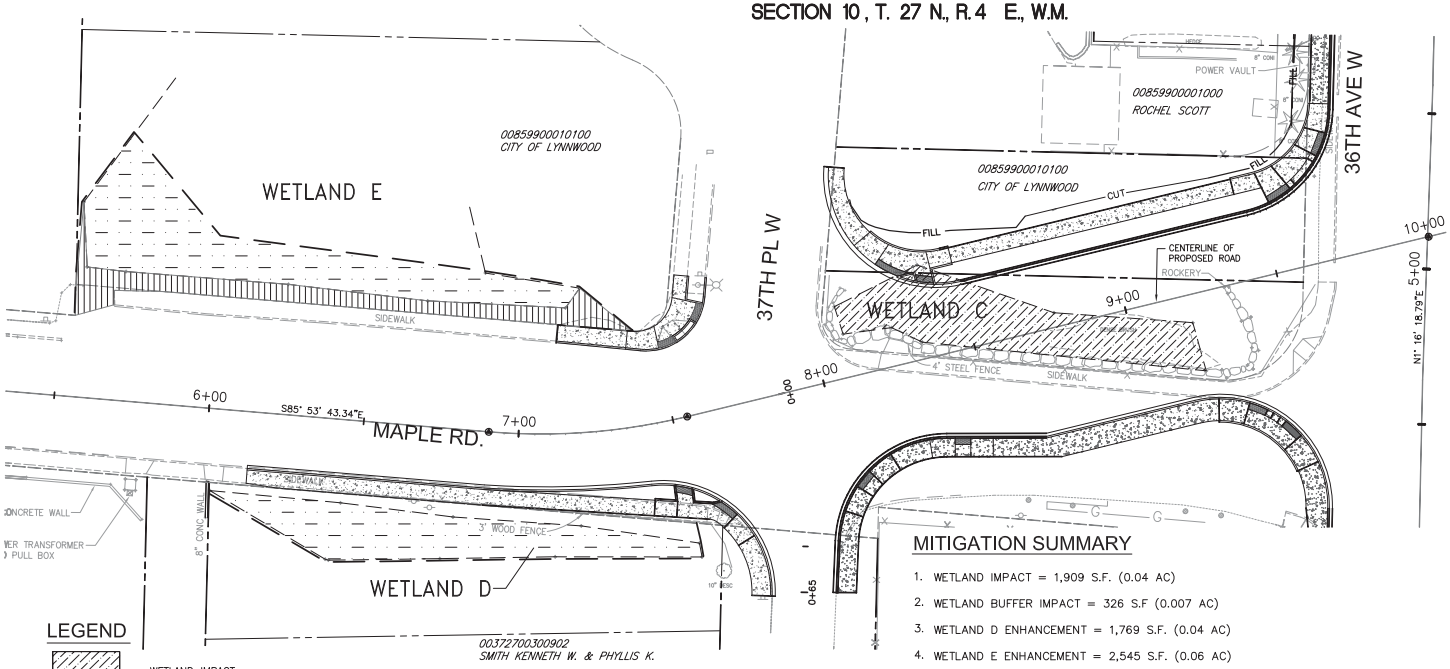
REFERENCE SHEET NO.

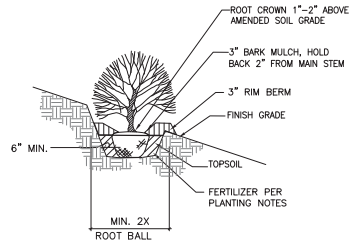
SHEET 7 OF 7 SHEETS

Attachment B

Conceptual Mitigation Plan

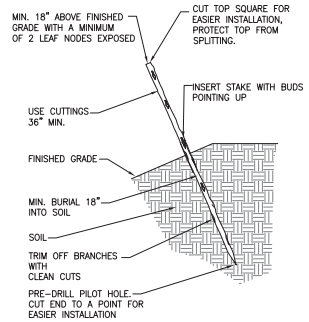
SECTION 10, T. 27 N., R. 4 E., W.M.





SHRUB PLANTING ON SLOPES

NOT TO SCALE



LIVE STAKE PLANTING

NOT TO SCALE

LEGEND

- WETLAND IMPACT
- WETLAND ENHANCEMENT
- WETLAND BUFFER RESTORATION
- LIMIT OF WORK BOUNDARY
- WETLAND BOUNDARY

MITIGATION SUMMARY

1. WETLAND IMPACT = 1,909 S.F. (0.04 AC)
2. WETLAND BUFFER IMPACT = 326 S.F (0.007 AC)
3. WETLAND D ENHANCEMENT = 1,769 S.F. (0.04 AC)
4. WETLAND E ENHANCEMENT = 2,545 S.F. (0.06 AC)
5. WETLAND E BUFFER RESTORATION = 1,096 S.F. (0.02 AC)

GENERAL NOTES

1. SEE SPECIAL PROVISIONS FOR SOIL PREPARATION IN PLANTING AREAS.
2. ALL WORK SHALL OCCUR WITHIN LIMIT OF WORK BOUNDARY.
3. ALL EXISTING VEGETATION OUTSIDE LIMIT OF WORK BOUNDARY SHALL REMAIN UNDISTURBED.
4. PLANTING SHOULD OCCUR ANY TIME BETWEEN OCTOBER AND MARCH TO TAKE ADVANTAGE OF SEASONAL RAINS.
5. HYDROSEED WETLAND ENHANCEMENT AND BUFFER RESTORATION AREAS WITH WETLAND MIX SHOWN BELOW.
6. PLACE 18" BARK MULCH RINGS AROUND ALL SHRUB CONTAINER STOCK.

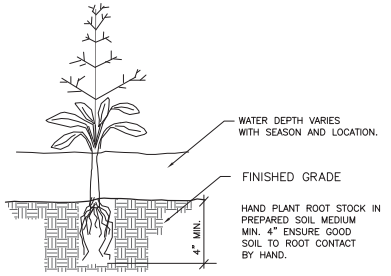
POTENTIAL PLANT SCHEUDULE

BOTANICAL NAME	COMMON NAME	SIZE	COND.	SPACING	REMARKS	QUANTITY WETLAND D	WETLAND E	BUFR RESTOR	TOTAL
TREES									
FRAXINUS LATIFOLIA	OREGON ASH	4'-6' HT. MIN.	2 GAL.	20' O.C.	FULL, WELL BRANCHED,	0	7		7
SHRUBS									
CORNUS SERICEA	RED OSIER DOGWOOD	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	32	37		69
ROSA PISOCARPA	SWAMP ROSE	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	32	37		69
LONICERA INVOLUCRATA	BLACK TWINBERRY	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	32	37		69
PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	32	37		69
SYMPHORICARPOS ALBUS	SNOWBERRY	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5			26	26
ROSA NUTKANA	NOOTKA ROSE	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5			27	27
MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	2'-4' HT. MIN.	2 GAL.	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5			26	26
SALIX LUCIDA	PACIFIC WILLOW	30" HT. MIN.	LIVE STAKE	12" O.C.		318	456		774
EMERGENTS									
CAREX STIPATA	SAWBEAK SEDGE		ROOT STOCK	12" O.C.	PLANT IN GROUPS OF 4	318	456		774
CAREX OBNUPTA	SLOUGH SEDGE		ROOT STOCK	12" O.C.	PLANT IN GROUPS OF 4	318	456		774
SCIRPUS MICROCARPUS	SMALL-FRUITED BULRUSH		ROOT STOCK	12" O.C.	PLANT IN GROUPS OF 4	318	456		774
SCIRPUS VALIDUS	SOFTSTEM BULRUSH		SPRIGS/CLUMPS	12" O.C.	PLANT IN GROUPS OF 4	318	456		774
JUNCUS ACUMINATUS	TAPERED RUSH		SPRIGS/CLUMPS	12" O.C.	PLANT IN 0-4" OF WATER, GROUPS OF 4	318	456		774

WETLAND HYDROSEED MIX

KIND/VARIETY	% BY WEIGHT	MIN. % GERM
RICE CUTGRASS	45%	90%
WESTERN MANA GRASS	40%	90%
CANADA REED	10%	90%
SPIKE BENTGRASS	3%	90%
WOOL-GRASS	2%	90%

APPLICATION RATE: 120 LBS/ACRE
WOOD CELLULOSE FIBER MULCH: 2,000 LBS/ACRE
14N-14P-14K FERTILIZER: 255 LBS/ACRE
GUAR TACKIFIER: 40 LBS/ACRE



ROOT STOCK EMERGENT PLANTING DETAIL

NOT TO SCALE

HORIZONTAL 0 10 20 40

N

CONCEPTUAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL-9931(009)	
DESIGNED BY: G. KING		DRAWN BY: G. KING	
DATE: MAY, 2013		DRAWING #	

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

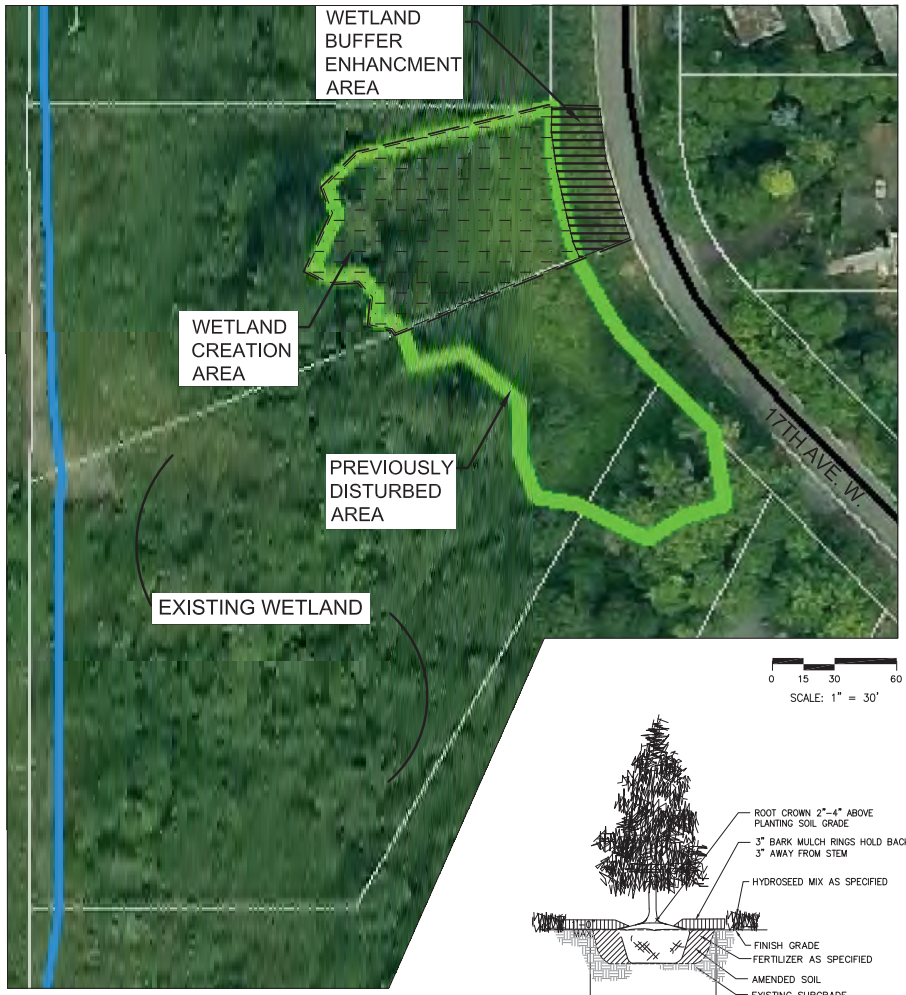
CONCEPTUAL MITIGATION PLAN

REFERENCE NO. M1

SHEET 1 OF 166 SHEETS

Jul 26, 2013 - 1:18pm gbk P:\ILYNN0000001110400CAD\LAI\SHEETS\LAMP001LYNN0011.dwg Layout Name: 22x34

SECTION 10 , T. 27 N., R. 4 E., W.M.



POTENTIAL PLANT SCHEUDULE

BOTANICAL NAME	COMMON NAME	SIZE	COND.	SPACING	REMARKS	QUANTITY WETLAND CREATION	QUANTITY BUFR RESTOR	QUANTITY TOTAL
WETLAND TREES								
THUJA PLICATA	WESTERN RED CEDAR	4'–6' HT. MIN.	5 GAL. CONTAINER	20' O.C.	FULL, WELL BRANCHED,	12		12
PICEA SITCHENSIS	SITKA SPRUCE	4'–6' HT. MIN.	5 GAL. CONTAINER	20' O.C.	FULL, WELL BRANCHED,	4		4
FRAXINUS LATIFOLIA	OREGON ASH	4'–6' HT. MIN.	5 GAL. CONTAINER	20' O.C.	FULL, WELL BRANCHED,	7		7
SALIX LUCIDA	PACIFIC WILLOW	30" HT. MIN.	LIVE STAKE	36" O.C.		117		117
WETLAND SHRUBS								
CORNUS SERICEA	RED OSIER DOGWOOD	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	114		114
ROSA PISOCARPA	SWAMP ROSE	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	76		76
LONICERA INVOLUCRATA	BLACK TWINBERRY	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	114		114
PHYSOCARPUS CAPITATUS	PACIFIC NINEBARK	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5	75		75
WETLAND EMERGENTS								
CAREX STIPATA	SAWBEAK SEDGE		ROOT STOCK	12" O.C.	PLANT IN GROUPS OF 4	85		85
CAREX OBNUPTA	SLOUGH SEDGE		ROOT STOCK	12" O.C.	PLANT IN GROUPS OF 4	84		84
SCIRPUS MICROCARPUS	SMALL–FRUITED BULRUSH		ROOT STOCK	12" O.C.	PLANT IN GROUPS OF 4	84		84
SCIRPUS VALIDUS	SOFTSTEM BULRUSH		SPRIGS/CLUMPS	12" O.C.	PLANT IN GROUPS OF 4	84		84
JUNCUS ACUMINATUS	TAPERED RUSH		SPRIGS/CLUMPS	12" O.C.	PLANT IN 0–4" OF WATER, GROUPS OF 4	84		84
BUFFER TREES								
PSEUDOTSUGA MENZIESII	DOUGLAS FIR	4'–6' HT. MIN.	5 GAL. CONTAINER	20' O.C.	FULL, WELL BRANCHED,		2	2
ACER MACROPHYLLUM	BIG LEAF MAPLE	4'–6' HT. MIN.	5 GAL. CONTAINER	20' O.C.	FULL, WELL BRANCHED,		2	2
RHAMNUS PURSHIANA	CASCARA	4'–6' HT. MIN.	5 GAL. CONTAINER	20' O.C.	FULL, WELL BRANCHED,		1	1
BUFFER SHRUBS								
ACER CIRCINATUM	VINE MAPLE	4'–6' HT. MIN.	2 GAL. CONTAINER	10' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		6	6
OEMLERIA CERASIFORMIS	INDIAN PLUM	2'–4' HT. MIN.	2 GAL. CONTAINER	10' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		8	8
CORYLUS CORNUTA	WESTERN HAZELNUT	4'–6' HT. MIN.	2 GAL. CONTAINER	10' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		6	6
SYMPHORICARPOS ALBUS	SNOWBERRY	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		14	14
ROSA NUTKANA	NOOTKA ROSE	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		14	14
MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	2'–4' HT. MIN.	2 GAL. CONTAINER	5' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		14	14
POLYSTICHUM MUNITUM	SWORD FERN	1'–2' HT. MIN.	1 GAL. CONTAINER	4' O.C.	FULL, WELL BRANCHED, GROUPS OF 5		13	13

LEGEND

- POTENTIAL WETLAND CREATION AREA
- POTENTIAL WETLAND BUFFER ENHANCEMENT AREA
- LIMIT OF WORK BOUNDARY
- WETLAND CREATION BOUNDARY

WETLAND HYDROSEED MIX

KIND/VARIETY	% BY WEIGHT	MIN. % GERM
RICE CUTGRASS	45%	90%
WESTERN MANA GRASS	40%	90%
CANADA REED	10%	90%
SPIKE BENTGRASS	3%	90%
WOOL–GRASS	2%	90%

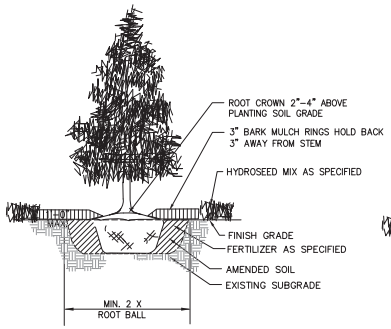
APPLICATION RATE:	120 LBS/ACRE
WOOD CELLULOSE FIBER MULCH:	2,000 LBS/ACRE
14N–14P–14K FERTILIZER:	255 LBS/ACRE
GUAR TACKIFIER:	40 LBS/ACRE

MITIGATION SUMMARY

1. WETLAND BUFFER IMPACT = 8,525 S.F. (0.20 AC) [IMPACTS FROM PROJECT]
2. AREA AVAILABLE FOR OFF–SITE WETLAND CREATION = 9,138 S.F. (0.21 AC)
3. POTENTIAL OFF–SITE WETLAND BUFFER ENHANCEMENT = 1,741 S.F. (0.04 AC)
4. TOTAL AREA AVAILABLE FOR OFF–SITE MITIGATION = 10,879 S.F. (0.25 AC)

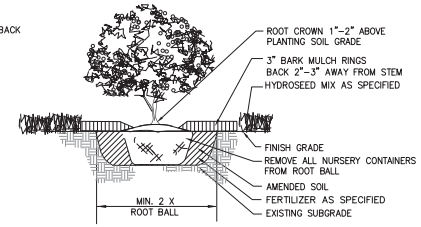
GENERAL NOTES

1. SEE SPECIAL PROVISIONS FOR SOIL PREPARATION IN PLANTING AREAS.
2. ALL WORK SHALL OCCUR WITHIN LIMIT OF WORK BOUNDARY.
3. ALL EXISTING VEGETATION OUTSIDE LIMIT OF WORK BOUNDARY SHALL REMAIN UNDISTURBED.
4. HYDROSEED WETLAND CREATION AND BUFFER ENHANCEMENT AREAS WITH WETLAND MIX SHOWN BELOW.
5. PLACE 18" BARK MULCH RINGS AROUND ALL SHRUB CONTAINER STOCK.



CONIFER TREE PLANTING

NOT TO SCALE



SHRUB PLANTING

NOT TO SCALE

CONCEPTUAL

DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.	STPUL–9931(009)	
DESIGNED BY: G. KING		DRAWN BY: G. KING	
DATE: MAY, 2013		DRAWING #	

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

SNOHOMISH COUNTY

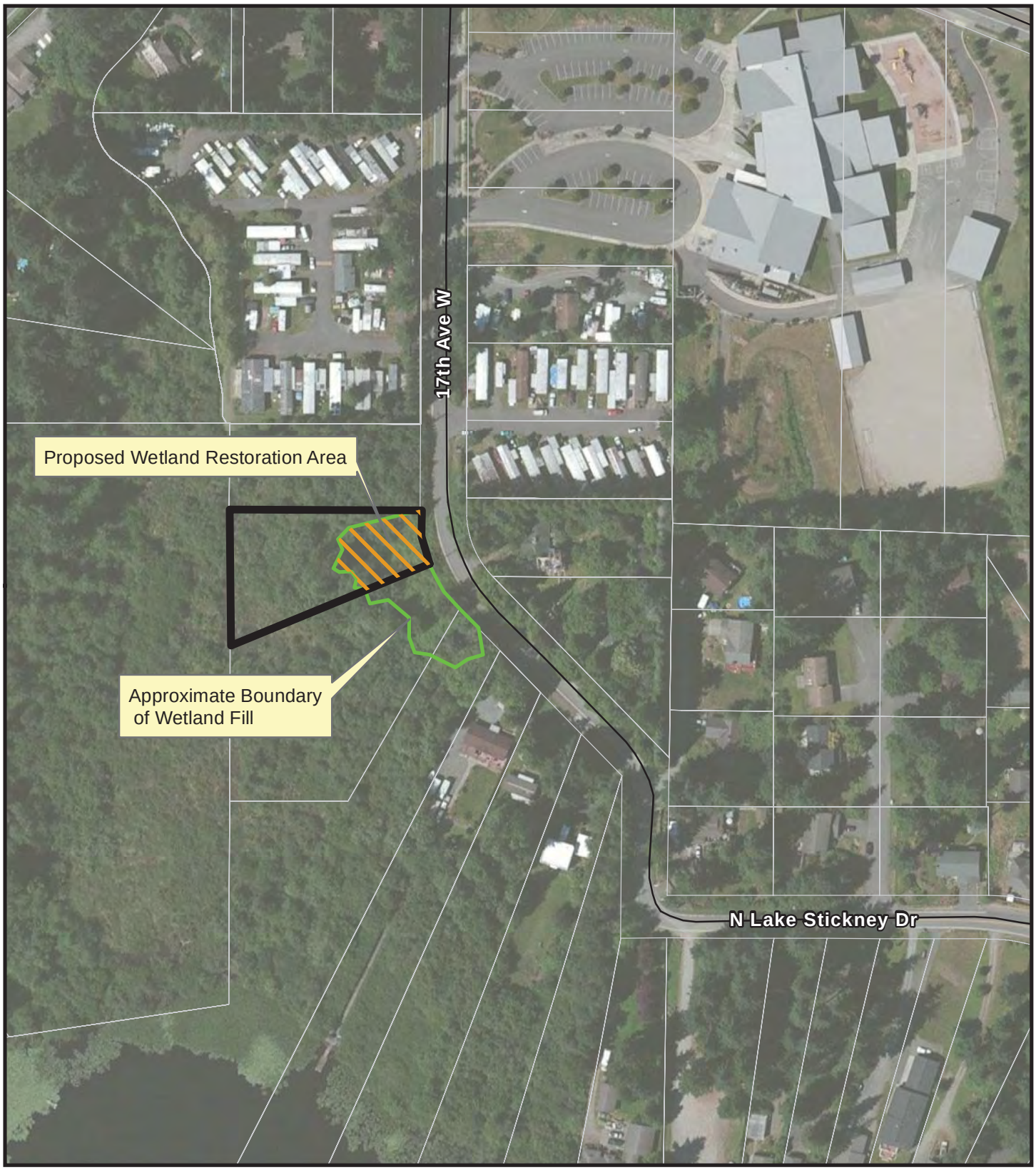
36TH/35TH AVE W CORRIDOR IMPROVEMENTS

CONCEPTUAL MITIGATION PLAN

REFERENCE NO. M2

SHEET 1 OF 1 SHEETS

Jul 18, 2013 - 9:39am gbk P:\ILYNN\0000001110400\CAD\LAI\SHEETS\LAMP002LYNN0011-Ver07.dwg Layout Name: 22x34



0 50 100 150 200 Feet

1 inch = 177 feet

Source: Snohomish County GIS

Lake Stickney Potential Wetland Mitigation Site

Conceptual Mitigation Plan

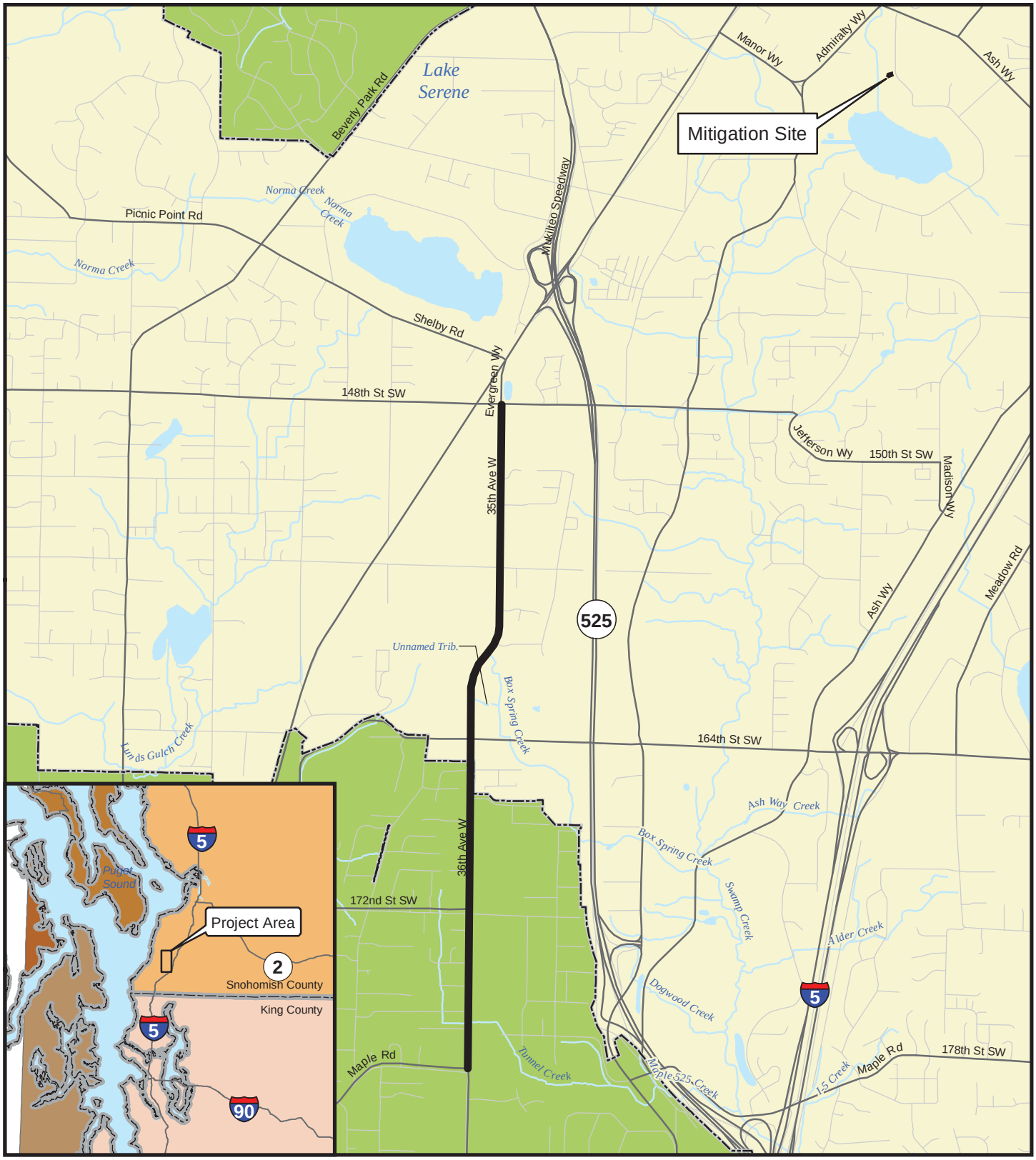
LYNN00000011/13

August 2015

Figure 3

DAVID EVANS AND ASSOCIATES INC

This map was created by David Evans and Associates, Inc. (DEA) for the City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.



Project Limits	*Location of Lake Stickney Potential Wetland Mitigation Site*	
City of Lynnwood	*Conceptual Mitigation Plan*	
Snohomish County	*LYNN00000011/13*	*Figure 4*
Waterbody	*August 2015*	
Stream		

0 0.1 0.2 0.3 0.4 Miles

1 inch = 0.4 miles

Source: Snohomish County GIS

This map was created by David Evans and Associates, Inc. (DEA) for the City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

Attachment C

Letter of Concurrence

DEPARTMENT OF
ARCHAEOLOGY &
HISTORIC PRESERVATION

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

March 14, 2013

Hwys & Local Programs
MAR 14 2013
Olympia, WA

Mr. Trent de Boer
WSDOT, Highways & Local Programs
PO Box 47390
Olympia, WA 98504-7390

In future correspondence please refer to:
Log: 112012-03-FHWA
Property: 36th/35th Avenue West Corridor Improvements, Fed Aid TBA
Re: Archaeology - No Historic Properties

Dear Mr. de Boer:

Thank you for contacting our office and providing a copy of the cultural resources survey report prepared by CRC. We concur with their professional recommendations and your finding of no historic properties affected.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

These comments are based on the information available at the time of this review and on the behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Should additional information become available, our assessment may be revised. In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and this office and the concerned tribes notified.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Matthew Sterner, M.A.
Transportation Archaeologist
(360) 586-3082
matthew.sterner@dahp.wa.gov

Attachment D

Hazardous Materials Technical Report

Hazardous Materials Technical Report

36th Avenue West Corridor Improvements
Lynnwood, Washington

July 3, 2013

GeoEngineers
Earth Science + Technology

Hazardous Materials Technical Report

36th Avenue West Corridor Improvements
Lynnwood, Washington

July 3, 2013

GeoEngineers

8410 154th Avenue NE
Redmond, Washington 98052
425.861.6000

Hazardous Materials Technical Report

36th Avenue West Corridor Improvements
Lynnwood, Washington

File No. 0464-022-00

July 3, 2013

Submitted to:
City of Lynnwood
c/o David Evans and Associates
415 118th Avenue SE
Bellevue, Washington 98005

Attention: Kirk Harris

Prepared by:
GeoEngineers, Inc.
8410 154th Avenue NE
Redmond, Washington 98052
425.861.6000

Tricia S. DeOme, LG
Environmental Geologist

Michael E. Hutchinson, LG, LHG
Principal

TSD:MEH:cn

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GeoEngineers

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EXECUTIVE SUMMARY

The purpose of this technical report is to identify sites of concern with potential hazardous materials along the 36th Avenue West Corridor Improvement Project. Hazardous materials include any material that may pose a threat to human health and the environment because of its quantity, concentration, or physical or chemical characteristics. Identifying sites of concern with potential hazardous materials prior to construction is important because it decreases the possibility of exposing the public and the environment to these substances. Further, this information can minimize liability to the City of Lynnwood (City) with respect to cleanup costs and environmental impacts. Identifying and evaluating possible effects during project planning allows the City to identify measures that avoid or reduce environmental effects. Such measures may include changes in alignment, identifying areas that require supplemental investigation before right-of-way acquisition, and measures to contain or reduce exposure of hazardous materials.

The project area is defined as the potential area of impact. This technical report identifies hazardous material sites both in and adjacent to the project area and right-of-way. The project area contains one site of concern with the potential for hazardous material impacts. The site of concern is located at 3521 172nd Street SW.

The hazardous material contamination that could potentially be encountered at the site of concern during project construction includes herbicide and pesticide-contaminated soil and groundwater. Contaminants may be released to the environment by ground-disturbing or dewatering activities during project construction. Other contaminants, such as metals are also typically associated with herbicides and pesticides. Human health and the environment could potentially be affected if contamination is not managed properly and in accordance with existing regulations. However, the City will follow all appropriate local, state and federal rules and regulations that will mitigate the affects of hazardous materials. Further investigation is recommended for any parcels identified in this report that are to be acquired for this project.

This Executive Summary should be used only in the context of the full report for which it is intended.

1.0 INTRODUCTION

This report presents the results of our Hazardous Materials Technical Report in support of the 36th Avenue West Corridor Improvement Project located in Lynnwood, Washington. The purpose of this report is to evaluate potential and known environmental conditions relating to hazardous materials that could potentially affect project design, construction and the environment. Identifying hazardous material sites prior to construction decreases the possibility of exposing the public and the environment to hazardous substances. Hazardous materials include any material that may pose a threat to human health and the environment because of its quantity, concentration, or physical and chemical characteristics. Further, this information can minimize cleanup costs and effects on the environment. By identifying and assessing the potential for encountering environmental contaminants in soil and water during the various phases of project development, the Technical Report shall contribute to the overall evaluation of hazardous materials on construction activities, human health and the environment. The Technical Report shall also provide information needed to determine whether additional hazardous material investigations should be conducted and support future estimates of site cleanup and construction costs. This report shall assist in design mitigation options and to assess the liability associated with project development in or near potentially contaminated sites. This information shall be critical during alternatives screening, preliminary project design and ROW acquisition phases.

2.0 PROJECT DESCRIPTION

2.1. Purpose and Need

2.1.1. Project Need

System Linkage/Capacity – The 35th/36th Avenue West Corridor (Corridor) is a critical connection between the City of Lynnwood (City) Regional Growth Center (RGC) and two Snohomish County (County) designated urban centers: the SR 99/152nd Street SW Urban Center and the Interstate 5 (I-5)/164th Street SW Urban Center. An additional 2,000 vehicles per hour are projected to use the Corridor by 2032, which will place a larger burden on the already heavily congested area. This key connecting corridor lacks the necessary capacity needed to accommodate the existing and projected traffic generated by these centers. The existing level of service (LOS) for the Corridor is LOS D. The LOS is expected to decrease to LOS F within the next few years. 164th Street SW, which crosses the Corridor at mid-point, is highly congested. In December of 2007, the Snohomish County Council designated this arterial unit as being at ultimate capacity.

Economic Development – The City is one of three RGCs designated by the Puget Sound Regional Council in the County. The Lynnwood City Center Sub-Area Plan, adopted in 2005, identified the 35th/36th Avenue West Improvements Project (Project) as a critical improvement needed to meet the development goals of the RGC. The Project is one of a package of City Center projects needed to support the growth envisioned for the City Center area, including the potential creation of 17,500 new jobs in retail, life sciences, aerospace, information technologies, and other sectors; and 6,000 new dwelling units within the region. The Sub-Area Plan calls for increasing office-retail-residential space in the City Center from 2.5 million square feet (MSF) to 9.1 MSF by 2020 and a potential for over 12.3 MSF by 2032.

Modal Interrelationship – The Corridor hosts eight Community Transit routes and is located in close proximity to the Lynnwood Transit Center, Swamp Creek Park & Ride, and Ash Way Park & Ride. Currently, transit traffic experiences significant delays and travel times due to congestion.

Safety – The Corridor, which is a primary route to three urban centers and Alderwood Mall, lacks adequate sidewalk/bicycle facilities, making conditions hazardous for pedestrian and bicycle travel.

Roadway Deficiencies – The existing roadway pavement within the Corridor, which was built to rural standards, is severely wash-boarded and beyond improvement through overlays.

2.1.2. Project Purpose

The purpose of the Project is to:

- Reduce congestion and improve LOS within the Corridor to LOS A;
- Reduce travel times;
- Improve vehicular and pedestrian safety;
- Improve access for single-occupancy vehicle (SOV), transit, pedestrian, and bicycle modes of transportation;
- Improve access to new commerce and jobs within the three urban centers;
- Complete a key piece of the non-motorized skeleton system network of interconnecting roadways and trails within the City and County; and
- Provide capacity for an additional 2,000 trips per hour.

2.2. Proposed Project

The City, in partnership with the County, proposes improvements to two miles of 35th/36th Avenue West, from Maple Road/179th Street SW to State Route (SR) 99, within portions of the City and unincorporated Snohomish County (Figure 1). The proposed Project will add a two-way left turn lane; a traffic signal; a roundabout; and continuous curb, sidewalks, and bicycle facilities on both sides of the road for the length of the Corridor. The pavement section will be reconstructed to current standards for urban arterials, requiring excavation up to depths of approximately 2 feet. In addition, appropriate adjustments will be made in traffic signal phasing to optimize timing. Fill and cut slopes will vary in steepness, and retaining walls of various designs will be used to minimize the Project footprint. Construction of retaining walls will require excavation to approximately 18 inches for block retaining walls, but may extend up to 30 feet for two soldier pile walls within the City.

Utility modifications and additions throughout the Corridor include relocation of existing water meters, hydrants, and water and gas valves; relocation of existing utility poles and adjustment of utility features to the grade of the new roadway surface; addition of luminaire arms to existing utility poles; addition of new utility poles with luminaires in select locations; and addition of fiber interconnect conduit. Electrical utility modifications and additions require excavation to a depth of approximately 3 feet.

Stormwater runoff is currently untreated and undetained, draining directly into tributaries of Swamp Creek. The Project includes drainage and detention/water quality improvements throughout the length of the Corridor, typically requiring excavation to depths of 4 feet, with limited excavation to depths of 15 feet to accommodate detention pipes.

Funding for the proposed Project includes a variety of local and federal funds, including a federal Surface Transportation Program grant for Project design from the Federal Highway Administration (FHWA) for $1.75 million. Construction of the City portion of the proposed Project is expected to begin in 2014 and continue for approximately one year. A construction start date for the County portion of the proposed Project is unknown, but is not likely to occur prior to 2015. The location of construction staging and storage areas is unknown at this time and will be determined by the construction contractor.

Project features within each jurisdiction are described in detail below.

2.2.1. City of Lynnwood

The proposed improvements to 36th Avenue West encompass approximately one mile of roadway from Maple Road/179th Street SW to the City limits, approximately 100 feet north of 165th Place SW (Figures 2 and 3). The existing roadway consists of two 11-foot through lanes and a 12-foot center turn lane in areas which contain recent improvements. Sidewalks exist in places, but do not provide any valuable connectivity. The proposed improvements consist of three lanes (two 11-foot through lanes and a 12-foot center turn lane); and a 5-foot bike lane, a 5.5-foot landscaping buffer, and a 5-foot-wide sidewalk on both sides of the roadway. Maple Road and 179th Street SW will be realigned to accommodate an aligned roadway center across 36th Avenue W and a new traffic signal. A new roundabout with illumination is proposed at the intersection of 36th Avenue W and 172nd Street SW to replace the existing four-way stop. Existing right-of-way varies from 60 to 80 feet and will be expanded as necessary to accommodate the proposed roadway improvements. Maintenance of existing pavement may include full-depth reclamation (FDR) or recycling of the pavement section and/or overlay.

Developed stormwater runoff will concentrate within the proposed concrete gutter and enter an enclosed stormwater conveyance system. Runoff will be conveyed to detention and water quality facilities, and then discharged to existing natural discharge locations. Proposed detention and water quality facilities have been designed according to the current Department of Ecology (Ecology) requirements, with the exception of a replacement facility located at the northwest corner of Maple Road and 36th Avenue West, to accommodate the realigned Maple Road.

2.2.2. Snohomish County

The proposed improvements to 36th/35th Avenue West encompass approximately one mile of roadway between 164th Street SW and SR 99. The existing roadway is predominately two lanes with left-hand turn pockets at various residential plats. Sidewalks and bicycle lanes exist in places, but are not consistently available. The proposed Project will expand the existing two-lane roadway to three lanes (two 11-foot through lanes and a 12-foot center turn lane), while providing continuity between existing curb, gutter, sidewalk, and bike lanes on both sides of the roadway. Existing right-of-way is 60 feet and will be expanded to accommodate the proposed roadway improvements.

Maintenance of existing pavement may include FDR or recycling of the pavement section and/or overlay.

Stormwater runoff from the development will be conveyed in a pipe and catch basin system. Detention will be provided via an open top detention pond on the property located northeast of the intersection of 35th Avenue West and 159th Place SW. Water quality will be provided by the wet-pond, stormfilter catch basin units, and/or Filterra bioretention system.

This Hazardous Materials Technical Report does not apply to the Snohomish County portion of the project. The Hazardous Materials Technical Report for the Snohomish County portion of the project is included in the report titled "Hazardous Materials Technical Report, 35th Avenue West and 36th Avenue West Roadway Improvement, Snohomish County, Washington" dated February 8, 2013.

3.0 REGULATORY CONSIDERATIONS

The acquisition of known or potentially contaminated properties and the handling of hazardous materials should follow the policies, guidance and laws described in Appendix A.

4.0 METHODOLOGY

4.1. Scope of Services

The following tasks were performed as part of preparing this report. References are included in Appendix B.

1. Site Screening Review/Regulatory Database Study - Reviewed the results of a federal, state, local and tribal environmental database search (Parcel Insight [PI] Report) for listings of sites with known or suspected environmental conditions on or near the project area within 1 mile of the project area. The PI report is included in electronic format in Appendix C. Title searches were not conducted as part of the Technical Report.
2. Field Reconnaissance/Windshield Survey - Conducted a drive-by reconnaissance of the project area. The windshield survey focused on sites with known or suspected environmental concerns that could potentially affect acquisition or construction decisions. All properties being considered by the City of Lynnwood (City) for ROW acquisition were included in this effort. The windshield survey was limited to features readily observed from public access corridors and did not include entering or viewing conditions within buildings. Information regarding the sites was recorded in field notes and photographs.
3. File Review/Aerial Photograph Review/Data Validation – The overall project study area included properties, as identified in field reconnaissance, both within and outside of the proposed ROW that have a potential to affect acquisition decisions and construction activities due to the possible presence of contaminants. Suspect properties were identified during the field reconnaissance and this sub-task. Pertinent files for these suspect sites were reviewed to identify the nature and extent of any known contamination, completed remedial activities and the effect these sites may have on environmental conditions within the project corridor. This sub-task was accomplished by performing the following activities:

- Review of publicly available records at local environmental agencies including Washington State Department of Ecology (Ecology) and Snohomish County Public Health District.
- Interpretation of the history of the project site using available 1944, 1961, 1964, 1970, 1974, 1979, 1985, 1990, 1994, 1995, 2001, 2002, 2003, 2005, 2006, 2007, 2009, 2011 and 2012 aerial photographs. The historical aerial photographs obtained from Parcel Insight are included in Appendix D.
- Review of available geologic literature and topographic maps to determine surface drainage paths as well as groundwater depth and flow direction below the study area.
- Screening of all suspect properties based on their location relative to prospective ROW construction areas as well as on additional site-specific environmental data available in regulatory agency files. This screening process identified conditions that represent the potential to significantly affect the ROW expansion project, including design, acquisition, or construction.
- Summarizing environmental conditions at the primary known or suspected contaminated sites within the expanded ROW area.
- Evaluating potential impacts that known or suspected contamination may have on project development, including property acquisition and construction activities and costs.
- Identification of potential measures and options to minimize potential impacts of hazardous substances to the proposed project.

4. Prepare Draft Technical Report – Preparation of a draft technical report summarizing the evaluations in accordance with Section 447 of the Washington State Department of Transportation (WSDOT) Environmental Procedure Manual (EPM).

   Prepare Final Technical Report - Preparation of this final technical report with incorporation of comments from David Evans and Associates.

5.0 EXISTING CONDITIONS

5.1. Physical Environment

5.1.1. Site Location

The project area is located along 36th Avenue West in Snohomish County in Lynnwood, Washington, in Township 27N, Range 4E, Section 10 (Willamette Meridian). The project area is bounded to the north by the Snohomish County line south of 164th Street SW and to the south by Maple Road. The project area includes the existing 36th Avenue West ROW and planned property acquisitions as shown on Figures 2 and 3.

5.1.2. Surface Conditions

The project area is located in a residential area of Lynnwood, Washington. Surface improvements within the project area include the asphalt paved 36th Avenue West, sidewalks and vegetated ROW.

5.1.3. Subsurface Conditions

The geologic information we reviewed for the project vicinity includes the Snohomish County Groundwater Characterization Study, dated July 1991 and the borings completed for the geotechnical investigation for this project. The geologic information indicates the soil in the project area consists of fill (2 to 7 feet) underlain by dense till. Advance outwash is mapped below the till at depths at least greater than 40 feet below ground surface (bgs).

Perched groundwater has been observed in some areas on top of the till. The flow direction of the perched groundwater typically follows topography to the east. Site-specific groundwater flow may vary related to the subsurface conditions (for example, drains or abandoned stream channels). We expect groundwater conditions at the site to vary with the seasons and other factors not evident during the previous subsurface explorations. Larger zones of perched groundwater should be expected during the winter and spring months.

5.2. Historical Land Use

The project area was developed with rural residences between the 1940s and the 1970s. Residential density increased in the 1980s.

5.3. Site of Concern

One hazardous material site of concern is located within the project area. The following section provides more information on the site identified that pose a risk to the project area. The probability of contamination was assessed to evaluate whether the site would be “low risk,” “moderate risk” or “high risk” with respect to the presence of contamination potentially impacting the construction, the environment and/or increasing the City’s liability on the site retained for in depth analysis. Risk was determined using best professional judgment while taking into consideration the site’s distance from the project area, impacted media, suspected chemicals of concern and hydraulic gradient. Sites were determined to be “low risk” if a potential concern exists because of historical activities, but either the site will not likely impact the project or the contamination was previously remediated. Sites were determined to be “moderate risk” if a concern exists because of historical activities, and/or the site may likely impact the project but sufficient evidence is not available. Sites were determined to be “high risk” if a known concern exists because of historical activities, contamination is known and extensive, and the site will likely impact the project.

The sites were also rated as “straightforward” or “complicated” based on the level of complexity of the impact and cost to the project. Sites determined to be straightforward typically consist of petroleum and/or metals contamination in soil and the extent of the contamination is not widespread. Sites determined to be complicated consist of sites with widespread contamination or are associated with solvents or halogenated volatile organic compounds (HVOCs). Complicated sites will typically involve additional research, investigation and possibly regulatory involvement. Complicated sites were not identified during this study.

One low risk site was identified during our study. A brief description of the site is outlined in Table 1. The location of the property is shown in Figure 3.

TABLE 1. SITES OF CONCERN

Map ID	Snohomish County Parcel Number	Proximity to Project Area	Listed Business (Current Business) Address	Site Information	Likelihood to Impact Project	Type of Impact	Sources
1	00372700101001	Western Portion of Property is Planned to be Acquired for ROW	Mike Phelps Residence and Landscaping Service 3521 172nd Street SW	*Database Listing: Not Listed* The residence was constructed in 1945 according to the Snohomish County assessor website. The fence and sheds appear to be present since the 1995 aerial photograph. A landscaping business appeared to have operated on the property in at least 2010 based on the "Mike Phelps Landscaping" sign and a pile of vegetative debris observed during the 2010 visual reconnaissance. The majority of the property was surrounded by a tall wood fence and the conditions of the property take area could not be readily observed with one exception (area of vegetative debris). The Snohomish County Health District maintains a record for the septic system in the basement of the residence, but does not maintain as-builts for the septic system. Snohomish County Permit, Planning and Zoning map records indicate permits have not been issued on this property.	**Low** It appears a landscaping company operated on the property in the area of the property take in at least 2010. Herbicides and pesticides are typically associated with landscaping activities. There is a low risk for the release of herbicides and pesticides and metals to impact the project.	**Straightforward** No releases have been identified. However, based on site activities contaminants of concern are likely herbicides, pesticides and metals and management will be straightforward.	Snohomish County Permit, Planning and Zoning Map, Snohomish County Assessor, Snohomish County Health District, aerial photographs and site reconnaissance.

6.0 IMPACTS

Impacts to the environment, construction schedule and potential property acquisition were evaluated based on readily available information. One low-risk site was identified during our study. A brief description of this site is described in Table 1. The location of the property is shown in Figure 3. Potential impacts associated with hazardous materials include:

- Liability associated with acquisition/ownership of contaminated properties
- Management of contaminated material during construction activities.
- Encountering unanticipated contamination during construction activities – unplanned costs.

Potential impact to City of Lynnwood's liability due to property acquisition will be mitigated as discussed below. Contamination is not anticipated to be encountered outside of the site of concern during construction activities. An overall beneficial indirect effect to the area will result from the potential cleanup of hazardous materials during construction by the City.

The impacts measures in Appendix E address typical impacts that may be encountered on construction projects. The table is organized by Environmental (Direct, Indirect, Cumulative), Construction and Liability impacts and mitigation measures. The typical impacts apply to the site of concern identified.

7.0 MITIGATION MEASURES AND RECOMMENDATIONS

This report identifies a potentially contaminated site that may affect the environment, create construction impacts, and/or incur potential cleanup liability to the City. The City will follow all appropriate local, state and federal policies, guidance, and laws to properly mitigate the effects of hazardous materials. Typical mitigation measures that may be encountered on construction projects are included in Appendix E (as discussed above). Mitigation measures prevent or reduce environmental impacts, minimize construction costs, and avoid or reduce future long-term cleanup costs associated with managing and/or remediation of hazardous materials.

The project team can mitigate the risk of impacts prior to construction and/or during construction. We recommend mitigation prior to construction to assist the project team in developing cost estimates for construction activities. Typical impacts and mitigation during project design, construction and property acquisitions are included in Appendix E. Our specific recommendations for further action to mitigate potential impacts are as follows:

- Property acquisition is planned as part of the project. One site of concern was identified based on use of the property by a landscaping company. We recommend a site walk and an interview with the property owner be completed to evaluate potential impacts to the project. If impacts are determined to be present we recommend a Phase II ESA including subsurface investigation. The initial cost of the site walk and interview may range between $2,500 and $3,500. The cost of the Phase II ESA may range between $10,000 and $25,000.

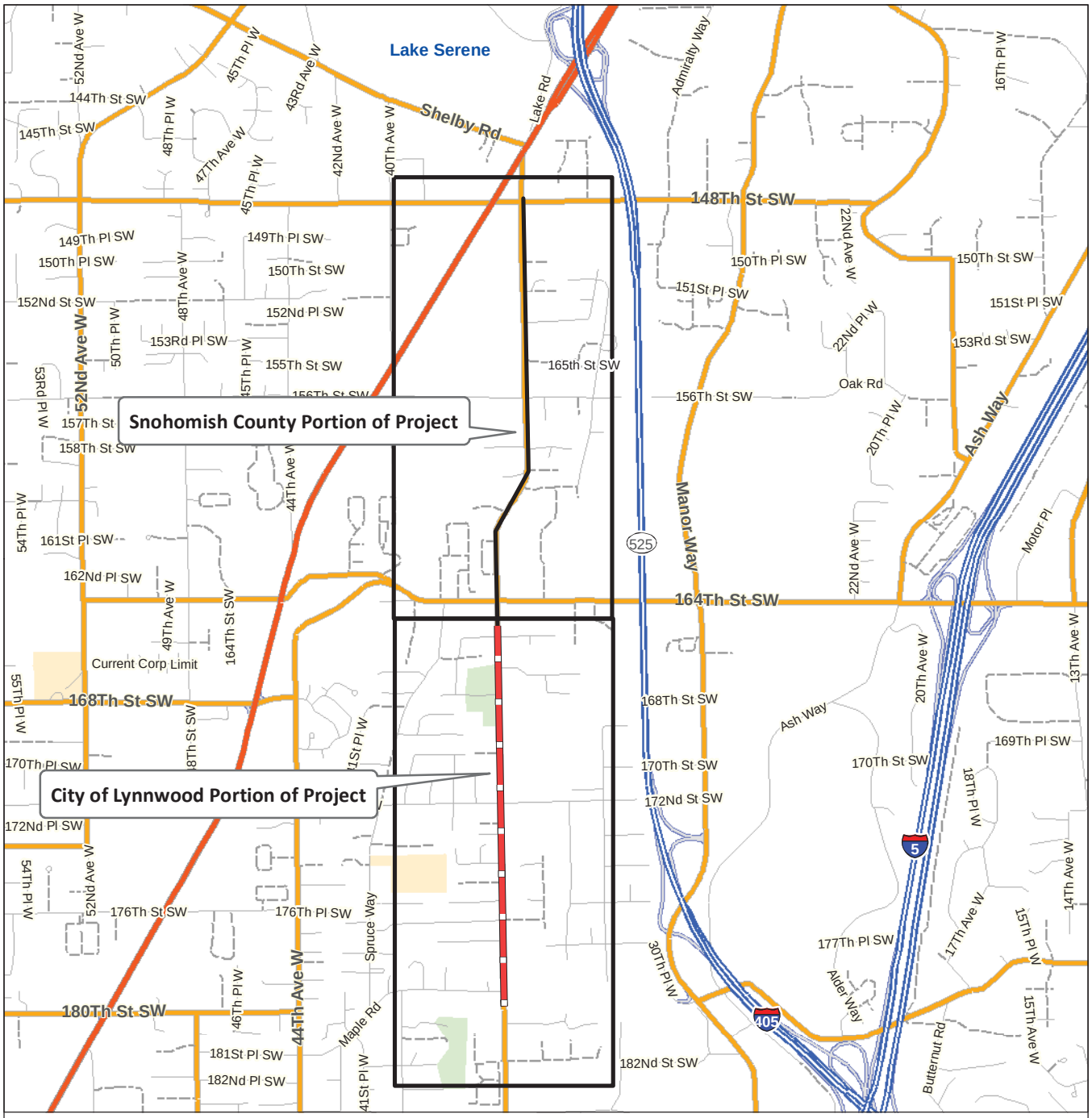
- If contamination is identified during the Phase II ESA on the site of concern the following mitigations measures will be implemented:
  - The Contractor will submit a Contaminated Soil and Groundwater Handling Plan to the City for review and comment prior to construction. The estimated cost of Soil and Groundwater Management Plan for this Project is $7,000 to $10,000.
  - Design considerations should include the following:
    - Special handling and disposal of soil and groundwater will be specified in the Contract Special Provisions.
    - Staging area for contaminated soil and groundwater encountered during construction activities. The staging area may reduce project costs by reducing the need for rushed sampling and analysis.
    - Contaminated media and hazardous wastes be managed in accordance with environmental regulations and the bid documents require the earthwork contractor and other personnel that could potentially contact contaminated materials comply with training requirements for handling contaminated material. Our recommendation is consistent with WAC 296-843-100, Hazardous Waste Operations, which indicates that on-site personnel are required to have current health and safety training in accordance with Hazardous Waste Operations and Emergency Response requirements in Occupational Safety and Health Administration (OSHA) 29 CFR 1910.120.
- If contamination is found during construction, WSDOT Standard Specifications Section 1-07.5 requires the Contractor to comply with Environmental Regulations and current federal and state laws and regulations. The City will follow all appropriate local, state and federal policies, guidance, and laws to properly mitigate the effects of hazardous materials.

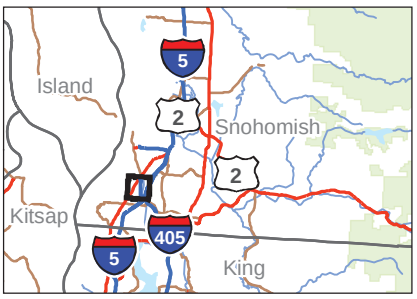
8.0 LIMITATIONS

This report has been prepared for use by David Evans and Associates and the City of Lynnwood. GeoEngineers has performed this report for the 36th Avenue Improvement Project in Lynnwood, Washington, in general accordance with the scope and limitations of our signed agreement dated May 5, 2009.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with the generally accepted environmental science practices for this report in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

Please refer to Appendix F titled “Report Limitations and Guidelines for Use” for additional information pertaining to use of this report.





N
W E
S

2,000 0 2,000
Feet

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.
Data Sources: ESRI Data & Maps, Street Maps 2008.
Projection: NAD 1983, UTM Zone 10 North.

Vicinity Map

36th Avenue West Corridor Improvements
Lynnwood, Washington

GeoEngineers

Figure 1

Map Revised: 12/7/2012 TSD

Path: W:\Tacoma\Projects\0\0464022\GIS\046402200_F1_VicinityMap.mxd

Office: TACO

Parcel of Interest

Proposed Right of Way

Existing Right of Way

250 0 250
Feet

N W E S

Reference:Street labels from Snohomish County GIS.
Bing aerial imagery from ESRI Online Data Center.

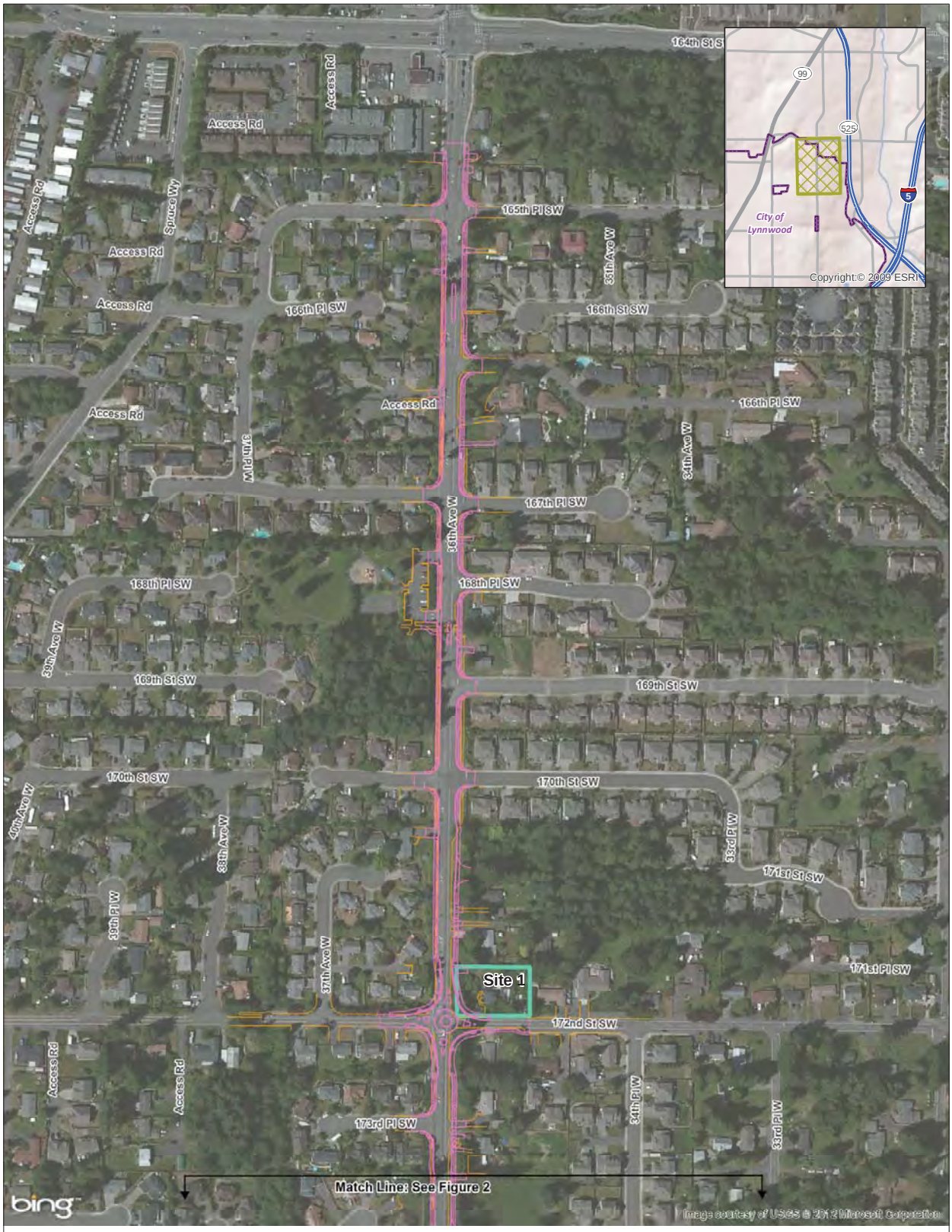
Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Sites of Concern
South End of Project

36th Avenue West Corridor Improvement Project
Lynnwood, Washington

GEOENGINEERS

Figure 2



Parcel of Interest

Proposed Right of Way

Existing Right of Way

250 0 250
Feet

N W E S

Reference:Street labels from Snohomish County GIS.
Bing aerial imagery from ESRI Online Data Center.

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Sites of Concern
North End of Project

36th Avenue West Corridor Improvement Project
Lynnwood, Washington

GEOENGINEERS

Figure 3

APPENDIX A
Regulatory Requirements

APPENDIX A
REGULATORY REQUIREMENTS

Applicable Federal and State Regulations

Numerous federal, state and local regulations and policies govern decisions concerning hazardous materials issues. This is not an all-inclusive list of regulations, and further evaluation of applicable local regulations must be conducted for each project.

Federal Regulations

Federal law and regulations relating to hazardous materials and wastes that affect the project include the following:

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT (CERCLA) AND ALL APPROPRIATE INQUIRIES (AAI) (40 CFR PART 312)

Section 101(35)(B)(ii) and (iii) of CERCLA and the Superfund Amendments and Reauthorization Act (SARA) define liability for hazardous waste contamination and require liable parties to take responsibility for cleanup. 40 CFR Part 312, Standards and Practices for All Appropriate Inquiries, establishes specific regulatory requirements and standards for conducting AAI provisions necessary to qualify for certain landowner liability protections under CERCLA. The purpose of Hazardous Materials Discipline Reports is, in part, to address liability issues relating to identification of, and acquisition of previously contaminated property.

RESOURCE CONSERVATION AND RECOVERY ACT (RCRA)

RCRA provides requirements for handling, transportation, treatment, storage, and disposal of hazardous materials and wastes. It includes provisions for identifying and classifying hazardous materials and wastes, and through the Hazardous and Solid Waste Amendments (HSWA), creates treatment standards for specific wastes. HSWA also establishes requirements for ownership, operation, maintenance and closure of underground storage tanks. Any removal, treatment or transportation of contaminated soils as part of the proposed project would need to be conducted in compliance with RCRA.

OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA)

OSHA establishes requirements for site safety procedures, worker training, and worker safety and health standards for employees engaged in work related to hazardous materials. All work relating to the handling of, and potential exposure to, hazardous substances by workers while conducting activities associated with the project must be in compliance with the relevant sections of OSHA.

CLEAN WATER ACT (CWA)

The CWA provides for comprehensive federal regulation of all sources of water pollution. Pollution of state waters in controlled by two administrative regulations that implement Chapter 90.48 RCW, Water Pollution Control Act; Chapter 173-201A WAC, Water Quality Standards for Surface Waters of the State of Washington; and Chapter 173-200 WAC, Water Quality Standards for Groundwater of the State of Washington.

Chapter 173-201 WAC indicates that toxic substances above natural background levels will not be introduced into waters of the state if the substance will 1) singularly or cumulatively adversely

affect characteristic water uses, 2) cause acute or chronic toxicity to the most sensitive biota dependent on the water or 3) adversely affect public health. Ecology would employ or require chemical toxicity testing and biological assessments as appropriate to evaluate compliance with the above-mentioned requirements. WAC 173-201A-160 lists the primary means for controlling municipal, commercial and industrial waste discharges through the issuance of waste disposal permits.

Several permit programs have been established to address the potential of construction projects that may introduce hazardous substances to surface waters, including wetlands. The State Water Discharge Permit (WAC 173-216) program includes a variety of exemptions, most of which relate to discharges that are permitted under a National Pollution Discharge Elimination System (NPDES) permit or are otherwise authorized by a publicly owned treatment works (POTW) with an authorized pretreatment program. This regulation may apply to stormwater detention basins planned for the project if the water were to contain unacceptable concentrations of polluting materials. The NPDES General Stormwater Permit for Construction Activities requires the development and implementation of a Stormwater Pollution Prevention Plan.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

NEPA requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that environmental considerations are given due weight in project decision-making. If the proposed project is partially funded by the Federal Highway Administration, NEPA compliance is likely to be required. One of the major elements addressed in a NEPA assessment is environmental health. Assessment of impacts associated with hazardous materials and waste is a component of the environmental health evaluation.

ENDANGERED SPECIES ACT (ESA)

ESA regulates a wide range of activities affecting plants and animals designated as “endangered” or “threatened”. The ESA states that it is unlawful to “take” any animal listed as an endangered species. ESA lists “Endangered” animals or plants that are in danger of being extinct. ESA broadly defines a “take” to include, “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect,” or an attempt to engage in such conduct. Chinook salmon, bull trout and the bald eagle are listed as threatened under the Federal Endangered Species Act and live within the Green/ Duwamish Watershed and Central Puget Sound Watershed. These watersheds extend from the Cascade Mountains to Puget Sound.

NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS (NESHAP) (CODE OF FEDERAL REGULATIONS, TITLE 40, VOLUME 5, PARTS 61 TO 71)

The Environmental Protection Agency’s rules concerning the removal and disposal of asbestos-containing materials (ACM) were issued under NESHAP. NESHAP requires a thorough inspection for friable and nonfriable ACM within a structure prior to demolition activities. An accredited inspector as required by the Asbestos Hazard Emergency Response Act (AHERA) must conduct all inspections. The NESHAP regulation also includes specific notification, work practice, packaging, labeling and disposal requirements.

The Puget Sound Clean Air Agency (PSCAA) requires that a notice of intent be submitted prior to beginning any work on an asbestos demolition. The only exception is asbestos projects involving less than 48 square feet and the removal of nonfriable asbestos containing roofing material. An

AHERA building inspector or competent person must make the determination if it is nonfriable material. There is a notification waiting period and fee that will need to be considered prior to planning any abatement work. Asbestos removed from buildings prior to demolition must be disposed in a landfill permitted to receive ACM.

State Regulations

Washington State implements many of the federal statues pertaining to hazardous materials and wastes along with its own, often more stringent, laws and regulations. These requirements, listed below, take precedence over all other laws for governing business and operations within the state.

MODEL TOXICS CONTROL ACT (MTCA) REGULATIONS (CHAPTER 173-340 WAC)

Chapter 173-340 Washington Administrative Code (WAC) implements MTCA, Revised Code of Washington (RCW) 70.105D. Several administrative rules include strict requirements for site discovery and reporting, site assessments, and hazardous site listing. This regulation defines standard methods used to assess whether a site is contaminated or clean. An overview of the cleanup standards is detailed in WAC 173-340-700 and groundwater and soil cleanup standards are listed in WAC 173-340-720 and WAC 173-340-740, respectively. WAC 173-340-450 sets forth the requirements for addressing underground storage tanks (USTs).

MTCA will apply to any site identified with environmental contamination that may pose a threat to human health and/or the environment during this project. MTCA establishes the acceptable cleanup limits for contaminated media. Cleanups of contaminated sites are likely to be accomplished as independent actions, with technical review provided by Ecology on an as-needed basis as provided for under MTCA.

DANGEROUS WASTE REGULATIONS (CHAPTER 173-303 WAC)

Chapter 173-303 WAC implements RCRA and the Hazardous Waste Management Act, RCW 70-105. This provides for waste identification procedures unique to Washington State. Waste designation procedures are the most likely portion of this regulation that would affect the project. Detailed requirements for forms and rules related to manifesting and transporting of hazardous waste are included. As stated above, any handling, treatment or transport of hazardous waste associated with the project would be required to be in compliance with RCRA and also with Washington's Dangerous Waste Regulations and Hazardous Waste Management Act. Contaminated materials generated during construction, including soil, water, and debris, would need to be properly designated before disposal. WAC 173-303-070 through 173-303-110 includes the specific regulations that identify dangerous waste characteristics and criteria. In addition, wastes generated by the contractor during construction would need to be properly designated. The requirements for generators of dangerous waste are included in WAC 173-303-170 through 173-303-230. A transporter of dangerous waste must comply with the procedures listed in WAC 173-303-240 through 173-303-250.

WAC 173-303-145 lists the reporting requirements for spills and discharges into the environment, except when otherwise permitted under state or federal law. This section of the WAC applies "when any dangerous waste or hazardous substance is intentionally or accidentally spilled or discharged into the environment such that human health or the environment is threatened, regardless of the quantity of dangerous waste or hazardous substance." This portion of the

regulation also details the required procedures for notification and mitigation should a spill occur on site.

SOLID (NON-DANGEROUS) WASTE DISPOSAL (RCW 70.95, CHAPTER 173-304 WAC)

Under the State Solid Waste Management Act, RCW 70.95, states that primary responsibility for managing solid waste is assigned to local government. The state, however, is responsible for assuring the establishment of effective local programs throughout the state.

The local jurisdiction's Health Department regulates the handling and disposal of solid waste. The local Health Department evaluates whether a waste material is acceptable at one or more of the public and private solid waste facilities in the county. In some cases, testing may be required prior to disposal. Even waste that is being shipped to a disposal facility out of the county, and soil treatment facilities, falls under the jurisdiction of the local Health Department.

WAC 173-304 lists the Minimum Functional Standards for Solid Waste Handling. WAC 173-304-200 designates the on-site containerized storage, collection and transportation standards for solid waste. The regulations apply to all persons storing containerized solid waste that is generated on site. Revisions are anticipated for Chapter 173-304 WAC, and the final revised rules should be reviewed prior to the commencement of construction. The updated solid waste rule is likely to include new provisions for demolitions and inert waste streams.

WATER POLLUTION CONTROL ACT

RCW 90.48 implements two administrative regulations that control pollution in state waters. Water Quality Standards for Surface Waters of the State of Washington, Chapter 173-201A WAC, establishes standards for toxic substances, conventional parameters (i.e., pH, dissolved oxygen, temperature), and aesthetic values for marine and fresh surface waters. Water Quality Standards for Groundwater of the State of Washington contain similar regulations for groundwater, with special emphasis on radionuclides and carcinogens, due to potability issues. Any construction or operational activities associated with the project must comply with Washington's water quality standards. Wastewater Discharges to Surface Waters, Chapter 173-220 WAC regulates discharges to surface water from construction projects. Under this program, it is unlawful to discharge polluting matter to surface waters without a National Pollutant Discharge Elimination System (NPDES) permit. A general NPDES permit for construction would be required for the project. Wastewater Discharges to the Ground, Chapter 173-216 WAC, regulates discharge of stormwater to detention basins if this water contains unacceptable concentrations of polluting matter. The proposed project would likely be exempt from the requirements of this regulation if an NPDES Stormwater Permit for construction is acquired. This should be verified during the permitting process conducted for this project.

WATER QUALITY STANDARDS FOR SURFACE WATERS (CHAPTER 173-201A WAC)

WAC 173-201A-040 is the section of the Water Quality Standards that specifically deals with toxic substances within surface waters of the state. The WAC indicates that toxic substances, above natural background levels, shall not be introduced into waters of the state if: 1) The substance will singularly or cumulatively adversely affect characteristic water uses, 2) Cause acute or chronic toxicity to the most sensitive biota dependent on the water, or 3) Adversely affect public health. The Department of Ecology shall employ or require chemical toxicity testing and biological assessments as appropriate to evaluate compliance with the above-mentioned requirements.

WAC 173-201A-160 lists the primary means for controlling municipal, commercial and industrial waste discharges through the issuance of waste disposal permits.

WASTEWATER DISCHARGES TO GROUND (CHAPTER 173-216 WAC)

The State Water Discharge Permit program includes a variety of exemptions, most of which relate to discharges that are permitted under an NPDES permit or are otherwise authorized by a POTW with an authorized pretreatment program. This regulation may apply to stormwater detention basins planned on the project if the water contains unacceptable concentrations of polluting materials.

UNDERGROUND UTILITIES (RCW 19.122)

There are multiple operating utilities that exist within the project footprint. RCW 19.122 states that an excavator shall provide notice of the scheduled commencement of excavation to all owners of underground facilities through a one-number locator service. The RCW also states that all owners of underground facilities within a one-number locator service shall subscribe to the service. Notice needs to be communicated to the locator service no less than 2 days and no more than 10 days prior to the commencement of excavation activities. If the excavator discovers utilities that were not identified or damages a utility, the excavator will stop work and notify the locator service and the owner of the utility service if possible. If the damage causes an emergency situation, the excavator shall also alert the appropriate public health agencies and take all steps necessary to ensure public safety. A failure to notify the locator service of damage to a hazardous liquid or gas pipeline is subject to a civil penalty of not more than ten thousand dollars for each violation. Any excavator who willfully or maliciously damages a field-marked underground facility shall be liable for triple the costs incurred in repairing or relocating the facility.

UNDERGROUND STORAGE TANK STATUTE AND REGULATIONS (RCW 90-76, CHAPTER 173-360 WAC)

The purpose of RCW 90-76 and the Chapter 173-360 WAC regulations is to address the serious threat posed to human health and the environment by leaking underground storage tank systems (LUSTS) containing petroleum and other regulated substances. The regulations describe the enforcement, notification and reporting requirements for LUSTS. The regulations also detail the performance standards and operating and closure requirements.

WASHINGTON INDUSTRIAL SAFETY AND HEALTH ACT (WISHA)

Occupational Health Standards Chapter 296-62 WAC implements the RCW 49-17. RCW 49-17 also implements Safety Standards for Construction Work, Chapter 296-155 WAC, which contains the Safety Standards for Asbestos and Encapsulation Chapter 296-65 WAC. These safety requirements apply to all construction activities, and the regulations are enforced by the Washington State Department of Labor and Industries (L&I).

The standards include rules covering operations at known hazardous waste sites and initial investigations conducted at sites before the presence or absence of hazardous substances has been determined. Also included are rules on site assessment and control, training, protective equipment and emergency response. Chapter 296-155 WAC requires employers to inform their workers of the potentially hazardous conditions of the workplace. When the City of Lynnwood informs the Contractor of these conditions, the Contractor is required to train the workers to recognize hazardous conditions in the workplace and train them how to respond to and report such conditions. It is important that the City of Lynnwood inform the Contractor though the Contract

and/or Special Provisions so that the Contractor is aware and responsible to prepare its employees to appropriately and safely handle encounters of hazardous materials with minimal delays.

The safety requirements also provide specific procedures for work with asbestos-containing materials (ACM) and lead-based paint (LBP). L&I regulate asbestos and LBP removal and encapsulation (WAC 296-62 Part I-1 and 296-155). All contractors must be certified in asbestos and LBP removal, and their supervisors and laborers must be trained. For asbestos, L&I and the Puget Sound Clean Air Agency (PSCAA) must be notified of any asbestos removal. Fees also must be paid, calculated on the linear or square amount of material removed. ACM and LBP must be disposed of in a specially permitted landfill. This includes disposable clothing, respirator filters, and equipment, as well as the ACM and LBP itself. The use of landfills results in an irreversible and irretrievable commitment of landfill space. Liability for asbestos and LBP disposal remains indefinitely.

HAZARDOUS WASTE OPERATIONS AND TREATMENT, STORAGE, AND DISPOSAL FACILITIES (CHAPTER 296-62 WAC PART P, RCW 49-17)

Chapter 296-62 WAC Part P includes all of the required procedures for work involving hazardous materials. Due to the possible impacts indicated above for specific sites, there are sections of Chapter 296-62 WAC that are of key importance for this project.

Chapter 296-62 WAC Part P also details the requirements for handling drums and containers. Unlabeled drums and containers must be considered to contain hazardous waste and handled accordingly until the contents are positively identified and labeled. Drums and containers that cannot be moved without rupture, leakage or spillage must be emptied into a sound container. Personal protective equipment selection protocol is outlined in WAC 296-62-30605. The training requirements for site personnel are included within multiple sections of Part P depending upon the designation of the contamination on-site.

SAFETY STANDARDS FOR CONSTRUCTION WORK - LEAD (CHAPTER 296-155 WAC)

Chapter 296-166 WAC indicates that workers may not be exposed to lead at concentrations greater than 50 micrograms per cubic meter ($\mu g/m^3$) of air averaged over an 8-hour period. Chapter 296-166 WAC also outlines the personal protective equipment that shall be given to employees as well as medical surveillance procedures that are to be implemented for exposed personnel.

GENERAL OCCUPATIONAL HEALTH STANDARDS – ASBESTOS (CHAPTER 296-62 WAC PART I-1)

Chapter 296-62 WAC requires that prior to commencement of work an owner must conduct a good faith inspection to determine whether materials to be worked on or removed contain asbestos. An accredited inspector must conduct the good faith inspection. Chapter 296-62 WAC Part I-1 requires that an employer shall ensure that no employee is exposed to an airborne concentration of asbestos in excess of 0.1 fiber per cubic centimeter (f/cc) of air as an 8-hour time-weighted average. Besides the permissible exposure limit, the regulation also requires appropriate respiratory protection as well as exposure assessment and monitoring.

APPENDIX B
References

APPENDIX B
REFERENCES

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APPENDIX C
Parcel Insight Report

PARCEL INSIGHT

INCORPORATED

Parcel Insight Radius Map Report

Report ID: 1290
Date: 8/26/2010

35th/36th Avenue W Corridor Mid Section

16400 36TH AVE W
LYNNWOOD, WA 98037

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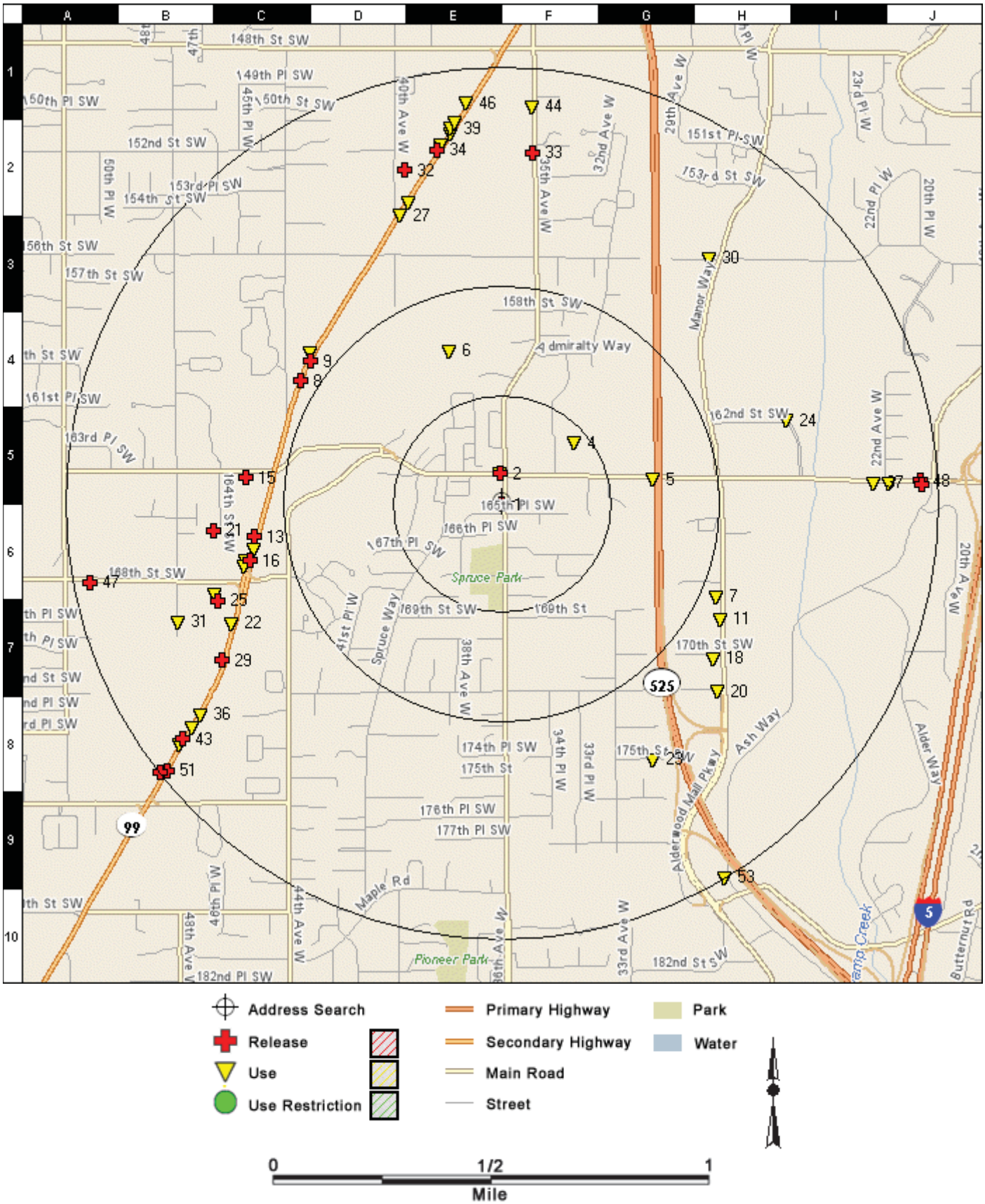
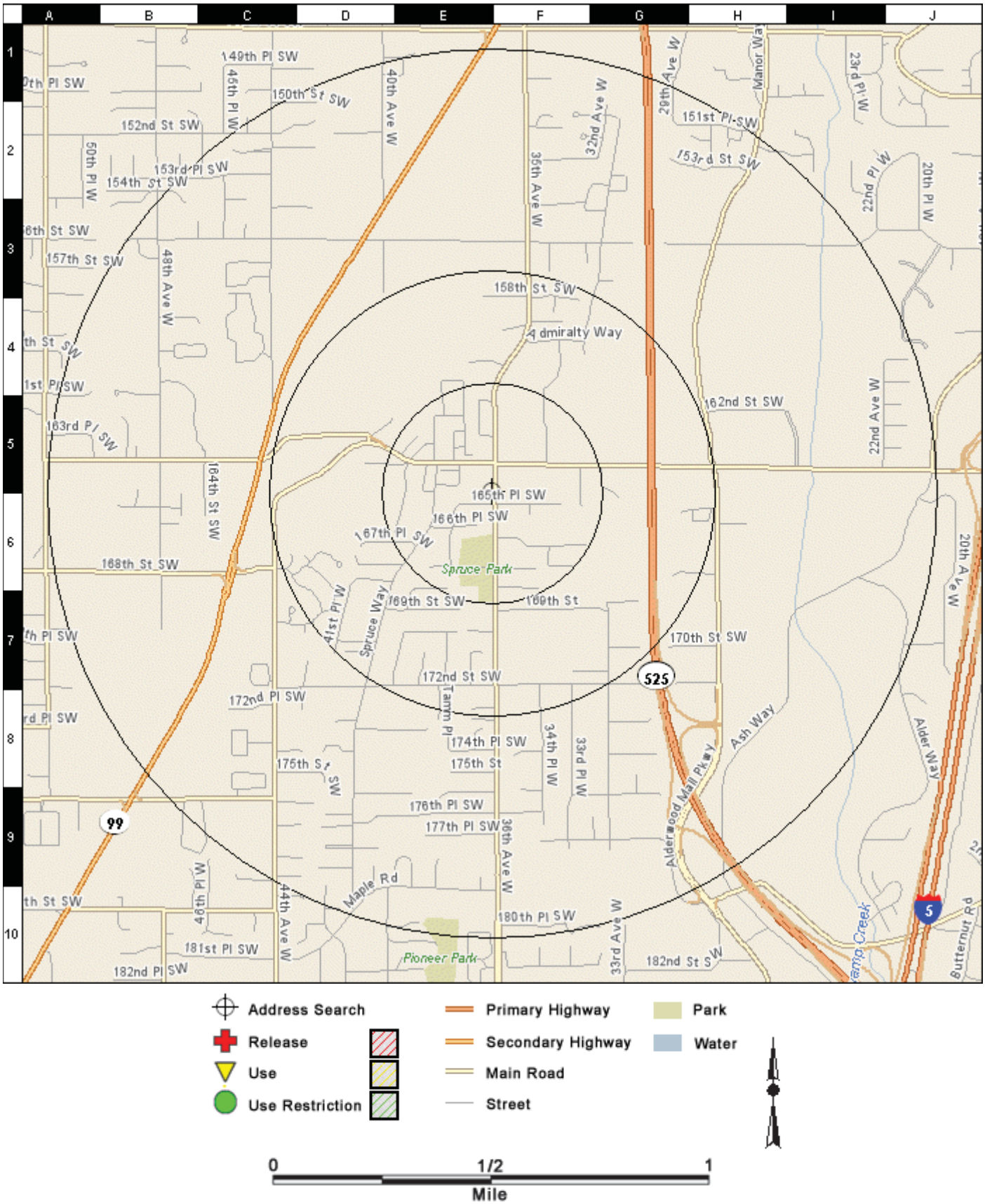
1/4 Mile Detail Map

Overview Map



Non-Exact Match Map



Tabular Summary of Findings

RELEASE	+	*A site listed in a database that documents a release of hazardous material(s).*
USE	∇	*A site listed in a database that documents the use of hazardous material(s), but not a release of hazardous material(s).*
USE RESTRICTION	O	*A site listed in a database that documents a restriction on the use of the site related to a release of a hazardous material(s) or a formal oversight decision from a government agency.*

Map Class		Subject Property	Distance					Total by Map Class
			0.00 to 0.25 M	0.25 to 0.50 M	0.50 to 0.75 M	0.75 to 1.00 M	1.00+ M	
RELEASE	+		2		8	10		20
USE	∇		2	2	16	13		33
USE RESTRICTION	O							

Database		Search Radius	Subject Property	Distance					Total by Database Type
				0.00 to 0.25 M	0.25 to 0.50 M	0.50 to 0.75 M	0.75 to 1.00 M	1.00+ M	
NPL	+	1.00 M							
RCRA CORRACTS	+	1.00 M							
RCRA TSD	∇	1.00 M							
CERCLIS	+	1.00 M							
CERCLIS NFRAP	+	1.00 M							
ERNS	+	1.00 M				1	2		3
RCRA LQG	∇	1.00 M				1			1
RCRA SQG	∇	1.00 M							
RCRA CESQG	∇	1.00 M		1		1	6		8
LUST ACTIVE TRIBAL	+	1.00 M							
LUST INACTIVE TRIBAL	+	1.00 M							
BROWNFIELDS	O	1.00 M							
INST ENG CONTROLS	O	1.00 M							
HMIRS	+	1.00 M							
TRIS	+	1.00 M							
CSCSL	+	1.00 M				3	3		6
CSCSL HSL	+	1.00 M				1			1
CSCSL NFA	+	1.00 M		1		2	2		5
SWLF STATE	+	1.00 M							
LUST	+	1.00 M		1		2	5		8
UST	∇	1.00 M		2	2	8	10		22
SWLF SEA	+	1.00 M							
SWLF KING	+	1.00 M							
SWLF STATE	+	1.00 M							
DECISIONS	O	1.00 M							
INST ENG CONTROLS	O	1.00 M							
RCRA ND	∇	1.00 M		2		10	10		22
Totals by Distance			0	4	2	24	23	0	53

Exact Match Summary

				MAP CLASS		
				+	▽	○
MAP ID GRID	SITE NAME ADDRESS	PI ID #	DATABASES	RELEASE	USE	USE RESTRICTION
1 F6	UNOCAL SS NO 5533 16404 36TH AVE W, LYNNWOOD	53015983 0.00094 SE	RCRA CESQG LUST UST	X	X	
2 E5	CRYSTAL CLEANERS LYNNWOOD 3609 164TH ST SW STE D, LYNNWOOD	53015978 0.07190 NW	RCRA ND CSCSL NFA	X	X	
3 E5	MANOR MARKET 3609 164TH ST SW STE A, LYNNWOOD	53015977 0.07190 NW	UST		X	
4 F5	ROADWAY EXPRESS INC LYNNWOOD 4119 OLD MILL RD, LYNNWOOD	53016099 0.21823 NE	RCRA ND		X	
5 G5	FRED MEYER FUEL 688 2902 164TH ST SW, Lynnwood	53037148 0.35298 E	UST		X	
6 E4	CEDAR CREST CLEANERS 17828 49TH WEST, LYNNWOOD	53015895 0.37138 N	UST		X	
7 H6	ECH AUTO INC LYNNWOOD 18021 ALDERWOOD MALL BLVD STE, LYNNWOOD	53016295 0.53612 E	RCRA ND		X	
8 C4	MASSOUD PROPERTY 16107 STATE HIGHWAY 99, LYNNWOOD	53015619 0.53875 NW	CSCSL HSL CSCSL	X		
9 D4	SPARKYS TOWING & AUTO RECYLCLING 16101 STATE HIGHWAY 99, LYNNWOOD	53015644 0.54699 NW	CSCSL NFA	X		
10 D4	SNOHOMISH CNTY USED OIL COLLECT HWY 99 16076 STATE HIGHWAY 99, LYNNWOOD	53015645 0.55748 NW	RCRA ND		X	
11 H7	PUGET WEST CORP 16902 28TH AVE W, LYNNWOOD	53016303 0.56626 SE	RCRA ND		X	
12 H7	ALDER 16902 28TH AVE 16902 28TH AVE W, LYNNWOOD	53016304 0.56626 SE	RCRA ND		X	
13 C6	GOODYEAR TIRE & RUBBER CO ST8828 16626 HIGHWAY 99, LYNNWOOD	53015386 0.57019 W	RCRA ND LUST UST	X	X	
14 C6	LYNNWOOD GAS & FOOD MART 16629 HIGHWAY 99 STE A, LYNNWOOD	53015384 0.57619 W	UST		X	

Exact Match Summary

				MAP CLASS		
				+	▽	○
MAP ID GRID	SITE NAME ADDRESS	PI ID #	DATABASES	RELEASE	USE	USE RESTRICTION
15 C5	JERRY CHIN 16401 HWY 99, LYNNWOOD	53015361 0.58849 W	LUST UST	X	X	
16 C6	CAR CRAZY 16701 HIGHWAY 99, LYNNWOOD	53015379 0.58870 W	CSCSL NFA	X		
17 C6	SNOHOMISH CNTY USED OIL COLLECT LYNNWOOD 16706 HIGHWAY 99, LYNNWOOD	53015363 0.59792 W	RCRA ND		X	
18 H7	EVANS TIRE SVC CTRS 20 18121 ALDERWOOD MALL BLVD, LYNNWOOD	53016291 0.59990 SE	RCRA CESQG		X	
19 C6	FRANK KEELER 16728 STATE HIGHWAY 99, LYNNWOOD	53015357 0.60559 W	UST		X	
20 H7	SHADES OF SEATTLE INC 172ND ST 2824 172ND ST SW, LYNNWOOD	53016298 0.65271 SE	RCRA ND		X	
21 C6	ALDERWOOD WATER & WASTEWATER LIFT STN 5 5016 164TH ST SW, LYNNWOOD	53015232 0.66205 W	CSCSL	X		
22 C7	DUNN LUMBER CO NORTHWEST INC 16920 STATE HIGHWAY 99, LYNNWOOD	53015319 0.67384 SW	UST		X	
23 G8	AGI BUSINESS PARK 3616 S RD, LYNNWOOD	53016219 0.67849 SE	RCRA ND		X	
24 H5	BERLEX LABORATORIES LYNNWOOD 2625 162ND ST SW, LYNNWOOD	53016380 0.67996 E	RCRA LQG		X	
25 C6	WALGREEN PROPERTY 16824 HWY 99, LYNNWOOD	53015265 0.68360 W	CSCSL	X		
26 C6	LAKE SERENE AUTO MARINE ELECTRIC 16809 F HWY 99, LYNNWOOD	53015245 0.68585 W	RCRA ND		X	
27 D2	SITE SE03 LYNNWOOD 15423 STATE HIGHWAY 99, LYNNWOOD	53015814 0.70231 NW	UST		X	
28 E2	STURDY WELD EQUIPMENT & DESIGN INC 15405 STATE HIGHWAY 99, LYNNWOOD	53015834 0.72504 N	RCRA ND UST		X	

Exact Match Summary

				MAP CLASS		
				+	▽	○
MAP ID GRID	SITE NAME ADDRESS	PI ID #	DATABASES	RELEASE	USE	USE RESTRICTION
29 C7	17026 HIGHWAY 99, LYNNWOOD	53036382 0.73278 SW	ERNS	X		
30 H3	MANOR WAY CENTRAL OFFICE (2850BO1) 2831 156TH ST SW, LYNNWOOD	53016284 0.73804 NE	UST		X	
31 B7	KING AUTO BODY PAINT 16923 48TH AVE W, LYNNWOOD	53015115 0.78723 SW	RCRA ND		X	
32 D2	MIDWAY TAVERN 15205 HIGHWAY 99, MARYSVILLE	53015822 0.79772 NW	LUST UST	X	X	
33 F2	ALDERWOOD WATER & WASTEWATER DIST 15204 35TH AVE W, LYNNWOOD	53016040 0.80933 N	RCRA CESQG LUST UST	X	X	
34 E2	THE BACK LOT 15106 HIGHWAY 99, LYNNWOOD	53032917 0.82452 N	ERNS	X		
35 E2	LYNNWOOD RADIATOR INC 15104 STATE HIGHWAY 99, LYNNWOOD	53015877 0.83506 N	RCRA ND		X	
36 B8	PONTIAC GMC OF LYNNWOOD 17315 HIGHWAY 99, LYNNWOOD	53015180 0.83972 SW	RCRA ND		X	
37 I5	WA DOT NW REGION PARCEL 115553 2226 164TH ST SW, LYNNWOOD	53016485 0.85428 E	RCRA ND		X	
38 E2	MOSHERS A1 AUTO BODY 15107 STATE HIGHWAY 99, LYNNWOOD	53015903 0.85696 N	RCRA ND		X	
39 E2	COLLISION PLUS INC 15020 HIGHWAY 99, LYNNWOOD	53015902 0.86907 N	RCRA ND		X	
40 B8	HWY 99 LYNNWOOD WASTE 17207 HWY 99, LYNNWOOD	53015162 0.87171 SW	RCRA ND		X	
41 E2	GREASE MONKEY LAKE SERENE 15006 STATE HIGHWAY 99, LYNNWOOD	53015908 0.88295 N	RCRA CESQG		X	
42 J5	ASHWAY SHELL 2130 164TH ST SW, LYNNWOOD	53016503 0.89020 E	UST		X	

Exact Match Summary

				MAP CLASS		
				+	▽	○
MAP ID GRID	SITE NAME ADDRESS	PI ID #	DATABASES	RELEASE	USE	USE RESTRICTION
43 B8	17300 HIGHWAY 99, LYNNWOOD	53036389 0.90677 SW	ERNS	X		
44 F1	BEHAR MARKETING INC 15022 35TH AVE W BLDG 1, LYNNWOOD	53035959 0.91410 N	RCRA CESQG		X	
45 B8	AT&T COMMUNICATION INC 17300 HWY 99, LYNNWOOD	53015127 0.91707 SW	RCRA ND UST		X	
46 E1	HIGH POINT CLEANERS 14920 HIGHWAY 99, LYNNWOOD	53015932 0.92294 N	RCRA CESQG		X	
47 A6	MEADOWDALE CHEVRON 5127 168TH ST SW, LYNNWOOD	53014893 0.95869 W	RCRA ND CSCSL LUST UST	X	X	
48 J5	ASH WAY RIGHT OF WAY 2023 164TH ST SW, LYNNWOOD	53016551 0.95937 E	CSCSL NFA	X		
49 J5	CHEVRON USA INC SS 95493 1606 164TH ST SW, LYNNWOOD	53016555 0.96395 E	RCRA ND CSCSL NFA UST	X	X	
50 J5	TEXACO STATION 632320099 1602 164TH ST SW, LYNNWOOD	53016557 0.96451 E	RCRA CESQG LUST UST	X	X	
51 B8	EXXON CO USA 74190 17523 HIGHWAY 99, LYNNWOOD	53015083 0.97717 SW	RCRA CESQG CSCSL UST	X	X	
52 B8	EZ MINI MART & SHELL 17426 HWY 99, LYNNWOOD	53015068 0.99163 SW	CSCSL LUST UST	X	X	
53 H9	MODERN SEWER CONST CO INC 17810 ASH WAY, ALDERWOOD MANOR	53016306 0.99507 SE	UST		X	

Exact Match Details

Map ID 1 0.001 M SE	GRID F6	PI ID # 53015983	LAT: 47.84909	LON: -122.28198	RELEASE +
	Site Name	UNOCAL SS NO 5533		Databases:	
	Address	16404 36TH AVE W LYNNWOOD, WA 980377001		LUST UST RCRA CESQG	

LUST *Leaking Underground Storage Tanks*

Site: SPRUCE MARKET 16404 36TH AVE W Lynnwood, WA 98037
Facility Site Id: 74865182
Alternate Name: UNOCAL STATION # 5533
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
1696	01/23/1990	06/01/1995	Cleanup Started	Soil
1696	01/23/1990	06/01/1995	Cleanup Started	Ground Water
3880	09/16/1992	06/01/1995	Cleanup Started	Soil
1696	01/23/1990	02/13/1998	Monitoring	Soil
1696	01/23/1990	02/13/1998	Monitoring	Ground Water

UST *Underground Storage Tanks*

Site: SPRUCE MARKET 16404 36TH AVE W LYNNWOOD, WA 98037
Facility Site Id: 74865182
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
36925	1OLD	Removed	1964-12-31		1/37448	Unleaded Gasoline
13159	2OLD	Removed	1964-12-31		1/13360	Leaded Gasoline
890	4OLD	Removed	1964-12-31		1/907	Used Oil/Waste Oil
40729	3	Operational	1991-10-23	10,000 to 19,999 Gallons	1/41302	Leaded Gasoline
40762	1	Operational	1991-10-23	10,000 to 19,999 Gallons	1/41336	Unleaded Gasoline
40762	1	Operational	1991-10-23	10,000 to 19,999 Gallons	2/41337	Diesel
40595	2	Operational	1991-10-26	10,000 to 19,999 Gallons	1/41168	Unleaded Gasoline

RCRA CESQG *RCRA Conditionally Exempt Small Quantity Generator*

Site: UNOCAL SS NO 5533 16404 36TH W LYNNWOOD, WA 98036
HANDLER ID: WAD988495032
NAICS DESC: Gasoline Stations with Convenience Stores
CONTACT NAME: GARY GUNDERSON
TSD ACTIVITY: N

Report Submission History

Category	Report Date

Exact Match Details

Map ID 1 0.001 M SE	GRID F6	PI ID # 53015983	LAT: 47.84909	LON: -122.28198	RELEASE +
	Site Name	UNOCAL SS NO 5533		Databases:	
	Address	16404 36TH AVE W LYNNWOOD, WA 980377001		LUST UST RCRA CESQG	

LQG	
SQG	
CESQG	02/21/1997
RCRA ND	

Last Report Details:

Site Name: UNOCAL SS NO 5533
Seq Number: 3
Received Date: 02/21/1997
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Map ID 2 0.072 M NW	GRID E5	PI ID # 53015978	LAT: 47.85013	LON: -122.28209	RELEASE +
	Site Name	CRYSTAL CLEANERS LYNNWOOD		Databases:	
	Address	3609 164TH ST SW STE D LYNNWOOD, WA 980877017		CSCSL NFA RCRA ND	

CSCSL NFA **Confirmed and Suspected Contaminated Sites List No Further Action**

Site: CRYSTAL CLEANERS LYNNWOOD 3609 164TH ST SW STE D LYNNWOOD, WA 98037

Facility Site ID: 32839377
County Name: Snohomish COUNTY
No Further Action Code: NFA after assessment, IRAP, or VCP
No Further Action Date: 12/10/1998

RCRA ND **RCRA No Designation**

Site: CRYSTAL CLEANERS LYNNWOOD 3609 164TH ST SW STE D LYNNWOOD, WA 98037
HANDLER ID: WAD988505053
NAICS DESC: Drycleaning and Laundry Services (except Coin-Operated)
CONTACT NAME: HAZEL KIM
FOUND VIOLATION: N
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	08/09/1999

Last Report Details:

Site Name: CRYSTAL CLEANERS LYNNWOOD
Seq Number: 2
Received Date: 08/09/1999
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Exact Match Details

Map ID 2 0.072 M NW	GRID E5	PI ID # 53015978	LAT: 47.85013	LON: -122.28209	RELEASE +
	Site Name	CRYSTAL CLEANERS LYNNWOOD		Databases:	
	Address	3609 164TH ST SW STE D LYNNWOOD, WA 980877017		CSCSL NFA RCRA ND	

Map ID 3 0.072 M NW	GRID E5	PI ID # 53015977	LAT: 47.85013	LON: -122.28209	USE ∇
	Site Name	MANOR MARKET		Databases:	
	Address	3609 164TH ST SW STE A LYNNWOOD, WA 98087		UST	

UST *Underground Storage Tanks*

Site: MANOR MARKET 3609 164TH ST SW STE A LYNNWOOD, WA 98087
Facility Site Id: 77492944
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
35130	1-P	Removed	1982-12-01	10,000 to 19,999 Gallons	1/35634	Unleaded Gasoline
16533	2-N	Removed	1982-12-01	10,000 to 19,999 Gallons	1/16777	Unleaded Gasoline
14070	3-R	Removed	1982-12-01	10,000 to 19,999 Gallons	1/14288	Leaded Gasoline
439205	2	Operational	1998-03-28	10,000 to 19,999 Gallons	1/439213	Unleaded Gasoline
439205	2	Operational	1998-03-28	10,000 to 19,999 Gallons	2/439214	Unleaded Gasoline
439204	1	Operational	1998-03-28	10,000 to 19,999 Gallons	1/439212	Unleaded Gasoline

Map ID 4 0.218 M NE	GRID F5	PI ID # 53016099	LAT: 47.85113	LON: -122.27841	USE ∇
	Site Name	ROADWAY EXPRESS INC LYNNWOOD		Databases:	
	Address	4119 OLD MILL RD LYNNWOOD, WA 98037		RCRA ND	

RCRA ND *RCRA No Designation*

Site: ROADWAY EXPRESS INC LYNNWOOD 4119 OLD MILL RD LYNNWOOD, WA 98037
HANDLER ID: WAD148711914
NAICS DESC: General Freight Trucking, Long-Distance, Truckload
CONTACT NAME: CLAY RICHTER
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	

Exact Match Details

Map ID 4 0.218 M NE	GRID F5	PI ID # 53016099	LAT: 47.85113	LON: -122.27841	USE
	Site Name	ROADWAY EXPRESS INC LYNNWOOD		Databases:	
	Address	4119 OLD MILL RD LYNNWOOD, WA 98037		RCRA ND	

CESQG	
RCRA ND	02/12/1990

Last Report Details:

Site Name: ROADWAY EXPRESS INC LYNNWOOD
Seq Number: 1
Received Date: 02/12/1990
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 5 0.353 M E	GRID G5	PI ID # 53037148	LAT: 47.84993	LON: -122.27449	USE
	Site Name	FRED MEYER FUEL 688		Databases:	
	Address	2902 164TH ST SW Lynnwood, WA 980873219		UST	

UST **Underground Storage Tanks**

Site: FRED MEYER 688 FM FUEL STOP 2902 164TH ST SW LYNNWOOD, WA 98087
Facility Site Id: 10415
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
620076	T1	Operational	2009-07-01		1/594466	Unleaded Gasoline
620077	T2	Operational	2009-07-01		1/594467	Unleaded Gasoline
620077	T2	Operational	2009-07-01		2/594468	Diesel

Map ID 6 0.371 M N	GRID E4	PI ID # 53015895	LAT: 47.85418	LON: -122.28458	USE
	Site Name	CEDAR CREST CLEANERS		Databases:	
	Address	17828 49TH WEST LYNNWOOD, WA 98037		UST	

UST **Underground Storage Tanks**

Site: CEDAR CREST CLEANERS 17828 49TH W LYNNWOOD, WA 98037
Facility Site Id: 32273534
County: Snohomish
Unit: NORTHWEST

Exact Match Details

Map ID 6 0.371 M N	GRID E4	PI ID # 53015895	LAT: 47.85418	LON: -122.28458	USE ∇
	Site Name	CEDAR CREST CLEANERS		Databases:	
	Address	17828 49TH WEST LYNNWOOD, WA 98037		UST	

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
32720	1	Removed	1964-12-31	111 TO 1,100 Gallons	1/33194	
32861	2	Removed	1964-12-31	111 TO 1,100 Gallons	1/33339	
32835	3	Removed	1964-12-31	111 TO 1,100 Gallons	1/33313	
33005	4	Removed	1964-12-31	111 TO 1,100 Gallons	1/33486	Leaded Gasoline
32770	5	Removed	1964-12-31	111 TO 1,100 Gallons	1/33246	

Map ID 7 0.536 M E	GRID H6	PI ID # 53016295	LAT: 47.84604	LON: -122.27137	USE ∇
	Site Name	ECH AUTO INC LYNNWOOD		Databases:	
	Address	18021 ALDERWOOD MALL BLVD STE LYNNWOOD, WA 980373909		RCRA ND	

RCRA ND **RCRA No Designation**

Site: ECH AUTO INC LYNNWOOD 18021 ALDERWOOD MALL BLVD STE LYNNWOOD, WA 98037
HANDLER ID: WAD988507083
NAICS DESC: General Automotive Repair
CONTACT NAME: LARRY ECHELBARGER
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	01/01/1994

Last Report Details:

Site Name: ECH AUTO INC LYNNWOOD
Seq Number: 1
Received Date: 01/01/1994
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 8 0.539 M NW	GRID C4	PI ID # 53015619	LAT: 47.85320	LON: -122.29188	RELEASE +
	Site Name	MASSOUD PROPERTY		Databases:	
	Address	16107 STATE HIGHWAY 99 LYNNWOOD, WA 98087		CSCSL CSCSL HSL	

CSCSL **Confirmed and Suspected Contaminated Sites List**

Exact Match Details

Map ID 8 0.539 M NW	GRID C4	PI ID # 53015619	LAT: 47.85320	LON: -122.29188	RELEASE +
	Site Name MASSOUD PROPERTY Address 16107 STATE HIGHWAY 99 LYNNWOOD, WA 98087			Databases: CSCSL CSCSL HSL	

Site: MASSOUD PROPERTY 16107 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 98646924
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Ranked, Awaiting Remedial Action (RA)
WARM Bin Number: 2

Affected Id: (/ Confirmed)

Confirmed Contaminates	Suspected Contaminates
EPA Priority Pollutants - Metals and Cyanide Polychlorinated biPhenyles (PCBs) Petroleum Products	Non-Halogenated Solvents

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	EPA Priority Pollutants - Metals and Cyanide Polychlorinated biPhenyles (PCBs) Petroleum Products Non-Halogenated Solvents

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	EPA Priority Pollutants - Metals and Cyanide Polychlorinated biPhenyles (PCBs) Petroleum Products Non-Halogenated Solvents

CSCSL HSL **Confirmed and Suspected Contaminated Sites List Hazardous Site List**

Site: MASSOUD PROPERTY 16107 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 98646924
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Ranked, Awaiting Remedial Action (RA)
WARM Bin Number: 2

EPA Priority Pollutants - Metals and Cyanide: C
Polychlorinated biPhenyles (PCBs): C
Petroleum Products: C
Non-Halogenated Solvents: S

EPA Priority Pollutants - Metals and Cyanide: S
Polychlorinated biPhenyles (PCBs): S
Petroleum Products: S
Non-Halogenated Solvents: S

EPA Priority Pollutants - Metals and Cyanide: S
Polychlorinated biPhenyles (PCBs): S
Petroleum Products: S
Non-Halogenated Solvents: S

Exact Match Details

Map ID 9 0.547 M NW	GRID D4	PI ID # 53015644	LAT: 47.85385	LON: -122.29143	RELEASE +
	Site Name	SPARKYS TOWING & AUTO RECYLCLING	Databases: CSCSL NFA		
	Address	16101 STATE HIGHWAY 99 LYNNWOOD, WA 98087			

CSCSL NFA **Confirmed and Suspected Contaminated Sites List No Further Action**

Site: SPARKYS TOWING & AUTO RECYLCLING 16101 HWY 99 LYNNWOOD, WA 98037

Facility Site ID: 16514824
County Name: Snohomish COUNTY
No Further Action Code: NFA after assessment, IRAP, or VCP
No Further Action Date: 06/19/2003

Map ID 10 0.557 M NW	GRID D4	PI ID # 53015645	LAT: 47.85413	LON: -122.29140	USE ∇
	Site Name	SNOHOMISH CNTY USED OIL COLLECT HWY 99	Databases: RCRA ND		
	Address	16076 STATE HIGHWAY 99 LYNNWOOD, WA 98087			

RCRA ND **RCRA No Designation**

Site: SNOHOMISH CNTY USED OIL COLLECT HWY 99 16076 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988476198
NAICS DESC: Administration of Air and Water Resource and Solid Waste Management Programs
CONTACT NAME: JACK WOLFIN
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	08/10/1990

Last Report Details:

Site Name: SNOHOMISH CNTY USED OIL COLLECT HWY 99
Seq Number: 1
Received Date: 08/10/1990
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 11 0.566 M SE	GRID H7	PI ID # 53016303	LAT: 47.84530	LON: -122.27117	USE ∇
	Site Name	PUGET WEST CORP	Databases: RCRA ND		
	Address	16902 28TH AVE W LYNNWOOD, WA 98037			

RCRA ND **RCRA No Designation**

Site: PUGET WEST CORP 16902 28TH AVE W CLEAN UP LYNNWOOD, WA 98036
HANDLER ID: WAD980985675
NAICS DESC: Commercial and Institutional Building Construction
CONTACT NAME: SCOTT MOLITOR
TSD ACTIVITY: N

Report Submission History

Exact Match Details

Map ID 11 0.566 M SE	GRID H7	PI ID # 53016303	LAT: 47.84530	LON: -122.27117	USE
	Site Name	PUGET WEST CORP		Databases:	
	Address	16902 28TH AVE W LYNNWOOD, WA 98037		RCRA ND	

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	08/13/1986

Last Report Details:

Site Name: PUGET WEST CORP
Seq Number: 1
Received Date: 08/13/1986
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 12 0.566 M SE	GRID H7	PI ID # 53016304	LAT: 47.84530	LON: -122.27117	USE
	Site Name	ALDER 16902 28TH AVE		Databases:	
	Address	16902 28TH AVE W LYNNWOOD, WA 98037		RCRA ND	

RCRA ND **RCRA No Designation**

Site: ALDER 16902 28TH AVE 16902 28TH AVE W LYNNWOOD, WA 98036
HANDLER ID: WAD982655607
NAICS DESC: Administration of Air and Water Resource and Solid Waste Management Programs
CONTACT NAME: LAURENCE ASHLEY
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	09/09/1988

Last Report Details:

Site Name: ALDER 16902 28TH AVE
Seq Number: 1
Received Date: 09/09/1988
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Exact Match Details

Map ID 13 0.570 M W	GRID C6	PI ID # 53015386	LAT: 47.84802	LON: -122.29420	RELEASE +
	Site Name	GOODYEAR TIRE & RUBBER CO ST8828	Databases: LUST UST RCRA ND		
	Address	16626 HIGHWAY 99 LYNNWOOD, WA 980373113			

LUST **Leaking Underground Storage Tanks**

Site: GOODYEAR LYNNWOOD 16626 HWY 99 Lynnwood, WA 98037
Facility Site Id: 97198576
Alternate Name: GOODYEAR LYNNWOOD
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
384225	06/13/1996	06/10/1996	Cleanup Started	Soil
384225	06/13/1996	07/16/1996	Reported Cleaned Up	Soil

UST **Underground Storage Tanks**

Site: GOODYEAR LYNNWOOD 16626 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 97198576
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
413891	1	Removed	1900-01-01			

RCRA ND **RCRA No Designation**

Site: GOODYEAR TIRE & RUBBER CO ST8828 16626 HWY 99 N LYNNWOOD, WA 98037
HANDLER ID: WA0000015859
NAICS DESC: Tire Dealers
CONTACT NAME: JIM DUTTON
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	02/03/2003

Last Report Details:

Site Name: GOODYEAR TIRE & RUBBER CO ST8828
Seq Number: 9
Received Date: 02/03/2003
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Exact Match Details

Map ID 14 0.576 M W	GRID C6	PI ID # 53015384	LAT: 47.84759	LON: -122.29423	USE ∇
	Site Name LYNNWOOD GAS & FOOD MART Address 16629 HIGHWAY 99 STE A LYNNWOOD, WA 98037			Databases: UST	

UST Underground Storage Tanks

Site: LYNNWOOD GAS & FOOD MART 16629 HWY 99 STE A LYNNWOOD, WA 98037
Facility Site Id: 61375174
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
482212	1	Operational	1998-08-12	20,000 to 29,999 Gallons	1/594524	Unleaded Gasoline
481880	2	Operational	1998-08-12	10,000 to 19,999 Gallons	1/481912	Unleaded Gasoline

Map ID 15 0.588 M W	GRID C5	PI ID # 53015361	LAT: 47.84999	LON: -122.29462	RELEASE +
	Site Name JERRY CHIN Address 16401 HWY 99 LYNNWOOD, WA 981193104			Databases: LUST UST	

LUST Leaking Underground Storage Tanks

Site: JERRY CHIN 16401 HWY 99 Lynnwood, WA 98119
Facility Site Id: 83654923
Alternate Name: KEELERS KORNER
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
3911	09/21/1992	06/01/1995	Cleanup Started	Soil
3911	09/21/1992	11/14/1996	Reported Cleaned Up	Soil

UST Underground Storage Tanks

Site: JERRY CHIN 16401 HWY 99 LYNNWOOD, WA 98119
Facility Site Id: 83654923
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
1111	1	Removed	1964-12-31		1/1134	Leaded Gasoline
1216	2	Removed	1964-12-31		1/1239	Leaded Gasoline

Exact Match Details

Map ID 16 0.589 M W	GRID C6	PI ID # 53015379	LAT: 47.84724	LON: -122.29439	RELEASE +
	Site Name	CAR CRAZY		Databases: CSCSL NFA	
	Address	16701 HIGHWAY 99 LYNNWOOD, WA 98037			

CSCSL NFA ***Confirmed and Suspected Contaminated Sites List No Further Action***

Site: CAR CRAZY 16701 HWY 99 LYNNWOOD, WA 98037

Facility Site ID: 25975
County Name: Snohomish COUNTY
No Further Action Code: NFA after assessment, IRAP, or VCP
No Further Action Date: 07/15/1998

Map ID 17 0.598 M W	GRID C6	PI ID # 53015363	LAT: 47.84723	LON: -122.29460	USE ∇
	Site Name	SNOHOMISH CNTY USED OIL COLLECT LYNNWOOD		Databases: RCRA ND	
	Address	16706 HIGHWAY 99 LYNNWOOD, WA 980373165			

RCRA ND ***RCRA No Designation***

Site: SNOHOMISH CNTY USED OIL COLLECT LYNNWOOD 16706 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988475604
NAICS DESC: Administration of Air and Water Resource and Solid Waste Management Programs
CONTACT NAME: DAVE SHEA
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	07/22/1992

Last Report Details:

Site Name: SNOHOMISH CNTY USED OIL COLLECT LYNNWOOD
Seq Number: 1
Received Date: 07/22/1992
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 18 0.600 M SE	GRID H7	PI ID # 53016291	LAT: 47.84400	LON: -122.27152	USE ∇
	Site Name	EVANS TIRE SVC CTRS 20		Databases: RCRA CESQG	
	Address	18121 ALDERWOOD MALL BLVD LYNNWOOD, WA 980363910			

RCRA CESQG ***RCRA Conditionally Exempt Small Quantity Generator***

Site: EVANS TIRE SVC CTRS 20 18121 ALDERWOOD MALL BLVD LYNNWOOD, WA 98036
HANDLER ID: WAD988499562
NAICS DESC: Other Automotive Mechanical and Electrical Repair and Maintenance
CONTACT NAME: STEVE ASBILL
FOUND VIOLATION: N
TSD ACTIVITY: N

Exact Match Details

Map ID 18 0.600 M SE	GRID H7	PI ID # 53016291	LAT: 47.84400	LON: -122.27152	USE
	Site Name	EVANS TIRE SVC CTRS 20		Databases: RCRA CESQG	
	Address	18121 ALDERWOOD MALL BLVD LYNNWOOD, WA 980363910			

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	05/10/2001
RCRA ND	

Last Report Details:

Site Name: EVANS TIRE SVC CTRS 20
Seq Number: 11
Received Date: 05/10/2001
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Map ID 19 0.606 M W	GRID C6	PI ID # 53015357	LAT: 47.84705	LON: -122.29470	USE
	Site Name	FRANK KEELER		Databases: UST	
	Address	16728 STATE HIGHWAY 99 LYNNWOOD, WA 98037			

UST **Underground Storage Tanks**

Site: FRANK KEELER 16728 HIGHWAY 99 LYNNWOOD, WA 98037
Facility Site Id: 49118691
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
31675	1	Removed	1964-12-31	111 TO 1,100 Gallons	1/32130	Used Oil/Waste Oil
31891	2	Closed in Place	1964-12-31	111 TO 1,100 Gallons	1/32351	Leaded Gasoline
31752	3	Closed in Place	1964-12-31	111 TO 1,100 Gallons	1/32208	Leaded Gasoline
31925	4	Closed in Place	1964-12-31	111 TO 1,100 Gallons	1/32385	Unleaded Gasoline
31643	5	Closed in Place	1964-12-31	111 TO 1,100 Gallons	1/32098	Unleaded Gasoline

Map ID 20 0.653 M SE	GRID H7	PI ID # 53016298	LAT: 47.84292	LON: -122.27135	USE
	Site Name	SHADES OF SEATTLE INC 172ND ST		Databases: RCRA ND	
	Address	2824 172ND ST SW LYNNWOOD, WA 980373938			

RCRA ND **RCRA No Designation**

Site: SHADES OF SEATTLE INC 172ND ST 2824 172ND ST SW LYNNWOOD, WA 98037
HANDLER ID: WAH000009761

Exact Match Details

Map ID 20 0.653 M SE	GRID H7	PI ID # 53016298	LAT: 47.84292	LON: -122.27135	USE
	Site Name SHADES OF SEATTLE INC 172ND ST **Address** 2824 172ND ST SW LYNNWOOD, WA 980373938			Databases: RCRA ND	

NAICS DESC: All Other Miscellaneous Store Retailers (except Tobacco Stores)
CONTACT NAME: TED PETERSON
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	04/03/2003

Last Report Details:

Site Name: SHADES OF SEATTLE INC 172ND ST
Seq Number: 2
Received Date: 04/03/2003
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 21 0.662 M W	GRID C6	PI ID # 53015232	LAT: 47.84823	LON: -122.29622	RELEASE
	Site Name ALDERWOOD WATER & WASTEWATER LIFT STN 5 **Address** 5016 164TH ST SW LYNNWOOD, WA 98037			Databases: CSCSL	

CSCSL **Confirmed and Suspected Contaminated Sites List**

Site: ALDERWOOD WATER & WASTEWATER LIFT STN 5 5016 164TH ST SW LYNNWOOD, WA 98037
Facility Site Id: 1292152
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Awating Site Hazard Assessment (SHA)
Program Plan Code: Independent

Affected Id: (/ Confirmed)

Confirmed Contaminates	Suspected Contaminates
Petroleum Products	

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	Petroleum Products

Exact Match Details

Map ID 22 0.674 M SW	GRID C7	PI ID # 53015319	LAT: 47.84516	LON: -122.29530	USE
	Site Name	DUNN LUMBER CO NORTHWEST INC		Databases: UST	
	Address	16920 STATE HIGHWAY 99 LYNNWOOD, WA 98037			

UST **Underground Storage Tanks**

Site: DUNN LUMBER CO NORTHWEST INC 16920 HIWAY 99 LYNNWOOD, WA 98037
Facility Site Id: 13994471
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
30730	1	Removed	1964-12-31	111 TO 1,100 Gallons	1/31168	Unleaded Gasoline

Map ID 23 0.678 M SE	GRID G8	PI ID # 53016219	LAT: 47.84065	LON: -122.27452	USE
	Site Name	AGI BUSINESS PARK		Databases: RCRA ND	
	Address	3616 S RD LYNNWOOD, WA 98037			

RCRA ND **RCRA No Designation**

Site: AGI BUSINESS PARK 3616 S RD LYNNWOOD, WA 98037
HANDLER ID: WAD988473369
NAICS DESC: Commercial and Institutional Building Construction
CONTACT NAME: ALISON THOMAS
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	04/04/1990

Last Report Details:

Site Name: AGI BUSINESS PARK
Seq Number: 1
Received Date: 04/04/1990
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 24 0.680 M E	GRID H5	PI ID # 53016380	LAT: 47.85188	LON: -122.26794	USE
	Site Name	BERLEX LABORATORIES LYNNWOOD		Databases: RCRA LQG	
	Address	2625 162ND ST SW LYNNWOOD, WA 980873263			

RCRA LQG **RCRA Large Quantity Generator**

Site: BAYER HEALTHCARE PHARMACEUTICALS LLC 2625 162ND ST SW LYNNWOOD, WA 98037
HANDLER ID: WAH000025794
NAICS DESC: Pharmaceutical and Medicine Manufacturing
CONTACT NAME: DONNA HOSKINS

Exact Match Details

Map ID 24 0.680 M E	GRID H5	PI ID # 53016380	LAT: 47.85188	LON: -122.26794	USE
	Site Name	BERLEX LABORATORIES LYNNWOOD		Databases: RCRA LQG	
	Address	2625 162ND ST SW LYNNWOOD, WA 980873263			

FOUND VIOLATION: Y
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	12/31/2007, 01/14/2008
SQG	
CESQG	
RCRA ND	12/31/2005

Last Report Details:

Site Name: BAYER HEALTHCARE PHARMACEUTICALS LLC
Seq Number: 5
Received Date: 01/14/2008
Transfer Facility:
Federal Waste Generator: Large Quantity Generator
State Waste Generator: Large Quantity Generator

Map ID 25 0.684 M W	GRID C6	PI ID # 53015265	LAT: 47.84592	LON: -122.29597	RELEASE
	Site Name	WALGREEN PROPERTY		Databases: CSCSL	
	Address	16824 HWY 99 LYNNWOOD, WA 98037			

CSCSL **Confirmed and Suspected Contaminated Sites List**

Site: WALGREEN PROPERTY 16824 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 8467648
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Awating Site Hazard Assessment (SHA)

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	Petroleum Products

Affected Id: (/ Confirmed)

Confirmed Contaminates	Suspected Contaminates
Petroleum Products	

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	Petroleum Products

Exact Match Details

Map ID 26 0.686 M W	GRID C6	PI ID # 53015245	LAT: 47.84615	LON: -122.29613	USE
	Site Name LAKE SERENE AUTO MARINE ELECTRIC Address 16809 F HWY 99 LYNNWOOD, WA 98037			Databases: RCRA ND	

RCRA ND **RCRA No Designation**

Site: LAKE SERENE AUTO MARINE ELECTRIC 16809 F HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAR000009035
CONTACT NAME: NA NA
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	06/05/1996
CESQG	
RCRA ND	12/29/1997, 08/18/1999, 05/22/2001

Last Report Details:

Site Name: LAKE SERENE AUTO MARINE ELECTRIC
Seq Number: 4
Received Date: 05/22/2001
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 27 0.702 M NW	GRID D2	PI ID # 53015814	LAT: 47.85869	LON: -122.28698	USE
	Site Name SITE SE03 LYNNWOOD Address 15423 STATE HIGHWAY 99 LYNNWOOD, WA 98087			Databases: UST	

UST **Underground Storage Tanks**

Site: SE03 LYNNWOOD 15423 HWY 99 N LYNNWOOD, WA 98037
Facility Site Id: 23775175
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
10056	SE-03	Removed	1985-12-15	111 TO 1,100 Gallons	1/10223	

Map ID 28 0.725 M N	GRID E2	PI ID # 53015834	LAT: 47.85913	LON: -122.28657	USE
	Site Name STURDY WELD EQUIPMENT & DESIGN INC Address 15405 STATE HIGHWAY 99 LYNNWOOD, WA 98087			Databases: RCRA ND UST	

RCRA ND **RCRA No Designation**

Site: RELIANCE TRAILER CO STURDYWELD DIV 15405 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988500666
NAICS DESC: All Other Miscellaneous Fabricated Metal Product Manufacturing
CONTACT NAME: TERRY FOUST

Exact Match Details

Map ID 28 0.725 M N	GRID E2	PI ID # 53015834	LAT: 47.85913	LON: -122.28657	USE
	Site Name	STURDY WELD EQUIPMENT & DESIGN INC		Databases: RCRA ND UST	
	Address	15405 STATE HIGHWAY 99 LYNNWOOD, WA 98087			

TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	01/12/2004

Last Report Details:

Site Name: RELIANCE TRAILER CO STURDYWELD DIV
Seq Number: 12
Received Date: 01/12/2004
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

UST **Underground Storage Tanks**

Site: GR SEVERSON CO INC 15405 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 40612191
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
804	1	Removed	1964-12-31		1/820	
768	2	Removed	1964-12-31		1/782	
862	3	Removed	1964-12-31		1/879	
720	4	Exempt	1964-12-31		1/734	

Map ID 29 0.733 M SW	GRID C7	PI ID # 53036382	LAT: 47.84392	LON: -122.29580	RELEASE
	Site Name			Databases: ERNS	
	Address	17026 HIGHWAY 99 LYNNWOOD, WA 98037			

ERNS **Emergency Response Notification System**

SEQNOS: 644
DESCRIPTION_OF_INCIDENT: THE CALLER REPORTED THAT MATERIAL IS BEING DISCHARGED FROM A FORMER JUNK YARD. THIS HAS BEEN GOING ON FOR SEVERAL YEARS. R/V HOMES ARE LOCATED ON THE JUNK YARD NOW.
TYPE_OF_INCIDENT: FIXED
INCIDENT_CAUSE: UNKNOWN
INCIDENT_DATE_TIME: 2008-01-10T00:00:00
INCIDENT_DTG: DISCOVERED
LOCATION_ADDRESS: 17026 HWY 99
LOCATION_NEAREST_CITY: LYNNWOOD
LOCATION_COUNTY: SNOHOMISH
LOCATION_STATE: WA

Exact Match Details

Map ID 30 0.738 M NE	GRID H3	PI ID # 53016284	LAT: 47.85727	LON: -122.27176	USE ∇
	Site Name	MANOR WAY CENTRAL OFFICE (2850BO1)		Databases: UST	
	Address	2831 156TH ST SW LYNNWOOD, WA 98087			

UST **Underground Storage Tanks**

Site: MANOR WAY CENTRAL OFFICE 2850BO1 2831 156TH SW SNOHOMISH, WA 98036
Facility Site Id: 49566852
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
13408	2850-B01-2	Exempt	1964-12-31	111 TO 1,100 Gallons	1/13614	Used Oil/Waste Oil
13166	2850-B01-1	Removed	1982-01-01	2,001 to 4,999 Gallons	1/13367	Diesel

Map ID 31 0.787 M SW	GRID B7	PI ID # 53015115	LAT: 47.84522	LON: -122.29797	USE ∇
	Site Name	KING AUTO BODY PAINT		Databases: RCRA ND	
	Address	16923 48TH AVE W LYNNWOOD, WA 980376803			

RCRA ND **RCRA No Designation**

Site: KING AUTO BODY PAINT 16923 48TH AVE W LYNNWOOD, WA 98037
HANDLER ID: WAD982820177
NAICS DESC: Automotive Body, Paint, and Interior Repair and Maintenance
CONTACT NAME: RUSSELL COGHLAN
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	08/04/1989

Last Report Details:

Site Name: KING AUTO BODY PAINT
Seq Number: 1
Received Date: 08/04/1989
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 32 0.798 M NW	GRID D2	PI ID # 53015822	LAT: 47.86018	LON: -122.28679	RELEASE +
	Site Name	MIDWAY TAVERN		Databases: LUST UST	
	Address	15205 HIGHWAY 99 MARYSVILLE, WA 982011306			

LUST **Leaking Underground Storage Tanks**

Site: MIDWAY TAVERN 15205 HIGHWAY 99 Marysville, WA 98201

Exact Match Details

Map ID 32 0.798 M NW	GRID D2	PI ID # 53015822	LAT: 47.86018	LON: -122.28679	RELEASE +
	Site Name	MIDWAY TAVERN	Databases:		
	Address	15205 HIGHWAY 99 MARYSVILLE, WA 982011306	LUST	UST	

Facility Site Id: 68627865
Alternate Name: MIDWAY TAVERN
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
3283	04/23/1992	06/01/1995	Cleanup Started	Soil
3283	04/23/1992	06/01/1995	Cleanup Started	Ground Water

UST Underground Storage Tanks

Site: MIDWAY TAVERN 15205 HIGHWAY 99 MARYSVILLE, WA 98201
Facility Site Id: 68627865
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
43123	1	Removed	1964-12-31	111 TO 1,100 Gallons	1/43734	Leaded Gasoline
43097	2	Exempt	1964-12-31	111 TO 1,100 Gallons	1/43707	Heating Fuel

Map ID 33 0.809 M N	GRID F2	PI ID # 53016040	LAT: 47.86076	LON: -122.28046	RELEASE +
	Site Name	ALDERWOOD WATER & WASTEWATER DIST	Databases:		
	Address	15204 35TH AVE W LYNNWOOD, WA 980872306	LUST	UST	RCRA CESQG

LUST Leaking Underground Storage Tanks

Site: ALDERWOOD WATER DISTRICT 15204 35TH AVE W Lynnwood, WA 98037
Facility Site Id: 71724413
Alternate Name: ALDERWOOD WATER DIST MAINT SHOP
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
5151	03/21/1994	04/26/1994	Awaiting Cleanup	Soil
5151	03/21/1994	04/26/1994	Awaiting Cleanup	Ground Water
5151	03/21/1994	01/20/1999	Reported Cleaned Up	Soil
5151	03/21/1994	01/20/1999	Reported Cleaned Up	Ground Water

UST Underground Storage Tanks

Site: ALDERWOOD WATER DISTRICT 15204 35TH AVE W LYNNWOOD, WA 98037
Facility Site Id: 71724413
County: Snohomish
Unit: NORTHWEST

Exact Match Details

Map ID 33 0.809 M N	GRID F2	PI ID # 53016040	LAT: 47.86076	LON: -122.28046	RELEASE +
	Site Name	ALDERWOOD WATER & WASTEWATER DIST	Databases: LUST UST RCRA CESQG		
	Address	15204 35TH AVE W LYNNWOOD, WA 980872306			

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
40056	1.	Removed	1971-12-20	5,000 to 9,999 Gallons	1/40618	Leaded Gasoline
34880	2.	Removed	1971-12-20	5,000 to 9,999 Gallons	1/35383	Diesel
38015	3.	Removed	1975-10-06	10,000 to 19,999 Gallons	1/38549	Unleaded Gasoline

RCRA CESQG **RCRA Conditionally Exempt Small Quantity Generator**

Site: ALDERWOOD WATER & WASTEWATER DIST 15204 35TH AVE W LYNNWOOD, WA 98037
HANDLER ID: WA0000097683
NAICS DESC: Water Supply and Irrigation Systems
CONTACT NAME: LARRY BENFIELD
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	12/31/2003, 06/22/2004
RCRA ND	

Last Report Details:

Site Name: ALDERWOOD WATER & WASTEWATER DIST
Seq Number: 11
Received Date: 06/22/2004
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Map ID 34 0.825 M N	GRID E2	PI ID # 53032917	LAT: 47.86083	LON: -122.28517	RELEASE +
	Site Name	THE BACK LOT	Databases: ERNS		
	Address	15106 HIGHWAY 99 LYNNWOOD, WA 98087			

ERNS **Emergency Response Notification System**

SEQNOS: 511
DESCRIPTION_OF_INCIDENT: CALLER STATED DUE TO EQUIPMENT FAILURE ON A TANK THERE IS A RELEASE OF MATERIALS ONTO THE GROUND.
TYPE_OF_INCIDENT: STORAGE TANK
INCIDENT_CAUSE: EQUIPMENT FAILURE
INCIDENT_DATE_TIME: 2005-12-21T12:00:00
INCIDENT_DTG: OCCURRED
INCIDENT_LOCATION: THE BACK LOT
LOCATION_ADDRESS: 15106 HWY 99
LOCATION_STREET1: BODY SHOP
LOCATION_NEAREST_CITY: LYNNWOOD

Exact Match Details

Map ID 34 0.825 M N	GRID E2	PI ID # 53032917	LAT: 47.86083	LON: -122.28517	RELEASE +
	Site Name THE BACK LOT Address 15106 HIGHWAY 99 LYNNWOOD, WA 98087			Databases: ERNS	

LOCATION_COUNTY: SNOHOMISH
LOCATION_STATE: WA
LOCATION_ZIP: 98087

Map ID 35 0.835 M N	GRID E2	PI ID # 53015877	LAT: 47.86101	LON: -122.28500	USE ∇
	Site Name LYNNWOOD RADIATOR INC Address 15104 STATE HIGHWAY 99 LYNNWOOD, WA 98087			Databases: RCRA ND	

RCRA ND **RCRA No Designation**

Site: LYNNWOOD RADIATOR INC 15104 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988516464
FOUND VIOLATION: N
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	12/31/1993, 02/07/1997, 06/12/1997, 09/23/1998, 04/15/1999, 06/14/2000
RCRA ND	08/05/2002

Last Report Details:

Site Name: LYNNWOOD RADIATOR INC
Seq Number: 7
Received Date: 08/05/2002
Transfer Facility:
Federal Waste Generator:
State Waste Generator:

Map ID 36 0.840 M SW	GRID B8	PI ID # 53015180	LAT: 47.84214	LON: -122.29686	USE ∇
	Site Name PONTIAC GMC OF LYNNWOOD Address 17315 HIGHWAY 99 LYNNWOOD, WA 98037			Databases: RCRA ND	

RCRA ND **RCRA No Designation**

Site: PONTIAC GMC OF LYNNWOOD 17315 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988510616
NAICS DESC: New Car Dealers
CONTACT NAME: LAWRENCE THORNE
FOUND VIOLATION: N
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	

Exact Match Details

Map ID 36 0.840 M SW	GRID B8	PI ID # 53015180	LAT: 47.84214	LON: -122.29686	USE
	Site Name PONTIAC GMC OF LYNNWOOD **Address** 17315 HIGHWAY 99 LYNNWOOD, WA 98037			Databases: RCRA ND	

CESQG	
RCRA ND	08/18/1998

Last Report Details:

Site Name: PONTIAC GMC OF LYNNWOOD
Seq Number: 7
Received Date: 08/18/1998
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 37 0.854 M E	GRID I5	PI ID # 53016485	LAT: 47.84982	LON: -122.26361	USE
	Site Name WA DOT NW REGION PARCEL 115553 **Address** 2226 164TH ST SW LYNNWOOD, WA 980877803			Databases: RCRA ND	

RCRA ND ***RCRA No Designation***

Site: WA DOT NW REGION PARCEL 115553 2226 164TH ST SW LYNNWOOD, WA 98037
HANDLER ID: WAH000003558
NAICS DESC: Regulation and Administration of Transportation Programs
CONTACT NAME: STEPHEN STRASSMAN
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	10/15/1998

Last Report Details:

Site Name: WA DOT NW REGION PARCEL 115553
Seq Number: 3
Received Date: 10/15/1998
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 38 0.857 M N	GRID E2	PI ID # 53015903	LAT: 47.86138	LON: -122.28446	USE
	Site Name MOSHERS A1 AUTO BODY **Address** 15107 STATE HIGHWAY 99 LYNNWOOD, WA 98087			Databases: RCRA ND	

RCRA ND ***RCRA No Designation***

Site: MOSHERS A1 AUTO BODY 15107 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD981760390

Exact Match Details

Map ID 38 0.857 M N	GRID E2	PI ID # 53015903	LAT: 47.86138	LON: -122.28446	USE
	Site Name	MOSHERS A1 AUTO BODY		Databases:	
	Address	15107 STATE HIGHWAY 99 LYNNWOOD, WA 98087		RCRA ND	

NAICS DESC: Automotive Body, Paint, and Interior Repair and Maintenance
CONTACT NAME: ERNIE MOSHER
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	06/14/1993

Last Report Details:

Site Name: MOSHERS A1 AUTO BODY
Seq Number: 1
Received Date: 06/14/1993
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 39 0.869 M N	GRID E2	PI ID # 53015902	LAT: 47.86156	LON: -122.28449	USE
	Site Name	COLLISION PLUS INC		Databases:	
	Address	15020 HIGHWAY 99 LYNNWOOD, WA 980872318		RCRA ND	

RCRA ND **RCRA No Designation**

Site: COLLISION PLUS INC 15020 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD118970631
NAICS DESC: Other Automotive Mechanical and Electrical Repair and Maintenance
CONTACT NAME: TOM GRAYSON
FOUND VIOLATION: N
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	04/03/2003

Last Report Details:

Site Name: COLLISION PLUS INC
Seq Number: 9
Received Date: 04/03/2003
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Exact Match Details

Map ID 39 0.869 M N	GRID E2	PI ID # 53015902	LAT: 47.86156	LON: -122.28449	USE
	Site Name	COLLISION PLUS INC		Databases:	
	Address	15020 HIGHWAY 99 LYNNWOOD, WA 980872318		RCRA ND	

Map ID 40 0.872 M SW	GRID B8	PI ID # 53015162	LAT: 47.84171	LON: -122.29725	USE
	Site Name	HWY 99 LYNNWOOD WASTE		Databases:	
	Address	17207 HWY 99 LYNNWOOD, WA 98037		RCRA ND	

RCRA ND **RCRA No Designation**

Site: HWY 99 LYNNWOOD WASTE 17207 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988502241
NAICS DESC: Administration of Air and Water Resource and Solid Waste Management Programs
CONTACT NAME: BRIDGETT HOOVER
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	03/09/1992

Last Report Details:

Site Name: HWY 99 LYNNWOOD WASTE
Seq Number: 1
Received Date: 03/09/1992
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 41 0.883 M N	GRID E2	PI ID # 53015908	LAT: 47.86178	LON: -122.28428	USE
	Site Name	GREASE MONKEY LAKE SERENE		Databases:	
	Address	15006 STATE HIGHWAY 99 LYNNWOOD, WA 98087		RCRA CESQG	

RCRA CESQG **RCRA Conditionally Exempt Small Quantity Generator**

Site: GREASE MONKEY LAKE SERENE 15006 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD988495305
NAICS DESC: General Automotive Repair
CONTACT NAME: DUANE SEVESES
FOUND VIOLATION: N
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	02/03/2003

Exact Match Details

Map ID 41 0.883 M N	GRID E2	PI ID # 53015908	LAT: 47.86178	LON: -122.28428	USE ∇
	Site Name GREASE MONKEY LAKE SERENE **Address** 15006 STATE HIGHWAY 99 LYNNWOOD, WA 98087			Databases: RCRA CESQG	

RCRA ND	

Last Report Details:

Site Name: GREASE MONKEY LAKE SERENE
Seq Number: 9
Received Date: 02/03/2003
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Map ID 42 0.890 M E	GRID J5	PI ID # 53016503	LAT: 47.84981	LON: -122.26283	USE ∇
	Site Name ASHWAY SHELL **Address** 2130 164TH ST SW LYNNWOOD, WA 98087			Databases: UST	

UST ***Underground Storage Tanks***

Site: ASHWAY SERVICE 2130 164TH SW LYNNWOOD, WA 98027
Facility Site Id: 99788822
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
503652	L334079	Operational	1999-04-13		1/503724	Unleaded Gasoline
503652	L334079	Operational	1999-04-13		2/503725	Diesel
503653	L334105	Operational	1999-04-13		1/503726	Unleaded Gasoline

Map ID 43 0.907 M SW	GRID B8	PI ID # 53036389	LAT: 47.84132	LON: -122.29776	RELEASE +
	Site Name **Address** 17300 HIGHWAY 99 LYNNWOOD, WA 98037			Databases: ERNS	

ERNS ***Emergency Response Notification System***

SEQNOS: 676
DESCRIPTION_OF_INCIDENT: CALLER STATED THAT A DAY TANK WAS OVER FILLED AND DISCHARGED 200 GALLONS OF DIESEL FUEL INTO THE BUILDING AND SOME MAY HAVE GONE INTO A STORM DRAIN.
TYPE_OF_INCIDENT: STORAGE TANK
INCIDENT_CAUSE: UNKNOWN
INCIDENT_DATE_TIME: 2007-02-12T07:50:00
INCIDENT_DTG: OCCURRED
INCIDENT_LOCATION: CENTRAL TELEPHONE SWITCH OFFICE
LOCATION_ADDRESS: 17300 HWY 99
LOCATION_NEAREST_CITY: LYNNWOOD
LOCATION_COUNTY: SNOHOMISH
LOCATION_STATE: WA

Exact Match Details

Map ID 44 0.914 M N	GRID F1	PI ID # 53035959	LAT: 47.86228	LON: -122.28049	USE
	Site Name	BEHAR MARKETING INC		Databases:	
	Address	15022 35TH AVE W BLDG 1 LYNNWOOD, WA 98087		RCRA CESQG	

RCRA CESQG **RCRA Conditionally Exempt Small Quantity Generator**

Site: BEHAR MARKETING INC 15022 35TH AVE W BLDG 1 LYNNWOOD, WA 98087
HANDLER ID: WAH000031715
NAICS DESC: Textile Bag Mills
CONTACT NAME: SALLY BEHAR
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	12/31/2007, 04/17/2008
RCRA ND	

Last Report Details:

Site Name: BEHAR MARKETING INC
Seq Number: 2
Received Date: 04/17/2008
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Map ID 45 0.917 M SW	GRID B8	PI ID # 53015127	LAT: 47.84114	LON: -122.29784	USE
	Site Name	AT&T COMMUNICATION INC		Databases:	
	Address	17300 HWY 99 LYNNWOOD, WA 98036		RCRA ND UST	

RCRA ND **RCRA No Designation**

Site: AT&T LYNNWOOD 17300 HWY 99 LYNNWOOD, WA 98037
HANDLER ID: WAD982654923
NAICS DESC: All Other Information Services
CONTACT NAME: GEOFF SMITH
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	12/31/2007, 02/11/2008

Last Report Details:

Site Name: AT&T LYNNWOOD
Seq Number: 10
Received Date: 02/11/2008
Transfer Facility:

Exact Match Details

Map ID 45 0.917 M SW	GRID B8	PI ID # 53015127	LAT: 47.84114	LON: -122.29784	USE
	Site Name	AT&T COMMUNICATION INC		Databases:	
	Address	17300 HWY 99 LYNNWOOD, WA 98036		RCRA ND UST	

Federal Waste Generator: N
State Waste Generator: N

UST **Underground Storage Tanks**

Site: AT&T COMMUNICATIONS INC 17300 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 91234856
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
567052	FOST-1	Operational	2000-12-07		1/567073	Diesel
567054	FOST-2	Operational	2000-12-07		1/567074	Diesel
567056	FOST-3	Operational	2000-12-07		1/567075	Diesel

Map ID 46 0.923 M N	GRID E1	PI ID # 53015932	LAT: 47.86240	LON: -122.28370	USE
	Site Name	HIGH POINT CLEANERS		Databases:	
	Address	14920 HIGHWAY 99 LYNNWOOD, WA 980872300		RCRA CESQG	

RCRA CESQG **RCRA Conditionally Exempt Small Quantity Generator**

Site: HIGH POINT CLEANERS 14920 HWY 99 N LYNNWOOD, WA 98037
HANDLER ID: WAD988519773
NAICS DESC: Drycleaning and Laundry Services (except Coin-Operated)
CONTACT NAME: HUI HEO
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	06/06/1997
RCRA ND	

Last Report Details:

Site Name: HIGH POINT CLEANERS
Seq Number: 2
Received Date: 06/06/1997
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Map ID 47 0.959 M W	GRID A6	PI ID # 53014893	LAT: 47.84652	LON: -122.30232	RELEASE
	Site Name	MEADOWDALE CHEVRON		Databases:	
	Address	5127 168TH ST SW LYNNWOOD, WA 980376816		CSCSL LUST UST RCRA ND	

CSCSL **Confirmed and Suspected Contaminated Sites List**

Exact Match Details

Map ID 47 0.959 M W	GRID A6	PI ID # 53014893	LAT: 47.84652	LON: -122.30232	RELEASE +
	Site Name	MEADOWDALE CHEVRON		Databases:	
	Address	5127 168TH ST SW LYNNWOOD, WA 980376816		CSCSL LUST UST RCRA ND	

Site: MEADOWDALE CHEVRON 5127 168TH ST SW LYNNWOOD, WA 98037-6816
Facility Site Id: 29134118
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Remedial Action in progress
Program Plan Code: VCP

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	Petroleum Products

Affected Id: (/ Confirmed)

Confirmed Contaminates	Suspected Contaminates
Petroleum Products	

LUST Leaking Underground Storage Tanks

Site: MEADOWDALE CHEVRON 5127 168TH ST SW Lynnwood, WA 98037
Facility Site Id: 29134118
Alternate Name: CHEVRON STATION # 9-3471
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
375274	07/12/1996	07/12/1996	Awaiting Cleanup	Soil
375274	07/12/1996	07/12/1996	Awaiting Cleanup	Ground Water
375274	07/12/1996	03/19/2001	Cleanup Started	Soil
375274	07/12/1996	03/19/2001	Cleanup Started	Ground Water
591972	03/01/2005	04/15/2005	Awaiting Cleanup	Ground Water
591972	03/01/2005	04/15/2005	Awaiting Cleanup	Soil

UST Underground Storage Tanks

Site: MEADOWDALE CHEVRON 5127 168TH ST SW LYNNWOOD, WA 98037
Facility Site Id: 29134118
County: Snohomish
Unit: NORTHWEST

Exact Match Details

Map ID 47 0.959 M W	GRID A6	PI ID # 53014893	LAT: 47.84652	LON: -122.30232	RELEASE +
	Site Name	MEADOWDALE CHEVRON		Databases:	
	Address	5127 168TH ST SW LYNNWOOD, WA 980376816		CSCSL LUST UST RCRA ND	

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
18956	1	Removed	1960-01-01		1/19237	Unleaded Gasoline
19096	3	Removed	1960-01-01		1/19377	Unleaded Gasoline
18994	5	Removed	1960-01-01	111 TO 1,100 Gallons	1/19275	Used Oil/Waste Oil
19229	4	Exempt	1964-12-31	111 TO 1,100 Gallons	1/19512	
19106	2	Removed	1971-01-01		1/19389	Leaded Gasoline
434633	PLUS 705319	Operational	1996-09-01		1/441506	Unleaded Gasoline
434643	SUPER 705329	Operational	1996-09-01		1/441504	Unleaded Gasoline
434638	UNLED 705361	Operational	1996-09-01		1/441505	Unleaded Gasoline

RCRA ND **RCRA No Designation**

Site: MEADOWDALE CHEVRON 5127 168TH ST SW LYNNWOOD, WA 98037
HANDLER ID: WAD988498762
NAICS DESC: Gasoline Stations with Convenience Stores
CONTACT NAME: KATHY NORRIS
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	03/24/2000

Last Report Details:

Site Name: MEADOWDALE CHEVRON
Seq Number: 7
Received Date: 03/24/2000
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 48 0.959 M E	GRID J5	PI ID # 53016551	LAT: 47.84988	LON: -122.26135	RELEASE +
	Site Name	ASH WAY RIGHT OF WAY		Databases:	
	Address	2023 164TH ST SW LYNNWOOD, WA 98087		CSCSL NFA	

CSCSL NFA **Confirmed and Suspected Contaminated Sites List No Further Action**

Exact Match Details

Map ID 48 0.959 M E	GRID J5	PI ID # 53016551	LAT: 47.84988	LON: -122.26135	RELEASE +
	Site Name	ASH WAY RIGHT OF WAY		Databases:	
	Address	2023 164TH ST SW LYNNWOOD, WA 98087		CSCSL NFA	

Site: ASH WAY RIGHT OF WAY 2023 164TH ST SW LYNNWOOD, WA 98037-7801

Facility Site ID: 2854
County Name: Snohomish COUNTY
No Further Action Code: NFA after assessment, IRAP, or VCP
No Further Action Date: 02/25/2003

Map ID 49 0.964 M E	GRID J5	PI ID # 53016555	LAT: 47.84977	LON: -122.26124	RELEASE +
	Site Name	CHEVRON USA INC SS 95493		Databases:	
	Address	1606 164TH ST SW LYNNWOOD, WA 980878518		CSCSL NFA UST RCRA ND	

CSCSL NFA **Confirmed and Suspected Contaminated Sites List No Further Action**

Site: CHEVRON USA INC SS 95493 1606 164TH SW ALDERWOOD MANOR, WA 98037

Facility Site ID: 67449259
County Name: Snohomish COUNTY
No Further Action Code: NFA after assessment, IRAP, or VCP
No Further Action Date: 02/09/2006

UST **Underground Storage Tanks**

Site: CHEVRON 95493 1606 164TH SW ALDERWOOD MANOR, WA 98037
Facility Site Id: 67449259
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
19725	1	Removed	1964-12-31		1/20010	Unleaded Gasoline
19875	2	Removed	1964-12-31		1/20163	Leaded Gasoline
19595	3	Removed	1964-12-31		1/19880	Unleaded Gasoline
19793	4	Removed	1964-12-31		1/20080	
19764	5	Removed	1964-12-31	111 TO 1,100 Gallons	1/20049	
19933	6	Removed	1964-12-31	111 TO 1,100 Gallons	1/20221	Used Oil/Waste Oil
28295	#1 19674A	Removed	1988-11-09	10,000 to 19,999 Gallons	1/28682	Unleaded Gasoline
32330	#2 19671A	Removed	1988-11-09	10,000 to 19,999 Gallons	1/32796	Unleaded Gasoline
30303	#3 19673A	Removed	1988-11-09	10,000 to 19,999 Gallons	1/30730	Leaded Gasoline

RCRA ND **RCRA No Designation**

Site: CHEVRON USA INC SS 95493 1606 164TH SW ALDERWOOD MANOR, WA 98037
HANDLER ID: WAD988487724
NAICS DESC: Remediation Services

Exact Match Details

Map ID 49 0.964 M E	GRID J5	PI ID # 53016555	LAT: 47.84977	LON: -122.26124	RELEASE +
	Site Name	CHEVRON USA INC SS 95493		Databases:	
	Address	1606 164TH ST SW LYNNWOOD, WA 980878518		CSCSL NFA UST RCRA ND	

CONTACT NAME: KATHY NORRIS
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	
RCRA ND	12/31/2003, 12/31/2005, 12/31/2007, 02/11/2008

Last Report Details:

Site Name: CHEVRON USA INC SS 95493
Seq Number: 13
Received Date: 02/11/2008
Transfer Facility:
Federal Waste Generator: N
State Waste Generator: N

Map ID 50 0.965 M E	GRID J5	PI ID # 53016557	LAT: 47.84977	LON: -122.26123	RELEASE +
	Site Name	TEXACO STATION 632320099		Databases:	
	Address	1602 164TH ST SW LYNNWOOD, WA 980878518		LUST UST RCRA CESQG	

LUST **Leaking Underground Storage Tanks**

Site: TEXACO 36-232-0099 1602 S W 164TH Alderwood Manor, WA 98037
Facility Site Id: 44616452
Alternate Name: TEXACO 63 232 0099
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
1826	05/15/1990	05/15/1990	Cleanup Started	Soil
1826	05/15/1990	05/15/1990	Cleanup Started	Ground Water
1826	05/15/1990	08/26/1993	Reported Cleaned Up	Soil
1826	05/15/1990	08/26/1993	Reported Cleaned Up	Ground Water

UST **Underground Storage Tanks**

Site: TEXACO 36-232-0099 1602 S W 164TH ALDERWOOD MANOR, WA 98037
Facility Site Id: 44616452
County: Snohomish
Unit: NORTHWEST

Exact Match Details

Map ID 50 0.965 M E	GRID J5	PI ID # 53016557	LAT: 47.84977	LON: -122.26123	RELEASE +
	Site Name	TEXACO STATION 632320099		Databases:	
	Address	1602 164TH ST SW LYNNWOOD, WA 980878518		LUST UST RCRA CESQG	

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
572	1	Removed	1964-12-31		1/586	Leaded Gasoline
666	2	Removed	1964-12-31		1/680	Unleaded Gasoline
519	3	Removed	1964-12-31		1/532	Unleaded Gasoline
610	4	Removed	1964-12-31		1/624	
602	5	Removed	1964-12-31		1/616	Used Oil/Waste Oil
687	6	Removed	1964-12-31		1/701	Heating Fuel
36869	6-1000	Removed	1964-12-31		1/37391	
32996	5-550	Removed	1990-01-01	111 TO 1,100 Gallons	1/33477	Used Oil/Waste Oil
6589	4-10000	Removed	1990-01-01		1/6702	
6577	3-10000	Removed	1990-01-01		1/6690	Unleaded Gasoline
6599	2-10000	Removed	1990-01-01		1/6712	Leaded Gasoline
6574	1-10000	Removed	1990-01-01		1/6687	Leaded Gasoline

RCRA CESQG **RCRA Conditionally Exempt Small Quantity Generator**

Site: TEXACO STATION 632320099 1602 164TH SW ALDERWOOD MANOR, WA 98037
HANDLER ID: WAD988502787
NAICS DESC: Gasoline Stations with Convenience Stores
CONTACT NAME: ROBIN LANE
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	
CESQG	04/25/1996
RCRA ND	

Last Report Details:

Site Name: TEXACO STATION 632320099
Seq Number: 2
Received Date: 04/25/1996
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

Exact Match Details

Map ID 51 0.977 M SW	GRID B8	PI ID # 53015083	LAT: 47.84027	LON: -122.29848	RELEASE +
	Site Name EXXON CO USA 74190 Address 17523 HIGHWAY 99 LYNNWOOD, WA 98037			Databases: RCRA CESQG CSCSL UST	

RCRA CESQG **RCRA Conditionally Exempt Small Quantity Generator**

Site: EXXON CO USA 74190 17523 HWY 99 S LYNNWOOD, WA 98037
HANDLER ID: WAD988488706
NAICS DESC: Gasoline Stations with Convenience Stores
CONTACT NAME: NA NA
FOUND VIOLATION: N
TSD ACTIVITY: N

Report Submission History

Category	Report Date
LQG	
SQG	12/31/1993
CESQG	08/08/1995
RCRA ND	

Last Report Details:

Site Name: EXXON CO USA 74190
Seq Number: 2
Received Date: 08/08/1995
Transfer Facility:
Federal Waste Generator: Conditionally Exempt Small Quantity Generator
State Waste Generator: Small Quantity Generator

CSCSL **Confirmed and Suspected Contaminated Sites List**

Site: Exxon Co USA 74190 17523 HWY 99 S LYNNWOOD, WA 98037
Facility Site Id: 81968691
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Remedial Action in progress
Program Plan Code: VCP

Affected Id: (/ Confirmed)

Confirmed Contaminates	Suspected Contaminates
Petroleum Products	

UST **Underground Storage Tanks**

Site: BP 03150 17523 RT 99 LYNNWOOD, WA 98037
Facility Site Id: 81968691
County: Snohomish
Unit: NORTHWEST

Exact Match Details

Map ID 51 0.977 M SW	GRID B8	PI ID # 53015083	LAT: 47.84027	LON: -122.29848	RELEASE +
	Site Name	EXXON CO USA 74190		Databases:	
	Address	17523 HIGHWAY 99 LYNNWOOD, WA 98037		RCRA CESQG CSCSL UST	

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
15626	1	Removed	1973-01-01	10,000 to 19,999 Gallons	1/15859	Leaded Gasoline
15788	2	Removed	1973-01-01		1/16025	Used Oil/Waste Oil
15522	3	Removed	1973-01-01		1/15754	Unleaded Gasoline
15686	4	Removed	1973-01-01		1/15921	Unleaded Gasoline
15677	5	Removed	1973-01-01	5,000 to 9,999 Gallons	1/15912	Unleaded Gasoline

Map ID 52 0.992 M SW	GRID B8	PI ID # 53015068	LAT: 47.84022	LON: -122.29881	RELEASE +
	Site Name	EZ MINI MART & SHELL		Databases:	
	Address	17426 HWY 99 LYNNWOOD, WA 980373144		CSCSL LUST UST	

CSCSL **Confirmed and Suspected Contaminated Sites List**

Site: EZ MINI MART & SHELL 17426 HWY 99 LYNNWOOD, WA 98036
Facility Site Id: 4821835
County Name: Snohomish
Responsible Unit: NORTHWEST
Ecology Status Code: Awating Site Hazard Assessment (SHA)

Affected Id: (/ Suspected)

Confirmed Contaminates	Suspected Contaminates
	Petroleum Products Non-Halogenated Solvents

Affected Id: (/ Confirmed)

Confirmed Contaminates	Suspected Contaminates
Non-Halogenated Solvents	Petroleum Products

LUST **Leaking Underground Storage Tanks**

Site: EZ MINI MART & SHELL 17426 HWY 99 Lynnwood, WA 98037
Facility Site Id: 4821835
Alternate Name: ARCO/BARN
County: Snohomish
Unit: NORTHWEST

Release ID	Release Notification Date	Release Status Change Date	Release Status	Media Affected
427450	06/23/1997	03/04/1997	Cleanup Started	Ground Water

UST **Underground Storage Tanks**

Site: EZ MINI MART & SHELL 17426 HWY 99 LYNNWOOD, WA 98037
Facility Site Id: 4821835

Exact Match Details

Map ID 52 0.992 M SW	GRID B8	PI ID # 53015068	LAT: 47.84022	LON: -122.29881	RELEASE +
	Site Name: EZ MINI MART & SHELL Address: 17426 HWY 99 LYNNWOOD, WA 980373144			Databases: CSCSL LUST UST	

County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
1423	1	Operational	1985-07-01	10,000 to 19,999 Gallons	1/1448	Leaded Gasoline
1527	2	Operational	1985-07-01	10,000 to 19,999 Gallons	1/1558	Unleaded Gasoline
1497	3	Operational	1985-07-01	10,000 to 19,999 Gallons	1/1524	Unleaded Gasoline
1600	4	Operational	1985-07-01	5,000 to 9,999 Gallons	1/1637	Diesel

Map ID 53 0.995 M SE	GRID H9	PI ID # 53016306	LAT: 47.83573	LON: -122.27141	USE ∇
	Site Name: MODERN SEWER CONST CO INC Address: 17810 ASH WAY ALDERWOOD MANOR, WA 980377909			Databases: UST	

UST Underground Storage Tanks

Site: MODERN SEWER CONST CO INC 17810 ASH WAY ALDERWOOD MANOR, WA 98037
Facility Site Id: 17768918
County: Snohomish
Unit: NORTHWEST

Tank ID	Tank Name	Status	Inst. Date	Capacity	Cmpt./ID	Substance
12507	1	Removed	1964-12-31		1/12700	Leaded Gasoline

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Government Record Tracking

Database: *Brownfields Grant Sites*
Map Class: *Use Restriction*
Contact Number:
Web Page: *http://www.epa.gov/brownfields/index.html*
Date of Database: *2008-04-01T00:00:00*

The Brownfields Management System (BMS) is the official U.S. Environmental Protection Agency (EPA) database of the Brownfields Program. It is designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfields grant programs. BMS captures data on grantee activities (assessment, cleanup and redevelopment), funding, job training, and details on cooperative partners and leveraging efforts - a central objective of the Brownfields Program.

Database: *CERCLIS No Further Remedial Action Planned*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/superfund/sites/cursites/index.htm*
Date of Database: *2010-07-01T00:00:00*

The No Further Remedial Action Planned (NFRAP) or "Archived" designation means that, to the best of the EPA's knowledge, Superfund has completed its assessment at a site, and has determined no further steps to list this site on the NPL will be taken unless information indicating this decision was not appropriate or other considerations make a recommendation for listing appropriate at a later time. The U.S. Environmental Protection Agency (EPA) may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available and in these cases, the Archive designation is removed and the site is returned to the CERCLIS inventory if more sustentative assessment and/or any cleanup work is necessary under the Federal Superfund program. An archive decision does not necessarily mean that there is no hazard associated with a given site; it means only that based upon available information, the location is not judged to be a potential NPL site. Sites are archived as historical records so EPA does not needlessly repeat the investigations in the future. The States will coordinate with EPA to determine if any sites should be returned to CERCLIS because of newly identified contamination problems at the site. It is important to note the sites on CERCLIS and the archived list will change as the sites are being investigated or if new information becomes available.

Database: *Comprehensive Environmental Response, Compensation, and Liability Information System*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/superfund/sites/siteinfo.htm*
Date of Database: *2010-07-01T00:00:00*

The Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list contains information on hazardous waste sites, potentially hazardous waste sites and remedial activities. CERCLIS is a database used by the U.S. Environmental Protection Agency (EPA) to track activities conducted under its Superfund program. Specific information is tracked for each individual site. The database includes sites that are on the National Priorities List (NPL) or being considered for the NPL. The CERCLIS Database displays site information for NPL sites (i.e., sites proposed to the NPL, currently on the final NPL or deleted from the final NPL. NPL Sites are listed separately on the

NPL data set. Once a site is added to CERCLIS, the next step in evaluating the potential problem is the completion of a preliminary assessment (PA). The purpose of the PA is to determine whether the site warrants further Superfund investigation. The PA is typically an information gathering phase for which sampling does not take place. A PA is usually completed within one year of a site being listed in CERCLIS. Based on the conclusions of the PA, a site could be recommended for a) no further action under the EPA Superfund program; b) a sampling site investigation to collect data for further evaluation and possible nomination to the NPL; or c) an emergency or time-critical removal (short-term cleanup). Active CERCLIS sites are sites at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted under the Superfund program. CERCLIS excludes sites which EPA has assessed and designated "No Further Remedial Action Planned", or archive, sites. EPA is aware that the CERCLIS inventory is often used as a resource in assessing property. People conducting such assessments should not misinterpret the meaning of a site being contained in CERCLIS. Such sites are not necessarily contaminated, and sites not in CERCLIS are not necessarily contaminant-free.

Database: *Confirmed and Suspected Contaminated Sites List No Further Action*

Map Class: *Release*

Contact Number:

Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/SiteLists.htm*

Date of Database: *2010-07-01T00:00:00*

No Further Action Site List This data set contains information about sites previously on the Confirmed and Suspected Contaminated Sites list (above) that have received a No Further Action (NFA) determination. Because it is necessary to maintain historical records of sites that have been investigated and cleaned up, sites are not deleted from the database when cleanup activities are completed. Instead, a No Further Action code is entered based upon the type of NFA determination the site received. The NFA code lists the basis for the NFA determination.

Database: *Confirmed and Suspected Contaminated Sites List*

Map Class: *Release*

Contact Number:

Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/SiteLists.htm*

Date of Database: *2010-07-01T00:00:00*

The data set contains information about sites that are undergoing cleanup and sites that are awaiting further investigation and/or cleanup by the Department of Ecology Toxics Cleanup Program. Sites on the Hazardous Sites List (i.e., those that have been ranked using the Washington Ranking Model) are included in this data set. Within 90 days of learning of a potentially contaminated site, the Department of Ecology conducts an initial investigation of each site. If the initial investigation shows that further action is needed, the site will appear in the Confirmed & Suspected Contaminated Sites (CSCS) Report. Once remedial action has been completed, the Toxics Cleanup Program's management determines the removal of a site from the CSCS Report. The Hazardous Sites List is a subset of the CSCS Report. It contains those sites that have been ranked using the Washington Ranking Method. Site owners and operators do not necessarily agree with Ecology's determination of site status.

Database: *Confirmed and Suspected Contaminated Sites List Hazardous Site List*

Map Class: *Release*

Contact Number:

Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/SiteLists.htm*
Date of Database: *2010-07-01T00:00:00*

The Hazardous Sites List (HSL) is required by law 173-340-330 WAC. It includes all sites which have been assessed and ranked using the Washington Ranking Method (WARM). Also listed are National Priorities List (NPL) sites. The categories of evaluation are linear and include several steps. The Initial Investigation (II) is a brief investigation conducted within 90 days of receiving a site discovery report. The II step provides enough information to determine if the site needs further investigation, emergency cleanup, or no further action. If further action is required, early notice letters are sent to site owners, operators, etc. inviting them to work cooperatively with us to resolve any contamination problems, AND the site proceeds to the next step. The Site Hazard Assessment (SHA) is an assessment to confirm the presence of hazardous substances and to determine the relative risk the site poses to human health and the environment. (Note: Some SHAs are conducted by Ecology staff while others are conducted by local health districts / departments.) The Hazard Ranking (WARM Score) includes the results of the Site Hazard Assessment step that are used in the Washington Ranking Method (WARM) to yield a WARM score. The WARM score is a number between 1 and 5, where a score of 1 represents the highest level of risk and 5 indicates the lowest assessed risk. A zero indicates that the site is either on the federal National Priorities List (NPL) or is a sub-site or operable unit of an NPL site. NPL sites are ranked under the federal Hazard Ranking System (HRS). This WARM score is not removed at the time of a No Further Action determination as it is kept for historical purposes.

Database: *Ecology Digest 26 (Catalog of Formal Oversight Decision Documents, Orders and Decrees)*
Map Class: *Use Restriction*
Contact Number:
Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/DIGEST%2026.pdf*
Date of Database: *2010-07-01T00:00:00*

The Toxics Cleanup Program maintains a list of all formal oversight decision documents under the Model Toxics Control Act that have been agreed to and signed by the Program's manager or designee. These decision documents include all Consent Decrees, Prospective Purchaser Consent Decrees, Agreed Orders, and Enforcement Orders under the Model Toxics Control Act.

Database: *Emergency Response Notification System*
Map Class: *Release*
Contact Number:
Web Page: *http://www.nrc.uscg.mil/wdbcgi/wdbcgi.exe/WWWUSER/WEBDB.foia_query.show_parms*
Date of Database: *2010-06-25T00:00:00*

The Emergency Response Notification System (ERNS) is a national computer data base used to store information on releases of oil and hazardous substances. ERNS supports the Emergency Response and the Title III program. The ERNS program is a cooperative effort among EPA Headquarters, the Department of Transportation (DOT), National Transportation Systems Center (NTSC), the ten EPA Regions, the U.S. Coast Guard (USCG), and the National Response Center (NRC). ERNS provides the most comprehensive data compiled on release notifications of oil and hazardous substances in the United States. When a release report is submitted to Federal authorities (e.g., NRC or Regional offices), the individual reporting is asked a series of questions regarding the release (e.g., type, location, volume). Information concerning all releases originally reported to the NRC or EPA Regional offices is entered into local

computers and transmitted electronically from the NRC or EPA Regional office to the NTSC, where it becomes part of the ERNS national data base. The procedures for maintaining the initial reports differs between the NRC and the EPA Regions. The NRC maintains electronic copies of all spill reports as they were initially received and does not make any changes to spill reports once they have been entered into the system. Reports received by the NRC contain information that may be valuable to the on-scene coordinators, as well as to enforcement personnel. The information received by the NRC is sent to the Regional offices through the Volpe National Transportation Systems Center (VNTSC). Since these reports may be used in enforcement actions, it is necessary to maintain a copy of the spill report as it was originally reported. Each EPA Region maintains its own Region-specific data base, which is a subset of the national data base. Initial spill reports made directly to an EPA Region are maintained as hard copies and kept in the individual Regional office. When additional information on a release notification is obtained, it is also entered at the Regional level and electronically transmitted to the national system. An initial and modified copy of each report is maintained at VNTSC to preserve data integrity.

Database: *Hazardous Materials Information Reporting System*
Map Class: *Release*
Contact Number:
Web Page: *http://hazmat.dot.gov/pubs/inc/hmisframe.htm*
Date of Database: *2009-05-18T00:00:00*

The Hazardous Materials Incident Reporting System (HMIRS) contains data on spills, releases, or other incidents involving hazardous materials during the course of transportation. All modes of transportation are included except pipeline and bulk marine transportation. The data set contains the Incident Report Form 5800.1 data submitted under the requirements of Title 49 CFR 171.15 and 171.16. HMIRS of the Pipeline and Hazardous Materials Safety Administration (PHMSA) was established in 1971 to fulfill the requirements of the federal hazardous materials transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR must be reported on U.S. Department of Transportation (DOT) Form 5800.1, and data from the reports received are subsequently entered in the HMIRS database. All spills meeting the following criteria to be reported to PHMSA: 1) As a direct result of hazardous materials a person is killed or receives injuries requiring hospitalization, estimated property damage exceeds $50,000, an evacuation of the general public lasts for one or more hours, a major transportation artery or facility is closed for one or more hours, or the operational flight pattern or routing of an aircraft is altered, 2) Fire, breakage, spillage, or suspected contamination occurs involving shipment of radioactive materials or infectious substances, 3) There has been a release of a marine pollutant exceeding 450 L or 400 kg, or 4) Any hazardous material is unintentionally released from a package or any quantity of hazardous waste is discharged during transportation.

Database: *Institutional and Engineering Controls*
Map Class: *Use Restriction*
Contact Number:
Web Page: *http://www.epa.gov/superfund/index.htm*
Date of Database: *2010-06-24T00:00:00*

This data set identifies RCRA and NPL sites with institutional and/or engineering controls in place.

Database: *Institutional and Engineering Controls*
Map Class: *Use Restriction*
Contact Number:

Government Record Tracking

Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/SiteLists.htm*
Date of Database: *2010-06-24T00:00:00*

This data set is a subset of CSCSL and identifies sites where a remedial action was conducted, residual contamination was left on site and on-going institutional controls required.

Database: *King County Abandoned Landfills*
Map Class: *Release*
Contact Number:
Web Page: *http://www.spl.org/*
Date of Database:

Abandoned landfill study in King County by Seattle-King County Dept. of Public Health. Environmental Health Division, 1985.

Database: *Leaking Underground Storage Tanks*
Map Class: *Release*
Contact Number:
Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/SiteLists.htm*
Date of Database: *2010-07-01T00:00:00*

The LUST data file contains information on UST Cleanup sites and cleanup history. Sites that have been cleaned up and sites currently being cleaned up are included in the data set. Sites are categorized based on the activities taken. Awaiting Cleanup means the site has been discovered or reported release, yet no active cleanup measures taken or Site check (identified the source) begun or completed, yet no active cleanup measures taken or site characterization begun or completed, yet no active cleanup measures taken. Cleanup Started means responsible party has initiated physical, biological, or chemical management of release, e.g. soil excavated, groundwater pumped, vapors extracted, free product removed, oxygen added, etc., site investigations and emergency responses (e.g. venting explosive vapors, providing bottled water) do not qualify as activities under cleanup started. Monitoring means groundwater monitoring is the only activity occurring at the site or site has been characterized, only low levels of soil and/or groundwater contamination remain, and natural attenuation is the chosen cleanup method or conformational monitoring following active cleanup measures. Reported Cleaned Up means owner or consultant reports that contamination has been cleaned up and/or some soil contamination may remain under existing structures or in otherwise inaccessible areas if groundwater is not threatened and there has been no migration of contamination into the structure and cleanup report has not been formally reviewed by Ecology. A formal review could determine that the site has not been cleaned up to MTCA standards. No Further Action means the cleanup report has been formally reviewed by Ecology under the fee-based Voluntary Cleanup Program and resulted in a No Further Action status and Institutional controls may have been required due to soil contamination that may remain under existing structures or in otherwise inaccessible areas.

Database: *National Priority List*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/superfund/index.htm*
Date of Database: *2010-06-24T00:00:00*

Government Record Tracking

The National Priorities List (NPL) is an information and management tool that is a part of the Superfund cleanup process. The NPL serves primarily informational purposes, identifying for the States and the public those sites or other releases that appear to warrant remedial actions. The identification of a site for the NPL is intended primarily to guide the U.S. Environmental Protection Agency (EPA) in: determining which sites warrant further investigation to assess the nature and extent of the human health and environmental risks associated with a site; identifying what Comprehensive Environmental Response Compensation and Liability Act (CERCLA)-financed remedial actions may be appropriate; notifying the public of sites EPA believes warrant further investigation; and serving notice to potentially responsible parties that EPA may initiate CERCLA-financed remedial action. Inclusion of a site on the NPL does not in itself reflect a judgment of the activities of its owner or operator, it does not require those persons to undertake any action, nor does it assign liability to any person. Section 105(a)(8)(B) of CERCLA, as amended, requires that the statutory criteria provided by the Hazard Ranking System (HRS) be used to prepare a list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. The NPL list is also known as Appendix B of the National Contingency Plan. The Federal Register (FR) Notices for NPL Updates page provides a list of FR Notices for proposed and final NPL Updates. The Superfund cleanup process begins with site discovery or notification to EPA of possible releases of hazardous substances. Sites are discovered by various parties, including citizens, State agencies, and EPA Regional offices. Once discovered, sites are entered into the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), EPA's computerized inventory of potential hazardous substance release sites (view Superfund Site Information). EPA then evaluates the potential for a release of hazardous substances from the site through these steps in the Superfund cleanup process. Superfund was created in 1980 when Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) to clean up the nation's uncontrolled hazardous waste sites. Under the Superfund program, abandoned, accidentally spilled, or illegally dumped hazardous wastes that pose a current or future threat to human health or the environment are cleaned up. EPA works closely with communities, potentially responsible parties, scientists, researchers, contractors, and state, local, tribal, and federal authorities on site cleanup. Together with these groups, EPA identifies hazardous waste sites, tests the conditions of the sites, develops cleanup plans, and cleans up the sites. The site areas depicted in this polygon data set have been developed by EPA solely for the purpose of a modeling exercise being conducted for the Superfund Workload Assessment Project. These data are not intended for and should not be used or refrenced for any other purpose.

Database: *RCRA Conditionally Exempt Small Quantity Generator*
Map Class: *Use*
Contact Number:
Web Page: *http://www.epa.gov/epaoswer/osw/gen_trans/generate.htm#pagecontents*
Date of Database: *2010-06-24T00:00:00*

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste. Requirements for CESQG's include (see also 40 CFR 261.5). CESQG's must identify all the hazardous waste generated. CESQG's may not accumulate more than 1,000 kilograms of hazardous waste at any time. CESQG's must ensure that hazardous waste is delivered to a person or facility who is authorized to manage it.

Database: *RCRA Corrective Action Report*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/epaoswer/hazwaste/ca/index.htm*
Date of Database: *2010-06-24T00:00:00*

The Resource Conservation and Recovery Act (RCRA) Corrective Action (CORRACTS) list is a summary of those facilities where corrective action is occurring. The RCRA Corrective Action Program, run by EPA and 41 authorized states and territories, compels responsible parties to address the investigation and cleanup of hazardous releases themselves. RCRA Corrective Action differs from Superfund in that Corrective Action sites generally have viable operators and on-going operations. RCRA grants EPA and authorized states the authority to regulate hazardous waste management facilities that treat, store, or dispose of hazardous waste. Although EPA guidelines are designed to prevent toxic releases at RCRA facilities, accidents or other activities have sometimes released pollutants into soil, ground water, surface water and air. By the year 2020, EPA and the authorized states plan to have largely completed the work of implementing final remedies at all facilities requiring Corrective Action. (See Goal 3 of the Office of Solid Waste's 2020 Vision for more details.) While working toward the 2020 goal, EPA decided to ensure that sites presenting the greatest risk to human health and the environment are dealt with first. Accordingly, the Corrective Action Program has pledged to select a final remedy at 30% and put a final remedy in place at 20% of 1,968 highest-priority sites by 2008.

Database: *RCRA Large Quantity Generator*
Map Class: *Use*
Contact Number:
Web Page: *http://www.epa.gov/epaoswer/osw/gen_trans/generate.htm#pagecontents*
Date of Database: *2010-06-24T00:00:00*

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste. LQG's may only accumulate waste on site for 90 days, but certain exceptions apply. LQG's do not have a limit on the amount of hazardous waste accumulated on site. There must always be at least one employee available to respond to an emergency. This employee is the emergency coordinator responsible for coordinating all emergency response measures. LQG's must have detailed, written contingency plans for handling emergencies. LQG's must submit a biennial hazardous waste report.

Database: *RCRA No Designation*
Map Class: *Use*
Contact Number:
Web Page: *http://www.epa.gov/epaoswer/osw/gen_trans/generate.htm#pagecontents*
Date of Database: *2010-06-24T00:00:00*

RCRA sites that are identified as having a RCRA generator identified number but that are not identified as a large quantity generator, small quantity generator, conditionally exempt small quantity generator, treatment storage or disposal (TSD) facility, or RCRA corrective action sites.

Database: *RCRA Non Corracts TSD*
Map Class: *Use*
Contact Number:
Web Page: *http://www.epa.gov/epaoswer/osw/tsds.htm*
Date of Database: *2010-06-24T00:00:00*

Government Record Tracking

Through the Resource Conservation and Recovery Act (RCRA), Congress directed EPA to create regulations to manage hazardous waste from "the cradle to the grave." Under this mandate, EPA developed strict requirements for all aspects of hazardous waste management including the treatment, storage, and disposal (TSD) of hazardous waste. TSDS include those facilities that treat, store, and/or dispose hazardous waste. TSDS are the last link in the cradle to the grave waste management system. The requirements for TSDS are found in 40 CFR Parts 264 and 265 and are more extensive than those that apply to hazardous waste generators or transporters.

Database: *RCRA Small Quantity Generator*
Map Class: *Use*
Contact Number:
Web Page: *http://www.epa.gov/epaoswer/osw/gen_trans/generate.htm#pagecontents*
Date of Database: *2010-06-24T00:00:00*

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month. SQG's may accumulate hazardous waste on site for 180 days without a permit (or 270 days if shipping a distance greater than 200 miles). The quantity of hazardous on site waste must never exceed 6,000 kilograms. There must always be at least one employee available to respond to an emergency. This employee is the emergency coordinator responsible for coordinating all emergency response measures. SQG's are not required to have detailed, written contingency plans.

Database: *Seattle Abandoned Landfills*
Map Class: *Release*
Contact Number:
Web Page: *http://www.spl.org/*
Date of Database: *1984-07-30T00:00:00*

Abandoned landfill study in the City of Seattle by Seattle-King County Dept. of Public Health. Environmental Health Division, 1984.

Database: *Solid Waste Facility Database*
Map Class: *Release*
Contact Number:
Web Page: *http://www.ecy.wa.gov/biblio/0407019.html*
Date of Database: *2007-01-01T00:00:00*

The solid waste facility database contains disposal information for landfills, incinerators, and transfer facilities. The types of facilities included are those that are permitted under chapter 173-350 WAC, Minimum Functional Standards for Solid Waste Handling and chapter 173-351 WAC, Criteria for Municipal Solid Waste Landfills. Information in the solid waste facility database is obtained through annual reporting forms sent to all landfill types (municipal, inert/demolition, limited purpose/special use, and wood waste landfills) and to waste-to-energy/incinerators.

Database: *Toxic Chemical Release Inventory*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/tri/index.htm*
Date of Database: *2009-05-18T00:00:00*

The Toxics Release Inventory (TRI) contains information on releases of nearly 650 chemicals and chemical categories from industries including manufacturing, metal and coal mining, electric utilities, and commercial hazardous waste treatment, among others. The Emergency Planning and Community Right-to-Know Act (EPCRA) primary purpose is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report the locations and quantities of chemicals stored on-site to state and local governments in order to help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 313 requires EPA and the States to annually collect data on releases and transfers of certain toxic chemicals from industrial facilities, and make the data available to the public in the Toxics Release Inventory (TRI). In 1990 Congress passed the Pollution Prevention Act which required that additional data on waste management and source reduction activities be reported under TRI. The goal of TRI is to empower citizens, through information, to hold companies and local governments accountable in terms of how toxic chemicals are managed. EPA compiles the TRI data each year and makes it available. The TRI program has expanded significantly since its inception in 1987. The Agency has issued rules to roughly double the number of chemicals included in the TRI to approximately 650. Seven new industry sectors have been added to expand coverage significantly beyond the original covered industries, i.e. manufacturing industries. Most recently, the Agency has reduced the reporting thresholds for certain persistent, bioaccumulative, and toxic (PBT) chemicals in order to be able to provide additional information to the public on these chemicals.

Database: *Tribal Leaking Underground Storage Tanks Active*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/oust/directiv/od961015.htm*
Date of Database: *2006-11-01T00:00:00*

The list contains information about "active" leaking underground storage tanks (LUST) sites on federally recognized Native American tribal lands. The sites are considered active because they are still subject to future investigation and/or remediation by the U.S. Environmental Protection Agency. The tribes are sovereign entities subject to federal laws. Underground storage tanks located on tribal lands generally are not subject to state laws. As a result, unless a state acts as a tribe's agent pursuant to a formal agreement with a tribe, EPA and the tribe are responsible for implementing and enforcing the UST program on tribal lands.

Database: *Tribal Leaking Underground Storage Tanks Inactive*
Map Class: *Release*
Contact Number:
Web Page: *http://www.epa.gov/OUST/directiv/d961015a.htm*
Date of Database: *2006-11-01T00:00:00*

The list contains information about "inactive" leaking underground storage tanks (LUST) sites on federally recognized Native American tribal lands. The sites are considered inactive because they have been investigated and/or remediated and the U.S. Environmental Protection Agency has concurred with the inactive status. The tribes are sovereign entities subject to federal laws. Underground storage tanks located on tribal lands generally are not subject to state laws. As a

result, unless a state acts as a tribe's agent pursuant to a formal agreement with a tribe, EPA and the tribe are responsible for implementing and enforcing the UST program on tribal lands.

Database: *Underground Storage Tanks*
Map Class: *Use*
Contact Number:
Web Page: *http://www.ecy.wa.gov/programs/tcp/sites/SiteLists.htm*
Date of Database: *2010-07-01T00:00:00*

The UST list contains information for UST sites and tanks in Washington. Both operational and closed USTs are on the list. USTs that are excluded from the list include those that have not been registered with the Washington Department of Ecology. Non-registered tanks generally include farm or residential tanks of 1,100 gallons or less capacity storing motor fuel for noncommercial purposes; tanks storing heating oil for use on the premises where stored; Septic tanks; Pipeline facilities (including gathering lines) regulated under the Natural Gas Pipeline Safety Act of 1968, or the Hazardous Liquid Pipeline Safety Act of 1979, or which is an intrastate pipeline facility regulated under State laws; Surface impoundments, pits, ponds, or lagoons; Storm water or waste water collection systems; Flow-through process tanks; Liquid traps or associated gathering lines directly related to oil or gas production and gathering operations; Tanks on or above the floor of underground areas, such as basements or tunnels; Tanks with a capacity of 110 gallons or less. The substances covered under the notification requirements apply to USTs.

Database: *Washington Unauthorized Tire Piles*
Map Class: *Release*
Contact Number:
Web Page: *http://www.ecy.wa.gov/biblio/0507043.html*
Date of Database: *2005-11-15T00:00:00*

The Washington Department of Ecology (Ecology) conducted a study of unauthorized tire piles in Washington. The legislature required this study to be completed and submitted by Ecology to the appropriate standing committees of the legislature by November 15, 2005. The report and appendices present a detailed discussion of how this information was collected and assembled. This study identified 54 sites statewide with unauthorized accumulations of scrap tires. Site mapping was completed and the number of scrap tires was estimated. One site (Goldendale-Tire Shredders) accounts for more than two-thirds of the calculated scrap tires and more than half of the total estimated cleanup costs. Of the 54 sites, only five require more than 10 estimated on-site days to complete the individual cleanups.

PARCEL INSIGHT

INCORPORATED

Parcel Insight Radius Map Report

Report ID: 1291
D0te: a82/82616

35th83/ Avenue WeCt i orraMor South Sectabn

14956 3/TH AVE W
LYNNWOOD, WA 9a634

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18+ Udge Det0dgU0p 1

Overvdeq U0p 2

Non&E- 0ct U0tch U0p 3

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E- 0ct U0tch Sul l 0r. 5

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Non&E- 0ct U0tch Det0dgC +a

DdCcgOd er +9

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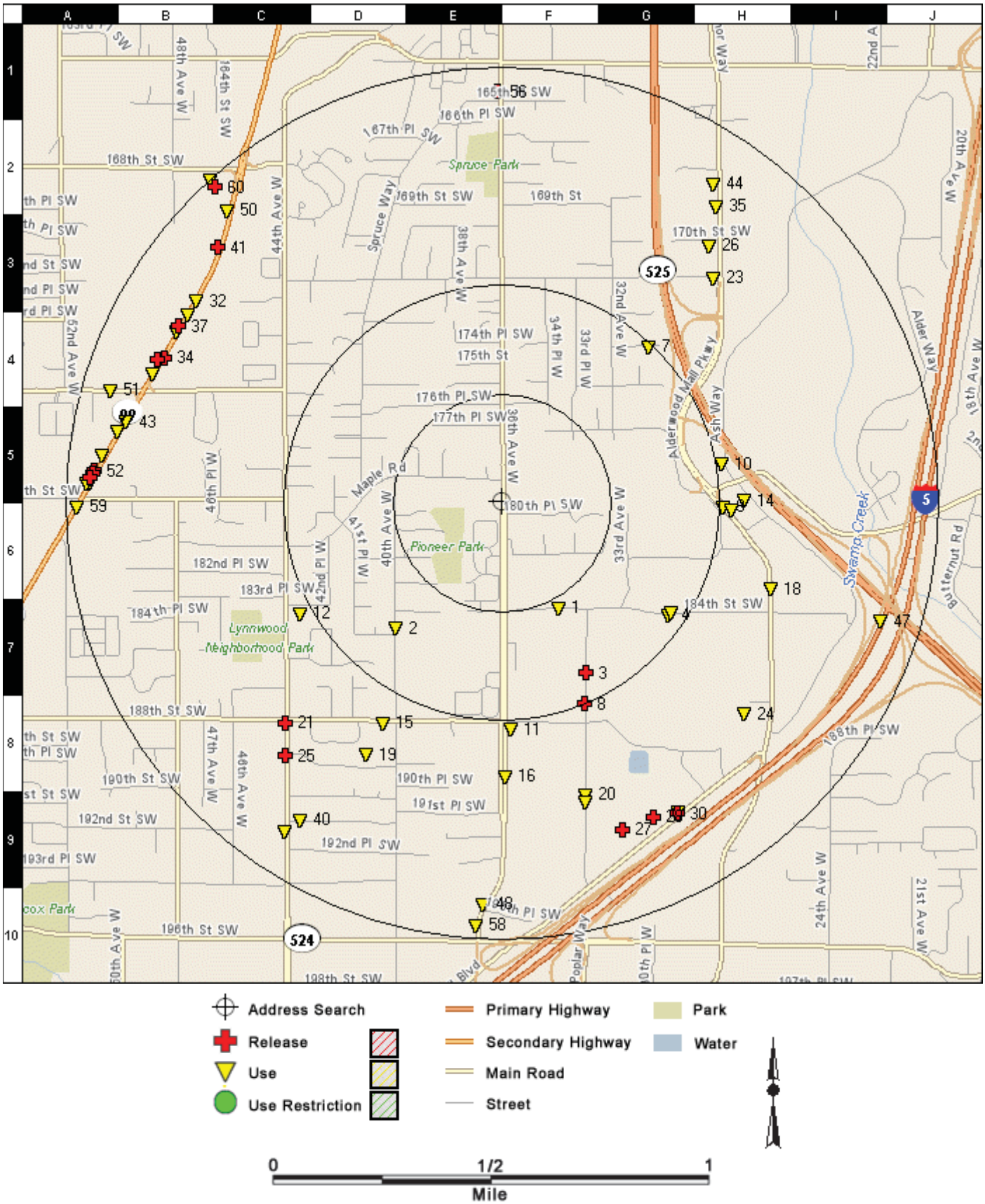
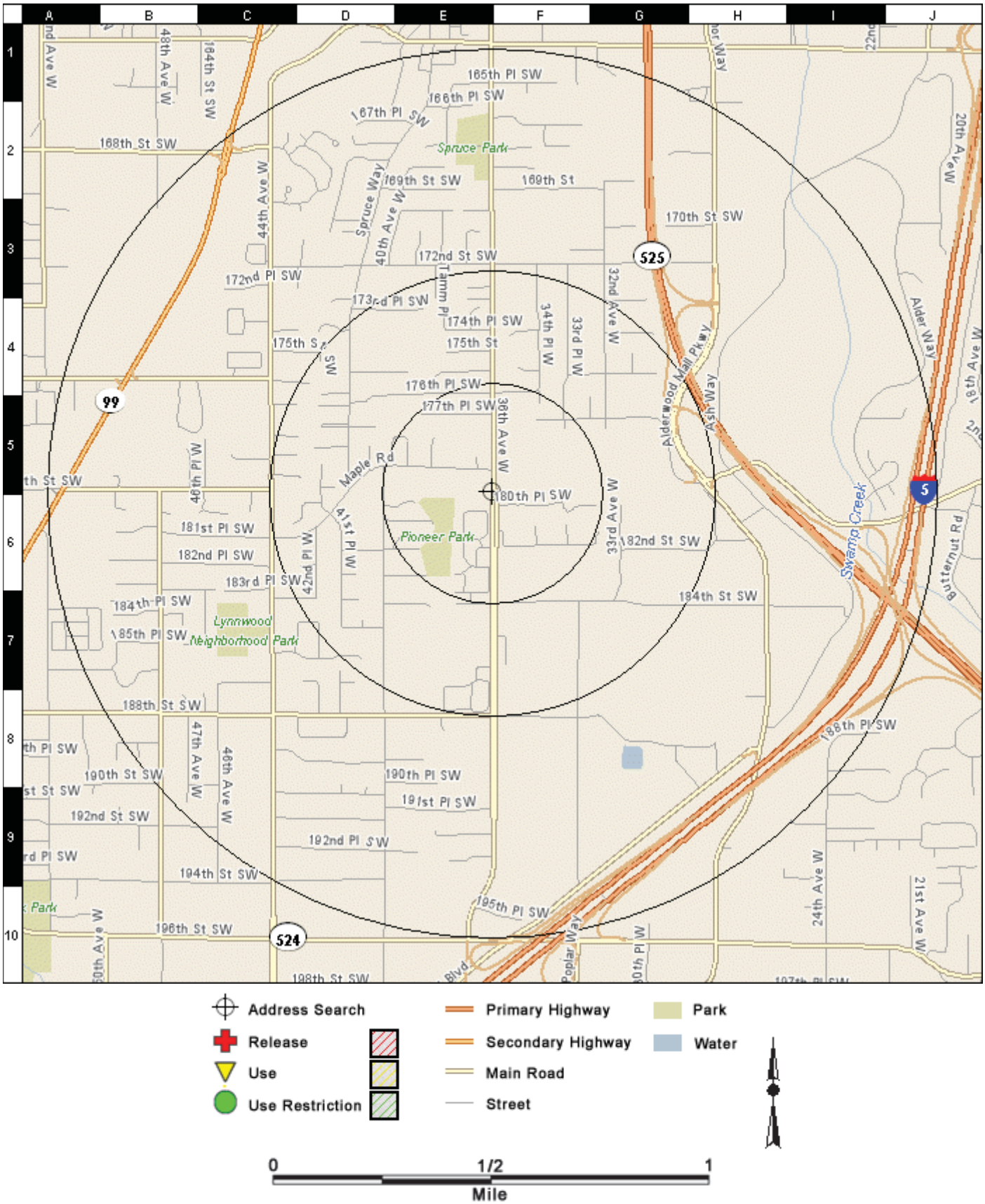
1/4 Mile Detail Map

Overview Map



Non-Exact Match Map



Tabular Summary of Findings

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Ri RA TSD	∇	1(66 U							
i ERi LIS	+	1(66 U							
i ERi LIS NFRAj	+	1(66 U							
ERNS	+	1(66 U					2		2
Ri RA LQG	∇	1(66 U							
Ri RA SQG	∇	1(66 U				2			2
Ri RA i ESQG	∇	1(66 U			3	3	a		1+
L) ST Ai TIVE TRIBAL	+	1(66 U							
L) ST INAi TIVE TRIBAL	+	1(66 U							
BROWNFIELDS	O	1(66 U							
INST ENG i ONTROLS	O	1(66 U							
HUIRS	+	1(66 U							
TRIS	+	1(66 U							
i Si SL	+	1(66 U			1		+		5
i Si SL HSL	+	1(66 U							
i Si SL NFA	+	1(66 U					2		2
SWLF STATE	+	1(66 U							
L) ST	+	1(66 U			1	1	/		a
) ST	∇	1(66 U			1	a	13		22
SWLF SEA	+	1(66 U							
SWLF KING	+	1(66 U							
SWLF STATE	+	1(66 U							
DEi ISIONS	O	1(66 U							
INST ENG i ONTROLS	O	1(66 U							
Ri RA ND	∇	1(66 U			+	/	13		23
Tot0gCs. D0Ct0nce			6	6	a	1/	3/	6	/6

Exact Match Summary

				UAj i LASS		
				+	∇	O
UAj ID GRID	SITE NAUE ADDRESS	j I ID #	DATABASES	RELEASE	) SE	) SE RESTRIi TION
1 F4	WANDAS i LEANERS 3333 1a+TH ST SW STE R, LYNNWOOD	5361/645 6(24132 S	Ri RA i ESQG		X	
2 D4	LYNNWOOD i ITY WATER TANKS 1a+25 +6TH AVE W, LYNNWOOD	53615a11 6(343/9 SW	Ri RA ND		X	
3 F4	w(i (j ENNY i OUj ANY, INi (#2611&5 1a/61 33RD AVE W, LYNNWOOD	5361/11+ 6(+3255 S	L) ST) ST	X	X	
+ G4	KITS i AUERAS 1665 3666 1a+TH ST SW, LYNNWOOD	5361/2+a 6(+5a/1 SE	Ri RA i ESQG		X	
5 G4	EXj RESSLY j ORTRAITS 3a LYNNWOOD 3666 1a+TH ST SW RU /16, LYNNWOOD	5361/2+9 6(+5a/1 SE	Ri RA ND		X	
/ G4	EDUONDS Si HOOL DIST 15 LYNNWOOD HIGH SH 3661 1a+TH ST SW, LYNNWOOD	5361/256 6(+/13/ SE	Ri RA i ESQG		X	
4 G+	AGI B) SINESS j ARK 3/1/ S RD, LYNNWOOD	5361/219 6(+9+aa NE	Ri RA ND		X	
a Fa	H J H DRY i LEANING 33RD AVE W, LYNNWOOD	5361/111 6(+9556 S	Ri RA ND i Si SL	X	X	
9 H/	UILLER j AINT i OUj ANY ALDERWOOD 1a621 ALDERWOOD UALL j KWY STE, LYNNWOOD	53635954 6(56a6a E	Ri RA i ESQG		X	
16 H5	UODERN SEWER i ONST i O INi 14a16 ASH WAY, ALDERWOOD UANOR	5361/36/ 6(5125+ E	) ST		X	
11 Fa	FISHER B) SINESS i ENTER AT LYNNWOOD 3+66 1aaTH SW, LYNNWOOD	5361/663 6(51/69 S	) ST		X	
12 i 4	j AINE FIELD DR) U 163RD ST SW E OF AIRj ORT RD, EVERETT	53615/24 6(52+33 SW	Ri RA ND		X	
13 H/	SEARS) NIT 11698/259 1a/66 ALDERWOOD UALL BLVD, LYNNWOOD	5361/321 6(52441 E	Ri RA i ESQG) ST		X	
1+ H5	ARi O 5324 j SI 5649 1496/ ASH WAY ALDERWOOD UALL, LYNNWOOD	5361/3++ 6(5544+ E	Ri RA SQG) ST		X	

Exact Match Summary

				UAj i LASS		
				+	▽	○
UAj ID GRID	SITE NAUE ADDRESS	j I ID #	DATABASES	RELEASE	) SE	) SE RESTRIi TION
15 Da	ALDERWOOD RS) f2162&B61z +61a 1aaTH ST SW, LYNNWOOD	53615495 6(5/996 SW	) ST		X	
1/ Fa	j LETRONIi S INi 19613 3/TH AVE W, LYNNWOOD	53635a55 6(/224/ S	Ri RA SQG		X	
14 Fa	EVERGREEN WEIGH INi 19623 3/TH AVE W STE E, LYNNWOOD	53615994 6(/229/ S	Ri RA ND		X	
1a H/	TARGET STORE 633a 1a365 ALDERWOOD UALL j KWY, LYNNWOOD	5361/3/4 6(/+//4 E	Ri RA i ESQG		X	
19 Da	j HILLIj S // i OUj ANY SS#641a// 19/ ST SW +6TH, LYNNWOOD	536154// 6(/5162 SW	) ST		X	
26 F9	NJ N i ONTAi T LENS INTERNATIONAL 19631 33RD AVE W STE 166, LYNNWOOD	5361/113 6(/9261 S	Ri RA ND		X	
21 i a	FIRE STATION 1 1aa66 ++TH AVE W, LYNNWOOD	53615552 6(46++a SW	L) ST) ST	X	X	
22 F9	j Ii NIi j OINT DR) US ALDERWOOD TREATUENT j LANT, LYNNWOOD	5361/112 6(464+5 S	Ri RA ND		X	
23 H3	SHADES OF SEATTLE INi 142ND ST 2a2+ 142ND ST SW, LYNNWOOD	5361/29a 6(469// NE	Ri RA ND		X	
2+ Ha	BON UARi HE LYNNWOOD 1a466 ALDERWOOD UALL BLVD, LYNNWOOD	5361/3+3 6(43516 SE	Ri RA ND) ST		X	
25 i a	j ARKS AND REi REATION 1a966 ++TH AVE W, LYNNWOOD	53615551 6(4/6a4 SW	L) ST) ST	X	X	
2/ H3	EVANS TIRE SVi i TRS 26 1a121 ALDERWOOD UALL BLVD, LYNNWOOD	5361/291 6(4/16+ NE	Ri RA i ESQG		X	
24 G9	wi j ENNEY 466 ALDERWOOD UALL BLVD, LYNNWOOD	5361/1/a 6(49/13 SE	L) ST) ST	X	X	
2a G9	EDUONDS Si HOOL DISTRIi T NO(15 TRANSj ORTATION i NTR B) S GARAGE, LYNNWOOD	5361/22a 6(49/53 SE	L) ST) ST	X	X	

Exact Match Summary

				UAj i LASS		
				+	▽	○
UAj ID GRID	SITE NAUE ADDRESS	j I ID #	DATABASES	RELEASE	) SE	) SE RESTRIi TION
29 G9	EDUONDS SD NO 15 UAINT J TRANS DEj T 2924 ALDERWOOD UALL BLVD, LYNNWOOD	5361/25+ 6(a1+a1 SE	Ri RA i ESQG		X	
36 G9	EDUONDS Si H DIST 15 TRANSj i TR 2933 ALDERWOOD UALL BLVD, LYNNWOOD	5361/252 6(a15+3 SE	i Si SL	X		
31 B+	HWY 99 LYNNWOOD WASTE 14264 HWY 99, LYNNWOOD	536151/2 6(a3439 NW	Ri RA ND		X	
32 B3	j ONTIAi GUi OF LYNNWOOD 14315 HIGHWAY 99, LYNNWOOD	536151a6 6(a3a3+ NW	Ri RA ND		X	
33 B+	ATJ T i OUU) NIi ATION INi 14366 HWY 99, LYNNWOOD	53615124 6(a+142 NW	Ri RA ND) ST		X	
3+ B+	EXXON i O) SA 4+196 14523 HIGHWAY 99, LYNNWOOD	536156a3 6(a+222 NW	Ri RA i ESQG i Si SL) ST	X	X	
35 H2	j) GET WEST i ORj 1/962 2aTH AVE W, LYNNWOOD	5361/363 6(a+23/ NE	Ri RA ND		X	
3/ H2	ALDER 1/962 2aTH AVE 1/962 2aTH AVE W, LYNNWOOD	5361/36+ 6(a+23/ NE	Ri RA ND		X	
34 B+	14366 HIGHWAY 99, LYNNWOOD	5363/3a9 6(a++3a NW	ERNS	X		
3a B+	Q) ALITY F) EL i ENTER8 QFi # a55 14525 HWY 99, LYNNWOOD	53615655 6(a52a6 NW	) ST		X	
39 B+	EZ UINI UART J SHELL 14+2/ HWY 99, LYNNWOOD	536156/a 6(a5566 NW	i Si SL L) ST) ST	X	X	
+6 i 9	EDUONDS Si HOOL DIST LYNNDALE ELEU 4266 191ST ST SW, LYNNWOOD	53615/36 6(a5/2a SW	Ri RA ND		X	
+1 i 3	1462/ HIGHWAY 99, LYNNWOOD	5363/3a2 6(a4+93 NW	ERNS	X		
+3 B5	Ei H A) TO INi 14421 HIGHWAY 99 STE A, LYNNWOOD	53615666 6(a4a+a W	Ri RA ND		X	

Exact Match Summary

				UAj i LASS		
				+	▽	O
UAj ID GRID	SITE NAUE ADDRESS	j I ID #	DATABASES	RELEASE	) SE	) SE RESTRIi TION
++ H2	Ei H A) TO INi LYNNWOOD 1a621 ALDERWOOD UALL BLVD STE, LYNNWOOD	5361/295 6(a4969 NE	Ri RA ND		X	
+5 B5	LYNNWOOD A) TO WREi KERS INi 14a16 HIGHWAY 99, LYNNWOOD	5361+9// 6(a9+59 W	Ri RA i ESQG		X	
+/ i 9	DR) G LAB VEHIi LE AT j 19232 ++TH AVE W, LYNNWOOD	53615556 6(a9aa3 SW	Ri RA i ESQG		X	
+4 I4	I5 I+65 INTERi HANGE I+65 SO) THBO) ND AT THE I5 INTE, LYNNWOOD	5361/566 6(96a+a SE	Ri RA i ESQG		X	
+a E16	UANOR HARDWARE i O 19566 3/TH AVE W, LYNNWOOD	53615959 6(9146+ S	) ST		X	
+9 A5	D J D UOTORHOUE RENTAL 14a26 HIGHWAY 99, LYNNWOOD	5361+932 6(91a65 W	) ST		X	
56 i 2	D) NN L) UBER i O NORTHWEST INi 1/926 STATE HIGHWAY 99, LYNNWOOD	53615319 6(91a+1 NW	) ST		X	
51 A+	5665 DR) U 5665 14/TH ST SW, LYNNWOOD	5361+95/ 6(929/2 NW	Ri RA ND		X	
52 A5	j ETROL j L) S, INi (14a6+ HIGHWAY 99, LYNNWOOD	5361+91/ 6(9353/ W	L) ST) ST	X	X	
53 A5	LYNNWOOD A) TO WREi KERS INi 14a16 HWY 99 , LYNNWOOD	53635/5/ 6(93451 W	i Si SL NFA	X		
5+ A5	SEAVIEW i HEVROLET 14969 HIGHWAY 99, LYNNWOOD	5361+96+ 6(9+1++ W	Ri RA ND		X	
55 A5	TWIN i EDARS RV j ARK 14a2/ HIGHWAY 99, LYNNWOOD	5361+966 6(9+3+5 W	i Si SL NFA	X		
5/ E1	) NOi AL SS NO 5533 1/+6+ 3/TH AVE W, LYNNWOOD	536159a3 6(9++19 N	Ri RA i ESQG L) ST) ST	X	X	
54 A5	DAVIDS A) TO BODY INi 14a36 HIGHWAY 99, LYNNWOOD	5361+a95 6(9+926 W	Ri RA i ESQG		X	

Exact Match Summary

				UAj i LASS		
				+	▽	○
UAj ID GRID	SITE NAUE ADDRESS	j I ID #	DATABASES	RELEASE	) SE	) SE RESTRIi TION
5a E16	UEINEKE DISi O) NT U) FFLER 34TH AVE 19562 34TH AVE W, LYNNWOOD	53615953 6(9//56 S	Ri RA ND) ST		X	
59 A/	j REi ISION i IRi) ITS, INi (HIGHWAY 99 BLDG B, LYNNWOOD	5361+a/2 6(94131 W	Ri RA ND		X	
/6 i 2	WALGREEN j ROj ERTY 1/a2+ HWY 99, LYNNWOOD	536152/5 6(9449a NW	i Si SL	X		
/1 B2	LAKE SERENE A) TO UARINE ELEi TRIi 1/a69 F HWY 99, LYNNWOOD	536152+5 6(9956a NW	Ri RA ND		X	

Non-Exact Match Summary

				UAj i LASS		
				+	▽	O
UAj ID GRID	SITE NAUE ADDRESS	j I ID #	DATABASES	RELEASE	) SE	) SE RESTRIi TION
+2 w	EXXON i O) SA 4/93/ 2+16 19/TH SW, ALDERWOOD UANOR	53635962 6(a4+9/ E	Ri RA i ESQG		X	

Exact Match Details

U0p ID 1 6(241 U S	GRID F4	j I ID # 5361/645	LAT: +4(a3199	LON: &I 22(24a9/	) SE
	Sdte N0l e WANDAS i LEANERS AMMreCC 3333 1a+TH ST SW STE R LYNNWOOD, WA 9a634+4+2			D0t0s 0CeC: Ri RA i ESQG	

Ri RA i ESQG **Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor**

Sdte: WANDAS i LEANERS 3333 1a+TH ST SW STE R LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa56/259
NAli S DESi : Dr. cge0ndh7 0nML0unMr. ServdteCfe-cept i odh&Oper0teMz
i ONTAi T NAUE: WANDA WALLIN
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182663, 6282482665
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: WANDAS i LEANERS
Sek Nul ser: 11
RecedveMD0te: 6282482665
Tr0nCcer F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 2 6(34+ U SW	GRID D4	j I ID # 53615a11	LAT: +4(a3136	LON: &I 22(2a463	) SE
	Sdte N0l e LYNNWOOD i ITY WATER TANKS AMMreCC 1a+25 +6TH AVE W LYNNWOOD, WA 9a6344/16			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: LYNNWOOD i ITY WATER TANKS 1a+25 +6TH AVE W LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+455+4
NAli S DESi : Other Gener0gGovernl ent Support
i ONTAi T NAUE: LIN FOLSOU
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6481981996

L0Ct Report Det0dgC:

Sdte N0l e: LYNNWOOD i ITY WATER TANKS
Sek Nul ser: 1
RecedveMD0te: 6481981996
Tr0nCcer F0cdgt. :

Exact Match Details

U0p ID 2 6(34+ U SW	GRID D4	j I ID # 53615a11	LAT: +4(a3136	LON: &I 22(2a463	) SE ∇
	Sdte N0l e LYNNWOOD i ITY WATER TANKS AMMreCC 1a+25 +6TH AVE W LYNNWOOD, WA 9a6344/16			D0t0s 0CeC Ri RA ND	

FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 3 6(+33 U S	GRID F4	j I ID # 5361/11+	LAT: +4(a29a3	LON: &I 22(244/3	RELEASE +
	Sdte N0l e wi i (j ENNY i OUj ANY, INi (#2611&5 AMMreCC 1a/61 33RD AVE W LYNNWOOD, WA 9a634			D0t0s 0CeC L) ST) ST	

L) ST Le0xch7) nMer7rounMStor07e T0nxC

Sdte: wi j ENNY i OUj ANY INi 2611&5 1a/61 33RD AVE W L. nnq ooM, WA 9a634
F0cdgt. Sdte IM: 5241a592
Agtern0te N0l e: wi j ENNEY i O
i ount. : Snohol dCh
) nd: NORTHWEST

Rege0Ce ID	Rege0Ce Notdat0tdon D0te	Rege0Ce St0tuC i h0n7e D0te	Rege0Ce St0tuC	UeMtD AbbecteM
+3a5a5	618268199a	618268199a	i ge0nup St0rteM	Sodg
+3a5a5	618268199a	6386482662	ReporteMi ge0neM) p	Sodg

) ST) nMer7rounMStor07e T0nxC

Sdte: wi j ENNY i OUj ANY INi 2611&5 1a/61 33RD AVE W LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 5241a592
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cdt.	i I pt(8ID	SusCt0nce
4254	2	i gpCeMdh j g0ce	19/+&I 2&81	111 TO 1,166 G0gpnC	1843a/	) CeM OdgSW0Cte Odg
4312	1	Rel oveM	19a6&63&61	111 TO 1,166 G0gpnC	184++2	DdeCeg

U0p ID + 6(+59 U SE	GRID G4	j I ID # 5361/2+a	LAT: +4(a3145	LON: &I 22(2435a	) SE ∇
	Sdte N0l e KITS i AUERAS 1665 AMMreCC 3666 1a+TH ST SW LYNNWOOD, WA 9a634+41a			D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdon0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: KITS i AUERAS 1665 3666 1a+TH ST SW /3+ LYNNWOOD, WA 9a63/
HANDLER ID: WA66661+2956
NAIi S DESi : One&Hour j hotobhdChch7
i ONTAi T NAUE: TOU KELLY
TSD Ai TIVITY: N

Report Sus I dCCdon HdCtor.

i 0te7or.	Report D0te
LQG	

Exact Match Details

U0p ID + 6(+59 U SE	GRID G4	j I ID # 5361/2+a	LAT: +4(a3145	LON: &I 22(2435a	) SE ∇
	Sdte N0l e KITS i AUERAS 1665 AMMreCC 3666 1a+TH ST SW LYNNWOOD, WA 9a634+41a			D0t0s 0CeC Ri RA i ESQG	

SQG	
i ESQG	1283182663, 1283182665, 1283182664, 6286a8266a
Ri RA ND	

L0Ct Report Det0dgC

Sdte N0l e: KITS i AUERAS 1665
Sek Nul ser: 1/
RecedveMD0te: 6286a8266a
Tr0nCter F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdon0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 5 6(+59 U SE	GRID G4	j I ID # 5361/2+9	LAT: +4(a3145	LON: &I 22(2435a	) SE ∇
	Sdte N0l e EXj RESSLY j ORTRAITS 3a LYNNWOOD AMMreCC 3666 1a+TH ST SW RU /16 LYNNWOOD, WA 9a634+4/a			D0t0s 0CeC Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdon**

Sdte: EXj RESSLY j ORTRAITS 3a LYNNWOOD 3666 1a+TH ST SW RU /16 LYNNWOOD, WA 9a125
HANDLER ID: WAD9aa+91a69
NAli S DESi : j hoto7r0ph. StuMtdC, j ortr0dt
i ONTAi T NAUE: UARTIN RITi HEY
TSD Ai TIVITY: N

Report Sus l dCCdon HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6486/82666

L0Ct Report Det0dgC

Sdte N0l e: EXj RESSLY j ORTRAITS 3a LYNNWOOD
Sek Nul ser: /
RecedveMD0te: 6486/82666
Tr0nCter F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID / 6(+/1 U SE	GRID G4	j I ID # 5361/256	LAT: +4(a31a/	LON: &I 22(243+1	) SE ∇
	Sdte N0l e EDUONDS Si HOOL DIST 15 LYNNWOOD HIGH SH AMMreCC 3661 1a+TH ST SW LYNNWOOD, WA 9a634+499			D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG **Ri RA i onMtdon0gg E-el pt Sl 0ggQu0ntd. Gener0tor**

Exact Match Details

U0p ID / 6(+/1 U SE	GRID G4	j I ID # 5361/256	LAT: +4(a31a/	LON: &122(243+1	) SE
	Sdte N0l e	EDU ONDS Si HOOL DIST 15 LYNNWOOD HIGH SH		D0t0s 0CeC: Ri RA i ESQG	
	AMMreCC	3661 1a+TH ST SW LYNNWOOD, WA 9a634+499			

Sdte: EDU ONDS Si HOOL DIST 15 LYNNWOOD HIGH SH 3661 1a+TH SW LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+4/1/+
NAli S DESi : Egl ent0r. 0nMSeconM0r. SchoogC
i ONTAi T NAUE: wERRY SA) LTER
TSD Ai TIVITY: N

Report Sus l dCCdon HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182663, 1283182665, 1283182664, 6286a8266a
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: EDU ONDS Si HOOL DIST 15 LYNNWOOD HIGH SH
Sek Nul ser: 12
RecedveMD0te: 6286a8266a
Tr0nCcer F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdon0gg E-el pt Sl 0ggQu0ntdt. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntdt. Gener0tor

U0p ID 4 6(+95 U NE	GRID G+	j I ID # 5361/219	LAT: +4(a+6/5	LON: &122(24+52	) SE
	Sdte N0l e	AGI B) SINESS j ARK		D0t0s 0CeC: Ri RA ND	
	AMMreCC	3/1/ S RD LYNNWOOD, WA 9a634			

Ri RA ND **Ri RA No DeCd7n0tdon**

Sdte: AGI B) SINESS j ARK 3/1/ S RD LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+433/9
NAli S DESi : i ol l ercd0g0nMInCtdutdon0gBudgMth7 i onCructdon
i ONTAi T NAUE: ALISON THOUAS
TSD Ai TIVITY: N

Report Sus l dCCdon HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6+86+81996

L0Ct Report Det0dgC:

Sdte N0l e: AGI B) SINESS j ARK
Sek Nul ser: 1
RecedveMD0te: 6+86+81996
Tr0nCcer F0cdgt. :
FeMer0gW0Cte Gener0tor: N

Exact Match Details

U0p ID 4 6(+95 U NE	GRID G+	j I ID # 5361/219	LAT: +4(a+6/5	LON: &I 22(24+52	) SE ∇
	Sdte N0l e AMMreCC	AGI B) SINESS j ARK 3/1/ S RD LYNNWOOD, WA 9a634		D0t0s 0CeC Ri RA ND	

St0te W0Cte Gener0tor: N

U0p ID a 6(+9/ U S	GRID Fa	j I ID # 5361/111	LAT: +4(a2aa6	LON: &I 22(24442	RELEASE +
	Sdte N0l e AMMreCC	H J H DRY i LEANING 33RD AVE W LYNNWOOD, WA 9a634+4+3		D0t0s 0CeC i Si SL Ri RA ND	

i Si SL **i onbdrl eM0nMSuCpecteMi ont0l dh0teMSdteCLdCt**

Sdte: H J H DRY i LEANING 1a466 33RD AVE W LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 5155435a
i ount. N0l e: Snohol dCh
ReCponCdsge) ndt: NORTHWEST
Ecogp7. St0tuC i oMe: Rel eMt0gActdon dh pro7reCC
j ro7r0l j g0n i oMe: Vi j

AbbecteMIM: f 8 i onbdrl eMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
H0gp7en0teMOr70ndt i ol pounMC	

AbbecteMIM: f 8 i onbdrl eMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
H0gp7en0teMOr70ndt i ol pounMC	

Ri RA ND **Ri RA No DeCd7n0tdon**

Sdte: H J H DRY i LEANING 1a466 33RD AVE W LYNNWOOD, WA 9a634
HANDLER ID: WAH66661++42
NAli S DESi : Dr. cge0ndh7 0nML0unMr. ServdteC fe- cept i odh8Oper0teMz
i ONTAi T NAUE: DAVEND RA) BVOGEL
TSD Ai TIVITY: N

Report Sus l dCCdon HdCtor.

i 0te7or.	Report D0te
LQG	6381a82662
SQG	
i ESQG	
Ri RA ND	1283182663, 6381a82665

L0Ct Report Det0dgC:

Sdte N0l e: H J H DRY i LEANING
Sek Nul ser: 5
RecedveMD0te: 6381a82665
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

Exact Match Details

U0p ID 9 6(56a U E	GRID H/	j I ID # 53635954	LAT: +4(a3533	LON: &I 22(246a/	) SE ∇
	Sdte N0l e AMMreCC	UILLER j AINT i OUj ANY ALDERWOOD 1a621 ALDERWOOD UALL j KWY STE LYNNWOOD, WA 9a634		D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: UILLER j AINT i OUj ANY ALDERWOOD 1a621 ALDERWOOD UALL j KWY STE LYNNWOOD, WA 9a634
HANDLER ID: WAH666631/1+
NAli S DESi : j 0dnt 0nMW0ggp0per StoreC
i ONTAi T NAUE: STEVE SERRA
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182664, 628248266a
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: UILLER j AINT i OUj ANY ALDERWOOD
Sek Nul ser: 2
RecedveMD0te: 628248266a
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 16 6(513 U E	GRID H5	j I ID # 5361/36/	LAT: +4(a3543	LON: &I 22(241+1	) SE ∇
	Sdte N0l e AMMreCC	UODERN SEWER i ONST i O INi 14a16 ASH WAY ALDERWOOD UANOR, WA 9a6344969		D0t0s 0CeC) ST	

) ST) nMer7rounMStor07e T0nxC

Sdte: UODERN SEWER i ONST i O INi 14a16 ASH WAY ALDERWOOD UANOR, WA 9a634
F0cdgt. Sdte IM: 144/a91a
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(&ID	SusCt0nce
12564	1	Rel oveM	19/+&I2&&1		1812466	Le0MeM G0Cogghe

U0p ID 11 6(51/ U S	GRID Fa	j I ID # 5361/663	LAT: +4(a249/	LON: &I 22(2a135	) SE ∇
	Sdte N0l e AMMreCC	FISHER B) SINESS i ENTER AT LYNNWOOD 3+66 1aaTH SW LYNNWOOD, WA 9a634+46a		D0t0s 0CeC) ST	

) ST) nMer7rounMStor07e T0nxC

Sdte: FISHER B) SINESS i ENTER AT LYNNWOOD 3+66 1aaTH SW LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 5+4++2+9
i ount. : Snohol dCh

Exact Match Details

U0p ID 11 6(51/ U S	GRID Fa	j I ID # 5361/663	LAT: +4(a249/	LON: &122(2a135	) SE ∇
	Sdte N0l e	FISHER B) SINESS i ENTER AT LYNNWOOD		D0t0s 0CeC:) ST	
	AMMreCC	3+66 1aaTH SW LYNNWOOD, WA 9a634+46a			

) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
32a43	1	Rel oveM	19/+&12&81	111 TO 1,166 G0gpnC	1833351	

U0p ID 12 6(52+ U SW	GRID i 4	j I ID # 53615/24	LAT: +4(a3149	LON: &122(2914+	) SE ∇
	Sdte N0l e	j AINE FIELD DR) U		D0t0s 0CeC: Ri RA ND	
	AMMreCC	163RD ST SW E OF AIRj ORT RD EVERETT, WA 9a26+			

Ri RA ND

Ri RA No DeCd7n0tdon

Sdte: j AINE FIELD DR) U 163RD ST SW E OF AIRj ORT RD EVERETT, WA 9a26+
HANDLER ID: WAD9aa+459a+
NAli S DESi : AM dhdCtr0tdon obAd 0nMW0ter ReCource 0nMSogM W0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: Dli K STOREY
TSD Ai TIVITY: N

Report Sus l dCCdon HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6a81681996

L0Ct Report Det0dgC:

Sdte N0l e: j AINE FIELD DR) U
Sek Nul ser: 1
RecedveM D0te: 6a81681996
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 13 6(52a U E	GRID H/	j I ID # 5361/321	LAT: +4(a3522	LON: &122(246++	) SE ∇
	Sdte N0l e	SEARS) NIT 11698/259		D0t0s 0CeC:) ST Ri RA i ESQG	
	AMMreCC	1a/66 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a634/93+			

) ST

) nMer7rounMStor07e T0nxC

Sdte: SEARS ROEB) i K J i O LYNNWOOD 1a/66 2/TH AVE W LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM 12+9351+
i ount. : Snohol dCh
) nd: NORTHWEST

Exact Match Details

U0p ID 13 6(52a U E	GRID H/	j I ID # 5361/321	LAT: +4(a3522	LON: &I 22(246++	) SE ∇
	Sdte N0l e SEARS) NIT 11698/259 AMMreCC 1a/66 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a634/93+			D0t0s 0CeC) ST Ri RA i ESQG	

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
/526	1	Rel oveM	19498ba886	111 TO 1,166 G0ggpnC	18//33	) CeM OdgBW0Cte Odg

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: SEARS) NIT 11698/259 1a/66 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a663
HANDLER ID: WAD9aa+a1/93
NAli S DESi : AggOther Gener0gUerch0nMdCe StoreC
i ONTAi T NAUE: UIKE OLSEN
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182663, 1283182665, 1283182664, 638638266a
Ri RA ND	6986181993, 638318199+

L0Ct Report Det0dgC:

Sdte N0l e: SEARS) NIT 11698/259
Sek Nul ser: 1/
RecedveMD0te: 638638266a
Tr0nCcer F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 1+ 6(55a U E	GRID H5	j I ID # 5361/3++	LAT: +4(a3555	LON: &I 22(2/949	) SE ∇
	Sdte N0l e ARi O 5324 j SI 5649 AMMreCC 1496/ ASH WAY ALDERWOOD UALL LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA SQG) ST	

Ri RA SQG Ri RA Sl 0ggQu0ntd. Gener0tor

Sdte: ARi O 5324 1496/ ASH WAY ALDERWOOD UALL LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+a395+
NAli S DESi : G0Cogghe St0tdbnCqdh i onvendence StoreC
i ONTAi T NAUE: R) TH HA
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	1283182665, 1283182664, 6282/8266a
i ESQG	1283182663
Ri RA ND	

L0Ct Report Det0dgC:

Exact Match Details

U0p ID 1+ 6(55a U E	GRID H5	j I ID # 5361/3++	LAT: +4(a3555	LON: &122(2/949	) SE ∇
	Sde N0l e ARi O 5324 j SI 5649 AMMreCC 1496/ ASH WAY ALDERWOOD UALL LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA SQG) ST	

Sde N0l e: ARi O 5324
Sek Nul ser: 1+
RecedveM D0te: 6282/8266a
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: Sl 0ggQu0ndt. Gener0tor
St0te W0Cte Gener0tor: UeMdul Qu0ntdt. Gener0tor

) ST) nMer7rounMStor07e T0nxC

Sde: ARi O AU8j U ASH WAY LYNNWOOD 1496/ ASH WAY LYNNWOOD, WA 9a634
F0cdgt. Sde IM: 12+a+553
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
1+5/	1	Oper0tdbn0g	19a4&69&61	16,666 to 19,999 G0ggpnC	181+a3	Le0MeM G0Cogghe
15+4	2	Oper0tdbn0g	19a4&69&61	16,666 to 19,999 G0ggpnC	1815a1	) ngg0MeM G0Cogghe
1+49	3	Oper0tdbn0g	19a4&69&61	16,666 to 19,999 G0ggpnC	18156/	) ngg0MeM G0Cogghe

U0p ID 15 6(546 U SW	GRID Da	j I ID # 53615495	LAT: +4(a2a14	LON: &122(2a4/5	) SE ∇
	Sde N0l e ALDERWOOD RS) f21628861z AMMreCC +61a 1aaTH ST SW LYNNWOOD, WA 9a634			D0t0s 0CeC) ST	

) ST) nMer7rounMStor07e T0nxC

Sde: ALDERWOOD RS) 21628861 +61a 1aaTH ST SW LYNNWOOD, WA 9a63/
F0cdgt. Sde IM: 9a214+39
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
369+5	21628861&l	Rel oveM	19928658&12	111 TO 1,166 G0ggpnC	1831396	DdeCeg

U0p ID 1/ 6(/23 U S	GRID Fa	j I ID # 53635a55	LAT: +4(a2/+1	LON: &122(2a159	) SE ∇
	Sde N0l e j LETRONIi S INi AMMreCC 19613 3/TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC Ri RA SQG	

Ri RA SQG Ri RA Sl 0ggQu0ntdt. Gener0tor

Sde: j LETRONIi S INi 19613 3/TH AVE W LYNNWOOD, WA 9a63/
HANDLER ID: WAH666632266
NAIi S DESi : Other Egectrondt j 0rtC0nMEkudpl ent Uerch0nt WhogeC0gerC
i ONTAi T NAUE: ROB HENRY
TSD Ai TIVITY: N

Exact Match Details

U0p ID 1/ 6(/23 U S	GRID Fa	j I ID # 53635a55	LAT: +4(a2/+1	LON: &I 22(2a159	) SE
	Sdte N0l e j LETRONIi S INi AMMreCC 19613 3/TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC: Ri RA SQG	

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	1283182664, 618258266a
i ESQG	
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: j LETRONIi S INi
Sek Nul ser: 2
RecedveMD0te: 618258266a
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: Sl 0gqQu0ndt. Gener0tor
St0te W0Cte Gener0tor: UeMdul Qu0ntdt. Gener0tor

U0p ID 14 6(/23 U S	GRID Fa	j I ID # 53615994	LAT: +4(a2/+1	LON: &I 22(2a1/6	) SE
	Sdte N0l e EVERGREEN WEIGH INi AMMreCC 19623 3/TH AVE W STE E LYNNWOOD, WA 9a63/54/+			D0t0s 0CeC: Ri RA ND	

Ri RA ND Ri RA No DeCd7n0tdbn

Sdte: EVERGREEN WEIGH INi 19623 3/TH AVE W STE E LYNNWOOD, WA 9a63/
HANDLER ID: WAD9aa+942/9
NAIi S DESi : j oq er&Drdven H0nMtoogU0nub0cturdn7
i ONTAi T NAUE: TROY Si HUEIL
FO) ND VIOLATION: N
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	1682a8199a

L0Ct Report Det0dgC:

Sdte N0l e: EVERGREEN WEIGH INi
Sek Nul ser: 5
RecedveMD0te: 1682a8199a
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

Exact Match Details

U0p ID 1a 6(/+4 U E	GRID H/	j I ID # 5361/3/4	LAT: +4(a32/2	LON: &I22(2/a51	) SE
	Sdte N0l e TARGET STORE 633a AMMreCC 1a365 ALDERWOOD UALL j KWY LYNNWOOD, WA 9a63439/1			D0t0s 0CeC: Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: TARGET STORE 633a 1a365 ALDERWOOD UALL j KWY LYNNWOOD, WA 9a634
HANDLER ID: WAH6666249a/
NAli S DESi : DdCcount Dep0rtl ent StoreC
i ONTAi T NAUE: vENNIFER RYUANOWSKI
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182664, 6282/8266a
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: TARGET STORE 633a
Sek Nul ser: 3
RecedveMD0te: 6282/8266a
Tr0nCcer F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 19 6(/51 U SW	GRID Da	j I ID # 536154//	LAT: +4(a2412	LON: &I22(2aa+/	) SE
	Sdte N0l e j HILLIj S // i OUj ANY SS#641a// AMMreCC 19/ ST SW +6TH LYNNWOOD, WA 9a63/			D0t0s 0CeC:) ST	

) ST) nMer7rounMStor07e T0nxC

Sdte: j HILLIj S // 641a// 19/ ST SW +6TH LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM: a254a2+a
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(&ID	SusCt0nce
19646	6+19/35	) nxnoq n	19/+&I2&&1		1819351	) ngp0MeM G0Cogghe
191a3	6+19/3/	) nxnoq n	19/+&I2&&1	111 TO 1,166 G0ggpnC	1819+//	) CeM OdgSW0Cte Odg
19132	6+19/3a	) nxnoq n	19/+&I2&&1	111 TO 1,166 G0ggpnC	1819+15	
1429+	6+19/+2	) nxnoq n	19/+&I2&&1		18145+a	Le0MeM G0Cogghe

Exact Match Details

U0p ID 26 6(/92 U S	GRID F9	j I ID # 5361/113	LAT: +4(a25a6	LON: &I 22(244/5	) SE
	Sdte N0l e NJ N i ONTAi T LENS INTERNATIONAL AMMreCC 19631 33RD AVE W STE 166 LYNNWOOD, WA 9a63/+431			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: USi UIi ROFILU SVi i O 19631 33RD AVE W STE 166 LYNNWOOD, WA 9a63/
HANDLER ID: WAD9a2/5913a
NAIi S DESi : D0t0 j roceCCdh7, HoCtdh7, 0nMReg0teMServdteC
i ONTAi T NAUE: DARLA Si ALF
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6+86/819a9, 1283181996

L0Ct Report Det0dgC:

Sdte N0l e: NJ N i ONTAi T LENS INTERNATIONAL
Sek Nul ser: 1
RecedveMD0te: 1283181996
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: Sl 0ggQu0nd. Gener0tor
St0te W0Cte Gener0tor:

U0p ID 21 6(46+ U SW	GRID i a	j I ID # 53615552	LAT: +4(a2a14	LON: &I 22(292+9	RELEASE
	Sdte N0l e FIRE STATION 1 AMMreCC 1aa66 ++TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC: L) ST) ST	

L) ST **Le0xdh7) nMer7rounMStor07e T0nxC**

Sdte: FIRE STATION 1 1aa66 ++TH AVE W L. nnq ooM, WA 9a63/
F0cdgt. Sdte IM: 5+414a+9
Agern0te N0l e: LYNNWOOD i ITY FIRE STATION # 1
i ount. : Snohol dCh
) nd: NORTHWEST

Reg0Ce ID	Reg0Ce Notdbt0tdbn D0te	Reg0Ce St0tuC i h0n7e D0te	Reg0Ce St0tuC	UeMtD AbbecteM
3241	6382381992	6/86181995	i g0nup St0rteM	GrounMW0ter
3241	6382381992	6/86181995	i g0nup St0rteM	Sodg
3241	6382381992	118118199a	ReporteMi g0neM) p	GrounMW0ter
3241	6382381992	118118199a	ReporteMi g0neM) p	Sodg

) ST **) nMer7rounMStor07e T0nxC**

Sdte: FIRE STATION 1 1aa66 ++TH AVE W LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM: 5+414a+9
i ount. : Snohol dCh
) nd: NORTHWEST

Exact Match Details

U0p ID 21 6(46+ U SW	GRID i a	j I ID # 53615552	LAT: +4(a2a14	LON: &I 22(292+9	RELEASE +
	Sdte N0l e FIRE STATION 1 AMMreCC 1aa66 ++TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC: L) ST) ST	

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
24/a3	1) NL	Rel oveM	19418618&+		182a655	) ngp0MeM G0Cogghe
5/4	3 DSL	Rel oveM	19418618&+		185a1	
19439	2 REG	Rel oveM	19458638&2+		182662+	Le0MeM G0Cogghe

U0p ID 22 6(464 U S	GRID F9	j I ID # 5361/112	LAT: +4(a2554	LON: &I 22(244//	) SE ∇
	Sdte N0l e j Ii NIi j OINT DR) US AMMreCC ALDERWOOD TREATUENT j LANT LYNNWOOD, WA 9a63/			D0t0s 0CeC: Ri RA ND	

Ri RA ND Ri RA No DeCd7n0tdbn

Sdte: j Ii NIi j OINT DR) US ALDERWOOD TREATUENT j LANT LYNNWOOD, WA 9a63/
HANDLER ID: WAD9a14/1243
NAIi S DESi : AM dhdCtr0tdbn obAd 0nMW0ter ReCource 0nMSogMW0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: vEANNETTE BARREi A
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	12816819a/

L0Ct Report Det0dgC:

Sdte N0l e: j Ii NIi j OINT DR) US
Sek Nul ser: 1
RecedveMD0te: 12816819a/
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 23 6(416 U NE	GRID H3	j I ID # 5361/29a	LAT: +4(a+292	LON: &I 22(24135	) SE ∇
	Sdte N0l e SHADES OF SEATTLE INi 142ND ST AMMreCC 2a2+ 142ND ST SW LYNNWOOD, WA 9a634393a			D0t0s 0CeC: Ri RA ND	

Ri RA ND Ri RA No DeCd7n0tdbn

Sdte: SHADES OF SEATTLE INi 142ND ST 2a2+ 142ND ST SW LYNNWOOD, WA 9a634
HANDLER ID: WAH6666694/1
NAIi S DESi : AggOther UdCcegg0neouC Store Ret0dgerC fe- cept Tos 0cco StoreCz
i ONTAi T NAUE: TED j ETERSON
TSD Ai TIVITY: N

Exact Match Details

U0p ID 23 6(416 U NE	GRID H3	j I ID # 5361/29a	LAT: +4(a+292	LON: &I 22(24135	) SE ∇
	Sdte N0l e AMMreCC	SHADES OF SEATTLE INi 142ND ST 2a2+ 142ND ST SW LYNNWOOD, WA 9a634393a		D0t0s 0CeC Ri RA ND	

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6+86382663

L0Ct Report Det0dgC:

Sdte N0l e: SHADES OF SEATTLE INi 142ND ST
Sek Nul ser: 2
RecedveMD0te: 6+86382663
Tr0nCter F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 2+ 6(435 U SE	GRID Ha	j I ID # 5361/3+3	LAT: +4(a2a+/	LON: &I 22(2/9a3	) SE ∇
	Sdte N0l e AMMreCC	BON UARi HE LYNNWOOD 1a466 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a634a665		D0t0s 0CeC Ri RA ND) ST	

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: BON UARi HE LYNNWOOD 1a466 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a634
HANDLER ID: WA66666a5159
NAIi S DESi : Dep0rtl ent StoreC
i ONTAi T NAUE: DO) G i HANTRY
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	1681982665

L0Ct Report Det0dgC:

Sdte N0l e: BON UARi HE LYNNWOOD
Sek Nul ser: 16
RecedveMD0te: 1681982665
Tr0nCter F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

) ST **) nMer7rounMStor07e T0nxC**

Sdte: FEDERATED DEj T STORES INi DBA THE BON 1a466 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 59334513
i ount. : Snohol dCh

Exact Match Details

U0p ID 2+ 6(435 U SE	GRID Ha	j I ID # 5361/3+3	LAT: +4(a2a+/	LON: &I 22(2/9a3	) SE ∇
	Sdte N0l e BON UARi HE LYNNWOOD AMMreCC 1a466 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a634a665			D0t0s 0CeC Ri RA ND) ST	

) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
+23/5	1	Rel oveM	1949&I6&I6	111 TO 1,166 G0ggpnC	18+29/1	DdeCeg

U0p ID 25 6(4/1 U SW	GRID i a	j I ID # 53615551	LAT: +4(a246/	LON: &I 22(292+9	RELEASE +
	Sdte N0l e j ARKS AND REi REATION AMMreCC 1a966 ++TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC L) ST) ST	

L) ST Le0xch7) nMer7rounMStor07e T0nxC

Sdte: j ARKS AND REi REATION 1a966 ++TH AVE W L. nnq ooM, WA 9a63/
F0cdgt. Sdte IM: 912a15+3
Agtern0te N0l e: LYNNWOOD i ITY U) NIi Ij AL j OOL
i ount. : Snohol dCh
) nd: NORTHWEST

Rege0Ce ID	Rege0Ce Notdat0tdon D0te	Rege0Ce St0tuC i h0n7e D0te	Rege0Ce St0tuC	UeMtD AbbecteM
+6a2	6a82681991	6a82681991	i ge0nup St0rteM	Sodg
+6a2	6a82681991	6/86181995	ReporteMi ge0neM) p	Sodg

) ST) nMer7rounMStor07e T0nxC

Sdte: j ARKS AND REi REATION 1a966 ++TH AVE W LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM: 912a15+3
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
3+5a9	DSL	Rel oveM	19/+&I2&I1		1835696	

U0p ID 2/ 6(4/1 U NE	GRID H3	j I ID # 5361/291	LAT: +4(a++66	LON: &I 22(24152	) SE ∇
	Sdte N0l e EVANS TIRE SVi i TRS 26 AMMreCC 1a121 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/3916			D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: EVANS TIRE SVi i TRS 26 1a121 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/
HANDLER ID: WAD9aa+995/2
NAIi S DESi : Other Autol otdve Uech0ndt0g0nMEgctrdt0gRep0d 0nMU0dhten0nce
i ONTAi T NAUE: STEVE ASBILL
FO) ND VIOLATION: N
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te

Exact Match Details

U0p ID 2/ 6(4/1 U NE	GRID H3	j I ID # 5361/291	LAT: +4(a++66	LON: &I 22(24152	) SE ∇
	Sde N0l e EVANS TIRE SVi i TRS 26 AMMreCC 1a121 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/3916			D0t0s 0CeC Ri RA i ESQG	

LQG	
SQG	
i ESQG	6581682661
Ri RA ND	

L0Ct Report Det0dgC:

Sde N0l e: EVANS TIRE SVi i TRS 26
Sek Nul ser: 11
RecedveM D0te: 6581682661
Tr0nCcer F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 24 6(49/ U SE	GRID G9	j I ID # 5361/1/a	LAT: +4(a2+/2	LON: &I 22(245a2	RELEASE +
	Sde N0l e wi j ENNEY AMMreCC 466 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/			D0t0s 0CeC L) ST) ST	

L) ST Le0xch7) nMer7rounMStor07e T0nxC

Sde: wi j ENNEY i OUj ANY INi 466 ALDERWOOD UALL BLVD L. nnq ooM, WA 9a63/
F0cdgt. Sde IM: 92955351
Agern0te N0l e: wi j ENNEY
i ount. : Snohol dCh
) nd: NORTHWEST

Reg0Ce ID	Reg0Ce Notdd0tdbn D0te	Reg0Ce St0tuC i h0n7e D0te	Reg0Ce St0tuC	UeMtD AbbecteM
+355/6	618268199a	618268199a	i g0nup St0rteM	Sodg
+355/6	618268199a	6386a82662	ReporteMi g0neM) p	Sodg

) ST) nMer7rounMStor07e T0nxC

Sde: wi j ENNEY i OUj ANY INi 466 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/
F0cdgt. Sde IM: 92955351
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	Sus Ct0nce
+35555	TANK 1	Rel oveM	19666861861			

U0p ID 2a 6(494 U SE	GRID G9	j I ID # 5361/22a	LAT: +4(a2565	LON: &I 22(24+32	RELEASE +
	Sde N0l e EDUONDS Si HOOL DISTRIi T NO(15 AMMreCC TRANSj ORTATION i NTR B) S GARAGE LYNNWOOD, WA 9a63/+41a			D0t0s 0CeC L) ST) ST	

L) ST Le0xch7) nMer7rounMStor07e T0nxC

Sde: EDUONDS Si HOOL DISTRIi T 15 TRANSj ORTATION i NTR B) S GARAGE L. nnq ooM, WA 9a63/

Exact Match Details

U0p ID 2a 6(494 U SE	GRID G9	j I ID # 5361/22a	LAT: +4(a2565	LON: &I 22(24+32	RELEASE +
	Sdte N0l e AMMreCC	EDU ONDS Si HOOL DISTRIi T NO(15 TRANSj ORTATION i NTR B) S GARAGE LYNNWOOD, WA 9a63/+41a		D0t0s 0CeC L) ST) ST	

F0cdgt. Sdte IM /+5294/1
Agern0te N0l e: EDU ONDS Si HOOL B) S GARAGE
i ount. : Snohol dCh
) nd: NORTHWEST

Rege0Ce ID	Rege0Ce Notdct0tdbn D0te	Rege0Ce St0tuC i h0n7e D0te	Rege0Ce St0tuC	UeMtD AbbecteM
1++2	6/823819a9	1186181996	ReporteMi ge0neM) p	Sodg
5915/3	1181981991	1681+81991	Aq 0dch7 i ge0nup	Sodg
5915/3	1181981991	1681+81991	i ge0nup St0rteM	Sodg
5915/3	1181981991	1186+81993	ReporteMi ge0neM) p	Sodg
1++2	6/823819a9	6/86181995	i ge0nup St0rteM	Sodg
5915/+	6a81281999	6/83681999	Aq 0dch7 i ge0nup	Sodg
5915/+	6a81281999	6/83681999	i ge0nup St0rteM	Sodg
5915/+	6a81281999	6+81182662	ReporteMi ge0neM) p	Sodg

) ST) nMer7rounMStor07e T0nxC

Sdte: EDU ONDS Si HOOL DISTRIi T 15 TRANSj ORTATION i NTR B) S GARAGE LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM /+5294/1
i ount. : Snohol dCh
) nd: NORTHWEST

Exact Match Details

U0p ID 2a 6(494 U SE	GRID G9	j I ID # 5361/22a	LAT: +4(a2565	LON: &122(24+32	RELEASE +
	Sdte N0l e	EDU ONDS Si HOOL DISTRIi T NO(15		D0t0s 0CeC	
	AMMreCC	TRANSj ORTATION i NTR B) S GARAGE LYNNWOOD, WA 9a63/+41a		L) ST) ST	

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	Sus Ct0nce
35a/a	1	Rel oveM	19/1&61&61	16,666 to 19,999 G0gpnC	183/349	DdeCeg
359/4	2	Rel oveM	19/1&61&61	16,666 to 19,999 G0gpnC	183/+49	DdeCeg
35aa+	5	Rel oveM	19/+&12&81		183/395	) CeM OdgSW0Cte Odg
35a3/	3	Rel oveM	1943&61&61	16,666 to 19,999 G0gpnC	28+29615	DdeCeg
3591a	+	Rel oveM	1943&61&61	16,666 to 19,999 G0gpnC	183/+29	) ngt0MtM G0Cogthe
+4a659	a991+9	Oper0tdn0g	199a&64&14	16,666 to 19,999 G0gpnC	18+4a12/	DdeCeg
+4a654	a99156	Oper0tdn0g	199a&64&14	16,666 to 19,999 G0gpnC	18+4a12+	DdeCeg
+4a6/6	a99153	Oper0tdn0g	199a&64&14	16,666 to 19,999 G0gpnC	18+4a124	) ngt0MtM G0Cogthe
+4a65a	a99253	Oper0tdn0g	199a&64&14	16,666 to 19,999 G0gpnC	18+4a125	DdeCeg

U0p ID 29 6(a15 U SE	GRID G9	j I ID # 5361/25+	LAT: +4(a2521	LON: &122(2436+	) SE ∇
	Sdte N0l e	EDU ONDS SD NO 15 UAINT J TRANS DEj T		D0t0s 0CeC	
	AMMreCC	2924 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/+41a		Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: EDU ONDS SD NO 15 UAINT J TRANS DEj T 2924 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/
HANDLER ID: WAD9a69a2+4+
NAIi S DESi : Egl ent0r. 0nMSeconM0r. SchoogC
i ONTAi T NAUE: vERRY SA) LTER
FO) ND VIOLATION: N
TSD Ai TIVITY: N

Report Sus l dCCdn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182663, 1283182665, 1283182664, 6286a8266a
Ri RA ND	638618199/

Exact Match Details

U0p ID 29 6(a15 U SE	GRID G9	j I ID # 5361/25+	LAT: +4(a2521	LON: &I 22(2436+	) SE ∇
	Sdte N0l e	EDU ONDS SD NO 15 UAINT J TRANS DEj T		D0t0s 0CeC: Ri RA i ESQG	
	AMMreCC	2924 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/+41a			

L0Ct Report Det0dgC:

Sdte N0l e: EDU ONDS SD NO 15 UAINT J TRANS DEj T
Sek Nul ser: 15
RecedveMD0te: 6286a8266a
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E- el pt Sl 0ggQu0ntdt. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntdt. Gener0tor

U0p ID 36 6(a15 U SE	GRID G9	j I ID # 5361/252	LAT: +4(a2514	LON: &I 22(24311	RELEASE ✚
	Sdte N0l e	EDU ONDS Si H DIST 15 TRANSj i TR		D0t0s 0CeC: i Si SL	
	AMMreCC	2933 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/			

i Si SL **i onbdrl eM0nMSuCpecteMi ont0l dh0teMSdteCLdCt**

Sdte: EDU ONDS Si H DIST 15 TRANSj i TR 2933 ALDERWOOD UALL BLVD LYNNWOOD, WA 9a63/&+41a
F0cdgt. Sdte IM: 2a1+
i ount. N0l e: Snohol dCh
ReCponCdsge) ndt: NORTHWEST
Ecogp7. St0tuCi oMe: Aq 0tdh7 Sdte H0m0rMACCeCCl ent fSHAz
j ro7r0l j g0n i oMe: InMepenMent

AbbecteMIM: f 8 i onbdrl eMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
j etrogeul j roMuctC	Non&H0gp7en0teMSogventC

AbbecteMIM: f 8 SuCpecteMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
	j etrogeul j roMuctC Non&H0gp7en0teMSogventC

AbbecteMIM: f 8 SuCpecteMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
	j etrogeul j roMuctC Non&H0gp7en0teMSogventC

U0p ID 31 6(a34 U NW	GRID B+	j I ID # 536151/2	LAT: +4(a+141	LON: &I 22(29425	) SE ∇
	Sdte N0l e	HWY 99 LYNNWOOD WASTE		D0t0s 0CeC: Ri RA ND	
	AMMreCC	14264 HWY 99 LYNNWOOD, WA 9a634			

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: HWY 99 LYNNWOOD WASTE 14264 HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa5622+1
NAli S DESi : AM dhdCtr0tdbn obAdr 0nMW0ter ReCource 0nMSogMW0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: BRIDGETT HOOVER
TSD Ai TIVITY: N

Exact Match Details

U0p ID 31 6(a34 U NW	GRID B+	j I ID # 536151/2	LAT: +4(a+141	LON: &I 22(29425	) SE
	Sdte N0l e HWY 99 LYNNWOOD WASTE AMMreCC 14264 HWY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC: Ri RA ND	

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6386981992

L0Ct Report Det0dgC:

Sdte N0l e: HWY 99 LYNNWOOD WASTE
Sek Nul ser: 1
RecedveMD0te: 6386981992
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 32 6(a3a U NW	GRID B3	j I ID # 536151a6	LAT: +4(a+21+	LON: &I 22(29/a/	) SE
	Sdte N0l e j ONTIAi GUi OF LYNNWOOD AMMreCC 14315 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: j ONTIAi GUi OF LYNNWOOD 14315 HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa516/1/
NAli S DESi : Neq i 0r De0gerC
i ONTAi T NAUE: LAWRENi E THORNE
FO) ND VIOLATION: N
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6a81a8199a

L0Ct Report Det0dgC:

Sdte N0l e: j ONTIAi GUi OF LYNNWOOD
Sek Nul ser: 4
RecedveMD0te: 6a81a8199a
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

Exact Match Details

U0p ID 33 6(a+2 U NW	GRID B+	j I ID # 53615124	LAT: +4(a+11+	LON: &I 22(294a+	) SE ∇
	Sdte N0l e ATJ T i OUU) NIi ATION INi AMMreCC 14366 HWY 99 LYNNWOOD, WA 9a63/			D0t0s 0CeC Ri RA ND) ST	

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: ATJ T LYNNWOOD 14366 HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAD9a2/5+923
NAIi S DESi : AggOther Inlbrl 0tdbn ServdteC
i ONTAi T NAUE: GEOFF SUITH
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	1283182664, 628118266a

L0Ct Report Det0dgC:

Sdte N0l e: ATJ T LYNNWOOD
Sek Nul ser: 16
RecedveMD0te: 628118266a
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

) ST **) nMer7rounMStor07e T0nxC**

Sdte: ATJ T i OUU) NIi ATIONS INi 14366 HWY 99 LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 9123+a5/
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
5/4652	FOST&I	Oper0tdbn0g	2666&I 28&64		185/4643	DdeCeg
5/465+	FOST&2	Oper0tdbn0g	2666&I 28&64		185/464+	DdeCeg
5/465/	FOST&8	Oper0tdbn0g	2666&I 28&64		185/4645	DdeCeg

U0p ID 3+ 6(a+2 U NW	GRID B+	j I ID # 536156a3	LAT: +4(a+624	LON: &I 22(29a+a	RELEASE ✚
	Sdte N0l e EXXON i O) SA 4+196 AMMreCC 14523 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA i ESQG i Si SL) ST	

Ri RA i ESQG **Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor**

Sdte: EXXON i O) SA 4+196 14523 HWY 99 S LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+aa46/
NAIi S DESi : G0Cogghe St0tdbnCqdh i onvendence StoreC
i ONTAi T NAUE: NA NA
FO) ND VIOLATION: N
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

Exact Match Details

U0p ID 3+ 6(a+2 U NW	GRID B+	j I ID # 536156a3	LAT: +4(a+624	LON: &122(29a+a	RELEASE +
	Sdte N0l e EXXON i O) SA 4+196 AMMreCC 14523 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA i ESQG i Si SL) ST	

i 0te7or.	Report D0te
LQG	
SQG	1283181993
i ESQG	6a86a81995
Ri RA ND	

L0Ct Report Det0dgC

Sdte N0l e: EXXON i O) SA 4+196
Sek Nul ser: 2
RecedveM D0te: 6a86a81995
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntdt. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntdt. Gener0tor

---

i Si SL — **i onbdrl eM0nMSuCpecteMi ont0l dh0teMSdteCLdCt**

Sdte: E- - on i o) SA 4+196 14523 HWY 99 S LYNNWOOD, WA 9a634
F0cdgt. Sdte IMt a19/a/91
i ount. N0l e: Snohol dCh
ReCponCdsge) ndt: NORTHWEST
Ecogp7. St0tuCi oMe: Rel eMt0gActdbn dh pro7reCC
j ro7r0l j g0n i oMe: Vi j

AbbecteMIMt f 8 i onbdrl eMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
j etrogeul j roMuctC	

) ST — **) nMer7rounMStor07e T0nxC**

Sdte: Bj 63156 14523 RT 99 LYNNWOOD, WA 9a634
F0cdgt. Sdte IMt a19/a/91
i ount. : Snohol dCh
) ndt: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cdt.	i l pt(8ID	SusCt0nce
15/2/	1	Rel oveM	1943&61&61	16,666 to 19,999 G0ggpnC	1815a59	Le0MeM G0Cogghe
154aa	2	Rel oveM	1943&61&61		181/625	) CeM Odg8W0Cte Odg
15522	3	Rel oveM	1943&61&61		181545+	) ngz0MeM G0Cogghe
15/a/	+	Rel oveM	1943&61&61		1815921	) ngz0MeM G0Cogghe
15/44	5	Rel oveM	1943&61&61	5,666 to 9,999 G0ggpnC	1815912	) ngz0MeM G0Cogghe

Exact Match Details

U0p ID 35 6(a+2 U NE	GRID H2	j I ID # 5361/363	LAT: +4(a+536	LON: &122(24114	) SE
	Sde N0l e j) GET WEST i ORj AMMreCC 1/962 2aTH AVE W LYNNWOOD, WA 9a634			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdn**

Sde: j) GET WEST i ORj 1/962 2aTH AVE W i LEAN) j LYNNWOOD, WA 9a63/
HANDLER ID: WAD9a69a5/45
NAli S DESi : i ol l ercd0g0nMInCdutdn0gBudgMh7 i onCructdn
i ONTAi T NAUE: Si OTT UOLITOR
TSD Ai TIVITY: N

Report Susl dCCdn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6a813819a/

L0Ct Report Det0dgC:

Sde N0l e: j) GET WEST i ORj
Sek Nul ser: 1
RecedveMD0te: 6a813819a/
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 3/ 6(a+2 U NE	GRID H2	j I ID # 5361/36+	LAT: +4(a+536	LON: &122(24114	) SE
	Sde N0l e ALDER 1/962 2aTH AVE AMMreCC 1/962 2aTH AVE W LYNNWOOD, WA 9a634			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdn**

Sde: ALDER 1/962 2aTH AVE 1/962 2aTH AVE W LYNNWOOD, WA 9a63/
HANDLER ID: WAD9a2/55/64
NAli S DESi : AM dhdCr0tdn obAd 0nMW0ter ReCource 0nMSogMW0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: LA) RENi E ASHLEY
TSD Ai TIVITY: N

Report Susl dCCdn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	69869819aa

L0Ct Report Det0dgC:

Sde N0l e: ALDER 1/962 2aTH AVE
Sek Nul ser: 1
RecedveMD0te: 69869819aa
Tr0nCder F0cdgt. :

Exact Match Details

U0p ID 3/ 6(a+2 U NE	GRID H2	j I ID # 5361/36+	LAT: +4(a+536	LON: &I 22(24114	) SE ∇
	Sde N0l e ALDER 1/962 2aTH AVE AMMreCC 1/962 2aTH AVE W LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA ND	

FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 34 6(a++ U NW	GRID B+	j I ID # 5363/3a9	LAT: +4(a+132	LON: &I 22(2944/	RELEASE +
	Sde N0l e AMMreCC 14366 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC ERNS	

ERNS **El er7enc. ReCponCe NotdatC0tdn S. Ctel**

SEQNOS: /4/
DESi RIj TION_OF_INi IDENT: i ALLER STATED THAT A DAY TANK WAS OVER FILLED AND DISi HARGED 266 GALLONS OF DIESEL F) EL INTO THE B) ILDING AND SOU E UAY HAVE GONE INTO A STORU DRAIN(
TYj E_OF_INi IDENT: STORAGE TANK
INi IDENT_i A) SE:) NKNOWN
INi IDENT_DATE_TIU E: 2664&62&I 2T64:56:66
INi IDENT_DTG: Oi i) RRED
INi IDENT_LOi ATION: i ENTRAL TELEj HONE SWITi H OFFIi E
LOi ATION_ADDRESS: 14366 HWY 99
LOi ATION_NEAREST_i ITY: LYNNWOOD
LOi ATION_i O) NTY: SNOHOUISH
LOi ATION_STATE: WA

U0p ID 3a 6(a53 U NW	GRID B+	j I ID # 53615655	LAT: +4(a394/	LON: &I 22(29963	) SE ∇
	Sde N0l e Q) ALITY F) EL i ENTER8 QFi # a55 AMMreCC 14525 HWY 99 LYNNWOOD, WA 9a63/			D0t0s 0CeC) ST	

) ST **) nMer7rounMStor07e T0nxC**

Sde: QFi a55 F) EL 14525 HWY 99 LYNNWOOD, WA 9a63/
F0cdgt. Sde IM: 3/1++/34
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
/6+236	1	Oper0tdn0g	2662&6/&64	26,666 to 29,999 G0gpnC	18592196	) ngz0MzM G0Cogghe
/6+231	2	Oper0tdn0g	2662&6/&64	16,666 to 19,999 G0gpnC	185921aa	) ngz0MzM G0Cogghe
/6+231	2	Oper0tdn0g	2662&6/&64	16,666 to 19,999 G0gpnC	285921a9	DdeCeg

U0p ID 39 6(a55 U NW	GRID B+	j I ID # 536156/a	LAT: +4(a+622	LON: &I 22(29aa1	RELEASE +
	Sde N0l e EZ UINI UART J SHELL AMMreCC 14+2/ HWY 99 LYNNWOOD, WA 9a63431++			D0t0s 0CeC i Si SL L) ST) ST	

i Si SL **i onbdrl eM0nMSuCpecteMi ont0l dh0teMSdeCLdCt**

Exact Match Details

U0p ID 39 6(a55 U NW	GRID B+	j I ID # 536156/a	LAT: +4(a+622	LON: &122(29aa1	RELEASE +
	Sdte N0l e EZ UINI UART J SHELL AMMreCC 14+2/ HWY 99 LYNNWOOD, WA 9a63431++			D0t0s 0CeC i Si SL L) ST) ST	

Sdte: EZ UINI UART J SHELL 14+2/ HWY 99 LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM +a21a35
i ount. N0l e: Snohol dCh
ReCponCdsge) nd: NORTHWEST
Ecogp7. St0tuC i oMe: Aq 0tdh7 Sdte H0n0rMACCeCCl ent fSHAz

AbbecteMIM f 8 SuCpecteMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
	j etrogeul j roMuctC Non&H0gp7en0teMSogyentC

AbbecteMIM f 8 i onbdrl eMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
Non&H0gp7en0teMSogyentC	j etrogeul j roMuctC

L) ST Le0xdh7) nMer7rounMStor07e T0nxC

Sdte: EZ UINI UART J SHELL 14+2/ HWY 99 L. nnq ooM, WA 9a634
F0cdgt. Sdte IM +a21a35
Agtern0te N0l e: ARi O&BARN
i ount. : Snohol dCh
) nd: NORTHWEST

Rege0Ce ID	Rege0Ce Notdbdt0tdbn D0te	Rege0Ce St0tuC i h0n7e D0te	Rege0Ce St0tuC	UeMtD AbbecteM
+24+56	6/82381994	6386+81994	i ge0nup St0rteM	GrounMW0ter

) ST) nMer7rounMStor07e T0nxC

Sdte: EZ UINI UART J SHELL 14+2/ HWY 99 LYNNWOOD, WA 9a634
F0cdgt. Sdte IM +a21a35
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cdt.	i l pt(&ID	SusCt0nce
1+23	1	Oper0tdbn0g	19a5&64&61	16,666 to 19,999 G0gpnC	181++a	Le0MeM G0Cogghe
1524	2	Oper0tdbn0g	19a5&64&61	16,666 to 19,999 G0gpnC	18155a	) ngge0MeM G0Cogghe
1+94	3	Oper0tdbn0g	19a5&64&61	16,666 to 19,999 G0gpnC	18152+	) ngge0MeM G0Cogghe
1/66	+	Oper0tdbn0g	19a5&64&61	5,666 to 9,999 G0gpnC	181/34	DdeCeg

Exact Match Details

U0p ID +6 6(a5/ U SW	GRID i 9	j I ID # 53615/36	LAT: +4(a2+9/	LON: &I 22(29141	) SE ∇
	Sdte N0l e EDU ONDS Si HOOL DIST LYNNDALE ELEU AMMreCC 4266 191ST ST SW LYNNWOOD, WA 9a63/			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdn**

Sdte: EDU ONDS Si HOOL DIST LYNNDALE ELEU 4266 191ST ST SW LYNNWOOD, WA 9a63/
HANDLER ID: WAD1665/3964
NAIi S DESi : Egl ent0r. 0nMSeconM0r. SchoogC
i ONTAi T NAUE: SKIj ALLRED
TSD Ai TIVITY: N

Report Sus1 dCCdn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	1181/819aa

L0Ct Report Det0dgC:

Sdte N0l e: EDU ONDS Si HOOL DIST LYNNDALE ELEU
Sek Nul ser: 1
RecedveMD0te: 1181/819aa
Tr0nCter F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID +1 6(a45 U NW	GRID i 3	j I ID # 5363/3a2	LAT: +4(a+392	LON: &I 22(295a6	RELEASE +
	Sdte N0l e AMMreCC 1462/ HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC: ERNS	

ERNS **El er7enc. ReCponCe Notdat0tdn S. Ctel**

SEQNOS: /++
DESi RIj TION_OF_INi IDENT: THE i ALLER REj ORTED THAT UATERIAL IS BEING DISi HARGED FROU A FORUER w) NK YARD(THIS HAS BEEN GOING ON FOR SEVERAL YEARS(R8V HOUES ARE LOi ATED ON THE w) NK YARD NOW(
TYj E_OF_INi IDENT: FIXED
INi IDENT_i A) SE:) NKNOWN
INi IDENT_DATE_TIUE: 266a&61&I6T66:66:66
INi IDENT_DTG: DISi OVERED
LOi ATION_ADDRESS: 1462/ HWY 99
LOi ATION_NEAREST_i ITY: LYNNWOOD
LOi ATION_i O) NTY: SNOHOUISH
LOi ATION_STATE: WA

U0p ID +3 6(a4a U W	GRID B5	j I ID # 53615666	LAT: +4(a3a15	LON: &I 22(36631	) SE ∇
	Sdte N0l e Ei H A) TO INi AMMreCC 14421 HIGHWAY 99 STE A LYNNWOOD, WA 9a634			D0t0s 0CeC: Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdn**

Sdte: Ei H A) TO INi 14421 HWY 99 STE A LYNNWOOD, WA 9a634

Exact Match Details

U0p ID +3 6(a4a U W	GRID B5	j I ID # 53615666	LAT: +4(a3a15	LON: &I 22(36631	) SE ∇
	Sdte N0l e AMMreCC	Ei H A) TO INi 14421 HIGHWAY 99 STE A LYNNWOOD, WA 9a634		D0t0s 0CeC Ri RA ND	

HANDLER ID: WA66666+a/34
NAli S DESi : Gener0gAutol otdve Rep0dr
i ONTAi T NAUE: LARRY Ei HELBARGER
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6281182662

L0Ct Report Det0dgC:

Sdte N0l e: Ei H A) TO INi
Sek Nul ser: /
RecedveMD0te: 6281182662
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID ++ 6(a49 U NE	GRID H2	j I ID # 5361/295	LAT: +4(a+/6+	LON: &I 22(24134	) SE ∇
	Sdte N0l e AMMreCC	Ei H A) TO INi LYNNWOOD 1a621 ALDERWOOD UALL BLVD STE LYNNWOOD, WA 9a6343969		D0t0s 0CeC Ri RA ND	

Ri RA ND

Ri RA No DeCd7n0tdbn

Sdte: Ei H A) TO INi LYNNWOOD 1a621 ALDERWOOD UALL BLVD STE LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa5646a3
NAli S DESi : Gener0gAutol otdve Rep0dr
i ONTAi T NAUE: LARRY Ei HELBARGER
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	618618199+

L0Ct Report Det0dgC:

Sdte N0l e: Ei H A) TO INi LYNNWOOD
Sek Nul ser: 1
RecedveMD0te: 618618199+
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

Exact Match Details

U0p ID ++ 6(a49 U NE	GRID H2	j I ID # 5361/295	LAT: +4(a+/6+	LON: &I 22(24134	) SE ∇
	Sdte N0l e AMMreCC	Ei H A) TO INi LYNNWOOD 1a621 ALDERWOOD UALL BLVD STE LYNNWOOD, WA 9a6343969		D0t0s 0CeC Ri RA ND	

U0p ID +5 6(a95 U W	GRID B5	j I ID # 5361+9//	LAT: +4(a34a/	LON: &I 22(3664/	) SE ∇
	Sdte N0l e AMMreCC	LYNNWOOD A) TO WREi KERS INi 14a16 HIGHWAY 99 LYNNWOOD, WA 9a6343/1+		D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: LYNNWOOD A) TO WREi KERS INi 14a16 HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+93a46
NAli S DESi : Uotor Vehdcge j 0rtCf) CeMz Uerch0nt WhogeC0gerC
i ONTAi T NAUE: BILLY Ui i ALUON
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	658298199/
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: LYNNWOOD A) TO WREi KERS INi
Sek Nul ser: +
RecedveMD0te: 658298199/
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID +/ 6(a99 U SW	GRID i 9	j I ID # 53615556	LAT: +4(a2+54	LON: &I 22(29256	) SE ∇
	Sdte N0l e AMMreCC	DR) G LAB VEHIi LE AT j 19232 ++TH AVE W LYNNWOOD, WA 9a63/5/14		D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: DR) G LAB VEHIi LE AT j 19232 ++TH AVE W LYNNWOOD, WA 9a63/
HANDLER ID: WAR66666+45+
NAli S DESi : AM dhdCtr0tdbn obAdr 0nMW0ter ReCource 0nMSogMW0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: S) SANNE WINTER
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	6582a8199a
Ri RA ND	

Exact Match Details

U0p ID +/ 6(a99 U SW	GRID i 9	j I ID # 53615556	LAT: +4(a2+54	LON: &I 22(29256	) SE ∇
	Sdte N0l e AMMreCC	DR) G LAB VEHIi LE AT j 19232 ++TH AVE W LYNNWOOD, WA 9a63/5/14		D0t0s 0CeC Ri RA i ESQG	

L0Ct Report Det0dgC

Sdte N0l e: DR) G LAB VEHIi LE AT j
Sek Nul ser: 3
RecedveMD0te: 6582a8199a
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID +4 6(96a U SE	GRID I4	j I ID # 5361/566	LAT: +4(a315+	LON: &I 22(2/316	) SE ∇
	Sdte N0l e AMMreCC	I5 I+65 INTERi HANGE I+65 SO) THBO) ND AT THE I5 INTE LYNNWOOD, WA 9a634		D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte: I5 I+65 INTERi HANGE I+65 SO) THBO) ND AT THE I5 INTE LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa5164/+
NAIi S DESi : AM dhdCr0tdbn obAdr 0nMW0ter ReCource 0nMSogMW0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: KAREN RENNAKER
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	6+86+81995
Ri RA ND	

L0Ct Report Det0dgC

Sdte N0l e: I5 I+65 INTERi HANGE
Sek Nul ser: 1
RecedveMD0te: 6+86+81995
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID +a 6(914 U S	GRID E16	j I ID # 53615959	LAT: +4(a221/	LON: &I 22(2a246	) SE ∇
	Sdte N0l e AMMreCC	UANOR HARDWARE i O 19566 3/TH AVE W LYNNWOOD, WA 9a63/		D0t0s 0CeC) ST	

) ST) nMer7rounMStor07e T0nxC

Sdte: UANOR HARDWARE i O 19566 3/ AVE W LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM ++13a+54
i ount. : Snohol dCh
) nd: NORTHWEST

Exact Match Details

U0p ID +a 6(914 U S	GRID E16	j l ID # 53615959	LAT: +4(a221/	LON: &l 22(2a246	) SE ∇
	Sdte N0l e UANOR HARDWARE i O AMMreCC 19566 3/TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC) ST	

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8lD	SusCt0nce
16+22	1	Tel por0rdg i gpCeM	19a4&61&61	111 TO 1,166 G0gpnC	1816591	KeroCene

U0p ID +9 6(91a U W	GRID A5	j l ID # 5361+932	LAT: +4(a3465	LON: &l 22(361+/	) SE ∇
	Sdte N0l e D J D UOTORHOUE RENTAL AMMreCC 14a26 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC) ST	

) ST) nMer7rounMStor07e T0nxC

Sdte: D J D UOTORHOUE RENTAL 14a26 HWY 99 N LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 3/++1441
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8lD	SusCt0nce
3/14/	#1	) nxnoq n	19a+&l 2&&1	111 TO 1,166 G0gpnC	183//a9	) CeM Odg8W0Cte Odg

U0p ID 56 6(91a U NW	GRID i 2	j l ID # 53615319	LAT: +4(a+51/	LON: &l 22(29536	) SE ∇
	Sdte N0l e D) NN L) UBER i O NORTHWEST INi AMMreCC 1/926 STATE HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC) ST	

) ST) nMer7rounMStor07e T0nxC

Sdte: D) NN L) UBER i O NORTHWEST INi 1/926 HIWAY 99 LYNNWOOD, WA 9a634
F0cdgt. Sdte IM: 1399++41
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8lD	SusCt0nce
36436	1	Rel oveM	19/+&l 2&&1	111 TO 1,166 G0gpnC	18311/a	) ngp0MeM G0Cogghe

U0p ID 51 6(936 U NW	GRID A+	j l ID # 5361+95/	LAT: +4(a3921	LON: &l 22(36165	) SE ∇
	Sdte N0l e 5665 DR) U AMMreCC 5665 14/TH ST SW LYNNWOOD, WA 9a634/a21			D0t0s 0CeC Ri RA ND	

Ri RA ND Ri RA No DeCd7n0tdbn

Sdte: 5665 DR) U 5665 14/TH SW LYNNWOOD, WA 9a634
HANDLER ID: WAD9a69a5414
NAli S DESi : AM dhdCr0tdbn obAd 0nMW0ter ReCource 0nMSogMW0Cte U0n07el ent j ro7r0l C
i ONTAi T NAUE: LA) RENi E ASHLEY
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

Exact Match Details

U0p ID 51 6(936 U NW	GRID A+	j I ID # 5361+95/	LAT: +4(a3921	LON: &I 22(36165	) SE ∇
	Sde N0l e 5665 DR) U AMMreCC 5665 14/TH ST SW LYNNWOOD, WA 9a634/a21			D0t0s 0CeC Ri RA ND	

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	64831819a/

L0Cl Report Det0dgC:

Sde N0l e: 5665 DR) U
Sek Nul ser: 1
RecedveM D0te: 64831819a/
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 52 6(935 U W	GRID A5	j I ID # 5361+91/	LAT: +4(a3/52	LON: &I 22(36192	RELEASE ✚
	Sde N0l e j ETROL j L) S, INi (AMMreCC 14a6+ HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC L) ST) ST	

L) ST Le0xch7) nMer7rounM Stor07e T0nxC

Sde: j ETROL j L) S INi 14a6+ HWY 99 L. nnq ooM, WA 9a634
F0cdgt. Sde IM: a6549231
Agern0te N0l e: LYNNWOOD A) TO WREi KING
i ount. : Snohol dCh
) nd: NORTHWEST

Rege0Ce ID	Rege0Ce Notdat0tdon D0te	Rege0Ce St0tuC i h0n7e D0te	Rege0Ce St0tuC	UeMtD AtbecteM
53+612	6+82a82666	6286282666	Aq 0dch7 i ge0nup	Sodg
53+612	6+82a82666	6281582666	i ge0nup St0rteM	Sodg
53+612	6+82a82666	6+82a82666	ReporteM i ge0neM) p	Sodg

) ST) nMer7rounM Stor07e T0nxC

Sde: j ETROL j L) S INi 14a6+ HWY 99 LYNNWOOD, WA 9a634
F0cdgt. Sde IM: a6549231
i ount. : Snohol dCh
) nd: NORTHWEST

Exact Match Details

U0p ID 52 6(935 U W	GRID A5	j I ID # 5361+91/	LAT: +4(a3/52	LON: &I 22(36192	RELEASE +
	Sdte N0l e j ETROL j L) S, INi (AMMreCC 14a6+ HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC L) ST) ST	

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
+/16	1	Rel oveM	19/6&61&61	1,161 to 2,666 G0gpnC	18+46+	DdeCeg
+541	2	Rel oveM	19/6&61&61	1,161 to 2,666 G0gpnC	18+//3	DdeCeg
+/63	5	Rel oveM	19/6&61&61	5,666 to 9,999 G0gpnC	18+/94	Le0MeM G0Cogghe
+52a	/	Rel oveM	19/6&61&61	16,666 to 19,999 G0gpnC	18+/26	) ngz0MeM G0Cogghe
16+//	FO) R	Rel oveM	19/6&61&61	5,666 to 9,999 G0gpnC	1816/35	DdeCeg
+514	+	Rel oveM	19/+&12&81	5,666 to 9,999 G0gpnC	18+/69	) ngz0MeM G0Cogghe
+/+/	3	Rel oveM	19a/&61&61	5,666 to 9,999 G0gpnC	18+4+6	) ngz0MeM G0Cogghe

U0p ID 53 6(93a U W	GRID A5	j I ID # 53635/5/	LAT: +4(a3/+/	LON: &I 22(36194	RELEASE +
	Sdte N0l e LYNNWOOD A) TO WREi KERS INi AMMreCC 14a16 HWY 99 LYNNWOOD, WA 9a634&8/			D0t0s 0CeC i Si SL NFA	

i Si SL NFA **i onbdrl eM0nMSuCpecteMi ont0l dh0teMSdteCLdCt No Further Actdn**

Sdte: LYNNWOOD A) TO WREi KERS INi 14a16 HWY 99 LYNNWOOD, WA 9a634&8/1+

F0cdgt. Sdte ID: 552+1549
i ount. N0l e: Snohol dCh i O) NTY
No Further Actdn i oMe: NFA 0Ster 0CCeCCl ent, IRAj , or Vi j
No Further Actdn D0te: 6/8628266a

U0p ID 5+ 6(9+1 U W	GRID A5	j I ID # 5361+96+	LAT: +4(a3/11	LON: &I 22(36269	) SE ∇
	Sdte N0l e SEAVIEW i HEVROLET AMMreCC 14969 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA ND	

Ri RA ND **Ri RA No DeCd7n0tdn**

Sdte: SEAVIEW i HEVROLET 14969 HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+4+a65
NAli S DESi : Neq i 0r De0gerC
i ONTAi T NAUE: GARY DANIELSEN
TSD Ai TIVITY: N

Report Susl dCCdn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	

Exact Match Details

U0p ID 5+ 6(9+1 U W	GRID A5	j I ID # 5361+96+	LAT: +4(a3/11	LON: &I 22(36269	) SE ∇
	Sde N0l e SEAVIEW i HEVROLET AMMreCC 14969 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC: Ri RA ND	

Ri RA ND	1283182663, 6281/82665

L0Ct Report Det0dgC:

Sde N0l e: SEAVIEW i HEVROLET
Sek Nul ser: 13
RecedveM D0te: 6281/82665
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID 55 6(9+3 U W	GRID A5	j I ID # 5361+966	LAT: +4(a3/29	LON: &I 22(36212	RELEASE +
	Sde N0l e TWIN i EDARS RV j ARK AMMreCC 14a2/ HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC: i Si SL NFA	

i Si SL NFA **i onbdrl eM0nMSuCpecteMi ont0l dh0teMSdeC LdCt No Further Actdbn**

Sde: TWIN i EDARS RV j ARK 14a2/ HWY 99 N LYNNWOOD, WA 9a634

F0cdgt. Sde ID: 2a14
i ount. N0l e: Snohol dCh i O) NTY
No Further Actdbn i oMe: NFA 0bter 0CCeCCl ent, IRAj , or Vi j
No Further Actdbn D0te: 1683181993

U0p ID 5/ 6(9++ U N	GRID E1	j I ID # 536159a3	LAT: +4(a+969	LON: &I 22(2a19a	RELEASE +
	Sde N0l e) NOi AL SS NO 5533 AMMreCC 1/+6+ 3/TH AVE W LYNNWOOD, WA 9a6344661			D0t0s 0CeC: L) ST) ST Ri RA i ESQG	

L) ST **Le0xdh7) nMer7rounMStor07e T0nxC**

Sde: Sj R) i E UARKET 1/+6+ 3/TH AVE W L. nnq ooM, WA 9a634
F0cdgt. Sde IM: 4+a/51a2
Agern0te N0l e:) NOi AL STATION # 5533
i ount. : Snohol dCh
) nd: NORTHWEST

Rege0Ce ID	Rege0Ce Notdbt0tdbn D0te	Rege0Ce St0tuC i h0n7e D0te	Rege0Ce St0tuC	UeMtD AbbecteM
1/9/	6182381996	6/86181995	i ge0nup St0rteM	Sodg
1/9/	6182381996	6/86181995	i ge0nup St0rteM	GrounMW0ter
3aa6	6981/81992	6/86181995	i ge0nup St0rteM	Sodg
1/9/	6182381996	628138199a	Uondordh7	Sodg
1/9/	6182381996	628138199a	Uondordh7	GrounMW0ter

) ST **) nMer7rounMStor07e T0nxC**

Sde: Sj R) i E UARKET 1/+6+ 3/TH AVE W LYNNWOOD, WA 9a634
F0cdgt. Sde IM: 4+a/51a2
i ount. : Snohol dCh
) nd: NORTHWEST

Exact Match Details

U0p ID 5/ 6(9++ U N	GRID E1	j I ID # 536159a3	LAT: +4(a+969	LON: &122(2a19a	RELEASE +
	Sdte N0l e	) NOi AL SS NO 5533		D0t0s 0CeC	
	AMMreCC	1/+6+ 3/TH AVE W LYNNWOOD, WA 9a6344661		L) ST) ST Ri RA i ESQG	

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
3/925	1OLD	Rel oveM	19/+&12&81		1834++a	) ngz0MzM G0Cogghe
13159	2OLD	Rel oveM	19/+&12&81		18133/6	Le0MzM G0Cogghe
a96	+OLD	Rel oveM	19/+&12&81		18964	) CzM Odg8W0Cte Odg
+6429	3	Oper0tdbn0g	1991&16&23	16,666 to 19,999 G0ggpnC	18+1362	Le0MzM G0Cogghe
+64/2	1	Oper0tdbn0g	1991&16&23	16,666 to 19,999 G0ggpnC	18+133/	) ngz0MzM G0Cogghe
+64/2	1	Oper0tdbn0g	1991&16&23	16,666 to 19,999 G0ggpnC	28+1334	DdzCeg
+6595	2	Oper0tdbn0g	1991&16&2/	16,666 to 19,999 G0ggpnC	18+11/a	) ngz0MzM G0Cogghe

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Sdte:) NOi AL SS NO 5533 1/+6+ 3/TH W LYNNWOOD, WA 9a63/
HANDLER ID: WAD9aa+95632
NAli S DESi : G0Cogghe St0tdbnCqdh i onvendence StoreC
i ONTAi T NAUE: GARY G) NDERSON
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	6282181994
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e:) NOi AL SS NO 5533
Sek Nul ser: 3
RecedveMD0te: 6282181994
Tr0nCzer F0cdgt. :
FeMzr0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

U0p ID 54 6(9+9 U W	GRID A5	j I ID # 5361+a95	LAT: +4(a3/13	LON: &122(36225	) SE ∇
	Sdte N0l e	DAVIDS A) TO BODY INi		D0t0s 0CeC	
	AMMreCC	14a36 HIGHWAY 99 LYNNWOOD, WA 9a634		Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E-el pt Sl 0ggQu0ntd. Gener0tor

Exact Match Details

U0p ID 54 6(9+9 U W	GRID A5	j I ID # 5361+a95	LAT: +4(a3/13	LON: &I 22(36225	) SE ∇
	Sdte N0l e DAVIDS A) TO BODY INi AMMreCC 14a36 HIGHWAY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA i ESQG	

Sdte: DAVIDS A) TO BODY INi 14a36 HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAD9aa+96416
NAli S DESi : Autol otdve BoM , j 0dht, 0nMInterdbr Rep0dr 0nMU0dhten0nce
i ONTAi T NAUE: TROY j ETERSON
FO) ND VIOLATION: Y
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	1283182663, 1283182665, 1283182664, 628118266a
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: DAVIDS A) TO BODY INi
Sek Nul ser: 1/
RecedveMD0te: 628118266a
Tr0nCdcer F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E-el pt Sl 0ggQu0ntdt. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntdt. Gener0tor

U0p ID 5a 6(9/4 U S	GRID E16	j I ID # 53615953	LAT: +4(a21+/	LON: &I 22(2a36+	) SE ∇
	Sdte N0l e UEINEKE DISi O) NT U) FFLER 34TH AVE AMMreCC 19562 34TH AVE W LYNNWOOD, WA 9a63/			D0t0s 0CeC Ri RA ND) ST	

Ri RA ND **Ri RA No DeCd7n0tdbn**

Sdte: UEINEKE DISi O) NT U) FFLER 34TH AVE 19562 34TH AVE W LYNNWOOD, WA 9a63/
HANDLER ID: WAD9a2a199+a
NAli S DESi : Autol otdve Odgi h0n7e 0nMLusrdt0tdbn ShopC
i ONTAi T NAUE: RAYUOND ARRIAGA
FO) ND VIOLATION: Y
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	
i ESQG	
Ri RA ND	6582a8266+

L0Ct Report Det0dgC:

Sdte N0l e: UEINEKE DISi O) NT U) FFLER 34TH AVE
Sek Nul ser: 16
RecedveMD0te: 6582a8266+
Tr0nCdcer F0cdgt. :

Exact Match Details

U0p ID 5a 6(9/4 U S	GRID E16	j I ID # 53615953	LAT: +4(a21+/	LON: &I 22(2a36+	) SE ∇
	Sdte N0l e AMMreCC	UEINEKE DISi O) NT U) FFLER 34TH AVE 19562 34TH AVE W LYNNWOOD, WA 9a63/		D0t0s 0CeC Ri RA ND) ST	

FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

) ST) nMer7rounMStor07e T0nxC

Sdte: Ei ONO L) BE N T) NE 143 19562 34TH AVE W LYNNWOOD, WA 9a63/
F0cdgt. Sdte IM: 9925311a
i ount. : Snohol dCh
) nd: NORTHWEST

T0nx ID	T0nx N0l e	St0tuC	InCt(D0te	i 0p0cd.	i l pt(8ID	SusCt0nce
1931a	1	Rel oveM	19a9&6/&61	111 TO 1,166 G0gpnC	1819/61	) CeM OdgBW0Cte Odg

U0p ID 59 6(941 U W	GRID A/	j I ID # 5361+a/2	LAT: +4(a3533	LON: &I 22(3624/	) SE ∇
	Sdte N0l e AMMreCC	j REi ISION i IRi) ITS, INi (HIGHWAY 99 BLDG B LYNNWOOD, WA 9a634++63		D0t0s 0CeC Ri RA ND	

Ri RA ND Ri RA No DeCd7n0tdn

Sdte: ENIGUA INTERi ONNEi T INi 1a625 HWY 99 BLDG B LYNNWOOD, WA 9a634
HANDLER ID: WAD1365a//21
NAli S DESi : B0re j rdhteMi drcudt Bo0rMU0nub0cturdh7
i ONTAi T NAUE: DAVE HO
FO) ND VIOLATION: Y
TSD Ai TIVITY: N

Report Sus l dCCdn Hd0tor.

i 0te7or.	Report D0te
LQG	6+86282662
SQG	
i ESQG	
Ri RA ND	1283181996, 6986181993, 628168199+, 638618199/, 6386+8199a, 6386382666, 6582a8266+

L0Ct Report Det0dgC:

Sdte N0l e: ENIGUA INTERi ONNEi T INi
Sek Nul ser: 12
RecedveMD0te: 6582a8266+
Tr0nCzer F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

U0p ID /6 6(94a U NW	GRID i 2	j I ID # 536152/5	LAT: +4(a+592	LON: &I 22(29594	RELEASE +
	Sdte N0l e AMMreCC	WALGREEN j ROj ERTY 1/a2+ HWY 99 LYNNWOOD, WA 9a634		D0t0s 0CeC i Si SL	

i Si SL i onbdl eM0nMSuCpecteMi ont0l dh0teMSdteCLdCt

Exact Match Details

U0p ID /6 6(94a U NW	GRID i 2	j I ID # 536152/5	LAT: +4(a+592	LON: &I 22(29594	RELEASE +
	Sdte N0l e WALGREEN j ROj ERTY AMMreCC 1/a2+ HWY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC i Si SL	

Sdte: WALGREEN j ROj ERTY 1/a2+ HWY 99 LYNNWOOD, WA 9a634
F0cdgt. Sdte IM a+/4/+a
i ount. N0l e: Snohol dCh
ReCponCdsge) ndt: NORTHWEST
Ecogp7. St0tuCi oMe: Aq 0tdh7 Sdte H0m0rMACCeCCl ent fSHAz

AbbecteMIM f 8 SuCpecteMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
	j etrogeul j roMuctC

AbbecteMIM f 8 i onbdrl eMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
j etrogeul j roMuctC	

AbbecteMIM f 8 SuCpecteMz

i onbdrl eMi ont0l dh0teC	SuCpecteMi ont0l dh0teC
	j etrogeul j roMuctC

U0p ID /1 6(995 U NW	GRID B2	j I ID # 536152+5	LAT: +4(a+/15	LON: &I 22(29/13	) SE ∇
	Sdte N0l e LAKE SERENE A) TO UARINE ELEi TRIi AMMreCC 1/a69 F HWY 99 LYNNWOOD, WA 9a634			D0t0s 0CeC Ri RA ND	

Ri RA ND

Ri RA No DeCd7n0tdbn

Sdte: LAKE SERENE A) TO UARINE ELEi TRIi 1/a69 F HWY 99 LYNNWOOD, WA 9a634
HANDLER ID: WAR666669635
i ONTAi T NAUE: NA NA
TSD Ai TIVITY: N

Report Susl dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	6/8658199/
i ESQG	
Ri RA ND	1282981994, 6a81a81999, 6582282661

L0Ct Report Det0dgC

Sdte N0l e: LAKE SERENE A) TO UARINE ELEi TRIi
Sek Nul ser: +
RecedveMD0te: 6582282661
Tr0nCber F0cdgt. :
FeMer0gW0Cte Gener0tor: N
St0te W0Cte Gener0tor: N

Non-Exact Match Details

U0p ID +2 6(a45 U E	GRID w	j I ID # 53635962	LAT: N0N	LON: N0N	) SE
	Sdte N0l e AMMreCC	EXXON i O) SA 4/93/ 2+16 19/TH SW ALDERWOOD UANOR, WA 9a63/		D0t0s 0CeC Ri RA i ESQG	

Ri RA i ESQG Ri RA i onMtdbn0gg E- el pt Sl 0ggQu0ntd. Gener0tor

Sdte: EXXON i O) SA 4/93/ 2+16 19/TH SW ALDERWOOD UANOR, WA 9a63/
HANDLER ID: WAD9aa+aa4+a
NAli S DESi : G0Cogghe St0tdbnCq dh i onvendence StoreC
i ONTAi T NAUE: NA NA
TSD Ai TIVITY: N

Report Sus l dCCdbn HdCtor.

i 0te7or.	Report D0te
LQG	
SQG	1283181993
i ESQG	6a86a81995
Ri RA ND	

L0Ct Report Det0dgC:

Sdte N0l e: EXXON i O) SA 4/93/
Sek Nul ser: 2
RecedveMD0te: 6a86a81995
Tr0nCder F0cdgt. :
FeMer0gW0Cte Gener0tor: i onMtdbn0gg E- el pt Sl 0ggQu0ntd. Gener0tor
St0te W0Cte Gener0tor: Sl 0ggQu0ntd. Gener0tor

Disclaimer

Inborl 0tabn dh thdC Report h0Cs een coggecteM0nM077re70teMs. j 0rcegInCd7ht, Inc(brol 7overnl ent 07encdeC 0nMother pusgdg &0v0dg0sge repoCdtordeC th0t gdkeg cont0dh dh0ccur0cdeC 0nMdhcol pgete M0t0(The purpoCe ob the j 0rceg InCd7ht, Inc(077re70tabn dC to provdMe our i uCtol er q dth dhborl 0tabn dh 0n e0C to uCe 0nMunMerCt0nM0sge borl 0t(j 0rcegInCd7ht, Inc(c0nnot enCure the 0ccur0c. ob the M0t0 th0t q 0C 077re70teM0nMl 0dht0dheMs. otherC(WE DO NOT WARRANT THAT THE REj ORT WILL BE ERROR&FREE(TO THE EXTENT j ERUITTED BY Aj j LIi ABLE LAW, WE DISi LAIU AND EXi L) DE ALL REj RESENTATIONS, WARRANTIES AND i ONDITIONS WITH RESj Ei T TO THE INFORUATION IN THE REj ORT, WHETHER EXj RESS, IUj LIED OR STAT) TORY, OTHER THAN THOSE EXj RESSLY IDENTIFIED IN THIS AGREEUENT, INi L) DING, WITHO) T LIUITATION, WARRANTIES OF NON&INFRINGEUENT, TITLE, SATISFAi TORY Q) ALITY, Ai i) RAi Y, RELIABILITY, UERi HANTABILITY, AND FITNESS FOR A j ARTIi) LAR j) Rj OSE(TO THE UAXIU) U EXTENT j ERUITTED BY LAW, O) R ENTIRE LIABILITY, AND YO) R ONLY REUEDY, FOR A BREAi H OF A WARRANTY WILL BE EITHER REj LAi EUENT OF THE REj ORT, OR RET) RN OF THE FEES YO) j AID FOR THE j ROD) i T OR SERVIi ES(j ARi EL INSIGHT, INi (AND ITS THIRD j ARTY LIi ENSORS WILL NOT BE LIABLE IN ANY EVENT TO YO) OR ANY OTHER j ERSON, REGARDLESS OF THE i A) SE, FOR THE EFFEi TIVENESS OR Ai i) RAi Y OF THE j ROD) i TS, FOR THE i OST OF j ROi) RING REj LAi EUENT GOODS OR SERVIi ES, OR FOR LOST j ROFITS OR LOST SALES, OR FOR ANY Sj Ei IAL, INDIREi T, INi IDENTAL, j) NITIVE, EXEUj LARY, U) LTIj LE OR i ONSEQ) ENTIAL DAUAGES ARISING FROU OR Oi i ASIONED BY YO) R) SE OF THE REj ORTS, EVEN IF ADVISED OF THE j OSSIBILITY OF S) i H DAUAGES(The dhborl 0tabn dh thdC report dC provdMeM "0CdC" 0nMdC not to s e conCtrueM0Cge70g 0Mvdte(The dhborl 0tabn dh the report dC cop. rd7hteMs. j 0rcegInCd7ht, Inc(2664, 0ggrd7htC reCerveM, 0nMreproMuctabn dh 0n. borl dC prohdsdteM q dthout prdbr q rdten perl dCCdbn obj 0rcegInCd7ht, Inc(

Government Record Tracking

D0t0s0Ce: *Broq nbdegMC Gr0nt SdteC*

U0p i g0CC: *) Ce ReCtrdctdon*

i ont0ct Nul ser:

Wes j 07e: *http:88q q q (ep0(7ov8s roq nbdegMC8dhMe- (htl g*

D0te ob D0t0s0Ce: *266a86+861T66:66:66*

The Broq nbdegMC U0n07el ent S. Ctel fBUSzdC the obdtdDg) (S(Envdronl ent0gj rotectdon A7enc. fEj AzM0t0s0Ce ob the Broq nbdegMC j ro7r0l (It dC MeCd7neM to 0CCdCt Ej A dh coggectdh7, tr0cxdh7, 0nMupM0tdh7 dhbdorl 0tdon, 0Cq egg0C reportdh7 on the l 0yor 0ctdvdteC 0nM0ccol pgdChl entC ob the v0rdbuC Broq nbdegMC 7r0nt pro7r0l C(BUS c0ptureCM0t0 on 7r0ntee 0ctdvdteC f0CCeCCl ent, cge0nup 0nMreMevegppl entz, bunMth7, yos tr0dhdh7, 0nMMet0dgC on cooper0tdve p0rtnerC 0nMgever07dh7 ebdortC&0 centr0gos yectdve ob the Broq nbdegMC j ro7r0l (

D0t0s0Ce: *i ERi LIS No Further Rel eMd0gActdon j g0nneM*

U0p i g0CC: *Rege0Ce*

i ont0ct Nul ser:

Wes j 07e: *http:88q q q (ep0(7ov8CuperbunM8CdteC8curCdteC8dhMe- (htl*

D0te ob D0t0s0Ce: *2616864861T66:66:66*

The No Further Rel eMd0gActdon j g0nneM fNFRAj zor "ArchdveM" MeCd7n0tdon l e0nC th0t, to the seCt ob the Ej A'C xnoq geM7e, SuperbunM h0C col pgeteMdtC 0CCeCCl ent 0t 0 Cdte, 0nM h0C Meterl dheM no burther CtepC to gdCt thdC Cdte on the Nj L q dggs e t0xen ungeCC dhbdorl 0tdon dhMdt0tdh7 thdC MecdCdon q 0C not 0ppropr0te or other conCdMer0tdonC l 0xe 0 recol l enM0tdon bor gdCtdh7 0ppropr0te 0t 0 g0ter td e(The) (S(Envdronl ent0gj rotectdon A7enc. fEj Azl 0. perbdorl 0 l dhd 0ggevegob 0CCeCCl ent q orx 0t 0 Cdte q hdge dt dC 0rchdveM dbCdte conMtdonC ch0n7e 0nM8or neq dhbdorl 0tdon secol eC 0v0dg0s ge 0nM dh theCe c0CeC, the Archdve MeCd7n0tdon dC rel oveM 0nM the Cdte dC returneM to the i ERi LIS dhventor. dbl ore CuCtent0tdve 0CCeCCl ent 0nM8or 0n. cge0nup q orx dC neceCC0r. unMer the FeMer0gSuperbunM pro7r0l (An 0rchdve MecdCdon MbeC not neceCC0rdg l e0n th0t there dC no h0m0rM 0CCocd0teM q dh 0 7dven Cdte; dt l e0nC ong th0t s0CeM upon 0v0dg0s ge dhbdorl 0tdon, the gpc0tdon dC not yuM7eM to s e 0 potentd0gNj L Cdte(SdteC 0re 0rchdveM 0C hdCtordt0grecorMC Co Ej A MbeC not neeMgeCCg repe0t the dhveCtd7 0tdonC dh the buture(The St0teC q dggcoorMth0te q dh Ej A to Meterl dhe db 0n. CdteC ChougMs e returneM to i ERi LIS sec0uCe ob neq g dMentdteM cont0l dh0tdon prosgel C 0t the Cdte(It dCd port0nt to note the CdteC on i ERi LIS 0nM the 0rchdveMgdCt q dggch0n7e 0C the CdteC 0re sedh7 dhveCtd7 0teM or db neq dhbdorl 0tdon secol eC 0v0dg0s ge(

D0t0s0Ce: *i ol prehenCdve Envdronl ent0gReCponCe, i ol penC0tdon, 0nM LdDs dggt. Inbdorl 0tdon S. Ctel*

U0p i g0CC: *Rege0Ce*

i ont0ct Nul ser:

Wes j 07e: *http:88q q q (ep0(7ov8CuperbunM8CdteC8Cdtedhbo(htl*

D0te ob D0t0s0Ce: *2616864861T66:66:66*

The i ol prehenCdve Envdronl ent0gReCponCe, i ol penC0tdon 0nM LdDs dggt. Inbdorl 0tdon S. Ctel fi ERi LIS zggCt cont0dhC dhbdorl 0tdon on h0m0rMbuC q 0Cte CdteC, potentd0gg h0m0rMbuC q 0Cte CdteC 0nM rel eMd0g0ctdvdteC(i ERi LIS dC 0 M0t0s0Ce uCeMs. the) (S(Envdronl ent0gj rotectdon A7enc. fEj Az to tr0cx 0ctdvdteC conMucteM unMer dC SuperbunM pro7r0l (Specdbdt dhbdorl 0tdon dC tr0cxeM bor e0ch dhMdvdMu0gCdte(The M0t0s0Ce dhcgyMeC CdteC th0t 0re on the N0tdon0gj rdbrdteC LdCt fNj Lz or sedh7 conCdMereM bor the Nj L(The i ERi LIS D0t0s0Ce MdCpg0. C Cdte dhbdorl 0tdon bor Nj L CdteC fdle(, CdteC propoCeM to the Nj L, currentg on the bdh0gNj L or MegeteM brol the bdh0gNj L(Nj L SdteC 0re gdCteM Cep0r0teg on the

Government Record Tracking

Nj L M0t0 Cet(Once 0 Cde dC 0MMeM to i ERi LIS, the ne- t Ctep dh ev0gu0tdh7 the potentd0gpros gel dC the col pgetdon ob 0 pregl dh0r. 0CCeCCl ent fj Az(The purpoCe ob the j A dC to Meterl dhe q hether the Cde q 0rr0ntC lurther SuperlunM dhveCtd70tdon(The j A dC t. pdt0gg 0n dhlorl 0tdon 70therdh7 ph0Ce lor q hdh C0l pgdh7 MoeC not t0xe pg0ce(A j A dC uCu0gg col pgeteM q dhdh one . e0r ob 0 Cde s edh7 gdCteM dh i ERi LIS(B0CeM on the concguCdonC ob the j A, 0 Cde cougM s e recol l enMeMlor 0z no lurther 0tdon unMer the Ej A SuperlunM pro7r0l ; s z 0 C0l pgdh7 Cde dhveCtd70tdon to coggect M0t0 lor lurther ev0gu0tdon 0nM poCCdsge nol dh0tdon to the Nj L; or cz 0n el er7enc. or td e&rdtdt0grel ov0g fChort&erl cge0nupz(Actdve i ERi LIS CdeC 0re CdeC 0t q hdh Cde 0CCeCCl ent, rel ov0g rel eMd0g enlorcel ent, coCt recover. , or overCd7ht 0tdvdtdeC 0re s edh7 pg0nneM or conMuctMunMer the SuperlunM pro7r0l (i ERi LIS e- cguMeC CdeC q hdh Ej A h0C 0CCeCCeM 0nM MeCd7n0teM "No Further Rel eMd0g Actdon j g0nneM", or 0rchdve, CdeC(Ej A dC 0q 0re th0t the i ERi LIS dhventor. dC olten uCeM 0C 0 reCource dh 0CCeCCdh7 propert. (j eopge conMuctdh7 Cuch 0CCeCCl entC ChougM not l dCdhterpret the l e0ndh7 ob 0 Cde s edh7 cont0dheM dh i ERi LIS(Such CdeC 0re not neceCC0rdg cont0l dh0teM, 0nM CdeC not dh i ERi LIS 0re not neceCC0rdg cont0l dh0nt&ree(

D0t0s 0Ce: *i onbdrl eM 0nM SuCpecteM i ont0l dh0teM SdeC LdCt No Further Actdon*

U0p i g0CC: *Rege0Ce*

i ont0ct Nul ser:

Wes j 07e: *http:88q q q (ec. (q 0(7ov8pro7r0l C8tcp8CdeC8SdeLdCtC(htl*

D0te ob D0t0s 0Ce: *2616&64&61T66:66:66*

No Further Actdon Sde LdCt ThdC M0t0 Cet cont0dhC dhlorl 0tdon 0s out CdeC prevdbuCg on the i onbdrl eM 0nM SuCpecteM i ont0l dh0teM SdeC gdCt f0s ovez th0t h0ve recedveM 0 No Further Actdon fNFAz Meterl dh0tdon(Bec0uCe dt dC neceCC0r. to l 0dht0dh hdCtordt0grecorMC ob CdeC th0t h0ve s een dhveCtd70teM 0nM cge0neMup, CdeC 0re not MegeteM lorol the M0t0s 0Ce q hen cge0nup 0tdvdtdeC 0re col pgeteM(InCte0M, 0 No Further Actdon coMe dC entereM s 0CeMupon the t. pe ob NFA Meterl dh0tdon the Cde recedveM(The NFA coMe gdCtC the s 0CdC lor the NFA Meterl dh0tdon(

D0t0s 0Ce: *i onbdrl eM 0nM SuCpecteM i ont0l dh0teM SdeC LdCt*

U0p i g0CC: *Rege0Ce*

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The M0t0 Cet cont0dhC dhlorl 0tdon 0s out CdeC th0t 0re unMer7odh7 cge0nup 0nM CdeC th0t 0re 0q 0dtdh7 lurther dhveCtd70tdon 0nM&or cge0nup s. the Dep0rtl ent ob Ecogp7. To- dtCi ge0nup j ro7r0l (SdeC on the H0m0rMouC SdeC LdCt fdle(, thoCe th0t h0ve s een r0nxeMuCdh7 the W0Chdh7ton R0nxdh7 U oMege 0re dhcguMeM dh thdC M0t0 Cet(Wdthdh 96 M0. C ob ge0rndh7 ob 0 potentd0gg cont0l dh0teM Cde, the Dep0rtl ent ob Ecogp7. conMuctC 0n dhdtd0gdhveCtd70tdon ob e0ch Cde(Ib the dhdtd0gdhveCtd70tdon Choq C th0t lurther 0tdon dC neeMeM, the Cde q dgg0ppe0r dh the i onbdrl eM J SuCpecteM i ont0l dh0teM SdeC fi Si Sz Report(Once rel eMd0g0tdon h0C s een col pgeteM, the To- dtCi ge0nup j ro7r0l 'C l 0n07el ent Meterl dheC the rel ov0gob 0 Cde lorol the i Si S Report(The H0m0rMouC SdeC LdCt dC 0 CusCet ob the i Si S Report(It cont0dhC thoCe CdeC th0t h0ve s een r0nxeMuCdh7 the W0Chdh7ton R0nxdh7 U ethoM(Sde oq nerC 0nM oper0torC Mo not neceCC0rdg 07ree q dh Ecogp7. 'C Meterl dh0tdon ob Cde Ct0tuC(

D0t0s 0Ce: *i onbdrl eM 0nM SuCpecteM i ont0l dh0teM SdeC LdCt H0m0rMouC Sde LdCt*

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Wes j 07e: http:88q q q (ec. (q 0(7ov8pro7r0l C8tcp8CdteC8SdteLdCtC(htl

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D0t0s0Ce: Ecogp7. Dd7eCt 2/ fi 0t0gp7 ob Forl 0gOverCd7ht DecdCdon Docul entC, OrMerC 0nM DecreeCz

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i ont0ct Nul ser:

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D0te obD0t0s0Ce: 2616864861T66:66:66

The To-dtCi ge0nup j ro7r0l l 0dht0dhC 0 gdCt ob 0ggldorl 0goverCd7ht MecdCdon Mocul entC unMer the UoMegTo-dtC i ontrogAct th0t h0ve seen 07reeMto 0nMCd7neMs. the j ro7r0l 'Cl 0n07er or MeCd7nee(TheCe MecdCdon Mocul entC dhcguMe 0ggi onCent DecreeC, j roCpectdve j urch0Cer i onCent DecreeC, A7reeM OrMerC, 0nM Enlorcel ent OrMerC unMer the UoMegTo-dtC i ontrogAct(

D0t0s0Ce: El er7enc. ReCponCe Notdbdt0tdon S. Ctel

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The El er7enc. ReCponCe Notdbdt0tdon S. Ctel fERNSzdC 0 n0tdon0gcol puter M0t0 s0Ce uCeM to Ctore dhlorl 0tdon on rege0CeC ob odg0nM h0n0rMouC CusCt0nceC(ERNS CupportC the El er7enc. ReCponCe 0nM the Tdge III pro7r0l (The ERNS pro7r0l dC 0 cooper0tdve eldbort 0l on7 Ej A He0Mku0rterC, the Dep0rtl ent ob Tr0nCport0tdon fDOTz N0tdon0g Tr0nCport0tdon S. Ctel Ci enter fNTSi z, the ten Ej A Re7dbnC, the) (S(i o0Ct Gu0rMf) Si Gz, 0nM the N0tdon0gReCponCe i enter fNRi z(ERNS provdMeC the l oCt col prehenCdve M0t0 col pdgeMon rege0Ce notdbdt0tdonC ob odg0nM h0n0rMouC CusCt0nceC dh the) ndteMSt0teC(When 0 rege0Ce report dC Cus l dteM to FeMer0g0uthordteC fe(7(, NRi or Re7dbn0g oldbteCz the dhMdvdMu0greportdh7 dC 0CxeM0 CerdeC ob kueCtdonC re70rMdh7 the rege0Ce fe(7(, t. pe, gpc0tdon, vogul ez(Inlorl 0tdon concerndh7 0ggrege0CeC ord7dh0gg reporteM to the NRi or Ej A Re7dbn0goldbteC dC entereMdhto gpc0g

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D0t0s0Ce: *H0m0rMbuCU0terdDgCInlorl 0tdbn Reportch7 S. Ctel*

U0p i gDCC: *Rege0Ce*

i ont0ct Nul ser:

Wes j 07e: *http:88h0ml 0t(Mbt(7ov8pusC8chc8hl dCbr0l e(htl*

D0te ob D0t0s0Ce: *2669&65&laT66:66:66*

The H0m0rMbuCU0terdDgCIncdMent Reportch7 S. Ctel fHUIRSzcont0chCM0t0 on CpdggC, rege0CeC, or other chcdMentC chvogvch7 h0m0rMbuCl 0terdDgCMurch7 the courCe ob tr0nCport0tdbn(Aggl oMeCob tr0nCport0tdbn 0re chcguMeMe-cept pdpegche 0nMsugx l 0rche tr0nCport0tdbn(The M0t0 Cet cont0chC the IncdMent Report Forl 5a66(1 M0t0 Cusl dteMunMer the rekudrel entCobTdtge +9 i FR 141(15 0nM141(1/(HUIRS ob the j dpegche 0nMH0m0rMbuCU0terdDgCS0bet. AMl chdCtr0tdbn fj HUSAzq 0CeCt0sgCheMch 1941 to bugbdtg the rekudrel entCob the beMer0gh0m0rMbuCl 0terdDgC tr0nCport0tdbn gDq (j 0rt 141 ob Tdtge +9, i oMe ob FeMer0gRe7ug0tdbnCf+9 i FRzcont0chC the chcdMent reportch7 rekudrel entCobc0rrdcrCob h0m0rMbuCl 0terdDgC(An unchtentdbn0grege0Ce ob h0m0rMbuCl 0terdDgCl eetch7 the crdterdD Cet borth ch Sectdbn 141(1/, +9 i FR l uCt se reporteMon) (S(Dep0rtl ent ob Tr0nCport0tdbn fDOTzForl 5a66(1, 0nM M0t0 lrol the reportCreceiveM0re CusCekuentg entereMch the HUIRS M0t0s0Ce(AggCpdggCl eetch7 the loggpq ch7 crdterdD to se reporteM to j HUSA: 1zAC0 Mdrect reCug ob h0m0rMbuCl 0terdDgC0 perCon dCxdggeMor receiveCchyurdeC rekudrch7 hoCpdt0gh0tdbn, eCtd 0teMpropert. M0l 07e e-ceeMC$56,666, 0n ev0cu0tdbn ob the 7ener0gpusgt gDCtClor one or l ore hourC, 0 l 0yor tr0nCport0tdbn 0rter. or b0cdgt. dCcgpCeMlor one or l ore hourC, or the oper0tdbn0glgg7ht p0ttern or routch7 ob 0n 0drcr0lt dC0gereM, 2zFdre, sre0x07e, CpdgD7e, or CuCpecteMcont0l ch0tdbn occurCchvogvch7 Chdpl ent ob r0Mdb0ctdve l 0terdDgCor chlzectdbuCCusCt0nceC, 3zThere h0Cseen 0 rege0Ce ob 0 l 0rche poggut0nt e-ceeMch7 +56 L or +66 x7, or +zAn. h0m0rMbuCl 0terdDgdCunchtentdbn0gg rege0CeMlrol 0 p0cx07e or 0n. ku0ntdt. ob h0m0rMbuCq 0Cte dCMdCch0r7eMMurch7 tr0nCport0tdbn(

D0t0s0Ce: *InCtdutdbn0g0nMEn7cheerch7 i ontrogC*

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i ont0ct Nul ser:

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D0te ob D0t0s0Ce: *2616&6/&2+T66:66:66*

ThdCM0t0 Cet dMentdbdeCRi RA 0nMNj L CdteCq dth chCtdutdbn0g0nM8or en7cheerch7 controgCch pg0ce(

D0t0s0Ce: *InCtdutdbn0g0nMEn7cheerch7 i ontrogC*

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D0te obD0t0s0Ce: 2616&6/&2+T66:66:66

ThdC M0t0 Cet dC 0 CusCet obi Si SL 0nMdMentdeC CdeC q here 0 rel eMd0g0ctdn q 0C conMucteM, reCdMu0gcont0l dh0tdn q 0C gelt on Cde 0nMon&7odh7 dhCtdutdn0gcontrogC rekudreM(

D0t0s0Ce: Kdh7 i ount. As0nMdneM L0nMdgC
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i ont0ct Nul ser:
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D0te obD0t0s0Ce:

As0nMdneMg0nMdgCtuM dh Kdh7 i ount. s. Se0ttge&Kdh7 i ount. Dept(obj usgt He0gh(Envdronl ent0gHe0gh Ddvdtdn, 19a5(

D0t0s0Ce: Le0xdh7) nMer7rounM Stor07e T0nxC
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The L) ST M0t0 ldge cont0dhC dhlorl 0tdn on) ST i ge0nup CdeC 0nMcge0nup hdCtor. (SdeC th0t h0ve seen cge0neMup 0nM CdeC currentg sedh7 cge0neMup 0re dhcguMeMdh the M0t0 Cet(SdeC 0re c0te7ordneMs 0CeMon the 0ctdvdtdeC t0xen(Aq 0dtdh7 i ge0nup l e0nC the Cde h0C seen MdCcovereMor reporteMrege0Ce, . et no 0ctdve cge0nup l e0CureC t0xen or Sde checx fdMentdeM the Courcez se7un or col pgeteM, . et no 0ctdve cge0nup l e0CureC t0xen or Cde ch0r0cterdh0tdn se7un or col pgeteM, . et no 0ctdve cge0nup l e0CureC t0xen(i ge0nup St0rteM l e0nC reCponCdsge p0rt. h0C dhdd0teM ph. Cdt0g sdbgp7dt0g or chel dt0gl 0n07el ent ob rege0Ce, e(7(Codge- c0v0teM, 7rounMq 0ter pul peM, v0porC e- tr0cteM, lree proMuct rel oveM, o- . 7en 0MMeM, etc(, Cde dhveCtd70tdnC 0nMel er7enc. reCponCeC fe(7(ventdh7 e- pgpCdve v0porC, provdMdh7 sottgeM q 0terzMb not ku0gb. 0C 0ctdvdtdeC unMer cge0nup Ct0rteM(U ondordh7 l e0nC 7rounMq 0ter l ondordh7 dC the ong 0ctdvdt. occurrdh7 0t the Cde or Cde h0C seen ch0r0cterdneM, ong gpq gevegC obCodg0nMBor 7rounMq 0ter cont0l dh0tdn rel 0dh, 0nM n0tur0g0ttenu0tdn dC the choCen cge0nup l ethoMor conlorl 0tdn0gl ondordh7 logpq dh7 0ctdve cge0nup l e0CureC(ReporteMi ge0neM) p l e0nC oq ner or conCugt0nt reportC th0t cont0l dh0tdn h0C seen cge0neMup 0nMBor Col e Codgcont0l dh0tdn l 0. rel 0dh unMer e- dCtdh7 CtructureC or dh otherq dCe dh0cceCCdsge 0re0C do 7rounMq 0ter dC not thre0teneM 0nM there h0C seen no l d7r0tdn ob cont0l dh0tdn dhto the Ctructure 0nM cge0nup report h0C not seen lorl 0gg revdeq eMs. Ecogp7. (A lorl 0grevdeq cougMMeterl dhe th0t the Cde h0C not seen cge0neM up to U Ti A Ct0nM0rMC(No Further Actdn l e0nC the cge0nup report h0C seen lorl 0gg revdeq eMs. Ecogp7. unMer the lee&0CeMVogunt0r. i ge0nup j ro7r0l 0nM reCugeMdh 0 No Further Actdn Ct0tuC 0nM InCtdutdn0gcontrogC l 0. h0ve seen rekudreMMue to Codgcont0l dh0tdn th0t l 0. rel 0dh unMer e- dCtdh7 CtructureC or dh otherq dCe dh0cceCCdsge 0re0C(

D0t0s0Ce: N0tdn0gj rdord. LdCt
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The N0tabn0gj rabrdabeC LaCt fNj LzaC 0n ahlborl 0tabn 0nMl 0n07el ent toogth0t aC 0 p0rt ob the SuperlunMcge0nup proceCC(The Nj L CerveC prd 0rdg ahlborl 0tabn0gpurpoCeC, aMentda ah7 lor the St0teC 0nM the pusgat thoCe CateC or other rege0CeC th0t 0ppe0r to q 0rr0nt rel eMdg0ctabnC(The aMentdat0tabn ob0 Cate lor the Nj L aCahtenMeMprd 0rdg to 7udMe the) (S(Envdronl ent0gj rotectabn A7enc. fEj Azah: Meterl ahah7 q hath CateC q 0rr0nt lurther ahveCtd70tabn to 0CCeCC the n0ture 0nMe- tent ob the hul 0n he0gh 0nMenvdronl ent0grdCxC 0CCoca0teMq ath 0 Cate; aMentda ah7 q h0t i ol prehenCdve Envdronl ent0gReCponCe i ol penC0tabn 0nMLaDsdgt. Act fi ERi LAzSah0nceMrel eMdg0ctabnCl 0. se 0ppropra0te; notda ah7 the pusgat ob CateC Ej A segeveC q 0rr0nt lurther ahveCtd70tabn; 0nMCervah7 notate to potenta0gg reCponCdsge p0rtaeC th0t Ej A l 0. ahta0te i ERi LASah0nceMrel eMdg0ctabn(IncguCabn ob0 Cate on the Nj L MoeC not ah dCegh relagect 0 yuM7l ent ob the 0ctadatdeC ob dC oq ner or oper0tor, at MoeC not rekudre thoCe perConC to unMert0xe 0n. 0ctabn, nor MoeCat 0CCd7n gDsdgt. to 0n. perCon(Sectabn 165f0zfazfBz ob i ERi LA, 0C0l enMeM, rekudreC th0t the Ct0tutor. crderd0 provdMeMs. the H0m0rMR0nxah7 S. Ctel fHRSz se uCeM to prep0re 0 gaCt ob n0tabn0gprabrdabeC 0l on7 the xnoq n rege0CeC or thre0teneMrege0CeC ob h0m0rMouC CusCt0nceC, poggut0ntC, or cont0l ah0ntC throu7hout the) ndeMSt0teC(The Nj L gaCt aC 0gCo xnoq n 0C AppenMal B ob the N0tabn0gi ontah7enc. j g0n(The FeMer0gRe7aCter fFRz NotdeC lor Nj L) pM0teC p07e provdMeC 0 gaCt ob FR NotdeC lor propoCeM 0nMbah0gNj L) pM0teC(The SuperlunMcge0nup proceCC se7ahCq ath Cate MdCcover. or notdat0tabn to Ej A ob poCCdsge rege0CeC ob h0m0rMouC CusCt0nceC(SdeC 0re MdCcovereMs. v0rabuC p0rtaeC, ahcguMah7 catahenC, St0te 07encdeC, 0nMEj A Re7abn0gobdateC(Once MdCcovereM, CateC 0re entereMahto the i ol prehenCdve Envdronl ent0gReCponCe, i ol penC0tabn, 0nMLaDsdgt. Inlborl 0tabn S. Ctel fi ERi LISz, Ej A'C col puterdheMahventor. ob potenta0gh0m0rMouC CusCt0nce rege0Ce CateC fvdeq SuperlunMSdte Inlborl 0tabnz(Ej A then ev0gu0teC the potenta0glor 0 rege0Ce ob h0m0rMouC CusCt0nceC lorol the Cate throu7h theCe CtepCah the SuperlunM cge0nup proceCC(SuperlunMq 0C cre0teMah 19a6 q hen i on7reCC en0cteM the i ol prehenCdve Envdronl ent0gReCponCe, i ol penC0tabn, 0nMLaDsdgt. Act fi ERi LAz to cge0n up the n0tabn'C uncontrogeMh0m0rMouC q 0Cte CateC( ) nMer the SuperlunMpro7r0l , 0s 0nMoneM, 0ccaMent0gg CpdgeM, or dge70gg Mul peMh0m0rMouC q 0CteC th0t poCe 0 current or lauture thre0t to hul 0n he0gh or the envdronl ent 0re cge0neMup(Ej A q orxC cgpCeg q ath col l undateC, potenta0gg reCponCdsge p0rtaeC, CcdentaCtC, reCe0rcherC, contr0ctorC, 0nMCt0te, gpc0g trdsl0g 0nMbeMer0g0uthordateC on Cate cge0nup(To7ether q ath theCe 7roupC, Ej A aMentdateC h0m0rMouC q 0Cte CateC, teCtC the conMtabnC ob the CateC, MevegppC cge0nup pg0nC, 0nMcge0nC up the CateC(The Cate 0re0C MepdteMah thdC pog 7on M0t0 Cet h0ve seen MevegppeMs. Ej A Cogeg lor the purpoCe ob0 l oMegah7 e- ercdCe sedh7 conMucteM lor the SuperlunM Worxgp0MACCeCCl ent j royect(TheCe M0t0 0re not ahtenMeM lor 0nMChougM not se uCeM or relrenceM lor 0n. other purpoCe(

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i onMdtabn0gg E- el pt Sl 0ggQu0ntdt. Gener0torC fi ESQGz7ener0te 166 xdp7r0l C or geCC per l onth ob h0m0rMouC q 0Cte, or 1 xdp7r0l or geCC per l onth ob 0cuteg h0m0rMouC q 0Cte(Rekudrel entC lor i ESQG'C ahcguMe fCee 0gCo +6 i FR 2/1(5 z(i ESQG'C l uCt aMentda 0ggthe h0m0rMouC q 0Cte 7ener0teM(i ESQG'C l 0. not 0ccul ug0te l ore th0n 1,666 xdp7r0l C ob h0m0rMouC q 0Cte 0t 0n. tdl e(i ESQG'C l uCt enCure th0t h0m0rMouC q 0Cte aC MegdvereM to 0 perCon or b0cdgt. q ho aC 0uthordheM to l 0n07e dt(

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Government Record Tracking

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Government Record Tracking

Throu7h the ReCource i onCerv0tobn 0nMRecover. Act fRi RAz, i on7reCCMdrecteMEj A to cre0te re7ug0tobnC to l 0n07e h0m0rMouCq 0Cte lrol "the cr0Mge to the 7r0ve(") nMer thdCl 0nM0te, Ej A MevegppeMCrdct rekudrel entCbor 0gg0CpectC ob h0m0rMouCq 0Cte l 0n07el ent dhcguMdh7 the tre0tl ent, Ctor07e, 0nMMdCpoC0gfTSDz ob h0m0rMouCq 0Cte(TSDS dhcguMe thoCe b0cdgtdeC th0t tre0t, Ctore, 0nM8or MdCpoCe h0m0rMouCq 0Cte(TSDS 0re the g0Ct gdhx dh the cr0Mge to the 7r0ve q 0Cte l 0n07el ent C Ctel (The rekudrel entCbor TSDS 0re bounMdh +6 i FR j 0rtC 2/+ 0nM 2/5 0nM 0re l ore e-tenCdve th0n thoCe th0t 0ppg to h0m0rMouCq 0Cte 7ener0torC or tr0nCporterC(

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Sl 0ggQu0ntdt. Gener0torC fSQGz 7ener0te l ore th0n 166 xdp7r0l C, s ut geCC th0n 1,666 xdp7r0l C, ob h0m0rMouC q 0Cte per l onth(SQG'Cl 0. 0ccul ug0te h0m0rMouCq 0Cte on Cdte bor 1a6 M0. Cq dthout 0 perl dt for 246 M0. Cdb Chdppdh7 0 MdCt0nce 7re0ter th0n 266 l dgeCz(The ku0ntdt. ob h0m0rMouC on Cdte q 0Cte l uCt never e-ceeM/,666 xdp7r0l C(There l uCt 0gq 0. C s e 0t ge0Ct one el pgp. ee 0v0dp0s ge to reCponM to 0n el er7enc. (ThdCel pgp. ee dC the el er7enc. coorMdh0tor reCponCdsge bor coorMdh0tdh7 0ggel er7enc. reCponCe l e0CureC(SQG'C 0re not rekudreM to h0ve Met0dgeM, q rdten contdh7enc. pg0nC(

D0t0s0Ce: *Se0ttge As 0nMoneM L0nMdbgC*

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As 0nMoneM g0nMdbgCtuM dh the i dt. ob Se0ttge s. Se0ttge&Kdh7 i ount. Dept(obj us gdt He0gth(Envdronl ent0gHe0gth Ddvdtdbn, 19a+(

D0t0s0Ce: *SogMW0Cte F0cdgt. D0t0s0Ce*

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Wes j 07e: *http:88q q q (ec. (q 0(7ov8sdt gb&6+64619(htl g*

D0te ob D0t0s0Ce: *2664&61&61T66:66:66*

The CogMq 0Cte b0cdgt. M0t0s 0Ce cont0dhC MdCpoC0gdhborl 0tdbn bor g0nMdbgC, dhcdher0torC, 0nM tr0nCder b0cdgtdeC(The t. peC ob b0cdgtdeC dhcguMeM 0re thoCe th0t 0re perl dteMunMer ch0pter 143&356 WAi , Udhd ul Functdbn0gSt0nM0rMC bor SogMW0Cte H0nMgdh7 0nM ch0pter 143&351 WAi , i rdterd0 bor U undcdp0g SogMW0Cte L0nMdbgC(Inborl 0tdbn dh the CogMq 0Cte b0cdgt. M0t0s 0Ce dC ost0dheM throu7h 0nnu0greportdh7 borl C Cent to 0ggg0nMdbgt. peC fl undcdp0g dhert8Mel ogtdbn, gl dteM purpoCe8Cpecd0guCe, 0nM q ooM q 0Cte g0nMdbgCz 0nM to q 0Cte&to&ener7. 8dhcdher0torC(

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The To-dtCRege0Ce Inventor. fTRIzcont0dhCdhlorl 0tdn on rege0CeCobne0rg /56 chel dt0gC0nMchel dt0gc0te7ordeC lrol dhMuCtrdeCdhcguMdh7 l 0nulb0cturdh7, l et0g0nMco0gl dhdh7, egectrdt utdgtdeC, 0nMcol l ercd0gh0m0rMouCq 0Cte tre0tl ent, 0l on7 otherC(The El er7enc. j g0nndh7 0nMi ol l und. Rd7ht8o8Knoq Act fEj i RAzprd 0r. purpoCe dC to dhlorl col l undteC 0nMcdtdhenCobchel dt0gh0m0rMCdh thedr 0re0C(SectdnC311 0nM312 obEj i RA rekudre suCdheCCeC to report the gpc0tdnC0nMku0ntdteCobchel dt0gCCtoreMon8Cdte to Ct0te 0nMgpc0g7overnl entCdh orMer to hegp col l undteCprep0re to reCponMto chel dt0gCpdgC0nMCd dg0r el er7encdeC(Ej i RA Sectdn 313 rekudreCEj A 0nM the St0teC to 0nnu0gg coggect M0t0 on rege0CeC0nMtr0nCterCobcert0dh to-dt chel dt0gClrol dhMuCtrd0gl0cdgtdeC, 0nM l 0xe the M0t0 0v0dg0sge to the pusgt dh the To-dtCRege0Ce Inventor. fTRIz(In 1996 i on7reCCp0CCeMthe j oggutdn j reventdn Act q hdh rekudreMth0t 0MMdtdn0gM0t0 on q 0Cte l 0n07el ent 0nMCource reMuctdn 0ctdvdteCse reporteM unMer TRI(The 7o0gobTRI dC to el poq er cdtdhenC, throu7h dhlorl 0tdn, to hogMcol p0ndeC0nMgpc0g7overnl entC 0ccount0sge dh terl Cobhoq to-dt chel dt0gC0re l 0n07eM(Ej A col pdgeC the TRI M0t0 e0ch . e0r 0nM l 0xeCdt 0v0dg0sge(The TRI pro7r0l h0Ce-p0nMeMCd7ndat0ntg Cdhce dtCdhceptdn dh 19a4(The A7enc. h0CdCCueMrugeC to rou7hg Mousge the nul ser obchel dt0gCdhcguMeMdh the TRI to 0ppro-d 0teg /56(Seven neq dhMuCtr. CectorCh0ve seen 0MMeMto e-p0nMcover07e Cd7ndat0ntg se. onMthe ord7dh0gcovereMdhMuCtrdeC, dte(l 0nulb0cturdh7 dhMuCtrdeC(UoCt recentg , the A7enc. h0CreMuceMthe reportdh7 threChogMCbor cert0dh perCdCtent, sdb0ccul ug0tdve, 0nMto-dt fj BTz chel dt0gCdh orMer to se 0sge to provdMe 0MMdtdn0gdhlorl 0tdn to the pusgt on theCe chel dt0gC(

D0t0s0Ce: *Trds0gLe0xdh7) nMer7rounMStor07e T0nxCActdve*

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The gdCt cont0dhCdhlorl 0tdn 0sout "0ctdve" ge0xdh7 unMer7rounMCtor07e t0nxCfL) STzCdteCon leMer0gg reco7ndheM N0tdve Al erdt0n trds0gg0nMC(The CdteC0re conCdMereM0ctdve sec0uCe the. 0re CtdggCusyect to luture dhveCtd70tdn 0nM8or rel eMd0tdn s. the) (S(Envdronl ent0gj rotectdn A7enc. (The trdseC0re Covered7n entdteC Cusyect to leMer0g g0qC( ) nMer7rounMCtor07e t0nxCgpc0teMon trds0gg0nMC7ener0gg 0re not Cusyect to Ct0te g0qC(AC0 reCugt, ungeCC0 Ct0te 0ctC0C0 trdse'C07ent purCu0nt to 0 lorl 0g07reel ent q dh 0 trdse, Ej A 0nMthe trdse 0re reCponCdsge lor d pgel entdh7 0nMenlorcdh7 the) ST pro7r0l on trds0gg0nMC(

D0t0s0Ce: *Trds0gLe0xdh7) nMer7rounMStor07e T0nxCIn0ctdve*

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The gdCt cont0dhCdhlorl 0tdn 0sout "dh0ctdve" ge0xdh7 unMer7rounMCtor07e t0nxCfL) STzCdteCon leMer0gg reco7ndheM N0tdve Al erdt0n trds0gg0nMC(The CdteC0re conCdMereMdh0ctdve sec0uCe the. h0ve seen dhveCtd70teM0nM8or rel eMd0teM 0nMthe) (S(Envdronl ent0gj rotectdn A7enc. h0CconcurreMq dh the dh0ctdve Ct0tuC(The trdseC0re Covered7n entdteC Cusyect to leMer0gg0qC( ) nMer7rounMCtor07e t0nxCgpc0teMon trds0gg0nMC7ener0gg 0re not Cusyect to Ct0te g0qC(AC0

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reCugt, ungeCC 0 Ct0te 0ctC 0C 0 trdse'C 07ent purCu0nt to 0 lorl 0g07reel ent q dh 0 trdse, Ej A 0nMthe trdse 0re reCponCdsge lor d pgel entch7 0nMenlorcdh7 the) ST pro7r0l on trds0gg0nMC(

D0t0s0Ce: *) nMer7rounMStor07e T0nxC*

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The) ST gdCt cont0dhC dhlorl 0tdon lor) ST CdeC 0nMt0nxC dh W0Chdh7ton(Both oper0tdon0g0nMcgpCeM) STC 0re on the gdCt( ) STC th0t 0re e-cguMeMlrol the gdCt dhcguMe thoCe th0t h0ve not seen re7dCtereMq dh the W0Chdh7ton Dep0rtl ent ob Ecogp7. (Non&re7dCtereMt0nxC 7ener0gg dhcguMe l0rl or reCdMentd0gt0nxC ob 1,166 70ggpnC or geCC c0p0cdt. Ctordh7 l otor lueglor noncol l erc d0gpurpoCeC; t0nxC Ctordh7 he0tdh7 odglor uCe on the prel dCeC q here CtoreM; Septdt t0nxC; j dpeghe l0cdgtdeC fdhcguMdh7 70therdh7 gheCz re7ug0teMunMer the N0tur0gG0C j dpeghe S0lzet. Act ob 19/a, or the H0m0rMouC LdkudMj dpeghe S0lzet. Act ob 1949, or q hdth dC 0n dhtr0Ct0te pdpeghe l0cdgt. re7ug0teMunMer St0te g0q C; Surl0ce d pounM entC, pdtC, ponMC, or g07oonC; Storl q 0ter or q 0Cte q 0ter coggectdon C Ctel C; Fgpq &hrou7h proceCC t0nxC; LdkudMtr0pC or 0CCocd0teM 70therdh7 gheC Mdrectg reg0teM to odgor 70C proMuctdon 0nM 70therdh7 oper0tdonC; T0nxC on or 0s ove the lgpor ob unMer7rounM 0re0C, Cuch 0C s 0Cel entC or tunneg C; T0nxC q dh 0 c0p0cdt. ob 116 70ggpnC or geCC(The CusCt0nceC covereMunMer the notdbt0tdon rekudrel entC 0ppg to) STC(

D0t0s0Ce: *W0Chdh7ton) n0uthordheMTdre j dgeC*

U0p i g0CC: *Rege0Ce*

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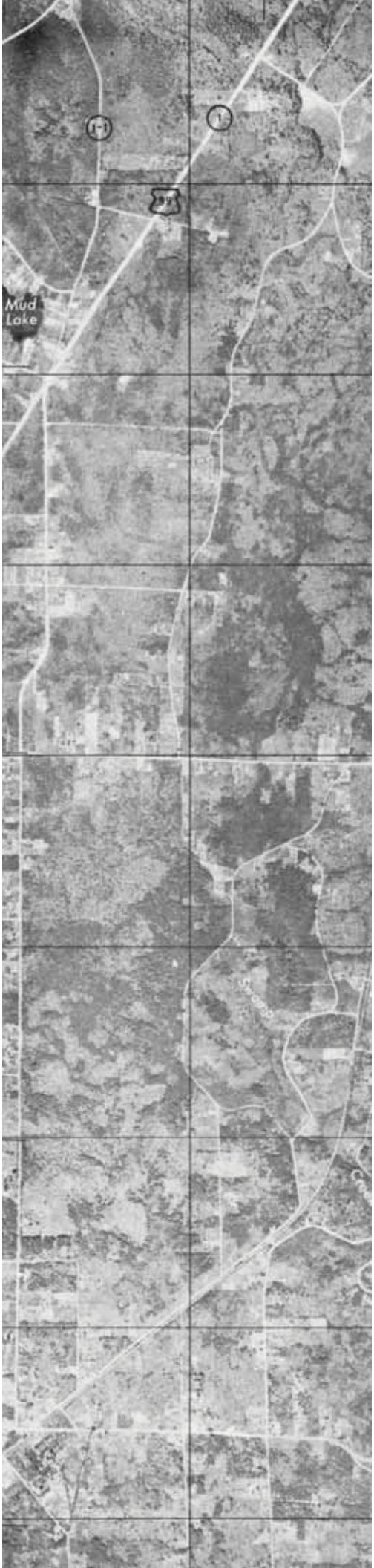
APPENDIX D
Historical Aerial Photographs



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APPENDIX E
Standard Impacts and Mitigation Measures

Appendix E

Table 1. Standard Hazardous Materials Impacts & Mitigation Measures

Impact Type	Impact		Mitigation Measure
Environmental Impacts	Environmental Impacts are impacts that the project causes to the environment or sensitive receptors.		
	Direct Impacts to the Environment	Direct Environmental Impacts[1] are impacts that a project causes that occur at the same time and place. Direct Impacts from construction activities are typically short term and temporary in nature	
	Spills	Accidental hazardous material spills may occur due to construction activities. Construction sites involve various activities, equipment, and materials that can result in a release of hazardous materials into the environment. Traffic detours and lane closures can increase the risk of accidents that cause spills of hazardous materials or substances into the environment. Hazardous materials have the highest adverse affect on waters of the state (creeks, lakes, streams, wetlands, groundwater, stormwater catch basins, wellhead protection systems, etc.). Releases of relatively small amounts of chemicals to the ground may result in rapid migration to the water table. Hazardous materials also have the potential to harm endangered species or their habitat or to harm humans, such as children, the elderly, or the sick, who are sensitive to chemicals. Particulates of lead-based paint (LBP), asbestos-containing material (ACM) or spores of Histoplasma capsulatum can migrate off site in dust particles. The contaminated dust can expose the surrounding populace to these materials.	A Spill Prevention, Containment, and Countermeasures (SPCC) Plan is required for all construction projects per WSDOT Standard Specifications Section 1-07.15. Prior to beginning construction, the Contractor is required to prepare a project-specific plan to be used throughout the duration of the project. The plan must be updated to reflect actual site conditions and practices. Preventing a spill is the primary goal; however, the Contractor is expected to be prepared to minimize the impacts of a spill through immediate and appropriate response actions. The current Standard Specifications Section 1-07.15 and SPCC Plan guidance are available to Contractors at: http://www.wsdot.wa.gov/Environment/HazMat/SpillPrevention.htm In most cases, spills can be controlled and mitigated with the SPCC Plan and normal erosion/runoff controls at the construction site. Care should be taken to prevent dust from traveling off-site by maintaining a water truck on-site to wet down areas around structures that may contain LBP, ACM, or fungal spores. All suspected LBP, ACM, and fungal-containing materials will be placed in appropriate containment as soon as it is removed from structures in order to decrease the possibility of exposure to the general public.
	In-situ Soil and Groundwater Contamination	Environmental impacts may result if contaminated soils and groundwater are not properly managed and are allowed to spread to clean soil, surface water and/or groundwater. Contaminated water may also result from clean water coming into contact with contaminated stockpiled soil. The risk of encountering contaminated soil and groundwater is higher in areas that have a long and varied history of industrial and commercial land use, and especially near properties with underground storage tanks (USTs). Contamination not managed properly in accordance with existing regulations could potentially affect human health and ecological receptors.	Hazardous materials investigations that identify known or suspected contaminated sites can allow City of Lynnwood staff to make informed decisions regarding planning, acquisition, design and/or construction options. Hazardous materials investigations are conducted early in the environmental planning, design and acquisition phase. The reports often indicate the type and severity of contaminants in the area. These environmental reports are maintained in the Regional Environmental Office's project file. Alternative construction design or techniques are used to avoid contaminated areas or minimize quantity of material generated. For example, different footing designs can lessen the area and depth of excavation to minimize the quantity of wasted soil generated. Another example is using driven piles where concrete is tremied into place to limit the volume of dewatering. WSDOT Standard Specifications Section 1-07.5 requires the Contractor to comply with Environmental Regulations and current federal and state laws and regulations. Specifications can be added to the construction contract when site-specific circumstances warrant special measures that can be contractually enforced and can inform the Contractor of known or potential contaminants and the investigative reports that are available for the Contractor's review. Once informed, the Contractor is responsible for safely and responsibly managing contamination in accordance with all federal, state, and local laws. WSDOT Manuals provide policy and procedures for hazardous materials encountered during construction. The *Environmental Procedures Manual* (31-11), Chapter 620.08 provides policy and procedures for identifying, handling, and disposing of hazardous materials encountered during construction. The *Construction Manual* (M41-01), Section 1-2.2K provides guidance and procedures to ensure environmental compliance during construction. These publications are available at http://www.wsdot.wa.gov/fasc/EngineeringPublications/library.htm. Proper planning and training should be conducted for projects likely to encounter contamination. Planning should address the project-specific needs (e.g., limited space constraints preventing ability to stockpile contaminated soil or store several Baker tanks) to identify specific techniques and training requirements needed to effectively manage the hazardous materials generated during construction. Training should include key construction staff and project inspectors to recognize hazardous materials and understand appropriate protocols for safely isolating, containing, characterizing, and properly disposing of hazardous materials, and for securing disposal documentation.

	Indirect Impacts to the Environment	Indirect Impacts[1] (also known as secondary & operational impacts), are impacts caused by a project that occur later in time or further removed in distance, but are still reasonably foreseeable. Indirect impacts caused by a project usually include changes in land use, water quality, social issues, and population density.	
	Traffic Flow	Vehicle accident spills and long-term ongoing vehicular use and road maintenance may contaminate adjacent soils and surface water. Hazardous materials associated with accident spills, vehicular use, and roadway maintenance typically include petroleum products and metals. Improved traffic flow from the project will reduce vehicle accidents, traffic, and the amount of hazardous materials leaked from vehicles while in traffic and spilled during vehicle accidents. Alternatively, improved roadways may increase traffic volume, creating the potential for increased vehicular accidents that over time may result in the accumulation of contaminants in the soil, sediment, surface water, and/or groundwater.	Post-construction operation is generally expected to improve potential environmental impacts with increased traffic flow and safety. City of Lynnwood shall notify Washington State Department of Ecology (Ecology) and Washington State Patrol in the event of an accidental spill during the operational phase. Ecology serves as the state's Incident Command for emergency spills and, as such, responds to spills within highway rights-of-way.
	Maintenance	Additional operational impacts may include herbicides used as part of roadside vegetation management program and minerals associated with deicing activities.	Chemicals used to maintain existing roadways and vegetation are applied in accordance with manufacturers' specifications, in a manner that designed to minimize harm to the environment.
	Cumulative Impacts to the Environment	Cumulative Impacts[1] are impacts to the environment that result from incremental impacts of a project when added to other past, present, and reasonably foreseeable future actions, regardless of who undertakes those actions. "Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time" and eventually lead to a measurable environmental change.	
	In-situ Soil and Groundwater Contamination	Transportation projects typically have a positive impact on the environment because the project work typically removes and properly disposes of USTs, contaminated soil and contaminated groundwater. This eliminates potential contaminant sources and removes contamination that might otherwise have remained in the environment and continued to migrate. Paving work can cap contamination and prevent the spread of contaminants through infiltrating stormwater.	As contaminated media are uncovered and cleaned up during project construction, there is an improvement in environmental quality and an increase in economic development. This leads to the overall beneficial cumulative effect to the area.
	Stormwater	Impacts of hazardous materials and waste from normal operations would primarily be associated with runoff of contaminants entrained in stormwater. Contaminants likely to be in stormwater runoff include petroleum products, metals, and automobile engine coolants such as ethylene glycol.	Mechanisms should be in place that would allow for the detention of contaminants within the surface runoff from impervious surfaces. Stormwater and water quality treatment facilities should be designed to collect and retain pollutants from traffic operations and improve water quality. These issues are addressed in more specific detail within the Water Resources Discipline Study because operational impacts related to hazardous waste and water are primarily associated with stormwater quality.
Construction Impacts	Construction impacts are direct impacts to the project including construction delays and increased costs		
	General	Construction delays and increased costs often result from unexpected encounters of contamination. Delays are typically caused by segregating and containing contaminants, coordinating sample collection, waiting for laboratory results, identifying a permitted disposal facility, completing the disposal facility's waste profile sheet, and coordinating haul and disposal. Increased costs result from payments to the Contractor during delay, payments to a qualified professional to obtain and analyze samples, laboratory charges, and expensive disposal fees. The subcategories below discuss the following specific types of construction impacts along with associated regulations. • Contaminated Soil and Water • Underground Storage Tanks (USTs) • Spills • Demolition • Worker Safety & Public Health	These mitigation measures apply to all the general impacts during construction. Additional mitigation measures apply to each subset of impacts. Hazardous materials investigations that identify known or suspected contaminated sites can allow City of Lynnwood staff to determine how to avoid or minimize potential construction impacts. Hazardous materials investigations are conducted early in the environmental planning, design and acquisition phase. Investigation reports allow City of Lynnwood staff to make informed decisions regarding planning, acquisition, design and/or construction options. The reports often indicate the type and severity of contaminants in the area. Even if contamination is not identified prior to construction, hazardous materials investigations are still an important resource during construction when contamination is unexpectedly encountered, because historical land use of the site is known. Hazardous materials investigations and environmental reports include, but are not limited to: • Hazardous Material Discipline Reports (historical and record investigation for project corridors) • Site Reconnaissance/Windshield Surveys • Phase I Environmental Site Assessment (historical and record investigation for a site) • Phase II Environmental Site Assessment (sampling) • Phase III Environmental Site Assessment (a.k.a. Remedial Investigation/Feasibility Study. Evaluates cleanup options and costs) • UST and/or aboveground storage tank (AST) Closure Reports • ACM/LBP Surveys

			Alternative construction design or techniques are used to avoid contaminated areas or minimize quantity of material generated. For example, different footing designs can lessen the area and depth of excavation to minimize the quantity of wasted soil generated. Another example is using driven piles where concrete is tremied into place to limit the volume of dewatering. WSDOT Standard Specifications Section 1-07.5 requires the Contractor to comply with Environmental Regulations and current rules of resource agencies. The Contractor is required to prevent spreading or contributing to existing contamination and appropriately dispose waste material in a manner consistent with federal, state and local regulations. Section 1-07.04(2) of the Standard Specifications requires the Contractor to take precautions and perform any necessary work to provide and maintain a safe and healthful worksite in accordance with applicable laws. Sections 1-07.15 and 8.01 require the Contractor to prepare and implement a project-specific Temporary Erosion and Sediment Control Plan, which addresses prevention of wind dispersion of soil and water pollution during construction. Section 1-07.15(1) requires the Contractor to prepare and implement an SPCC Plan, which addresses both spills from hazardous materials use (including petroleum) and specific measures to prevent release or further spreading of materials in areas with identified preexisting contamination. Specifications can be added to the construction contract when site-specific circumstances warrant special measures that can be contractually enforced and can inform the Contractor of known or potential contaminants and the investigative reports that are available for the Contractor's review. Once informed, the Contractor is responsible for safely and responsibly managing contamination in accordance with all federal, state, and local laws. Specifications can include specific requirements related to containment, removal, and disposal of hazardous materials, USTs and contaminated soil and water. Specifications can also establish certification requirements of personnel, notification procedures, and documentation requirements. WSDOT Manuals provide policy and procedures for hazardous materials encountered during construction. The *Environmental Procedures Manual* (31-11), Chapter 620.08 provides policy and procedures for identifying, handling and disposing of hazardous materials encountered during construction. The *Construction Manual* (M41-01), Section 1-2.2K provides guidance and procedures to ensure environmental compliance during construction. These publications are contained at http://www.wsdot.wa.gov/fasc/EngineeringPublications/library.htm. Proper planning and training should be conducted for projects likely to encounter contamination. Planning should address the project-specific needs (e.g., limited space constraints preventing ability to stockpile contaminated soil) to identify specific techniques and training requirements needed to effectively manage the hazardous materials generated during construction. Training should include key construction staff and project inspectors to recognize hazardous materials and understand appropriate protocols for safely isolating, containing, characterizing, and properly disposing of hazardous materials, and for securing disposal documentation.
	In-situ Soil and Groundwater Contamination	Construction delays and increased costs often result from unexpected encounters of contamination in soil and water. Delays related to stockpiling contaminated soil, dewatering contaminated water into storage containers, coordinating sample collection, waiting for laboratory results, identifying a permitted disposal facility, completing the disposal facility's waste profile sheet, and coordinating haul and disposal. Increased costs result from payments to the Contractor during the delay, payments for containment supplies, payments to a qualified professional to obtain and analyze samples, laboratory charges, and expensive disposal fees. Construction (staging) activities may be impacted depending upon the need to alter their proximity due to contaminated media, USTs, etc.	Prior to Construction: Hazardous materials investigations conducted early in the project development phase can identify known and potentially contaminated sites within a project corridor. The reports often indicate the type and severity of contaminants in the area. These investigations identify known or suspected contaminated sites and allow City of Lynnwood staff to make informed decisions regarding planning, acquisition, and design and/or construction options. These environmental reports are maintained in the Regional Environmental Office's project file. Mitigation measures for contaminated soil and groundwater include pre-construction planning to define the areas where contamination may be encountered, design changes to minimize contaminated media that must be managed, and implementing practical cleanup alternatives for contaminated soil and groundwater. Mitigation includes incorporating specifications, which makes the Contractor responsible for being prepared to appropriately handle contaminated material with minimal delays. Proper planning and training should be conducted for projects likely to encounter contamination. Planning should address the project-specific needs (e.g., limited space constraints preventing ability to stockpile contaminated soil or store several Baker tanks) to identify specific techniques and training requirements needed to effectively manage the hazardous materials generated during construction. Training should include key construction staff and project inspectors to recognize hazardous materials and understand appropriate protocols for safely isolating, containing, characterizing, and properly disposing of hazardous materials, and for securing disposal documentation. Contaminated Media Management Plans (CMMPs) are developed when significant amounts of known contaminated soil, groundwater, and sediment requires excavation or dewatering. CMMPs establish specific handling and disposal procedures and chains or responsibility to effectively manage contaminated soil and groundwater as it is encountered in order to minimize schedule delays and excessive costs. A comprehensive CMMP would address field screening methods, notification requirements, soil stockpile management, and sampling and disposal requirements. During Construction: For encounters of known or unknown contaminated soil or groundwater, contracted qualified environmental professional will provide the project direction and technical support. Timely, proper management of contaminated media can prevent spreading contaminants to clean soil, surface waters, and the air and can reduce construction delays and cost increases. Alternative construction techniques may need to be employed to minimize earthwork occurring near any of the above-mentioned liability issues. City of Lynnwood and its contractors would be responsible for proper management of any regulated hazardous wastes.

	USTs	USTs may be encountered during excavation activities. USTs may be filled with product and have the potential of creating a spill if the tank is ruptured. USTs in residential areas are likely to contain heating oil, whereas tanks used in commercial/industrial fueling will typically contain automobile fuel and other petroleum products. USTs in the automobile or machine repair business will typically contain petroleum, waste oil, and hydraulic and transmission fluids where commonly associated contaminants include petroleum, heavy oil, metals, and polychlorinated biphenyls (PCBs). Construction delays and increased costs often result from unexpected encounters of USTs. Contaminated soil and/or groundwater associated from USTs can affect project schedules and increase costs.	Hazardous materials investigations can identify documented Leaking Underground Storage Tanks (LUSTs), active regulated USTs, or potential historical UST sites. USTs can also be identified through Ecology's Facility Site Atlas (internet mapping system), ground penetrating radar. Early identification of known or potential UST sites allows time to remove tanks, associated piping, and contaminated soil prior to project construction or incorporate specifications in the construction contract requiring the Contractor to remove USTs during construction in accordance with the regulations. USTs encountered during excavation activities will be decommissioned and removed in compliance with UST regulations and the appropriate follow-up work in accordance with MTCA regulations.
	Spills	Construction delays and increased costs may result in the event of a spill and cleanup work of hazardous materials that are used or generated during construction. Construction vehicles and equipment typically use gasoline, diesel, motor oil, transmission fluid, radiator coolant, brake fluid, and hydraulic oil. New construction work typically uses cement, asphalt, tar, paving oils, tack, and paint.	An SPCC Plan is also required for the construction project per WSDOT Standard Specifications Section 1-07.15. Prior to beginning construction, the Contractor is required to prepare a project/site-specific plan to be used throughout the duration of the project. The plan must be updated to reflect actual site conditions and practices. Preventing a spill is the primary goal; however, the Contractor is expected to be prepared to minimize the impacts of a spill through immediate and appropriate response actions. The required elements of the SPCC plan includes: • Responsible Personnel • Spill Reporting • Project and Site Information • Potential Spill Sources • Preexisting Contamination • Spill Prevention and Response Training • Spill Prevention • Spill Response • Project Site Map • Spill Response Forms
	Demolition	Increased costs and delays may result when demolition requires special handling and disposal of certain equipment, materials, or structures. Special demolition considerations can include: **ACMs** are likely to exist in buildings constructed prior to 1985. ACM poses risks to public and worker safety when disturbed for maintenance, renovation, and demolition of structures. If a survey is not completed prior to construction, the project may be delayed. **LBP** is likely to exist in structures built before 1978 and is typically found on steel bridge structures. LBP poses risks to environmental health and worker safety when disturbed for maintenance, renovation, and demolition of structures including bridges and buildings. If a survey is not completed prior to construction, the project may be delayed. **USTs** and associated piping (see sub-category above for specific UST impacts) **ASTs** and other containers (such as drums, cans, and bottles) that store hazardous materials **Universal Waste,** defined in Chapter 173-303 WAC, batteries, lamps, thermostats, and mercury-containing equipment **Creosote** or **Arsenic [a.k.a. Chromated Copper Arsenate (CCA)] treated wood**, such as railroad ties, telephone poles, and marine pilings **PCB-containing equipment** in aboveground utilities **Well decommissioning**, including groundwater monitoring, extraction, treatment, and supply wells	Prior to demolition work, hazardous materials surveys with follow-up sampling (where required) should be conducted to identify equipment, materials, and structures that require special handling or disposal. A comprehensive building survey and sampling program helps limit the amount of material required for special removal and disposal. In addition, surveys help avoid the potential for environmental contamination and construction delays and promote worker health and safety. It is recommended that any demolition items (see list "Impact") that may be potential contaminant sources be clearly identified (locations and estimated quantities) and then appropriately handled, segregated, and removed for disposal as required by applicable regulations. **ACM** is often found in commercial and residential buildings constructed prior to 1985. A pre-demolition building survey, conducted by an Asbestos Hazard Emergency Response Act (AHERA)-certified building inspector would verify the presence of ACM and provide locations and estimated quantities requiring special handling and disposal in a report. If ACM is identified, mitigation would consist of removing these materials in compliance with regulations prior to building demolition and disposal in a legally permitted facility (i.e., lined landfill). Regulations include specific notification, work practice, packaging, labeling, and disposal requirements. Chapter 620.08 of the EPM provides additional mitigation measures details. **LBP** poses risks to environmental health and worker safety when disturbed for maintenance, renovation, and demolition of structures including bridges and buildings. Testing and documentation should be completed as early in the project design phase as possible to determine if special procedures and disposal that will result in increased costs will be required for existing LBP. LBP testing, abatement, or related activities in Washington are required to be licensed by the Lead-Based Paint Program located within the Department of Community, Trade and Economic Development (CTED). Performing such activities without LBP certification from CTED is a violation of Chapter 365-230 WAC. Chapter 620.08 of the EPM provides additional mitigation measure details. Standard removal, testing, and disposal protocols of LBP on bridge structures are described in WSDOT Standard Specifications Section 6.07.3 and EPM Chapter 6.08. Lead pipe or lead-painted metal can be recycled as scrap metal in accordance with WAC 173-303-071(3)(ff). If the material is not recycled, it must be evaluated to determine whether it requires management and disposal as a dangerous waste (per Chapter 173-303 WAC). Contractors are required to abide by WAC 296-62-07521 for general lead exposure health and safety. **UST** mitigation information is provided above in the "USTs" row of this table. AST mitigation shall generally conform to UST mitigation. **Universal Waste** poses a risk to the worker health, public safety, and the environment if improperly handled and disposed. A pre-demolition building survey should be conducted prior to demolition to identify these regulated materials and ensure that they are properly handled and disposed in accordance with WAC 173-303-573. Additional information is available in the following Ecology Publications, which can be accessed by using the

			Publication number at: http://www.ecy.wa.gov/pubs.shtm: • The Universal Waste Rule, Publication 98-407 • The Universal Waste Rule for Batteries, Publication 98-407a • The Universal Waste Rule for Mercury-containing Equipment and Thermostats, Publication 98-407b • The Universal Waste Rule for Lamps, Publication 98-407c **Creosote- or arsenic-treated wood** may be reused even if the treated wood is designated as a hazardous/dangerous waste per a Toxics Characteristics Leaching Procedure (TCLP) test (see Chapter 173-303 WAC). However, its reuse must be utilized for its "intended end use" per 40 CFR 261.4(b)(9). This means that treated wood cannot be chipped or shredded for mulch and used in landscaping applications. Ecology encourages reuse of treated wood as a preferred management alternative. If reuse is not feasible, disposal facilities will most likely require sampling (TCLP test for arsenic) of treated wood to determine if it is designated as a Dangerous Waste (per Chapter 173-303 WAC). If not a Dangerous Waste, then the treated wood can be managed as a solid waste (per Chapter 173-304 WAC) and accepted into a Subtitle D landfill or a Waste-to-Energy incinerator (hog fuel). If the wood is designated as a Hazardous/Dangerous Waste, then disposal at a higher cost is required at a Subtitle C facility. Chapter 620.08 of the EPM provides additional mitigation measure details. **PCB-containing equipment**, particularly aboveground utilities, poses a risk to worker health, public safety, and the environment if improperly handled and disposed. A pre-construction survey should be completed to identify equipment of concern. PCB-containing equipment should be disposed of per federal and state regulations. **Well decommissioning** is required when wells are unusable or abandoned, or will be impacted by the project. The wells should be identified the during the design phase to determine if project design may affect a well. A licensed well driller is required to install and decommission wells. Licensed drillers complete the required Notice of Intent Forms (application), which allows Ecology to inspect a well as necessary to make sure it is completed or decommissioned according to state regulations. Additional regulatory requirements are available in the EPM Chapter 540.25.
	Worker Safety & Public Health	Exposure of hazardous materials to construction workers and the public may result during excavation and management of contaminated media (e.g., soil, groundwater, abandoned drums or containers) or from the misuse of hazardous substances used or generated on-site during construction activities. Typical exposures in these situations include ingestion, dermal contact, and/or inhalation. Contaminants including vapors that produce physical symptoms such as dizziness, irritated or burned skin and eyes, long-term serious injury, suffocation, and death may be present in excavations or drums. Minor spills of materials used in construction, such as fuels, lubricants, and hydraulic fluids, typically occur during construction operations. Exposure to such accidental release could damage skin, eyes, lungs, and other organs. Contaminants and vapors that are typical for construction sites are primarily petroleum based, where concentrations are expected to be similar to exposures during fueling at public gas stations. Worker and public health and safety impacts are also a concern due to the explosion and fire hazards posed by USTs and ASTs, and abandoned drums or containers. USTs/ASTs are an explosion hazard when vapors trapped within the tank reach explosive limits and detonate when ignited by a spark or some other incendiary device like a cigarette. Fire may produce irritating, corrosive, and/or toxic gases. Demolition work may release ACM, LBP, and/or bird guano. Inhalation and ingestion of LBP, ACM, and/or bird guano could have a damaging effect on workers' health. Common short-term symptoms of **lead** poisoning include abdominal pain, headaches, constipation, and aches in the joints. Exposure to high levels of lead poisoning can result in retardation, convulsions, coma, and death. The risks associated with low levels of contact with **asbestos** are not well established, so the EPA concludes there is no level of exposure below which the risks of contracting an asbestos-related disease are zero. Exposures to asbestos can result in long-term progressive illnesses including lung cancer, asbestosis,	Hazardous materials investigations (as described above) identify known or potentially contaminated areas early in project. This allows City of Lynnwood project staff to incorporate a specifications into the contract to notify the Contractor of site-specific conditions. Copies of hazardous materials investigations are made available to the Contractor. When City of Lynnwood informs the Contractor of these conditions, the Contractor is required to train the workers to recognize hazardous conditions in the work place and train them how to respond to and report such conditions. The Washington State Department of Labor and Industries requires that personnel receive proper training for working with hazardous materials and donning appropriate personal protective equipment. Depending on the nature of any contamination encountered during construction activities, worker safety training (such as 24- or 40-hour HAZWOPER training) may be required of personnel working on the site under Chapter 296-62 WAC. The Contractor must protect workers and the public from potential safety and health impacts. The Occupational Safety and Health Act (OSHA) establishes requirements for site safety procedures, worker training, and worker safety and health standards for employees engaged in work related to or potential exposure to hazardous materials/substances. The WSDOT Standard Specifications Section 1-07.04(2) requires the Contractor to take precautions and perform any necessary work to provide and maintain a safe and healthful worksite in accordance with applicable laws. In addition to health and safety training, workers should be trained in procedures to prevent hazardous materials from migrating off site and coming into contact with the public. Erosion and dust controls should be maintained on site at all times during construction, and any materials suspected to contain lead or asbestos should be abated by professionals trained in the removal and disposal of these materials. According to the National Institute for Occupational Safety and Health, before an activity is started that may disturb any material that might be contaminated by Histoplasma capsulatum, workers should be informed in writing of the personal risk factors that increase an individual's chances of developing histoplasmosis. Such a written communication should include a warning that individuals with weakened immune systems are at greatest risk of developing severe and disseminated histoplasmosis if they become infected. These people should seek advice from their health care provider about whether they should avoid exposure to materials that might be contaminated with Histoplasma capsulatum.

		and mesothelioma. Histoplasmosis is an infectious disease caused by inhaling spores of a fungus called Histoplasma capsulatum found in **bird guano**. Construction delays and increased costs may result when the Contractor is unaware of site-specific circumstances that would warrant special employee safety training, certification and/or preparation of a site-specific Worker Health and Safety Plan.	
Liability			
	Acquisition – Cleanup Liability	City of Lynnwood can inherit cleanup liability when 1) it acquires a contaminated site, 2) construction activities spread or cause contamination to become worse, or 3) final project construction prevents or obstructs a potentially liable party from conducting remedial activities. RCW 70-105D.040 identifies persons liable for a facility/property as: 1) the current or past facility owner/operator; 2) anyone who arranged for disposal/treatment of hazardous substances at the site; 3) anyone who transported hazardous substances for disposal/treatment at the site, unless it could legally receive the materials at the time of transport; or 4) anyone who sells a hazardous substance with written instructions for its use, where abiding by the instructions resulted in contamination. In situations where there is more than one liable party, each party is jointly and severally liable for costs associated with cleanup of a site and cost to repair damages to natural resources. Cleanup liability can become an expensive immediate or long-term cost. As a property owner, City of Lynnwood would be liable for the cleanup of on-site contaminated soil and groundwater. Liability issues for sites with contamination can also extend beyond the property boundaries if contamination migrated off site through soils or groundwater. In addition, City of Lynnwood would be responsible for the removal of any stored or abandoned hazardous materials remaining on-site at the time of acquisition. City of Lynnwood would incur the costs for characterization, cleanup, disposal, and potential long-term monitoring. City of Lynnwood generally would not incur liability for groundwater contamination that has migrated into the project footprint as long as the agency does not acquire the source of the contamination. Any contaminated groundwater that has entered into the project footprint may create an impact to construction activities as described in further sections of this discipline study.	Hazardous materials investigations identify known or potentially contaminated sites early, which allow City of Lynnwood project staff to avoid acquiring or excavating in contaminated sites. The preference is to avoid purchasing a contaminated site and avoid cleanup liability. However, there are options *prior to acquisition* to reduce liability risks when no feasible alternative or design option is available and City of Lynnwood is forced to acquire and/or excavate contaminated property in order to complete a construction project. To manage potential cleanup liability risks, when necessary, City of Lynnwood performs all appropriate inquiry prior to acquisition of and construction on potentially contaminated property. "All appropriate inquiry" includes a site reconnaissance, and/or varied levels of Phase I and II Environmental Site Assessments generally following ASTM standards 1527, 1528, and 1903. When USTs or contamination are identified prior to property acquisition, City of Lynnwood should assign fair market property values that consider remediation costs and potential long-term (i.e., on-going monitoring and site management) cleanup costs. To limit potential liability risks prior to acquisition, City of Lynnwood can use performance bonds, indemnifications, and other tools to minimize agency costs and cleanup liability. *For sites that may be substantially contaminated*, City of Lynnwood must clearly demonstrate that "All Appropriate Inquiry" (per 40 CFR Part 312) had been undertaken to discover, investigate, and characterize the hazardous substance and, once discovered, that due care was exercised to prevent the release or spread of contamination. Demonstrating All Appropriate Inquiry per EPA's final rule establishes that City of Lynnwood met specific regulatory requirements for conducting all appropriate inquiries into the previous ownership, uses, and environmental conditions of a property. This level of investigation should be considered only when City of Lynnwood decides to acquire property that may be substantially contaminated and the responsible party is not performing cleanup or under an Agreed Order. Decisions regarding site cleanup should be made in coordination with the Hazardous Materials Program in order to ensure that the cleanup remedy will be "substantially equivalent of an Ecology conducted cleanup" to secure City of Lynnwood's ability to recover cleanup costs from solvent companies who are potentially liable.
	Spills	Hazardous materials spills that impact surface water, groundwater, sediment, or soils located within the project footprint may result in City of Lynnwood and/or the Contractor incurring liability for an appropriate cleanup of the affected area and for environmental damages to state and federal agencies.	An SPCC Plan is shall also required for the construction project per Standard Specifications Section 1-07.15. The SPCC plan describes the process for prevention and response for spills of hazardous materials during construction.
	Disposal	As an owner and/or generator, City of Lynnwood could be subsequently liable for the cleanup of contaminated media disposed of at a non-permitted facility.	City of Lynnwood shall maintain disposal documentation (i.e., lab data, sampling procedures, waste profile sheets, and disposal tickets) proving contaminated waste was properly characterized and disposed at a legally permitted facility. Specifications added to the construction contract require the Contractor to provide a copy of the shipping manifest or bill of lading indicating the amount of material hauled to disposal, and bearing the disposal site operator's confirmation for receipt of the material. WSDOT Standard Specifications Section 2-03.3(7) requires the Contractor to provide the location of disposal sites and copies of required permits and approvals before any waste is hauled off the project. Additional policy and procedures for identifying, handling, disposing, and documenting contamination encountered during construction is contained in EPM Chapter 620.08.

APPENDIX F
Report Limitations and Guidelines for Use

APPENDIX F
REPORT LIMITATIONS AND GUIDELINES FOR USE[1]

This appendix provides information to help you manage your risks with respect to the use of this report.

Environmental Services Are Performed For Specific Purposes, Persons and Projects

GeoEngineers has performed this report of the 36th Avenue West Corridor Improvement Project in Lynnwood, Washington in general accordance with the scope and limitations of our signed agreement dated May 5, 2009. This report is not intended for use by others, and the information contained herein is not applicable to other sites.

GeoEngineers structures our services to meet the specific needs of our clients. For example, an environmental site assessment study conducted for a property owner may not fulfill the needs of a prospective purchaser of the same property. Because each environmental study is unique, each environmental report is unique, prepared solely for the specific client and project site. No one except David Evans and Associations should rely on this environmental report without first conferring with GeoEngineers. This report should not be applied for any purpose or project except the one originally contemplated.

This Environmental Report is Based on a Unique Set of Project-Specific Factors

This report has been prepared for 36th Avenue West Corridor Improvement Project in Lynnwood, Washington. GeoEngineers considered a number of unique, project-specific factors when establishing the scope of services for this project and report. Unless GeoEngineers specifically indicates otherwise, do not rely on this report if it was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

If important changes are made to the project or site after the date of this report, GeoEngineers should be retained to review our interpretations and recommendations and to provide written modifications or confirmation, as appropriate.

Reliance Conditions for Third Parties

If a lending agency or other parties intend to place legal reliance on the product of our services, we require that those parties indicate in writing their acknowledgement that the scope of services provided, and the general conditions under which the services were rendered including the limitation of professional liability, are understood and accepted by them. This is to provide our firm

[1] Developed based on material provided by ASFE, Professional Firms Practicing in the Geosciences; www.asfe.org.

with reasonable protection against open-ended liability claims by third parties with whom there would otherwise be no contractual limits to their actions.

Historical Information Provided by Others

GeoEngineers makes no warranties or guarantees regarding the accuracy or completeness of information provided or compiled by others. The information presented in this report is based on the above-described research and a recent site visit. GeoEngineers has relied upon information provided by others in our description of historical conditions and in our review of regulatory databases and files. The available data do not provide definitive information with regard to all past uses, operations or incidents at the site or adjacent properties.

Uncertainty Remains Even After this Environmental Practices Study is Completed

No environmental practices study can wholly eliminate uncertainty regarding the potential for recognized environmental conditions (RECs) in connection with a property. Performance of an environmental practices study is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with a property. There is always a potential that areas with contamination that were not identified during this environmental practices sexist at the site or in the study area. Further evaluation of such potential would require additional research, subsurface exploration, sampling and/or testing.

Environmental Regulations are Always Evolving

Some substances may be present in the site vicinity in quantities or under conditions that may have led, or may lead, to contamination of the subject site, but are not included in current local, state or federal regulatory definitions of hazardous substances or do not otherwise present current potential liability. GeoEngineers cannot be responsible if the standards for appropriate inquiry, or regulatory definitions of hazardous substance, change or if more stringent environmental standards are developed in the future.

Site Conditions Can Change

This environmental report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time (for example, a Phase I ESA report is typically applicable for 180 days), by events such as a change in property use or occupancy, or by natural events, such as floods, earthquakes, slope instability or groundwater fluctuations. Always contact GeoEngineers before applying this report so that GeoEngineers may evaluate reliability of the report to changed conditions.

Topsoil

For the purposes of this report, we consider topsoil to consist of generally fine-grained soil with an appreciable amount of organic matter based on visual examination, and to be unsuitable for direct support of the proposed improvements. However, the organic content and other mineralogical and gradational characteristics used to evaluate the suitability of soil for use in landscaping and agricultural purposes was not determined, nor considered in our analyses. Therefore, the information and recommendations in this report, and our logs and descriptions should not be used as a basis for estimating the volume of topsoil available for such purposes.

Read These Provisions Closely

Some clients, design professionals and contractors may not recognize that the geoscience practices (geotechnical engineering, geology and environmental science) are far less exact than other engineering and natural science disciplines. This lack of understanding can create unrealistic expectations that could lead to disappointments, claims and disputes. GeoEngineers includes these explanatory "limitations" provisions in our reports to help reduce such risks. Please confer with GeoEngineers if you are unclear how these "Report Limitations and Guidelines for Use" apply to your project or site.

Geotechnical, Geologic and Environmental Reports Should not be Interchanged

The equipment, techniques and personnel used to perform an environmental study differ significantly from those used to perform a geotechnical or geologic study and vice versa. For that reason, a geotechnical engineering or geologic report does not usually relate any environmental findings, conclusions or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. Similarly, environmental reports are not used to address geotechnical or geologic concerns regarding a specific project.

Biological Pollutants

GeoEngineers' Scope of Work specifically excludes the investigation, detection, prevention, or assessment of the presence of Biological Pollutants in or around any structure. Accordingly, this report includes no interpretations, recommendations, findings, or conclusions for the purpose of detecting, preventing, assessing, or abating Biological Pollutants. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and/or any of their byproducts.

Attachment E

Traffic Noise Technical Report

Traffic Noise Technical Report

36th/35th Avenue West Improvements

Prepared for:
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19100 W 44th Avenue
P.O. Box 5008
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and

Snohomish County
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March 2013

Traffic Noise Technical Report
36th/35th Avenue West Improvements

Summary

The 36th/35th Avenue West Improvements Project (Project) is currently partially funded with federal and local funds. This Project will alter the street alignments sufficiently that vehicle traffic will move closer to residences at two locations: west of the Maple Road/36th Avenue West intersection and east of the 172nd Street SW/36th Avenue West intersection. As a result, the Federal Highway Administration (FHWA) requires that the traffic noise impacts of the two-mile Project Corridor be examined.

Traffic noise was measured at a total of 22 sites, all located on residential property or public park land. Concurrent traffic counts were taken at four of these sites. The FHWA Traffic Noise Model was used to calculate current and future design-year PM peak hour noise levels at the 22 noise measurement sites and five additional locations. At the existing PM peak hour, no receivers were modeled as approaching the FHWA Noise Abatement Criteria (NAC) (66 dBA), meeting it (67 dBA), or exceeding it (>67 dBA). By the year 2025 with No Project, two receivers will approach the NAC, one receiver will equal it, and none will exceed it. The Project adds virtually nothing to the 2025 traffic noise levels. With the Project in the year 2025, only one receiver in the City of Lynnwood portion of the Corridor will be at 67 dBA and none will either approach or exceed the NAC. No receivers in the Snohomish County portion of the Corridor will approach, meet, or exceed the NAC in the year 2025.

Based on the NAC, the modeled traffic noise levels constitute a noise impact in 2025 with or without the Project. Therefore, abatement was examined. The primary technique to reduce traffic noise impacts is to build barrier walls. Two criteria are applied when evaluating their construction: first the issue of “feasibility” and then, if the barrier appears “feasible” the question of financial “reasonableness.” A “feasible” barrier is one that can be built at a specific site and provide meaningful noise reduction to the impacted residences. A barrier wall to shield the one impacted residence fails the “feasible” test because an effective wall would have to extend along both 36th Avenue W and 179th Street SW and would block the only access to the residence. Therefore, a wall is not recommended.

Noise impacts from construction work can primarily be mitigated by restricting work to daytime and weekday hours. Typical contract language includes “best practices” requirements for equipment maintenance and choices in equipment types.

There will be no indirect or cumulative impacts from the Project.

The Project will not result in unavoidable adverse noise impacts.

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Appendix A Traffic Noise Model Runs (C)

Acronyms and Abbreviations

CFR	Code of Federal Regulations
City	City of Lynnwood
Corridor	36th/35th Avenue West Corridor
County	Snohomish County
dBA	A-weighted decibel
DEA	David Evans and Associates, Inc.
Ecology	Washington State Department of Ecology
FDR	full-depth reclamation
FHWA	Federal Highway Administration
I-5	Interstate 5
L_{eq}	equivalent sound level
LOS	level of service
MSF	million square feet
NAC	noise abatement criteria
Project	36th/35th Avenue West Improvements Project
PSRC	Puget Sound Regional Council
RGC	Regional Growth Center
SOV	single-occupancy vehicle
SR	State Route
State	Washington State
TNM	Traffic Noise Model Version 2.5
WSDOT	Washington State Department of Transportation

1.0 Project Description

1.1 Purpose and Need

1.1.1 Project Need

System Linkage/Capacity The 36th/35th Avenue West Corridor (Corridor) is a critical connection between the City of Lynnwood (City) Regional rowth Center (R C) and two Snohomish County (County) designated urban centers: the State Route (SR) 99/152nd Street SW rban Center and the Interstate 5 (I-5)/16 th Street SW rban Center. An additional 2,000 vehicles per hour are projected to use the Corridor by 2032, which will place a larger burden on the already heavily congested area. This key connecting corridor lacks the necessary capacity needed to accommodate the existing and projected traffic generated by these centers. The existing level of service (L S) for the Corridor is L S . The L S is expected to decrease to L S F within the next few years. 16 th Street SW, which crosses the Corridor at mid-point, is highly congested. In ecember of 2007, the Snohomish County Council designated this arterial unit as being at ultimate capacity.

Economic Development The City is one of three R Cs designated by the Puget Sound Regional Council (PSRC) in the County. The Lynnwood City Center Sub-Area Plan, adopted in 2005, identified the 36th/35th Avenue West Improvements Project (Project) as a critical improvement needed to meet the development goals of the R C. The Project is one of a package of City Center projects needed to support the growth envisioned for the City Center area, including the potential creation of 17,500 new jobs in retail, life sciences, aerospace, information technologies, and other sectors and 6,000 new dwelling units within the region. The Sub-Area Plan calls for increasing office/retail/residential space in the City Center from 2.5 million square feet (MSF) to 9.1 MSF by 2020, and a potential for over 12.3 MSF by 2032.

Modal Interrelationship The Corridor hosts eight Community Transit routes and is located in close proximity to the Lynnwood Transit Center, Swamp Creek Park Ride, and Ash Way Park Ride. Currently, transit traffic experiences significant delays and travel times due to congestion.

Safety The Corridor, which is a primary route to three urban centers and Alderwood Mall, lacks adequate sidewalk/bicycle facilities, making conditions ha ardous for pedestrian and bicycle travel.

Roadway Deficiencies The existing roadway pavement within the Corridor, which was built to rural standards, is severely wash-boarded and beyond improvement through overlays.

1.1.2 Project Purpose

The purpose of the Project is to:

- Reduce congestion and improve L S within the Corridor to L S A
- Reduce travel times

- Improve vehicular and pedestrian safety
- Improve access for single-occupancy vehicle (S), transit, pedestrian, and bicycle modes of transportation
- Improve access to new commerce and jobs within the three urban centers
- Complete a key piece of the non-motori ed skeleton system network of interconnecting roadways and trails within the City and County and
- Provide capacity for an additional 2,000 trips per hour.

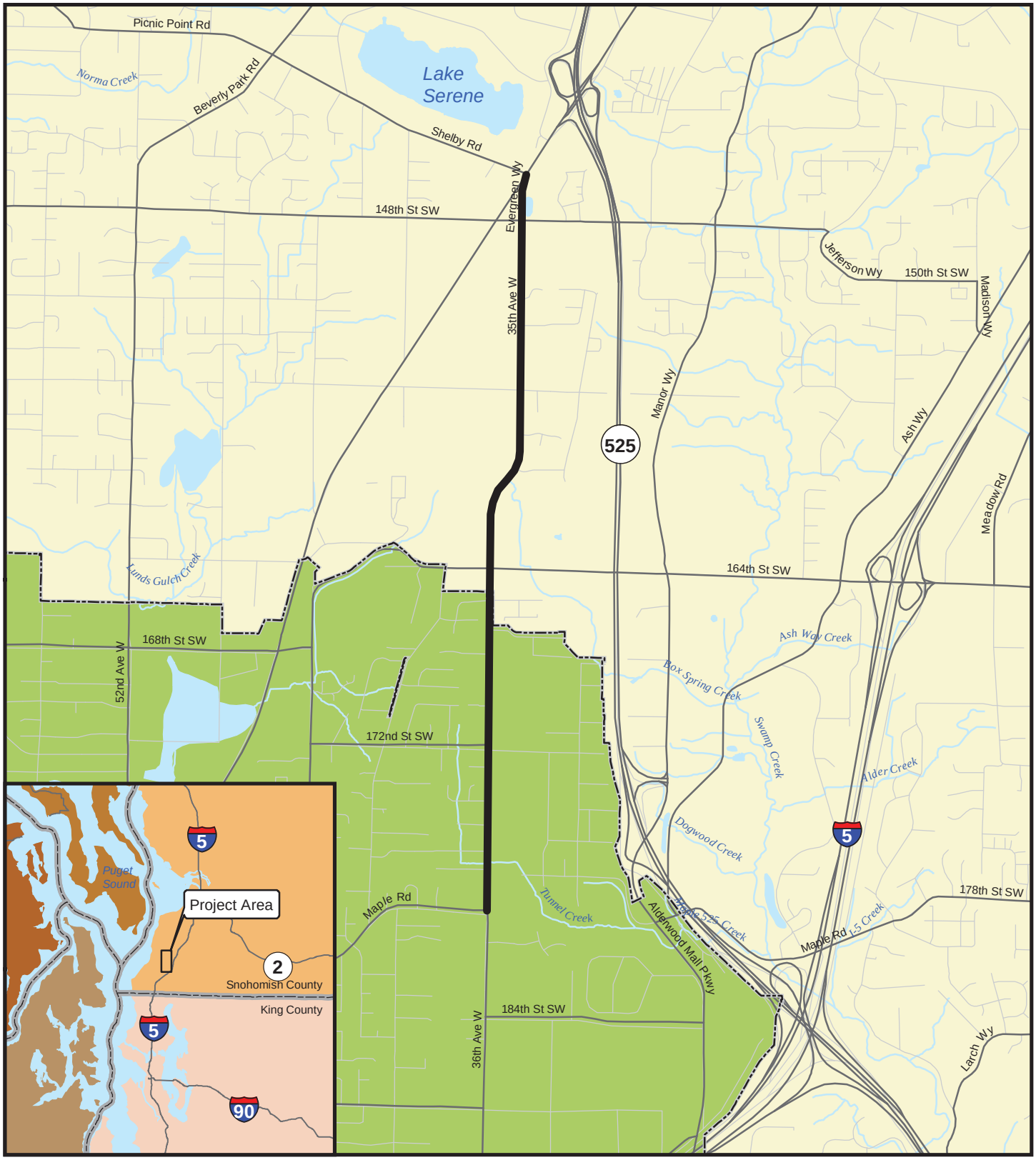
1.2 Proposed Project

The City, in partnership with the County, proposes improvements to two miles of 36th/35th Avenue West, from Maple Road/179th Street SW to SR 99, within portions of the City and unincorporated Snohomish County (**Exhibit 1**). The proposed Project will add a two-way left turn lane a traffic signal a roundabout and continuous curb, sidewalks, and bicycle facilities on both sides of the road for the length of the Corridor. The pavement section will be reconstructed to current standards for urban arterials, requiring excavation up to depths of approximately 2 feet. In addition, appropriate adjustments will be made in traffic signal phasing to optimi e timing. Fill and cut slopes will vary in steepness, and retaining walls of various designs will be used to minimi e the Project footprint. Construction of retaining walls will require excavation to approximately 1 inches for block retaining walls, but may extend up to 30 feet for two soldier pile walls within the City.

tility modifications and additions throughout the Corridor include relocation of existing water meters, hydrants, and water and gas valves relocation of existing utility poles and adjustment of utility features to the grade of the new roadway surface addition of luminaire arms to existing utility poles addition of new utility poles with luminaires in select locations and addition of fiber interconnect conduit. lectrical utility modifications and additions require excavation to a depth of approximately 3 feet.

Stormwater runoff is currently untreated and undetained, draining directly into tributaries of Swamp Creek. The Project includes drainage and detention/water quality improvements throughout the length of the Corridor, typically requiring excavation to depths of feet, with limited excavation to depths of 15 feet to accommodate detention pipes.

Funding for the proposed Project includes a variety of local and federal funds, including a federal Surface Transportation Program grant for Project design from the Federal Highway Administration (FHWA) for 1.75 million. Construction of the City portion of the proposed Project is expected to begin in 201 and continue for approximately one year. A construction start date for the County portion of the proposed Project is unknown, but is not likely to occur prior to 2015. The location of construction staging and storage areas is unknown at this time and will be determined by the construction contractor.



Project Limits
City of Lynnwood
Snohomish County
Waterbody
Stream

0 0.1 0.2 0.3 0.4 Miles
1 inch = 0 miles

Vicinity Map

36th/35th Avenue West Improvement

LYNN00000011/13

January 2013

Exhibit 1

DAVID EVANS AND ASSOCIATES INC

Vicinity.mxd

Source: Snohomish County GIS

This map was created by David Evans and Associates, Inc. (DEA) for the City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

Project features within each jurisdiction are described in detail below.

1.2.1 City of Lynnwood

The proposed improvements to 36th Avenue West encompass approximately one mile of roadway from Maple Road/179th Street SW to the City limits, approximately 100 feet north of 165th Place SW (**Exhibit 2**). The existing roadway consists of two 11-foot through lanes and a 12-foot center turn lane in areas that contain recent improvements. Sidewalks exist in places, but do not provide any valuable connectivity. The proposed improvements consist of three lanes (two 11-foot through lanes and a 12-foot center turn lane) and a 5-foot bike lane, a 5.5-foot landscape buffer, and a 5-foot-wide sidewalk on both sides of the roadway. Maple Road and 179th Street SW will be realigned to accommodate an aligned roadway center across 36th Avenue W and a new traffic signal. A new roundabout with illumination is proposed at the intersection of 36th Avenue W and 172nd Street SW to replace the existing four-way stop. xisting right-of-way varies from 60 to 0 feet and will be expanded as necessary to accommodate the proposed roadway improvements. Maintenance of existing pavement may include full-depth reclamation (F R) or recycling of the pavement section and/or overlay.

eveloped stormwater runoff will concentrate within the proposed concrete gutter and enter an enclosed stormwater conveyance system. Runoff will be conveyed to detention and water quality facilities, and then discharged to existing natural discharge locations. Proposed detention and water quality facilities have been designed according to the current Washington State epartment of cology (cology) requirements, with the exception of a replacement facility located at the northwest corner of Maple Road and 36th Avenue West, to accommodate the realigned Maple Road.

1.2.2 Snohomish County

The proposed improvements to 36th/35th Avenue West encompass approximately one mile of roadway between 16 th Street SW and 1 th Street SW. The existing roadway is predominately two lanes with left-hand turn pockets at various residential plats. Sidewalks and bicycle lanes exist in places, but are not consistently available. The proposed Project will expand the existing two-lane roadway to three lanes (two 11-foot through lanes and a 12-foot center turn lane), while providing continuity between existing curb, gutter, sidewalk, and bike lanes on both sides of the roadway. xisting right-of-way is 60 feet and will be expanded to accommodate the proposed roadway improvements. Maintenance of existing pavement may include F R or recycling of the pavement section and/or overlay.

Stormwater runoff from the development will be conveyed in a pipe and catch basin system. etention will be provided via an open top detention pond on the property located northeast of the intersection of 35th Avenue West and 159th Place SW. Water quality will be provided by the wet-pond Stormfilter catch basin units, and/or Filterra bioretention system.

Proposed Curb
Proposed Striping
Proposed Concrete Sidewalk
Proposed Retaining Wall
Proposed Drainage
City Boundary
Stream

0 250 500 750 1,000 Feet

36th/35th Avenue West Improvements

LYNN0000-0011/13

January 2013

Exhibit 2: Proposed Project Features

DAVID EVANS AND ASSOCIATES INC

This map was created by David Evans and Associates, Inc. (DEA) for City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

File: J:\Projects\LYNN0000-0011\GIS\ArcGIS\Maps\Proposed Project Features.mxd
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2.0 Study Methodology and Coordination

This report summari es and presents the findings and conclusions of the traffic noise impacts as the result of improvements to the 2-mile corridor. Although the Project does not create an increase in traffic volumes, the replacement of the -way stop at 172nd Street SW with a roundabout moves traffic closer to two homes on the east side of the intersection and slightly closer to the two homes on the west side, and could therefore increase the noise levels at those receivers. The Project retains the current 35-mile-per-hour speed limit along the 36th/35th Avenue West Corridor. This Project is included in the Washington State Regional Transportation Improvement Program and receives federal and local funding.

2.1 Agency Coordination

This analysis was performed in coordination with the City and County. Project design files in AutoCA format that were used to construct the existing, without Project (No Project) and with Project, noise models were obtained from avid vans and Associates, Inc. (A). Traffic volumes were taken from Synchro files also provided by A.

2.2 Regulatory Context

The traffic noise impact criteria, against which the project traffic noise levels are evaluated, are taken from Title 23 of the Code of Federal Regulations (CFR) Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, FHWA, Washington, .C. The criterion applicable for residences, churches, schools, recreational uses, and similar areas is an exterior hourly equivalent sound level (L_{eq}) that approaches or exceeds 67 A-weighted decibels (dBA). The criterion applicable for other developed lands, such as commercial and industrial uses, is an exterior L_{eq} that approaches or exceeds 72 dBA. No criterion exists for undeveloped lands or construction noise. A summary of the FHWA noise regulations is contained in **Exhibit 3**.

Exhibit 3. FHWA Traffic Noise Abatement Criteria

Land Use Category		Hourly L_{eq} (dBA)
Type A:	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose	57 (Exterior)
Type B:	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, (exterior) motels, hotels, schools, churches, libraries, and hospitals	67 (Exterior)
Type C:	Developed lands, properties, or activities not included in the above categories	72 (Exterior)
Type D:	Undeveloped land	--
Type E:	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums	52 (Interior)

The Washington State epartment of Transportation (WS T) considers a traffic noise impact to occur when predicted Project-related noise levels approach, within 1 dBA, the criteria level, or

substantially exceed existing levels. Therefore, residential impacts occur at 66 dBA and commercial impacts at 71 dBA. WS T also considers a 10 dBA increase substantial. A noise abatement criteria (NAC) exceedance is also considered severe if future design year noise levels are predicted to increase 15 dBA or higher over existing noise levels.

The City and County have developed maximum permissible sound levels for motor vehicles traveling at posted speed limits within their respective jurisdictions. These regulations (City of Lynnwood Municipal Code Section 10.12.600 and Snohomish County Municipal Code Section 10.01.030-) apply only to the noise emissions of individual vehicles rather than traffic noise in general.

Both the City and the County regulate noise levels reaching private property from a wide variety of sources both exempt noise from the repair or rebuilding of public streets and highways during daytime hours (7 a.m. to 10 p.m.).

2.3 Study Methods

This traffic noise level analysis was performed under documented guidance provided by WS T and FHWA. It adheres to the federal guidelines for Type 1 highway projects (new highways or changed alignment and capacity of existing highways) to analy e traffic noise impacts and to determine if noise abatement measures are feasible and reasonable to mitigate these impacts. It also follows the WS T *Environmental Procedures Manual* (Chapter 6) regarding study requirements (WS T 2012a) and the WS T *Traffic Noise Policy and Procedures* (WS T 2012b). The analysis takes into account the benefits and costs of abatement, as well as social, economic, and environmental impacts.

The noise analysis included the following components:

- Inspect the Project area and categori e existing land use.
- etermine the boundaries of the noise study area by setting up and running simple "straight-line" TNM models with the xisting and the Future Build PM Peak volumes.
- Measure the existing area noise levels.
- Calculate the Project-related future noise levels.
- etermine traffic noise impacts.
- xamine and evaluate noise abatement measures.
- iscuss construction noise impacts.

The study-area TNM models indicated that potential noise impacts could occur within an area approximately 50 feet beyond the edge of traveled roadway on the east and west sides of 36th/35th Avenue, i.e., at the "first-row" residences.

Numerous noise measurements were taken in the City segment on une 17, 2009 and in the County segment on November 2-6, 2012 to determine baseline background noise levels both at "first-row" and "second-row" houses and playgrounds. Measurements were made in accordance

with FHWA and WS T policy and procedures with all measurements and references to noise levels in dBA L_{eq}. Field noise measurements were 15 minutes in duration, with the sampling locations representing the most sensitive noise receivers, and were used as the predictor sites for future conditions in the noise model.

Future design year traffic noise levels were modeled against these measurements using FHWA s *Traffic Noise Model* ersion 2.5, 2003 (TNM). Input to the model included existing (2009-2012) and year 2025 traffic volume, vehicle mixture, and speed data. Measurable shielding from area topography and existing structures was also used in the analysis.

Initially, a model of existing conditions was run using the traffic volumes counted during the on-site noise level measurements. The results of this existing conditions model were compared to the actual field measurements. Next, noise levels for the design year 2025 with and without the Project were modeled. The traffic engineer s data relating to vehicle volumes, the proportion of passenger cars and medium and heavy trucks, and posted vehicle speeds were used in the modeling of these future conditions. Finally, additional receivers were coded into the model to assess traffic noise effects at numerous residential properties.

3.0 Affected Environment

3.1 Regional Setting

Motor vehicles are the major noise source within the region.

3.2 Project Setting/ Existing Conditions

This noise analysis identified existing activities on developed lands and the extent of these activities to assist in evaluating the noise impact on residents living near the proposed Project. The sensitive receivers were identified based on the NAC activity categories. **Exhibit 4** shows the location of the receiver locations in both the City and County segments of the Project.

3.2.1 City of Lynnwood

xisting Project land use in the City segment is primarily residential with commercial uses at the intersection of 36th Avenue West and 16 th Street SW. Project terrain is fairly level, rising gradually from south to north. Field measurements were taken at 16 receiver locations in the City segment to determine baseline background noise levels. Four additional receivers were coded into the TNM model to assess noise levels close to the planned improvements at the Maple Road/179th Street SW and 172nd Street SW intersections. The results of the existing conditions model are shown in **Exhibit 5.**

- Sound Monitoring Location
- Noise Modeling Receiver
- Proposed Curb
- Proposed Striping
- Proposed Concrete Sidewalk
- Proposed Retaining Wall
- Proposed Drainage
- City Boundary
- Stream

0 250 500 750 1,000 Feet

36th/35th Avenue West Improvements

LYNN0000-0011/13

January 2013

Exhibit 4. Noise Monitoring and Modeling Locations

DAVID EVANS AND ASSOCIATES INC

This map was created by David Evans and Associates, Inc. (DEA) for City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

File: J:\Projects\LYNN0000-0011\GIS\ArcGIS\Maps\Proposed Project Features, with Sound Monitoring Locations.mxd
Date: 1/30/2013 9:40:48 AM User: ssst

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Exhibit 5. Noise Measurement Locations (City)

Receiver ID	Receiver Address	Measured LEQ dBA (All Noise Sources) LEQ dBA	Modeled Existing PM peak (Traffic Noise only) LEQ dBA	Noise Sources during Measurement
S-1	17827 37th Place SW	58	61	Traffic
S-2	17905 179th St. SW	59	58	Traffic, distant aircraft
S-3	3519 178th Place SW	58	61	Traffic
S-4	3521 177th Place SW	61	62	Traffic, birds
S-5	3530 177th Place SW	50	53	Traffic, birds
S-6	3609 174th Place SW	59	61	Traffic, birds
S-7	3520 172nd St. SW	59	62	Traffic, distant aircraft
S-8	17101 36th Ave. W	58	60	Traffic
S-9	3524 169th St. SW	62	60	Traffic, children
S-10	3516 169th St. SW	54	54	Traffic, children
S-11	Spruce Park	51	54	Traffic
S-12	3612 167th Place SW	62	61	Traffic
S-13	3616 167th Place SW	55	55	Traffic
S-14	3609 165th Place SW	62	62	Traffic
S-15	3614 165th Place SW	55	59	Traffic
S-16	3516 165th Place SW	64	63	Traffic
M-1	17914 35th Ave. W	NA	65	NA
M-2	3608 172nd St. SW	NA	64	NA
M-3	3519 172nd St. SW	NA	63	NA
M-4	17121 37th Ave. W	NA	65	NA

Note: Receivers S-1 through S-16 are noise measurement sites; receivers M-1 through M-4 are additional receivers used in the TNM model.

No receivers currently approach, meet, or exceed the NAC of 67 dBA during the PM peak hour.

WS T and FHWA policy requires traffic noise models be calibrated before modeling project impacts. The calibration process involves modeling existing conditions using the traffic volumes counted during the on-site noise measurements and then comparing the results of this model to the measurements. The model is considered acceptable if the results differ by 2 dBA or less. **Exhibit 6** summari es the results of this model calibration.

Exhibit 6. Model Calibration Results (City)

Measurement Site	Measured Sound Level in dBA (15-minute LEQ)	Modeled Sound Level in (dBA LEQ)	Modeled Results Compared to Measurements (dBA)
S-6	59.1	58.3	-0.8
S-7	59.3	59.3	0.0
S-8	58.2	58.8	+0.6
S-11	53.4	51.7	-1.7
S-14	61.5	60.7	-0.8

Traffic volumes during each 15-minute noise measurement are shown in **Exhibit 7**.

Exhibit 7. Hourly Traffic Volumes During Noise Measurements (City)

Vehicle Classification	Northbound	Southbound
Near S-6 (3609 174th Place)		
Autos	356	292
Medium Trucks	4	0
Heavy Trucks	0	0
Near S-7 (3520 172nd St. SW)		
Autos	360	288
Medium Trucks	12	8
Heavy Trucks	8	4
Near S-8 (17101 36th Ave. W)		
Autos	220	300
Medium Trucks	8	12
Heavy Trucks	0	0
Near S-11 (Spruce Park)		
Autos	124	296
Medium Trucks	12	32
Heavy Trucks	4	0
Near S-14 (165th Place SW)		
Autos	280	224
Medium Trucks	8	8
Heavy Trucks	0	0

After the model is calibrated, it is used as the template for the xisting Conditions PM peak model, and predictions of noise levels for the design year of 2025 with and without the Project are then modeled.

3.2.2 Snohomish County

xisting Project land use in the County segment is primarily residential with commercial uses north of the intersection of 35th Avenue West and 155th Street SW. Project terrain is fairly level, rising gradually from south to north. Field measurements were taken at seven receiver locations (see **Exhibit 4**) in the County segment to determine baseline background noise levels. The results of the existing conditions model are shown in **Exhibit 8**.

Exhibit 8. Noise Measurement Locations (County)

Receiver ID	Receiver Address	Measured LEQ dBA (All Noise Sources) LEQ dBA	Modeled Existing PM peak (Traffic Noise only) LEQ dBA	Noise Sources during Measurement
C-1	16104 35th Ave. W	62	61	Traffic, distant aircraft
C-2	3431 158th Place SW	59	58	Traffic
C-3	3414 158th St. SW	55	55	Traffic
C-4	3520 156th St. SW	54	58	Traffic
C-5	15414 35th Place SW	60	62	Traffic
C-6	3433 151st Place SW	58	62	Traffic, voices
C-7	15001 35th Ave. SW	61	59	Traffic

No receivers currently meet or exceed the NAC of 67 dBA during the PM peak hour.

WS T and FHWA policy requires traffic noise models be calibrated before modeling project impacts. The calibration process involves modeling existing conditions using the traffic volumes counted during the on-site noise measurements and then comparing the results of this model to the measurements. The model is considered acceptable if the results differ by 2 dBA or less. **Exhibit 9** summari es the results of this model calibration.

Exhibit 9. Model Calibration Results (County)

Measurement Site	Measured Sound Level in dBA (15-minute LEQ)	Modeled Sound Level in (dBA LEQ)	Modeled Results Compared to Measurements (dBA)
C-3	56.5	54.6	-1.9
C-5	59.7	58.3	-1.4
C-6	58.3	58.6	+0.3

Traffic volumes during the 15-minute noise measurement are shown in **Exhibit 10**.

Exhibit 10. Traffic Volumes During Noise Measurements (County)

Vehicle Classification	Northbound	Southbound
Near C-3 (3414 158th St. SW)		
Autos	440	324
Medium Trucks	24	4
Heavy Trucks	0	4
Near C-5 (15414 35th Place SW)		
Autos	256	252
Medium Trucks	4	0
Heavy Trucks	8	0
Near C-6 (3433 151st Place SW)		
Autos	256	252
Medium Trucks	4	0
Heavy Trucks	8	0

After the model is calibrated, it is used as the template for the xisting Conditions PM peak model and predictions of noise levels for the design year of 2025 with and without the Project are then modeled.

4.0 Environmental Effect Assessment

4.1 Effects During Construction

4.1.1 City of Lynnwood

The No Project scenario represents the existing conditions in the Corridor. In this scenario, there will be ongoing routine maintenance activities such as repair of concrete and asphalt pavement, sanding, and snow removal. Noise levels generated by these activities are not high and are of short duration.

The proposed Project will require many different types of construction equipment. Tasks for this type of project include the following:

- xcavating, transporting, and dumping of soil for the cut and fill portions which typically involve crawler tractors, front-end loaders, excavators, dump trucks, compactors, and graders
- rading for the new roadway involving excavators, graders, and belly-dump trucks
- Hauling and spreading of crushed rock and gravel for the roadway subsurface with dump trucks, front-end loaders, and rollers
- Relocating underground utilities using excavators and front-end loaders
- Paving with asphalt trucks and road-paving machines
- Installation of drainage swales and ponds using excavators

uring Project construction, noise levels would temporarily increase near the construction site due to the use of heavy construction equipment and the transport of construction materials. Noise levels generated by equipment and machinery during construction vary widely depending on the differences in topography, vegetation, site conditions, and construction phases. uring some phases, some equipment may remain idle for long periods of time. However, during other phases, several units of similar equipment may operate simultaneously, causing noise levels at the higher end of the range. Typical construction machinery and their associated noise levels are shown in **Exhibit 11**.

Exhibit 11. Construction Machinery Noise Levels

Type of Machinery	L_{MAX} Noise Level at 50 Feet (dBA)
Pneumatic tools	85
Asphalt paving machine	77
Jackhammer	89
Excavator	81
Dump truck	77
Crane	81
Concrete pump truck	81
Concrete mixer truck	79
Compactor (ground)	83
Chainsaw	84
Backhoe	78
Auger drill rig	84

Source: Roadway Construction Noise Model, Version 1.0 (FHWA 2006)

aytime construction (7 a.m. to 10 p.m.) is exempt from federal, state, and local noise regulations. The Project is primarily adjacent to residential land uses. If construction occurs at night, the State and City noise ordinances would apply to these residential receivers. Construction is sometimes scheduled for the nighttime to minimi e the disruption of traffic. When this occurs, a noise variance must be obtained from the City. Techniques to minimi e construction noise are discussed in Section 5.

4.1.2 Snohomish County

Noise impacts from the construction of the County s portion of the corridor will be the same as those described previously for the City s portion. If construction occurs during the nighttime, a noise variance must be obtained from the County.

4.2 Effects During Operation

Future noise impacts were analy ed for the Project following the modeling methods and input parameters as previously presented in Section 3.0 at the selected receiver locations. Locations were identified and selected where traffic noise impacts would approach or exceed the NAC criteria. Where predicted noise levels approached or exceeded the NAC criteria, FHWA requires that noise abatement be evaluated.

The modeled noise levels for each receiver were compared to the appropriate NAC land use level. A traffic noise impact occurs when the modeled noise levels approach or exceed the NAC level or when the predicted traffic noise levels in the design year substantially exceed the existing noise levels. If this occurs, locations determined to be excessively impacted by traffic noise levels would be evaluated for traffic noise abatement.

4.2.1 City of Lynnwood

The predicted modeled noise level results of the 2025 No Project scenario are presented in **Exhibit 12**.

Exhibit 12. Modeled Existing and 2025 No Project Noise Levels (City)

		Modeled Noise Levels		
Receiver ID	Receiver Address	Existing PM Peak	2025 No Project	Increase in Traffic Noise 2009-2025
S-1	17827 37th Place SW	61	63	2
S-2	17905 179th St. SW	58	67	9
S-3	3519 178th Place SW	61	64	3
S-4	3521 177th Place SW	62	65	3
S-5	3530 177th Place SW	53	56	3
S-6	3609 174th Place SW	61	63	2
S-7	3520 172nd St. SW	62	63	1
S-8	17101 36th Ave. W	60	62	2
S-9	3524 169th St. SW	60	62	2
S-10	3516 169th St. SW	54	57	3
S-11	Spruce Park	54	56	2
S-12	3612 167th Place SW	61	65	4
S-13	3616 167th Place SW	55	58	3
S-14	3609 165th Place SW	62	64	2
S-15	3614 165th Place SW	59	61	2
S-16	3516 165th Place SW	63	65	2
M-1	17914 35th Ave. W	65	66	1
M-2	3608 172nd St. SW	64	66	2
M-3	3519 172nd St. SW	63	65	2
M-4	17121 37th Ave. W	65	65	0

Note: WSDOT defines an impacted receiver as one that approaches within 1 dBA of the NAC 67 dBA (WSDOT 2006b).

The results of the modeling indicate that higher vehicle volumes will cause noise levels to increase by 1 to dBA along 36th Avenue West, except at receiver S-2, which jumps 9 dBA due to the planned extension of 179th Street SW. The extension will convert 179th Street SW from a dead-end street to a local connector. Three of the modeled receivers are predicted to approach or exceed the NAC of 67 dBA (S-2, M-1, and M-2).

The predicted modeled noise level results of the 2025 With Project scenario are presented in **Exhibit 13**.

Exhibit 13. Comparison of the 2025 No Project and With Project Noise Levels (City)

Receiver ID	Receiver Address	Modeled Noise Levels		Change in Traffic Noise Levels	FHWA Criteria
		2025 No Project	2025 With Project		
S-1	17827 37th Place SW	63	64	+1	66
S-2	17905 179th St. SW	67	67	0	66
S-3	3519 178th Place SW	64	64	0	66
S-4	3521 177th Place SW	65	65	0	66
S-5	3530 177th Place SW	56	56	0	66
S-6	3609 174th Place SW	63	63	0	66
S-7	3520 172nd St. SW	63	63	0	66
S-8	17101 36th Ave. W	62	64	+2	66
S-9	3524 169th St. SW	62	62	0	66
S-10	3516 169th St. SW	57	56	-1	66
S-11	Spruce Park	56	56	0	66
S-12	3612 167th Place SW	65	64	-1	66
S-13	3616 167th Place SW	58	57	-1	66
S-14	3609 165th Place SW	64	64	0	66
S-15	3614 165th Place SW	61	60	-1	66
S-16	3516 165th Place SW	65	65	0	66
M-1	17914 35th Ave. W	66	65	-1	66
M-2	3608 172nd St. SW	66	64	-2	66
M-3	3519 172nd St. SW	65	65	0	66
M-4	17121 37th Ave. W	65	64	-1	66

Note: WSDOT defines an impacted receiver as one that approaches within 1 dBA of the NAC 67 dBA (WSDOT 2006b).

Exhibit 13 indicates that the Project will change traffic noise by -2 to 2 dBA. Increases of 3 dBA or more are typically noticeable to human hearing. ne receiver (S-2) is predicted to meet the NAC of 67 dBA.

4.2.2 Snohomish County

The predicted modeled noise level results of the 2025 No Project scenario are presented in **Exhibit 14**.

Exhibit 14. Modeled Existing and 2025 No Project Noise Levels (County)

Receiver ID	Receiver Address	Modeled Noise Levels		Change in Traffic Noise Levels	FHWA Criteria
		Existing PM Peak	2025 No Project		
C-1	16104 35th Ave. W	61	65	+4	66
C-2	3431 158th Place SW	58	61	+3	66
C-3	3414 158th St. SW	55	58	+3	66
C-4	3520 156th St. SW	58	62	+4	66
C-5	15414 35th Place SW	62	65	+3	66
C-6	3433 151st Place SW	62	64	+2	66
C-7	15001 35th Ave. SW	59	62	+3	66

Note: WSDOT defines an impacted receiver as one that approaches within 1 dBA of the NAC 67 dBA (WSDOT 2006b).

The results of the modeling indicate that higher vehicle volumes will cause noise levels to increase by 2 to dBA along the 35th Avenue West corridor by 2025. None of the modeled receivers are predicted to approach or reach the NAC of 67 dBA without the Project.

The predicted modeled noise level results of the 2025 With Project scenario are presented in **Exhibit 15**.

Exhibit 15. Comparison of the 2025 No Project and With Project Noise Levels (County)

Receiver ID	Receiver Address	Modeled Noise Levels		Change in Traffic Noise Levels	FHWA Criteria
		2025 No Project	2025 With Project		
C-1	16104 35th Ave. W	65	65	+0	66
C-2	3431 158th Place SW	61	61	+0	66
C-3	3414 158th St. SW	58	58	+0	66
C-4	3520 156th St. SW	62	62	+0	66
C-5	15414 35th Place SW	65	65	+0	66
C-6	3433 151st Place SW	64	65	+1	66
C-7	15001 35th Ave. SW	62	63	+1	66

Note: WSDOT defines an impacted receiver as one that approaches within 1 dBA of the NAC 67 dBA (WSDOT 2006b).

These levels indicate the Project will increase traffic noise by 0 to 1 dBA at the seven receivers in the County portion of the Corridor. None of the modeled receivers are predicted to approach, meet, or exceed the NAC of 67 dBA. There are no traffic noise impacts along the County portion of the Corridor.

4.3 Indirect Effects

This project will not attract additional traffic from adjacent arterials or enable denser suburban development. Any indirect effects upon traffic noise from the Project would be very minor.

4.4 Cumulative Effects

The cumulative traffic noise impacts of the Project include its direct and indirect impacts which, as shown in **Exhibits 13 and 15** and described in Section .2, are minor in scope. The traffic noise impacts are confined to locations already forecast to be impacted by traffic noise in the absence of this Project being built. The scale of the Project impacts is virtually nil and would not be audible to residents in the Corridor.

5.0 Abatement

5.1 Abatement of Construction Impacts

A number of equipment noise abatement measures are applicable to both the City and County portions of the Project, including:

- Avoid evening, nighttime, and weekend work
- se low-impact backup alarms on heavy equipment
- eep all machinery in good working order and compliant with .S. nvironmental Protection Agency equipment noise standards

5.2 Abatement of Operational Impacts

Based on the FHWA NAC, the modeled traffic noise levels constitute a noise impact in 2025 with or without the Project. Therefore, abatement was examined. The primary technique to reduce traffic noise impacts is to build barrier walls. Two criteria are applied when evaluating their construction: first the issue of "feasibility" and then, if the barrier appears "feasible" the question of financial "reasonableness." A "feasible" barrier is one that can be built at a specific site and provide meaningful noise reduction to the impacted residences.

5.2.1 City of Lynnwood

ne receiver in the City s portion of the Corridor is modeled as exceeding the FHWA NAC. This property is on the S corner of 36th Avenue W and 179th Street SW and receives noise from both streets. For a noise wall to be effective for this location it would have to "wrap around" the corner. However, in doing so it would block the property s sole driveway. Providing an opening in the noise wall for the driveway would diminish its noise abatement capabilities. Relocating the driveway farther east of 179th Street SW may improve the noise buffering potential of a wall bordering 36th Avenue W, but impair that wall s functioning along 179th Street SW. This noise wall would not provide meaningful noise abatement. ther noise abatement techniques such as relocating 179th Street SW farther away to the north or purchasing additional land for a buffer are not possible.

5.2.2 Snohomish County

There are no traffic noise impacts from the Project in the County portion of the Corridor. Therefore, no abatement was examined.

5.3 Unavoidable Adverse Impacts

The Project will create no unavoidable adverse impacts. There is one residential property that will have noise impacts in 2025 even if the Project is not built. The noise impact received at this property, represented by receiver S-2, is not due to the Project. The noise impact is caused by the large increase in traffic that occurs between the current year and 2025 from ongoing suburban development of currently vacant parcels, which will be accessed by an extension of 179th Street SW.

6.0 Benefits of the Project

Replacing the -way stop at 36th Avenue West and 172nd Street SW with a roundabout will slightly reduce traffic noise for residences adjacent to that intersection by eliminating the acceleration of vehicles departing from the intersection s current -way stop configuration.

7.0 References

Documents and Publications

Washington State epartment of Transportation (WS T). 2012a. *Environmental Procedures Manual*. une.

WS T. 2012b. *2011 Traffic Noise Policy and Procedure.* ctober.

Personal Communications

WS T. 2012. Personal communications between im Laughlin WS T Manager, and Sam Schuyler on ctober 2 , 2012.

Internet Websites

City of Lynnwood. http://www.ci.lynnwood.wa.us/ ocs/Content/Services.aspx id 965. Accessed on 11/26/2012.

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Appendix A: Traffic Noise Model Runs (CD)

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Attachment F

4(f) Exemption Memorandum

36th/35th Avenue West Improvements
Exemption from Section 4(f) Requirement

October 2, 2015

TO: John Ho
WSDOT Northwest Region
Local Programs Engineer

FROM: Katie Carroz
David Evans & Associates, Inc.

SUBJECT: 36th/35th Avenue West Improvements

RE: Section 4(f) Exemption, 36th/35th Avenue West Improvements, Federal Aid #STPUL-9931(009)

Project Description

The City of Lynnwood (City), in partnership with Snohomish County, proposes improvements to two miles of 36th/35th Avenue West, from Maple Road/179th Street SW to SR 99, within portions of the City and unincorporated Snohomish County. The proposed project will add a two-way left turn lane; a traffic signal; a roundabout; and continuous curb, sidewalks, and bicycle facilities on both sides of the street for the length of the corridor, except between 148th Street SW and SR 99, where no improvements are proposed. The pavement section will be reconstructed to current standards for urban arterials. In addition, appropriate adjustments will be made in traffic signal phasing to optimize timing.

Spruce Park is a 4.75-acre neighborhood park located on 36th Avenue West. The park is owned and operated by the City. Approximately half of the park property remains forested, with the remainder developed for active recreational use. The park includes a playground, basketball court, play area, picnic facilities, trails, restrooms, and parking. The project would add a sidewalk and a portion of the planter strip to the edge of the park, along 36th Avenue West. No right-of-way will be transferred to transportation use; ownership of the right-of-way will remain park property (see **Attachment A** and **Attachment B**).

Many of the original studies for this project were completed in 2013. The project did not begin in time for funding to remain available. Therefore, the National Environmental Policy Act (NEPA) Categorical Exclusion document and this letter explaining the 4(f) exemption will be re-submitted.

Applicability

1. Is the purpose of the project to make operational improvements on essentially the same alignment

   Yes. The project will improve two miles of 36th/35th Avenue West in its current alignment, as described above.

2. Are affected lands publicly owned or recreational in their nature

   Yes. Spruce Park is a recreational park, owned and operated by the City of Lynnwood.

3. Please provide the amount and location of land to be used. Does your project impair the use of the remaining properties

   The proposed improvements re uire the use of 6,309 s uare feet (0.14 acre) of Spruce Park, as illustrated in the design drawings enclosed. This land is located adjacent to 36th Avenue West and is currently being used for landscaping purposes. This portion of the park is not being used for active recreational purposes. The improvements on park property include a new sidewalk and a portion of the new planter strip. These improvements, in addition to a new bike lane, will be located between the remaining park land and the roadway. As a result, vehicles driving in the new roadway configuration will be farther away from active park users than in the current configuration. Each of the two driveways to the parking lot will be reconstructed to match the grades of the new roadway and to comply with ADA standards. New curb returns, crosswalk ramps, and paving will also be constructed at the park entrance. These safety improvements will not impair the use of the remaining park properties.

4. Does your project adversely affect a historic property (National Register eligible property)

   No. There are no archaeological sites, cemeteries, or National Register eligible properties recorded within a mile of the project site.

5. Official jurisdiction (i.e., Park Manager, State Historic Preservation Officer, Nature Reserve Ranger, etc.) must concur and agree the project is a *de minimis* take. Please have the resource steward provide written correspondence explaining why this project is *de minimis* to their resource.

   Attachment C is a letter from the City of Lynnwood Parks, Recreation, & Cultural Arts Director showing support for the project. The right-of-way will remain park property; therefore, no 4(f) property will be taken.

Measures to Minimize Harm

Measures to minimize harm to Spruce Park were incorporated into the project design. The current design minimizes ac uisition of park property, maintains existing vehicular access points, and improves pedestrian access by providing a new sidewalk and a bike lane along

36th Avenue West adjacent to the park. Construction specifications will re uire the contractor to maintain public access to the park at all times during construction via one of the two existing driveways.

Coordination

The City of Lynnwood Project Manager, Ngan Ha ang, coordinated with the Parks, Recreation, & Cultural Arts Director (Director) in June, 2015. As a result, the Director wrote the attached letter (**Attachment C**) in support of the project. The Director concurs that the project is exempt from Section 4(f) re uirements for an Evaluation or *de minimis* impact determination.

The public will be afforded an opportunity to review and comment on this impact assessment during the public review period, which is re uired to comply with the State Environmental Policy Act.

Conclusion / Concurrence

Based upon this analysis, we re uest concurrence from WSDOT/FHWA that the project would not affect any 4(f) lands, and is therefore exempt from the Section 4(f) process.

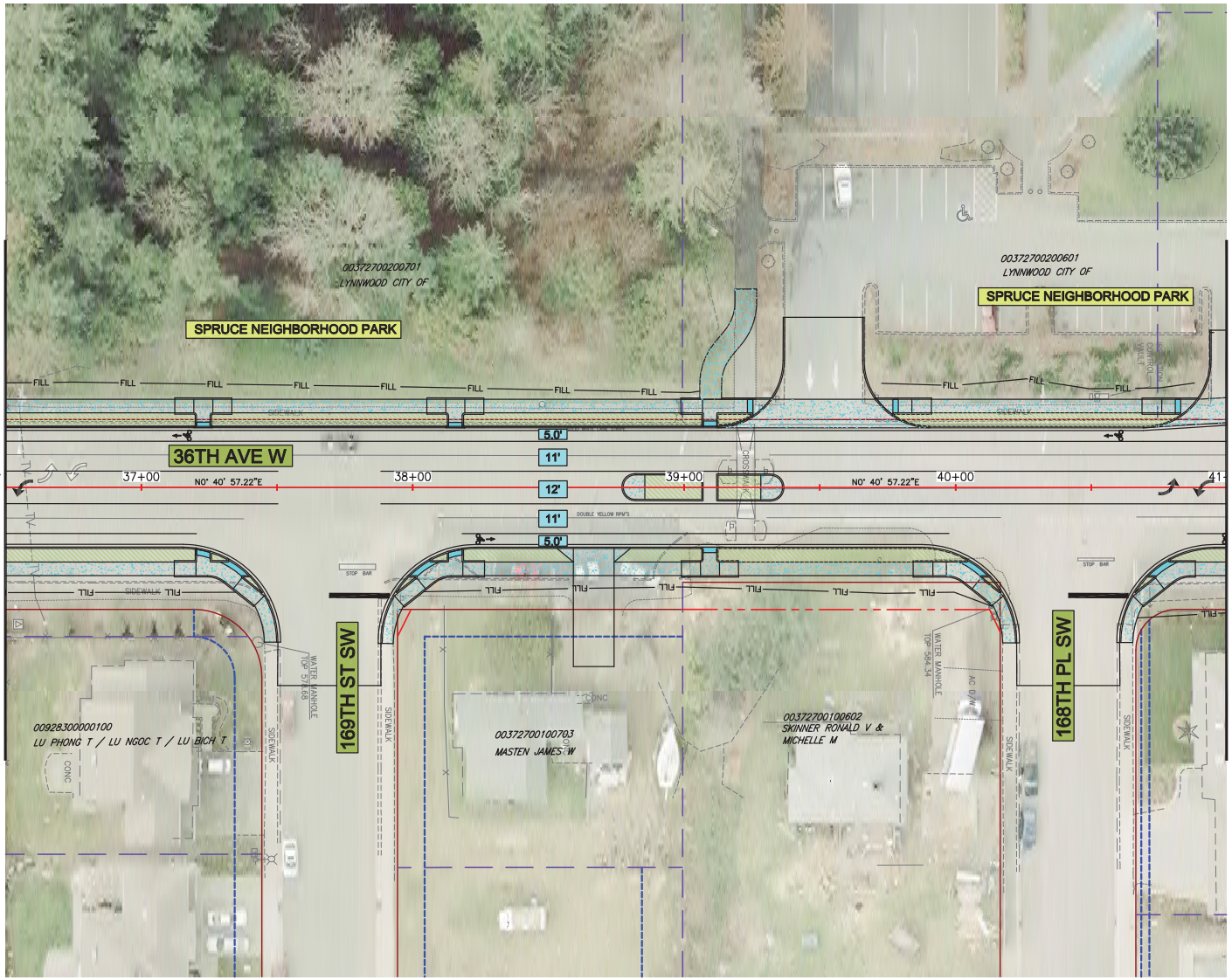
Please feel free to contact me at (425) 586-9798 should you have any uestions regarding this memorandum.

Thank you.

cc: Ngan Ha ang, City of Lynnwood; Kirk Harris, David Evans and Associates, Inc.

Attachments: Spruce Park Design Drawings (RD09, RD10)
Letter of support from Parks Director

SECTION 10 , T. 27 N., R. 4 E., W.M.



LEGEND

- PROPOSED RIGHT-OF-WAY (ROW)
- PROPOSED EASEMENT
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPING
- PROPOSED CURB & GUTTER
- PROPOSED RETAINING WALL
- EXISTING FEATURES
- EXISTING RIGHT-OF-WAY (ROW)
- EXISTING EASEMENT
- EXISTING PARCEL BOUNDARY
- TS EXISTING TRANSIT STOP
- TS NEW TRANSIT STOP

N

0 10 20 40

60% SUBMITTAL

PLAN CHECK	BY	DATE	DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.		

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: MARCH 2011
DRAWING #

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

ROADWAY PLAN

REFERENCE NO. RD09

SHEET 9 OF 15 SHEETS

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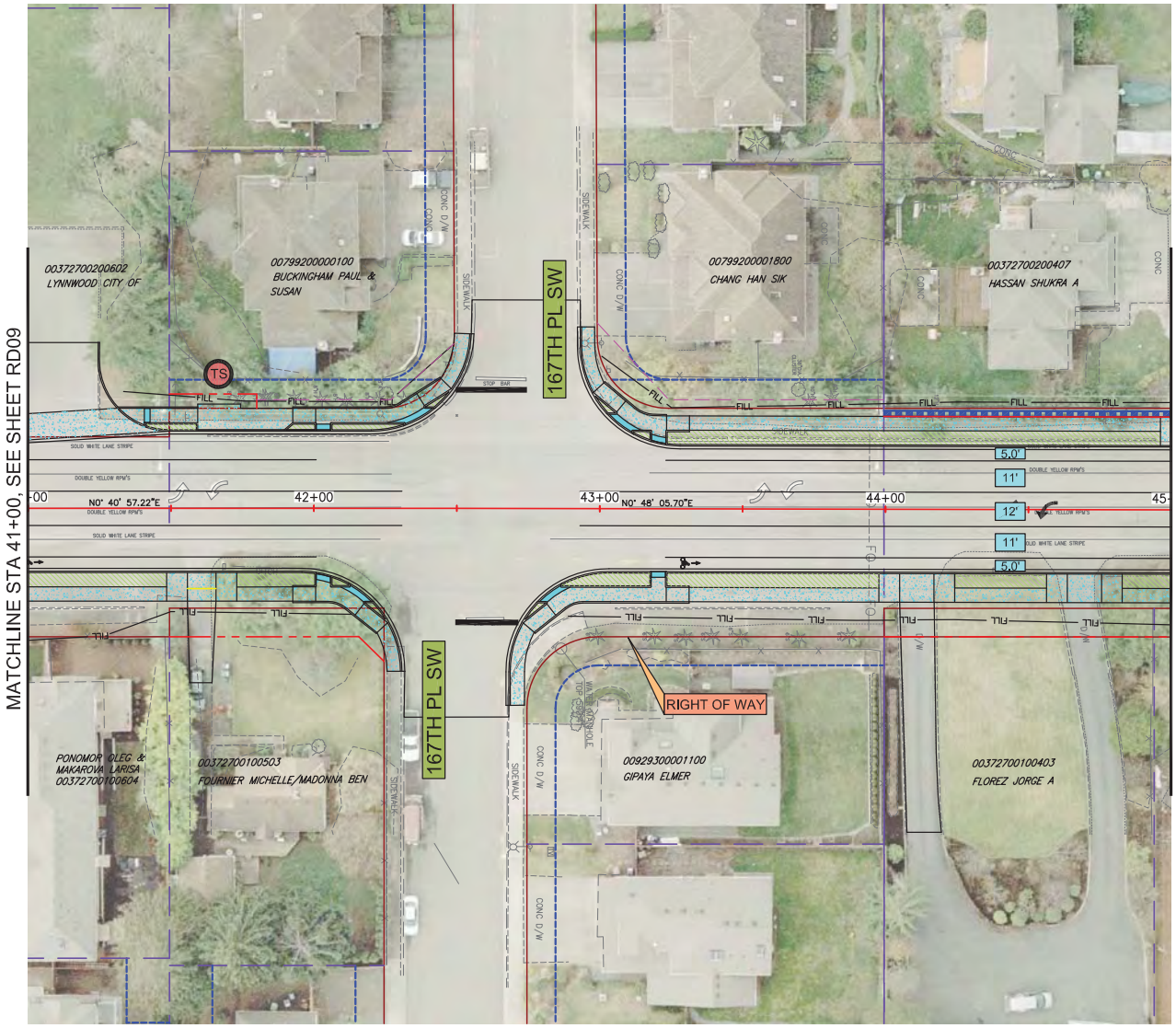
SECTION 10 , T. 27 N., R. 4 E., W.M.



LEGEND

- PROPOSED RIGHT-OF-WAY (ROW)
- PROPOSED EASEMENT
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPING
- PROPOSED CURB & GUTTER
- PROPOSED RETAINING WALL
- EXISTING FEATURES
- EXISTING RIGHT-OF-WAY (ROW)
- EXISTING EASEMENT
- EXISTING PARCEL BOUNDARY
- EXISTING TRANSIT STOP
- NEW TRANSIT STOP

N

0 10 20 40

60% SUBMITTAL

PLAN CHECK	BY	DATE	DATE	NO.	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
10	WASH.		

DESIGNED BY: V. VASKELIS
DRAWN BY: O. AHRENSFELD
DATE: MARCH 2011
DRAWING #

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

LYNNWOOD WASHINGTON

36TH AVE W CORRIDOR IMPROVEMENTS

ROADWAY PLAN

REFERENCE NO. RD10

SHEET 10 OF 15 SHEETS

Sep 05, 2012 - 4:07pm oxa P:\LYNN\0000001110400CAD\TTD\DWG\Sheet\exhibits\LYNN0011_Aerial plots.dwg Layout Name: RD10

LYNNWOOD
WASHINGTON
PUBLIC WORKS

July 1, 2015

Mr. John Ho
WSDOT Local Programs, Northwest Region
15700 Dayton Avenue North, NB82-121
P.O. Box 330310
Seattle, WA 98133-9710

RE: 36th/35th Avenue West Improvements
Section 4(f) Exemption
Federal Aid #STPUL-9931(009)

Dear Mr. Ho:

The City of Lynnwood (City), in partnership with Snohomish County, proposes improvements to two miles of 36th/35th Avenue West, from Maple Road/179th Street SW to SR 99, within portions of the City and unincorporated Snohomish County. The proposed project will add a two-way left turn lane; a traffic signal; a roundabout; and continuous curb, sidewalks, and bicycle facilities on both sides of the road for the length of the corridor, except between 148th Street SW and SR 99, where no improvements are proposed. The pavement section will be reconstructed to current standards for urban arterials. In addition, appropriate adjustments will be made in traffic signal phasing to optimize timing.

The City Parks, Recreation, and Cultural Arts Department supports this project. The project will result in benefits to Spruce Park, including increased separation between vehicles and park users; a new sidewalk and bike lane along 36th Avenue West (improving access to Spruce Park); reconstructed ADA-compliant driveways, and new curb returns, crosswalk ramps, and entrance paving.

We have reviewed the preliminary design in relation to Spruce Park and we concur that the proposed project will not adversely affect the activities, features, or attributes that make Spruce Park eligible for Section 4(f) protection. Although Spruce Park is eligible for 4(f) protection, this project is exempt from requiring a Section 4(f) evaluation or *de minimis* finding because the project would benefit the park and the area used for the project would remain Spruce Park property. No Section 4(f) property will be acquired for this project.

Sincerely,
CITY OF LYNNWOOD

Lynn D. Sordel
Parks, Recreation & Cultural Arts Director

cc: Ngan Ha Yang, City of Lynnwood; Kirk Harris, David Evans and Associates, Inc.

Attachment G

Environmental Justice Memorandum

DAVID EVANS AND ASSOCIATES INC.

Memorandum

DATE: August 14, 2015

TO: Project File

FROM: Katie Carroz
Environmental Planner

SUBJECT: Environmental Justice and Limited English Proficiency Determination

PROJECT: 36th/35th Avenue West Improvements

PROJECT NO.: LYNN0000-0011/13

COPIES: File
Kirk Harris (DEA), Ha Yang (City), David Lee (County)

In compliance with Presidential Executive Order (EO) 12898, DOT Order 5610.2 and FHWA Order 6640.23, an environmental justice (EJ) analysis was conducted for the 36th/35th Avenue West Improvements Project (Project). The results of the EJ Decision Matrix (enclosed) show that due to the need for right-of-way acquisition and potential noise impacts, EJ documentation is required. The Social and Community Effects and Social and Environmental Justice Decision Matrices (enclosed) indicate that, because the Project will result in no residential displacements, no business relocations, and only minor adverse effects, a letter to file is the appropriate level of documentation. The analysis complies with approved WSDOT guidance and procedures:

- Title VI of the Civil Rights Act of 1964 prohibits distribution based upon race, color, national origin, and sex in the provision of benefits and services, mandating equal access to transportation-related processes for all people.
- EO 12898 requires that federal agencies administer and implement its programs, policies, and activities that affect human health or the environment to identify and avoid "disproportionately high and adverse" effects on minority populations and low-income populations.
- EO 13166 on Improving Access to Services for Persons with Limited English Proficiency is intended to improve access to federal programs and activities for persons who, as a result of national origin, are limited in their English proficiency.

Project Description

The City of Lynnwood (City), in partnership with Snohomish County (County), proposes improvements to two miles of 36th/35th Avenue West, from Maple Road/179th Street SW to SR 99, within portions of the City and unincorporated County. The proposed Project will add a two-way left turn lane; a traffic signal; a roundabout; and continuous curb, sidewalks, and bicycle facilities on both sides of the road for the length of the Corridor. The pavement section will be reconstructed to current standards for urban arterials. Appropriate adjustments will be made in traffic signal phasing to optimize timing. The Project also includes drainage and detention/water quality improvements throughout the length of the Corridor.

415-118th Avenue Southeast Bellevue Washington 98005 Telephone: 425.519.6500 Facsimile: 425.519.5361

Demographics Data

Table 1 summarizes 2013 U.S. Census American Community Survey data for the area within ½ mile each side of centerline of the Project. This area encompasses Census Tracts 418.12, 517.02, 518.02, and 518.03.

Table 1: Minority and Low-Income Data

	Project Area		City of Lynnwood		Snohomish County	
	Total Persons	Percentage	Total Persons	Percentage	Total Persons	Percentage
Persons Living Below Poverty Level	3,215	15.8%	5,846	16.4%	74,004	10.4%
Black or African American*	1,654	8.0%	2,761	7.6%	27,507	3.8%
American Indian and Alaska Native*	994	4.8%	1,206	3.3%	19,716	2.7%
Asian*	5,727	27.7%	6,955	19.3%	80,625	11.1%
Native Hawaiian and Other Pacific Islander	249	1.2%	323	0.9%	6,546	0.9%
Hispanic or Latino (of any race)	2,748	13.3%	5,038	14.0%	66,323	9.2%
Total Population (2013)	20,650	100.0%	36,107	100.0%	724,627	100.0%

Source: U.S. Census Bureau 2013 ACS 5-year estimates.

*Race alone or in combination with one or more other races.

The Project area intersects attendance boundaries of Spruce Elementary at 17405 Spruce Way and Lynnwood Elementary at 18638 44th Avenue West. The school demographic data is summarized in **Table 2** and verifies the presence of minority populations from the U.S. Census Bureau in **Table 1**.

Table 2: School Demographic Data

	Spruce Elementary		Lynnwood Elementary	
	Total Persons	Percentage	Total Persons	Percentage
Race/Ethnicity				
White Alone	190	36%	217	38%
Black/African American	62	12%	50	9%
Hispanic or Latino	129	24%	109	19%
American Indian and Alaskan Native	2	0.4%	2	0.4%
Asian	93	17%	123	22%
Native Hawaiian/Other Pacific Islander	10	2%	9	2%
Two or More Races	48	9%	61	11%
Special Programs				
Free or Reduced-Price Meal Participation	280	52%	269	47%
Transitional Bilingual Education	153	28%	144	25%

Source: Washington State Office of Public Instruction Washington State Report Card for Spruce and Lynnwood Elementary, 2013-2014.

EO 13166 requires the written translation of vital documents for each eligible language group that constitutes 5 percent of the population of persons eligible to be served or likely to be affected or encountered. Based upon data from the 2006-2010 American Community Survey, 11 percent of the affected Project area speaks Spanish and 7 percent speak English less than "very well." Data from the Edmonds School District indicate that approximately

25 percent of students at Lynnwood Elementary School and 28 percent of students at Spruce Elementary School are enrolled in bilingual programs. The English Language Learners Specialist at the Edmonds School District confirmed in 2013 that Spanish, Vietnamese, and Korean are the most prevalent languages in this area.

Project Effects

Right-of-Way Acquisition and Community Cohesion

The Project will require right-of-way acquisition throughout the length of the corridor, including approximately 21 acquisitions from single-family residential parcels in the City of Lynnwood segment and 22 acquisitions from single- and multi-family residential parcels and commercial parcels in the Snohomish County segment. All acquisitions are partial, not full, and none will result in displacements or relocations. The project will also require the acquisition of approximately 19 permanent slope easements from single-family residential parcels in the City of Lynnwood segment and approximately 4 permanent slope easements from single- and multi-family residential and commercial parcels in the Snohomish County segment.

Property will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Corridor improvements will be designed to minimize the number and size of parcel acquisitions. The proposed acquisition areas do not represent a substantial portion of any one parcel. No displacements or relocations will occur as a result of the proposed acquisition areas. See **Attachment A, Right-of-Way Memorandum**, which includes detailed right-of-way plans.

The Project will not result in any adverse impacts to community cohesion.

Temporary Construction Impacts – Public Transportation, Parking, Access, Noise, and Air

Construction activities are expected to last 12 to 18 months. Construction may require temporary relocation of existing transit stops along the corridor. ADA-compliant pedestrian access routes to existing or temporarily relocated transit stops will be maintained during construction. Additionally, construction activities will be coordinated with the transit provider, Community Transit, so that transit users are notified of temporary relocations of transit stops. Local access and existing available parking in the Project area will be maintained during construction. A local access detour is expected to be necessary while a 300-foot long segment of Maple Road is reconstructed to mitigate an existing settlement issue. This detour will direct vehicles around the intersection of 36th Avenue West and Maple Road for up to one month. No other detours are anticipated.

During construction, noise levels could increase temporarily due to equipment use, and air quality could decrease temporarily due to fugitive dust. Temporary air quality and noise impacts during construction would be minimized through the use of standard best management practices. The project encourages non-motorized travel by providing improved facilities for pedestrians and cyclists, which in turn allows for potentially reduced air emissions within the corridor. The project will also reduce vehicle delay at the 36th Avenue W/172nd Street SW intersection by replacing the existing four-way stop with a roundabout, resulting in decreased air emissions at that location. Noise abatement was considered and determined infeasible.

Long-term Impacts – Public Transportation, Parking, Access, Noise, and Air

In the long run, some transit stops along the corridor are expected to be repositioned within one block of the original location, in coordination with Community Transit. Long-term changes would be coordinated with Community Transit so that transit users are notified of relocations of transit stops. No changes in access to

businesses or residences would occur, and no changes to formal parking areas would result in the long run. Some existing informal parking areas along gravel shoulders will no longer be available at project completion.

The Traffic Noise Technical Report (Attachment E) indicates that the project will add virtually nothing to design-year (2025) traffic noise levels. One receiver in the City segment will meet the FHWA Noise Abatement Criteria of 67 dBA. Long-term air quality impacts related to incremental increases in traffic are expected to be minimal. The Project does not create new exceedances of air quality standards, nor does it worsen existing exceedances of the standards.

Benefits

The proposed improvements will result in several benefits, including the following:

- increased community cohesion, especially for pedestrians and bicyclists, due to the construction of continuous bike lanes and sidewalks throughout the corridor;
- improved access and safety for public transportation due to the addition of bike lanes, new bus stops, and bus pullouts throughout the corridor;
- accommodation of new on-street parking on 172nd Street SW; and
- reduced congestion, decreased travel times, and improved overall access for single-occupancy vehicles, transit, pedestrians, and bicycles.

Public Outreach

In compliance with Title VI, EO 13166, and EO 12898 requirements, the City and County are conducting enhanced public involvement to target minority populations within the Project area. Enhanced outreach to the Hispanic community includes the use of Spanish translations on public notices and Project open house materials. The public notices for the open houses include ADA and Title VI statements translated in Spanish. Meeting notices were sent to properties and neighborhoods along the corridor. Spanish translations of outreach materials will continue to be provided to members of the public, and the affected population will be notified that translation services are available upon request.

Determination

No minority or low-income populations have been identified that would be adversely affected by this Project as determined above. Therefore, this Project has met the provisions of EO 12898, as it is supported by Title VI of the Civil Rights Act.

kxca:pama

Enclosures:
Completed EJ Decision Matrices for 36th/35th Avenue West Improvements
2013 U.S. Census American Community Survey Data
Washington State Office of Public Instruction, Report Card for Spruce and Lynnwood Elementary, 2013-2014.

SOCIAL & COMMUNITY IMPACTS DECISION MATRIX

The following decision matrix is a step-wise approach that uses a series of questions with Yes/No answers to provide direction on when additional analysis and documentation is appropriate for a proposed project. If additional documentation is necessary, consider all potential sources of impacts to protected populations in the analysis.

1) Are any protected populations present within the proposed limits of the project's impacts?

   Yes – Proceed to question 2.

   No – Document findings on CE documentation form and include demographics data; findings should be confirmed by using at least two information sources. No further analysis is required.

2) Does the proposed project:

   a) Require any right of way acquisition or relocations? X Yes ___ No

   b) Require any traffic detours during construction? ___ Yes X No

   c) Result in any noise impacts to surrounding sensitive receptors, specific to affected populations present? Temporary, during construction. X Yes ___ No

   d) Result in any air quality impacts? Temporary, during construction X Yes ___ No

   e) Result in changes to the access of the existing roadway, adjacent residences, or businesses? ___ Yes X No

   f) Divide the community, restrict access to services, or affect the overall cohesion of the community? ___ Yes X No

   g) Result in or increase exposure to hazardous materials or other health effects? ___ Yes X No

If you answered Yes to any of the previous questions, documentation is required. The local agency must describe and analyze the proposed project's potential to result in impacts to protected populations. Consider all potential sources of impacts to protected populations in the analysis. See Attachment G, Environmental Justice Memorandum.

If you answered No to all of questions 2a through 2g, proceed to question 3.

3) Will the proposed project result in any other impacts to any known protected populations?

Yes – Describe and analyze the proposed project's potential to result in impacts to protected populations. Consider all potential sources of impacts to protected populations in the analysis. Also consider any offsetting benefits received specific to the affected population.

No – Document findings in the appropriate section of the Environmental Classification Summary. No further analysis or documentation is required.

Answer the questions below to determine how to "right size" your analysis.

1. Does the primary work activity meet one or more of the criteria for projects unlikely to affect social, economic, or Environmental Justice resources?

   ___ Yes: **No further analysis needed**; document in ECS question 7a of the Environmental Considerations tab.

   X No: Go to Step 2.

2. Are there protected populations within the project study area?
   - For DCE projects: See TSK 458-b: Collecting Demographic Data.
   - For EA/EIS projects: See TSK 458-a and 458-b.

   X Yes: **EJ analysis required.** Go to Step 3.

   ___ No: **No further analysis needed.** Attach census data and school demographic data to ECS or other environmental document.

3. Are there substantial right of way requirements?

   ___ Yes: Acquisitions affect > 10% of the parcels, require whole parcels, require relocations, or are concentrated in a single neighborhood. Go to Steps 4 and 5.

   X No: Acquisitions affect < 10% of the parcels, are sliver takes and distributed evenly throughout the project area. **No further analysis needed.** Document limited nature of right of way acquisitions in letter to file.

4. Does the proposed project require any residential relocations?

   ___ Yes: Do residential relocations affect > 25 homes or > 10% of the population within the study area? **Social Analysis required.** If EJ population is present, determine if the social impacts are "disproportionately high and adverse." Go to Step 5.

   ___ No: Go to Step 5.

5. Does the proposed project require any business relocations?

   ___ Yes: Go to Step 6.

   ___ No: **No Economic analysis required.** Document limited nature of relocation in a letter to file.

6. Do business relocations adversely affect major employers in the study area?

   ___ Yes: Economic effects are likely if the project substantially changes access, travel time, or travel patterns; or adversely impacts > 10% of the permanent jobs in the study area (interview local agency planners to determine percentage). Economic analysis is required. If an EJ population is present, determine if the economic effects are "disproportionately high and adverse. Go to Step 7.

   ___ No: **No Economic analysis required.** Document limited nature of economic analysis in a letter to file.

Social and Community Effects Decision Matrix
Figure 458-1

7. Does the proposed project result in short-term adverse effects to:
   a. Noise or vibration impacts to sensitive receptors within the study area? __ Yes, __ No
   b. Air quality impacts? __ Yes, __ No
   c. Changes in access to/from residences or businesses? __ Yes, __ No
   d. Will the project require a detour? __ Yes, __ No
   e. Create utility cuts due to utility relocations? __ Yes, __ No
   f. Reduce community cohesion or access to public services? __ Yes, __ No
   g. Have greater than de minimus Impact Section 4(f) properties? __ Yes, __ No

   If you answered "Yes" to any of questions 7a-g, discuss the short-term social effect of the environmental impacts in the Social analysis. If an EJ population is present, determine if the short-term effects will be "disproportionate, high and adverse."

   If you answered "No" to all questions 7 a-g, document the limited nature of the impacts in the appropriate section of the environmental document.
8. Does the proposed project result in long-term (permanent) adverse environmental effects to:
   a. Noise or vibration to sensitive receptors in the study area? __ Yes, __ No
   b. Air quality impacts? __ Yes, __ No
   c. Changes in access to/from residences or businesses? __ Yes, __ No
   d. Reduce community cohesion or access to public services? __ Yes, __ No
   e. Have greater than de minimus Impact Section 4(f) properties? __ Yes, __ No

   If you answered "Yes" to any of the questions in 8a-e, discuss the long-term Social effects of the environmental impacts in the Social analysis. If an EJ population is present, determine if the long-term effects will be "disproportionate, high and adverse."

   If you answered "No" to all of questions 8a-e, document the limited nature of the impacts in the appropriate section of the environmental document.
9. If you answered "no" to question 1 and "yes" to questions 4, 6, 7, and 8, substantial documentation may be needed to support your conclusions consider writing a Social and Community Effects Discipline report. If, in addition, you also answered "yes" to question 2, the discipline report must include an EJ analysis and determine if there are "disproportionately high and adverse effects."

Social and Community Effects Decision Matrix
Figure 458-1 (continued)

Decision Matrix for Small Projects (CE/PCE/DCEs)

EAs and EISs will require analysis – See the Decision Matrix for Complex Projects.

The following step-by-step matrix uses a series of yes/no questions to determine if analysis is warranted for small projects that are unlikely to have environmental impacts (CEs/DCEs). Answer the questions using the best available existing environmental data and project description or design.

1. Are any protected populations present within the proposed limits of the project's impacts?

   X Yes: Proceed to Question 2

   ____ No: document findings in ECS. Include demographic data (TSK 458-b). Findings must be confirmed by 2 data sources.

2. Does the proposed project:

a.	Require any right of way acquisition or relocations?	X Yes	____ No
b.	Require any traffic detours during construction?	____ Yes	X No
c.	Result in any noise impacts to surrounding sensitive receptors, specific to affected populations present?	X Yes	____ No
d.	Result in any air quality impacts?	____ Yes	X No
e.	Result in changes in the existing access to the roadway, adjacent residences or businesses?	____ Yes	X No
f.	Divide the community, restrict access to services, or affect the overall cohesion of the community?	____ Yes	X No
g.	Result in, or increase exposure to, hazardous materials or other health effects?	____ Yes	X No

   If you answered "YES" to *any* of the previous questions, documentation is required. Use Figure 458-1in the EPM to determine the appropriate level of documentation.

   If you answered "No" to *all* of the previous questions, proceed to Question 3.

3. Will the proposed project result in any other impacts to any known protected populations?

   ____ Yes: Describe and analyze the proposed project's potential to result in impacts to the protected population as described in Chapter 458 and supporting web page.

   ____ No: Document findings in ECS. No further analysis is required

U.S. Census, American Community Survey, 2013 5-year data, Table DP05, accessed August 14, 2015.							
GEO.id2	GEO.display-label	HC01_VC03	HC01_VC79	HC01_VC80	HC01_VC81	HC01_VC82	HC01_VC88
Id2	Geography	Estimate; SEX AND AGE - Total population	Estimate; RACE - Race alone or in combination with one or more other races - Total population - Black or African American	Estimate; RACE - Race alone or in combination with one or more other races - Total population - American Indian and Alaska Native	Estimate; RACE - Race alone or in combination with one or more other races - Total population - Asian	Estimate; RACE - Race alone or in combination with one or more other races - Total population - Native Hawaiian and Other Pacific Islander	Estimate; HISPANIC OR LATINO AND RACE - Total population - Hispanic or Latino (of any race)
53061041812	Census Tract 418.12, Snohomish County, Washington	5341	377	261	1361	52	1064
53061051702	Census Tract 517.02, Snohomish County, Washington	4232	251	164	940	10	243
53061051802	Census Tract 518.02, Snohomish County, Washington	5495	409	162	1968	0	722
53061051803	Census Tract 518.03, Snohomish County, Washington	5582	617	407	1458	187	719
	Project area	20650	1654	994	5727	249	2748
5340840	Lynnwood city, Washington	36107	2761	1206	6955	323	5038
53061	Snohomish County, Washington	724627	27507	19716	80625	6546	66323
	Project area	781384	8.0%	4.8%	27.7%	1.2%	13.3%
	Lynnwood city, Washington	36107	7.6%	3.3%	19.3%	0.9%	14.0%
	Snohomish County, Washington	724627	3.8%	2.7%	11.1%	0.9%	9.2%

U.S. Census, American Community Survey 5-year Estimates, 2009-2013, Poverty Status in Past 12 Months. Table S1701.						
GEO.id	GEO.id2	GEO.display-label	HC01_EST_	HC02_EST_	HC03_EST_VC01	
Id	Id2	Geography	Total; Estimate; Population for whom poverty status is determined	Below poverty level; Estimate; Population for whom poverty status is determined	Percent below poverty level; Estimate; Population for whom poverty status is determined	
1400000US53061041812	53061041812	Census Tract 418.12, Snohomish County, Washington	5254	1355	25.8	
1400000US53061051702	53061051702	Census Tract 517.02, Snohomish County, Washington	4104	328	8	
1400000US53061051802	53061051802	Census Tract 518.02, Snohomish County, Washington	5470	604	11	
1400000US53061051803	53061051803	Census Tract 518.03, Snohomish County, Washington	5582	928	16.6	
		Project Area	20410	3215	15.8%	
1600000US5340840	5340840	Lynnwood city, Washington	35570	5846	16.4	
0500000US53061	53061	Snohomish County, Washington	714878	74004	10.4	

OSPI Office of Superintendent of Public Instruction Washington State Report Card

Home Help Feedback

Lynnwood Elementary
Principal Chris Lindblom
425.431.7615

18638 44TH AVE W LYNNWOOD 98037-4605 Grade Span: K-6
Edmonds School District

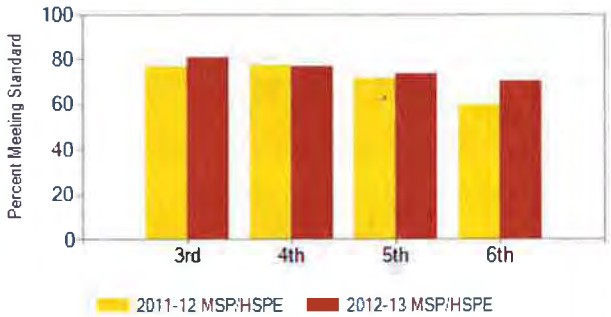
Note: This school/district participated in the Smarter Balanced Field Test in 2013-2014. Any data shown for 2013-14 in reading, writing, and math in grades 3-8 only reflect students tested on the MSP. At a district level, the data reported here may reflect results for only some of the schools in the district rather than the entire district.

Select a year: 2013-14 go

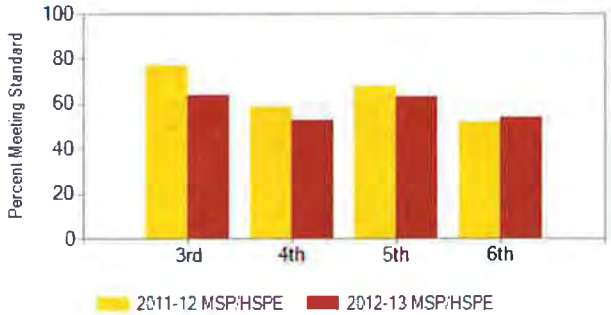
2013-14 MSP/HSPE Results (Administration Info)

Grade Level	Reading	Math	Writing	Science
5th Grade				60.2%

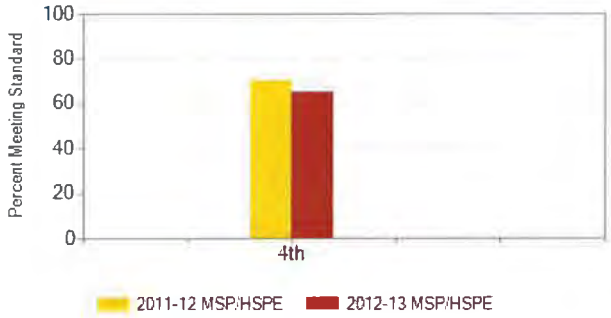
Reading



Math



Writing

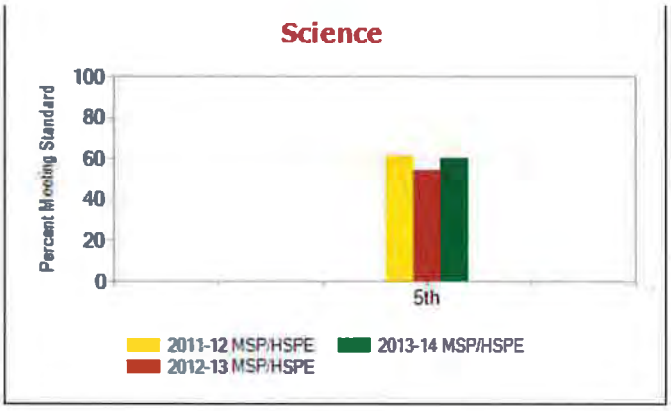


Student Demographics

Enrollment		
October 2013 Student Count		571
May 2014 Student Count		576
Gender (October 2013)		
Male	308	53.9%
Female	263	46.1%
Race/Ethnicity (October 2013)		
Hispanic / Latino of any race(s)	109	19.1%
American Indian / Alaskan Native	2	0.4%
Asian	123	21.5%
Black / African American	50	8.8%
Native Hawaiian / Other Pacific Islander	9	1.6%
White	217	38.0%
Two or More Races	61	10.7%
Special Programs		
Free or Reduced-Price Meals (May 2014)	269	46.7%
Special Education (May 2014)	76	13.2%
Transitional Bilingual (May 2014)	144	25.0%
Migrant (May 2014)	0	0.0%
Section 504 (May 2014)	16	2.8%
Foster Care (May 2014)	3	0.5%
Other Information (more info)		
Unexcused Absence Rate (2013-14)	429	0.5%

Teacher Information (2013-14) (more info)

Classroom Teachers	34
Average Years of Teacher Experience	14.4
Teachers with at least a Master's Degree	64.7%
Total number of teachers who teach core academic classes	30
% of teachers teaching with an emergency certificate	0.0%
% of teachers teaching with a conditional certificate	0.0%
Total number of core academic classes	30
ESEA Highly Qualified Teacher Information	
% of classes taught by teachers meeting ESEA highly qualified (HQ) definition	100.0%
% of classes taught by teachers who do not meet ESEA HQ definition	0.0%
% of classes in high poverty schools taught by teachers who meet ESEA HQ definition	N/A
% of classes in high poverty schools taught by teachers who do not meet ESEA HQ definition	N/A
% of classes in low poverty schools taught by teachers who meet ESEA HQ definition	N/A
% of classes in low poverty schools taught by teachers who do not meet ESEA HQ definition	N/A


Science
Percent Meeting Standard
100
80
60
40
20
0
5th
2011-12 MSP/HSPE
2012-13 MSP/HSPE
2013-14 MSP/HSPE

OSPI Office of Superintendent of Public Instruction Washington State Report Card

Home Help Feedback

Spruce Elementary

Principal Katherine Kayler
425.431.7720

17405 42ND AVE W LYNNWOOD 98037-7499 Grade Span: K-6
Edmonds School District

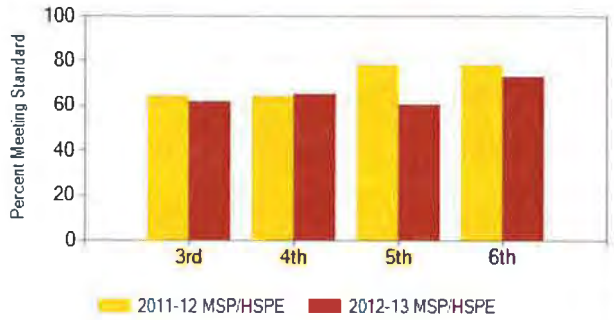
Note: This school/district participated in the Smarter Balanced Field Test in 2013-2014. Any data shown for 2013-14 in reading, writing, and math in grades 3-8 only reflect students tested on the MSP. At a district level, the data reported here may reflect results for only some of the schools in the district rather than the entire district.

Select a year: 2013-14 go

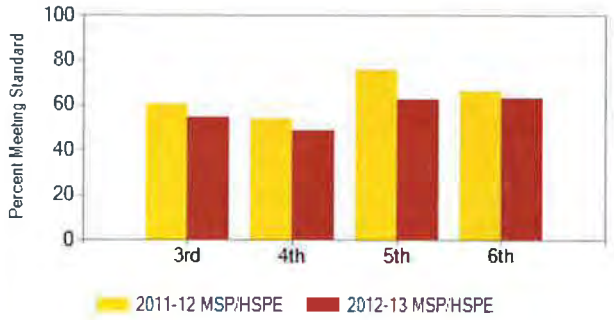
2013-14 MSP/HSPE Results (Administration Info)

Grade Level	Reading	Math	Writing	Science
5th Grade				61.6%

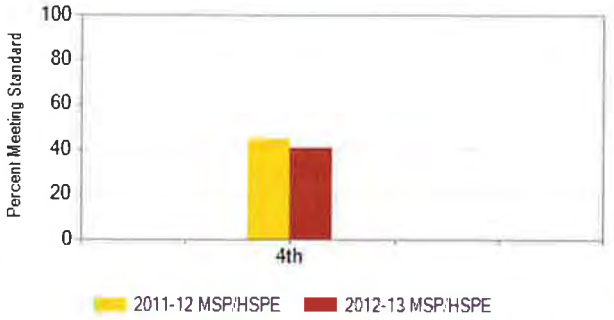
Reading



Math



Writing

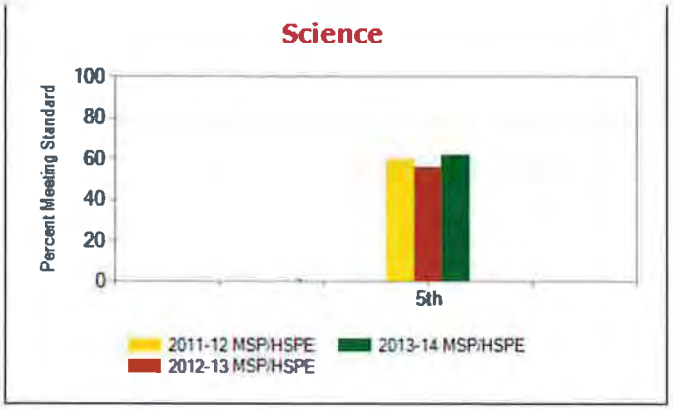


Student Demographics

Enrollment		
October 2013 Student Count		534
May 2014 Student Count		540
Gender (October 2013)		
Male	275	51.5%
Female	259	48.5%
Race/Ethnicity (October 2013)		
Hispanic / Latino of any race(s)	129	24.2%
American Indian / Alaskan Native	2	0.4%
Asian	93	17.4%
Black / African American	62	11.6%
Native Hawaiian / Other Pacific Islander	10	1.9%
White	190	35.6%
Two or More Races	48	9.0%
Special Programs		
Free or Reduced-Price Meals (May 2014)	280	51.9%
Special Education (May 2014)	43	8.0%
Transitional Bilingual (May 2014)	153	28.3%
Migrant (May 2014)	0	0.0%
Section 504 (May 2014)	23	4.3%
Foster Care (May 2014)	5	0.9%
Other Information (more info)		
Unexcused Absence Rate (2013-14)	295	0.4%

Teacher Information (2013-14) (more info)

Classroom Teachers	35
Average Years of Teacher Experience	11
Teachers with at least a Master's Degree	62.9%
Total number of teachers who teach core academic classes	29
% of teachers teaching with an emergency certificate	0.0%
% of teachers teaching with a conditional certificate	0.0%
Total number of core academic classes	29
ESEA Highly Qualified Teacher Information	
% of classes taught by teachers meeting ESEA highly qualified (HQ) definition	100.0%
% of classes taught by teachers who do not meet ESEA HQ definition	0.0%
% of classes in high poverty schools taught by teachers who meet ESEA HQ definition	N/A
% of classes in high poverty schools taught by teachers who do not meet ESEA HQ definition	N/A
% of classes in low poverty schools taught by teachers who meet ESEA HQ definition	N/A
% of classes in low poverty schools taught by teachers who do not meet ESEA HQ definition	N/A


Science
Percent Meeting Standard
100
80
60
40
20
0
5th
2011-12 MSP/HSPE
2012-13 MSP/HSPE
2013-14 MSP/HSPE

Attachment H

No Effect Determination Memorandum

DAVID EVANS
AND ASSOCIATES INC.

MEMORANDUM

DATE: June 19, 2015

TO: Project File

FROM: Gray Rand, Senior Biologist, PWS

SUBJECT: No Effect Determination

PROJECT: Lynnwood-Snohomish County 36th/35th Avenue West Improvements Project

David Evans and Associates, Inc. (DEA) has performed an Endangered Species Act (ESA) assessment for the 36th/35th Avenue West Improvement Project (project) in the City of Lynnwood (City) and Snohomish County (County), Washington (**Attachment 1**). The federal nexus for this project is partial federal funding through the federal Surface Transportation Program grant from the Federal Highway Administration (FHWA). Also, federal nexus is triggered by an anticipated Section 404 permit from the U.S. Army Corps of Engineers.

Many of the original studies for this project were completed in 2013. However, project construction did not begin in time for funding to remain available. Therefore, the National Environmental Policy Act (NEPA) Categorical Exclusion document and this No Effect Determination memorandum have been updated. The original No Effect Determination memorandum was written in July, 2013.

The purpose of this memorandum is to identify the potential presence of any current ESA-listed species, proposed species, critical habitat, or essential fish habitat (EFH) under the jurisdiction of the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) that could occur in the action area and could be affected by the proposed project. Most of the attachments are unchanged since the earlier version of the memorandum, except for the species list from the USFWS, which has been updated. **Table 1** provides a summary of the USFWS-listed ESA species and NMFS-listed salmonids that could occur in the County, including critical habitat. **Attachment 2** is the USFWS species list (dated June 17, 2015), and **Attachment 3** is the NMFS salmonid species list (updated October 31, 2012).

Table 1: USFWS and NMFS Listed Species and Critical Habitat in Snohomish County

#	Common Name	Scientific Name	Federal Status	Jurisdiction
1.	Bull trout	*Salvelinus confluentus*	Threatened	USFWS
2.	Bull trout critical habitat	NA	Designated	USFWS
3.	Canada lynx	*Lynx canadensis*	Threatened	USFWS
4.	Gray wolf	*Canis lupus*	Endangered	USFWS

#	Common Name	Scientific Name	Federal Status	Jurisdiction
5.	Grizzly bear	*Ursus arctos*	Threatened	USFWS
6.	Marbled murrelet	*Brachyramphus marmoratus*	Threatened	USFWS
7.	Marbled murrelet critical habitat	*NA*	Designated	USFWS
8.	Northern spotted owl	*Strix occidentalis caurina*	Threatened	USFWS
9.	Northern spotted owl critical habitat	NA	Designated	USFWS
10	Yellow-billed cuckoo	*Coccyzus americanus*	Threatened	USFWS
11	Streaked horned lark	*Eremophila alpestris strigata*	Threatened	USFWS
12.	Puget Sound Fall Chinook salmon	*Oncorhynchus tshawytscha*	Endangered	NMFS
13.	Puget Sound Fall Chinook salmon critical habitat	NA	Designated	NMFS
14.	Puget Sound Winter Steelhead trout	*Oncorhynchus mykiss*	Threatened	NMFS

PROJECT LOCATION

The project site includes 35th/36th Avenue West from Maple Road/179th Street SW in the City of Lynnwood, Washington north to 148th Street SW in Snohomish County, Washington (Sections 3 and 10, Township 27 N, Range 04 E, W.M.) (**Attachment 1**). The approximate latitude and longitude of the central project area is approximately 47.8504 N by -122.2825 W.

The proposed project is located within Water Resource Inventory Area (WRIA) 8: Cedar-Sammamish Watershed. More specifically, the project site is within the Swamp Creek Basin, 6th Field Hydrologic Unit Code (HUC) 171100120401.

PROJECT AREA

Project-related actions are limited to an approximately 2-mile section of 35th/36th Avenue West. The project area is mostly developed with a combination of high density single family and multi-family residential developments, along with commercial and retail development. Major transportation corridors surround the project area, including Highway 99 to the west, Highway 525 to the east, and Highway 524 to the south. Native vegetation is limited to a few undeveloped parcels and public parks. Topography along the corridor is fairly flat, with some localized steep slopes associated with the streams and road shoulders. Average elevation in the project area is approximately 800 feet above sea level (asl). Soils in the project vicinity are composed primarily of Alderwood-Urban Land complex, on two to eight percent slopes. This soil type is not considered hydric.

Vegetation in the project area is dominated by nonnative and ornamental species. Where native vegetation persists, it is composed of common lowland Puget Sound species, including red alder (*Alnus rubra*), big-leaf maple (*Acer macrophyllum*), vine maple (*Acer circinatum*), black cottonwood (*Populus balsamifera*), snowberry (*Symphoricarpos albus*), and various grasses and forbs typical of the urban/suburban landscape. The Washington Natural Heritage Program (Washington State Department of Natural Resources [WDNR] 2014) documents no rare plants or rare habitats within the project site or vicinity (one-mile radius).

DEA biologists visited the project site on December 21 and 22, 2010, and February 15 and 16, 2011, to document existing site conditions. **Attachment 4** contains site photographs. The site investigations

resulted in the delineation of 11 wetlands within the existing or proposed right-of-way. Of these, four are Category IV wetlands, five are Category III wetlands, and one is a Category II wetland. DEA has prepared a Critical Areas Report that describes the wetlands' characteristics and functions within the corridor.

SWAMP CREEK AND TRIBUTARIES

Williams et al. (1975) describes Swamp Creek (stream number 08-0059) as a 10.9-mile-long river originating from Stickney Lake. The project site is located in the vicinity of River Mile (RM) 8.0, but the mainstem of Swamp Creek is approximately 0.7 mile east of the project area (**Attachment 5**).

Limiting factors for Swamp Creek have been described in the *Salmon and Steelhead Habitat Limiting Factors Report for the Cedar-Sammamish Basin (WRIA 8)* (Kerwin 2001). Habitat conditions in Swamp Creek are generally considered poor, due primarily to the high level of development in the watershed, which has led to the presence of numerous fish passage barriers, encroachment into the riparian zone, lack of large woody debris, lack of off-channel habitat, altered hydrologic regime, and increased contaminant concentrations. Anadromous fish documented in Swamp Creek include fall Chinook salmon, coho salmon, sockeye and winter steelhead (Washington Department of Fish and Wildlife [WDFW] 2015a, Kerwin 2001, Williams et al. 1975).

Two tributaries of Swamp Creek intersect the proposed project—Tunnel Creek and Box Spring Creek (**Attachment 5**). Tunnel Creek is an intermittent stream that originates in wetlands near 172nd Street SW west of 36th Avenue West, and flows for approximately 1.5 miles before joining Swamp Creek at approximately RM 7.8, on the north side of Maple Road between Interstate 5 and State Route 525. This stream is classified as a Category III stream in the City. Numerous reaches of Tunnel Creek are piped or contained in long culverts. Most of these culverts are identified by WDFW as partial barriers to fish movement (WDFW 2015a). Tunnel Creek is unmapped by the WDNR west of Alderwood Mall Parkway (WDNR 2015).

Snohomish County GIS stream data identifies a second stream, named Box Spring Creek, which begins at the east edge of 36th Avenue W, approximately 1,200 feet north of 164th Street SW, and flows approximately one mile southeast, where it joins Swamp Creek at approximately RM 7.0. This stream is not mapped in this location by WDFW Salmonscape (WDFW 2015a, WDNR 2015, Williams 1975). Similar to Tunnel Creek, Box Spring Creek is an intermittent, seasonal stream with numerous piped or culverted sections. WDFW identifies at least two culverts along its length that act as total barriers to fish movement (WDFW 2015a).

Anadromous fish use is not documented in either of these two streams (WDFW 2015a). Neither of these two streams have intact riparian zones nor properly functioning fish habitat. Although specific water quality data are not available on either of these two streams, water quality is likely poor based on the large amount of developed area whose runoff routes directly into each stream or into wetlands and stormwater facilities that outlet to the streams.

PROJECT DESCRIPTION

The City, in partnership with the County, proposes improvements to two miles of 35th/36th Avenue West, from Maple Road/179th Street SW to 148th Street SW, within portions of the City and unincorporated Snohomish County (**Attachment 6**). Funding for the proposed project includes a variety of local and federal funds, including a federal Surface Transportation Program grant from the FHWA. Construction of the City portion of the proposed project is expected to begin in 2014 and continue for approximately one year. A construction start date for the County portion of the proposed project is unknown. The location of construction staging and storage areas will be determined by the construction contractor.

The proposed project will add a two-way left turn lane; a traffic signal; a roundabout; and continuous curb, sidewalks, and bicycle facilities on both sides of the road for the length of the corridor. The pavement section will be reconstructed to current standards for urban arterials, requiring excavation up to depths of approximately 2 feet. In addition, appropriate adjustments will be made in traffic signal phasing to optimize timing. Fill and cut slopes will vary in steepness, and retaining walls of various designs will be used to minimize the project footprint. Construction of retaining walls will require excavation to approximately 18 inches for block retaining walls, but may extend up to 30 feet for two soldier pile walls within the City.

Utility modifications and additions throughout the corridor include relocation of existing water meters, hydrants, and water and gas valves; relocation of existing utility poles and adjustment of utility features to the grade of the new roadway surface; addition of luminaire arms to existing utility poles; addition of new utility poles with luminaires in select locations; and addition of fiber interconnect conduit. Electrical utility modifications and additions require excavation to a depth of approximately three feet.

Stormwater runoff is currently mostly untreated and undetained in the project area, draining directly into tributaries of Swamp Creek. The project includes drainage and detention/water quality improvements throughout the length of the corridor, typically requiring excavation to depths of 4 feet, with limited excavation to depths of 15 feet to accommodate detention pipes. **Table 2** summarizes existing and proposed impervious surfaces within the project area.

Table 2. Existing and Proposed Impervious Surfaces Within the Project Area

City/County	Existing Impervious Surface - Untreated	Existing Impervious Surface - Treated	Proposed Increase in Impervious Surface -Treated	Total
City	7.96	0	0.52	8.48
County	6.55	1.21	1.12	8.88
Total	14.51	1.21	1.64	17.36

Of the 14.5 acres of current existing impervious surface, 1.2 acres receive basic treatment (oil/water separator). The proposed project would add 1.7 acres of new impervious surface, all of which would receive basic water quality and quantity treatment.

A total of approximately 11,000 cubic yards of material would be excavated for the proposed project (in both the City and County), and approximately 7,000 cubic yards of material would be used as fill. Excavated material would be used as fill to the greatest extent practicable.

Wetland impacts will result from the project. These include approximately 1,900 square feet (0.04 acre) of permanent wetland impacts in the City, and approximately 15,000 square feet (0.34 acre) of wetland buffer impact in the City and County. These wetland and buffer areas do not provide habitat for listed species. In addition to wetland and wetland buffer impacts, an estimated 100 to 150 trees (varying in size from 4 inches to more than 24 inches in diameter) would be removed along the entire corridor. Many of these are ornamental or are landscaping trees.

Project design includes measures to avoid and minimize impacts to the adjacent wetlands and streams, including delineating critical areas and then designing roadway work to avoid the critical areas. The project will also include several impact minimization measures designed to reduce or eliminate the potential of degrading water quality in the project area, including Temporary Erosion and Sediment Control (TESC) Plans with details, locations, and configurations for water pollution and erosion control systems. TESC measures will be installed prior to construction and monitored throughout the duration of the project.

The project will require a National Pollution Discharge Elimination System (NPDES) – Construction Stormwater General Permit from the Washington State Department of Ecology (Ecology) due to the disturbance of more than one acre of ground surface. This permit requires a Storm Water Pollution Prevention Plan (SWPPP), site inspection, site monitoring, and documentation procedures. The construction site will be monitored by a Certified Erosion and Sediment Control Lead (CESCL), who will inspect and document compliance with the SWPPP. The CESCL will be required to follow the Ecology site inspection checklist. The CESCL will also be required to (1) monitor stormwater runoff weekly if stormwater flows off the site and into a surface water, (2) complete monthly discharge monitoring reports (DMRs), and (3) submit the completed DMRs to Ecology. The project will adhere to all permit conditions stipulated by the regulatory agencies, including the U.S. Army Corps of Engineers.

High visibility fence will also be included throughout the project at all sensitive areas. The contractor will be responsible for the maintenance of all temporary erosion and water pollution control measures throughout the life of the contract.

Erosion control measures will be clearly shown in the contract plans, along with clearing limits. The contractor will have a clear understanding of expectations, not only at bid time, but throughout the life of the project. Disturbed earth and fill slopes will be hydroseeded, and designated planting areas will be detailed in the project plans.

Staging areas will be located in the immediate vicinity of project. **Table 3** includes a list of representative project equipment, expected use, and measured noise levels at 50 feet. No blasting or pile-driving is anticipated to occur as part of this project.

Table 3: Construction Equipment List, Use, and Reference Maximum Noise Levels (in A-Weighted Decibels [dBA])

Equipment	Expected Use	Lmax (dBA)
Backhoe	General Construction	78
Compressor	Hand tools	78
Concrete Mixer Truck	Roadway overlay and wingwalls	79
Concrete Pump Truck	Roadway overlay and wingwalls	81
Dump Truck	Hauling material	76
Excavator	Removal and placement of culverts	81
Flat Bed Truck	General construction and materials handling	74
Generator	Power miscellaneous tools and equipment	81
Jackhammer	Breaking existing pavement or sidewalk	89
Pavement scarifier	Roughing pavement	90
Paver	Pavement overlay	77
Pickup Truck	Material delivery and removal	75
Pumps	Water bypass and dewatering	81
Roller	Soil compacting	80

Source: WSDOT Advanced BA Manual (2014)

ACTION AREA

The action area includes all areas that could be affected by the project, and is not limited to the project footprint. The action area is based on both terrestrial and aquatic impacts associated with construction-related activities. The project corridor experiences moderate traffic volumes, measured at approximately 520 vehicles per hour during project noise modeling (Environalysis 2013). Based on field measurements, existing noise levels in the project corridor range from 51 to 64 dBA (Environalysis 2013). Traffic noise measured during peak PM commute times ranged from 53 to 65 dBA. Based on the types of construction equipment proposed for the project, the loudest potential noise levels are estimated at 90 dBA (**Table 3**). After applying the rules of decibel addition for simultaneous operation of construction equipment, project-generated noise is not expected to exceed 92 dBA at 50 feet. No pile driving or blasting is required. No night work is proposed. Construction staging will maintain two-way traffic on the roadway at all times. Also, driveway and side street access will be maintained, as well as pedestrian access on one side of the road. **Table 4** summarizes noise attenuation based on the available data.

Table 4. Noise Attenuation Table

Distance (feet)	Construction Noise (Point source + soft site) (attenuation = -7.5 dB)	Average Ambient Noise without Traffic	Average Ambient Noise with Traffic
50	92	58	60
100	84.5	58	60
200	77	58	60
400	69.5	58	60
800	62	58	60
1600	54.5	58	60

Based on the data in **Table 4**, construction noise would reach ambient noise without traffic at a distance of approximately 1,600 feet (0.3 mile) from the project site. This is one method of defining the extent of the terrestrial action area.

Another method to determine the extent of the terrestrial action area is to use the formula $D = Do * 10^{((\text{Construction Noise} - \text{Ambient Sound Level in dBA})/\alpha)}$, where 'D' is the distance from the noise source, 'Do' is the reference measurement distance (50 feet in this case), and 'α' is 25 for soft ground or 20 for hard ground. The alpha (α) value assumes a 7.5 dBA reduction per doubling distance over soft ground. When using a maximum construction noise of 92 dBA and an ambient noise level of 58 dBA, this equation results in 'D' equal to 1,145 feet (0.2 mile), which is the distance from the project site at which construction noise will reach ambient noise levels.

Based on these two methods, the maximum possible extent of the terrestrial action area is estimated to be 0.3 mile from the project (**Attachment 7)**.

No in-water work that may lead to discharge to aquatic environments is proposed as part of this project. Proposed best management practices (BMPs) are anticipated to minimize any potential sedimentation associated with the wetland impacts or construction activity near streams and wetlands.

SPECIES OCCURRENCE AND DETERMINATIONS

None of the species listed in **Table 1** have been documented in the action area. None of the terrestrial predators, including gray wolf, Canada lynx, and grizzly bear would occur in the highly developed areas of lowland Puget Sound. They occur only in the high Cascades or in Eastern Washington. No suitable habitat for these species exists in the action area; therefore, the project would have *no effect* on gray wolf, Canada lynx and grizzly bear.

The marbled murrelet nests in old growth or mature stands, usually located within 50 miles of saltwater. The action area contains no suitable nesting habitat, does not support marine foraging habitat, and is not located in a major movement pathway. Therefore, the project would have *no effect* on marbled murrelets.

Similarly, the action area is outside the documented range of northern spotted owls and contains no suitable habitat or designated critical habitat. Therefore, the project would have *no effect* on northern spotted owls.

The yellow-billed cuckoo is considered extirpated in Washington, with no known extant breeding population, and no documented occurrences in the action area (WDFW 2012; WDFW 2015b). Only a handful of sightings have been documented in Washington in the last few decades (SAS 2015). Therefore, the project would have *no effect* on yellow-billed cuckoo.

The streaked horned lark is closely associated with the glacial outwash prairies of south Puget Sound and the outer coast (WDFW 2012), and has no potentially suitable habitat or documented occurrences in the project area (WDFW 2015b). Therefore, the project would have *no effect* on streaked horned lark.

Bull Trout: Bull Trout are not documented in Swamp Creek and are unlikely to have been historically present, although they are present in the Sammamish River (in very low numbers) and therefore have access to Swamp Creek and its tributaries. If bull trout were present, they would not utilize Tunnel Creek or Box Spring Creek due to the high levels of disturbance and poor habitat quality. Possible stormwater discharges into Tunnel Creek and Box Spring Creek will not extend more than 300 feet from the discharge. Swamp Creek, which represents the closest potential habitat for bull trout, is over one mile downstream of the project area. Therefore, the project will have *no effect* on bull trout.

Bull Trout Critical Habitat: Bull trout critical habitat does not exist in the action area. Therefore, the project will have *no effect* on bull trout critical habitat.

Puget Sound Fall Chinook Salmon: Chinook salmon are documented as occurring in Swamp Creek (Kerwin 2001). Neither Tunnel Creek nor Box Spring Creek provide suitable habitat for spawning or rearing Chinook salmon. Numerous culverts and piped sections on both streams present partial or complete barriers to anadromous fish movement. Therefore, the project will have *no effect* on Puget Sound fall Chinook salmon.

Puget Sound Fall Chinook Salmon Critical Habitat: No designated critical habitat for Chinook salmon exists in the action area. Designated critical habitat in Swamp Creek is more than one mile downstream, beyond the reach of potential downstream project effects. Therefore, the project will have *no effect* on Puget Sound fall Chinook salmon critical habitat.

Puget Sound Winter Steelhead Trout: Little is known about winter steelhead use of Swamp Creek. In general, steelhead can be widespread in lowland Puget Sound drainages; therefore, they are likely present in Swamp Creek. However, Tunnel Creek and Box Spring Creek do not provide suitable habitat for steelhead spawning, foraging or rearing due to poor habitat conditions, numerous partial fish barriers, poor water quality, and their intermittent, seasonal nature. Furthermore, numerous culverts and piped sections on both streams present partial or complete barriers to anadromous fish movement. Therefore, the proposed project will have *no effect* on Puget Sound winter steelhead trout.

Essential Fish Habitat: Tunnel Creek and Box Spring Creek are not considered EFH. No EFH occurs in the action area. The EFH closest to the project area is Swamp Creek, which is approximately one mile downstream of the project site. Therefore, the proposed project will have *no adverse effect* on EFH.

Our understanding is that this letter satisfies our responsibilities under §7(c) of the ESA at this time. Thank you for the opportunity to assist you in your project planning. We hope you have found our results both useful and informative. Please do not hesitate to call me at 425-519-6500 with any questions regarding our findings.

REFERENCES

Environalysis. 2013. *Traffic Noise Technical Report – 36th/35th Avenue West Improvements*. Seattle, WA. Report submitted to David Evans and Associates, Inc.

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Attachments:

Attachment 1. Vicinity Map
Attachment 2. USFWS Species List
Attachment 3. NMFS Species List
Attachment 4. Site Photographs
Attachment 5. Stream Map
Attachment 6. Proposed Project Features
Attachment 7: Action Area Map

OGR:pama

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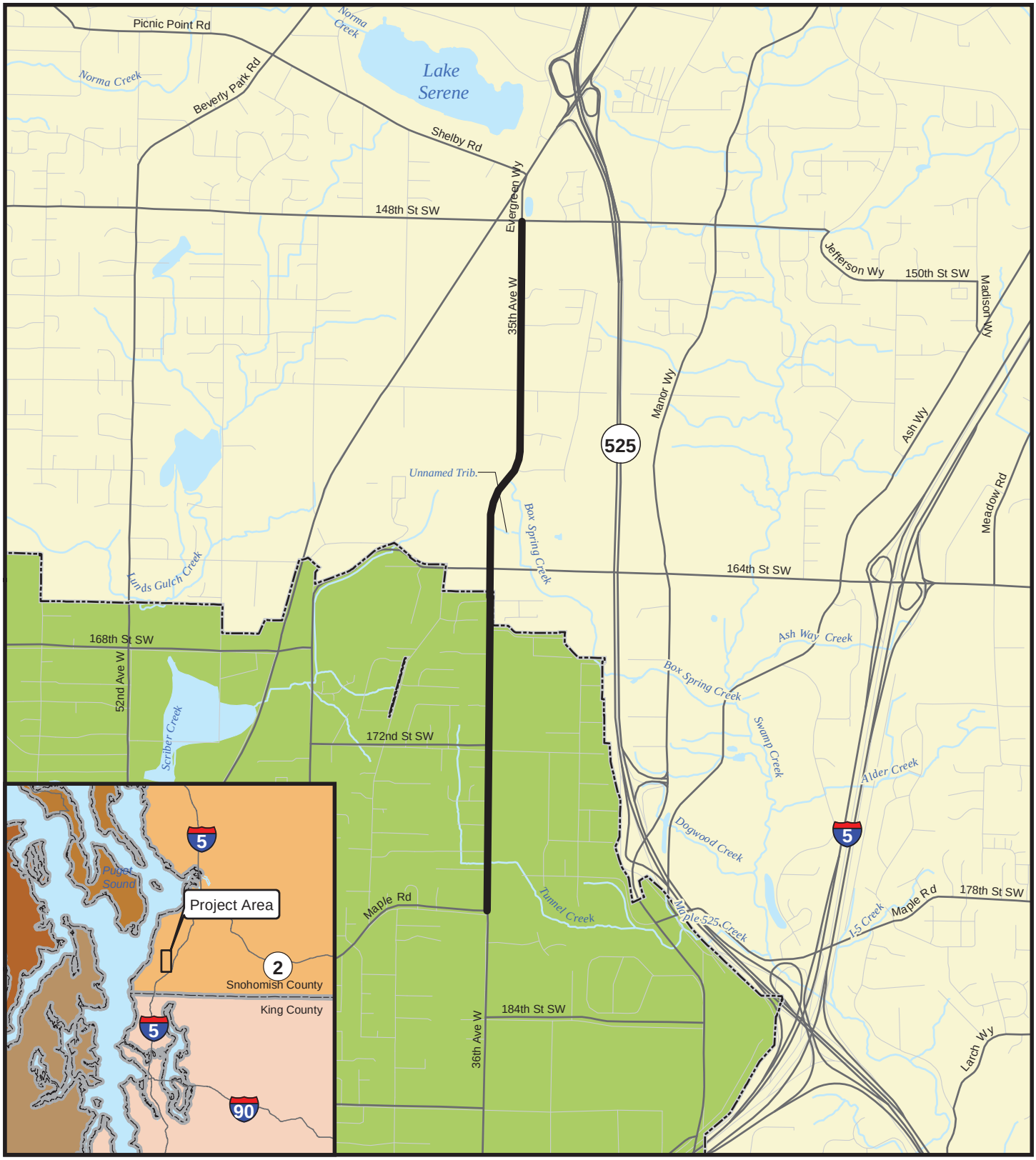

Project Limits
City of Lynnwood
Snohomish County
Waterbody
Stream

0 0.1 0.2 0.3 0.4 Miles
1 inch = 0.38 miles

Source: Snohomish County GIS

Vicinity Map

36th/35th Avenue West Improvement

LYNN00000011/13

June 2015

Attachment 1

DAVID EVANS AND ASSOCIATES INC

This map was created by David Evans and Associates, Inc. (DEA) for the City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Washington Fish and Wildlife Office
510 DESMOND DRIVE SE, SUITE 102
LACEY, WA 98503
PHONE: (360)753-9440 FAX: (360)753-9405
URL: www.fws.gov/wafwo/

Consultation Code: 01EWFW00-2015-SLI-0704 June 17, 2015
Event Code: 01EWFW00-2015-E-00570
Project Name: 35th/36th Avenue West Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated and proposed critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. The species list is currently compiled at the county level. Additional information is available from the Washington Department of Fish and Wildlife, Priority Habitats and Species website: http://wdfw.wa.gov/mapping/phs/ or at our office website: http://www.fws.gov/wafwo/species_new.html. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A iological Assessment is required for construction projects (or other underta ings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a iological Assessment be prepared to determine whether or not the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a iological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the iological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the Endangered Species Consultation Handboo at:
http://www.fws.gov/endangered/esa-library/pdf/TOC- LOS.PDF

Please be aware that bald and golden eagles are protected under the ald and olden Eagle Protection Act (16 U.S.C. 668 et seq.). You may visit our website at
http://www.fws.gov/pacific/eagle/for information on disturbance or ta e of the species and information on how to get a permit and what current guidelines and regulations are. Some projects affecting these species may require development of an eagle conservation plan: (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Also be aware that all marine mammals are protected under the Marine Mammal Protection Act (MMPA). The MMPA prohibits, with certain e ceptions, the ta e of marine mammals in U.S. waters and by U.S. citizens on the high seas. The importation of marine mammals and marine mammal products into the U.S. is also prohibited. More information can be found on the MMPA website: http://www.nmfs.noaa.gov/pr/laws/mmpa/.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Trac ing Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Related website:
National Marine Fisheries Service:
http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: 35th/36th Avenue West Improvements

ffi ia Spe ies ist

ro ided

Washington Fish and Wildlife Office
510 DESMOND DRIVE SE, SUITE 102
LACEY, WA 98503
(360) 753-9440
http://www.fws.gov/wafwo/

ons tation ode 01EWFW00-2015-SLI-0704
t ode 01EWFW00-2015-E-00570

ro e t pe WATER UALITY MODIFICATION

ro e t ame 35th/36th Avenue West Improvements
ro e t Des ription The City of Lynnwood and Snohomish County propose improvements to two miles of 36th/35th Avenue West, from Maple Road/179th Street SW to State Route 99. Project will add a two-way left turn lane, traffic signal, roundabout, continuous curb, sidewal s, and bicycle facilities on both sides of the road.

ease ote The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the Provided by section of your previous Official Species list if you have any questions or concerns.

United States Department of Interior
Fish and Wildlife Service

Project name: 35th/36th Avenue West Improvements

ro e t o ation ap

ro e t oordinates MULTIPOLY ON (((-122.28018394103479 47.85458192607759, -122.28021298340953 47.85449646902671, -122.28115712098275 47.8532869884064, -122.28164700974551 47.8527925065965, -122.28173049099445 47.85162262306518, -122.2819860535571 47.849964802471504, -122.28155729467981 47.836209529773335, -122.28159443328941 47.83611132119007, -122.28171697063878 47.83606993905213, -122.28180604678836 47.83612552359789, -122.28183152978308 47.836200981725064, -122.28226068322547 47.84996891270495, -122.28200251476723 47.85165885540745, -122.2819051386445 47.8529097946991, -122.28136835423693 47.85346227566648, -122.28045866478362 47.85462762677152, -122.28054413208532 47.865866965189184, -122.28050469056554 47.86596427175971, -122.28040799506356 47.86600518852947, -122.28031068849303 47.865965747009675, -122.28026977172327 47.8658690515077, -122.28018394103479 47.85458192607759)))

ro e t o nties Snohomish, WA

ndan ered Spe ies t Spe ies ist

There are a total of 9 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that e ist in another geographic area. For e ample, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **as riti a a itat** column may or may not lie within your project area. See the **riti a ha itats ithin o r pro e t area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

irds	**Stat s**	**as riti a a itat**	**ondition s**
Marbled murrelet *(Brachyramphus marmoratus)* Population: CA, OR, WA	Threatened	Final designated	
Strea ed Horned lar *(Eremophila alpestris strigata)*	Threatened	Final designated	
Yellow- illed Cuc oo *(Coccyzus americanus)* Population: Western U.S. DPS	Threatened	Proposed	
onifers and ads			
Whitebar pine *(Pinus albicaulis)*	Candidate		
ishes			
ull Trout *(Salvelinus confluentus)* Population: U.S.A., conterminous, lower 48 states	Threatened	Final designated	
amma s			
Canada Lyn *(Lynx canadensis)* Population: (Contiguous U.S. DPS)	Threatened	Final designated	

ray wolf *(Canis lupus)* Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, A, S, Y, LA, MA, MD, ME, MO, MS, NC, NE, NH, NJ, NV, NY, O , PA, RI, SC, TN, TX, VA, VT and WV and portions of A , IA, IN, IL, ND, NM, OH, OR, SD, UT, and WA. Me ico.	Endangered		
ray wolf *(Canis lupus)* Population: Western Distinct Population Segment	Proposed Endangered		
rizzly bear *(rsus arctos horribilis)* Population: lower 48 States, e cept where listed as an e perimental population or delisted	Threatened		

riti a ha itats that ie ithin o r pro e t area

There are no critical habitats within your project area.

Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead

Puget Sound Domain

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F 05
ood n l S er h
F 05
O ette L e Soc eye
F 05
P et So nd Steelhe d
nder de . ANP 1 10 11

Willamette/Lower Columbia Domain

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F 05
Lower ol er Steelhe d
F 05
er ll ette er h noo
F 05
er ll ette er Steelhe d
F 05

Oregon Coast Domain

Ore on o t oho
F 11 08

Southern Oregon/Northern California Coast Domain

So thern Ore on Northern
l forn o t oho
F 5 5

Interior Columbia Domain

Sn e er Soc eye E F 1 8 3
Sn e er F ll h noo F 1 8 3
Sn e er S r n S er h noo
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Sn e er Steelhe d F 05
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er ol er Steelhe d F 05
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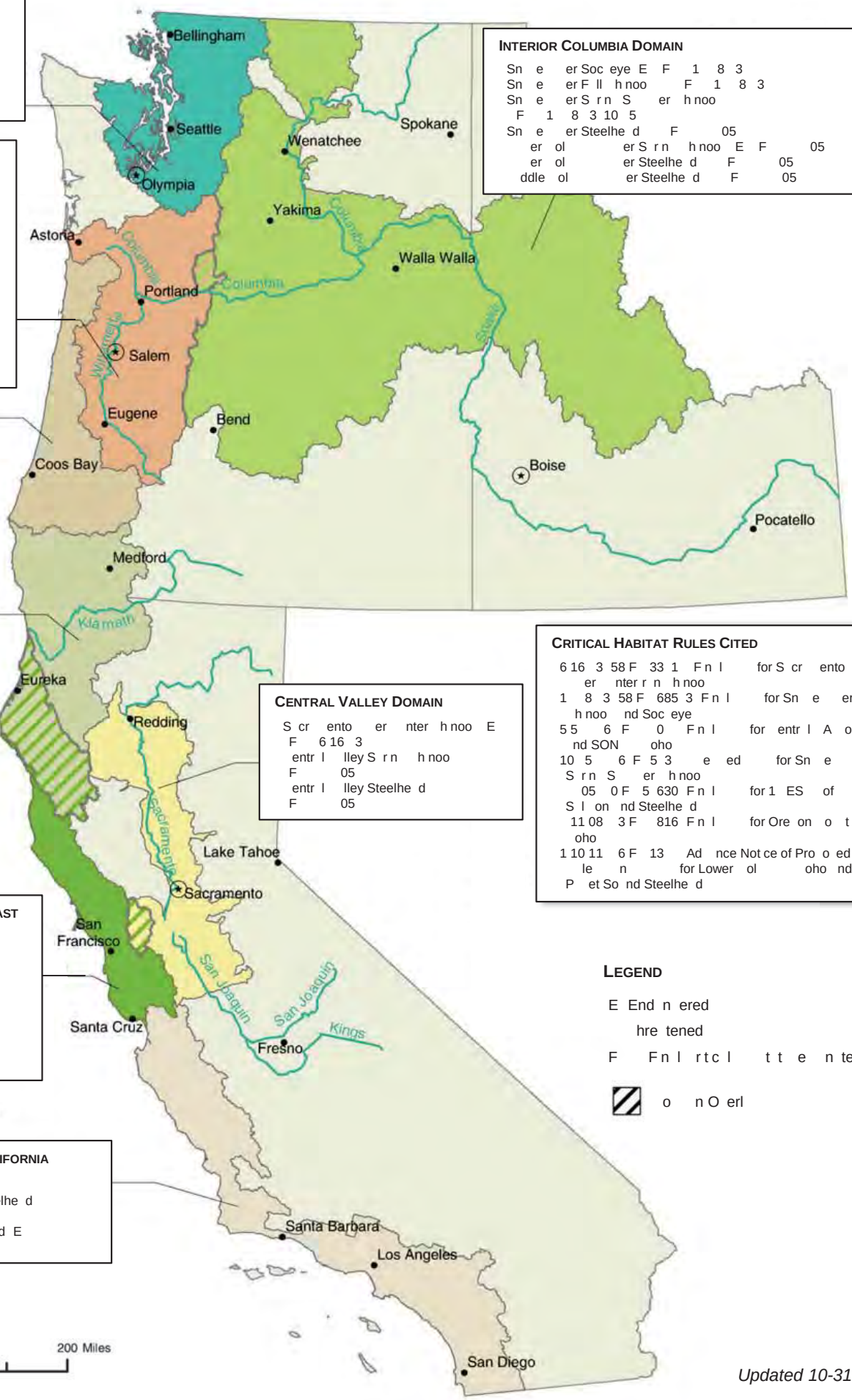

Critical Habitat Rules Cited

6 16 3 58 F 33 1 F n l for S cr ento
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1 8 3 58 F 685 3 F n l for Sn e er
h noo nd Soc eye
5 5 6 F 0 F n l for entr l A o t
nd SON oho
10 5 6 F 5 3 e ed for Sn e er
S r n S er h noo
05 0 F 5 630 F n l for 1 ES of
S l on nd Steelhe d
11 08 3 F 816 F n l for Ore on o t
oho
1 10 11 6 F 13 Ad nce Not ce of Pro o ed
le n for Lower ol oho nd
P et So nd Steelhe d

Central Valley Domain

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entr l lley S r n h noo
F 05
entr l lley Steelhe d
F 05

North-Central California Coast Domain

entr l l forn o t oho E
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Northern l forn Steelhe d
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entr l l forn o t Steelhe d
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South-Central/Southern California Coast Domain

So th entr l l forn o t Steelhe d
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So thern l forn o t Steelhe d E
F 05

Legend

E End n ered
hre tened
F F n l r t c l t t e n ted
o n O erl

Updated 10-31-12

PHOTO 1

PHOTO 2

1 City of Lynnwood Wetland A.

2 City of Lynnwood Wetland B.

Site Photographs

Lynnwood-Snohomish County 35th/36th Avenue West Improvements Project

LYNN0000-0011

March 2013

Attachment 4

DAVID EVANS AND ASSOCIATES INC.

PHOTO 3

PHOTO 4

3 City of Lynnwood Wetland C.	*Site Photographs*	
4 City of Lynnwood Wetland D.	*Lynnwood-Snohomish County 35th/36th Avenue West Improvements Project*	DAVID EVANS AND ASSOCIATES INC.
	LYNN0000-0011	*Attachment 4*
	March 2013	

PHOTO 5

PHOTO 6

5 City of Lynnwood Wetland E. 6 City of Lynnwood Wetland F and Tunnel Creek downstream of 36th Avenue West.	*Site Photographs*	
	Lynnwood-Snohomish County 35th/36th Avenue West Improvements Project	DAVID EVANS AND ASSOCIATES INC.
	LYNN0000-0011	*Attachment 4*
	March 2013	

PHOTO 7

PHOTO 8

Culvert outlet in nohomish County Wetland A for tri utary to o rin Creek.

Culvert outlet of o rin Creek in Wetland .

Site Photographs		
Lynnwood-Snohomish County 35th/36th Avenue West Improvements Project		DAVID EVANS AND ASSOCIATES INC.
LYNN0000-0011	*Attachment 4*	
March 2013		

PHOTO 9

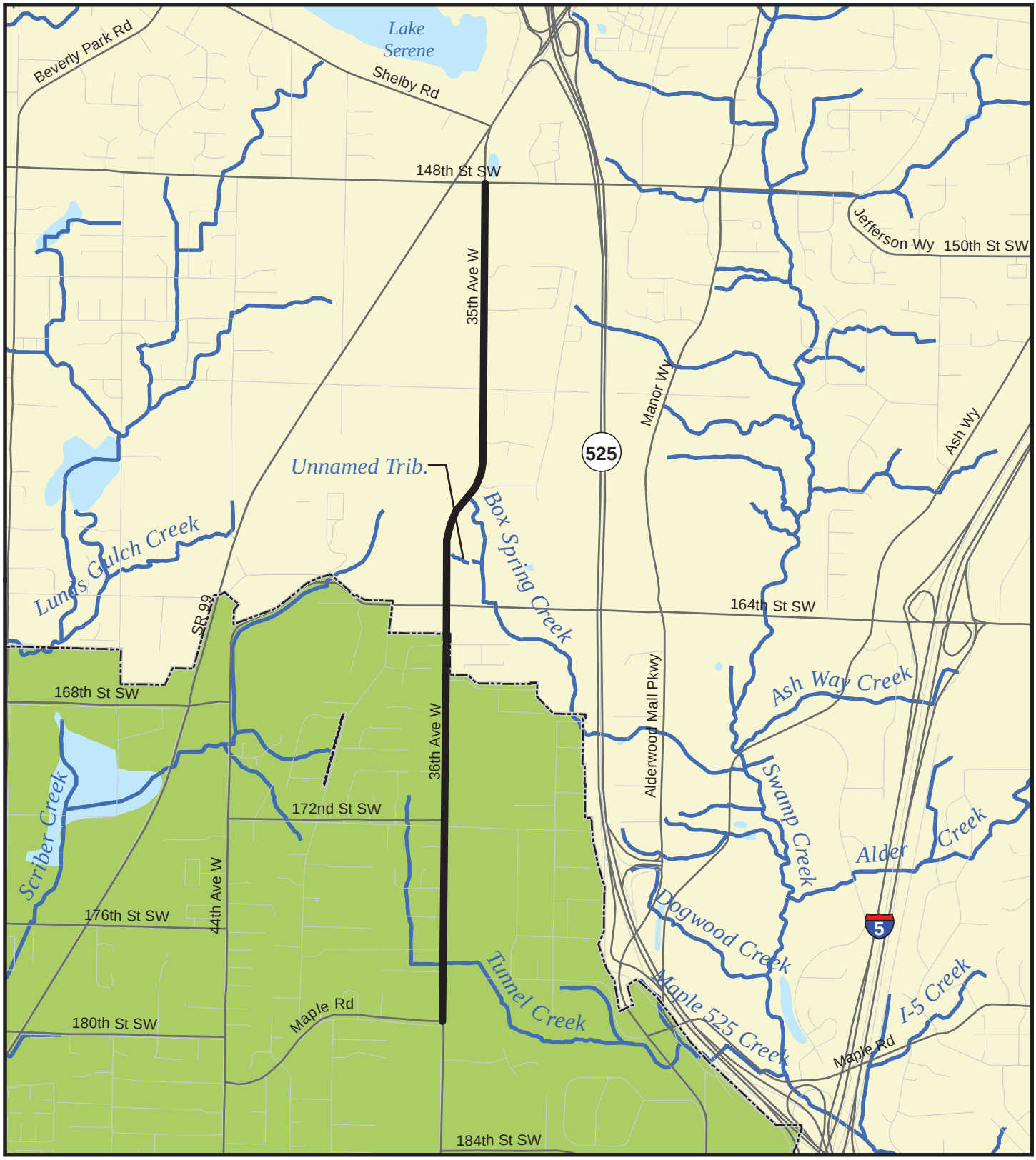
PHOTO 10

nohomish County Wetland .	*Site Photographs*	
nohomish County Wetland F.	*Lynnwood-Snohomish County 35th/36th Avenue West Improvements Project*	DAVID EVANS AND ASSOCIATES INC.
	LYNN0000-0011 / *March 2013*	*Attachment 4*

PHOTO 11

PHOTO 12

nohomish County Wetland .	*Site Photographs*	
ro osed Lake ti kney Wetland iti ation ite for County Wetland uffer m a ts.	*Lynnwood-Snohomish County 35th/36th Avenue West Improvements Project*	DAVID EVANS AND ASSOCIATES INC.
	LYNN0000-0011	*Attachment 4*
	March 2013	



0 1,000 2,000 Feet

Project Limits
City of Lynnwood
Snohomish County
Waterbody
Stream

Stream Map

36th/35th Avenue West Improvement

LYNN00000011/13

June 2015

Attachment 5

DAVID EVANS AND ASSOCIATES INC

Source: Snohomish County GIS

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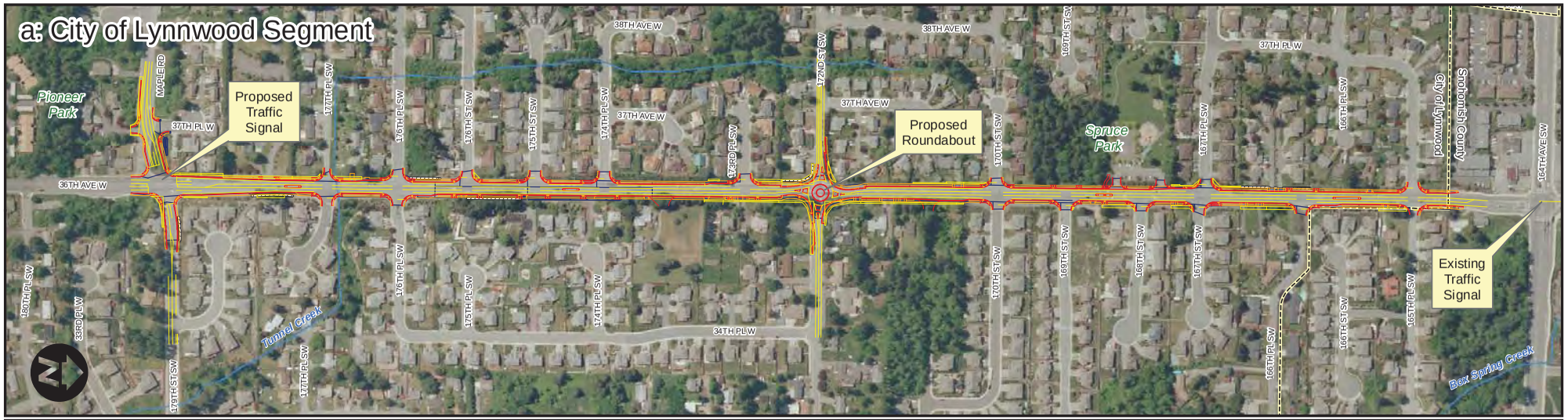

Proposed Curb
Proposed Striping
Proposed Concrete Sidewalk
Proposed Retaining Wall
Proposed Drainage
City Boundary
Stream

0 250 500 750 1,000 Feet

36th/35th Avenue West Improvements	
LYNN0000-0011/13	Attachment 6: Proposed Project Features
January 2013	

DAVID EVANS AND ASSOCIATES INC

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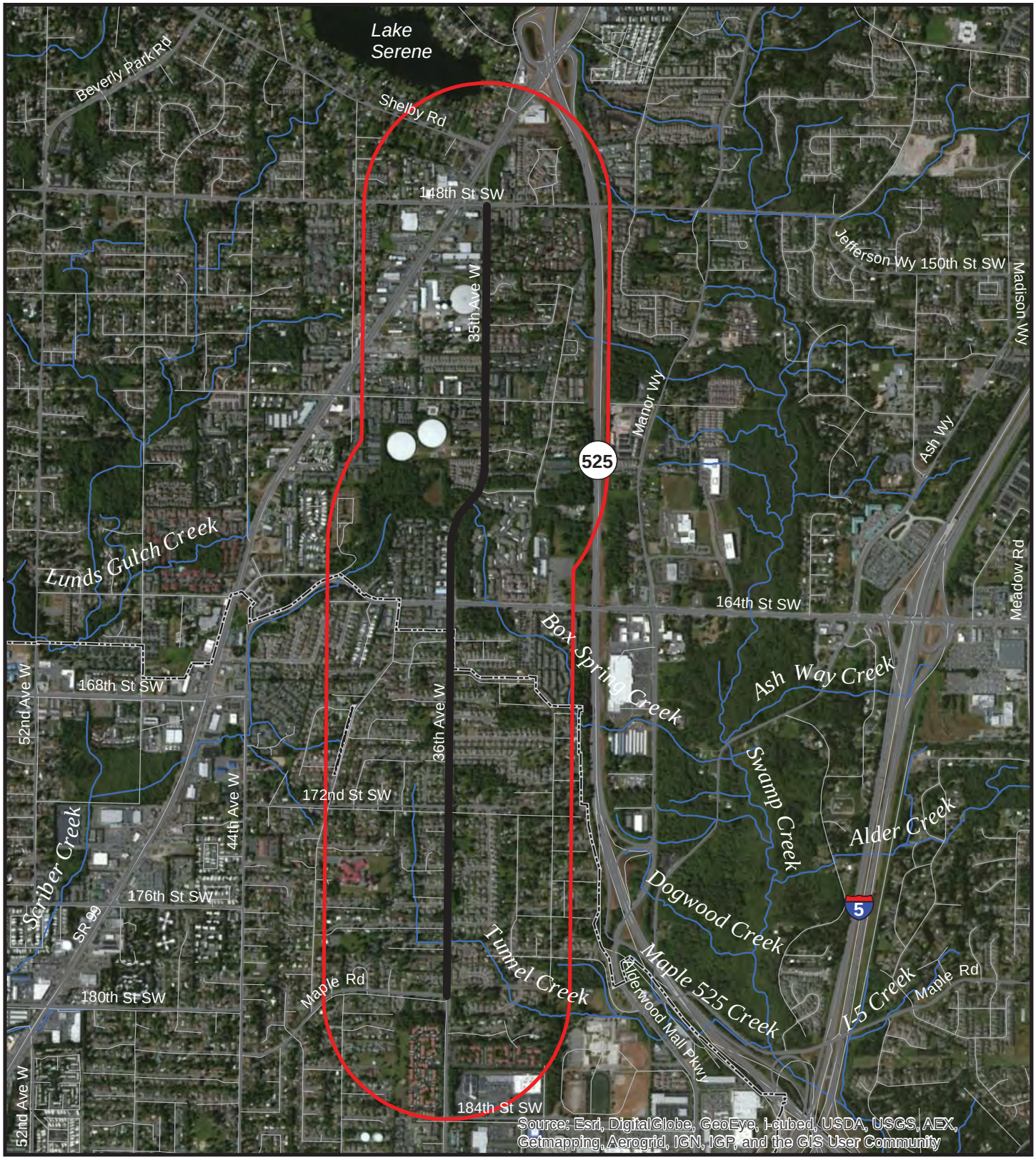
Date: 1/15/2013 10:24 PM User: sast



Project Limits

City of Lynnwood

Snohomish County

Stream

Action Area

0 1,000 2,000 Feet

Action Area Map

36th/35th Avenue West Improvement

LYNN00000011/13

March 2013

Attachment 7

DAVID EVANS AND ASSOCIATES INC

Vicinity.mxd

Source: Snohomish County GIS

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Attachment I

Air Quality Technical Report

Air Quality Technical Report

36th/35th Avenue West Improvements

Prepared for:

City of Lynnwood
19100 W 44th Avenue
P.O. Box 5008
Lynnwood, WA 98046

and

Snohomish County
3000 Rockefeller
Everett, WA 98201

Prepared by:

Environalysis LLC
422 30th Avenue
Seattle, WA 98122

Submitted by:

David Evans and Associates, Inc.
415-118th Ave. SE
Bellevue, WA 98005

March 2013

Air Quality Technical Report
36th/35th Avenue West Improvements

Summary

This project is classified by the Puget Sound Regional Council (PSRC) as "regionally significant" and is included both in regional and local transportation programs. The project is located in an area designated as maintenance for carbon monoxide (CO) and ozone (O_3); consequently, for this project to receive local government or private funding, it must be demonstrated that air quality standards will not be exceeded.

Air quality modeling was performed for any significantly congested signalized intersection (those with a Level of Service of "D" or worse) within the Project limits. **Exhibit S-1** illustrates the scope of the WASIST modeling and summarizes the results. Those signalized intersections with less congestion (indicated by "X" in the exhibit) will have lower concentrations of CO.

Exhibit S-1. Highest 8-Hour CO "Hot Spot" Concentrations (in PPM)

Intersection	Existing Conditions	2015 No Project	2015 With Project	2040 No Project	2040 With Project
City of Lynnwood					
179th St. SW/ 36th Ave. W	Unsignalized	Unsignalized	4.3	Unsignalized	5.3
172nd St. SW/ 36th Ave. W	Unsignalized	Unsignalized	3.4	Unsignalized	3.6
Snohomish County					
164th St. SW/ 36th Ave. W	6.2	4.8	5.0	5.9	5.9
156th St. SW/ 35th Ave. W	X	X	X	5.2	5.1
148th St. SW/ 35h Ave. W	X	X	X	5.4	5.4
Air Quality Standards	*9.0*	*9.0*	*9.0*	*9.0*	*9.0*

The "hot spot" modeling demonstrates that the project does not create new exceedances of the National Ambient Air Quality Standards, nor does it worsen existing exceedances or delay the timely attainment of the standards; thus is in conformity with Federal Air Quality Conformity Rules and consequently, no mitigation is required for operational impacts. Emissions of mobile source air toxics (MSATS) are projected to decline as older vehicles are replaced year-by-year with newer, more fuel efficient ones. Greenhouse gas (GHG) emissions per vehicle will decline as the recently enacted and much stricter national fuel efficiency standards take effect, although the total quantity of GHGs may increase due to increases in vehicle volumes.

Emissions from construction work will primarily be fugitive dust from roadbed excavation and pavement removal. Best practices, as specified in WSDOT construction contracts, such as maintaining a wet surface during excavation, covering or wetting down of truck loads of soil and minimizing the "tracking out" soil will control dust impacts.

The 36th/35th Avenue West Project will encourage non-motorized travel by providing facilities for pedestrians and cyclists. The delay of motor vehicles at the 36th Avenue W/172nd Street SW four-way stop intersection will be reduced by replacing it with a roundabout, resulting in a lessening of emissions at that location.

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Appendix A WASIST Modeling Results (CD)

Acronyms and Abbreviations

City	City of Lynnwood
CO	carbon monoxide
CO_2	carbon dioxide
Corridor	36th/35th Avenue West Corridor
County	Snohomish County
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
FDR	full-depth reclamation
FHWA	Federal Highway Administration
GHG	greenhouse gas
I-5	Interstate 5
LOS	level of service
MSATS	mobile source air toxics
MSF	million square feet
NAAQS	National Ambient Air Quality Standards
N_2O	nitrous oxide
NO_2	nitrogen dioxide
O_3	ozone
PM	particulate matter
$PM_{2.5}$	particulate matter, diameter of 2.5 micrometers or less
$PM2_{2.5}$	particulate matter less than 2.5 microns in diameter
PM10	fine particulate matter smaller than 10 micrometers in diameter
PPM	parts per million
Project	36th/35th Avenue West Improvements Project
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
RGC	Regional Growth Center
SO_2	sulfur dioxide
SOV	single-occupancy vehicle
SR	State Route
TSP	total suspended particulate
WASIST	Washington State Intersection Screening Tool
WSDOT	Washington State Department of Transportation

1.0 Project Description

1.1 Purpose and Need

1.1.1 Project Need

System Linkage/Capacity – The 36th/35th Avenue West Corridor (Corridor) is a critical connection between the City of Lynnwood (City) Regional Growth Center (RGC) and two Snohomish County (County) designated urban centers: the State Route (SR) 99/152nd Street SW Urban Center and the Interstate 5 (I-5)/164th Street SW Urban Center. An additional 2,000 vehicles per hour are projected to use the Corridor by 2032, which will place a larger burden on the already heavily congested area. This key connecting corridor lacks the necessary capacity needed to accommodate the existing and projected traffic generated by these centers. The existing level of service (LOS) for the Corridor is LOS D. The LOS is expected to decrease to LOS F within the next few years. 164th Street SW, which crosses the Corridor at mid-point, is highly congested. In December of 2007, the Snohomish County Council designated this arterial unit as being at ultimate capacity.

Economic Development – The City is one of three RGCs designated by the Puget Sound Regional Council (PSRC) in the County. The Lynnwood City Center Sub-Area Plan, adopted in 2005, identified the 36th/35th Avenue West Improvements Project (Project) as a critical improvement needed to meet the development goals of the RGC. The Project is one of a package of City Center projects needed to support the growth envisioned for the City Center area, including the potential creation of 17,500 new jobs in retail, life sciences, aerospace, information technologies, and other sectors; and 6,000 new dwelling units within the region. The Sub-Area Plan calls for increasing office/retail/residential space in the City Center from 2.5 million square feet (MSF) to 9.1 MSF by 2020, and a potential for over 12.3 MSF by 2032.

Modal Interrelationship – The Corridor hosts eight Community Transit routes and is located in close proximity to the Lynnwood Transit Center, Swamp Creek Park & Ride, and Ash Way Park & Ride. Currently, transit traffic experiences significant delays and travel times due to congestion.

Safety – The Corridor, which is a primary route to three urban centers and Alderwood Mall, lacks adequate sidewalk/bicycle facilities, making conditions hazardous for pedestrian and bicycle travel.

Roadway Deficiencies – The existing roadway pavement within the Corridor, which was built to rural standards, is severely wash-boarded and beyond improvement through overlays.

1.1.2 Project Purpose

The purpose of the Project is to:

- Reduce congestion and improve LOS within the Corridor to LOS A;
- Reduce travel times;

- Improve vehicular and pedestrian safety;
- Improve access for single-occupancy vehicle (SOV), transit, pedestrian, and bicycle modes of transportation;
- Improve access to new commerce and jobs within the three urban centers;
- Complete a key piece of the non-motorized skeleton system network of interconnecting roadways and trails within the City and County; and
- Provide capacity for an additional 2,000 trips per hour.

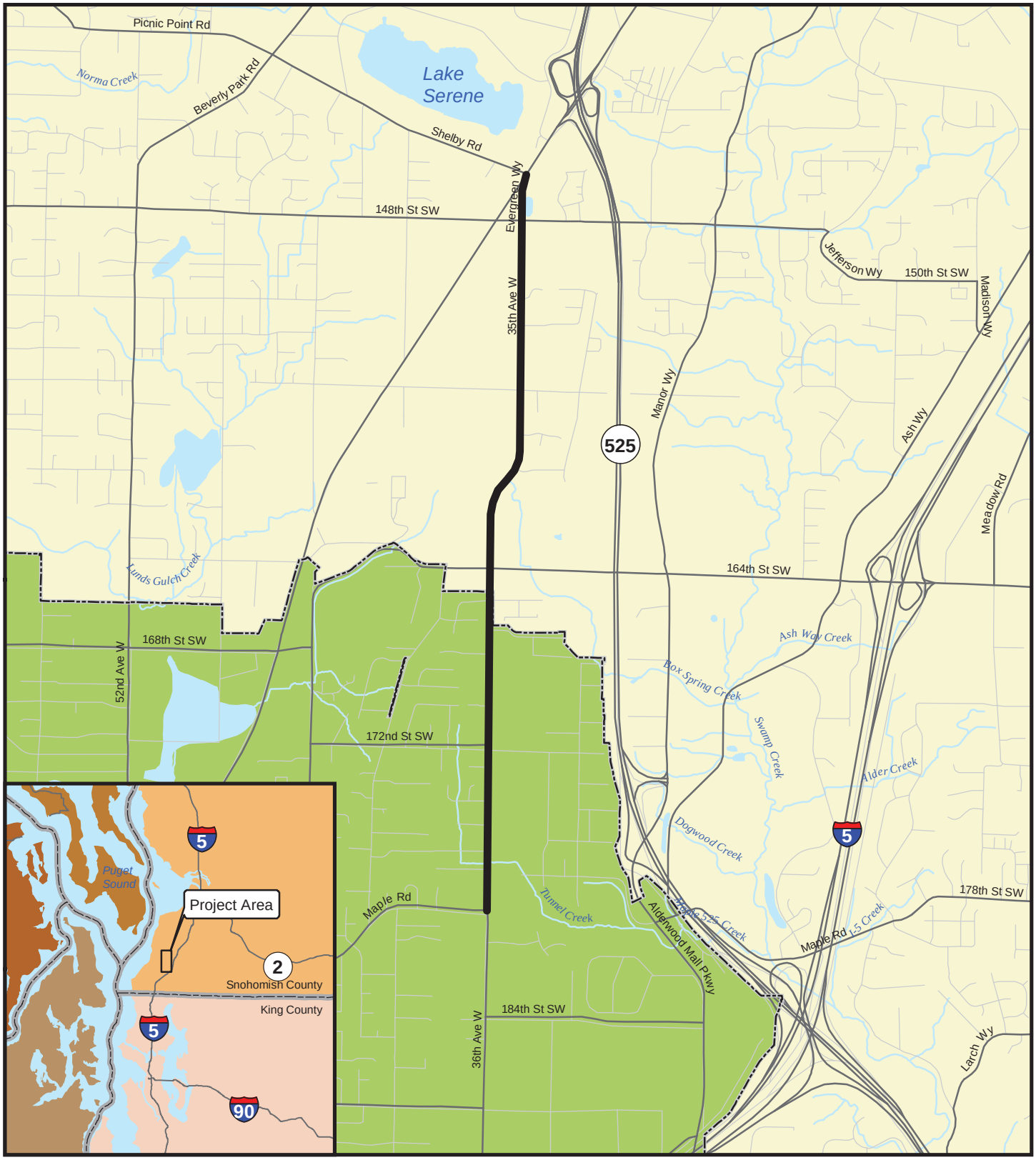
1.2 Proposed Project

The City, in partnership with the County, proposes improvements to two miles of 36th/35th Avenue West, from Maple Road/179th Street SW to SR 99, within portions of the City and unincorporated County (**Exhibit 1**). The proposed Project will add a two-way left turn lane; a traffic signal; a roundabout; and continuous curb, sidewalks, and bicycle facilities on both sides of the road for the length of the Corridor. The pavement section will be reconstructed to current standards for urban arterials, requiring excavation up to depths of approximately 2 feet. In addition, appropriate adjustments will be made in traffic signal phasing to optimize timing. Fill and cut slopes will vary in steepness, and retaining walls of various designs will be used to minimize the Project footprint. Construction of retaining walls will require excavation to approximately 18 inches for block retaining walls, but may extend up to 30 feet for two soldier pile walls within the City.

Utility modifications and additions throughout the Corridor include relocation of existing water meters, hydrants, and water and gas valves; relocation of existing utility poles and adjustment of utility features to the grade of the new roadway surface; addition of luminaire arms to existing utility poles; addition of new utility poles with luminaires in select locations; and addition of fiber interconnect conduit. Electrical utility modifications and additions require excavation to a depth of approximately 3 feet.

Stormwater runoff is currently untreated and undetained, draining directly into tributaries of Swamp Creek. The Project includes drainage and detention/water quality improvements throughout the length of the Corridor, typically requiring excavation to depths of 4 feet, with limited excavation to depths of 15 feet to accommodate detention pipes.

Funding for the proposed Project includes a variety of local and federal funds, including a federal Surface Transportation Program grant for Project design from the Federal Highway Administration (FHWA) for $1.75 million. Construction of the City portion of the proposed Project is expected to begin in 2014 and continue for approximately one year. A construction start date for the County portion of the proposed Project is unknown, but is not likely to occur prior to 2015. The location of construction staging and storage areas is unknown at this time and will be determined by the construction contractor.



Project Limits
City of Lynnwood
Snohomish County
Waterbody
Stream

0 0.1 0.2 0.3 0.4 Miles
1 inch = 0 miles

Vicinity Map

36th/35th Avenue West Improvement

LYNN00000011/13

January 2013

Exhibit 1

DAVID EVANS AND ASSOCIATES INC

Vicinity.mxd

Source: Snohomish County GIS

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Project features within each jurisdiction are described in detail below.

1.2.1 City of Lynnwood

The proposed improvements to 36th Avenue West encompass approximately one mile of roadway from Maple Road/179th Street SW to the City limits, approximately 100 feet north of 165th Place SW (**Exhibit 2**). The existing roadway consists of two 11-foot through lanes and a 12-foot center turn lane in areas that contain recent improvements. Sidewalks exist in places, but do not provide any valuable connectivity. The proposed improvements consist of three lanes (two 11-foot through lanes and a 12-foot center turn lane); and a 5-foot bike lane, a 5.5-foot landscape buffer, and a 5-foot-wide sidewalk on both sides of the roadway. Maple Road and 179th Street SW will be realigned to accommodate an aligned roadway center across 36th Avenue W and a new traffic signal. A new roundabout with illumination is proposed at the intersection of 36th Avenue W and 172nd Street SW to replace the existing four-way stop. Existing right-of-way varies from 60 to 80 feet and will be expanded as necessary to accommodate the proposed roadway improvements. Maintenance of existing pavement may include full-depth reclamation (FDR) or recycling of the pavement section and/or overlay.

Developed stormwater runoff will concentrate within the proposed concrete gutter and enter an enclosed stormwater conveyance system. Runoff will be conveyed to detention and water quality facilities, and then discharged to existing natural discharge locations. Proposed detention and water quality facilities have been designed according to the current Department of Ecology (Ecology) requirements, with the exception of a replacement facility located at the northwest corner of Maple Road and 36th Avenue West, to accommodate the realigned Maple Road.

1.2.2 Snohomish County

The proposed improvements to 36th/35th Avenue West encompass approximately one mile of roadway between 164th Street SW and 148th Street SW. The existing roadway is predominately two lanes with left-hand turn pockets at various residential plats. Sidewalks and bicycle lanes exist in places, but are not consistently available. The proposed Project will expand the existing two-lane roadway to three lanes (two 11-foot through lanes and a 12-foot center turn lane), while providing continuity between existing curb, gutter, sidewalk, and bike lanes on both sides of the roadway. Existing right-of-way is 60 feet and will be expanded to accommodate the proposed roadway improvements. Maintenance of existing pavement may include FDR or recycling of the pavement section and/or overlay.

Stormwater runoff from the development will be conveyed in a pipe and catch basin system. Detention will be provided via an open top detention pond on the property located northeast of the intersection of 35th Avenue West and 159th Place SW. Water quality will be provided by the wet-pond StormFilter® catch basin units, and/or Filterra® bioretention system.

Proposed Curb
Proposed Striping
Proposed Concrete Sidewalk
Proposed Retaining Wall
Proposed Drainage
City Boundary
Stream

0 250 500 750 1,000 Feet

36th/35th Avenue West Improvements

LYNN0000-0011/13

January 2013

Exhibit 2: Proposed Project Features

DAVID EVANS AND ASSOCIATES INC

This map was created by David Evans and Associates, Inc. (DEA) for City of Lynnwood and Snohomish County. Accuracy and currency depend upon the source data at the time it is acquired. DEA makes no representation or warranty as to the correctness of the information depicted on this map. It is intended for limited planning purposes as agreed to between DEA and its client and is not suitable for design, survey, construction, or other uses or for other projects. It is strictly forbidden to modify, sell, distribute or reproduce this map for any reason without the written consent of DEA.

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2.0 Study Methodology and Coordination

This study is an analysis of the impacts on air quality resulting from the improvements described in Section 1.2. This Project is classified by the PSRC as "regionally significant" and is included in the 2010-2013 Regional Transportation Improvement Program (LYN-37), the City's 2013-2018 Transportation Improvement Program (ID #56-57), and the County's 2013-2018 Transportation Improvement Program (E.40.01). The Project is located in an area designated by the United States Environmental Protection Agency (EPA) as a maintenance area for carbon monoxide (CO) and ozone (O_3); consequently, for this Project to receive local or federal funding, it must demonstrate that air quality standards will not be exceeded. If exceedances are found, the design and operations of the affected roadways must be altered to mitigate the problems and meet the National Ambient Air Quality Standards (NAAQS).

2.1 Study Methods

This report presents the results of hot spot air quality modeling for CO and is based upon the use of the Washington State Intersection Screening Tool (WASIST version 2.0) model and the Synchro implementation of the *Highway Capacity Manual* (EPA 1992). The report complies with the requirements of the Washington State Department of Transportation (WSDOT) *Environmental Procedures Manual*, Chapter 425, Air (WSDOT 2012). Automobiles emit other pollutants whose concentrations are of concern in the Puget Sound region such as particulate matter, sulfur dioxide (SO_2), nitrogen oxides, mobile-source air toxics (MSATs) and greenhouse gases (GHGs). However, only CO can be modeled at the micro-scale level with currently approved EPA models and methodologies. The Project locality is shown in **Figure 1**.

The WASIST model was used to estimate current and future CO concentrations during "worst case" meteorological conditions and heavy traffic flows. The tool uses regional CO emission rates, intersection-specific traffic volumes, lane configuration, and signal timing to determine pollutant concentrations at specific points or receptors. The WASIST files are provided on a CD in Appendix A.

Air quality modeling was performed for the following scenarios:

- Existing (2009) conditions
- Year 2015 with and without the Project
- Year 2040 with and without the Project

2.2 Agency Coordination

This analysis was performed following guidance from EPA and FHWA and in coordination with the City, County, WSDOT, and PSRC. Existing air quality was assessed using monitoring data collected by the Puget Sound Clean Air Agency (PSCAA) and Ecology.

Other sources of information used were:

- PSRC “2010-2013 Regional Transportation Improvement Program”
- City of Lynnwood “Six Year Transportation Improvement Program 2013-2018”
- Snohomish County “2013-2018 Six-Year Transportation Improvement Program”

2.3 Regulatory Context

2.3.1 Ambient Air Quality Standards

Air quality in the study area is regulated by three agencies: the EPA, Ecology, and PSCAA. Each agency has its own role in regulating air quality. PSCAA has local authority for the regulation and permitting of stationary sources and construction emissions. Ecology regulates mobile sources. The EPA sets air quality standards and has oversight authority over PSCAA and Ecology.

The EPA has developed NAAQS for six criteria pollutants to protect the public health and welfare. The NAAQS specify maximum concentrations for CO, particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM2_{2.5}$), O_3, SO_2, lead, and nitrogen dioxide (NO_2). An important tas of regional transportation planning agencies is to ensure that the air quality within a region should not significantly deteriorate below these established standards. In addition, Ecology and PSCAA have the authority to adopt more stringent standards. Current state and local standards are equivalent to the federal standards. **i i** provides a listing of established federal, state, and local ambient air quality standards. The pollutants listed are referred to as criteria pollutants.

Ecology and PSCAA operate air quality monitoring stations to obtain data on actual ambient air quality concentrations. Information from these stations assists in providing bac ground level concentrations that can be incorporated into the CO hot spot modeling analysis of intersections.

Areas of the country exceeding the NAAQS for a given pollutant are classified as non-attainment. In 1991, the western portions of Snohomish, ing, and Pierce counties were designated non-attainment areas for CO and nearly all of the three counties were declared non-attainment for O_3. The Project site is within these CO and O_3 non-attainment areas. ased upon monitoring results, which have shown no exceedances for several years, the EPA re-designated the Puget Sound area as being in attainment for CO and O_3 in 1996. Former non-attainment areas are required to continue to maintain air quality by adhering to a “maintenance plan” developed as part of the re-designation process. The Project is located in this “maintenance plan” area.

In 1997, the Puget Sound region became subject to new federal air quality standards for ozone and particulate matter (PM) (EPA 1997). EPA eliminated the one-hour O_3 standard and replaced it with an eight-hour standard of 0.08 parts per million (PPM). The standard is attained when the three-year average of the annual fourth highest daily eight-hour monitored concentration is less than or equal to 0.08 PPM.

Exhibit 3. Ambient Air Quality Standards

Pollutant	National Primary	National Secondary	Washington State	Puget Sound Region
Total Suspended Particulate Matter (TSP)				
Annual Geometric Mean (μg/m³)	NS	NS	60	NS
24-hour Average (μg/m³)	NS	NS	150	NS
Inhalable Particulate Matter (PM_{10}) (μg/m³)				
Annual Arithmetic Mean (μg/m³)	50	50	50	50
24-hour Average (μg/m³)	150	150	150	150
Particulate Matter ($PM_{2.5}$) (μg/m³)				
Annual Arithmetic Mean (μg/m³)	15	15	15	15
24-hour Average (μg/m³)	35	35	35	35
Carbon Monoxide (CO)				
8-hour Average (PPM)	9	9	9	9
1-hour Average (PPM)	35	35	35	35
Sulfur Dioxide				
1-hour Average (PPM)	0.075		0.075	0.075
3-hour Average (PPM)		0.0005		
Ozone (O_3)				
8-hour Average (PPM)	0.075	0.075	0.075	0.075
1-hour Average (PPM)	0.12	0.12	0.12	0.12
Nitrogen Dioxide (NO_2)				
Annual Average (PPM)	0.053	0.053	0.053	0.053
1-hour (PPM)	0.1	0.1	0.1	0.1
Lead (Pb)				
Rolling 3 Month Average (μg/m³)	0.15	0.15	0.15	0.15

Source: PSCAA 2010 Air Quality Data Summary and Ecology.

NS=No standard established; (μg/m³) = micrograms per cubic meter; PPM= parts per million

EPA also revised the PM standards by adding a new annual standard, 15μg m^3 for PM with a diameter of 2.5 micrometers or less ($PM_{2.5}$), and a new 24-hour standard set at 65μg m^3. An area will attain the annual standard when the three-year average of the annual arithmetic mean of $PM_{2.5}$ concentrations is less than or equal to 15μg m^3. The new 24-hour standard is based on the 98th percentile of monitored 24-hour $PM_{2.5}$ concentrations (averaged over 3 years). EPA is retaining the current annual PM_{10} standard. Analysis by PSCAA indicates that the region, including the Project area, now attains and should be able to continue to attain both revised standards.

The Intermodal Surface Transportation Efficiency Act and the 1990 Amendments to the Clean Air Act established what are nown as the "Conformity Requirements" in which the guidelines for reviewing the air quality impacts of transportation projects were established. These

requirements apply to significant transportation projects with intersections predicted to operate at LOS “D” or worse. Consequently, conformity analysis for CO is required. This analysis consists of computer modeling of the Project’s CO concentrations at the intersection most affected by the Project, commonly nown as “hot spot modeling.” Project-level conformity is demonstrated when three conditions are met:

1. The Project does not increase the severity or frequency of existing exceedances of the CO standards.
2. The Project does not cause new exceedance of the CO standards.
3. The Project does not delay timely attainment of the CO standards.

The pollutants of interest for a project whose air quality impacts are primarily generated by transportation will include CO and oxides of nitrogen from engine emissions and PM, which disperses into the air from roadway surfaces and from construction activities. Also of interest is O_3, which is formed by chemical reactions between sunlight, hydrocarbons and nitrogen oxides emitted by vehicles. These pollutants will be described later in more detail.

i e ur e ir i

The Clean Air Act identified 188 air toxics, also nown as hazardous air pollutants. The EPA has assessed this expansive list of toxics and developed what EPA now labels as the six priority MSATs. These are *benzene, formaldehyde, naphthalene, diesel particulate matter/diesel exhaust organic gases, acrolein, and 1, 3-butadiene.* While EPA has identified these as the more significant MSATs, the agency has not proposed to establish ambient standards for any of these pollutants.

The EPA issued a final rule on *Control of Emissions of Hazardous Air Pollutants from Mobile Sources* in March 2001 under provisions of the Clean Air Act requiring EPA to characterize, prioritize, and control these emissions as appropriate. In addition to highlighting the 21 MSATs, the final rule summarized the mobile sources contribution to national inventories of hazardous air pollutants.

In the March 2001 rule, the EPA projected that the reductions in mobile source air toxic emissions via several existing and new control programs and technology-oriented vehicle standards would be considerable. That same final rule highlighted a number of emissions projections, including a 67 to 76 percent drop in benzene, acetaldehyde, and 1, 3-butadiene between 1990 and 2020. For highway-related diesel PM, the agency projects a 90 percent reduction by 2020.

3.0 Affected Environment

3.1 Regional Setting

The Project site is subject to the same meteorological conditions that affect Puget Sound. This region has a marine climate dominated by cool, moist winds coming off the ocean. Winter conditions are characterized by marine disturbances originating in the Pacific Ocean. These storms are the source of the fall rains which usually begin in mid-October and continue with few interruptions through the spring months. Daytime temperatures are typically in the 40s and low 50s with nighttime temperatures in the 30s. The succession of Pacific disturbances is bro en only once or twice each winter by the movement of cold polar-continental air originating in northern Canada and moving southward over Washington. Under such conditions, daytime temperatures will drop to around freezing and nighttime temperatures can reach 10 to 20 degrees Fahrenheit. Rainfall averages 4 to 9 inches per month in the November to February period. Snow is frequent at the onset of cold weather, but accumulations are generally less than 2 feet at lower elevations (such as the Project site). Winter winds are generally southerly, ranging from the southeast to the southwest.

During the spring the effects of the maritime low-pressure disturbances lessen and the periods of improving weather, associated with high-pressure systems, lengthen. Daily high temperatures average 70 to 80 degrees during uly, August, and September with nighttime lows in the 50s and 60s. Rainfall averages about 40 inches per year, with half falling in the four-month period from October to anuary. Summer winds have a pronounced northerly component, ranging from the north to the northwest.

On a more localized scale, one would expect the concentrations of pollutants in the vicinity of the Project site to be very little influenced by major topographical features, due to its predominantly flat or gently rolling topography. Land uses in the vicinity of the project are predominately residential with some commercial and recreational (par) areas.

Temperature inversions are common throughout the Puget Sound area in fall and winter. They are characterized by stagnant atmospheric conditions that tend to trap and concentrate pollutants. In most cases, these pollutant-trapping inversions have an upper “lid” at an altitude between 1,000 to 3,000 feet and occur during the night and brea up by early afternoon.

3.2 Local Setting – Health Effects of Pollutants

Of the variety of pollutants emitted by motor vehicles, PM, O_3, and CO are of interest for this Project. These three pollutants are discussed in more detail below.

3.2.1 Particulate Matter (PM)

PM consists of fine particles of smo e, dust, pollen or other materials that remain suspended in the atmosphere for a substantial period of time. It is measured in three forms: total suspended particulate (TSP), PM_{10}, and $PM_{2.5}$. PM_{10} is fine particulate matter, defined as smaller than 10

micrometers in diameter; $PM_{2.5}$ is smaller than 2.5 micrometers in diameter. EPA established ambient air standards for PM_{10} that replace the TSP standards.

Studies by Ecology have shown that the burning of wood in stoves and fireplaces accounts for more than 80 percent of the PM_{10} concentrations in areas and periods of heavy wood stove use. Diesel engines are another source of PM.

The Project site is located outside of any PM_{10} or $PM_{2.5}$ (termed fine particulate') non-attainment areas, which are concentrated in the industrial areas of Everett, Seattle, and Tacoma. The closest currently operating sampling site is located approximately 2.5 miles southwest of the Project. This station has not recorded any exceedances of the $PM_{2.5}$ NAAQS since it was established in 2002. PM with a diameter of 10 microns or less remains suspended in the air for long periods of time and is readily inhaled deep into the smaller airways of human lungs. Ambient concentrations approaching or exceeding the NAAQS impair respiratory functioning.

3.2.2 Ozone (O_3)

O_3 is a pungent-smelling, colorless gas produced in the atmosphere when nitrogen oxides and some hydrocarbons chemically react under the effect of strong sunlight. Unli e CO, O_3 and the other reaction products do not reach their pea levels closest to the source of emissions, but rather at downwind locations affected by the urban plume after the primary pollutants have had time to mix and react under sunlight. It is a pulmonary irritant that affects lung tissues and respiratory functions. O_3 impairs the normal function of the lung and, at concentrations between 0.15 and 0.25 PPM, causes lung tightness, coughing, and wheezing.

Pea O_3 concentrations in the Puget Sound region have been measured in an arc 15 to 30 miles in radius to the east and south of Seattle ellevue. The closest currently operating sampling site is located in Seattle's eacon Hill neighborhood, approximately 15 miles south of the Project. Since it was established in 1999, the station has not recorded any exceedances.

O_3 concentrations have remained relatively steady over the last ten years despite large increases in regional population, employment, and vehicle miles driven. The fact that O_3 concentrations have not increased is due to improvements in automobile engine technology and the effectiveness of the various state and local programs such as the Emission Chec program and permitting requirements for industrial sources of hydrocarbons (one of the precursors of O_3).

3.2.3 Carbon Monoxide (CO)

CO is a colorless, odorless, toxic gas commonly formed when carbon-containing fuel is not burned completely. Motor vehicles are the major source of CO in the Pacific Northwest with seasonal contributions from wood burning stoves, fireplaces, and land-clearing fires. It chemically combines with the hemoglobin in the red blood cells to decrease the oxygen-carrying capacity of the blood. CO also wea ens the contractions of the heart, thus reducing the amount of blood pumped throughout the body. People with heart disease and pregnant women are particularly at ris because of the effects of CO.

Monitoring sites are primarily located in the central business districts and adjacent to urban arterials in the Puget Sound region. There are no monitors in the Lynnwood area. The closest station on 44th Avenue W was discontinued in 2006. CO is a pollutant that dissipates rapidly with increasing distance from vehicle traffic. Thus monitoring results from distant sites will not reflect conditions elsewhere. Existing locality-wide concentrations of CO are li ely to range from 1.5 to 3.0 PPM. The modeling in this report uses the EPA suggested value of 3.0 PPM as a one-hour average bac ground CO concentration. CO concentrations have declined sharply since 1988 at all monitoring sites in the Puget Sound region despite large increases in number of vehicles and vehicle miles driven. This is due to improvements in automobile engine technology and the effectiveness of the State's Emission Chec program.

3.2.4 Mobile Source Air Toxics (MSATS)

MSATs can be loosely defined as volatile organic compounds, nonvolatile organics, diesel particulate matter diesel exhaust gases, or metals, so the lin age with transportation vehicles and fuels is direct.

The Project Corridor is not a major transportation arterial carrying high volumes of diesel-powered truc s, but it is affected by the truc traffic on SR 99 immediately to the west.

4.0 Environmental Effect Assessment

4.1 Effects During Construction

The effects on local air quality within the City and County portion of the Project Corridor from construction will be similar. The Project involves several types of construction activities:

- Removing much of the existing pavement, some portions of the existing sidewal s, par ing lots and roadside vegetation
- Grading for the new center left-turn lane, sidewal s and bi e lanes
- Relocating underground utilities, light poles and signs
- Repaving and re-striping

Typical emissions from these activities include:

- Particulate matter (PM_{10}) emitted by diesel powered machinery (front-end loaders, paving machines, graders, concrete and asphalt truc s)
- Hydrocarbons from diesel engines and the fumes from new asphalt and lane paint
- CO and SO_2 from gasoline and diesel engines of machinery and the contractor's truc s and the wor ers' truc s
- Wind-blown dust and dust carried out from the site by vehicle tires

4.2 Effects During Operation

4.2.1 City of Lynnwood

The signalized intersections in the City portion of the Corridor were selected for WASIST modeling on the basis of entering volumes during the PM pea hour and their LOS. Those with a LOS of D, E, or F were modeled. **i i** summarizes this information.

Exhibit 4. Summary of Intersection Operations (City)

Scenario	Intersection	PM Peak Entering Volumes	Level of Service	Included in WASIST Modeling?
2009 Existing Conditions	179nd St. SW/ 36th Ave. W	1344	Unsignalized	No
2009 Existing Conditions	172th St. SW/ 36th Ave. W	1179	Unsignalized	No
2015 No Project	179nd St. SW/ 36th Ave. W	2160	Unsignalized	No
2015 No Project	172th St. SW/ 36th Ave. W	1348	Unsignalized	No
2015 With Project	179nd St. SW/ 36th Ave. W	2185	Signalized (D)	Yes
2015 With Project	172th St. SW/ 36th Ave. W	1348	Unsignalized	Yes- redesigned
2040 No Project	179nd St. SW/ 36th Ave. W	3592	Unsignalized	No
2040 No Project	172th St. SW/ 36th Ave. W	2155	Unsignalized	No
2040 With Project	179nd St. SW/ 36th Ave. W	3666	Signalized(D)	Yes
2040 With Project	172th St. SW/ 36th Ave. W	2205	Unsignalized	Yes-redesigned

Note: The 4-way stop intersection of 172nd St. SW/36th Ave. W is to be redesigned and replaced with a roundabout.

Once the intersections are selected (as indicated in the last column of **i i**), they are modeled using WSDOT's WASIST. The results of the modeling analysis for the highest single receptor are shown in **i i** .

Exhibit 5. Summary of WASIST Modeling of Selected Intersections (City)

Scenario	Intersection	One-hour CO in PPM	8-hour CO in PPM
2015 With Project	172nd St. SW/ 36th Ave. W	3.5	3.4
2015 With Project	179th St. SW/ 36th Ave. W	4.9	4.3
2040 With Project	172nd St. SW/ 36th Ave. W	3.9	3.6
2040 With Project	179th St. SW/ 36th Ave. W	6.3	5.3

As can be seen from **i i** the modeled CO concentrations are well below the 35 PPM one-hour standard and the 9 PPM 8-hour standard.

4.2.2 Snohomish County

The signalized intersections in the County portion of the Corridor were selected for WASIST modeling on the basis of entering volumes during the PM pea hour and their LOS. **i i** summarizes this information.

Exhibit 6. Summary of Intersection Operations (County)

Scenario	Intersection	PM Peak Entering Volumes	Level of Service	Included in WASIST Modeling?
2009 Existing Condition	164th St. SW/ 36th Ave. W	3375	Signalized (C)	No
2009 Existing Conditions	156th St. SW/ 35th Ave. W	1319	Signalized (A)	No
2009 Existing Conditions	148th St. SW/ 35h Ave. W	1584	Signalized (C)	No
2015 No Project	164th St. SW/ 36th Ave. W	3311	Signalized (D)	Yes
2015 No Project	156th St. SW/ 35th Ave. W	1954	Signalized (C)	No
2015 No Project	148th St. SW/ 35h Ave. W	2240	Signalized (C)	No
2015 With Project	164th St. SW/ 36th Ave. W	3310	Signalized (D)	Yes
2015 With Project	156th St. SW/ 35th Ave. W	1946	Signalized (C)	No
2015 With Project	148th St. SW/ 35h Ave. W	2243	Signalized (C)	No
2040 No Project	164th St. SW/ 36th Ave. W	4889	Signalized (F)	Yes
2040 No Project	156th St. SW/ 35th Ave. W	3075	Signalized (F)	Yes
2040 No Project	148th St. SW/ 35h Ave. W	3467	Signalized (F)	Yes
2040 With Project	164th St. SW/ 36th Ave. W	4845	Signalized (F)	Yes
2040 With Project	156th St. SW/ 35th Ave. W	3037	Signalized (F)	Yes
2040 With Project	148th St. SW/ 35h Ave. W	3455	Signalized (E)	Yes

The results of the modeling analysis for the highest single receptor are shown in **i i** .

Exhibit 7. Summary of WASIST Modeling of Selected Intersections (County)

Scenario	Intersection	One-hour CO in PPM	8-hour CO in PPM
2015 No Project	164th St. SW/ 36th Ave. W	5.6	4.8
2015 With Project	164th St. SW/ 36th Ave. W	5.8	5.0
2040 No Project	164th St. SW/ 36th Ave. W	7.2	5.9
2040 No Project	156th St. SW/ 35th Ave. W	6.2	5.2
2040 No Project	148th St. SW/ 35th Ave. W	6.4	5.4
2040 With Project	164th St. SW/ 36th Ave. W	7.2	5.9
2040 With Project	156th St. SW/ 35th Ave. W	6.0	5.1
2040 With Project	148th St. SW/ 35th Ave. W	6.4	5.4

As can be seen from **i i** , the modeled CO concentrations are well below the 35 PPM one-hour standard and the 9 PPM 8-hour standard.

4.3 Indirect Effects

The Project will not induce additional traffic from adjacent arterials or enable denser suburban development. Any indirect effects on air quality from the Project would be minor, but could include a slight reduction in vegetation compared to existing conditions and thus a slight lessening of carbon dioxide (CO_2) upta e by plants.

4.4 Cumulative Effects

4.4.1 Priority Pollutants

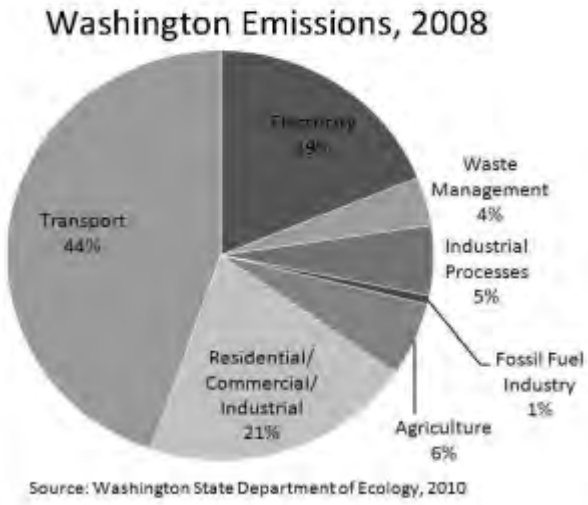
The cumulative air quality effects of the Project include both its direct and indirect impacts. The Project will not contribute to cumulative increases in air pollutants because its direct impacts, as shown in **i i** and described in Section 4.2, are well below regulatory standards and represent virtually no change from the existing or No Project conditions.

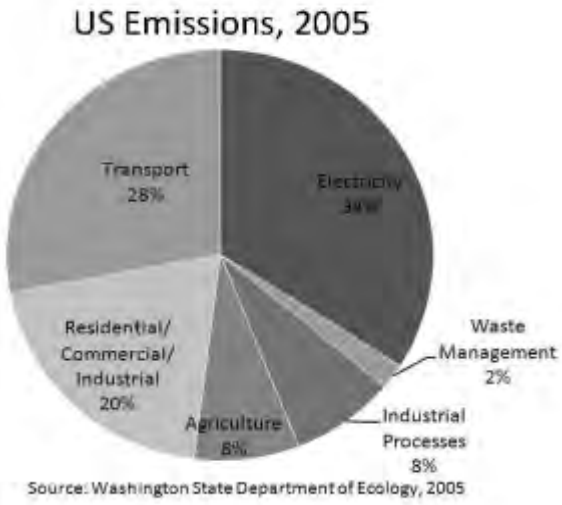
4.4.2 Greenhouse Gas (GHG) Emissions

ehicles emit a variety of gases during their operation; some of these are GHGs. The GHGs associated with transportation are water vapor, CO_2, methane (also nown as “marsh gas”), and nitrous oxide (N_2O) (used in dentists’ offices as “laughing gas”). Any process that burns fossil fuel releases CO_2 into the air. CO_2 ma es up the bul of the GHG emissions from transportation.

ehicles are a significant source of GHG emissions and contribute to global warming primarily through the burning of gasoline and diesel fuels. National estimates show that the transportation sector (including on-road vehicles, construction activities, airplanes, and boats) accounts for almost 30 percent of total domestic CO_2 emissions. However, in Washington State, transportation accounts for nearly half of GHG emissions because the state relies heavily on hydropower for electricity generation; unli e other states that rely on fossil fuels such as coal, petroleum, and natural gas to generate electricity. The next largest contributors to total GHG emissions in Washington are fossil fuel combustion in the residential, commercial, and industrial sectors at 20 percent; and electricity consumption, also 20 percent. **i i** shows the gross GHG emissions by sector, nationally, and Washington State.

Exhibit 8. GHG Emissions by Sector, Washington State (2008) and National (2005)





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5.0 Mitigation

No air quality mitigation measures are necessary for the construction or operational impacts of the Project.

Emissions from construction wor will primarily be fugitive dust from roadbed excavation and pavement removal and will be very similar for both the City and County portions of the corridor. est management practices, as specified in WSDOT construction contracts that follow the WSDOT Local Agency Guidelines, will be used to minimize air quality impacts during construction. These may include, but are not limited to maintaining a wet surface during excavation, covering or wetting down of truc loads of soil, or minimizing the “trac ing out” soil will control dust impacts.

5.1 Unavoidable Adverse Impacts

There will be no unavoidable adverse air quality impacts.

6.0 Benefits of the Project

The Project will encourage non-motorized travel by providing facilities for pedestrians and cyclists. The delay of motor vehicles at the 36th Avenue W 172nd Street SW four-way stop intersection will be reduced by replacing the intersection with a roundabout, resulting in a lessening of emissions at that location.

7.0 Conclusions

The “hot spot” modeling demonstrates that the Project does not create new exceedances of the NAAQS, nor does it worsen existing exceedances or delay the timely attainment of the standards. Thus, it is in conformity with Federal Air Quality Conformity Rules and consequently, no mitigation is required for operational impacts. Emissions of MSATs are projected to decline as older vehicles are replaced year-by-year with newer, more fuel efficient ones. GHG emissions per vehicle will decline as the recently enacted and much stricter national fuel efficiency standards ta e effect, although the total quantity of GHGs may increase due to increases in vehicle volumes.

Emissions from construction wor will primarily be fugitive dust from roadbed excavation and pavement removal. est practices, as specified in WSDOT construction contracts, such as maintaining a wet surface during excavation, covering or wetting down of truc loads of soil and minimizing the “trac ing out” soil will control dust impacts.

8.0 References

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Appendix A: WASIST Modeling Results (CD)

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