

Exhibit A

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Use of checklist for nonproject proposals:

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

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Amendments to Port Townsend Municipal Code (PTMC) 17.72 Off-Street Parking and Loading

2. Name of applicant:

City of Port Townsend (the City)

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

Judy Surber, Planning Manager
City of Port Townsend
250 Madison Street, Suite 3
Port Townsend, WA 98368

4. Date checklist prepared: September 8, 2022

5. Agency requesting checklist: City of Port Townsend

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

Amendments to the City's municipal code constitute a non-project action requiring Planning Commission review and recommendation and City Council approval. Council has requested

amendments be completed by December 31, 2022.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. None.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. No.

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

Amendments to the City's municipal code require a public hearing before the Planning Commission followed by their review and recommendation. City Council then holds a public hearing and considers adoption of the amendments via Ordinance.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

Port Townsend is considering amendments to PTMC Section 17.72 Off-Street Parking and Loading. Amendments are intended to support the affordable housing. Proposed amendments would:

1. Eliminate Accessory Dwelling Unit (ADU) Parking Requirement
2. Set standard for Boarding Houses (1:2 bedrooms)
3. Reduce parking for Multi-family units (no less than 1:1)
4. Reduce Parking for Smaller homes (no less than 1:1)
5. Credit on-street parking when historic Single Family Residential (SFR) converts to Multi Family Residential (MFR)
6. Adopt a surface standard for on-site parking
7. Clarify on-street parking does not convey exclusive use

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

Amendments to the parking code would apply to the entirety of the Port Townsend Planning Area (i.e., the City's incorporated limits).

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

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

This proposal is a non-project action and does not affect a specific site. Port Townsend's elevation ranges from sea level to nearly 300 feet above sea level. Steep slopes greater than 30% represent a relatively small percentage of the City's total acreage (0.7%, or 33 acres) and, in general, the terrain is suitable for development. A majority of Port Townsend's existing development has taken place in areas with slopes of less than 15%. Steep slopes include near vertical bluffs along the adjacent saltwater bodies. (A detailed description of the City of Port Townsend Planning Area can be found on page IV -1 of the 1996 Comprehensive Plan DEIS.) The planning area includes a variety of terrain and soil types. Soils reflect the region's geologic history. Townsend gravelly loam (Tnc) and Clallam gravelly sandy loam (CmC) are the predominant soil groups within the City. According to the City's Critical Areas maps, seismic hazard areas and unstable soils exist within the planning area.

As a non-project action, the proposal does not involve any development activities (e.g., filling, excavation, grading, impervious surfaces). Future specific development proposals within this project area will be reviewed consistent with the provisions of the Comprehensive Plan and development regulations, including the City's Municipal Code, and the Engineering Design Standards.

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

N/A, this is a non-project action. The planning area includes a variety of terrain.

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

N/A, this is a non-project action that would apply city-wide.

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

N/A, this is a non-project action that would apply city-wide.

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

N/A, this is a non-project action.

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

N/A. The proposal is a non-project action. SEPA review will be conducted for any non-exempt construction projects and will include a discussion of erosion potential.

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

N/A. The proposal is a non-project action. SEPA review will be conducted for any non-exempt construction projects, including a discussion of impervious surfaces.

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

N/A. The proposal is a non-project action. SEPA review will be conducted for any non-exempt construction projects, including a discussion of measures to reduce or control erosion. Any construction project would be subject to the City's Engineering Design Standards; any project that results in disturbance of one or more acres will be required to obtain coverage under the Washington State Construction Stormwater General Permit; prepare stormwater pollution prevention plans; and implement sediment, erosion, and pollution prevention control measures.

2. **Air** [\[help\]](#)

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action. SEPA review will be conducted for any non-exempt projects, including a discussion of potential air emission sources during and after construction and, if necessary, measures to reduce emissions/impacts.

3. **Water** [\[help\]](#)

- a. Surface Water: [\[help\]](#)

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action. Portions of the city are mapped within the FEMA Special Flood Hazard Area (SFHA). Any future development within the SFHA will be reviewed for compliance with Chapter 16.08 Flood Damage Prevention.

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

N/A. The proposal is a non-project action.

b. Ground Water: [\[help\]](#)

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

N/A. The proposal is a non-project action.

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

N/A. No waste material will be discharged into the ground as a part of this non-project action.

c. Water runoff (including stormwater):

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

N/A, the proposal is a non-project action. SEPA review will be conducted for any non-exempt construction projects, including a discussion of any stormwater runoff.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action. SEPA review will be conducted for any non-exempt construction projects, including a discussion of any measures to address surface, ground, runoff, and drainage patterns.

4. **Plants** [\[help\]](#)

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

- deciduous tree: alder, maple, other
- evergreen tree: Pacific madrone, fir, cedar
- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards or other permanent crops.
- wet soil plants:
- water plants: eelgrass and surfgrass
- other types of vegetation: kelps/macroalgae

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

N/A, this is a non-project action. SEPA review will be conducted for any non-exempt construction projects, including a discussion of any alteration to vegetation.

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

The list of species that may occur includes golden paintbrush.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: N/A, this is a non-project action.

- e. List all noxious weeds and invasive species known to be on or near the site.
Several invasive species exist within the city limits (e.g., poison hemlock, reed canary grass). Invasive plant species will be evaluated during project specific SEPA review for any non-exempt construction projects.

5. **Animals** [\[help\]](#)

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

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

All of the underline species exist within the City limits.

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

USFW listed species that may occur include: marbled murrelet, short-tailed albatross, streaked horned lark, yellow-billed cuckoo, bull trout, dolly varden. Critical habitats include: Chinook salmon, chum salmon, and killer whale.

Migratory birds protected by the Migratory Bird Treaty Act include: bald eagle, black swift, Caspian tern, fox sparrow, marbled godwit, olive-sided flycatcher, peregrine falcon, pink-footed shearwater, purple finch, rufous hummingbird, short-billed dowitcher, short-eared owl, western grebe, willow flycatcher.

Species listed on the Audubon Society's Blue List (rare or threatened) are the osprey and the black oystercatcher.

NOAA Fisheries indicate that the following aquatic species may be present within Admiralty Inlet/Puget Sound for portions of their lifecycle: Puget Sound Fall Chinook salmon Evolutionary Significant Unit (ESU) (*Oncorhynchus tshawytscha*) (Federally Threatened, State Concern), Puget Sound/Strait of Georgia Coho salmon ESU (*O. kisutch*)(Federal Species of Concern), the Coastal – Puget Sound populations of Dolly varden (*Salvelinus malma*)/ Bulltrout (*S. confluentus*) (Federally Threatened, State Concern), Sockeye Salmon (*O. nerka*) (Puget Sound population not listed), and Puget Sound Steelhead ESU (*O. mykiss*) (Federally Proposed Threatened, State Concern).

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

The affected geographic area is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by waterfowl, eagles, hawks, falcons, songbirds, sandhill cranes, and shorebirds.

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

None, as this is a non-project action. Future project level actions would be subject to regulations in place at the time of application. City's Critical Areas/Shoreline regulations may apply and project actions that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under the City's SEPA Implementing Ordinance (Chapter 19.04 PTMC). After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.

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

Local marine interest groups are considering the need to monitor for Zebra mussel and European green crab.

6. **Energy and Natural Resources** [\[help\]](#)

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

N/A. Non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action. Reduced parking requirements may encourage use of alternative transportation modes thereby reducing energy use.

7. **Environmental Health** [\[help\]](#)

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

SEPA review will be conducted for any non-exempt construction projects, including a discussion of hazards that might affect proposed improvements. According to the National Pipeline Mapping System, no gas transmission pipelines are located in affected geographic area.

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

N/A. The proposal is a non-project action.

- 4) Describe special emergency services that might be required.

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

b. Noise

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

The primary source of noise in the planning area is traffic.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

8. Land and Shoreline Use [\[help\]](#)

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

The planning area includes a broad range of land and shoreline uses. Land and shoreline uses associated with specific transportation improvement projects will be reviewed with project-level design and permitting.

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

As an urban growth area, the City does not designate mineral, agricultural or forest resource lands. However, the Comp Plan and zoning allow a variety of agricultural uses in R-I and R-II that you would not normally see in cities with 5,000 and 10,000 square foot densities.

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

N/A. As a non-project action, the proposal will not affect or be affected by farm/forest land operations.

c. Describe any structures on the site.

N/A. The proposal is a non-project action. As an urban growth area, the City contains numerous buildings varying from residential to industrial.

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

N/A. The proposal is a non-project action.

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

This proposal is a non-project action and does not affect a specific site. The land uses within the City include residential, commercial, industrial, mixed-use, transportation, utility, institutional and open space.

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

See above.

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

N/A. The proposal is a non-project action. Portions of the city are within shorelines jurisdiction. Any future development within shorelines jurisdiction will be reviewed for compliance with the City's Shoreline Master Program.

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

Proposed amendments are non-project actions. The planning area includes environmentally sensitive areas (including geologically hazardous, frequently flooded and wetlands, aquifer recharge areas, and fish and wildlife habitat) as indicated on the City's Critical Areas Map. Critical areas associated with specific projects will be reviewed with project-level design and permitting.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

N/A. The proposal is a non-project action.

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

Amendments to the parking code are intended to support planned uses and the City's overarching goals for affordable housing and a walkable community.

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

None.

9. **Housing** [\[help\]](#)

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

The proposal does not include any housing. Several of the proposed amendments are intended to support the City's overarching goals for affordable housing by reducing the costs associated with development of on-site parking. **Affordable Housing Techniques and Incentives - Reducing Parking Standards Source: [MRSC Reducing parking standards](#)**

Parking requirements can be a major factor in determining the affordability of a real estate development project. For housing projects requiring surface parking, that parking often occupies land that could otherwise be used to add more income-producing housing units. Conversely, structured parking allows for the efficient use of land but significantly adds to a new development's construction cost, which gets passed on in the rental rate or sales price of each housing unit. While reducing parking requirements alone won't by itself result in production of more dwelling units affordable to less than 80% of low- and moderate-income households, it will help reduce what might otherwise be viewed as unnecessary development costs.

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

See above.

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

See above.

10. **Aesthetics** [\[help\]](#)

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

N/A. Proposed amendments are a non-project action.

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

N/A. Proposed amendments are a non-project action.

- c. Proposed measures to reduce or control aesthetic impacts, if any:
None. Reduced parking requirements may reduce aesthetic impacts of future development.

11. Light and Glare [\[help\]](#)

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

N/A, the proposal is a non-project action. Future parking lot construction will be reviewed for compliance with applicable design regulations and SEPA review will be conducted for any non-exempt construction projects.

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

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

N/A. Non-project proposal.

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

N/A, the proposal is a non-project action. Future parking lot construction will be reviewed for compliance with applicable design regulations and SEPA review will be conducted for any non-exempt construction projects.

12. Recreation [\[help\]](#)

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

Port Townsend contains numerous parks providing both formal and informal recreational opportunities including but not limited to: Kah Tai Lagoon Nature Park, Port Townsend Golf Course, non-motorized trails linking neighborhoods, Port Townsend Bay, Larry Scott Memorial Trail, and the 433.5-acre Fort Worden State Park.

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

No. The proposal is a non-project action.

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

None.

13. Historic and cultural preservation [\[help\]](#)

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

Port Townsend contains numerous national, and state listed historic structures, with the highest concentrations occurring within the limits of the Port Townsend National Register Historic District. Fort Worden military reservation is a historic district designated as a National Historic Landmark and the Point Wilson Lighthouse is listed on the National Register of Historic Places. The Chinese Gardens is also a significant cultural landscape, but has not been designated as a local, state, or national historic site.

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

See above.

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

Future projects will adhere to and comply with all local, State and Federal historical and archaeological preservation laws, should any artifacts or items be discovered during construction. Washington cultural resource laws (RCW 27.53) state that no known archaeological resources or site can knowingly be damaged without obtaining a certified permit from the Washington State Department of Archeology & Historic Preservation. Also under Washington State law, all archaeological sites and resources are protected on private and public lands (RCW 27.53). Section 106 of the National Historic Preservation Act of 1966, as amended, stipulates early, often, and continuous consultation with the project's Federal/State lead agency and affected Native American Tribe(s) depending on the jurisdiction of the proposed project. If any significant archaeological resources are discovered during project related construction excavation and/or operation/maintenance, all activities must stop in the immediate area. A professional archaeologist should be contacted to inspect and assess the disturbed archaeological deposits. If necessary, the Washington State Department of Archeology & Historic Preservation and the affected Native American Tribe(s) would be contacted to further assess the damaged cultural resources. Future site-specific project actions would be subject to further environmental review on a case-by-case basis.

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

See above. In addition, projects, which are not categorically exempt, are subject to environmental review under SEPA and Washington State Parks operates under a cultural resource management policy that adopts the US Department of Interior, Secretary's Standards for the Treatment of Historic Properties. These standards in part provide guidance for treatment of historic structures and landscapes in a manner that retains a site's historical integrity.

One of the proposed amendments is intended to promote affordable housing while protecting historic buildings. Amendment 5 would allow credit for on-street parking when

a historic building is converted to multi-family/boarding home ONLY if the conversion retains or upgrades the buildings historic classification.

14. Transportation [\[help\]](#)

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

The principal arterial within the City Limits is State Route 20 (SR20) which extends from the Ferry Terminal and continues 2.7 miles west to the City Limits. SR 20 provides a regional connection from the Olympic Peninsula and the I-5 Corridor via the Port Townsend – Coupeville ferry.

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

The City of Port Townsend is served by Jefferson Transit.

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

None. The proposal is a non-project action. Proposed amendments to the City parking code are aimed at reducing parking in support of affordable housing.

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

Amendments to the parking code would not require new or improvements to existing transportation facilities; however, if approved, amendments may allow improvements to public rights-of-way in lieu of on-site parking (i.e., developed on-street public parking in lieu of on-site private parking).

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

N/A. Non-project proposal.

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

None.

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

N/A. Non-project proposal.

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

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

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

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

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

Since the amendments do not change allowable land uses nor increase the density allowed for development, they are not expected to result in an increase in discharge or emissions, production, storage or release of hazardous substances; or production of noise.

Amendments to decrease required on-site parking (Amendments 1,3,4,5) are likely to result in less impervious area and less stormwater runoff when compared to current regulations. There may be increased competition for street parking however, according to research by Municipal Resource Services (MRSC)

“Residents of small-unit affordable housing may not need the same amount of parking as other types of housing. For example, microhousing developments have demonstrated a reduced rate of car ownership. Other types of developments may be located in walkable areas served by good transit service, thereby appealing to a car-free or “single car ownership” demographic, which reduces the need for on-site parking”.

Port Townsend is served by Jefferson Transit. A majority of residentially zoned properties are within a mile of a transit stop. In addition, car ownership may be in decline in Port Townsend due to an increase in single-person households and an aging population.

From 2000 to 2015, Port Townsend added more than 700 households to total nearly 4,700 households in 2015. Over this 15-year period, the composition of households has changed, most notably, with an increase of 34.4% in single-person households and 43.2% in households with an individual over 65. Households with children contracted 9.4% over the same time period. (Port Townsend Comprehensive Plan Appendix 3: Housing Element, Inventory & Needs Assessment by E.D. Hovee & Company LLC, (December 31, 2015).

Currently, the code does not specify surface materials and the City Engineer has expressed concern with grass or gravel lots breaking down overtime. In addition to being unsuitable for parking, runoff from these lots creates stormwater issues. If not properly managed, pollutants from parking lots (including oil, grease, heavy metals and sediment) may pollute soils/water. Amendment #7 proposes to specify surface requirements for on-site parking spaces, in part, to address stormwater concerns.

Proposed measures to avoid or reduce such increases are:

Overall, no increases to air emissions, affects to hazardous substances, or noise production is anticipated, and no adverse impacts are identified. All future private and public proposals will be required to meet regulatory requirements of the City's Municipal Code, Engineering Design Standards, International Building and Fire Code, Critical Areas Ordinance, Shoreline Master Program, Floodplain Regulations, SEPA and any other applicable local, state or federal statute.

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

As stated above, amendments are likely to reduce impervious surfaces which can lead to decreased stormwater runoff and accumulation of pollutants. All future projects will be subject to applicable building and development regulations; stormwater runoff will be reviewed consistent with the City's adopted Stormwater Management Manual and captured and treated consistent with the regulations. The proposal will have no effect on plants, animals, or fish. Fish and wildlife areas are generally located near or within critical areas, which are protected through a variety of regulations that include the Shoreline Master Plan and Critical Areas Ordinance.

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

None. All future private and public proposals will be required to meet regulatory requirements of the City's Municipal Code, Engineering Design Standards, International Building and Fire Code, Critical Areas Ordinance, Shoreline Master Program, Floodplain Regulations, SEPA and any other applicable local, state or federal statute.

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

Decreasing the number of parking spaces required in an Urban Growth Area served by transit may help conserve energy or natural resources.

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

None.

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

Environmentally sensitive areas are protected by the City's critical areas regulations and Shoreline Master Program. All development within the city is subject to the applicable critical areas, and shoreline master program regulations and permitting requirements. All uses, including the construction of parking lots to meet parking requirements, would be subject to those regulations regardless of what number of spaces are required.

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

None.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?
The proposal has no impact on the uses allowed. Amendment to reduce required parking encourages affordable housing development as it decreases the area required for surface parking. Uses within the shoreline jurisdiction will be subject to the requirements of the SMP, Critical Area regulations, and SEPA. The proposal is consistent with the Comprehensive Plan Goals and Policies to enable the development of affordable housing and protect neighborhoods from incompatible land.

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

None are proposed. The proposal would not change land and shoreline use.

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

The Port Townsend Comprehensive Plan Transportation Element describes that the City does not wish to build enough parking lots to accommodate all cars with a strategy that seeks balance in providing adequate space for cars but also provides incentives for people to use cars less frequently.

Goal 9 encourages the City to ensure that parking standards do not act as a deterrent to new development or redevelopment.

Policy 9.3 encourages the City to develop, update, and implement parking requirements that encourage new development and the adaptive reuse of historic structures, limit the construction of new impervious surfaces, and provide for parking needs of residents and employees.

The proposed amendments fulfill this Comprehensive Goal and Policy by reducing developer's constraints to provide affordable housing. It also encourages adaptive reuse of historic structures, and will discourage the proliferation of impervious surfaces on site, which is an inefficient use of lot area that could be utilized for housing density.

A decreased parking supply could encourage public transit use. However, changes to commute patterns are anticipated to be slight. Parking requirements should not have any effect on other public services or utilities. On-street parking spaces will be required to meet the City's Engineering Design Standards, which may result in improved quality of the public right of way at the project's expense.

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

None are proposed. The proposal would increase such demands.

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

The proposal is consistent with goals, policies and strategies of the City's Comprehensive Plan. There are no known conflicts with the amendment and the protection of the environment under the law. Cities planning under GMA are encouraged to take action to increase its residential building capacity including reduced parking for smaller units (RCW36.70A.600) and removing parking requirements for ADUs.