

# SEPA ENVIRONMENTAL CHECKLIST

## ***Purpose of checklist:***

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

## ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them 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 agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## ***Use of checklist for nonproject proposals:***

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

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

### **1. Name of proposed project, if applicable:**

North Portwalk and Seawall Reconstruction

### **2. Name of applicant:**

Port of Edmonds

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

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**4. Date checklist prepared:**

October 12, 2021

**5. Agency requesting checklist:**

Port of Edmonds

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

Project construction is planned for April 2023 through March 2024.

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

The proposed project is a component of the Port of Edmonds' Public Access Plan for the waterfront boardwalk, which also includes planned improvements to the Central Portwalk and South Portwalk. The Portwalks extend from the North Portwalk and run the length of the Port of Edmonds Marina.

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

- Geotechnical report
- Biological Assessment
- Cultural Resources Assessment
- Joint Aquatic Resources Permit Application (JARPA)
- High Tide Line Verification
- Hazardous Building Material Survey

**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.**

None known.

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

- Hydraulic Project Approval (Washington Department of Fish and Wildlife [WDFW])
- Section 10 Rivers and Harbors Act/Section 404 Clean Water Act authorization (US Army Corps of Engineers [USACE]).
- Section 401 Water Quality Certification (individual review by Washington State Department of Ecology, if determined necessary by USACE)
- State Environmental Policy Act (SEPA) decision (Port of Edmonds)
- Shoreline Master Program Conditional Use Permit (City of Edmonds)
- Building Permit (City of Edmonds)
- Clearing/Grading Permit (City of Edmonds)

**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. (Lead agencies may modify this form to include additional specific information on project description.)**

The Port of Edmonds proposes to reconstruct and renovate an approximately 900-foot-long section of deteriorated waterfront boardwalk (i.e., North Portwalk) at the Port of Edmonds Marina and to repair a segment of seawall that extends between the Port of Edmonds Administration Building and Olympic Beach. Repair and renovation of the approximately 13-foot-wide boardwalk and underlying seawall are necessary due to significant deterioration; the boardwalk was constructed in the 1960s. The renovated boardwalk will provide upgraded public access to the water/shoreline and enhance amenities along the waterfront. Two plazas, Upper Plaza and Central Plaza, also will be added adjacent to the boardwalk and will provide public gathering spaces and restroom access. The Upper Plaza will be added in a segment of existing esplanade between the boardwalk and Arnies Restaurant, and the Central Plaza, including new restrooms, will be added in an area currently occupied by a parking lot and the Port of Edmonds Administration Building (to be demolished).

The existing boardwalk is a treated-wood structure, supported by piling, that projects over the water from an asphalt walkway along the shoreline. The deck consists of continuous, parallel, treated-wood planks. The boardwalk extending north of the marina N dock is supported along the east (upland) side by creosote-treated timber piles, spaced 8 feet apart, and along the west (waterward) side by pairs of steel piles, one vertical and one battered, spaced 16 feet apart. Tiebacks embedded behind the marina's seawall terminate at the timber seawall. The boardwalk south of N dock is supported along the east (upland) side by a concrete bulkhead and along the west (waterward) side by timber piles.

North of N dock, a two-tiered seawall forms the marina basin along its east side, where the boardwalk abuts the upland pavement. The lower tier is a (subtidal) concrete bulkhead that forms the toe of the marina basin's east side. Behind the concrete bulkhead is an earthen slope with a rock-armored surface. The upper tier is a vertical timber bulkhead. The bulkhead and the timber piles along the landward edge of the boardwalk retain the shoreline above the armored slope.

The steel piles that support the west side of the boardwalk will be repaired in-place with pipe sleeves. The timber piles that support the east side of the boardwalk (north and south of N dock) and the timber

bulkhead will be replaced. The upper (timber) section of seawall will be replaced with a steel sheet pile wall, whereas the lower (concrete) section of seawall and the filled slope between the sections will remain unchanged along with the existing concrete bulkhead south of N dock. The bulkhead timber piles will be cut at grade, and the new sheet pile wall will be installed landward. The existing piles cannot be completely removed, because they are connected below grade to an original lower timber bulkhead that is buried behind the current concrete bulkhead.

The timber boardwalk will be replaced within the same footprint, but elevated 6 inches to create better pedestrian separation from the adjacent drive/fire lane and to improve pedestrian and boater accessibility. The new walkway will have steel framing and a deck of concrete panels inset with clear glass blocks. The replacement structure will have new steel railings with integrated lighting and way-finding signage. The marina's existing electrical utility panels and dock cart storage will be relocated from the over-water side of the new walk to the opposite side, over-land. Marina gates to the gangways will be replaced in the same locations but aligned with the new walkway railings. The five existing boardwalk "viewing" bump-outs will be consolidated in a single area to provide enhanced public access, an enhanced gathering space, and better views of Puget Sound. The asphalt pavement abutting the boardwalk will be replaced with concrete on the same level as the elevated walkway, and the adjacent parking lot will be resurfaced.

**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 proposed project is an approximately 900-foot section of waterfront boardwalk that starts near the Port of Edmonds Administration Building (336 Admiral Way) and extends north along the edge of the Port of Edmonds Marina to Olympic Beach (refer to the project plans). The project is located in Section 23, Township 27N, Range 3E.

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

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

**a. General description of the site:**

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other flat and vertical bulkheads

The site includes in-water areas below an existing flat boardwalk, a sloped area between an existing vertical upper timber bulkhead and a lower concrete bulkhead, and adjacent uplands that are flat.

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

The existing upper timber bulkhead and concrete bulkhead are near-vertical surfaces (i.e., approximately 100 percent slope). The area of riprap under the boardwalk subject to tidal flows between the upper timber bulkhead and concrete bulkhead is approximately 30 percent.

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

The Web Soil Survey (USDA NCRS; accessed July 20, 2021) identifies the project area as Urban Land, which includes disturbed natural soil layers to which several feet of fill have been added to accommodate development.

Based on geotechnical evaluation of the project area, the soils beneath asphalt in the vicinity of the proposed project include loose to medium dense fill, consisting of sand with little to no silt content, which is underlain by medium dense to dense deposits of sand with variable silt content.

No agricultural soils are present.

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

City of Edmonds critical areas mapping identifies the existing Portwalk in a landslide and erosion hazard area.

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

Total areas of proposed filling, excavation, and grading are summarized below. Fill excavated on site will be re-used on site. Any additional fill (if necessary) would be imported from a licensed supplier.

Activity Type	Total Area (footprint)	Total Volume	Material
Removal of existing pavement	678 sy	113 cy	Asphalt, concrete
Addition of new pavement	311 sy	52 cy	Concrete
Addition of new pavement	367 sy	61 cy	Asphalt
Grading	461 sy	410 cy	Fill soils
Excavation of upland fill (behind seawall)	461 sy	410 cy	Fill soils, primarily sand
Excavation of in-water fill (between bulkheads,	231 sy	180 cy	Fill soils, primarily sand armored with large rock

Activity Type	Total Area (footprint)	Total Volume	Material
including armoring)			
Upland Fill (behind seawall)	461 sy	410 cy	Fill soils, primarily sand
In-water Fill (between bulkheads, including armoring)	231 sy	180 cy	Fill soils, primarily sand armored with large rock

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

Some minor short-term erosion could occur during excavation above the upper timber bulkhead; however, erosion control best management practices (BMPs) will be included in the construction plans. No long-term erosion is anticipated as a result of the proposed project, because all areas disturbed by excavation will be replaced with impervious surfaces.

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

Existing impervious surfaces will be maintained or replaced with new impervious surfaces, and pervious areas of vegetation (14,169 square feet) will be maintained or replaced with equal or greater areas of vegetation located closer to the shoreline.

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

Erosion control BMPs will be identified in an approved Temporary Erosion and Sedimentation Control (TESC) plan. BMPs employed during construction will include straw wattles on slopes to control erosion, fabric fencing to prevent stormwater-transported sediment from entering marine waters, and fabric liners to prevent sediment from entering catch basins. Proposed bulkhead replacement will preserve existing uplands adjacent to the marina.

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

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

Construction equipment and activities will generate minor amounts of localized carbon monoxide and particulate emissions. These emissions are temporary and may slightly degrade local air quality, but these effects are anticipated to be temporary, minor, and largely contained to areas short distances from the proposed project site. Furthermore, the resultant pollutant concentrations would likely not be significant relative to emissions from marina traffic in and around the project area.

No emissions would be generated by project operation or maintenance.

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

No offsite sources of emissions or odor that would affect the project have been identified.

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

To reduce carbon monoxide and particulate emissions from gasoline and diesel engines, construction equipment will have the best emission-control devices generally available to the contractor. Because the construction work will be temporary, no significant air quality impacts are expected; therefore, other than means required by local and state regulations to control construction-related emissions, no additional operational measures to control emissions are necessary or proposed.

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

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

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

The site is located in the Port of Edmonds Marina in Puget Sound. A segment of Willow Creek and Edmonds Marsh are located approximately 300 feet southeast of the site. The outlet of Willow Creek to Puget Sound is approximately 1,700 feet south of the site outside of the Marina.

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

Yes, work will occur over and within Puget Sound.

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

Approximately 180 cubic yards of excavation, associated with replacement of the upper timber bulkhead, will occur below mean higher-high water (MHHW). The excavated material includes existing riprap between the upper and lower bulkheads. Approximately 77 cubic yards of riprap will be installed below MHHW, between the upper and lower bulkheads.

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

No surface water withdrawals or diversions will be required during project construction.

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

Federal Emergency Management Act mapping identifies the 100-year floodplain (base flood elevation 13 feet (North American Vertical Datum of 1988; 15.05 feet mean lower-low water [MLLW]) in the in-water area and up to the existing boardwalk elevation.

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

No discharges of waste materials are anticipated. The project will include implementation of an approved TESC plan to control discharges into surface waters. Contractors will employ a debris boom to contain demolition debris that may accidentally enter the water during removal of the boardwalk and timber bulkhead.

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

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

Groundwater may be encountered during upland excavation associated with the replacement of the timber bulkhead. Dewatering may be required and would be conducted in accordance with permit conditions for collection, storage, treatment (if required), and discharge to the sanitary sewer system.

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

Not applicable. No waste materials associated with domestic sewage or other activities will be discharged into the ground.

**c. Water runoff (including stormwater):**

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

Runoff from the site is limited to stormwater. Precipitation intercepted by the existing boardwalk surface drains directly to the marina through spaces between the walking surface. Runoff from the Portwalk uplands is conveyed to catch basins and discharged through the storm drain system. The



existing stormwater-collection and discharge infrastructure will be maintained for the proposed project.

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

Though unlikely, release of waste material from construction activities could occur as a result of accidental fuel leaks or spills. During construction, standard BMPs for spill prevention and erosion and sediment control will be implemented via an approved TESC plan.

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

The project will include the installation of new catch basins that will connect to the existing drainage system. Existing drainage patterns will be maintained as part of the completed project.

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

During construction, standard BMPs for erosion and sediment control will be implemented through approved TESC plans. No impacts to drainage patterns are expected as a result of the proposed project. Existing drainage patterns will be maintained as part of the completed project

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

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

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

The existing Portwalk includes planter boxes containing ornamental, herbaceous vegetation that will be removed as part of the project. Approximately 14 trees in the adjacent parking lot will be removed to accommodate the relocation of a hydrant and construction of the Central Plaza.

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

Washington Natural Heritage Program data, available online, do not identify any threatened or endangered plant species within the township, range, or section of the project site.

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

The project includes installation of planter boxes along the Portwalk and landscaping in the new plaza areas. Landscaping will consist of a mix of herbaceous species, shrubs, and trees. The project will maintain or increase the total area of vegetation within 200 feet of the shoreline.

**e. List all noxious weeds and invasive species known to be on or near the site.**

None known.

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

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

Examples include:

birds: hawk, heron, eagle, songbirds, other: gulls  
mammals: deer, bear, elk, beaver, other: river otter, harbor seal  
fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

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

Species lists obtained from the US Fish and Wildlife Service and the National Oceanic and Atmospheric Administration Fisheries' websites indicate that the following listed threatened or endangered species may occur in the project vicinity:

- Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*)
- Puget Sound steelhead (*Oncorhynchus mykiss*)
- Coastal-Puget Sound bull trout (*Salvelinus confluentus*)
- Yelloweye rockfish (*Sebastes ruberrimus*)
- Bocaccio rockfish (*Sebastes paucispinis*)
- Humpback whale (*Megaptera novaeangliae*)
- Southern Resident killer whale (*Orcinus orca*)
- Marbled murrelet (*Brachyramphus marmoratus*)
- Streaked horned lark (*Eremophila alpestris strigata*)
- Yellow-billed cuckoo (*Coccyzus americanus*)

A Biological Evaluation to be prepared for the proposed project will provide an evaluation of habitat suitability and potential presence of these species in the project vicinity.

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

Puget Sound shorelines are part of a migratory route for juvenile salmonids and migratory birds. WDFW Priority Habitat and Species data do not identify any designated wildlife migration routes within the project area. The project vicinity is in the Pacific flyway bird migration corridor.

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

BMPs will be employed during construction to maintain surface water quality and preserve aquatic wildlife. In addition, in-water work will occur during the approved work window.

The proposed overwater section of the boardwalk will preserve and enhance wildlife and habitat with the following measures: (1) maintain the existing footprint of over-water cover; (2) convert solid, opaque, over-water decking to decking with 60 percent transparency; (3) elevate the deck by 6 inches, resulting in increased natural light under the new deck; (4) remove segment of creosote-treated bulkhead and creosote-treated piling; and (5) add terrestrial vegetation adjacent to the shoreline.

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

None known.

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

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

Electricity will continue to be used to light project site.

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

The project will not affect the potential use of solar energy by adjacent properties.

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

During construction, construction vehicle idling will be minimized to reduce fuel consumption. Site illumination will include energy-efficient light fixtures. LED lighting will be used for site illumination because of its energy-saving properties.

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

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

No anticipated environmental health hazards are associated with the completed project. No toxic or hazardous chemicals will be stored on site as part of the completed project, and the project site will be limited to pedestrian use (i.e., non-motorized vehicles). Creosote piles have been identified supporting the upland side of the boardwalk. Timbers used to construct the retaining wall behind the boardwalk may also have been treated with creosote or a similar wood preservative to lengthen the lifespan of the wood. Existing creosote-treated piles will be removed as part of pile/bulkhead replacement and will be handled and disposed of at a permitted facility. Similar handling and disposal protocols may be required if other treated lumber, soils, and/or sediments in direct contact with treated piles and lumber are encountered.

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

Creosote piles have been identified supporting the upland side of the boardwalk. Timbers used to construct the retaining wall behind the boardwalk may also have been treated with creosote or a similar wood preservative to lengthen the lifespan of the wood. Existing creosote treated piles will be removed as part of pile/bulkhead replacement and will be handled and disposed of at a permitted facility. Similar handling and disposal protocols may be required if other treated lumber, soils, and/or sediments in direct contact with treated piles and lumber are encountered.

Review of the Washington State Department of Ecology's "What's in my Neighborhood" map revealed five sites within an approximately ¼-mile radius of the project site where releases and/or cleanup of petroleum products and hazardous materials have been documented.

One of these sites, the Port of Edmonds Breeders Building, is mapped adjacent to the project site. However, a review of file records discussing characterization of this site determined that its location to be incorrectly mapped on the "What's in my Neighborhood" map, and that it is actually located approximately 240-feet southwest of the project area. A release of petroleum products at this site, including diesel, gasoline, and benzene, has been confirmed. Soil impacts reportedly have been remediated at this site; however, contamination may remain in groundwater.

A similar release of petroleum products to soil and groundwater was also reported at the Edmonds Dry Storage Port of Edmonds site, mapped within approximately 200 feet of the project alignment; similar to the Breeders Building, review of characterization reports available

for this site determined that the location of the Dry Storage site to be incorrectly mapped on the “What’s in my Neighborhood” map, with its actual location over 900-feet southwest of the project area. Given the physical distance of these two release sites from the project area, and the fact that the sites are hydrologically cross- or down-gradient of the project area, these sites do not appear to present a risk of impact to the project area.

Releases of various chemical of concern, including petroleum products, metals, dioxins/furans, polycyclic aromatic hydrocarbons, and organotins have been documented at three other sites mapped within a ¼ mile of the project site. Given the physical distance of the release sites from the project area, and the fact that the sites are hydrologically cross- or down-gradient of the project area, those sites do not appear to present a risk of impact to the project area. Additionally, while one of those sites (Harbor Square) includes sediment impacts, those impacts were identified in Edmonds Marsh south of Admiral Way. Based on figures that detail stormwater management infrastructure in the vicinity of that site and the project area, water from the Marsh discharges to Puget Sound, at an area outside of the marina jetty; as such, it is unlikely that sediment and potentially related surface water impacts from the Harbor Square site would impact the project area.

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

No existing hazardous chemical or conditions are known that would affect project development or design. The existing boardwalk and pavement would be replaced with a similar walkway and areas of pavement. No underground hazardous liquid and gas transmission pipelines are located within the project area. Utilities will be located by the construction contractor before excavation starts.

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

Chemicals associated with construction equipment, such as hydraulic fluid and diesel, may be stored or used on site during construction. No toxic or hazardous chemicals will be used, produced, or stored on site as part of the project.

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

No special or additional emergency services, beyond those currently provided by the City of Edmonds, will be required for construction or operation of the project.

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

A Hazardous Building Material Survey will be completed for the Port Administration Building to identify hazardous building materials, including asbestos-containing materials, that may need to be abated and managed in conjunction with building demolition. The contractor will develop a work plan to manage and properly dispose of hazardous materials, including subsurface contamination and hazardous building materials that may be encountered during demolition and construction activities.

BMPs will be used during construction to prevent spills. Prior to construction, utilities within the project area will be identified by a professional utility-locating service. A health and safety plan will be prepared to document specific procedures to be followed if environmental health hazards are encountered. All refueling will be conducted away from surface waters. During construction, any spill of materials, such as diesel fuel and lubricating oil, will be cleaned up immediately.

A debris- and sediment-containment boom will be deployed during boardwalk, seawall, and pile removal. Existing creosote-treated piles and timbers that are removed as part of the pile/bulkhead replacement will be disposed of at a licensed disposal facility.

**b. Noise**

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

Existing noise in the vicinity of the project site includes vehicular traffic from roadways (i.e., Admiral Way) and Port facilities, railroad traffic (within 300 feet of the project site), boatyard and boat launch/retrieval operations, marina boat operation, and Puget Sound vessel traffic, including the Washington State Ferries. No existing noise would affect the proposed project.

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

Construction will generate temporary, short-term increases in noise levels in areas adjacent to the project site. Construction will be completed in accordance with the City of Edmonds noise ordinance. Construction activities are expected to occur during daytime hours. If circumstances arise that require night work, the contractor will be required to adhere to all applicable City of Edmonds noise regulations, including obtaining a variance, if needed. Noise associated with the completed project would be limited to pedestrian use of the Portwalk.

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

Construction-industry BMPs will be incorporated into construction plans and contractor specifications, which may include fitting construction equipment engines with adequate mufflers, intake silencers, or engine enclosures and turning off construction equipment when not in use. Construction activities associated with the proposed project are not anticipated to occur during nighttime hours.

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

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

The project site is part of an existing marina operated by the Port of Edmonds. Onsite uses include the marina, Port Administration Building, Edmonds Yacht Club, Arnies Restaurant, water-related businesses (e.g., whale watching, boat rental, upland boat and recreational vehicle storage, et al.), public access trail/walkway along the waterfront and between City of Edmonds parks, and associated parking. The Port Administration Building will be demolished to accommodate construction of the Central Plaza.

Adjacent properties include Port commercial parcels, City of Edmonds parks (Olympic Beach Park, Marina Beach Park, and Edmonds Marsh), Admiral Way, BNSF Railway, a private commercial office building, and the Port's Harbor Square commercial development.

The project parcel is used for marina-related commercial business (composed of water-dependent and water-related Port and private businesses) and public access to and enjoyment of Puget Sound. The proposed project will include demolition of the Port Administration Building, but will otherwise maintain onsite land use.

The proposed project is compatible with land uses on the site and nearby parcels. A goal of the project is to improve public access and enjoyment of the waterfront, which may result in an increased patronage of Port, onsite, and nearby commercial businesses. The proposed project would not conflict with adjacent properties used for transportation (i.e., Admiral Way and BNSF Railway), because pedestrian and vehicle access are controlled by fencing and automated crossings.

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

The site is developed. It is located within the City of Edmonds urban growth area and is not known to have been used as working farm or forest land.

#### **1) Will the proposal affect or be affected by surrounding working farm or forest land**

**normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

Not applicable. There is no surrounding working farm or forest land.

**c. Describe any structures on the site.**

Structures on the project site include the existing Port Administration Building, boardwalk and seawall, and a garbage/recycling bin enclosure.

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

The existing Port Administration Building and upper timber bulkhead and boardwalk structure, including timber piles, will be demolished and removed. The garbage/recycling bin enclosure will be demolished or moved to a different onsite location.

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

The site is zoned Commercial Waterfront (CW).

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

The City of Edmonds Comprehensive Plan map (revision date: August 9, 2018) identifies the site as a Master Plan Development within the Downtown Activity Center.

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

Shoreline Environment Designations are Urban Mixed Use II and Aquatic II. The City of Edmonds has indicated that the seawall is located on the boundary of the Urban Mixed Use II and Aquatic II shoreline environments, and the boardwalk extends over the ordinary high water mark into the Aquatic II environment.

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

The City of Edmonds identifies the site in Geologically Hazardous Areas (Seismic Hazard Areas), Frequently Flooded Areas (100-year floodplain), and Fish and Wildlife Habitat Conservation Areas (Puget Sound).

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

None, the project will not create residences or employment.



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

None, the project will not result in displacements. The Port of Edmonds will have relocated to a new administration building prior to demolition of the existing building.

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

Not applicable. The project will not result in displacements.

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

The proposed project includes reconstruction of part of an existing Portwalk and is consistent with existing and projected land uses, including public access to and enjoyment of the water. The project is a component of the Port of Edmonds' Public Access Plan, which has been incorporated into the Port's Comprehensive Scheme of Harbor Improvements.

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

None needed, as no agricultural or forest lands of long-term commercial significance occur in the project vicinity.

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

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

The project will not provide housing.

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

The project will not eliminate housing.

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

Not applicable.

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

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

Proposed dock security gates will be 12 feet, 11.75 inches. The gates will be located at dock entrances and will consist of slatted aluminum.

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

No views would be obstructed by the proposed project. The project would enhance views of Puget Sound by consolidating the boardwalk's existing small bump-outs into one location overlooking the marina entrance between the breakwaters.

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

The project includes upgrades to public access and amenities that will also provide aesthetic improvements, including addition of plazas and upgrades to restrooms, landscaping, lighting, dock gates, and the boardwalk surface and railings. Other aesthetic improvements include the relocation of boardwalk utilities (e.g., electrical panels and dock cart storage) away from the shoreline to upland paved areas.

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

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

Pedestrian lighting for use at night will be provided on the landward side of the boardwalk and in the Central and Upper Plazas.

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

Pedestrian lighting will be directed down toward the Portwalk surface to limit spillover onto the water. The lighting will be on 12-foot masts and will be approved by the International Dark-Sky Association. Lighting is provided to increase safety to Portwalk users, and no light or glare from the project is anticipated to create a safety hazard or interfere with views.

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

There are no offsite sources of light or glare that would affect the proposed project.

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

Pedestrian lighting will be directed down toward the Portwalk surface to limit spillover onto the water and will be approved by the International Dark-Sky Association.

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

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

The existing boardwalk provides the public with passive waterfront enjoyment (including walking and gathering) and recreational opportunities (access to the marina, boat launch/retrieval and maintenance, boat rental, and water-based tours, such as whale watching). The Portwalk provides access to the

Edmonds Marine Walkway between Edmonds Marina Beach and Olympic Beach and to a public fishing pier to the north.

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

Temporary detours for Portwalk and marina users will be implemented during construction. No permanent displacement of recreational uses would occur as a result of the project. Temporary floating docks will be used during construction to maintain access to the Portwalk from the marina docks. The upgrades provided by the project are expected to enhance the recreational experience.

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

No long-term displacement of recreational uses would occur as a result of the project. Temporary detours for Portwalk and marina users will be used during construction. Temporary floating docks will be used during construction to maintain access to the Portwalk from the marina docks. The upgrades provided by the project will enhance the recreational experience.

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

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

The project parcel includes the Port Administration Building, constructed in 1969 (52 years old), and Anthony's Homeport, constructed in 1965 (56 years old); however, the Washington Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database does not identify any historical registered properties on or adjacent to the project site.

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

The DAHP WISAARD does not list any recorded cemeteries, publicly available Traditional Cultural Properties, or precontact archaeological sites within or adjacent to the project site. There are two recorded historic-era archaeological sites to the east of the project site. Site 45SN574 is located approximately 490 feet from the project site and consists of a historic debris concentration and structural remains. Site 45SN723 is located approximately 670 feet from the project site and consists of the remains of a shingle mill dry kiln. A cultural resources overview currently is being conducted to determine the precontact and historical land use of the project site and the cultural resources that may be encountered.

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

A cultural resources overview currently is being conducted to determine the precontact and historic land use of the project site and the cultural resources that may be encountered. Components of the overview will include communication with local tribes and review of DAHP WISAARD information, pertinent cultural and environmental datasets, and historical records. The Port of Edmonds Administration Building will be inventoried for potential listing on state and/or national registers.

**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.**

Based on the results of the cultural resources overview, recommendations will be made to address cultural resources at the project site, if identified. If evidence is found that field investigations or archaeological monitoring are necessary to aid in the identification of cultural resources, a recommendation will be made for these efforts.

If required by an agency with jurisdiction, an Inadvertent Discovery Plan (IDP) will be prepared and provided to the construction contractor. The IDP would outline procedures in case of an unanticipated discovery, notification protocol (including notifying the State Historical Preservation Officer [SHPO] and affected tribes if any archaeological, historic, or culturally significant items are discovered and the Snohomish County Medical Examiner, if any human remains are found), entities with the authority to temporarily stop construction, and procedures to evaluate and recover intact materials.

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

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

The site is accessible from Admiral Way.

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

The project site is not served directly by public transit. Edmonds Station, serving Community Transit and Sound Transit, is located approximately 600 feet east of the north end of the project site.

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

A net gain of five parking stalls will be provided as part of the completed project. A total of 30 parking stalls will be provided with 25 parking stalls removed.

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

The proposed project includes reconstruction of and upgrades to an existing public Portwalk.

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

Edmonds Station, which serves Sound Transit Sounder Rail (although temporarily suspended due to COVID-19), is located approximately 600 feet east of the north end of the project site. The Washington State Edmonds Ferry Terminal is located approximately 1,300 feet northwest of the project site. The project will not require use of these facilities.

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

The project is not anticipated to generate increased vehicular trips.

- 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.**

No, the project will not interfere with, affect, or be affected by the movement of agricultural and forest products.

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

Not applicable, as no transportation impacts will occur.

## **15. Public Services** [\[help\]](#)

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

The project will not result in an increased need for public services.

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

None needed.

**16. Utilities** [\[help\]](#)

a. **Circle utilities currently available at the site:**

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,  
other \_\_\_\_\_

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 which might be needed.**

No new utilities will be provided as part of the proposed project. Electricity is provided by the Snohomish County Public Utility District; water is provided by the City of Edmonds; and telephone services are provided by Comcast.

**C. Signature** [\[HELP\]](#)

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

Signature: \_\_\_\_\_

Name of signee \_\_\_\_\_

Position and Agency/Organization \_\_\_\_\_

Date Submitted: \_\_\_\_\_