

SEPA ENVIRONMENTAL CHECKLIST

THE PURPOSE OF SEPA

The State Environmental Policy Act (SEPA) requires the City to consider the environmental impacts of a proposal before making decisions. The City will use this checklist to help determine whether the environmental impacts of your proposal are significant and decide whether an Environmental Impact Statement (EIS) is required from a Determination of Significance (DS), or a Determination of Non-Significance (DNS) may be issued. An EIS must be prepared for all proposals with probable significant adverse impacts on the environment. Frequently, however, the impacts of a proposal can be mitigated through certain conditions or voluntary measures agreed to by the applicant. Mitigation measures may include, for example, limiting construction hours to reduce noise, preserving significant trees or habitat, and a variety of other issues regarding the environment.

New development proposals may also place an added burden on public services. New residents and employees use public parks, require fire and police protection, and other general government services. These impacts are significant during the first few years after a proposal is submitted to the City, and before the tax the City receives generated by the project. City service providers must cover increasing expenses without compensating revenues. Impact mitigation under SEPA is designed to help reduce the strain on public services.

Also, capital costs associated with providing facilities for new residents and employees are not covered by these tax revenues. In a rapidly growing community, existing City taxpayers must make up unpaid short-term operational costs and capital expenses. Unless these impacts are mitigated, current City taxpayers would be put in the position of subsidizing new development and would not realize a full return on their tax dollars.

WHEN A CHECKLIST IS REQUIRED

The SEPA review process generally begins when someone submits a permit application to the City, for example, a building permit, land use application such as a conditional use or a rezone, grading permits, or any such project where the City is required to issue a permit or approval. This is considered an "action" under SEPA, in the Washington Administrative Code WAC 197-11-704.

EXEMPTIONS TO SEPA

To be exempt from SEPA review, the proposed project must be smaller than or equal to the following:

- ◇ The construction or location of any residential structures of twenty (20) dwelling units;
- ◇ For multifamily residential projects, up to sixty (60) dwelling units;
- ◇ The construction of an office, school, commercial, recreational, service, or storage building 12,000 square feet in size with forty (40) parking spaces;
- ◇ For agricultural structures, up to forty thousand square feet;

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

- ◇ Repair, remodel, and maintenance activities (unless associated with a non-exempt proposal);
- ◇ For parking facilities, up to forty (40) parking spaces;
- ◇ For landfills and excavations in WAC 197-11-800(1)(b)(v), up to one thousand cubic yards;
- ◇ The vacation of streets and roads;
- ◇ The granting of variances based on special circumstances.

CRITICAL AREAS

Pursuant to the Washington Growth Management Act (GMA), the City requires protection of critical areas within the city limits. These areas, along with protective buffers, include wetlands and streams, frequently flooded areas, aquifer recharge areas, fish and wildlife habitat, and geologically hazardous areas (steep slopes, soils with high erosion rates). The Critical Areas Ordinance, as codified in Chapter 19.05 of the Port Townsend Municipal Code, establishes protection standards that minimize development impacts.

If your property is in a mapped critical area, or meets the criteria for a critical area, City staff may conduct a site investigation or you may need to obtain the services of a professional, such as an engineering geologist or wetlands specialist to determine if the mapping is correct. If it is, you may be required to obtain a Critical Area permit. Critical areas maps are available on the third floor of City Hall, 250 Madison Street, in the Development Services Department. You can request a City staff person to print this map for you.

INSTRUCTIONS FOR APPLICANTS

The Environmental Checklist asks you to describe some basic information about your proposal. Please answer the questions descriptively, but briefly. Be as accurate as possible, and use the most precise information available to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. However, answers to some questions may require expertise or technical assistance from qualified persons. The cost of obtaining such information is the responsibility of the applicant.

If you do not know the answer, write, "do not know," or if it does not apply to your proposal, write "does not apply." *Complete answers to the questions now may avoid unnecessary delays later.*

Some questions ask about governmental regulations, such as zoning, shoreline, and land use designations. Answer these questions if you can. If you need help, City staff can assist you. The Checklist questions apply to all parts of your proposal, even if you plan to do it over a period of time, or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects.

THE PROCESS

A pre-application conference with City Development Services Department (DSD) staff is required prior to submitting a SEPA environmental checklist. Filing a checklist with thorough answers the first time may avoid unnecessary delays later.

Within 14 days of determining that a SEPA application is complete, DSD will provide the public and adjacent property owners with notice and an opportunity to comment on the pending threshold determination.

The DSD will provide the applicant with a copy of the notice of the pending threshold determination posted on one (or in some cases two) public notice boards, and one (1) copy of an affidavit of posting. The applicant posts the notice(s), placing the board(s) in conspicuous locations on or near the property, and maintains them in place until the determination is issued. The affidavit of posting must be signed, notarized, and returned to the DSD no later than seven (7) days after the notices are provided. Upon issuance of the determination, any conditions imposed must be posted on the signboards and remain there until the project has been finalized.

The DSD will arrange one (1) publication of the notice to appear in a newspaper of general circulation within the City. Any person will then have a period of 20 days (30 days if a Shoreline permit is involved) from the date of publication to submit information and comments to the DSD relating to the project. All comments received will be provided to the applicant. In addition to having the property posted and publishing the notice, DSD staff may opt to hold a public meeting to review the checklist, schedule a public site visit or informal meeting with the proponent, adjacent property owners, or interested citizens, or use any other reasonable method deemed appropriate by the staff.

The planning staff member who is the responsible official will make the threshold determination and issue either a Determination of Non-Significance (DNS), a Mitigated Determination of Non-Significance (MDNS), or a Determination of Significance (DS). An applicant may request in writing early notice if a DS is likely. A DS may not be appealed.

If the responsible official finds that a proposal is likely to have some potential significant environmental impacts, the applicant may modify the proposal to reduce such impacts, so that an MDNS could be issued. An MDNS lists specific mitigation measures to be implemented by the applicant to reduce impacts. If the project is approved with specific mitigating conditions, the applicant must post the conditions and return a signed, notarized affidavit of posting, and maintain the posted conditions during construction. The conditions must be removed upon completion of the project.

No threshold determination is final until expiration of the 15-day administrative appeal period. If it is appealed, then the determination is final when the decision is made on the appeal. If no written comments have been received on a threshold determination, no appeal is available.

A written statement appealing the threshold determination of the responsible official must be filed with the Development Services Department Director within fifteen (15) calendar days of the date of publication of the threshold determination. If any person has already filed comments on the pending determination, submittal of a written appeal letter is required. If a person has not commented previously, both a comment letter and a

separate appeal letter must be submitted within the 15-day administrative appeal comment period.

The fee to appeal the Director's decision is \$369.04. The fee is waived if a valid petition is signed by 200 Port Townsend citizens and is submitted to DSD within the 15-day appeal period. The appeal must clearly list the names and addresses of each signatory.

Decisions on additional necessary permits for a proposal cannot take place until the environmental review process is completed. In addition, no site work, including clearing or grading, may commence prior to completion of the SEPA process. So, while a hearing before the Planning Commission or the Hearings Examiner may be held before the environmental review process is completed, decisions must await completion of SEPA review.

The SEPA review process can normally be accomplished within 90 days of the City receiving a complete application, unless the City requests additional technical studies. Please contact a City planner at 360.379.5095, if you have questions.

USE OF CHECKLIST FOR NON-PROJECT PROPOSALS:

For non-project 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.

**SEPA Application
Submittal Requirements
CHECKLIST**

Completed Checklist

Application fee

Minor: \$793.36 (plus \$355.00 for notice fees)

Major: \$1576.72 (Plus \$455.00 for notice fees) (*i.e. Planned Unit Developments, Full Subdivisions, Commercial projects in excess of 10,000 square feet and any other major projects*).

Additional Fees: Additional fees may apply should companion applications be required.

The latest list of tax parcels and their owners within 300 feet of the property, prepared by a Title Company, with said owner's names and addresses typed on mailing labels. The City will supply envelopes. For minor SEPA, include 1 set of mailing labels; for major SEPA, include 2 sets of mailing labels.

A vicinity map of the area as shown by the Jefferson County Assessor's Office

Three copies of a site plan showing the dimensions and shape of:

Existing lots

All existing or proposed structures/improvements

Existing and Proposed building floor space (if applicable)

Conceptual building elevations (if applicable)

Adjacent streets, alleys, driveways and off-street parking

Utilities, parking, landscape areas, adjacent land uses

All easements, deeds, restrictions or other encumbrances restricting the use of the property, if applicable

Significant natural features such as creeks, wetlands, steep slopes, etc.

The location of any critical areas and/or buffers as described in PTMC 19.05, including all floodplains, lying within or adjacent to the proposed variance; Critical Areas special reports where required by (PTMC 19.05 - Critical Areas)

North Arrow and scale

If the above site plan is larger than 8-1/2" x 11", provide one 8-1/2" x 11" copy

A drainage plan. If there are existing structures on-site, show and calculate the total amount of impervious surfaces (*i.e.* building roof areas, driveways) in square feet and current method of stormwater management (*i.e.* downspouts, drywells, etc.)

Attach any additional information (reports, studies, maps, illustrations, leases, permits, etc.) that may further describe the proposal or as required by the Planning and Community Development Department.

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

SEPA INFORMATION

A. Background:

1. Name of proposal, if applicable:

Sims Gateway and North Boatyard Expansion Project

2. Name of proponent:

Port of Port Townsend

Name of Contact person: *Dave Nakagawara, PE, Capital Projects Engineer*

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

380 Jefferson Street (physical address)

Post Office Box 1180 (mailing address)

Port Townsend, WA 98368

Email Address: dnakagawara@portofpt.com

4. Date checklist prepared:

01/23/2025 (Revised)

5. Agency requesting checklist:

Port of Port Townsend

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

Planning processes including the amendment of the Gateway Development Plan and Comprehensive plan and related public information and input are completed. See attached narrative for detail (2021-2024)

Design completion and preparation of construction bid documents—November 2024.

Application for Clearing & Grading Permit, Flood Development Permit (FDP), Street Development Permit (SDP)/Minor Improvement Permit (MIP) and SEPA Application - November 2024

Construction— Spring 2025 Lombardy Poplar Tree removal, Utility undergrounding - Grading, landscaping, fencing, trail paving – Summer/Fall 2025. Construction timelines may vary based on availability of materials, weather, interproject coordination, and biological timing constraints.

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

The Port is planning for a future Larry Scott Trail spur to the west of the project site, a stormwater diversion and treatment project for drainage from Sims Way, and a boatyard expansion of approximately 6 acres to the south and west of the project limits, all to be funded and permitted separately and subject to future environmental review including public notification and comment processes. These future projects have not been designed as of yet.

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

The City of Port Townsend has amended the Port Townsend Comprehensive Plan, which includes the Gateway Development [Subarea] Plan on October 16, 2023. The project is within the bounds of the City Shoreline Master Program, the City's Critical Areas Ordinance, FEMA Flood Plain (AE 12) and Stormwater Management Plan, which are included as a part of the project permitting review process.

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.

A clearing and grading permit, critical areas permit and flood development permit will be required from the City of Port Townsend and will be submitted concurrently with this SEPA application. A Street Development permit (SDP) is also pending for sidewalk and landscaping construction. Any requirements resulting from the SEPA review process will be incorporated into the SDP, prior to construction.

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

A clearing and grading permit, street development permit (SDP)/minor improvement permit (MIP), Critical Areas Permit (CAP) and flood development permit (FDP) will be required from the City of Port Townsend.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

a. Brief Description:

The Boat Haven boatyard is to be expanded to the north, from a point approximately 1000 feet east of the intersection of 10th Street and West Sims Way eastward to the west curb return to the driveway entrance to the Safeway Gas Station at 2611 E Sims Way. (See attached project drawings). A pedestrian sidewalk is to be constructed from the intersection of 10th Street eastward to a point 275 feet east of the intersection of Sims Way and Benedict Street. An additional sidewalk section will connect the same intersection with an existing sidewalk in front of the former Jefferson County Visitors Center, approximately 330' in length.

Boatyard expansion is proposed to maximize necessary workspace critical to the marine trades and improve the safety and flexibility of boatyard operations. This expansion will

accommodate larger vessels, support increase revenues, and maximize employment growth potential for marine trades.

Jefferson PUD will underground electrical transmission lines along Sims Way, with the removal of existing utility power transmission poles and lines, Lombardy poplar trees and the placement of new landscaping in accordance with the project plans.

New pedestrian facilities will be established on the south side of Sims Way in the form of a 6-foot wide sidewalk or pedestrian path from the intersection with Haines Place to a point approximately 275 feet east of the intersection with Benedict Street and an additional 330 foot section in front of the PT Garden Center, however no other new impervious surfaces are proposed. Pedestrian facilities (sidewalks) are non-pollution generating impervious surfaces. The pedestrian pathway is being routed coincident, to the greatest degree feasible, to the underground concrete duct bank to minimize surface footprint of impervious surfaces and subsurface infrastructure.

Certain activities, such as hazard tree removal by PUD, do not require a City permit.

b. Have any known wetlands or their buffers been identified on the property?

No Yes

If yes, attach wetland report.

c. Are there any steep slopes (greater than 15%) on the property?

No Yes

If yes, attach geotechnical report.

The affected geographic area is level except for a 10- to 15-foot-long 25% slope at the Sims Way/SR 20 embankment near 10th Street and is presumed to have been established with the construction of West Sims Way/SR20.

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.

Property Legal Description: Assessor's Tax #: SE 10-30N-1W; NE 10-30N-1W; NW 11-30N-1W; SW 11-30N-1W

Addition: Eisenbeis Blocks 10-11, 17-18, 32-33; Railroad Blocks 3-5, 30

Lot(s): WSDOT Right-of-Way; 948301003; 948301002; 991400301; 991400401; 991400405; 991403001; 991400501

Please print in ink or type each answer. Please do not write in area designated "Evaluation."

**EVALUATION
FOR AGENCY
USE ONLY**

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (mark one):

Flat Rolling Hilly Steep slopes

Mountainous Other

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

The steepest slope in the affected geographic area is about 25%, which occurs at a short Sims Way/SR 20 embankment slope near 10th Street

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

The U.S. Geological Survey classifies the geology of the affected geographic area as Modified Land (ml), containing mixtures of earth materials (primarily dredge spoil from Port Townsend Bay), demolition debris, garbage, and other municipal and industrial debris. Existing soils are compacted and dense. Materials will be imported for embankment work, surface soils will be stripped and replaced with nutrient rich topsoil to support landscape planting. Subgrade will be decompacted to support landscape plantings,

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

Cut and fill land underlying most of the affected geographic area contains mixtures of earth materials (primarily dredge spoil) with varying physical properties but no known surface indications or history of unstable soils. The small area underlain with Clallam gravelly sandy loam largely has been stabilized to support the Sims/SR 20 embankment.

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

Fill materials will be placed and compacted, sloped downward toward the right-of-way at an appropriate angle of repose for the fill material used. Fill materials will be obtained from a borrow or gravel source, off site. The area of the fill would be approximately one acre, and the quantity of fill is approximately 2500 cubic yards.

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

Clearing and Grading permit will be accompanied with an erosion and sediment control plan subject to review by the City. Erosion during use is unlikely because soil infiltration rates are high and ground surfaces shall be stabilized and maintained by landscaping and maintenance by the City and Port.

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

Approximately 1500 linear feet of new pedestrian sidewalk (6' in width) will be constructed in the right of way that was previously grassy area. Boatyard expansion would add approximately 1 acre of impervious (gravel, unpaved) surface to existing Port-owned property.

The impervious area of the Sims Way/SR 20 roadway surface, including shoulders and drives will remain unchanged.

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

An erosion and sediment control plan will be submitted with the grading permit application. BMP's will be employed during construction including but not limited to silt fencing, straw wattles, catch basin filters, and covering of stockpiles.

2. AIR

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.

Project construction, operation, or maintenance may generate emissions from construction equipment or cause fugitive dust. However, these would be managed within applicable State air quality regulations.

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

No off-site sources of emissions or odor are known other than those caused by ambient vehicular traffic.

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

Project permits would be conditioned with air quality measures if required to meet City or State air quality standards.

3. WATER

a. Surface Water:

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

There is a hydraulic connection (i.e., pipe culvert) between Kah Tai Lagoon and Port Townsend Bay is a U.S. and State water. The water flows through a pipe culvert under Sims Way/SR 20 near Henery Hardware

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

Project construction is not to occur within 200 feet of Port Townsend Bay nor Kah Tai Lagoon.

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

No fill or dredge material will occur for surface waters or wetlands for this project.

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

No surface water withdrawals or diversions are anticipated for this project. However, undergrounding of the PUD's electrical transmission line might require temporary diversion of the culverted drainage from Kah Tai Lagoon.

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

Much of the affected geographic area lies within a designated 100-year coastal floodplain (AE 12) at elev. 12' NAVD88. A flood development permit will be required from the City of Port Townsend. An encroachment analysis is attached from Blue Coast Engineering, dated March 7, 2024, demonstrating no negative effects to the floodplain from the proposed development.

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.

No.

b. Ground Water:

1) Will ground water 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 ground water? Give a general description, purpose, and approximate quantities, if known.

No.

2) Describe waste material that would 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:

None.

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.

Runoff from the Sims Way/SR 20 embankment and pavement surface, existing sidewalks and City Stormwater Drainage Basin 10 are addressed by the City's system and plan for managing stormwater runoff as described in its Stormwater Management Plan and City's Municipal Stormwater General Permit #WA0037052 and WSDOT's Municipal Stormwater General Permit #WAR043000A. The City's system relies upon collection, treatment, and infiltration with overflow into Port Townsend Bay.

Runoff from the expanded Boatyard area's graveled surfaces shall be treated by the Port's Boat Haven Boatyard Stormwater system, with treated outfall to Port Townsend Bay per the Port's Industrial Stormwater (Boatyard) General Permit #WAG031006.

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

The City requires compliance with the Western Washington Stormwater Manual for applying best management practices to address waste or pollutants removal in construction stormwater. The Port requires compliance with the Boatyard General Permit from DOE. Construction stormwater will be abated by use of wattles, coirs, check dams, silt fences, inlet socks, in combinations as necessary to protect the stormwater system and adjacent properties from stormwater pollution.

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

No. The project is not anticipated to alter the existing stormwater management system in WSDOT right-of-way and impervious surfaces on Port property will be treated through a stormwater permit (Boatyard General) modification.

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

See drawings.

4. PLANTS

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

Deciduous tree: Alder Maple Aspen Other: Lombardy poplar

Evergreen tree: Fir Cedar Pine Other: Pacific madrone

Shrubs

Grass

Pasture

Crop or Grain

Orchards, vineyards or other permanent crops

Wet Soil Plants: Cat-tail Buttercup Bulrush

Skunk Cabbage Other:

Water Plants: Water Lily Eelgrass Milfoil Other:

Other types of vegetation:

None

c. What kind and amount of vegetation would be removed or altered?

The project will manage vegetation as appropriate for roadside vegetation management and the Gateway Development Plan.

About 55 existing large Lombardy poplar trees will be removed at the southern side of Sims Way/SR 20.

- d. List threatened or endangered species known to be on or near the site.

Listed threatened or endangered plant species are not known to occur in the affected geographic area.

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

The City Council-approved the Sims Gateway and Boatyard Expansion project design concept was used in the design of the south side of Sims Way, as shown in the permit plans.

The Plant species selection in the design consider size, native vs. non-native, rooting and pollen/fruit characteristics, deer hardiness, disease resistance, irrigation and maintenance needs, resilience to climate change, availability in the marketplace, and other pertinent traits. Consulting Arborists from Tree Solutions, Inc. has developed a planting list based upon site specific soil samples.

The City of Port Townsend's Parks, Recreation, Trees and Trails Advisory Board (PRTTAB) has reviewed and made suggestions contributing to the planting list and project design and a project stakeholder's group has also contributed to the design of the project. A list of desired plantings, which demonstrate an emphasis upon use of native plants, is attached for reference, as well as typical project cross-sectional views and plant photos.

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

The City actively manages vegetation in the WSDOT right-of-way.

5. ANIMALS

- a. Check any birds and animals that have been observed on or near the site or are known to be on or near the site:

Birds: Hawk Heron Eagle Songbirds Other: Waterfowl

Mammals: Deer Bear Elk Beaver Other: Small mammals

Fish: Bass Salmon Trout Herring Shellfish Other:

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

Please refer to the Boat Haven Infrastructure & Maintenance Projects Programmatic Biological Assessment for FEMA Floodplain Impacts by Widener and Associates, dated November 2024

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

The affected geographic area lies within a migratory bird corridor.

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

The City Council-approved the Sims Gateway and Boatyard Expansion project design concept suggests vegetation landscaping, including native species, to provide wildlife habitat compatible within the right-of-way. The City's Critical Areas ordinance provides protection for wildlife and their habitats. Reference project plans for landscaping details.

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

Invasive animal species are not known to occur in the affected geographic area. Projects would be evaluated at the time of development.

6. ENERGY AND NATURAL RESOURCES

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 would be used for heating, manufacturing, etc.

Electricity will be necessary for boatyard and pedestrian lighting. Electricity would also be necessary for irrigation and boatyard operations.

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

The project is unlikely to affect solar energy use on adjacent properties.

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

Any new lighting proposed for the boatyard expansion would comply with the City of Port Townsend's Lighting Ordinance (Port Townsend Municipal Code Section 17.44.180) for screening, down casting and light pollution controls and lighting budgets and controls requirements of the 2021 Washington State Energy Code – Commercial. No fossil fuel consumption is anticipated for the project, and no heating or cooling of facilities is proposed.

7. ENVIRONMENTAL HEALTH

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.

Land uses would remain the same. Environmental health hazards are actively managed in the Boat Haven boatyard. The right-of-way is managed by the City of Port Townsend.

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

Boat Haven boatyard received "No further action required" from Ecology (Ecology. December 22, 2022. Cleanup Site Details. Facility/Site ID: 41711344). Adjacent to the project site at 2611 East Sims Way is the Harper Oil Co. cleanup site, FSID 51596232 which also received a "No further action required" from Ecology.

Hazardous chemicals/conditions are not known to be present the WSDOT right-of-way within the affected geographic area.

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.

Boat Haven boatyard received "No further action required" from Ecology (Ecology. December 22, 2022. Cleanup Site Details. Facility/Site ID: 41711344). Adjacent to the project site at 2611 East Sims Way is the Harper Oil Co. cleanup site, FSID 51596232 which also received a "No further action required" from Ecology. Hazardous chemicals/conditions are not known to be present the WSDOT right-of-way within the affected geographic area.

3) Describe special emergency services that might be required.

Special emergency services are not expected for this project, beyond those already provided by City of Port Townsend Police, East Jefferson Fire Rescue and the Washington State Patrol.

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

Construction will adhere to a Temporary Erosion and Sediment Control Plan, a Spill Control/Containment plan and Best Management Practices to reduce and prevent pollution.

b. NOISE

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

Sims Way/SR 20 carries average daily traffic of about 12,000-14,000 vehicles (WSDOT. 2022. Traffic Count Database System). Boat Haven boatyard operations generate noise from boat transport and storage, boat building and repair, manufacturing, waste disposal, and assorted commercial and retail businesses.

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

Construction noise associated with construction equipment and materials delivery vehicles is anticipated, typically during weekdays from 7 am to 7 pm.

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

Construction noise is anticipated during project construction phase and shall be limited to hours as designated by the Port Townsend Municipal Code (PTMC) Section 9.09.040 and the Engineering Design Standards (EDS). Permits may be obtained from the City outside of the hours referenced by City code and EDS.

8. LAND AND SHORELINE USE

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.

Land uses in the affected geographic area include WSDOT right-of-way and the Port Townsend Boat Haven marina and boatyard. Project will not affect current land uses on nearby or adjacent properties and would be evaluated at the time of development. The uses of the site will remain unchanged: Boatyard activities such as boat maintenance and storage, pedestrian and vehicular travel.

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

No.

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

No

c. Describe any structures on the site.

The WSDOT right-of-way contains highway facilities, including roadway, bike lanes, and sidewalks; and linear utilities such as electricity transmission, water mains, sanitary sewer, stormwater conveyances, and others. There are approximately 60+ structures at Boat Haven, from small sheds to large buildings for vessel construction and refitting. They include several restaurants, offices, manufacturing facilities, stormwater management and other buildings supporting commercial and retail businesses; as well as utilities and fencing (Port of Port Townsend. 2020. Comprehensive Scheme of Harbor Improvements. Port of Port Townsend, Port Townsend, WA).

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

No permanent occupied buildings or structures are anticipated to be demolished. Utility poles will be demolished, other equipment electrical/communications will be relocated.

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

Zoning classifications in the affected geographic area include WSDOT right-of-way and Mixed Public/Infrastructure/Open Space (P/OS(B)). Zoning classifications of other Flats District properties abutting Sims Way/SR 20 but outside the affected geographic area are zoned as Existing Park & Open Space (P/OS; Kah Tai Lagoon Nature Park) or General Commercial (C-II).

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

The affected geographic area is designated as WSDOT right-of-way and Mixed Public/Infrastructure/Open Space (P/OS(B)). The P/OS(B) designation is applied to lands used to provide public utilities, facilities, and services that also provide valuable natural and open space functions.

g. If applicable, what is the current Shoreline Master Program designation of the site?

The Shoreline designation in the affected geographic area is the Boat Haven Marina and Marine Trades District (commercial and recreational moorage, and predominantly water-oriented industrial, commercial and retail structures and uses. This project will not occur within 200 feet of this Shoreline designation.

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

Much of the affected geographic area falls within City (1) Critical Area 1 (Aquifer recharge areas), (2) Critical Area 3 (Frequently flooded areas and critical drainage corridors—FEMA 100-year floodplain), and/or (3) Critical Area 4 (Geologically hazardous area—Seismic hazard and Erosion hazard). Jefferson County has designated the area a Coastal Seawater Intrusion Protection zone.

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

No people reside in the affected geographic area. The Port estimates that about 400 people work at Boat Haven, and that future projects could generate about 20 new jobs (Port, PUD, City. 2021. Jefferson County Public Infrastructure Fund application).

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

No people will be displaced by this project.

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

Not applicable.

10. AESTHETICS

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

Light poles, approximately 30 feet in height.

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

Views to the south will be altered by changing landscaping to a clustered parkway arrangement instead of a columnar arrangement of poplar trees, enhancing visibility into the boatyard in certain locations, as outlined in the amendment to the Gateway Development Plan. Poplar removal and undergrounding of overhead electrical lines on the south side of Sims Way will enhance views.

The Gateway Development Plan identifies the following views in the Flats District: Port of Port Townsend shipyards, Kah Tai Lagoon, the Bluff east of Kearney Street, Jefferson County Courthouse, and lighthouse-shaped residence.

Views to the Lagoon, Bluff, Courthouse and Lighthouse-shaped residence will not be affected.

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

Undergrounding of the PUD's electrical service lines would improve views of the shipyard and corridor aesthetics.

11. LIGHT AND GLARE

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

Additional boatyard lighting is proposed for this project and will comply with City standards for lumens and shielding to prevent lighting spillover and glare in compliance with PTMC 17.44.180

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

Lighting will comply with Chapter 17.44.180 PTMC (Lighting).

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

None.

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

The PTMC (Chapter 17.44.180 PTMC) requires all exterior lighting to be designed to reduce glare impacts to adjacent properties and public rights-of-way and to reduce nighttime "light pollution."

12. RECREATION

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

Recreational opportunities in the affected geographic area are described in the Plan, the Non-Motorized Transportation Plan, and the Parks, Recreation and Open Space (PROS) Plan.

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

No.

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

Recreational opportunities will be enhanced by the establishment of a pedestrian pathway on the south side of Sims Way, providing

safety and connectivity to recreational resources such as the Larry Scott Trail and Kah Tai Lagoon.

13. HISTORICAL AND CULTURAL PRESERVATION

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 located on or near the site? If so, specifically describe.

No.

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.

Culturally important properties are not known to exist in the affected geographic area, most of which is 1960s dredge spoil from the Bay.

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, archeological surveys, historic maps, GIS data, etc.

Cultural and historic resources investigations and consultation with Tribes and the State Department of Archaeology and Historic Preservation, would be performed as required by City, State, and Federal cultural resources regulations prior to project construction. An inadvertent discovery plan (IDP) will be incorporated into the project construction contract documents.

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.

The project will be subject to monitoring and an inadvertent discovery plan as directed by DAHP and the local tribes.

14. TRANSPORTATION

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

The project (boatyard expansion) area runs along the south side of Sims Way/SR 20 from approximately 600 feet west of the Haines Place intersection to the Safeway Fuel Station driveway at 2611 E Sims Way. New sidewalk is being installed on the south side of Sims Way. An additional sidewalk segment for pedestrian continuity is

being installed from Benedict Street to a point west of the intersection with Jefferson Street in front of the former Jefferson County Visitors Center. Sims Way is a public highway and city street under joint jurisdiction of WSDOT and the City. The City's Transportation Functional Plan designates the roadway as a Principal Arterial with access control, channelized intersections, restricted parking, and that collects and distributes traffic to and from minor arterials. Direct access is restricted to intersecting streets or consolidated commercial or industrial entrances.

Sims Way/SR 20 is also a Highway of Statewide Significance due to its unique route connecting the Olympic Peninsula to Whidbey Island and points north and east including the North Cascades Highway. In general, WSDOT is responsible for all activities within the roadway to include signals, pavement and markings, and signage. Local activities that impact the state highway must comply with the appropriate WSDOT standards. The City is responsible for issues concerning the right-of-way beyond the roadway.

Existing street access would be retained.

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 affected geographic area is served by Jefferson Transit, which runs from the Haines Place Park & Ride at the Haines Place/12th Street intersection. The project area is served by Jefferson Transit Routes #2 (Fort Worden) and 11A/B (Downtown Shuttle Loop).

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

None

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

The project proposes to comply with the City Council-approved Sims Gateway and Boatyard Expansion project design concept that recommends retaining the existing highway configuration but installing a pedestrian path in the public right-of-way on the south side of Sims Way between Haines Place Street and the existing sidewalk near 2611 E Sims Way, with an additional segment from Benedict Street to connect with an existing sidewalk east of the Port Townsend Garden Center. The City's complete streets policy requires projects to address transportation for all users of all abilities.

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

The affected geographic area abuts Port Townsend Bay and the Boat Haven marina.

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

The boatyard expansion project, although providing better safety and utility for boatyard operations, is expected to generate much less than 20 additional vehicular trips per day. As was explained above earlier in this checklist, Sims Way/SR 20 carries average daily traffic of about 12,000-14,000 vehicles (WSDOT. 2022. Traffic Count Database System) therefore the effect of the boatyard expansion will have a negligible or no impact upon the area's transportation network.

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

The proposal is not expected to be affected by movement of agricultural or forest products on Sims Way/SR 20 because the highway configuration would be unchanged.

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

No mitigation measures are proposed for this project.

15. PUBLIC SERVICES

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

The Proposal is not expected to increase the need for public services.

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

The Proposal is not expected to increase the need for public services, and impact mitigation measures are not anticipated.

16. UTILITIES

a. Check which utilities are currently available at the affected geographic area:

- Electricity Natural Gas Water Refuse Service
- Telephone Septic System Sanitary Sewer Other: Telecomm

The PUD owns and operates an overhead 115 kV electrical transmission line that runs parallel to Sims Way/SR 20 at the outside edge of the boatyard.

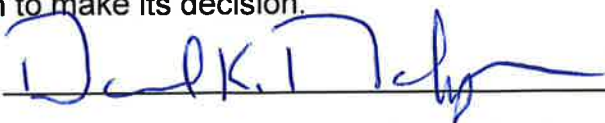
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity that might be needed.

The PUD has independent obligations and duties regarding the development, maintenance, and operation of its electrical utility facilities and infrastructure. This project would place the PUD's existing electrical service in an underground duct bank, in the Sims Way/SR 20 right-of-way, upgrade the electrical distribution infrastructure and capacity, improve the existing substandard power supply to the boatyard, and provide a safe environment for boatworks. PUD will also provide reliable power service for boat repair operations by providing new secondary service and pedestals.

General construction activities to include clearing, grubbing, demolition of existing aboveground electrical service, grading, trenching, dewatering, disposal of excess embankment, duct and concrete work, and temporary erosion and sediment control. Equipment would need to avoid disturbance of the culverted drainage from Kah Tai Lagoon or obtain a dredge/fill permit to temporarily disturb the drainage for duct construction.

C. SIGNATURE

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

Signature: 

Name of signee: Dave Nakagawara

Position and agency: Capital Projects Engineer, Port of Port Townsend

Date Submitted: January 23, 2025 (Revision)

D. Supplemental sheet for non-project actions

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

(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, that would affect the item at a greater intensity or at a faster rate than if the proposal was not implemented. Respond briefly and in general terms.

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

Proposed measures to avoid or reduce such increases are:

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

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

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

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

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

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

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

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

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

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

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

The Boat Haven boatyard is proposed to be expanded to the north up to the right-of-way property line, from a point approximately 1000 feet east of the intersection of 10th Street and West Sims Way eastward to the west curb return to the driveway entrance to the Safeway Gas Station at 2611 E Sims Way. The project will entail the following elements of work:

- 1) Removal of Lombardy poplar trees on the south side of Sims Way*
- 2) Removal of existing chain link fence at the existing north boundary of the boatyard*
- 3) Clearing and grubbing of grasses in areas to receive fill, sidewalk and landscaping*
- 4) Decompaction of hardened subsoils to ensure the viability of future landscaping*
- 5) Construction of a fill embankment to increase boatyard area, matching the elevation of the existing boatyard, to extend to the north property line*
- 6) Transition grade from the edge of the boatyard to the right-of-way*
- 7) Undergrounding of power transmission lines, including installation of necessary underground vaults and new overhead "turning" structures (poles)*
- 8) Demolition of existing utility poles*
- 9) Construction of a new pedestrian pathway on right-of-way*
- 10) Installation of landscaping on right-of-way including trees, shrubs, grasses and arborists chips and some landscape gravel*
- 11) Modification to stormwater improvements for the right-of-way*
- 12) Connection of new expanded boatyard to existing boatyard stormwater treatment system*

The project represents a multi-organizational effort (Port of Port Townsend, City of Port Townsend, Jefferson Public Utility District) for economic development, community resiliency, pedestrian and motorist connectivity, and safety, while meeting the goals of the City of Port Townsend's Comprehensive Plan and Zoning Code, Non-motorized Transportation Plan and Gateway Development Plan.

Public engagement was facilitated through the City of Port Townsend's website via its "Engage PT" webpage throughout 2022 and 2023. A citizen's stakeholder group worked with project consultants as well as the City's PTTAB. The project and Comprehensive Plan amendment was showcased and discussed at City of Port Townsend Development Subcommittee, City Council, Port Commission, PUD Commission and Intergovernmental Governance Committee (IGC) meetings. The Citizens stakeholder group met multiple times through 2024 to assist the design team headed by MacLeod Reckord (Landscape Architect) and Tree Solutions (Arborist) through the design process.

The City of Port Townsend has amended the Port Townsend Comprehensive Plan, which includes the Gateway Development [Subarea] Plan, on October 16, 2023. Ahead of the approval of the Comprehensive Plan amendment, the City, in partnership with the Port and Jefferson PUD, conducted a multi-year public information and stakeholder

consultation process to inform the design of the proposed project, from plant recommendations to fence and wall treatments to sidewalk recommendations.

Information including project status, project background and meeting agenda, minutes and video was hosted on the City of Port Townsend's Engage PT web page and now resides on the City of Port Townsend's website at cityofpt.us/publicworks

The following table summarizes the public outreach and communications process to date:

	Agency	Venue	Date
Public Information and Project Outreach	City of Port Townsend, Port of Port Townsend, Jefferson PUD	Engage PT (City)	Summer 2021
Public Open House	Port of Port Townsend		12/15/2021
Stakeholder group recognition	City of Port Townsend	City Council Meeting	2/22/2022
Stakeholder Group Meetings	City of Port Townsend, Port of Port Townsend, Jefferson PUD	Multiple	4/12/2022 to 8/16/2022 (7 meetings)
Contract with SCJ Alliance Signed	Port of Port Townsend	N/A	6/20/2022
Briefing	Stakeholder Group	PRTAB (City)	7/6/2022
Open House			8/6/2022
Briefing (Update)	Stakeholder Group	PRTAB (City)	8/23/2022
Memorandum of Understanding	Port, City, PUD Joint Meeting	Point Hudson Pavilion	9/12/2022
Amend SCJ Alliance Contract	Port of Port Townsend	N/A	8/16/2023
Public Hearing Gateway Plan Amendment	City of Port Townsend	City Council	10/2/2023
Adoption of Gateway Plan Amendment	City of Port Townsend	City Council	10/16/2023
Stakeholder group meeting	Stakeholder Group	Port of Port Townsend	7/31/2024
Briefing (Update)	City of Port Townsend	PRTAB (City)	8/27/2024
Stakeholder group meeting	Stakeholder Group	Port of Port Townsend	10/2/2024
Submission of Permit Package	City of Port Townsend	Planning and Community Development Department (City)	11/21/2024

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

Boatyard expansion is proposed to maximize necessary workspace critical to the marine trades and improve the safety and flexibility of boatyard operations. This expansion will accommodate larger vessels, support increased revenues, and maximize employment growth potential for marine trades.

Jefferson PUD will underground electrical transmission lines along Sims Way, with the removal of existing utility power transmission poles and lines. Undergrounding of electrical utilities improves the resiliency of the power grid serving the downtown and flats district, including the boatyard, and improves the operational safety of the boatyard and pedestrian corridor.

The removal of Lombardy poplar trees, many of which straddle the north property line of the boatyard, is necessary for the expansion of the boatyard and the installation of a safer and more dependable transmission corridor.

The placement of new landscaping in accordance with the project plans will allow for critical vistas into and from the boatyard in accordance with the amended Gateway Development Plan and will use appropriate plantings, including native trees and shrubs, approved by the Parks and Trees Board.

New pedestrian facilities will be established on the south side of Sims Way, in the form of a 6-foot wide sidewalk (a non-pollution generating impervious surface) from the intersection with Haines Place to a point approximately 275 feet east of the intersection with Benedict Street with an additional section approximately 330 feet in length from Benedict Street to connect with the existing sidewalk at the former Jefferson County Visitors center.

For the latter segment in front of the Port Townsend Garden Center, removal of encroachments in the form of landscaping and fencing may be necessary to facilitate construction of the public pedestrian facility.

The pedestrian pathway is being routed coincident to the greatest degree feasible to the underground concrete duct bank to minimize surface footprint of impervious surfaces and subsurface infrastructure.

The project is within the bounds of the City Shoreline Master Program, the City's Critical Areas Ordinance, FEMA Flood Plain (AE 12) and Stormwater Management Plan, which are included as a part of the project permitting review process.

A clearing and grading permit, street development permit (SDP)/minor improvement permit (MIP), Critical Areas Permit (CAP) and flood development permit (FDP) will be required from the City of Port Townsend and has been submitted concurrently with this SEPA application. Approval and issuance of the SDP will occur after the SEPA determination to adequately address any mitigating measures determined through the SEPA process that apply to work in the right-of-way.

Sims Way Gateway and Boatyard Expansion Project

Plant Schedule - Draft to accompany SEPA

January 6, 2025

Scientific Name	Common Name
-----------------	-------------

Broadleaf Trees	
<i>Arbutus unedo</i>	Strawberry Tree
<i>Cornus kousa 'Chinensis'</i>	Kousa Dogwood
<i>Cornus 'Eddie's White Wonder'</i>	Eddies White Wonder
<i>Lagerstroemia spp</i>	Crape Myrtle
<i>Liriodendron tulipifera 'Fastigiatum'</i>	Columnar Tulip Tree
<i>Magnolia grandiflora 'Victoria'</i>	Victoria Evergreen Magnolia
<i>Magnolia kobus</i>	Kobus Magnolia
<i>Malus 'Adirondack', 'Golden Raindrops'</i>	Adirondack Crabapple
<i>Morella californica</i>	Pacific Wax Myrtle
<i>Rhododendron macrophyllum</i>	Western Rhododendron
<i>Stewartia monodelpha</i>	Orange Bark Stewartia
<i>Tilia americana</i>	American Linden
<i>Tilia cordata</i>	Little Leaf Linden
<i>Tilia cordata 'Greenspire'</i>	Greenspire Linden
<i>Tilia tomentosa 'Sterling'</i>	Sterling Silver Linden
<i>Ulmus x 'Frontier'</i>	Frontier Elm

Shrubs	
<i>Arctostaphylos columbiana</i>	Hairy manzanita
<i>Arctostaphylos uva-ursi</i>	Kinnickinnick
<i>Gaultheria shallon</i>	Salal
<i>Holodiscus discolor</i>	Oceanspray
<i>Lonicera involucrata</i>	Black Twinberry
<i>Mahonia aquifolium</i>	Tall Oregon Grape
<i>Mahonia nervosa</i>	Dull Oregon Grape
<i>Philadelphus lewisii</i>	Mock Orange
<i>Physocarpus capitatus</i>	Pacific Ninebark
<i>Rhododendron sp.</i>	Rhododendron
<i>Ribes sanguineum</i>	Red Flowering Currant
<i>Rosa nutkana</i>	Nootka Rose
<i>Rubus parvifolius</i>	Thimbleberry
<i>Symphoricarpos albus</i>	Snowberry
<i>Vaccinium ovatum</i>	Evergreen Huckleberry

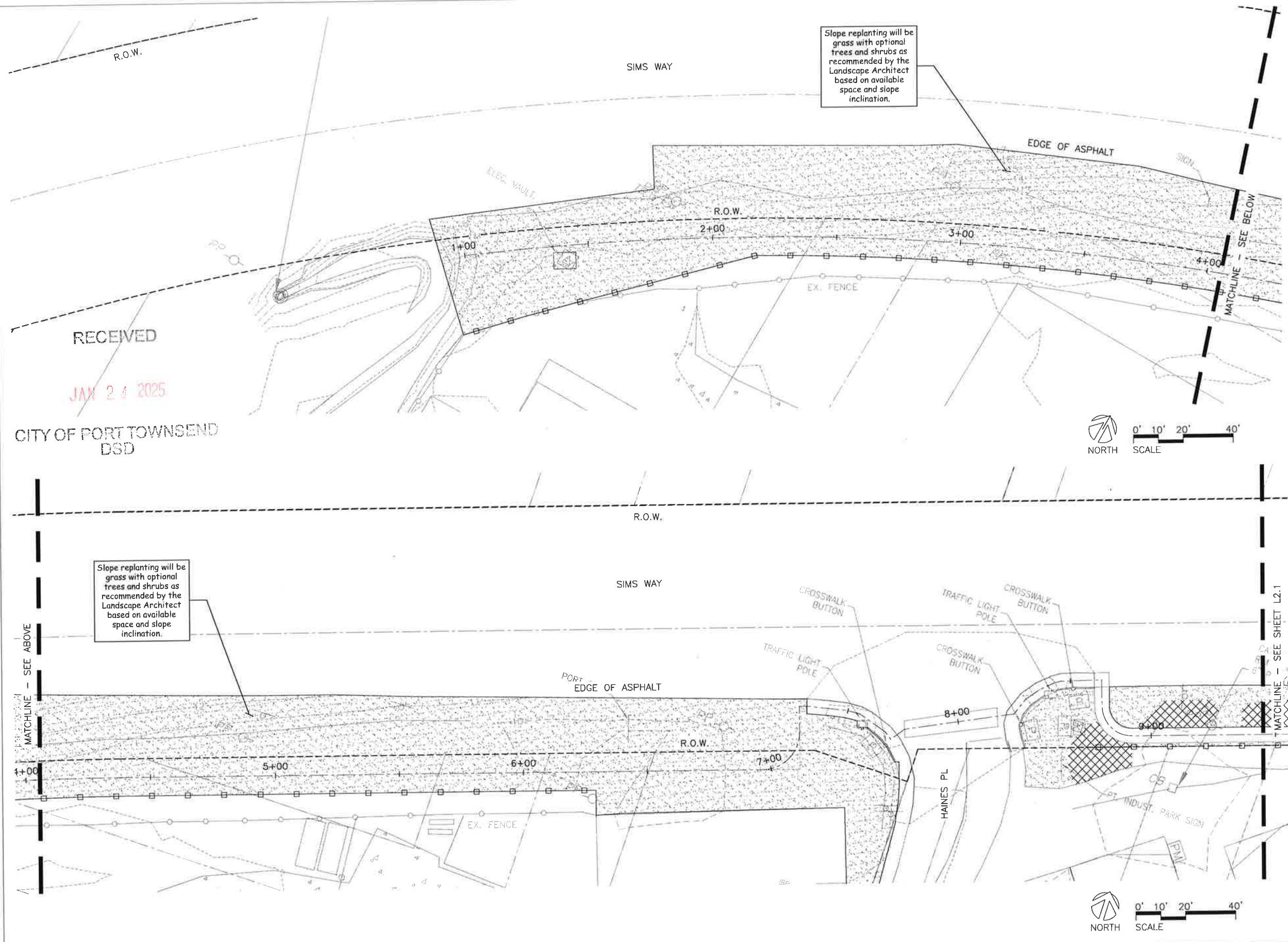
Groundcover	
<i>Carex lyngbyei</i>	Lyngbye's Sedge
<i>Deschampsia cespitosa</i>	Tufted Hairgrass
<i>Elymus mollis</i>	Dunegrass
<i>Fragaria chiloensis</i>	Beach Strawberry
<i>Lupinus littoralis</i>	Coastal Lupine
<i>Polystichum munitum</i>	Sword Fern
<i>Pteridium aquilinum</i>	Bracken Fern

Climbing Vines	
TBD	

RECEIVED

JAN 21 2025

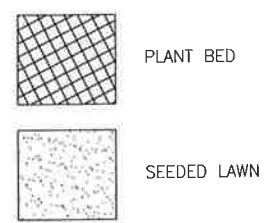
CITY OF PORT TOWNSEND
DSD



PLANTING NOTES:

1. VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING WORK. NOTIFY OWNER'S REPRESENTATIVE OF ANY CONFLICTS.
2. STAKE LOCATIONS OF ALL NEW TREES FOR APPROVAL AND ORIENT AS DIRECTED. STAKE LOCATIONS OF ALL NEW PLANT BEDS FOR APPROVAL PRIOR TO PLANTING. SET SHRUBS IN PROPOSED LOCATIONS PRIOR TO PLANTING AND ADJUST LOCATIONS OF SHRUBS IN FIELD AS DIRECTED BY OWNER'S REPRESENTATIVE.
3. PRESERVE AND PROTECT ALL EXISTING VEGETATION TO REMAIN, AVOID DRIVING POSTS OR STAKES INTO MAJOR ROOTS AND/OR EXISTING UTILITIES TO REMAIN. DO NOT DRIVE MACHINERY OVER ROOTS WITHIN EXISTING TREE DRILINES, INCLUDING TREES LOCATED OUTSIDE THE LIMIT OF WORK.
4. ALL PLANT MATERIAL SHALL BE IN ACCORDANCE WITH MINIMUM SIZES AND TYPES IDENTIFIED IN THE PLANT SCHEDULE. PLANTING MATERIALS AND METHODS SHALL BE PER THE SPECIFICATIONS. PLANT QUANTITIES SHALL BE PER PLANT SCHEDULE AND AS SHOWN ON THE DRAWINGS. IF THERE IS A DISCREPANCY, THE GREATER QUANTITY SHALL BE INSTALLED.
5. PRUNE EXISTING AND NEW VEGETATION ONLY AS DIRECTED BY OWNERS REPRESENTATIVE.
6. ALL PLANT BEDS AND SEEDED LAWN AREAS SHALL BE WATERED WITH AN AUTOMATIC IRRIGATION SYSTEM. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL NEW PLANTS IN A HEALTHY CONDITION THROUGH FINAL ACCEPTANCE OF THE PROJECT. IRRIGATION DESIGN TO BE DEVELOPED AS A PART OF THE 90% DOCUMENTS.
7. SEE SPECIFICATIONS AND PLANTING DETAILS FOR PREPARATION OF PLANTED AREAS, INCLUDING SUBGRADE PREPARATION, IMPORTED MATERIALS AND FINISH GRADING.
8. ALL DISTURBED AREAS NOT OTHERWISE DESIGNATED FOR IMPROVEMENTS SHALL BE RESTORED TO PREVIOUS OR BETTER CONDITION.
9. SEE SHEET L2.2 FOR PLANT SCHEDULE.
10. SEE SHEET L2.3 FOR PLANTING LAYOUT.

PLANTING LEGEND:



RECEIVED
JAN 24 2025

CITY OF PORT TOWNSEND
DSD

FILE NAME: Z:\Projects\Sims Way Gateway and Boatyard Expansion\CA\Working\S\03-PLANT.dwg PLOTTED: Thursday, September 26, 2024 - 10:45am USER: jehesed

REVISIONS:	DATE



PORT OF PORT TOWNSEND
2701 JEFFERSON STREET
P.O. BOX 1180
PORT TOWNSEND, WA 98368

MacLeod Reckord PLLC
110 Prefontaine Place South, Suite 600
Seattle, Washington 98104
P 206-323-7919
F 206-323-8242



Call before you Dig.
1-800-424-5555
UNDERGROUND SERVICE (USA)

SIMS WAY GATEWAY AND BOATYARD EXPANSION

SCALE:	AS SHOWN
DATE:	SEPT 2024
DRAWN BY:	J.D.
CHECKED BY:	C.R.
JOB NO.:	

PLANTING PLAN

SHEET
L2.0



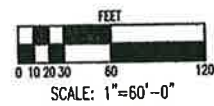
NORTH



RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD



NOT FOR CONSTRUCTION

JEFFERSON COUNTY
PUBLIC UTILITY DISTRICT
115 kV UNDERGROUND TRANSMISSION LINE
DEMOLITION PLAN



THE DRAWINGS, DESIGNS, IDEAS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED ARE THE SOLE PROPERTY OF INTERMOUNTAIN CONSUMER PROFESSIONAL ENGINEERS, INC. (ICPE), AND ARE SUBJECT TO THE COPYRIGHT OF ICPE OR ITS ASSIGNS. THEY WERE CREATED, EVOLVED AND DEVELOPED EXCLUSIVELY FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. ANY USE OF THE DRAWINGS, DESIGNS, MATERIAL OR INFORMATION CONTAINED HEREIN, INCLUDING COPYING, WHICH IS NOT EXPRESSLY AUTHORIZED BY ICPE, IS STRICTLY PROHIBITED AS AN INFRINGEMENT OF ITS COPYRIGHT AND MAY RESULT IN LIABILITY.
© ICPE 2024

Des. By:	KAC	Date	06/08/23
Drawn By:	KAC	Date	06/08/23
Ch'ed. by:	LAB	Date	06/08/23
ENGR.	LAB	Date	06/06/23
APPD.		Date	
APPD.		Date	

SCALE	1"=60'	DRAWING No.	531-025-D101	REVISION	A
Project No.	531-025				

No.	DATE	BY	APP	REVISION	REFERENCE DRAWING	NUMBER
A	05/10/24	KAC	ML	ISSUED FOR APPROVAL		

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

SAFEWAY



DATE:	1/22/2018
SCALE:	NOTED
DRAWN:	MJK
CHECKED:	DW
APPROVED:	DG

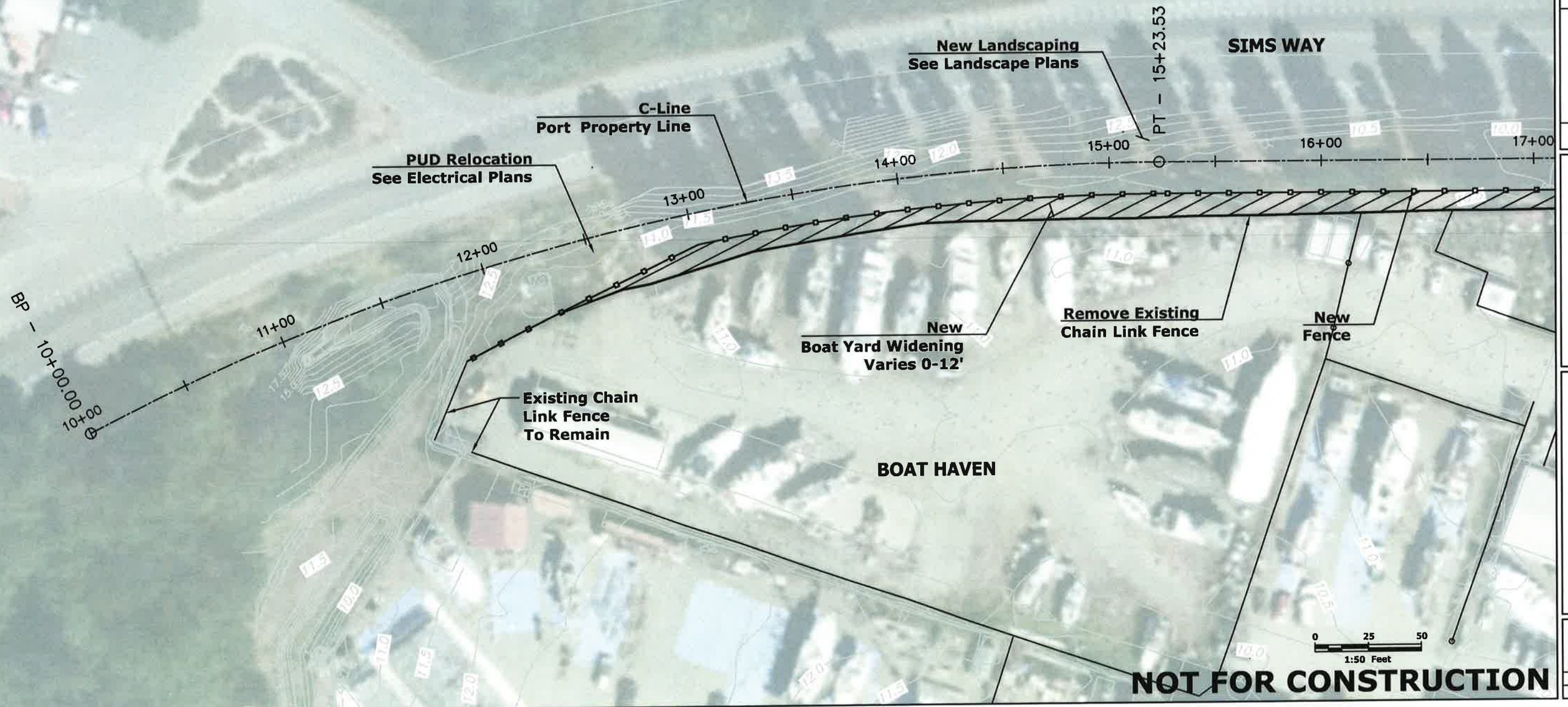
No.	0	PERMIT DRAWINGS	11/21/24	DATE	APPD
REVISION					



PORT OF PORT TOWNSEND
JEFFERSON COUNTY WASHINGTON
SIMS WAY AND BOAT YARD EXPANSION

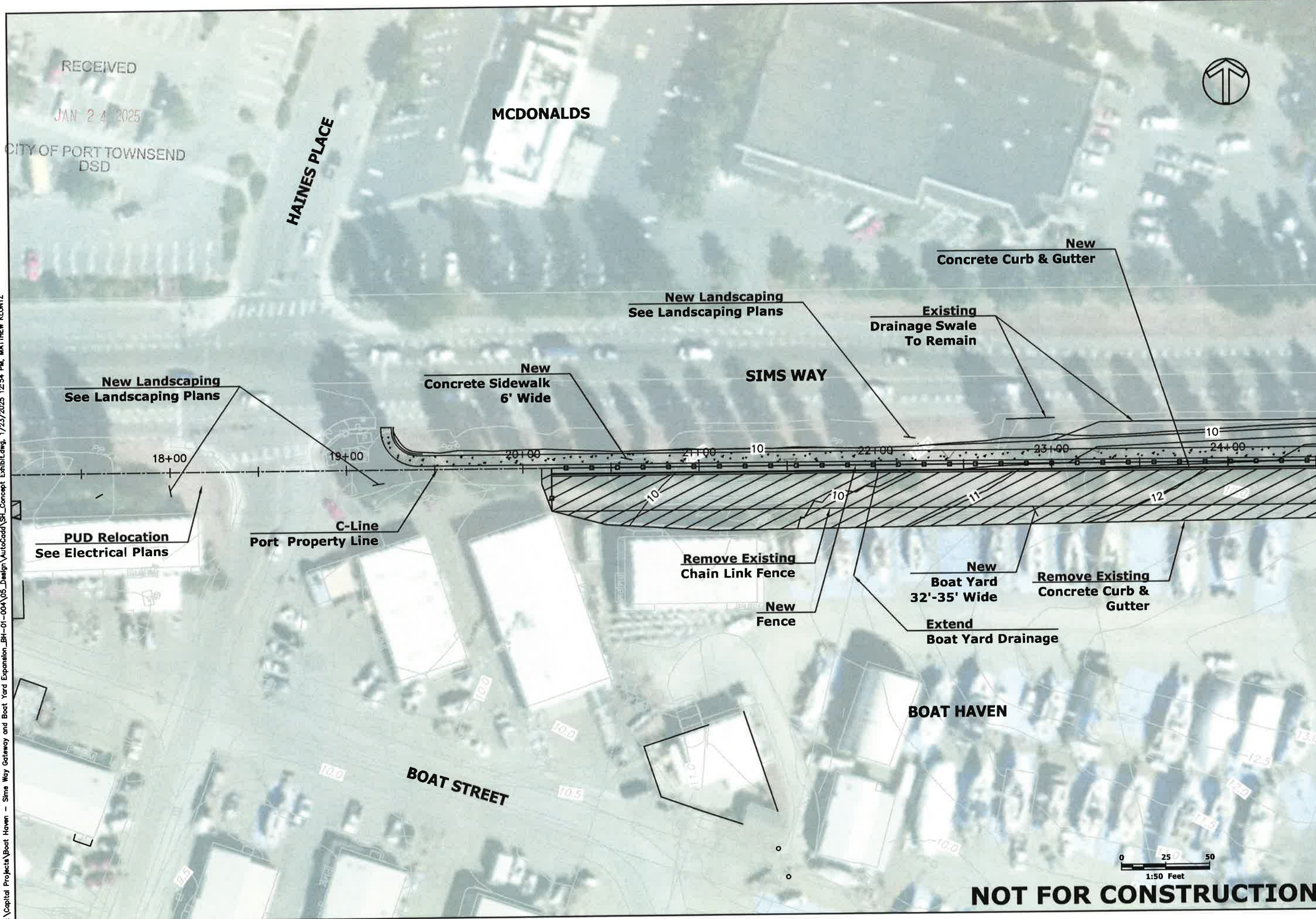
SHEET: _____
OF: _____
JOB NO.: _____
DWGSH_CONCEPT EXHIBIT

Z:\Capital Projects\Boat Haven - Sims Way Gateway and Boat Yard Expansion_BH-01-004\05_Design\AutoCadd\SH_Concept Exhibit.dwg, 1/23/2025 12:54 PM, MATTHEW KLONTZ



NOT FOR CONSTRUCTION

Z:\Capital Projects\Boat Haven - Sims Way Gateway and Boat Yard Expansion_BH-01-004\05_Design\AutoCadd\SH_Concept Exhibit.dwg, 1/23/2025 12:54 PM, MATTHEW KLONTZ



RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD

HAINES PLACE

MCDONALDS



DATE: 1/22/2018	SCALE: NOTED	DRAWN: MK	CHECKED: DW	APPROVED: DG
-----------------	--------------	-----------	-------------	--------------

No.	0	PERMIT DRAWINGS	REVISION	DATE	APPD
				11/21/24	



PORT OF PORT TOWNSEND
JEFFERSON COUNTY WASHINGTON

SIMS WAY AND BOAT YARD EXPANSION

SHEET:
OF: -

JOB NO.: -----
DWGSH_CONCEPT EXHIBIT

NOT FOR CONSTRUCTION

Z:\Capital Projects\Boat Haven - Sims Way Gateway and Boat Yard Expansion_BH-01-004\05_Design\AutoCadd\SH_Concept Exhibit.dwg, 1/23/2025 12:56 PM, MATTHEW KLONTZ



KAH TAI

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD



DATE: 1/22/2018	SCALE:	NOTED:	DRAWN: MK	CHECKED: DW	APPROVED: DG
-----------------	--------	--------	-----------	-------------	--------------

0	PERMIT DRAWINGS	112124	DATE	APPD
	REVISION			

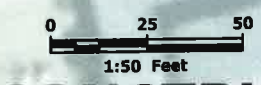
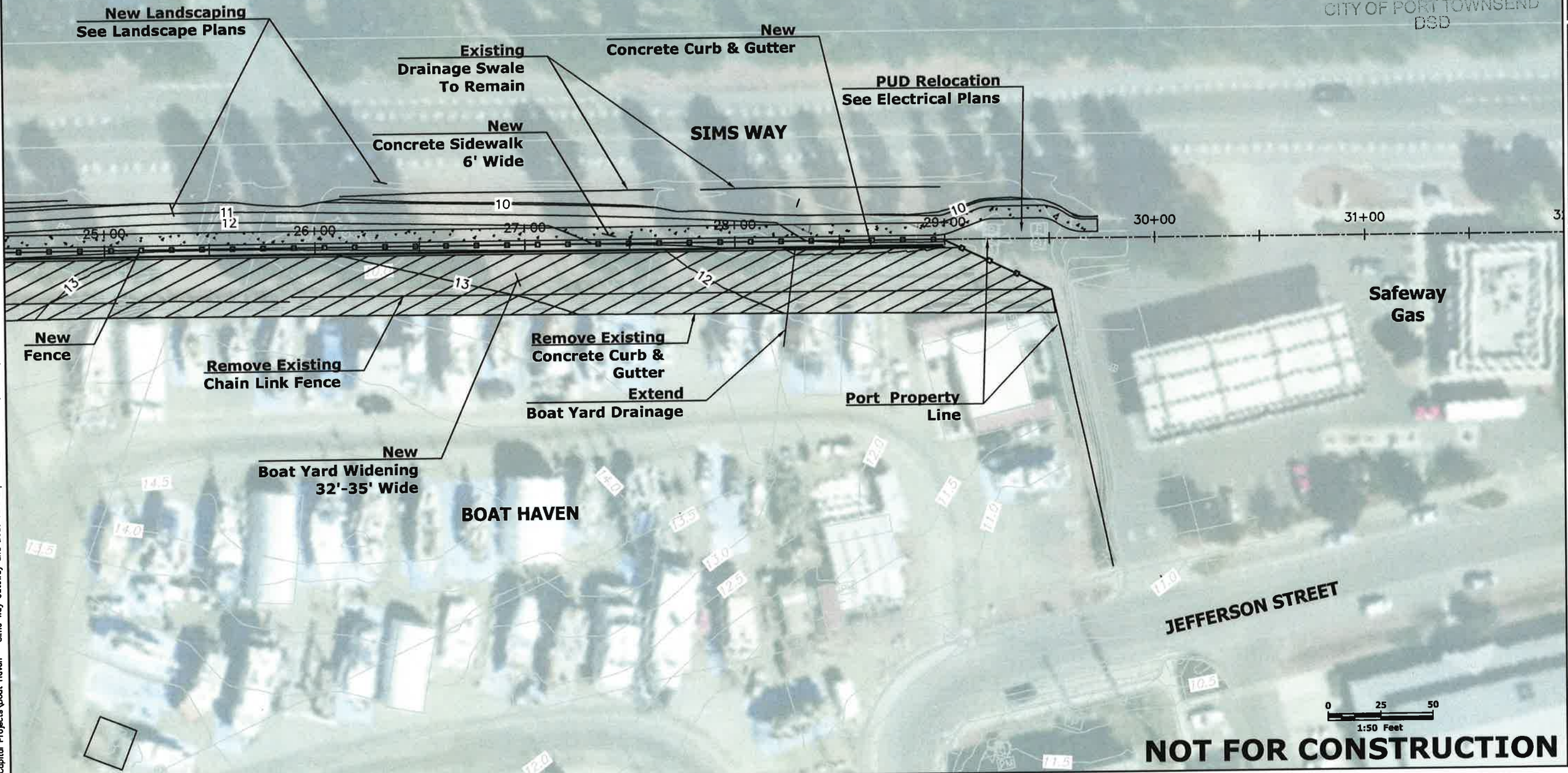


PORT OF PORT TOWNSEND
JEFFERSON COUNTY WASHINGTON

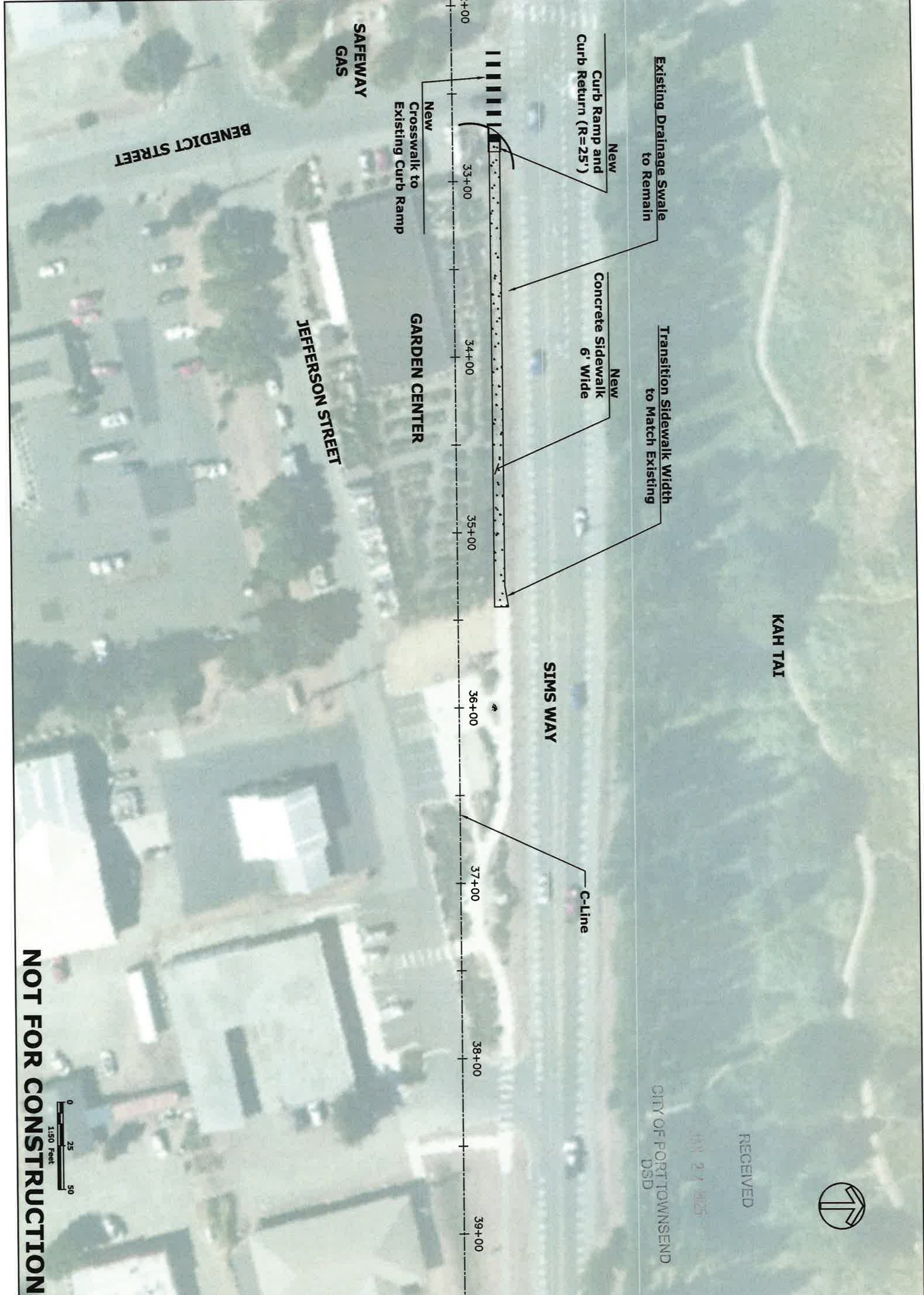
SIMS WAY AND BOAT YARD EXPANSION

SHEET:
OF: -

JOB NO.: -----
DWGSH_CONCEPT EXHIBIT



NOT FOR CONSTRUCTION



CITY OF PORT TOWNSEND
DSD

JAN 27 2025

RECEIVED



NOT FOR CONSTRUCTION



SHEET:
OF:
JOB NO.:
DWGSH_CONCEPT_EXHIBIT

PORT OF PORT TOWNSEND
JEFFERSON COUNTY WASHINGTON
SIMS WAY AND BOAT YARD EXPANSION



No.	REVISION	DATE	APPD
0	PERMIT DRAWINGS	112124	

DATE: 1/22/2018
SCALE: NOTED
DRAWN: MK
CHECKED: DW
APPROVED: DG



Trees



© David Anstiss
Arbutus unedo / Strawberry Tree



© Liz West
Cornus kousa 'Chinensis' / Kousa Dogwood



© Ong Jyh Seng
Lagerstroemia speciosa / Crape Myrtle



© Agnieszka Kwiecierz
Liriodendron tulipifera 'Fastigiatum' / Columnar Tulip Tree

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD



© Kiran891
Magnolia grandiflora 'Victoria' / Victoria Evergreen Magnolia



© Bruce Martin
Magnolia kobus / Kobus Magnolia

Plant Materials Images

Photographs Supporting SEPA Checklist

Sims Way Gateway and Boatyard Expansion Project



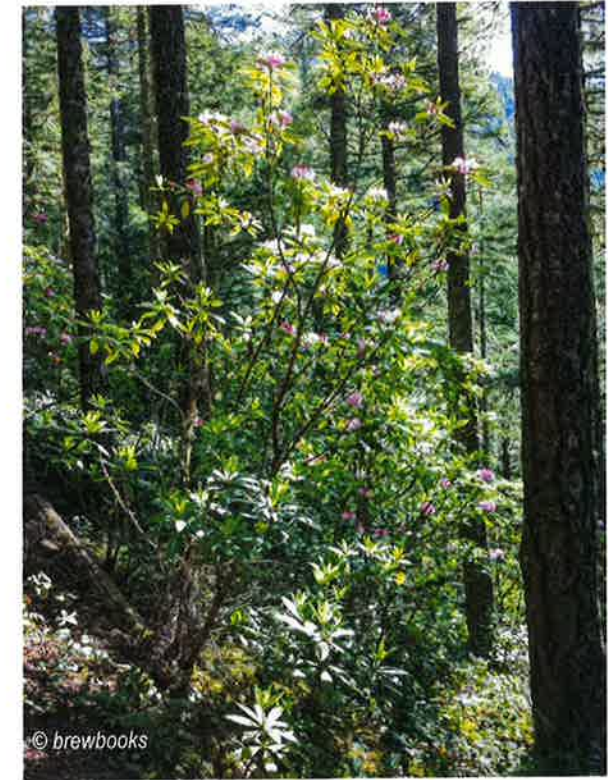
Trees



Malus 'Adirondack', 'Golden Raindrops' / Adirondack Crabapple



Morella californica / Pacific Wax Myrtle



Rhododendron macrophyllum / Western Rhododendron



Stewartia monadelphica / Orange Bark Stewartia

RECEIVED

JAN 24 2025

CITY OF PORT TOWNSEND
DSD



Tilia cordata / Little Leaf Linden



Ulmus 'Frontier' / Frontier Elm

Plant Materials Images

Photographs Supporting SEPA Checklist

Sims Way Gateway and Boatyard Expansion Project



Shrubs



Arctostaphylos columbiana / Hairy Manzanita



Arctostaphylos uva-ursi / Kinnikinnick



Gaultheria shallon / Salal



Holodiscus discolor / Oceanspray



Lonicera involucrata / Black Twinberry



Mahonia aquifolium / Tall Oregon Grape

RECEIVED
JAN 24 2025
CITY OF PORT TOWNSEND
DSD

Plant Materials Images

Photographs Supporting SEPA Checklist

Sims Way Gateway and Boatyard Expansion Project



Shrubs



Philadelphus lewisii / Mock Orange



Physocarpus capitatus / Pacific Ninebark

RECEIVED

JAN 24 2025

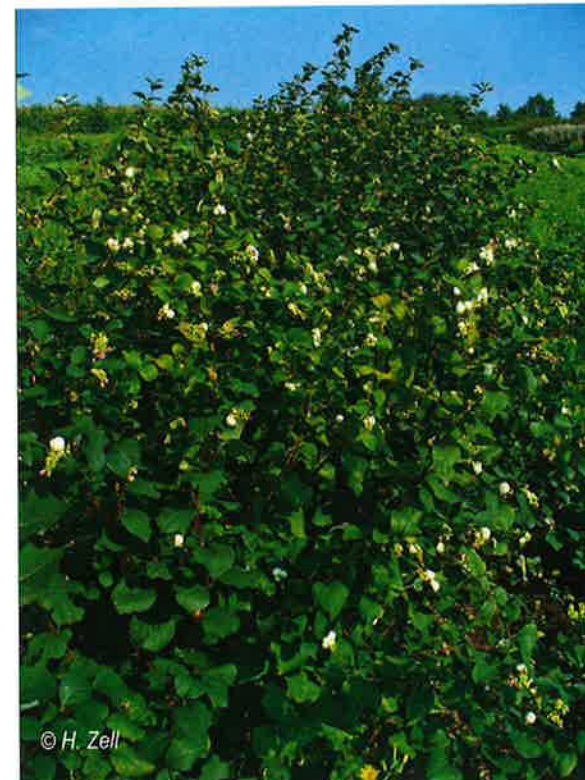
CITY OF PORT TOWNSEND
DSD



Ribes sanguineum / Red Flowering Currant



Rosa nutkana / Nootka Rose



Symphoricarpos albus / Snowberry



Vaccinium ovatum / Evergreen Huckleberry

Plant Materials Images

Photographs Supporting SEPA Checklist

Sims Way Gateway and Boatyard Expansion Project



Groundcover



Carex lyngbyei / Lyngbye's Sedge



Deschampsia cespitosa / Tufted Hairgrass



Fragaria chiloensis / Beach Strawberry



Leymus mollis / Dunegrass



Lupinus littoralis / Coastal Lupine



Polystichum munitum / Sword Fern

Plant Materials Images

Photographs Supporting SEPA Checklist

Sims Way Gateway and Boatyard Expansion Project



