

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;
- ◇ 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.

SEPA INFORMATION

A. Background:

1. Name of proposal, if applicable:

Sims Way Stormwater Treatment 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:

03/25/2025

5. Agency requesting checklist:

Port of Port Townsend

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

Although separately permitted, the Sims Way Stormwater Treatment Facility Project will be constructed in conjunction with the Boat Haven Stormwater Treatment Project (i.e., via a change order to the existing grant-funded contract). The objective is to build the Sims Way Stormwater Treatment Facility in the Fall of 2025.

Design and permitting of the project will be advanced to a level sufficient to allow a contract change order to be executed by Spring 2025, with project construction beginning in late Summer 2025 (assuming project permits have been issued by that time).

Permitting will begin in March 2025 with submission of a Joint Aquatic Resource Permit Application (JARPA) and Shoreline Substantial Development Permit Application, together with this Checklist facilitating SEPA review. Applications for a Clearing & Grading Permit and a Flood Development Permit will also be submitted concurrent with the JARPA.

Construction is expected to begin in Summer of 2025 and will involve clearing and grading of the area along the toe of the hillside where the Sims Way Stormwater Treatment Facility will be located, construction of a maintenance access road parallel with the treatment swale, installation of conveyance pipes, and renovation/replacement of the existing stormwater outfall discharging into Port Townsend Bay. The foregoing will require filling a small wetland (approx. 0.10 ac), which will necessitate on-site wetland mitigation and compensation (0.20 ac). The construction timeline may vary based on weather, project coordination, and permitting.

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 a future expansion to the Boat Yard in the area immediately adjacent and to the east of the proposed project limits. This area is presently undeveloped and characterized by a combination of non-jurisdictional wetlands (de facto stormwater facilities) and a small jurisdictional wetland (approx. 0.10 ac) which will be filled and compensated for on-site as part of the proposed Sims Way Stormwater Treatment Project. The future Boat Yard expansion project would add up to 4.7 acres to the yard and redevelop a further 1.5 acres of existing yard space. This potential future project would allow up to thirty (30) additional large vessels (80'-100'+ LOA) to be accommodated "on the hard" for refits/repairs by Boat Haven-based marine trades, as well as providing additional space for existing businesses to expand and room for new businesses to locate at Boat Haven. However, funding for this potential future project has not yet been secured, and project timing is entirely uncertain. Accordingly, final design, permitting and environmental review of the proposed future Boat Yard expansion will be addressed via a separate, subsequent, process.

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

Previously prepared documents containing information relevant to this proposal include the following:

- The City of Port Townsend Comprehensive Plan;
- The City of Port Townsend Shoreline Management Master Program (SMP); and
- The Port of Port Townsend Comprehensive Scheme of Harbor Improvements (CSHI).

Environmental information that will be prepared for this proposal includes the following:

- Joint Aquatic Resource Project Application (JARPA);
- A Biological Assessment prepared pursuant to FEMA Floodplain/Section 7 review and as required by PTMC 16.08.110;
- Special studies required under the City's Critical Areas Ordinance, including:
 - Geotechnical Report meeting the requirements of PTMC 19.05.100(G); and
 - A Wetlands Report meeting the requirements of PTMC 19.05.110(K).

Because portions of the project lie within the jurisdiction of the Conservancy Designation described in the City's SMP, a Type III Shoreline Substantial Development and Shoreline Conditional Use permit review process will be required. The project will also require a Flood Development Permit, including a floodplain encroachment analysis required by PTMC 16.08.200, as portions of the project area lie within the Special Flood Hazard Area (SFHA) (AE 12).

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.

The following permits and supporting studies will be needed for the Sims Way Stormwater Treatment Project:

- a. *Critical Areas Permit, including:*
 - i. *A Geotechnical Report satisfying the requirements of PTMC 19.05.100(G)(1)-(3); and*
 - ii. *A Wetland Report satisfying the requirements of PTMC 19.05.110(K)(1)-(3);*
- b. *Drainage/Stormwater Report*
- c. *FEMA Floodplain Review (including Section 7/Biological Assessment)*
- d. *USACE Joint Aquatic Resources Permit (JARPA) & Nationwide Permit (NWP) Determination*
- e. *USACE 404 Permit*
- f. *Coastal Zone Management (CZM) Certification*
- g. *Washington Department of Ecology 401 Water Quality Certification*
- h. *Washington Department of Wildlife (WDFW) Hydraulic Project Approval (HPA)*
- i. *City of Port Townsend Shoreline Conditional Use Permit*
- j. *Port Townsend State Environmental Policy Act (SEPA) Threshold Determination*
- k. *Clearing and Grading Permit*
- l. *NPDES General Construction Permit*
- m. *EO21-02 Cultural Resources Review*
- n. *Flood Development Permit*

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 proposal is to construct an approximately 230' by 31' (25' at bottom) stormwater runoff treatment swale to treat a portion of the runoff emanating from the tributary area lying off-site and up slope (catchment 10(a)). (See attached project drawings). Large event stormwater runoff not requiring treatment will be routed via a flow splitter structure into a pipe that leads to the existing outfall lying south of the Port's Maintenance Shop. The existing outfall will also be renovated as part of this project. Similarly, a conveyance pipe (approximately 800' in length) will connect the south end of the treatment swale to the renovated outfall. A segment of this conveyance pipe will traverse wetland (Wetland A) as shown in the attached drawings. Outfall renovations will include replacement of the existing conveyance pipe running under the road to the Port's Maintenance Shop and the Larry Scott Trail, to a replaced outfall structure (equipped with "duck bill" style check

valve) discharging above the high tide line. Manholes, flow splitters, sampling ports, and other system features will be installed as required.

A utility maintenance access road will also be constructed from the intersection of Haines Place and SR/20 running west-southwest along the stormwater swale and the toe of the bluff to connect with the Larry Scott Memorial Trail (approximately 2,350' in length). In future, this access road is likely to be further improved to serve as a Larry Scott "trail spur" routing walkers and cyclists around the perimeter of the industrial boat yard.

For more than thirty years, polluted stormwater runoff from roads and streets in the tributary area has carried a cocktail of contaminants directly onto the Port's property. This runoff has entered the Port's property via a culvert under Sims Way, spilling onto an undeveloped portion of the property, and from there, discharging into Port Townsend Bay. The proposed project will ensure effective stormwater treatment, conclusively resolve longstanding concerns raised by the Port over the discharge of untreated stormwater directly onto its property, and at the same time ensure that untreated road runoff does not co-mingle with water treated by the Port's separate Boat Yard Stormwater System (currently under renovation with construction completion scheduled for fall of this year). Overall, this new purpose-built facility located on Port property and owned and maintained by the City is anticipated to materially reduce stormwater runoff impacts to adjacent marine waters and aquatic life.

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

☐ No ☒ Yes

If yes, attach wetland report.

A Special Wetland Report (Critical Areas Report for Sims Way Stormwater Facility, Widener and Associates, March 2025) satisfying the requirements of PTMC 19.05.110(K)(1)-(3) is attached to this checklist.

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

☐ No ☒ Yes

If yes, attach geotechnical report.

There are two reports: "Subsurface Exploration, Geologic Hazard, and Preliminary Geotechnical Engineering Report" (May 2024) and "Additional Subsurface Exploration, Geologic Hazard and Preliminary Geotechnical Engineering Report, Western Boatyard Expansion" (March 2025) both by Associated Earth Sciences Inc. (AESI), satisfying the requirements of PTMC 19.05.100(G)(1)-(3) and are attached to this checklist.

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 #: APN 948301003 and APN 001104017 in SE¼ of S10, T30N-R1W

Addition: Eisenbeis Addition Block 10 Lots 14-16; Blocks 11,17,18; Block 19 Lots 15-16; Block 32 Lots 1-29; Block 33 Lots 1-10 and 20-32; Block 215 Tax 32 and Tax 50; Adjacent Alleys of Kuhn, Landes, 10th 8th and Hill Streets

Lot(s): See above

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<p>B. ENVIRONMENTAL ELEMENTS</p> <p>1. EARTH</p> <p>a. General description of the site (mark one): <input checked="" type="checkbox"/> Flat <input type="checkbox"/> Rolling <input type="checkbox"/> Hilly <input checked="" type="checkbox"/> Steep slopes (adjacent) <input type="checkbox"/> Mountainous <input type="checkbox"/> Other</p> <p>b. What is the steepest slope on the site (approximate percent of the slope)?</p> <p><i>Please refer to "Subsurface Exploration, Geologic Hazard, and Preliminary Geotechnical Engineering Report" (May 2024) and "Additional Subsurface Exploration, Geologic Hazard and Preliminary Geotechnical Engineering Report, Western Boatyard Expansion" (March 2025) both by Associated Earth Sciences Inc. (AESI). The latter referenced report specifically addresses the soil profile and slope stability of the slope bordering the site.</i></p> <p>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.</p> <p><i>Please refer to "Subsurface Exploration, Geologic Hazard, and Preliminary Geotechnical Engineering Report" (May 2024) and "Additional Subsurface Exploration, Geologic Hazard and Preliminary Geotechnical Engineering Report, Western Boatyard Expansion" (March 2025) both by Associated Earth Sciences Inc. (AESI). The proposal will not result in the removal of these soils, except for areas of wetland mitigation. The new work primarily consists of fill work for new stormwater treatment swale and maintenance road features, using borrow material.</i></p> <p>d. Are there surface indications or a history of unstable soils in the immediate vicinity? If so, describe.</p> <p><i>Yes. Please refer to and "Additional Subsurface Exploration, Geologic Hazard and Preliminary Geotechnical Engineering Report, Western Boatyard Expansion" (March 2025) by Associated Earth Sciences Inc. (AESI)</i></p> <p>e. Describe the purpose, type, total area, and approximate quantities of any filling, excavation, and grading proposed. Indicate source of fill.</p>	

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<p><i>Grading (fill) will be required to construct the stormwater treatment swale, install conveyance piping to the outfall, and to construct the associated utility access road. Additionally, a vestigial jurisdictional wetland (approx. 0.10 ac) lies within the project area and will be directly impacted by construction of the proposed swale and access road. Portions of this wetland will be occupied by elements of the proposed project. Because of these impacts, and given the low functions and values provided by this wetland (Wetland C), it is proposed to be filled (using engineered fill) in its entirety as part of this project. The quantity of total project fill is approximately 6575 cubic yards and includes the filling of wetland C (approximately 450 cubic yards) and the construction of the embankment construction necessary for the wet stormwater treatment swale and the 2350 foot-long maintenance access road.</i></p> <p>f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.</p> <p><i>Yes. Erosion could occur as a result of clearing and construction. To mitigate or eliminate the likelihood of this occurring, construction contract requires the submittal (by the contractor) of a Temporary Erosion and Sediment Control Plan subject to review and approval by the City and the Port. Erosion during use is unlikely because soil infiltration rates are high, and ground surfaces will be stabilized with vegetation (grass) and maintained by the City and Port. The construction of the permanent stormwater treatment facility including the maintenance access road will purposefully reduce the potential for future erosion.</i></p> <p>g. About what percent of the site would be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p> <p><i>A one-way utility maintenance access road, approximately 2,350 linear feet in length (10' in width) will be constructed from the intersection of Haines Place and SR/20 running west-southwest along the stormwater swale and the toe of the bluff to connect with the Larry Scott Memorial Trail (approximately 0.54 acres of new impervious surface). In future, this will serve as a spur to the trail, redirecting pedestrians and cyclists around the perimeter of the Port's property. Although the surface of this road will be impervious, its highly infrequent/intermittent use by maintenance vehicles is not likely to generate pollutant loads.</i></p> <p>h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:</p> <p><i>An approved Temporary Erosion and Sediment Control Plan (TESC) will be required prior to construction. BMP's will be employed during</i></p>	

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<p><i>construction including but not limited to silt fencing, straw wattles, catch basin filters, and covering of stockpiles.</i></p> <p><i>The permanent stormwater treatment and control features to be constructed as part of this project will ultimately serve to reduce flow rates, direct drainage, and induce infiltration, thereby reducing the potential for erosion and sediment transport.</i></p> <p style="text-align: center;">2. AIR</p> <p>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.</p> <p><i>Fugitive dust and equipment emissions from motorized construction equipment will occur during project construction (e.g., excavators and dump trucks). All construction equipment will meet current emissions standards and will be maintained to function properly. There will be no increased emissions occasioned by the project when completed.</i></p> <p>b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.</p> <p><i>No off-site sources of emissions or odor are known other than those caused by vehicular traffic traveling along SR 20/Sims Way which lies immediately north of the project site, as well as emissions from industrial activities occurring in the adjacent Boat Yard.</i></p> <p>c. Proposed measures to reduce or control emissions or other impacts to air, if any:</p> <p><i>During construction, soils will be wetted to reduce or eliminate the likelihood of fugitive dust. Equipment will not be left running when not in use. Upon project completion, cleared areas will be re-vegetated eliminating dust. Project-related missions will be managed consistent with applicable State air quality regulations.</i></p> <p>3. WATER</p> <p>a. Surface Water:</p> <p>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:</p>	

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<p><i>Port Townsend Bay lies immediately to the south of the project area. Additionally, there is a vestigial jurisdictional wetland (approx. 0.10 ac) in the project area that will be occupied by portions of the proposed stormwater treatment swale and maintenance access road.</i></p> <p><i>It is possible that this small jurisdictional wetland may have been unintentionally created after July 1, 1990, as the result of the 1889 construction of an elevated railway grade along the coastline, the 1930s construction of Sims Way/SR 20, the installation of the access road to the Port's Maintenance Shop in the 1950s or 60s, and the unintended discharge of runoff from the damaged City stormwater facility that currently empties directly onto the Port's property. Without these historic disruptions to the natural drainage patterns of the area (including the unintended introduction of stormwater runoff discharging from SR 20/Sims Way), it is possible that the hydrologic inputs would be insufficient to sustain a jurisdictional wetland.</i></p> <p><i>Therefore, and following consultation with the Washington State Department of Ecology, the Port connected the old and damaged City stormwater system directly to its marina outfall in July of 2024 to control anthropogenic hydrologic inputs and monitor the effects upon the presumed wetland area. Over the past six months of monitoring, this presumed wetland has demonstrably diminished in scope and may disappear completely by the end of the current wet season. However, because of the urgent need to advance the proposed Sims Way Stormwater Treatment Facility Project in conjunction with the Port's Boat Haven Stormwater Treatment Project, the Wetland Special Report requirements of PTMC 19.05.100(K)(1)-(3) have been fulfilled.</i></p>	
<p>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.</p> <p><i>Yes. Renovation of the existing outfall lying south of the Port's Maintenance Shop (on the southeast corner of APN 001104017), will occur within the shoreline jurisdiction. The work will include replacement of the existing conveyance pipe running beneath both the road to the Port's Maintenance Shop and the Larry Scott Trail, a maintenance road connecting to the Larry Scott Trail, and a replaced outfall discharging above the high tide line with a rip rap pad (re-using existing Rip Rap) installed to dissipate the velocity and force of runoff discharge onto the beach. Additionally, the proposed compensatory wetland mitigation site located on the extreme southwest corner of APN 948301003 would expand a category II estuarine wetland (Wetland A) that also lies within the Shoreline</i></p>	

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<p><i>Jurisdiction. Please refer to the attached project plans for further detail.</i></p> <p>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.</p> <p><i>Filling of the vestigial wetland (Wetland C) on the northwest portion of the project area will be necessary to construct the 230' x 31' stormwater treatment swale, as well as the parallel maintenance access road.</i></p> <p><i>This wetland (Wetland C) will be filled with approximately 450 cubic yards of engineered fill. No dredging is required for this project.</i></p> <p>4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose and approximate quantities, if known.</p> <p><i>No surface water withdrawals or diversions are anticipated for this project. However, stormwater runoff emptying onto the Port's property via a culvert on the south side of Sims Way/SR 20 will be redirected to the proposed stormwater treatment swale. During higher flow events, this will be conveyed approximately 800 linear feet from the south end of the swale to the renovated outfall into Port Townsend Bay.</i></p> <p>5) Does the proposal lie within a 100-year flood plain? If so, note the location on the site plan.</p> <p><i>Yes. Portions of the project area are mapped as FEMA Zone AE - within the 100-year floodplain - at a NAVD88 elevation of 12.0 ft., equivalent to about 13.1 ft. MLLW (NOAA, 2003). The proposed project will have no direct or indirect effect on the 100-year floodplain. A flood development permit issued under PTMC 16.08.120 will be required to inform the project design and ensure that no-rise will result from the project. Included with the FDP application is a flood encroachment analysis, provided by Blue Coast Engineering.</i></p> <p>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.</p> <p><i>No, the proposal does not involve any discharges of waste materials to surface waters.</i></p>	

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<p>b. Ground Water:</p> <p>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.</p> <p><i>No, groundwater will not be withdrawn as part of this proposal.</i></p> <p>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:</p> <p><i>No wastewater will be discharged into the ground as a result of this proposal.</i></p>	
<p>c. Water runoff (including stormwater):</p> <p>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.</p> <p><i>Stormwater from the tributary area located off-site and upslope currently spills onto the Port's property via an 18-inch culvert under Sims Way, which lies adjacent and to the north of the project site. The proposal is to redirect this flow to a new, purpose built, stormwater treatment swale, with high flow and overflow from the swale routed through a stormwater discharge pipe to a renovated/replaced stormwater outfall into Port Townsend Bay. The swale will be sized to effectively treat approximately 24 acres of the tributary area (catchment area 10(a), which is approximately 103 acres in size overall). This is consistent with the City's plan for managing stormwater runoff as described in its Stormwater Management Plan (2019) and WSDOT's Municipal Stormwater General Permit #WAR043000A. The City's system relies upon collection, treatment, and infiltration with overflow into Port Townsend Bay.</i></p> <p>2) Could waste materials enter ground or surface waters? If so, generally describe.</p> <p><i>No, the proposed project does not have the potential to result in discharges of waste materials into either ground or surface waters.</i></p>	

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<p>3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.</p> <p><i>Yes. The project will modify drainage patterns by directing uncontrolled, contaminated stormwater runoff from the upslope tributary area to the proposed Sims Way Stormwater Treatment Facility. The project is expected to materially improve the quality of stormwater that ultimately discharges into Port Townsend Bay and reduce or eliminate the possibility of untreated stormwater runoff that originates off-site from co-mingling with, and contaminating, stormwater treated by the Port's newly improved Boatyard Stormwater Treatment Facility (i.e., under the National Pollutant Discharge Elimination System (NPDES) Boatyard General Permit).</i></p> <p>4) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.</p> <p><i>As noted previously, the central purpose of the project is to more effectively control drainage patterns and treat contaminated stormwater that emanates off-site and spills onto the Port's property. Please refer to the project drawings for further detail.</i></p> <p>4. PLANTS</p> <p>a. Check the types of vegetation found on the site:</p> <p>Deciduous tree: <input type="checkbox"/> Alder <input type="checkbox"/> Maple <input checked="" type="checkbox"/> Aspen <input checked="" type="checkbox"/> Other: <u>Lombardy poplar; Scouler's Willow, see Habitat Assessment, Widener, 2025</u></p> <p>Evergreen tree: <input checked="" type="checkbox"/> Fir <input type="checkbox"/> Cedar <input checked="" type="checkbox"/> Pine <input checked="" type="checkbox"/> Other: <u>See Habitat Assessment, Widener, 2025</u></p> <p><input checked="" type="checkbox"/> Shrubs</p> <p><input checked="" type="checkbox"/> Grass</p> <p><input type="checkbox"/> Pasture</p> <p><input type="checkbox"/> Crop or Grain</p> <p><input type="checkbox"/> Orchards, vineyards or other permanent crops</p> <p>Wet Soil Plants: <input type="checkbox"/> Cat-tail <input type="checkbox"/> Buttercup <input type="checkbox"/> Bulrush <input type="checkbox"/> Skunk Cabbage <input checked="" type="checkbox"/> Other: <u>See Habitat Assessment, Widener (2025)</u></p> <p>Water Plants: <input type="checkbox"/> Water Lily <input type="checkbox"/> Eelgrass <input type="checkbox"/> Milfoil <input type="checkbox"/> Other:</p> <p><input checked="" type="checkbox"/> Other types of vegetation: <u>See Habitat Assessment, Widener (2025)</u></p>	

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<p>c. What kind and amount of vegetation would be removed or altered?</p> <p><i>Per the attached Critical Areas Report, Widener (2025), approximately 4,300 square feet of wetland vegetation will be cleared (not grubbed) to accommodate the proposed stormwater treatment swale. Approximately 12,500 square feet of vegetation will also be removed and converted to serve as the utility maintenance access road.</i></p> <p><i>Temporary impacts to vegetation are estimated at 3500 square feet. For detailed maps please refer to the attached Critical Areas Report (Widener, 2025). In the area of Wetland C, clearing will occur, but no grubbing. New stormwater facilities will be constructed above existing grade using engineered fill.</i></p> <p>d. List threatened or endangered species known to be on or near the site.</p> <p><i>None. See attached habitat assessment (Widener, 2025)</i></p> <p>e. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:</p> <p><i>The proposed stormwater treatment wet swale is designed to function as a vegetation-lined channel designed to remove particulates from stormwater. It is expected that the bottom width of the swale will be approximately 25', with geotextile underlying 18 to 24" of compost and sandy loam and planted with wetland plants and water-resistant grasses (e.g., American slough grass, slough sedge, common spikerush, fruited bullrush, etc.). Areas adjacent to the proposed access road will be revegetated with a roadside restoration seed mix.</i></p> <p>f. List all noxious weeds and invasive species known to be on or near the site:</p> <p><i>See attached habitat assessment and programmatic biological evaluations (Widener, 2025)</i></p>	
<p>5. ANIMALS</p>	
<p>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:</p>	
<p>Birds: <input checked="" type="checkbox"/> Hawk <input checked="" type="checkbox"/> Heron <input checked="" type="checkbox"/> Eagle <input checked="" type="checkbox"/> Songbirds <input checked="" type="checkbox"/> Other: <u>Waterfowl</u></p>	

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<p>Mammals: <input checked="" type="checkbox"/> Deer <input type="checkbox"/> Bear <input type="checkbox"/> Elk <input type="checkbox"/> Beaver <input checked="" type="checkbox"/> Other: <u>See attached habitat assessment, Widener 2025</u></p> <p>Fish: <input type="checkbox"/> Bass <input type="checkbox"/> Salmon <input type="checkbox"/> Trout <input type="checkbox"/> Herring <input type="checkbox"/> Shellfish <input type="checkbox"/> Other:</p> <p>b. List any threatened or endangered species known to be on or near the site.</p> <p><i>Please refer to attached habitat and programmatic biological assessments (Widener, 2025)</i></p> <p>c. Is the site part of a migration route? If so, explain.</p> <p><i>Yes. The project site lies within the Pacific Flyway, a bird migration route that extends along the entire North American west coast. However, the project site is not a known congregation point for migrating birds.</i></p> <p>d. Proposed measures to preserve or enhance wildlife, if any:</p> <p><i>The proposed project will ensure effective stormwater treatment of runoff from SR-20/Sims Way, and that untreated road runoff does not co-mingle with water treated by the Port's separate Boat Yard Stormwater System. Overall, this new purpose-built is expected to reduce stormwater runoff impacts to adjacent marine waters and aquatic life, enhancing both. Also, the plantings within the treatment swale (which are likely to include native species), together with the proposed wetland mitigation/ compensation, are expected to provide habitat functions and values commensurate with, or exceeding, those presently found on-site.</i></p> <p>e. List any invasive animal species known to be on or near the site.</p> <p><i>No known invasive animal species have been identified on or near the project site.</i></p>	
<p>6. ENERGY AND NATURAL RESOURCES</p>	
<p>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.</p> <p><i>The completed Sims Way Stormwater Treatment Facility will be gravity flow; additional energy inputs will not be required.</i></p> <p>b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.</p>	

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<p><i>The project will not affect the potential use solar energy by owners of adjacent properties.</i></p> <p>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:</p> <p><i>The completed project will not place any demands on energy.</i></p>	
<p>7. ENVIRONMENTAL HEALTH</p> <p>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.</p> <p><i>During construction, hazards associated with the project are limited to those typical for transportation and public infrastructure construction projects. These may include emissions from internal combustion engines, or minor spills of fluids associated with construction equipment. Risks associated with such potential spills will be minimized or avoided by implementing appropriate BMPs and a Stormwater Pollution Protection Plan (SWPPP). No environmental health hazards are expected to occur after project completion. All equipment refueling will occur on uplands far-removed from adjacent surface waters. The contractor will properly manage materials on-site to prevent releases and implement containment procedures in the unlikely event of an accidental release. A Spill Prevention Control, Countermeasure (SPCC) Plan will be required by the construction contract or change order.</i></p> <p>1) Describe any known or possible contamination at the site from present or past uses.</p> <p><i>There is no known contamination at the project site from past or present uses. However, the Washington State Department of Ecology (ECY) has mapped three cleanup sites as "cleanup complete" in the general vicinity of the project site, as follows:</i></p> <ul style="list-style-type: none"> <i>• Patterson Automotive, 307 10th St (CSID: 2533; FSID: 1151);</i> <i>• Harper Oil Company, 2611 East Sims Way (CSID: 7090; FSID: 51596232); and</i> <i>• Port Townsend Boat Haven, 2539 Washington St (USCG) (CSID: 9060; FSID: 41711344).</i> <p><i>All of the sites identified above have been cleaned up to MTCA standards and have received "no further action required" notifications from ECY.</i></p>	

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<p>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.</p> <p><i>No known hazardous chemicals/conditions (including underground gas transmission lines) are known to be present in either the project area or the immediate vicinity.</i></p> <p>3) Describe special emergency services that might be required.</p> <p><i>The risk of injury during project construction is low, but all such projects harbor the potential for such injuries, even when proper safety protocols are observed. However, emergency medical and hospital services are available near the project site in the unlikely event of an accident during construction. Following construction, the completed project is not anticipated to generate any increased demand for emergency services.</i></p> <p>4) Proposed measures to reduce or control environmental health hazards, if any:</p> <p><i>Implementation of appropriate BMPs, together with a Temporary Erosion and Sediment Control Plan and a Spill Control and Containment Plan will minimize the risk of environmental health hazard exposure during construction and reduce or control such health hazards in the likely event of an exposure event.</i></p>	
<p>b. NOISE</p> <p>1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?</p> <p><i>No noise sources are known that would affect the project. Traffic noise emanating from Sims Way/SR 20 will continue is not expected to have any impact on the project (note: WSDOT traffic count data indicates that Sims Way/SR 20 carries 12,000-14,000 vehicles per day). Similarly, noise from industrial operations at the Boat Haven Boatyard are audible from the project site but will not have any impact upon the project.</i></p> <p>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.</p> <p><i>The project will create short term noise during construction, but no long-term impacts will occur upon project completion.</i></p>	

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<p>3) Proposed measures to reduce or control noise impacts, if any:</p> <p><i>Motorized equipment used during construction will be well-maintained and have exhaust mufflers. Hours of construction activities will be limited as set forth in the applicable provision of the City's Noise Code, PTMC 9.09.040(B), as well as the City's Engineering Design Standards (EDS).</i></p> <p>8. LAND AND SHORELINE USE</p> <p>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.</p> <p><i>The principal project site (i.e., the proposed location of the stormwater swale) is presently vacant and undeveloped and lies some 100-200 feet west of the Boat Haven Boat Yard. A portion of the site is occupied by the small (approx. 0.10 ac) jurisdictional wetland referenced previously, which is proposed to be filled. The proposed alignment of the maintenance access road is also vacant and undeveloped. The northeast-most portion of the proposed road alignment lies adjacent and to the north of the Port Townsend Brewery; the southern terminus of the proposed road is the existing gravel surfaced area surrounding the Port's Maintenance Shop. In between these points, the land is undeveloped and unused. Immediately adjacent and to the west of the project area are steep slopes ranging from 20-80 feet in height, with existing residential uses on the top of the bluff. Construction of the proposed Sims Way Stormwater Treatment Facility, including the parallel maintenance access road, is unlikely to affect uses on adjacent or nearby properties. However, as noted in the response to question #7, above, to the extent that the present project conclusively addresses on-site stormwater runoff discharging onto the site from the off-site tributary area, it will "de-water" a significant undeveloped portion of the Port's property and facilitate future expansion of the industrial Boat Yard.</i></p> <p>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?</p> <p><i>No. The project area lies within an incorporated urban growth area and will not affect, or be affected by, operations on farm or forest land.</i></p>	

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<p>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.</p> <p><i>No. Please see response immediately above.</i></p> <p>c. Describe any structures on the site.</p> <p><i>To the north of the project site, the Sims Way/SR-20 right-of-way contains the roadway and bike lanes, together with the culvert draining untreated stormwater on to the site. Within the M-II(A) zoning district at Boat Haven generally, developed areas lying east of the project area include more than 60 structures, ranging from small sheds to large industrial buildings used for vessel construction and refitting, as well as several restaurants, offices, stormwater management facilities and other support structures. The Port's Maintenance Shop, and the Port Townsend Brewery Building are the two buildings in closest proximity to the project area.</i></p> <p>d. Will any structures be demolished? If so, what?</p> <p><i>No permanently occupied buildings or structures will be demolished in conjunction with this project.</i></p> <p>e. What is the current zoning classification of the site?</p> <p><i>The site lies within the M-II(A) (Boat Haven) – Marine-Related Uses land use designation and zone. The table of permitted, conditional and prohibited uses set forth at PTMC 17.22.020 indicates that "stormwater retention, detention and treatment facilities" are permitted outright within this zone, as are "municipal improvements".</i></p> <p><i>However, the extreme southwest corner of APN 948301003 remains designated and zoned R-II – Medium Density Single-Family. This approximately 0.73 ac area was acquired by the Port via a property purchase and sale agreement between Mary Dilles & Ethan Cook (sellers) and the Port (buyer) in 2022. The City approved a corollary boundary line adjustment for this property in 2022, enlarging the above-referenced APN. The Port Townsend Municipal Code at PTMC 17.12.050(D) states in relevant part as follows:</i></p> <p><i>"E. Where a boundary divides a lot that is greater than 10,000 square feet in size into two zoning district classifications and one of the classifications is multifamily residential, mixed use, commercial, or marine-related and manufacturing, the location of the boundary, unless indicated by dimension, shall be determined by referencing the adopted comprehensive plan land use map and legal description of the parcel."</i></p>	

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<p><i>[Emphasis added.]</i></p> <p><i>Regardless of the applicable land use designation and zoning district, the table set forth at PTMC 17.16.020 lists "public facilities" as permitted outright within the R-II zone. This portion of the project area will be used as a compensatory wetland mitigation site to offset impacts associated with the filling of the small (0.10 ac) wetland in the northwest portion of the project area referenced previously.</i></p> <p>f. What is the current comprehensive plan designation of the site?</p> <p><i>Please see the response above. Most of the project area lies within the M-II(A) land use designation, with a small portion (approx. 0.73 ac) designated R-II.</i></p> <p>g. If applicable, what is the current Shoreline Master Program designation of the site?</p> <p><i>Portions of the project will occur within the Conservancy Designation of the City's Shoreline Master Program. Specifically, the 24" conveyance pipe from the south end of the stormwater treatment swale and the treatment system bypass, as well as the existing outfall proposed to be renovated/replaced as part of this project, lie within the shoreline jurisdiction.</i></p> <p><i>The Conservancy Designation is intended to "protect and restore the public benefits and ecological functions of open space, natural areas and other sensitive lands (e.g., valuable historic, educational, or scientific research areas, areas of high scenic value . . . while allowing a variety of compatible uses."</i></p> <p><i>DR-5.8.3(d) of the Shoreline Master Program permits "roads and utility extensions, [and] maintenance and upgrades, where no feasible alternative exists" as a conditional use within the Conservancy Designation.</i></p> <p>h. Has any part of the site been classified as a "critical area" by the city or the county? If so, specify.</p> <p><i>Yes. All five of the critical areas identified in PTMC 19.05.070 through 19.05.110 are identified on site, as follows:</i></p> <ul style="list-style-type: none"> <i>• Critical Area 1 - Aquifer recharge areas;</i> <i>• Critical Area 2 - Fish and Wildlife Habitat Conservation Areas;</i> <i>• Critical Area 3 – Frequently Flooded Areas and Critical Drainage Corridors;</i> <i>• Critical Area 4 - Geologically Hazardous Areas; and</i> <i>• Critical Area 5 – Wetlands</i> 	

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<p><i>Jefferson County has also designated the area a Coastal Seawater Intrusion Protection zone.</i></p> <p>i. Approximately how many people would reside or work in the completed project?</p> <p><i>No one will reside in the completed project area, nor will any new jobs directly result from project completion. However, the project (which includes filling the small (approx. 0.10 ac) wetland referenced would conclusively resolve stormwater runoff issues on the site and would facilitate potential future expansion of the boat yard. This potential future yard expansion project is not funded, and project timing is entirely certain. However, this potential future project holds the potential to substantially increase marine-trades employment opportunities at Boat Haven, adding to the approximately 400 jobs that directly depend upon the facility today.</i></p> <p>j. Approximately how many people would the completed project displace?</p> <p><i>No one will be displaced by this project.</i></p> <p>k. Proposed measures to avoid or reduce displacement impacts, if any:</p> <p><i>Not applicable – no one will be displaced by the proposed project.</i></p>	
<p>10. AESTHETICS</p> <p>a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?</p> <p><i>N/A. The tallest "structure" would be vegetated berms on either side of the stormwater treatment swale.</i></p> <p>b. What views in the immediate vicinity would be altered or obstructed?</p> <p><i>Vegetation removal will include a few trees (6-10), together with shrubs and brush to construct the stormwater treatment swale and associated maintenance access road. This could open views into the area from Sims Way/SR-20. No views will be obstructed.</i></p> <p>c. Proposed measures to reduce or control aesthetic impacts, if any:</p> <p><i>None. No measures are necessary, or proposed, to reduce or control aesthetic impacts.</i></p>	

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<p>11. LIGHT AND GLARE</p> <p>a. What type of light or glare would the proposal produce? What time of the day would it mainly occur?</p> <p><i>None. Construction of the stormwater treatment swale and associated maintenance access road will not result in any light or glare.</i></p> <p>b. Could light or glare from the finished project be a safety hazard or interfere with views?</p> <p><i>No. The project will not result in any new sources of light or glare.</i></p> <p>c. What existing off-site sources of light or glare may affect your proposal?</p> <p><i>There are no known off-site sources of light or glare that would affect the proposal.</i></p> <p>d. Proposed measures to reduce or control light and glare impacts, if any:</p> <p><i>None. No light or glare impacts are anticipated; therefore, no reduction or control measures are proposed.</i></p> <p>12. RECREATION</p> <p>a. What designated and informal recreational opportunities are in the immediate vicinity?</p> <p><i>Recreational opportunities in the vicinity of the project area are described in the Port Townsend Comprehensive Plan, Non-Motorized Transportation Plan, and Parks, Recreation and Open Space (PROS) Plan. The Larry Scott Memorial Trail, the eastern-most section of the Olympic Discovery Trail (ODT), traverses the southern-most portion of the project site. Installation of a new conveyance pipe/outfall structure would temporarily interrupt trail use. The proposed compensatory wetland mitigation project described elsewhere in this checklist holds the potential to augment natural functions and values while also improving the experience of trail users.</i></p> <p>b. Would the proposed project displace any existing recreational uses? If so, describe.</p> <p><i>No. Other than temporary disruptions during installation of the new conveyance pipe and outfall, the project will not displace existing recreational uses.</i></p>	

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<p>c. Proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant, if any:</p> <p><i>Because no permanent impacts to recreation and anticipated, no specific measures to reduce or control impacts are proposed. However, the compensatory wetland mitigation proposed as part of this overall project will expand and augment natural functions and values of the category II estuarine wetland that lies adjacent and to the north of the ODT. Expanding and enhancing this wetland would also improve the recreational experience of trail users.</i></p>	
<p>13. HISTORICAL AND CULTURAL PRESERVATION</p> <p>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.</p> <p><i>Yes, but off-site or well-removed from the project limits. A review of the Department of Archeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archeological Records Data (WISAARD) was recently conducted (March 19, 2024), to inventory any historic and archeological resources over 50 years of age within or adjacent to the project area, consistent with Section 106 of the National Historic Preservation Act (NHPA) (36 CFR 800).</i></p> <p><i>The review indicated the presence of one property in proximity to the proposed project area that is eligible for listing in the National Register of Historic Places (NRHP): Property ID 716535: DAR - Courage and Patriotism Marvin Glen Shields Monument. This monument, constructed in 1968, is located off the Port's property and upslope on SR 20/W Sims Way. No eligibility determination has been made by the State Historic Preservation Officer (SHPO). The Marvin Glen Shields Monument is off Port property and well outside the proposed project area; no impacts to this cultural resource will occur result from this project.</i></p> <p><i>Another property, currently Haven Boatworks (formerly the Railroad Engine House) at 810 Haines Place, which is not located on Port Owned property, was evaluated by DAHP in 2017 but found to be non-contributing and ineligible for the National Register of Historic Places.</i></p> <p><i>A number of buildings at the Port's Boat Haven facility are more than 45 years old, including 10 of the 11 "Sperry Buildings" which were constructed during the period 1968 to 1980. These buildings are of</i></p>	

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<p><i>steel frame construction, with concrete foundations, slab floors, enameled metal exterior skins, gable roofs, gutters with downspouts, vinyl backed insulation, fluorescent and incandescent lighting and overhead access doors. With the exception of the Port Townsend Brewery Building, these structures are situated to the east of vacated Haines Place, are far removed from the limits of the project area, and would not appear to be eligible for listing.</i></p> <p><i>See also the Area of Potential Effect (AOE) Memorandum by Widener and Associates, dated March 21, 2025.</i></p> <p><i>The entirety of the Port's property also lies within a Maritime Heritage Center (DAHP, 2024). However, the proposed project would in no way alter or degrade maritime heritage of the area.</i></p> <p>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.</p> <p><i>There are no known landmarks, features, or surface indications or evidence of Native American or historic use or occupation on the site. However, future federal permitting and funding for the site development will require the Port to complete a NHPA Section 106 review process which will be led by the USACE to further assess the effects of development on cultural resources that may exist on, or near, the site.</i></p> <p><i>Finally, a substantial portion of the project area has been heavily modified by past human activity. Specifically, the project area and immediate vicinity was used as a location for the deposition of dredge spoils during the construction of the main Boat Haven moorage basin in the 1960s. Prior to that, historic railroad use and agricultural activities have occurred on the site.</i></p> <p>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.</p> <p><i>Lead by the USACE, a Section 106 Cultural and historic resources investigation and consultation with Tribes and the State Department of Archaeology and Historic Preservation (DAHP) will be performed by the Port. An initial on-site tribal consultation has been conducted, and it was determined that the original shoreline sediment is likely to contain cultural material of interest to the Tribe. The Port will carefully control all construction activities to avoid impacts to</i></p>	

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<p><i>undisturbed soil layers as identified by qualified cultural resources specialists. In the event that undisturbed soils or landforms are encountered during construction, protocol identified during the 106 process will be followed which will involve consulting with a qualified archaeologist.</i></p> <p>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.</p> <p><i>The Port will design the project to avoid impacting native soil layer that has been identified by the tribes as likely containing cultural material of concern to them and carefully monitor activities during site preparation and construction under the advice of a qualified archaeologist. If undisturbed soils or landforms are encountered during construction, an archaeologist will be contacted immediately. The construction project will be subject to monitoring and an inadvertent discovery plan as directed by the Corp lead 106 process.</i></p>	
<p>14. TRANSPORTATION</p> <p>a. Identify public streets and highways serving the site and describe proposed access to the existing street system. Show on site plans, if any.</p> <p><i>The project area (i.e., stormwater treatment swale location) lies south of the intersection of Sims Way/SR 20 and Hill Street at the northwest corner of the Port's Boat Haven ownership. The proposed maintenance access road would extend west from the southwest corner of the intersection of Sims Way/SR 20 and Haines Place, run along the north side of the Port Townsend Brewery Building and the toe of the bluff to the bluff to connect with the Larry Scott Memorial Trail (approximately 2,350' in length). In future, this access road is likely to be further improved to serve as a Larry Scott "trail spur" routing walkers and cyclists around the perimeter of the industrial boat yard.</i></p> <p>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?</p> <p><i>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 Port's Boat Haven facility is served by Jefferson Transit Routes #2 (Fort Worden) and 11A/B (Downtown Shuttle Loop).</i></p>	

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<p>c. How many additional parking spaces would the completed project or non-project proposal have? How many spaces would the project or proposal eliminate?</p> <p><i>None. The proposed project creates no additional demands for parking, nor does it eliminate any existing parking.</i></p> <p>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).</p> <p><i>No. Construction of the stormwater facility improvements and associated maintenance access road outlined in this checklist will not necessitate any improvements to existing transportation infrastructure. However, the proposed utility maintenance access road outlined previously could be further improved in the future to serve as a portion of a future Larry Scott "trail spur" routing walkers and cyclists around the perimeter of the industrial boat yard.</i></p> <p>e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.</p> <p><i>The affected geographic area abuts Port Townsend Bay and lies in proximity to the Boat Haven Marina.</i></p> <p>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?</p> <p><i>No increase in daily vehicular use is anticipated to result from the completed project.</i></p> <p>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.</p> <p><i>The project will not interfere with the movement of agricultural or forest products.</i></p> <p>h. Proposed measures to reduce or control transportation impacts, if any:</p> <p><i>Because the project will not occasion transportation impacts, no mitigation measures are proposed.</i></p>	

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.

No. 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:

Because the project will not occasion impacts to public services, no mitigation measures are proposed.

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 above-identified utilities are available at the Port's Boat Haven facility generally; however, the project site is unimproved, and the project will not place any demands upon existing utilities.

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.

No utilities are necessary or proposed for the Sims Way Stormwater Treatment Facility Project. Construction activities will include clearing, grubbing, grading, trenching, dewatering, placement of fill, installation of conveyance piping and outfall, and temporary erosion and sediment control.

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

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<p>Position and agency: <u>Capital Projects Engineer, Port of Port Townsend</u></p> <p>Date Submitted: <u>March 25, 2025</u></p> <p>D. Supplemental sheet for non-project actions</p> <p>(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.</p> <p>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.</p> <ol style="list-style-type: none"> 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? <p>Proposed measures to avoid or reduce such increases are:</p> <ol style="list-style-type: none"> How would the proposal be likely to affect plants, animals, fish, or marine life? <p>Proposed measures to protect or conserve plants, animals, fish, or marine life are:</p> <ol style="list-style-type: none"> How would the proposal be likely to deplete energy or natural resources? <p>Proposed measures to protect or conserve energy and natural resources are:</p> <ol style="list-style-type: none"> 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? 	

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<p>Proposed measures to protect such resources or to avoid or reduce impacts are:</p> <p>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?</p> <p>Proposed measures to avoid or reduce shoreline and land use impacts are:</p> <p>6. How would the proposal be likely to increase demands on transportation or public services and utilities?</p> <p>Proposed measures to reduce or respond to such demand(s) are:</p> <p>7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment?</p>	