

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 INFORMATION

A. Background:

1. Name of proposal, if applicable:

City of Port Townsend Comprehensive Plan Amendment Arising from Clarification and Refinement of the Gateway Development Plan 2023

2. Name of proponent:

City of Port Townsend

Name of Contact person: *Steve King, Public Works Director*

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

*250 Madison Street
Port Townsend, WA 98368*

Email Address: sking@cityofpt.us

4. Date checklist prepared:

01/31/2023

5. Agency requesting checklist:

City of Port Townsend

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

Public notice—[REDACTED], 2023. Provides an opportunity to comment on the pending threshold determination.

*Public meeting—[REDACTED], 2023. **Optional** public meeting to discuss the environmental review, perform a site visit, meet informally with the proponent, adjacent property owners, or interested citizens, or any other reasonable method deemed appropriate by the staff.*

Public hearing with the City Council—[REDACTED], 2023. The hearing would be held at the Port Townsend City Hall during the regular business meeting.

Adoption of Plan Amendment—[REDACTED], 2023.

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

Majority of future construction of projects—Fall 2024/Spring 2025. Construction timelines may vary based on availability of materials, weather, interproject coordination, and biological timing constraints.

Construction of residual future projects—2024 to 2034. Residual future projects, such as irrigation, replanting, existing tree maintenance, selective hazard tree removal, and tree replacement at the Kah Tai side of the affected geographic area, may be implemented over a longer timeframe, say, 5 to 10 years, depending on proposed project phasing, funding of residual future projects, and tree health.

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

This is a non-project action SEPA; however, future site-specific projects are reasonably likely. Except where exempt from SEPA, future projects would go through project action SEPA analyses and would comply with the Port Townsend Municipal Code (PTMC) and permitting requirements. Refer to the approved Sims Gateway and Boatyard Expansion project design concept for a conceptual future project list to be implemented by the City, Port of Port Townsend, and Jefferson County Public Utilities District (PUD). The Sims Gateway and Boatyard Expansion project design concept documentation is accessible via the City's Engage PT website (<https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>).

The total project budget is \$2,000,000, including in-kind resources. Of the total, the City of Port Townsend estimates \$370,000 for replanting the Boat Haven side of the affected geographic area (\$170,000) and for Lombardy poplar tree removal at the Kah Tai Lagoon side (\$200,000). Jefferson County PUD estimates \$700,000 for tree removal, undergrounding power lines, and installing a walking path. The Port of Port Townsend (Port) estimates \$900,000 for expansion of the boatyard. Actual project costs would be determined after cost estimates based on final designs and selected construction bids.

The approved project design concept includes funded and unfunded projects. Jefferson County has granted \$1,000,000 toward the project costs through a Public Infrastructure Fund grant, allocated as follows: City—\$200,000; PUD—\$350,000; and Port—\$450,000. The balance of funding would be made up through taxes (e.g., General Fund), bonds, operating revenue, and additional grants. Therefore, unfunded projects represent goals for future improvements.

The Port Townsend Comprehensive Plan is amended annually, or less frequently, unless approved by the Planning and Community Development Director, in compliance with the Growth Management Act. The Gateway Development Plan is amended with the body of work performed by staff, stakeholders, and the public during 2022. Plan amendments are exempt from the time limitations concerning annual update restrictions per the City Code.

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

The proponent proposes to amend the Port Townsend Comprehensive Plan, which includes the Gateway Development [Subarea] Plan; these current plans were adopted by the City after extensive environmental review. Furthermore, the affected geographic area falls within the bounds of other City Subarea and Functional Plans, such as the Shoreline Master Program (including the City's Critical Areas Ordinance) and Stormwater Management Plan, which are grounded on extensive environmental reviews.

The current proposal is based on the City Council-approved Sims Gateway and Boatyard Expansion project design concept for which several environmental documents have been prepared. These environmental documents are accessible via the City's Engage PT website (<https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>), and include:

- 2022 Arborist Report
- 2013 Tree Assessment Report
- 1985 Kah Tai Lagoon Nature Park Landscape Plan and Plant List
- Supplemental arboricultural and soil surveys referenced in Stakeholder Meeting materials

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.

The Comprehensive Plan amendment would need to be adopted by City ordinance. As a non-project action, no additional government approvals are required at this time. Funded projects outlined in the City Council-approved Sims Gateway and Boatyard Expansion project design concept would require future government approvals and environmental reviews. Environmental review(s) may be under way as part of a project action. Those future project approvals do not impact this non-project action.

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

Comprehensive Plan amendment is a non-project action. No other government approvals or permits are required for the amendment at this time. Individual project approvals are anticipated at the time of project development and shall comply with Local, State, and Federal regulations.

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 City proposes to amend its Comprehensive Plan to be consistent with its Gateway Development Plan. Pursuant to Revised Code of Washington (RCW) Chapter 36.70 RCW, the Growth Management Act (GMA) requires the Port Townsend Comprehensive Plan (Plan) in accordance with 36.70A.070(3) RCW and Washington Administrative Code (WAC) 365-196-415 WAC. The Plan is the centerpiece of local planning and articulates a series of goals, objectives, policies, actions, and standards that are intended to guide day-to-day decisions by elected officials and City government staff. While the Plan is designed to provide a vision for the City's development, it must also be responsive to changes due to growth and the community's desires. The City must periodically review and, if needed, revise its Plan to ensure that it complies with the GMA, as per the schedule in 36.70A.130 RCW.

The Plan contains several Subarea Plans, including the Gateway Development Plan. Adopted by the City Council in August of 1993, the Gateway Development Plan

represented the culmination of over three years of active citizen involvement. The Gateway Development Plan expands upon an earlier concept plan adopted in May of 1988. The Gateway Development Plan incorporates three primary goals—traffic safety, streetscape improvements and aesthetics, and economic vitality—into a comprehensive transportation redevelopment strategy to improve the physical link between public and private spaces in the commercial districts along the Sims Way/SR 20 corridor from the Washington State Ferry Terminal to the Port Townsend City Limits. These guidelines are performance-oriented rather than prescriptive, and address issues regarding the look, feel, and function of the Gateway Corridor.

The Gateway Development [Subarea] Plan responds to jurisdiction-wide Plan policies, including:

- Policy 3.9: Follow the recommendations described in the Port Townsend Gateway Development Plan to fund and construct SR 20 improvements.*
- Policy 3.10: Ensure new development and redevelopment within the Gateway Subarea is consistent with the Gateway Development Plan.*

The Plan states, “Existing plans, such as the Gateway Development Plan, should be reviewed and revised to ensure consistency with this Comprehensive Plan.” The City adopted Port Townsend Municipal Code (PTMC) 20.04 PTMC governing the Plan amendment process. Subsection 20.04.030(3) PTMC allows for a Plan amendment when the City clarifies, supplements, or implements a Subarea plan with jurisdiction-wide Plan policies. On September 12, 2022, the City Council-approved the Sims Gateway and Boatyard Expansion project design concept, which would clarify and supplement the 1993 Gateway Development Plan as an amendment to the plan.

Plan amendment may only occur if the cumulative impacts of this non-project proposed action are addressed by appropriate environmental review. Chapter 197-11 WAC sets forth the rules overseeing the implementation of SEPA. An “action” under SEPA occurs when the City is required to issue an approval or permit (Chapter 197-11-704 WAC), which could be a non-project proposal affecting plans, zoning, or development regulations for an affected geographic area. The SEPA environmental review process generally begins when a proponent (in this case, the City) submits a proposal to the Planning and Community Development Director. Therefore, the City is conducting this environmental review of the Plan amendment proposal in accordance with Chapter 365-196-620 WAC (i.e., integration of SEPA with creation and adoption of comprehensive plans), Chapter 19.04 PTMC (i.e., SEPA), and other pertinent regulations.

Future projects guided by this non-project Plan amendment are reasonably likely to occur. The City Council approved the Sims Gateway and Boatyard Expansion project design concept (accessible via the City’s Engage PT website (<https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>), which suggests the following conceptual future projects to be implemented by the City, Port of Port Townsend, and Jefferson County Public Utilities District (PUD):

- expansion of the Port Townsend boatyard to the Port of Port Townsend’s northern property line;*
- removal of existing poplar trees on the southern side of Sims Way adjacent to the boatyard;*
- placing the PUD’s 115 KV electrical transmission powerlines underground;*

- *replacing the existing substandard power supply to the boatyard with upgraded electrical distribution infrastructure and capacity;*
- *replanting the right-of-way adjacent to the boatyard with appropriate street trees and shrubs;*
- *installing a pedestrian path between Haines Street and the existing sidewalk near Benedict Street; and*
- *over time, thinning and replacing the poplars on the northern side of Sims Way (i.e., the southern side of Kah Tai Nature Park).*

The proponent considered alternative means of accomplishing the boatyard expansion—No, Partial, or Full Expansion.

No Expansion. Based on safety requirements for operating around high voltage powerlines, doing nothing would result in significant pruning impacts to the existing poplar trees to reduce hazards, and would create unacceptable setbacks to the boatyard's traveling crane. Effectively, the row of boat workspaces along the northern property line would be reduced by 10-20 feet.

Partial Expansion. Partial expansion would not provide safe, acceptable setbacks between boat spaces and the existing poplar trees. A partial expansion would result in existing trees directly overhanging the staged boats. Partial expansion also would put further stress poplar trees by placing fill over their critical root zones.

Full Expansion. Full boatyard expansion best meets the design concept objectives by creating an environment for healthy vegetation. The preferred alternative maximizes efficient use of the Port's property by creating needed safe workspaces for larger vessels, increasing revenues, and maximizing employment growth for marine trades.

The recommended design concept best satisfies the project principles:

- *Plans, policies, and codes—Consistency with adopted City plans, policies, and codes*
- *Facilitate future improvements—Compatibility with potential future development in the affected geographic area, including realignment of the Larry Scott Memorial Trail and possible roundabout at the Sims Way/SR 20/Haines Place intersection.*
- *Multimodal mobility—Consistency with the City's Complete Streets Policy which requires that projects address transportation for all users of all abilities*
- *Boatyard considerations—Considerations of security and public safety, updated power supply for boat works, landscape vegetation that minimizes tree debris (e.g., branches, leaves, pollen) falling on the boats, and maximizes the horizontal separation between trees and the boats*
- *Aesthetics—Gateway, Parkway—A "warm hug" to welcome residents and visitors to our community*
- *Stormwater—Acknowledge that soils have naturally high rates of stormwater infiltration*

- *Soils–Recognize that soil in the affected geographic area is primarily historically placed dredge spoils with serious limitations for productive growth of vegetation*
- *Existing tree health–Recognize that existing trees are stressed from poor soil conditions, competition for nutrients and water, tree age, recent summer heat, lack of maintenance, and past impacts to the root zones*
- *Tree replacement–Replacement of the trees at the Boat Haven side of Sims Way/SR 20, and strategically thin trees at the Kah Tai Lagoon Nature Park side to improve health of park trees and open views into the park, with replacement over time*
- *Existing tree recycling–Salvage large woody debris for wildlife habitat creation in Kah Tai Park or elsewhere, and utilize wood chips as a soil amendment to foster growth of replacement landscaping*
- *Plantings and species selection–Landscape restoration using good horticultural practices and appropriate species selection*

The City would utilize the provisions of Chapter 197-11-060(5) WAC that provide for Phased Review of SEPA–this provides for a broad environmental review and the Plan amendment and project-specific environmental review as development proposals are submitted. Project actions would comply with the PTMC and permitting requirements addressing right of way development, land use on private property, and development regulations (Chapters 12, 17, and 20 PTMC). Required City permits may include: Street Development Permit (for work in the right-of-way), Flood Development Permit, Clearing & Grading Permit, and possibly others. Certain activities, such as hazard tree removal by PUD, do not require a City permit per the National Electric Code. Decisions on necessary project permits cannot be made until the associated SEPA environmental reviews are completed, although a hearing before the Planning Commission or the Hearings Examiner may be held before each environmental review process is completed. In addition, no project site work, including clearing or grading, may commence prior to completion of those processes.

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

No Yes

If yes, attach wetland report.

Wetlands and aquatic habitats have been identified in the affected geographic area by the following resources:

- *Pro-West & Associates, Inc. 2022. Public Land Records Mapping Application. Jefferson County, Port Townsend, WA.*
- *Parametrix. 2019. Stormwater Management Plan. Prepared for the City of Port Townsend. Parametrix, Seattle, WA.*
- *Herrera Environmental Consultants, Inc. 2017. Best Available Science Addendum. Prepared for the City of Port Townsend. Herrera Environmental Consultants, Inc., Seattle, WA.*

The City’s Critical Areas Ordinance specifies buffers for wetlands and aquatic habitats.

A wetland report is not applicable for this non-project action, but may be prepared if required for project action.

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

No Yes

If yes, attach geotechnical report.

The affected geographic area is level except for a 10- to 15-foot-long 25% slope at the Sims Way/SR 20 embankment near 10th Street.

A geotechnical report is not applicable for this non-project action, but may be prepared if required for project action.

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.

The Gateway Development Plan's affected geographic area stretches along the Sims Way/SR 20 corridor from the Port Townsend City Limits to the Washington State Ferry Terminal. It includes the highway right-of-way and "those [land] uses directly abutting SR 20 or those uses which would have a significant impact on the future capacity or traffic safety of SR 20."

The portion of the Gateway Development Plan affected by this non-project action is the geographic area within the "Flats" Commercial District that includes Sims Way/SR 20 right-of-way from 10th Street to Decatur Street and the Port of Port Townsend's Boat Haven property.

All of the projects guided by this non-project action would be within the Port Townsend City Limits.

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

Addition: Eisenbeis Blocks 10-11, 17-18, 32-33, 215; Railroad Blocks 3-5, 30-33; L.B. Hastings' 2nd Blocks 25, 161, 167

Lot(s): WSDOT Right-of-Way; 001104002; 001104010; 001104011; 001104013; 001104017; 001104018; 001112003; 001112005; 001112006; 001112007; 001112008; 001113001; 001113002; 948301003; 957602301; 957602401; 957602501; 957616001; 957616101; 957616201; 957616202; 957616501; 957616701; 991400301; 991400401; 991400405; 991403001;

Or Other Legal Description:

Please print in ink or type each answer. Please do not write in area designated "Evaluation."	EVALUATION FOR AGENCY USE ONLY
<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 type="checkbox"/> Steep slopes <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>Not applicable for this non-project action.</i></p> <p><i>The steepest slope in the affected geographic area is about 25%, which occurs at a short Sims Way/SR 20 embankment slope near 10th Street (Pro-West & Associates, Inc. 2022. Public Land Records Mapping Application. Jefferson County, Port Townsend, WA).</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>Not applicable for this non-project action.</i></p> <p><i>The U.S. Geological Survey classifies the geology of the affected geographic area as Modified Land (ml), containing mixtures of earth materials (primarily dredge spoil from Port Townsend Bay), demolition debris, garbage, and other municipal and industrial debris (Pessl, Fred, D.P. Dethier, D.B. Booth, and J.P. Minard. 1989. Surficial geologic map of the Port Townsend 30- by 60-minute quadrangle, Puget Sound region, Washington. U.S. Geological Survey, Denver, CO).</i></p> <p><i>The National Cooperative Soil Survey identifies most soil in the affected geographic area as Cut and Fill Land (Cu), with Depth to water table = 24"; Soil moisture class = Xeric; Drainage class = Somewhat excessively drained; and Hydric rating = 0. It is not prime farmland. Also present are very small areas of Clallam gravelly sandy loam, 0 to 15 percent slopes (CmC; under highway embankment) and Coastal Beaches (Co; along the shoreline) (National Cooperative Soil Survey. 2022. Custom Soil Resource Report for Jefferson County Area, Washington Gateway and Boatyard Expansion. USDA Natural Resources and Conservation Service, Washington, DC).</i></p> <p>d. Are there surface indications or a history of unstable soils in the immediate vicinity? If so, describe.</p> <p><i>Not applicable for this non-project action.</i></p>	

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<p><i>Cut and fill land underlying most of the affected geographic area contains mixtures of earth materials (primarily dredge spoil) with varying physical properties but no known surface indications or history of unstable soils. The small area underlain with Clallam gravelly sandy loam largely has been stabilized to support the Sims/SR 20 embankment. Coastal Beaches along the shoreline are known as highly erosive environments where not armored or otherwise protected. Geohazards are identified on City Critical Areas maps and regulated by the City's Critical Areas ordinance. Stability for future projects would be evaluated at the time of each project's development.</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> <p><i>Not applicable for this non-project action.</i></p> <p><i>Earthwork requirements are unknown at this time. Each future project would be evaluated at the time of project development.</i></p> <p>f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Future guided projects requiring clearing or construction shall be conditioned by City and State erosion and sediment control permits. Erosion during use is unlikely because soil infiltration rates are high and ground surfaces shall be stabilized and maintained by proponents.</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>Not applicable for this non-project action.</i></p> <p><i>Areas of new impervious surfaces would be evaluated at the time of future project development. New sidewalk and pathway segments would create relatively small areas of new impervious surfaces, and boatyard improvements would add roughly 1 acre. However, the impervious area of the Sims Way/SR 20 roadway surface would be unchanged.</i></p> <p>h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:</p>	

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<p><i>Not applicable for this non-project action.</i></p> <p><i>Each future project with potential to cause soil erosion or impact earth would be evaluated during permitting, and erosion and sediment control measures applied as appropriate to comply with City and State stormwater construction standards and regulations.</i></p> <p>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>Not applicable for this non-project action.</i></p> <p><i>Future project construction, operation, or maintenance may generate emissions from construction equipment or cause fugitive dust. However, these would be managed within applicable City and State air quality regulations.</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>Not applicable for this non-project action.</i></p> <p><i>No off-site sources of emissions or odor that may affect future projects are known.</i></p> <p>c. Proposed measures to reduce or control emissions or other impacts to air, if any:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Project permits would be conditioned with air quality measures if required to meet City or State air quality standards.</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> <p><i>Not applicable for this non-project action.</i></p>	

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<p><i>It is likely that the hydraulic connection (i.e., pipe culvert) between Kah Tai Lagoon and Port Townsend Bay is a U.S. and State water. The water flows through a pipe culvert under Sims Way/SR 20 near Henery Hardware (Parametrix. 2019. Stormwater Management Plan. Prepared for the City of Port Townsend. Parametrix, Seattle, WA).</i></p> <p><i>The City has identified (1) estuarine and marine wetland (shoreline of Port Townsend Bay), and (2) freshwater wetlands (isolated wetlands on Port property) in the affected geographic area (Herrera Environmental Consultants, Inc. 2017. Best Available Science Addendum. Prepared for the City of Port Townsend. Herrera Environmental Consultants, Inc., Seattle, WA). Wetlands associated with a documented water quality treatment facility are exempt from wetlands regulations.</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>Not applicable for this non-project action.</i></p> <p><i>Impacts to identified water bodies would be evaluated at the time of project development. It is unknown whether undergrounding of the PUD's electrical transmission line would avoid the culverted lagoon drainage. Future projects are not expected within 200 feet of regulated wetlands.</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>Not applicable for this non-project action.</i></p> <p><i>Projects involving filling or dredging would be evaluated at the time of project development.</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>Not applicable for this non-project action.</i></p> <p><i>Future projects do not anticipate water withdrawals or diversions. However, undergrounding of the PUD's electrical transmission line might require temporary diversion of the culverted drainage from Kah Tai Lagoon.</i></p> <p>5) Does the proposal lie within a 100-year flood plain? If so, note the location on the site plan.</p>	

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<p><i>Not applicable for this non-project action.</i></p> <p><i>Much of the affected geographic area lies within a designated 100-year floodplain at elev. 12' NAVD88 (FEMA. 2019. Flood Insurance Rate Maps 53031C0131C and 53031C0132C. FEMA, Flood Map Service Center). Floodplain impacts and mitigation measures would be evaluated under Chapter 16.08 PTMC at the time of project development.</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>Not applicable for this non-project action.</i></p> <p><i>Discharges to surface waters are not anticipated; however, future projects would be evaluated during project development.</i></p> <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>Not applicable for this non-project action.</i></p> <p><i>Future projects are not expected to withdraw water from a well or discharge water to groundwater. Evaluation of future projects would be required at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>None of the future projects are expected to discharge sewage to ground. The City would require use of a wastewater collection and treatment system.</i></p> <p>c. Water runoff (including stormwater):</p>	

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<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>Not applicable for this non-project action.</i></p> <p><i>Runoff in the affected geographic area, within City Stormwater Drainage Basin 10, is primarily from the Sims Way/SR 20 embankment surface, existing sidewalks, and developed areas of the Port Townsend Boat Haven boatyard. The City's plan for managing stormwater runoff is described in its Stormwater Management Plan (Parametrix. 2019. Stormwater Management Plan. Prepared for the City of Port Townsend. Parametrix, Seattle, WA). Stormwater discharges are regulated under City's Municipal Stormwater codes and plans. WSDOT's Municipal Stormwater General Permit #WAR043000A, and the Port's Industrial Stormwater General Permit #WAG031006.</i></p> <p>2) Could waste materials enter ground or surface waters? If so, generally describe.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The City requires compliance with the Western Washington Stormwater Manual for applying best management practices to address wastes or pollutants removal in construction stormwater.</i></p> <p>3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Future projects are not expected to alter the existing stormwater management system in WSDOT right-of-way, but the Port might alter the boatyard drainage system through a stormwater permit modification. Proposed drainage alterations would be evaluated at the time of project development.</i></p> <p>4) Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Stormwater analysis would occur at the time of project development and prescribe management measures to comply with the City's stormwater management regulations and Critical Areas ordinance.</i></p>	

4. PLANTS

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

Deciduous tree: Alder Maple Aspen Other: Lombardy poplar

Evergreen tree: Fir Cedar Pine Other: Pacific madrone

Shrubs

Grass

Pasture

Crop or Grain

Orchards, vineyards or other permanent crops

Wet Soil Plants: Cat-tail Buttercup Bulrush

Skunk Cabbage Other:

Water Plants: Water Lily Eelgrass Milfoil Other:

Other types of vegetation:

Not applicable for this non-project action.

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

Not applicable for this non-project action.

Future projects would manage vegetation as appropriate for roadside vegetation management and the Gateway Development Plan. About 70 existing large Lombardy poplar trees would be removed at the southern side of Sims Way/SR 20, and about 61 large poplar trees would be gradually thinned and replaced over about 20 years at the northern side. Individual analysis of trees will be made by an arborist to assess tree health to focus removal priorities on trees in the poorest condition.

Projects would be evaluated at the time of development.

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

Not applicable for this non-project action.

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

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

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<p><i>Not applicable for this non-project action.</i></p> <p><i>The City Council-approved the Sims Gateway and Boatyard Expansion project design concept suggests landscaping concepts to be evaluated at the time of project development.</i></p> <p><i>The proposal considered alternative means of achieving landscape aesthetics. Landscape form considered Canopy, Columnar, Flowering, Parkway, and No-Tree forms for each side of Sims Way/SR 20. Plant species selection considered: size, native vs. non-native, rooting and pollen/fruit characteristics, deer hardiness, disease resistance, irrigation and maintenance needs, resilience to climate change, availability in the market place, and other traits.</i></p> <p>f. List all noxious weeds and invasive species known to be on or near the site:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Presence of noxious weeds or invasive species is unknown at this time. The City actively manages vegetation in the WSDOT right-of-way. Projects would be evaluated at the time of development.</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> <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>Small mammals</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>Not applicable for this non-project action.</i></p> <p><i>Listed threatened or endangered animal species are not known to occur in the affected geographic area but several listed species utilize Port Townsend Bay. The Pacific sand lance is a Priority Species under WDFW's Priority Habitat and Species Program; they spawn in the Bay's upper intertidal zone.</i></p> <p>c. Is the site part of a migration route? If so, explain.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The affected geographic area lies within a migratory bird corridor.</i></p>	

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<p>d. Proposed measures to preserve or enhance wildlife, if any:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The City Council-approved the Sims Gateway and Boatyard Expansion project design concept suggests vegetation landscaping to provide wildlife habitat compatible with the right-of-way and adjacent Kah Tai Lagoon Nature Park. The City's Critical Areas ordinance provides protection for wildlife and their habitats.</i></p> <p>e. List any invasive animal species known to be on or near the site.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Invasive animal species are not known to occur in the affected geographic area. Projects would be evaluated at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>Projects requiring energy would likely use electricity for irrigation and boatyard operations.</i></p> <p>b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Future projects are unlikely to affect solar energy use on 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>Not applicable for this non-project action.</i></p> <p><i>Energy conservation measures are not known at this time. Projects would be evaluated at the time of development.</i></p>	

7. ENVIRONMENTAL HEALTH

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

Not applicable for this non-project action.

Land uses would remain the same. Environmental health hazards are actively managed in the Boat Haven boatyard. Projects would be evaluated at the time of development.

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

Not applicable for this non-project action.

Boat Haven boatyard has been investigated for Non-Halogenated Organics - Petroleum-Other (Ecology Cleanup Site ID: 9060). Leaking underground storage tank(s) has been cleaned up and site complies with the standards in the State's environmental cleanup law, the Model Toxics Control Act. No further action is required.

Soil contaminant conditions in the WSDOT right-of-way are not known at this time. Projects would be evaluated at the time of development.

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.

Not applicable for this non-project action.

Boat Haven boatyard received "No further action required" from Ecology (Ecology, December 22, 2022. Cleanup Site Details. Facility/Site ID: 41711344). Hazardous chemicals/conditions are not known to be present the WSDOT right-of-way within the affected geographic area. Future projects would be evaluated at the time of development.

3) Describe special emergency services that might be required.

Not applicable for this non-project action.

Special emergency services are not expected for future projects, beyond those already active within the WSDOT right-of-way and Boat Haven boatyard. Future projects would be evaluated at the time of development.

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<p>4) Proposed measures to reduce or control environmental health hazards, if any:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Measures are not known at this time. Future projects would be evaluated at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>Sims Way/SR 20 carries average daily traffic of about 12,000-14,000 vehicles (WSDOT. 2022. Traffic Count Database System). Boat Haven boatyard operations generate noise from boat transport and storage, boat building and repair, manufacturing, waste disposal, and assorted commercial and retail businesses.</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>Not applicable for this non-project action.</i></p> <p><i>Future projects are not expected to change traffic characteristics or noise-generating activities in the affected geographic area. Projects would be evaluated at the time of development.</i></p> <p>3) Proposed measures to reduce or control noise impacts, if any:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Construction noise is regulated by the PTMC. Noise controls are not known at this time. Projects would be evaluated at the time of development.</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>Not applicable for this non-project action.</i></p>	

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<p><i>Land uses in the affected geographic area include WSDOT right-of-way and the Port Townsend Boat Haven marina and boatyard. Future projects would not be expected to affect current land uses on nearby or adjacent properties and would be evaluated at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>The affected geographic area is not farmland or forest. Projects would be evaluated at the time of development.</i></p> <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>Not applicable for this non-project action.</i></p> <p><i>The proposal is not expected to affect or be affected by surrounding farm or forest operations. Projects would be evaluated at the time of development.</i></p> <p>c. Describe any structures on the site.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The WSDOT right-of-way contains highway facilities, including roadway, bike lanes, and sidewalks; and linear utilities such as electricity transmission, water mains, sanitary sewer, stormwater conveyances, and others. There are approximately 60+ structures at Boat Haven, from small sheds to large buildings for vessel construction and refitting. They include several restaurants, offices, manufacturing facilities, stormwater management, a moderate risk waste disposal facility, and other buildings supporting commercial and retail businesses; as well as utilities and fencing (Port of Port Townsend. 2020. Comprehensive Scheme of Harbor Improvements. Port of Port Townsend, Port Townsend, WA).</i></p> <p>d. Will any structures be demolished? If so, what?</p> <p><i>Not applicable for this non-project action.</i></p>	

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<p><i>It is not known whether future projects would require structure demolition. Projects would be evaluated at the time of development.</i></p> <p>e. What is the current zoning classification of the site?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Zoning classifications in the affected geographic area include WSDOT right-of-way and Mixed Public/Infrastructure/Open Space (P/OS(B)). Environmental review of future projects in these zone designations would analyze the likely impacts of the development allowed within each zone. Zoning classifications of other Flats District properties abutting Sims Way/SR 20 but outside the affected geographic area are zoned as Existing Park & Open Space (P/OS; Kah Tai Lagoon Nature Park) or General Commercial (C-II).</i></p> <p>f. What is the current comprehensive plan designation of the site?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The affected geographic area is designated as WSDOT right-of-way and Mixed Public/Infrastructure/Open Space (P/OS(B)). The P/OS(B) designation is applied to lands used to provide public utilities, facilities, and services that also provide valuable natural and open space functions.</i></p> <p>g. If applicable, what is the current Shoreline Master Program designation of the site?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Shoreline designations in the affected geographic area include: (1) Boat Haven Marina and Marine Trades District (commercial and recreational moorage, and predominantly water-oriented industrial, commercial and retail structures and uses), and (2) Conservancy District (to protect and restore the public benefits and ecological functions of open space, natural areas and other sensitive lands). It is unlikely that future projects would occur within 200 feet of these Shoreline designations.</i></p> <p>h. Has any part of the site been classified as an "critical area" by the city or the county? If so, specify.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Much of the affected geographic area falls within City (1) Critical Area 1 (Aquifer recharge areas), (2) Critical Area 3 (Frequently flooded areas and critical drainage corridors—FEMA 100-year</i></p>	

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<p><i>floodplain), and/or (3) Critical Area 4 (Geologically hazardous area– Seismic hazard and Erosion hazard). Jefferson County has designated the area a Coastal Seawater Intrusion Protection zone. The City would perform development and environmental review at the time of project development, and environmentally sensitive areas would be identified using City Critical Areas maps and site-specific environmental information.</i></p> <p>i. Approximately how many people would reside or work in the completed project?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>No people reside in the affected geographic area. The Port estimates that about 400 people work at Boat Haven, and that future projects could generate about 20 new jobs (Port, PUD, City. 2021. Jefferson County Public Infrastructure Fund application). Projects would be evaluated at the time of development.</i></p> <p>j. Approximately how many people would the completed project displace?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>No people would be displaced by future projects.</i></p> <p>k. Proposed measures to avoid or reduce displacement impacts, if any:</p> <p><i>Not applicable for this non-project action.</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>Not applicable for this non-project action.</i></p> <p><i>Future structure heights and materials would be evaluated at the time of project development.</i></p> <p>b. What views in the immediate vicinity would be altered or obstructed?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The Gateway Development Plan identifies the following views in the Flats District: Port of Port Townsend shipyards, Kah Tai Lagoon, the</i></p>	

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<p><i>Bluff east of Kearney Street, Jefferson County Courthouse, and lighthouse-shaped residence.</i></p> <p><i>Project effects on views would be evaluated at the time of development.</i></p> <p>c. Proposed measures to reduce or control aesthetic impacts, if any:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Undergrounding of the PUD's electrical service lines would improve views of the shipyard and corridor aesthetics. Project measures for managing aesthetics would be evaluated at the time of development.</i></p> <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>Not applicable for this non-project action.</i></p> <p><i>The lighting designs of future projects have not yet been completed, and the effects are not known at this time. Project lighting effects would be evaluated at the time of development.</i></p> <p>b. Could light or glare from the finished project be a safety hazard or interfere with views?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Lighting effects of future projects are not known at this time but would comply with Chapter 17.44.180 PTMC (Lighting). Project lighting would be evaluated at the time of development.</i></p> <p>c. What existing off-site sources of light or glare may affect your proposal?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Adjacent sources of light or glare are buildings and parking lots of commercial properties, but their effects have not yet been evaluated. Lighting effects on future projects would be evaluated at the time of development.</i></p> <p>d. Proposed measures to reduce or control light and glare impacts, if any:</p>	

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<p><i>Not applicable for this non-project action. The PTMC (Chapter 17.44.180 PTMC) requires all exterior lighting to be designed to reduce glare impacts to adjacent properties and public rights-of-way and to reduce nighttime "light pollution." Project lighting would be evaluated at the time of development.</i></p> <p>12. RECREATION</p> <p>a. What designated and informal recreational opportunities are in the immediate vicinity?</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Recreational opportunities in the affected geographic area are described in the Plan, the Non-Motorized Transportation Plan, and the Parks, Recreation and Open Space (PROS) Plan.</i></p> <p>b. Would the proposed project displace any existing recreational uses? If so, describe.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>Future projects are not expected to displace existing recreational uses. Land uses are not expected to change. Projects would be evaluated at the time of development.</i></p> <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>Not applicable for this non-project action.</i></p> <p><i>Measures to reduce or control impacts on recreation, if needed, would be evaluated at the time of project development.</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>Not applicable for this non-project action.</i></p> <p><i>Eligible historic properties are not known to exist in the affected geographic area. This would be verified at the time of project development.</i></p>	

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<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>Not applicable for this non-project action.</i></p> <p><i>Culturally important properties are not known to exist in the affected geographic area, most of which is 1960s dredge spoil from the Bay. This would be verified at the time of project development.</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>Not applicable for this non-project action.</i></p> <p><i>The City would ensure that cultural and historic resources investigations, and consultation with Tribes and the State Department of Archaeology and Historic Preservation, would be performed as required by City, State, and Federal cultural resources regulations at the time of project development.</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>Not applicable for this non-project action.</i></p> <p><i>Impacts to cultural and historic resources are not expected but future projects would be evaluated for their need for mitigation measures at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>The affected geographic area runs along Sims Way/SR 20 from 10th Street to Decatur Street a public highway and city street under joint jurisdiction of WSDOT and the City. The City's Transportation Functional Plan designates the roadway as a Principal Arterial with access control, channelized intersections, restricted parking, and</i></p>	

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<p><i>that collects and distributes traffic to and from minor arterials. Direct access is restricted to intersecting streets or consolidated commercial or industrial entrances.</i></p> <p><i>Sims Way/SR 20 is also a Highway of Statewide Significance due to its unique route connecting the Olympic Peninsula to Whidbey Island and points north and east including the North Cascades Highway. In general, WSDOT is responsible for all activities within the roadway to include signals, pavement and markings, and signage. Local activities that impact the state highway must comply with the appropriate WSDOT standards. The City is generally responsible for issues concerning the right-of-way beyond the roadway.</i></p> <p><i>Existing street access would be retained.</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>Not applicable for this non-project action.</i></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.</i></p> <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>Not applicable for this non-project action.</i></p> <p><i>Parking requirements are not known at this time, but space elimination is not expected. Projects would be evaluated at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>The City Council-approved Sims Gateway and Boatyard Expansion project design concept recommends retaining the existing highway configuration but installing a pedestrian path in the public right-of-way between Haines Street and the existing sidewalk near Benedict Street. The City's complete streets policy requires projects to address transportation for all users of all abilities. Specific</i></p>	

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<p><i>improvements would be determined during final design and permitting of future projects.</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>Not applicable for this non-project action.</i></p> <p><i>The affected geographic area abuts Port Townsend Bay and the Boat Haven marina, which explains the water dependency of the Boat Haven boatyard. Neither rail nor air transportation serves the affected geographic area.</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>Not applicable for this non-project action.</i></p> <p><i>The 2006 estimates of PM peak hour traffic volume are 730 vehicles westbound and 715 vehicles eastbound (City. 2009. Transportation Functional Plan, City of Port Townsend, Port Townsend, WA). Increased traffic volumes are expected along Sims Way over the next 20 years, with PM peak hour volumes increasing by about 200 to 300 trips in each direction. There are significant seasonal variations in traffic patterns along Sims Way/SR 20. WSDOT reports that January volumes are approximately 25-53 percent lower than the annual average, and August volumes are approximately 10-19 percent higher than the annual average.</i></p> <p><i>Future projects are expected to generate about 20 additional vehicular trips per day. Vehicular trip characterization would be evaluated at the time of development.</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>Not applicable for this non-project action.</i></p> <p><i>The proposal is not expected to be affected by movement of agricultural or forest products on Sims Way/SR 20 because the highway configuration would be unchanged. Projects would be evaluated at the time of development.</i></p> <p>h. Proposed measures to reduce or control transportation impacts, if any:</p>	

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<p><i>Not applicable for this non-project action.</i></p> <p><i>The City requires a traffic impact analysis when 20 peak hour trips or more would be created by the project. Mitigation measures may be required to meet level of service standards.</i></p> <p>15. PUBLIC SERVICES</p> <p>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.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The Proposal is not expected to increase the need for public services. Projects would be evaluated at the time of development.</i></p> <p>b. Proposed measures to reduce or control direct impacts on public services, if any:</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The Proposal is not expected to increase the need for public services, and impact mitigation measures are not anticipated. Projects would be evaluated at the time of development.</i></p> <p>16. UTILITIES</p> <p>a. Check which utilities are currently available at the affected geographic area:</p> <p> <input checked="" type="checkbox"/> Electricity <input type="checkbox"/> Natural Gas <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Refuse Service <input checked="" type="checkbox"/> Telephone <input type="checkbox"/> Septic System <input checked="" type="checkbox"/> Sanitary Sewer <input checked="" type="checkbox"/> Other: <u>Telecomm</u> </p> <p><i>Importantly for the Plan amendment, the PUD owns and operates an overhead 115 kV electrical transmission line that runs parallel to Sims Way/SR 20 at the outside edge of the boatyard.</i></p> <p>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.</p> <p><i>Not applicable for this non-project action.</i></p> <p><i>The PUD has independent obligations and duties regarding the development, maintenance, and operation of its electrical utility facilities and infrastructure. Future projects would place the PUD's</i></p>	

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<p><i>existing electrical service in an underground duct bank, in the Sims Way/SR 20 right-of-way, upgrade the electrical distribution infrastructure and capacity, improve the existing substandard power supply to the boatyard, and provide a safe environment for boatworks. Also, PUD would provide reliable power service for boat repair operations by providing new secondary service and pedestals.</i></p> <p><i>General construction activities might involve: clearing, grubbing, demolition of existing aboveground electrical service, grading, trenching, dewatering, disposal of excess embankment, duct and concrete work, and temporary erosion and sediment control. Equipment would need to avoid disturbance of the culverted drainage from Kah Tai Lagoon or obtain a dredge/fill permit to temporarily disturb the drainage for duct construction. Utility projects would be evaluated at the time of development.</i></p> <p>C. SIGNATURE</p> <p>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.</p> <p>Signature: <u>Steve King</u></p> <p>Name of signee: <u>Steve King</u></p> <p>Position and agency: <u>Public Works Director, City of Port Townsend</u></p> <p>Date Submitted: <u>June 20, 2023</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"> 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? 	

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<p><i>The Plan amendment would guide individual future projects with the potential for impacts on water, air, contaminants, or noise.</i></p> <p><i>Discharge to water: Increases in impervious surface area: sidewalk walking path would mostly infiltrate to ground, boatyard expansion would drain to the Port's existing stormwater treatment and management system, which discharges to Port Townsend Bay.</i></p> <p><i>Emissions to air: Approximately 5% increase in boatyard work area would generate a similar increase in emissions to air. However, would comply with City and State air quality standards.</i></p> <p><i>Production, storage, or release of toxic or hazardous substances: Land uses would remain unchanged but use of toxic or hazardous substances might increase by about 5% however, the Port maintains and operates permitted facilities for storage, treatment, and disposal of toxic or hazardous substances in accordance with City and State pollution prevention regulations.</i></p> <p><i>Production of noise: Types, volumes, and timing of vehicular traffic, and corresponding noise generation, on Sims Way/SR 20 are expected to remain unchanged. Noise generation at Boat Haven should be like current types, levels, and timing because shipyard operations are not expected to change; however, the amount of noise might increase by about 5% but remain within the limits stipulated by City and State noise regulations.</i></p> <p><i>It is unlikely that these environmental effects would aggregate cumulatively to exceed the sums of individual project effects because the projects would be consistent with City plans, policies, and codes. Lack of cumulative effects would be verified during subsequent project environmental reviews and permitting, as needed.</i></p> <p>Proposed measures to avoid or reduce such increases are:</p> <p><i>Individual project analysis at the time of development would determine potential impacts and prescribe best management practices and impact mitigation, if necessary, to comply with City and State regulations pertaining to these environmental concerns, such as stormwater permitting, air quality standards, PTMC noise ordinance, and others.</i></p>	

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<p>2. How would the proposal be likely to affect plants, animals, fish, or marine life?</p> <p><i>Plants: The proponents recognize that the tree-lined section of Sims Way/SR 20 in the affected geographic area is an iconic feature. Proposed vegetation follows the Gateway Development Plan's guidance to create an aesthetically pleasing gateway, and protect and enhance the native vegetation in the Gateway Corridor. Through Plan amendment, the City proposes to provide vegetation along Sims Way/SR 20 and pathways that reinforces the form and function of the vehicle and pedestrian network, and provides a backdrop for the buildings along the Gateway Corridor. Also, the proponents seek to planted landscapes that enhance and develop existing viewpoints and open space, and foster safe and secure access to Kah Tai Lagoon Nature Park's natural areas.</i></p> <p><i>The City and PUD manage right-of-way trees. Removal of trees is sometimes necessary if the tree is in the wrong place, dead, dying, diseased, or dangerous. Trees that grow too close to power lines can cause outages, start fires, or create other hazardous conditions. PUD removes trees that pose a serious threat to safety and electric service reliability, which is mandated by State and Federal regulations (NESC Rules 012, 013, and 218; IEEE Standard 516-2003, Section 4.2.2.3; ANSI Z133.1; OSHA 1910; and WAC 296-45).</i></p> <p><i>Animals: Wildlife use the affected geographic area primarily for avian breeding, nesting, feeding, and roosting; and to move between Port Townsend Bay and Kah Tai Lagoon Nature Park. The City desires to minimize wildlife-vehicle conflicts in the right-of-way; therefore, proponents seek to improve biodiversity by creating roadside landscapes that complement the 76-acre Kah Tai Lagoon Nature Park's wildlife habitat goals, including native trees beneficial to wildlife.</i></p> <p><i>Fish: Fish are limited to the southern edge of Boat Haven along Port Townsend Bay where many species rear and migrate, and Pacific sand lance spawn in the upper intertidal zone. However, it is unlikely that future projects recommended by the Sims Gateway and Boatyard Expansion project design concept would affect fish because construction would be over 400 feet from the Bay, and stormwater discharges would be managed for compliance with City, State, and Federal water quality regulations and permits.</i></p>	

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<p><i>Marine life: Marine life are limited to the southern edge of Boat Haven along Port Townsend Bay. Marine mammals frequent the shoreline. Nearshore marine waters and underlying substrates provide ecologically valuable tidelands or bedlands that produce food and habitat for various marine species. Although the marina area has been historically disturbed, it may support shellfish areas or kelp and eelgrass beds.</i></p> <p>Proposed measures to protect or conserve plants, animals, fish, or marine life are:</p> <p><i>The proponent is required to comply with City, State and Federal regulations concerning impacts to the natural environment. Compliance may require mitigation to reduce unavoidable impacts to acceptable levels.</i></p> <p><i>The proposal is consistent with City management of right-of-way trees, under supervision of a certified arborist, for tree preservation and forest health (Chapter 12.24 PTMC), and with PUD management for safety and service reliability.</i></p> <p><i>Applicants would design projects to comply with City, State, and Federal wildlife and critical area regulations, such as the PTMC, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, Marine Mammal Protection Act, and Endangered Species Act.</i></p> <p><i>Future project impacts to fish or marine life are not anticipated, so fish or marine mitigation is unlikely.</i></p> <p>3. How would the proposal be likely to deplete energy or natural resources?</p> <p><i>The proposal is not expected to deplete energy resources due to transportation because it would not affect traffic types, volumes, or timing on Sims Way/SR 20. The proposal would increase shipworks operations at Boat Haven by about 5 percent. The increase in operations might induce a proportionate increase in energy utilization, which would be consistent with the City Climate Action Committee's analysis, which predicts city-wide growth in CO₂e emissions, which is directly tied to energy consumption.</i></p> <p><i>The proposal would increase use of natural resources to construct right-of-way improvements (e.g., sidewalk, gravel pathway, paint striping, landscaping) and for boatyard expansion (e.g., gravel, clean fill, rock, utilities, fencing, lighting).</i></p>	

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<p>Proposed measures to protect or conserve energy and natural resources are:</p> <p><i>The City is employing strategies such as electric vehicle conversion to slow the growth of CO₂e emission and associated energy/natural resource depletion. Green building practices and the Washington State energy code are typically utilized to minimize the impact on energy and natural resource consumption.</i></p> <p><i>The proponent plans to reuse wood from poplar tree removal by chipping, spreading, and incorporating into right-of-way soil as an organic matter amendment to benefit replacement landscaping. Also, the proponent would make surplus logs available for strategic wildlife habitat creation in public spaces such as Kah Tai Lagoon Nature Park.</i></p> <p><i>The proponent would specify that a portion of the structural fill for boatyard expansion could be salvaged clean construction debris, if suitable.</i></p> <p>4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?</p> <p><i>Projects may impact environmental sensitive areas or areas eligible for governmental protection. Much of the affected geographic area falls within City (1) Critical Area 1 (Aquifer recharge areas), (2) Critical Area 3 (Frequently flooded areas and critical drainage corridors–FEMA 100-year floodplain), and/or (3) Critical Area 4 (Geologically hazardous area– Seismic hazard and Erosion hazard). Jefferson County has designated the area a Coastal Seawater Intrusion Protection zone. The City would perform development and environmental review at the time of project development, and environmentally sensitive areas would be identified using City Critical Areas maps and site-specific environmental information. Potential project impacts would be evaluated at the time of project development.</i></p> <p><i>Parks: Kah Tai Lagoon Nature Park lies adjacent to the affected geographic area. The Gateway Development Plan requires projects along Sims Way/SR 20 to complement park use and wildlife goals by maintaining access, providing view corridors, and selecting native species for landscaping that</i></p>	

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<p><i>complement park habitats. Lombardy poplars along the edge right-of-way may straddle the boundary with Kah Tai Lagoon Nature Park. Potential impacts of tree removal would be investigated during project development.</i></p> <p><i>The trailhead for the Larry Scott Memorial Trail lies at the southwestern edge of the affected geographic area, on Port property. Access from the Sims Way/SR 20 to the trailhead is through Boat Haven. The proponent plans to maintain existing accesses from Sims Way/SR 20 via Haines Place, Benedict Street, and Jefferson Street to the trailhead.</i></p> <p><i>Wilderness: Wilderness is not found in or adjacent to the affected geographic area.</i></p> <p><i>Wild and Scenic Rivers: Wild and Scenic Rivers are not found in or adjacent to the affected geographic area.</i></p> <p><i>Threatened and Endangered Species Habitat: Listed threatened or endangered plant or animal species are not known to occur in the affected geographic area except that several listed animal species utilize the marine shoreline of Port Townsend Bay. Habitat suitable for marbled murrelet or spotted owl is not present. Although listed species may occasionally pass through the affected geographic area, they are unlikely to be harmed by project activities because of the urban environment and lack of habitat dependencies.</i></p> <p><i>Historic or Cultural Sites: Historic or cultural sites are not found in or adjacent to the affected geographic area.</i></p> <p><i>Wetlands: The City has identified (1) estuarine and marine wetland (shoreline of Port Townsend Bay), and (2) freshwater wetlands (isolated wetlands on Port property) in the affected geographic area (Herrera Environmental Consultants, Inc. 2017. Best Available Science Addendum. Prepared for the City of Port Townsend. Herrera Environmental Consultants, Inc., Seattle, WA). Wetlands associated with a documented water quality treatment facility are exempt from wetlands regulations. Project activities are not expected within 200 feet of the narrow jurisdictional emergent wetland at the southwestern edge of Port property. Activities likely would occur within 200 feet of the freshwater emergent wetland at the western edge of Port property near Sand Filter B5; however, this wetland is part of the Port's permitted water quality management system, which is not a jurisdictional State or Federal water.</i></p> <p><i>The culverted drainage from the Kah Tai Lagoon to Port Townsend Bay appears to be a jurisdictional water. It is</i></p>	

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<p><i>unknown whether undergrounding of the PUD's electrical transmission line would avoid the culverted lagoon drainage; however, any project impact would be temporary.</i></p> <p><i>Floodplains: Much of the affected geographic area lies within a designated 100-year floodplain at elev. 12' NAVD88 (FEMA. 2019. Flood Insurance Rate Maps 53031C0131C and 53031C0132C. FEMA, Flood Map Service Center).</i></p> <p><i>Prime Farmlands: Prime farmlands are not found in or adjacent to the affected geographic area.</i></p> <p>Proposed measures to protect such resources or to avoid or reduce impacts are:</p> <p><i>The City complies with the PTMC to minimize impacts to environmentally sensitive areas.</i></p> <p><i>Potential impacts to Kah Tai Lagoon Nature Park would be addressed through the Gateway Development Plan and the PTMC. As a Land and Water Conservation Fund (LWCF) park, perpetual protections under Section 6(f)(3) of the LWCF Act prohibit its use for any purpose other than that described in the grant which funded its creation: a passive nature park supporting activities that are in keeping with protection of wildlife habitat.</i></p> <p><i>A project impacting threatened or endangered species would comply with the Endangered Species Act and Chapter 19.05 PTMC (Critical Areas) through permit conditions.</i></p> <p><i>Impacts to water bodies would be evaluated at the time of project development. Future projects are not expected within 200 feet of regulated wetlands. Any temporary impact to the culverted drainage between Kah Tai Lagoon and Port Townsend Bay would comply with permit conditions and State Water Quality Certification.</i></p> <p><i>Archeological investigations and consultation with the Tribes and the State Department of Archaeology and Historic Preservation minimize the risk of impacting cultural resources.</i></p> <p><i>Floodplain impacts and mitigation measures for development that may affect flood hazards, water quality, and habitat would be evaluated under Chapter 16.08 PTMC at the time of project development. The cumulative effect of any proposed development, where combined with all other existing and anticipated development, shall not increase the water surface</i></p>	

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<p><i>elevation of the 100-year flood more than one foot at any point.</i></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><i>Plan amendment would ensure compatibility with land and shoreline use. Land uses in the affected geographic area include WSDOT right-of-way and the Port Townsend Boat Haven marina and boatyard. Future projects would not affect current land uses on, nearby, or adjacent to these properties.</i></p> <p><i>Zoning classifications in the affected geographic area include Sims Way/SR 20 (WSDOT) right-of-way and Mixed Public/Infrastructure/Open Space (P/OS(B)). The P/OS(B) designation for Boat Haven provides public utilities, and facilities and services that also provide valuable natural and open space functions. Plan amendment would not affect the zoning classifications.</i></p> <p><i>Shoreline designations in the affected geographic area include: (1) Boat Haven Marina and Marine Trades District (commercial and recreational moorage, and predominantly water-oriented industrial, commercial and retail structures and uses), and (2) Conservancy District (to protect and restore the public benefits and ecological functions of open space, natural areas and other sensitive lands). Plan amendment would not affect the Shoreline designations.</i></p> <p>Proposed measures to avoid or reduce shoreline and land use impacts are:</p> <p><i>Projects are anticipated to be compatible with City plans after Plan amendment. Projects would be evaluated at the time of development. Impacts, if any, would be mitigated according to adopted plans and Local/State regulations through land use development and Shoreline permitting.</i></p> <p>6. How would the proposal be likely to increase demands on transportation or public services and utilities?</p> <p><i>The proposal is not expected to importantly increase demands on the transportation system. Boatyard expansion projects are expected to generate about 20 additional vehicular trips per day to and from Boat Haven. Traffic demand would be evaluated at the time of development.</i></p>	

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<p><i>The Proposal is not expected to increase the need for public services. Special emergency services are not expected for future projects, beyond those already active within the WSDOT right-of-way and Boat Haven boatyard. Future projects would be evaluated for public services demands at the time of development.</i></p> <p><i>The proposal would place the PUD's existing electrical service in an underground duct bank in the Sims Way/SR 20 right-of-way, which would upgrade the electrical distribution infrastructure and capacity, improve the existing substandard power supply to the boatyard, and provide a safe environment for boatworks. Also, the PUD would provide reliable power service for boat repair operations by providing new secondary service and pedestals. Future projects are expected to expand Boat Haven operations by about 5 percent, which might increase utilities demand by a similar proportion. Projects affecting utilities would be evaluated at the time of development.</i></p> <p>Proposed measures to reduce or respond to such demand(s) are:</p> <p><i>The PTMC requires a traffic impact analysis if boatyard expansion would create 20 or more peak hour trips. Mitigation measures may be required to meet level of service standards.</i></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> <p><i>Projects are not anticipated to conflict with Local, State, or Federal laws or requirements for protection of the environment.</i></p>	