

05-1124

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2/24 FEB 14 2005
DEPARTMENT OF ECOLOGY
ENVIRONMENTAL REVIEW

**SEPA
DETERMINATION OF NONSIGNIFICANCE
AND LEAD AGENCY STATUS**

(LUP04-095) - Text Amendments to Chapter 17.72 of the Port Townsend Municipal Code Relating to Off-Street Parking and Loading

Proposal: The City of Port Townsend proposes to amend the text and tables contained in Chapter 17.72 of the Port Townsend Municipal Code (PTMC), "Off-Street Parking and Loading," to more fully implement the policy direction contained in the City's 1996 Comprehensive Plan. The proposed text amendments involve five key changes, as follows:

- Creation of an exemption for all new development, change of use and adaptive reuse of existing structures within the National Register Historic District from the city's off-street parking standards, except for bicycle parking standards (Section 17.72.020 PTMC);
- Establishment of new lower minimum off-street parking standards for new development and uses in Table 17.72.080 PTMC;
- Establishment of new maximum permissible off-street parking standards for new development and changes of use in Table 17.72.080 PTMC;
- Creation of new bicycle parking standards for most new development and changes of use in Table 17.72.080 PTMC; and
- Provision of an administrative variance process to allow individual applicants to either increase or decrease the amount of parking required of particular developments and uses on a case-by-case basis, subject to certain variance criteria (Section 17.86.065 PTMC).

These proposed amendments are intended to implement the off-street parking policy direction in the city's Comprehensive Plan (see the plan at pp VI-20 and VI-21). Among other things, the plan directs that the code be amended to accomplish the following:

- Ensure that parking standards do not deter new development or redevelopment;
- Encourage bicycle parking facilities;
- Reduce parking requirements in order to encourage new development and redevelopment, limit new impervious surfaces, and meet parking needs;
- Reduce off-street parking requirements for new commercial development;
- Reduce requirements to encourage development, redevelopment and adaptive reuse in the commercial historic district;
- Distinguish between more auto-oriented commercial areas (i.e., Sims Way) and areas more suitable for alternative modes (i.e., Downtown);
- Ensure that property owners are responsible for managing on-site parking demand; and
- Develop parking standards that are pedestrian friendly.

The adoption of these Code amendments is a non-project action designed to improve and update existing standards in a manner consistent with the policies of the Port Townsend Comprehensive Plan and the requirements of the Growth Management Act.

note
2/11/05

called for list 2/14

File Reference: LUP 04-0095

Proponent: City of Port Townsend Building & Community Development
Department
Waterman & Katz Building
181 Quincy Street, Suite 301
Port Townsend, WA 98368

Location: The SEPA review for these code amendments will apply to the entirety of the Port Townsend Planning Area (i.e., the City's incorporated limits). A more detailed description of the City of Port Townsend Planning Area can be found on page IV-1 of the Comprehensive Plan DEIS.

Lead Agency/Threshold Determination: The City of Port Townsend, the lead agency for this proposal, has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information in file with the lead agency. This information is available to the public upon request.

Comment/Appeal Period: This determination of nonsignificance (DNS) is issued under 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by **4:00 p.m., February 24, 2005**. Any appeal of this DNS must also be submitted to the lead agency by **4:00 p.m., February 24, 2005**.

Planning Commission Open Record Public Hearing: An open record public hearing on the proposed municipal code text changes was held on January 27, 2005. The Planning Commission will deliberate further upon the public testimony received at the hearing on February 10, 2005, and thereafter make a recommendation to the City Council on the proposed municipal code text changes.

City Council Open Record Public Hearing: At least one open record public hearing will be held before the City Council prior to adoption of the proposed municipal code text amendments. The date for this hearing has not yet been finalized, though time has been tentatively reserved on the Council agenda for Monday, March 21, 2005. Public notice will be provided once the hearing schedule has been finalized.

Responsible Official: Jeff Randall, Long-Range Planning Director, DSD

Address: City of Port Townsend
181 Quincy Street, Suite 301
Port Townsend, WA 98368

Staff Contact: Eric Toews, Planning Consultant (360) 379-4688

Date:

February 9, 2005

Comment & Appeal Deadline: 4:00 p.m., February 24, 2005

Signature:

Jeff Randall

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**City of Port Townsend
ENVIRONMENTAL CHECKLIST**

The State Environmental Policy Act (SEPA), RCW 43.21C, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probably significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal; reduce or avoid impacts from the proposal, if it can be done; and help the agency decide whether an EIS is required.

PLEASE PRINT IN INK OR TYPE EACH ANSWER.

PROPONENT: *City of Port Townsend*

ADDRESS: *Building and Community Development Department, Waterman and Katz Building, Suite 301, 181 Quincy Street, Port Townsend, WA. 98368*

TELEPHONE: *(360) 379-5081*

AUTHORIZED REPRESENTATIVE/CONTACT: *Eric Toews, Planning Consultant*

ADDRESS: *Same as above*

TELEPHONE: *(360) 379-4688*

INSTRUCTIONS

This checklist asks you to describe some basic information about your proposal. The questions apply to the entire proposal, including those phased over a period of time or on separate parcels of land.

Answer each question accurately and completely to avoid unnecessary delays in processing this checklist. If you do not know an answer, write "unknown," or if a question does not apply, write "not applicable."

Answers to some questions may require expertise or technical assistance from qualified persons. The cost of obtaining such information is the responsibility of the proponent.

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

Contact the Building and Community Development Department for assistance in completing the checklist and for information on the procedures for its processing.

PROPOSAL AND PROPERTY DESCRIPTION

PROPOSED PROJECT DESCRIPTION, PROPERTY AREA & DESCRIPTION (include all factors that will give an accurate understanding of its scope and purpose):

The City of Port Townsend proposes a series of amendments to Chapter 17.72, "Off-Street Parking and Loading," to the Port Townsend Municipal Code (PTMC) as part of the 2004 Plan and Code Update mandated under RCW 36.70A.130(4). The proposed amendments to the text and tables contained in Chapter 17.72 PTMC are intended to more fully implement the policy direction contained in the City's 1996 Comprehensive Plan. The proposed text amendments involve five key changes, as follows:

- Creation of an exemption for all new development, change of use and adaptive reuse of existing structures within the National Register Historic District from the City's off-street parking standards, except for bicycle parking standards (Section 17.72.020 PTMC);*
- Establishment of new lower minimum off-street parking standards for new development and uses in Table 17.72.080 PTMC;*
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These proposed amendments are intended to implement the off-street parking policy direction in the City's Comprehensive Plan (see the plan at pp VI-20 and VI-21). Among other things, the plan directs that the Code be amended to accomplish the following:

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- Ensure that property owners are responsible for managing on-site parking demand; and*
- Develop parking standards that are pedestrian friendly.*

The adoption of these Code amendments is a non-project action designed to improve and update existing standards in a manner consistent with the policies of the Port Townsend Comprehensive Plan and the requirements of the Growth Management Act.

The above-described proposed amendments are considered non-project actions. Future SEPA review may be required for project actions undertaken pursuant to the amendment of the Comprehensive Plan and associated Code revisions. The City of Port Townsend retains the authority to impose site-specific mitigation measures to address probable significant adverse environmental impacts within the City limits where the City assumes lead agency status.

Under the authority of Chapter 197-11-635 WAC, the following SEPA documents are incorporated by reference herein; these documents include:

- 1. The Draft Port Townsend Comprehensive Plan and Draft Environmental Impact Statement (an integrated SEPA/GMA (Growth Management Act) document) issued on January 10, 1996 (hereinafter referred to as the Comprehensive Plan DEIS); and*
- 2. The Port Townsend Comprehensive Plan Final Environmental Impact Statement issued on June 3, 1996 (hereinafter referred to as the Comprehensive Plan FEIS).*

PROPERTY & AREA DESCRIPTION

Location: If adopted, the proposed amendments would apply to the entirety of the Port Townsend Planning Area (i.e., the City's incorporated limits). Which encompasses an area of roughly 4,652 acres (7.2 square miles).

Legal (from property tax statement): Does not apply.

Physical Characteristics: Please refer to Section 1. Earth, below. Additional detail on the characteristics of the planning area can be found on page IV-4 of the Draft Comprehensive Plan DEIS, issued on January 10, 1996.

SCHEDULE (beginning and ending dates of the proposal, including phases):

The proposed amendments to the Parking Code would take effect after final SEPA review and adoption by City Council, scheduled to occur in the spring of 2005, likely in April.

OVERALL PLAN (describe future additions, expansions, or related activities or plans by others that may affect the proposal): No development plans are associated with these PTMC text amendments. It should be noted, however, that proposed amendments to Chapter 19.05 PTMC, "Environmentally Sensitive Areas", which was also formally docketed by the City Council in April of 2004, will be processed in a separate Code amendment process to be completed later this spring.

REQUIRED APPROVALS (all local, state, and federal approvals required for the completions of this proposal and if any approvals are pending that are related to the proposal): Amendments to the Port Townsend Municipal Code are legislative, Type V decisions under Chapter 20.01 PTMC, and particularly PTMC 20.01.060 and 20.01.070. In consequence, the amendments require approval by the Port Townsend City Council after review and recommendation by the Planning Commission. The public process includes notice and at least one open record public hearing before the Planning

Commission. The City Council also provides notice and either a closed-record or open-record hearing before making the final decision.

ENVIRONMENTAL DATA (any existing or proposed environmental information such as studies or documents related to the proposal):

1. The Draft Port Townsend Comprehensive Plan and Draft Environmental Impact Statement (an integrated SEPA/GMA (Growth Management Act) document issued on January 10, 1996 (referred to herein as the Comprehensive Plan DEIS); and
 2. The Port Townsend Comprehensive Plan Final Environmental Impact Statement issued on June 3, 1996 (referred to herein as the Comprehensive Plan FEIS).
 3. Other environmental data used in the preparation of this report include:
 - US SCS Jefferson County Soil Survey, 1978
 - City of Port Townsend Environmentally Sensitive Areas Maps, August 5, 1993
 - City of Port Townsend Comprehensive Plan
 - City of Port Townsend Non-Motorized Transportation Plan (1998)
 - City of Port Townsend Engineering Design Standards
 - "Port Townsend Urban Waterfront Plan", City of Port Townsend (1990).
 - City of Port Townsend Municipal Code (PTMC)
 - City of Port Townsend Parks, Recreation & Open Space Functional Plan (1999)
 - City of Port Townsend Draft Downtown Parking Management Plan, January 2004
-

ENVIRONMENTAL COMMENTS

EARTH

1. Check the item that describes the site:

X Flat X rolling X hilly X steep slopes X mountainous
X Other: *The proposed amendments to Chapter 17.72 PTMC would apply to the entire area within the Port Townsend City Limits. The City of Port Townsend lies within the Puget Lowlands in the eastern section of Jefferson County. The Olympic Mountains are located to the west and are the source of the river*

systems that drain to the east into Admiralty Inlet and Hood Canal. Landforms have been shaped by past glacial periods leaving a complex series of sediments up to 2,000 feet thick.

The Quimper Peninsula and the City of Port Townsend are characterized by wooded, gently rolling, north/south trending hills. Elevations in the planning area vary from sea level to approximately 500 feet. Steep wave-cut bluffs along Discovery Bay, the Strait of Juan de Fuca and Puget Sound are common. The areas that will potentially be affected by the Plan range widely in topographical conditions. For further information regarding the City of Port Townsend, refer to pages IV-4 and IV-5 of the Comprehensive Plan DEIS.

2. What is the steepest slope on the site? Identify the approximate percent of the slope: Steep slopes greater than 30% represent a relatively small percentage of the City's total acreage (0.7%, or 33 acres) and, in general, the City's terrain is agreeable. A majority of Port Townsend's existing development has taken place in areas with slopes of less than 15%. Areas of steep slopes are concentrated on the City's perimeter, adjacent to the saltwater bodies that surround the area. For further information, refer to pages IV-4 and IV-5 of the Comprehensive Plan DEIS.
3. What general types of soils are found on the site (sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland: The soils within Port Townsend reflect the region's geologic history. Townsend gravelly loam (TnC) and Clallam gravelly sandy loam (CmC) are the predominant soil groups within the City. Both of these soil types range from 20 to 40 inches in depth, have low to moderate permeability and compressibility, and are cemented below about two feet. These soils are generally found on till plains and terraces. Hydric soils are present on approximately three percent of the total land area of the City. These 150 acres are primarily situated in areas surrounding wetlands, and in areas close to the City's shoreline, where the water table is at or near the surface. Representative hydric soil classifications include Agnew silt loam (AgB), McMurray and Mukilteo peats (Mm) and Mukilteo series soils (Mu). For further information, refer to pages IV-5 and IV-8 of the Comprehensive Plan DEIS.
4. Are there surface indications or a history of unstable soils in the immediate vicinity? If so, describe them: Areas with a history of unstable soils exist in a number of locations throughout the City, including the vertical marine bluffs on the perimeter of town. These areas are relatively stable under ordinary conditions. However, seismic events of moderate to high magnitude could cause slope failures, or exacerbate erosion and landslide hazards in areas where the bluff is fractured, or where talus slopes are low. Figure IV-7 on page IV-13 of the Comprehensive Plan DEIS shows known landslide and erosion hazard areas within the City. Approximately 665 acres (14.3%) of Port Townsend's land base is comprised of landslide and erosion hazards. For additional information, refer to pages IV-9 through IV-12 of the Comprehensive Plan DEIS.

5. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Identify the source of the fill: *Because the proposed amendments to the PTMC are non-project actions, they do not involve site alterations of any kind. Future project actions that are not categorically exempt pursuant to Chapter 197-11-800 WAC, and which require issuance of a City license or permit will be subject to review under the City's SEPA implementing Ordinance (Chapter 19.04 PTMC) and the Environmentally Sensitive Areas Ordinance (Chapter 19.05 PTMC). After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*
6. Could erosion occur as a result of clearing, construction, or use? If so, generally describe it: *Because the proposed amendments are a non-project action, they will not result in clearing or construction-related erosion. Future project level actions which require issuance of any state or local permit or license, and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under the City's SEPA implementing Ordinance (Chapter 19.04 PTMC) and the Environmentally Sensitive Areas Ordinance (Chapter 19.05 PTMC). After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*

In addition, the City has adopted several policies, codes, and ordinances, which serve to avoid, minimize, or mitigate environmental impacts. For example, the City has adopted the following: Uniform Building Code, 1994 edition, as amended by Chapter 51-16 of the Washington Administrative Code and the City of Port Townsend Engineering Design Standards (EDS).

7. About what percent of the site would be covered with impervious surfaces after construction of the project (that is, asphalt or buildings)? *As non-project actions, the proposed amendments would not directly result in a change in impervious surfaces. However, to the extent that the proposal would reduce the existing off-street parking requirements and establish new maximum off-street parking limitations, it is likely to reduce the amount of new impervious surfaces created within the City than is the case under the current Off-Street Parking and Loading Code.*
8. Describe proposed measures to reduce or control erosion or other impacts to the earth, if any: *Because the proposed amendments are a non-project action, they will not result in clearing or construction-related erosion. Future project level actions which require issuance of any state or local permit or license; and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under the City's SEPA implementing Ordinance (Chapter 19.04 PTMC) and the Environmentally Sensitive Areas Ordinance (Chapter 19.05 PTMC). After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*

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AIR

9. What types of emissions to the air, if any, would result from the proposal during construction and when the project is completed (dust, car odors, industrial wood smoke)? Generally describe and give approximate quantities, if known: *No direct impacts to air quality would result from the proposed amendments. For additional information, refer to Chapter 4 of the Comprehensive Plan DEIS.*
10. Are there any off-site sources of emissions or odors that may affect your proposal? If so, generally describe them: *The City and nearby portions of eastern Jefferson County are occasionally subject to odors from the Port Townsend Paper Mill. As the City becomes more densely developed, more people are exposed to odors from adjacent uses, both at work and at home.*
11. Describe proposed measures to reduce or control emissions or other impacts to the air, if any: *None are proposed. Future project level actions which require issuance of any state or local permit or license; and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under SEPA and the City's Environmentally Sensitive Areas Ordinance (Chapter 19.05 PTMC). After reviewing applications for such project actions, the City of Port may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*

WATER **Surface Water**

12. 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 flow into: *Port Townsend contains a variety of natural and human modified aquatic resources. These include Port Townsend Bay, Admiralty Inlet, the Strait of Juan de Fuca, and ponds, wetlands, and aquifers. Each of these features has its own hydrological functions as well as other important, and sometimes competing, functions such as economic, recreational, wildlife and fisheries habitat, open space and aesthetic functions. For additional information, refer to Chapter 4 of the Comprehensive Plan DEIS.*
13. Will the project require any work over, in, or adjacent to the described waters (within 200 feet)? If yes, describe the work and attach the available plans: *No. Because amendments to the off-street parking and loading regulations constitute a non-project action, they would not involve any work over, in or adjacent to the water described in the response to question #12, above.*

14. Estimate the amount of fill and dredge material that would be placed or removed from the surface waters or wetlands and indicate the area of the site that would be affected. Identify the source of the fill material: *None. Future project applications that involve the removal or placement of dredge or fill materials would be subject to review and mitigation under the City Shoreline Master Program, and/or ESA/Critical Areas ordinance.*
15. Will the proposal require surface water withdrawals or diversions? Give a general description and identify the purpose and approximate quantities, if known: *No. The proposal is a non-project action. Future project applications that involve the removal or placement of dredge or fill materials would be subject to review and mitigation under the City's Shoreline Master Program, and/or ESA/Critical Areas ordinance.*
16. Does the proposal lie within a 100-year flood plain? If so, note the location on the site plan: *Portions of the City lie within the 100-year floodplain as identified on the City's ESA Maps.*
17. 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.*

Ground Water

18. Will ground water be withdrawn or will water be discharged to ground water? Give a general description and identify the purpose and approximate quantities, if known: *No. All development within the City is required to connect to the City water system.*
19. Describe the waste material that would be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial wastes and chemicals contained; agricultural wastes). 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) is expected to serve: *None known. The proposal is a non-project action.*

Water Run-Off (including storm water)

20. Describe the source of run-off, including storm water. Describe the method of collection and disposal, if any, including any known quantities. Where will this water flow? Will this water flow into other waters? If so, describe it. *As non-project actions, the proposed amendments would not result in additional sources of runoff. To the extent that the proposed Code amendments reduce the minimum off-street parking required for changes of use and new development, as well as establishing maximum parking limitations, development under the revised regulations are likely to result in less storm water runoff than is the case under the City's present Code.*

21. Could waste materials enter ground or surface waters? If so, generally describe how: *No. As a non-project action, the amendments would not involve the discharge of waste materials.*
22. Describe proposed measures to reduce or control surface, ground, and run-off water impacts, if any: *As a non-project action, the proposal does not include any measures designed specifically to reduce or control surface, ground, or stormwater runoff impacts. Please also refer to the response to question #20, above: development under the regulations as would be revised, would result in less storm water run-off than would development under the existing Code requirements. Additionally, future project level actions which require issuance of any state or local permit or license; and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under the City's SEPA implementing Ordinance (Chapter 19.04 PTMC) and the Environmentally Sensitive Areas Ordinance (Chapter 19.05 PTMC. After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*

PLANTS

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

Deciduous tree: ☒ alder ☒ maple ☒ aspen
☒ Other: _____

Evergreen tree: ☒ fir ☒ cedar ☒ pine
☒ Other: _____

Shrubs: ☒ Grass ☒ Pasture ☒ Crop/Grain

Wet Soil Plants: ☒ cattail ☒ buttercup ☒ bulrush

☒ skunk cabbage ☒ Other: _____

Water Plants: ☒ water lily ☒ eelgrass ☒ milfoil

☒ Other: _____

The City of Port Townsend supports a diversity of native and nonnative plants, including all of the species listed above. The shorelines support a variety of estuarine and marine aquatic vegetation. For more detailed information please refer to the DEIS for the City Comprehensive Plan.

24. What kind and amount of vegetation would be removed or altered? *Because the proposed amendments constitute a non-project action, they would not involve the removal or alteration of vegetation.*

25. List threatened or endangered species known to be on or near the site: *Several threatened/endangered plant species exist within Jefferson County and the City of Port Townsend, including eelgrass along the shoreline.*
26. Describe the proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: *As a non-project action, the proposal does not include any measures designed specifically to preserve or enhance vegetation. However, to the extent that the proposal reduces the amount of land area necessary for off-street parking spaces, it may facilitate vegetation preservation and enhancement.*

ANIMALS

27. 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: X hawk X heron X eagle X songbirds

Other: _____

Mammals: X deer X bear X elk X beaver

Other: _____

Fish: X bass X salmon X trout X herring X shellfish

Other: *The City contains a variety of habitat types that provide shelter, feeding and breeding sites for a number of migrating and indigenous bird species. Please refer to pages IV-22 through IV-24 of the Comprehensive Plan DEIS for further detail on species found within the City.*

28. List any threatened or endangered species to be on or near the site: *Several threatened/endangered species depend on the diverse habitats within Jefferson County, including salmonids and bald eagles. Rare and endangered species sighted in the City include the northern bald eagle and the peregrine falcon. Species listed on the Audubon Society's Blue List (rare or threatened) are the osprey and the black oystercatcher. Various species of waterfowl (e.g., Brandt geese) feed within the City's marine and freshwater bodies.*
29. Is the site part of a migration route? If so, how: *Yes. Port Townsend lies in the Pacific Flyway. Consequently, numerous waterfowl use the wetlands, ponds and surrounding marine waters as a migratory rest stop, or as a permanent wintering area.*
30. Describe proposed measures to preserve or enhance wildlife, if any: *Continued application of the State Environmental Policy Act and Critical Areas/ESA Ordinances, Engineering Design Standards Manual, and implementation of the Comprehensive Plan policies relating to protection of the environment will help to preserve and enhance wildlife habitats.*

ENERGY AND NATURAL RESOURCES

31. What kinds of energy (electric, natural gas, oil, wood stove, solar) would be used to meet the completed project's energy needs? Describe whether it would be used for heating, manufacturing, etc. *The principal energy sources associated with the planning area are electricity, propane and petroleum. All have historically been provided in response to demand. The recently updated Joint Population Forecast & Allocation for Jefferson County used by both the City and County for GMA planning purposes assumes that the City's population will grow by 4,985 residents over the period 2000 to 2024, to a population of 13,329 by the year 2024. As this growth and associated development occurs, the demand for sources of energy will increase. This growth is likely to occur regardless of the proposed amendments. The proposed amendments would not create any additional needs for energy within the City.*
32. Would the project affect the potential use of solar energy by adjacent properties? If so, generally describe the affect: *No.*
33. 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: *Because the proposal is a non-project action, no specific measures are proposed to conserve energy. The City has adopted the State Energy Code and applies it to new development.*

ENVIRONMENTAL HEALTH

34. 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 the hazards: *The proposed amendments would not add any new land uses that are not currently permitted within the City limits and thus would not pose any environmental health hazards, which were not previously anticipated by the 1996 Comprehensive Plan.*
35. Describe special emergency services that might be required: *No special emergency services would be required as a result of adoption of the proposed amendments.*
36. Describe proposed measures to reduce or control environmental health hazards, if any: *As a non-project action, the proposal does not include any measures designed specifically to reduce or control environmental health hazards. Future project level actions which require issuance of any state or local permit or license, and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under the City's SEPA implementing Ordinance and the Critical Areas/Environmentally Sensitive Areas Ordinance. After reviewing applications for such project actions, the City may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*

NOISE

37. What types of noise exist in the area that may affect your project (traffic, equipment, operations)? *Vehicle noise is generated by traffic along state routes and highways. Small aircraft using the Jefferson County Airport, beyond the city limits, generates aircraft noise. The level of noise generated is not expected to adversely affect future development proposals associated with any of the proposed amendments.*
38. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (construction, traffic, operation)? Indicate what hours noise would come from this site: *Because the proposed amendments are non-project actions, they would neither generate nor be impacted by noise.*
39. Describe proposed measures to reduce or control noise impacts, if any: *None. Future project level actions which require issuance of any state or local permit or license; and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under the City's SEPA implementing Ordinance and the Critical Areas/Environmentally Sensitive Areas Ordinances. After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*

Construction of future development proposals within the City would be limited to the hours set forth in the City's Engineering Design Standards.

LAND AND SHORELINE USE

40. What is the current use of the site and adjacent properties? *Uses are typical of urban growth areas, having both vacant and developed land and a variety of land uses from single family homes to light industrial uses. Please refer to pages IV-22 through IV-24 of the Comprehensive Plan DEIS for further detail on the range of land uses found within the City.*
41. Has the site been used for agriculture? If so, describe the use: *City-wide, Port Townsend has several properties that are used for agricultural production, but does not have any land exclusively zoned for agricultural uses. The R-I zone allows for a wide range of agricultural uses and the R-II zone allows selected forms of agriculture.*
42. Describe any structures on the site: *As a UGA and one of Washington's oldest communities, Port Townsend possesses a diversity of residential, commercial, manufacturing, and public/institutional structures, including many Victorian era homes and downtown commercial and public buildings. The 1994 housing inventory prepared for the City's Comprehensive Plan indicated that the City has a total of 3,579 dwelling units. Data from the 2000 US Census indicated a total of 3,910 occupied housing units.*

43. Will any structures be demolished? If so, which structures?
No. Demolition is not anticipated with any of the proposed changes to Chapter 17.72 PTMC. The proposed changes are, in part, intended to further the City's historic preservation goals and facilitate a vital and attractive commercial historic area by eliminating barriers to infill development.
44. What is the current comprehensive plan or community development plan designation of the site? Identify the plan: *Port Townsend posses a diversity of residential, commercial, manufacturing, mixed use and public zone.*
45. If applicable, what is the current Shoreline Master Program designation of the site? *None of the proposed policy changes directly relate to shorelines.*
46. Has any part of the site been classified as an "environmental sensitive" area? If so, specify the part: *Yes. Please refer to pages IV-27 through IV-44 of the Comprehensive Plan DEIS for the precise location and extent of ESAs within each zoning district of the City.*
47. Approximately how many people would reside or work in the completed project: *As a non-project action, the proposed amendments would not directly provide housing or workspace for anyone.*
48. Approximately how many people would the completed project displace?
None.
49. Describe proposed measures to avoid or reduce displacements impacts, if any:
Not applicable.
50. Describe proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
See #47 above.

HOUSING

51. Approximately how many units would be provided, if any? Indicate whether the housing is high, middle, or low income: *None of the proposed amendments would provide housing.*
52. Approximately how many units, if any, would be eliminated? Indicate whether the housing is high, middle, or low income: *None of the proposed amendments would eliminate housing.*
53. Describe proposed measures to reduce or control housing impacts, if any:
None.

ASTHETICS

54. What is the tallest height of any proposed structure(s), not including antennas? What is the principal exterior building materials(s) proposed? *The proposed amendments are a non-project action, which by nature does not involve new development.*
55. What views in the immediate vicinity would be altered or obstructed? *None.*
56. Describe proposed measures to reduce or control aesthetic impacts, if any: *No specific measures are proposed. That said, to the extent that the amendments would eliminate the requirement to provide excess surface parking, it is likely to contribute to a more aesthetically pleasing urban landscape - one that is not dominated by modern parking facilities.*

LIGHT AND GLARE

57. What type of light or glare would the proposal produce? What time of the day would it mainly occur? *The proposed non-project actions would not result in new development.*
58. Could light or glare from the finished project be a safety hazard or interfere with views? *See #57, above.*
59. What existing off-site sources of light or glare may affect your proposal? *As non-project actions, the proposed amendments would not be affected by light and glare.*
60. Describe proposed measures to reduce or control light and glare impacts, if any: *No measures are proposed or necessary.*

RECREATION

61. What designated and informal recreational opportunities are in the immediate vicinity? *Please refer to the City's Parks, Recreation & Open Space Functional Plan (Parks Plan) for an inventory of existing facilities and recommendations to meet future needs.*
62. Would the proposed project displace any existing recreational uses? If so, describe the displacement: *No.*
63. Describe the proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or proponent, if any: *None are proposed.*

HISTORICAL AND CULTURAL PRESERVATION

64. Are there any places or objects listed on or proposed for national, state, or local preservation registers known to be on or next to the site? If so, generally describe them: *The National Register Historic District includes the downtown area from Point Hudson to Polk Street and the area on the bluff irregularly bounded by Kearney and Walker streets on the south and Blaine and Taft streets on the west. There are over 700 residences and 60 commercial buildings within the Historic District. The downtown business area includes approximately 40 buildings that are on the National Register of Historic Places.*

The boundaries of the National Register Historic District also encompass Point Hudson. The white clapboard buildings constructed in 1934 were built as part of the depression-era public works projects and were designed to serve as a quarantine area for the U.S. Customs operation. Another site of considerable historic value to Port Townsend is Fort Worden State Park. Along with Forts Casey and Flagler, Fort Worden was among three coastal artillery installations established in the late 1890s to protect the entrance to Puget Sound.

As of January 1988, 37 Port Townsend properties were listed on the National Register of Historic Places. Fifty-two (52) buildings were identified as pivotal, primary or secondary on the map which accompanied the certification of the Port Townsend Historic District in May of 1976 (i.e., one (1) pivotal, twenty-four (24) primary, twenty-seven (27) secondary). Most of the properties listed on the National Register are located in the Historic District and in long established neighborhoods within the limits of the original platted townsite.

The Washington State Office of Archaeology and Historic Preservation lists several sites in Jefferson County in the database for historic, cultural, and archaeological sites. Individual projects will be reviewed through the SEPA process to avoid site impacts to these resources.

No places or objects listed on or proposed for national, state, or local preservation registers would be adversely affected by the proposed Code amendments. In part, the amendments are intended to further the City's historic preservation goals and promote a healthy, vibrant and attractive downtown.

65. Generally describe any landmarks or evidence of historic, cultural, archaeological, or scientific importance known to be on or next to the site: See 64, above.
66. Describe proposed measures to reduce or control such impacts, if any: *As a non-project action, the proposed amendments would not directly impact historic or archaeological resources. However, to the extent that the proposed amendments reduce barriers to new and infill development and promote the continued vitality of the National Register Historic District, they may be viewed as an indirect historic preservation measure.*

TRANSPORTATION

67. Identify public streets and highways serving the site and describe the proposed access to the existing street system. Show on the site plan. *Port Townsend has approximately 94 miles of platted public rights-of-way. The vast majority of Port Townsend's roads are neighborhood or local access roads. State Route 20 from Snow Creek to Port Townsend and State Route 19 through the Tri-Area accesses the Quimper Peninsula.*
68. Is the site currently served by public transit? If no, what is the approximate distance to the nearest transit stop? *Jefferson Transit provides service to the Planning Area, and focuses primarily upon providing public transportation services to transit-dependent persons in Jefferson County. Additionally, Jefferson Transit provides Port Townsend and Jefferson County with additional service to Sequim and Poulsbo. Transfers are available between the City and County bus routes.*
69. How many parking spaces would the completed project have? *Does not apply.* How many would the project eliminate? *Does not apply - the proposal is a non-project action and would not directly result in either the creation or elimination of parking spaces. That said, the City's commercial historic district (CHD) is most likely to be affected by the proposed Code changes. It is proposed that the entire National Register Historic District be exempted from the off-street parking requirements of the Code. Currently, changes of use, and adaptive reuse or renovation within listed historic structures in the CHD are exempt. The proposal would extend this exemption to new development as well.*
- Over time, this could result in some off-street parking spaces being eliminated in favor of infill development. As of January 2004, an estimated 885 off-street parking spaces existed within the CHD. The potential elimination of these spaces could be mitigated by a combination of strategies, some of which the City is already actively pursuing, including: better enforcement and management of on-street parking spaces; establishment of modified on-street parking time zones to encourage parking turnover within the CHD, as opposed to long-term use; pricing on-street parking; more efficient and convenient transit shuttle service between the Haines Place Park and Ride Facility and the CHD; non-motorized improvements in the CHD to facilitate pedestrian and bicycle use; and perhaps eventually, construction of additional public off-street parking facilities.*
70. Will the proposal require any new roads, streets, or improvements to existing roads or streets, not including driveways? If so, generally describe them, indicating whether they are public or private: *No.*
71. Will the project use water, rail, or aid transportation, or occur in the immediate vicinity of these facilities? If so, generally describe the use: *No.*
72. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur: *None. As a non-project action, the proposal would not generate traffic. Any future development*

applications would be subject to SEPA review unless categorically exempt. Additionally, future development applications that generate more than 20 peak hour trips on City owned arterials and collectors would require transportation concurrency review and certification under the newly adopted Chapter 12.06 PTMC.

73. Describe proposed measures to reduce or control transportation impacts, if any: *The proposed changes are indirectly intended to promote more efficient use of the City's transportation and parking infrastructure by emphasizing the movement of people and goods, rather than vehicles alone.*

PUBLIC SERVICES

74. Would the project result in an increased need for public services (fire protection, police protection, health care, schools)? If so, generally describe the results: *The proposed amendments are not expected to result in any increased need for public services.*
75. Describe proposed measures to reduce or control direct impacts on public services, if any: *The City's newly adopted Chapter 12.06 PTMC, Transportation Concurrency Management, is intended to ensure that the City's adopted LOS standards for arterials, collectors and intersections are maintained.*

UTILITIES

76. Check which utilities are currently available at the site:
X water X electricity ___ natural gas X refuse service
X telephone X septic system X sanitary sewer X other: _____

With the exception of piped natural gas, all of the above listed utilities are found within a portion of, or throughout, the Port Townsend Planning Area. For more detailed information, please refer to the Comprehensive Plan DEIS.

77. 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: *As a non-project action, the proposal does not require utilities. Future development would be required to provide for utility extensions meeting the requirements in place at the time of application for a building permit.*

SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

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

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

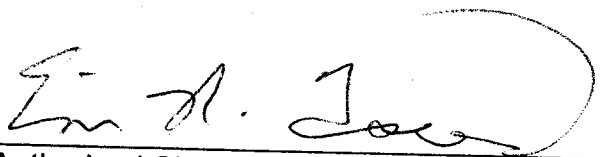
78. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? *Please refer to the following Sections: Water, Air, Environmental Health and Noise, above. As Code text amendments intended to more fully implement the off-street parking policy direction contained in the City's Comprehensive Plan, the proposed changes are unlikely to result in any of the above listed impacts.*
79. Proposed measures to avoid or reduce such increases are: *None. Future project level actions which require issuance of any state or local permit or license, and that are not categorically exempt under Chapter 197-11-800 WAC will be subject to review under SEPA and the City's Environmentally Sensitive Areas Ordinance (Chapter 19.05 PTMC). After reviewing applications for such project actions, the City of Port Townsend may determine that mitigation measures are necessary to avoid probable significant adverse environmental impacts.*
80. How would the proposal be likely to affect plants, animals, fish, or marine life? *The proposed amendments are not likely to affect plants, animals, fish, or marine life.*
81. Proposed measures to protect or conserve plants, animals, fish, or marine life are: *No measures are proposed.*
82. How would the proposal be likely to deplete energy or natural resources? *As a non-project action the proposal is not likely to deplete energy or natural resources. Please refer to the section entitled "Energy and Natural Resources" #31-33, above.*
83. Proposed measures to protect or conserve energy and natural resources are: *The proposal would not require inclusion of any specific measures to conserve energy and natural resources.*
84. 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? *The proposed amendments are not likely to use or affect such areas; all of the proposed Code amendments are intended to more fully implement the off-street parking policy direction contained in the City's 1996 Comprehensive Plan. By implementing the Plan through these amendments, the City is also remedying an external inconsistency between its Plan and Code, in conformance with the requirements of RCW 36.70A.040(3)(d).*
85. Proposed measures to protect such resources or to avoid or reduce impacts are: *No specific measures have been proposed.*
86. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? *The proposal is not likely to have any such affect. The proposed*

amendments would not allow or encourage land or shoreline uses incompatible with existing plans.

87. Proposed measures to avoid or reduce shoreline and land use impacts are: *No specific measures have been proposed.*
88. How would the proposal be likely to increase demands on transportation or public services and utilities? *The proposal is not likely to increase demand. See #67-76 above. The City's recent adoption of Chapter 12.06 PTMC, Transportation Concurrency Management, will help to ensure that the City's adopted LOS standards for City owned transportation facilities are maintained as a condition of development approval.*
89. Proposed measures to reduce or respond to such demand(s) are: *None.*
90. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. *The proposal would not conflict with local, state, or federal laws, or requirements for the protection of the environment.*

ACKNOWLEDGEMENT

I acknowledge that all information provided in this checklist and all attached material is true and correct to the best of my knowledge. I understand the lead agency is relying on this information to make its decision. In addition, I understand that review under SEPA does not constitute approval of a proposal; compliance with local, state, and federal regulations applicable to the proposal shall constitute approval. (Check with appropriate agencies to determine what approvals are required) SEPA approval is based on the information I have provided. If found inaccurate, approval could be withdrawn.


(Authorized Signature)

February 7, 2005
(Date)

FOR DEPARTMENT USE ONLY	
Application fee of \$ _____	Paid on: _____
Receipt No. _____	LUP # _____