

Port of Tahuya: Public Access Plan



SEPA Checklist & Determination

June 2003
Mason County, WA

Document includes:

1. SEPA Checklist & Determination
2. Public Notice
3. Public Access Plan, Final Approved Draft



ENVIRONMENTAL CHECKLIST
(WAC 197-11-960)

PLEASE READ CAREFULLY BEFORE COMPLETING THE CHECKLIST!

Purpose of checklist:

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

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, 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. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "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 landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: Port of Tahuya: Public Access Plan
2. Name of agent/applicant: Port Consultant: Colie Hough-Beck
3. Address and phone number of agent/applicant and contact person: Hough Beck & Baird Inc.
215 Westlake Avenue North
Seattle, WA 98109-5217
4. Date checklist prepared: 19 June 2003
5. Agency requesting checklist: Port of Tahuya
P.O. Box 90
Tahuya, WA 98588
6. Proposed timing or schedule (including phasing, if applicable):

The proposed Port of Tahuya: Public Access Plan and implementation program will receive a review and a formal hearing for adoption by the Port Commission. Following this review and approval, the actions described in the development plan elements and implementation chapters of the plan will be initiated during annual capital facility programs (CFP) beginning in the year 2003 and/or as funding becomes available. Both the development plan elements and implementation chapters include a 20 year vision with a 6 year C.I.P. (Capital Improvement Projects) component.



When funding becomes available, the implementation program proposes a number of specific actions be undertaken including the:

- acquisition of park and open space lands,
- development of waterfront, picnic areas, and trails,
- possible joint venture developments.

These implementation proposals will require separate approval procedures.

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

The implementation program of the Public Access Plan proposes a number of actions be undertaken as described in question 6. This plan can be reviewed by the Port Commission annually to consider additions and/or expansions of proposals.

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

Mason County Comprehensive Plan, August 1998

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 we are aware of.

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

The Port Commission will prepare a notice of action upon adoption of the Public Access Plan. Future proposals identified in the implementation chapter may require zoning changes, building permits, clearing and grading permits, shoreline approval, and other appropriate development permits.

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 Tahuya has grown in the 10 years since the accomplishment of the 1993 Comprehensive Plan. Choices confront the Port of Tahuya at the present time that could alter the character and quality of park, recreation, and public access facilities and services if not adequately planned. This proposed plan document outlines the choices that are available and the means for implementing preferred actions of most benefit to Port of Tahuya residents.

Authority – In 1993, the Port of Tahuya adopted a Comprehensive (Land Use) Plan. The 1993 Port of Tahuya Comprehensive Plan discussed park, recreation, and open space issues under goals 1 and 2, and under objectives 1 through 5. Within this plan, it is part of the Port's mission is to fulfill recreation needs: *To contribute to the well-being of residents within the Tahuya Port District and within North Mason County in general, by providing outdoor and indoor recreation in conjunction with existing park and recreation facilities when possible and financially feasible.* In addition, it is the Port's responsibility to maintain and enhance the districts economic vitality through development of comprehensive facilities, programs and services. In so doing, the Port pledges to work cooperatively with other entities within the framework of community standards and be a responsible trustee of publicly owned assets. Subject to the provisions of Title 53 of the Revised Code of Washington (RCW) of 1911, the port may develop and operate economic development programs, tourism, park and recreation facilities, and

moorage facilities. The Port may levy property taxes, issue bonds, charge for services, and create local improvement districts (LID) or benefit assessment taxes to pay for improvements.

The State of Washington adopted the Growth Management Act (GMA – codified as Revised Code of Washington (RCW) 36.70A) revising the state Planning Enabling Act in the 1990's. GMA requires jurisdictions to:

- designate the general location and extent of land uses including recreation and open space lands,
- identify lands useful for recreation: wildlife habitat, trails and connection of critical areas, and
- develop a capital facilities plan (CFP) element identifying the funds necessary to implement the plan over a 6 year period.

IAC – the Washington State Interagency Committee for Outdoor Recreation (IAC) funds park, recreation, and open space projects under the authority provided in the Revised Code of Washington, 43.98A.060(1), 43.98A.070(5), 43.99.080(2), 46.09.240, 77.12.720 and Title 286 Washington Administrative Code. IAC requires jurisdictional applicants to have a current park, recreation, and open space plan as a criteria for grant applications. This plan update complies with IAC requirements.

DESCRIPTION OF PUBLIC ACCESS PLAN:

Objectives – The specific objectives of this planning effort were to:

- Identify and evaluate existing public access and recreational facilities which have been developed to date within the Port of Tahuya's service area.
- Forecast future public access and recreational facility demands and needs, particularly for facilities and services which may be provided by the Port of Tahuya in association with other public and private agencies.
- Determine the appropriate service areas and roles which should be undertaken by the Port of Tahuya to meet important recreational facility and programming needs.
- Define the physical elements of a public access plan for developing and/or refurbishing needed public access, park, and recreational facilities by the Port of Tahuya.
- Estimate the financial costs and capabilities involved in providing park and recreational needs over the next twenty year period.
- Survey public opinion to determine which issues are most important to the needs of residents in the Port of Tahuya's service area.
- Define an implementation program outlining the actions necessary to realize the comprehensive plan's development over the next twenty year period.

Approach – This plan analyzed the supply, demand, and need for public and private recreation and public access facilities and services within the Port of Tahuya on a district-wide basis. The inventories include a comprehensive assessment of all public and private facilities and agencies within the Port of Tahuya's service area. The development strategies proposed for the Port of Tahuya: Public Access Plan are the result of this comprehensive analysis. Generally, the proposed strategies recommend the port focus it's resources where recreation needs are most needed, and where the port's efforts will be most effective.

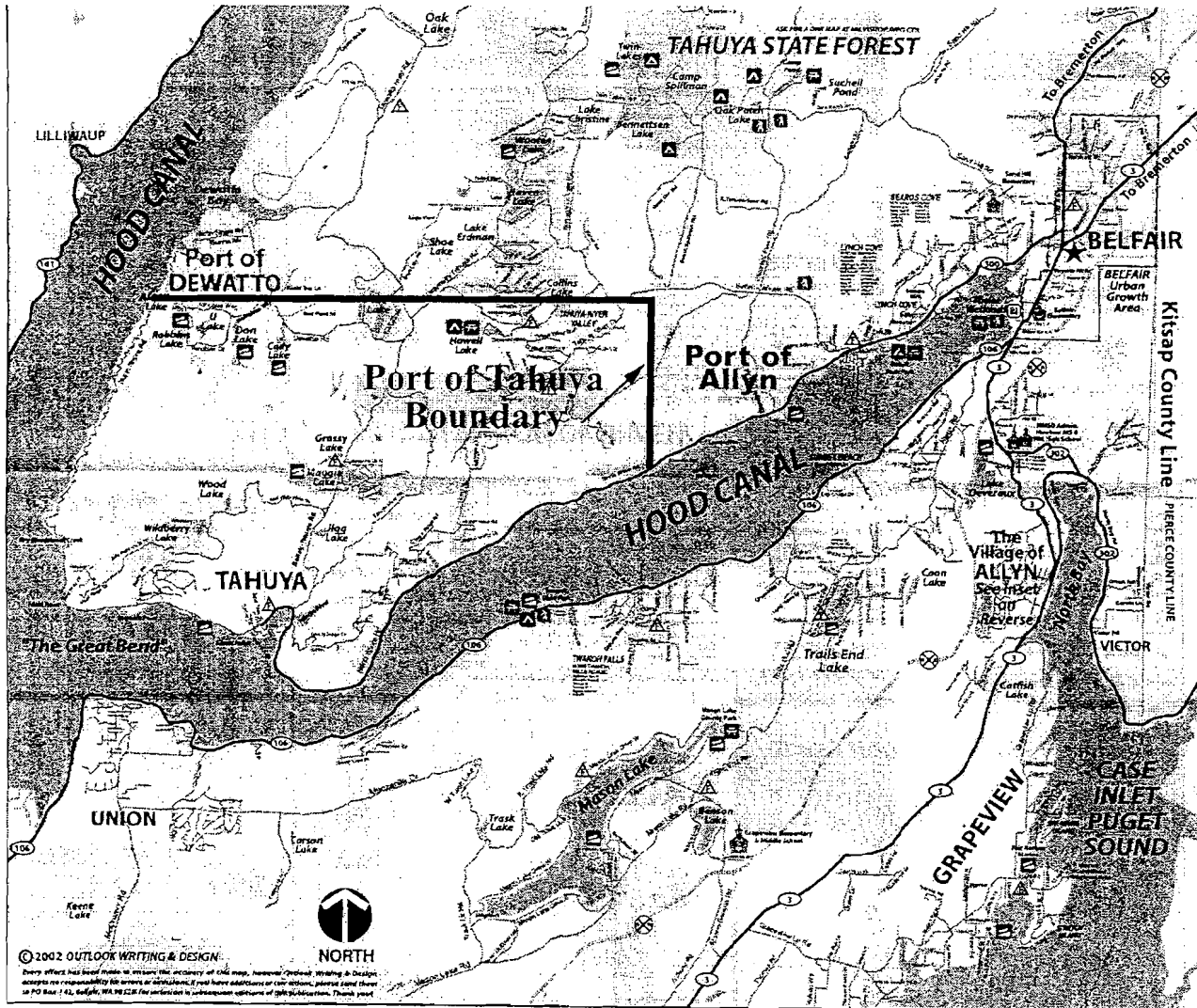
Public involvement – The planning process was overseen by the Port Commission. An initial planning workshop was conducted with the port commissioners at the beginning of the process to review the contents of the 1993 comprehensive plan and define current public access planning issues and priorities. Public workshops and open houses were also conducted in Tahuya to review park needs and project proposals with commission members, interest groups, other public agencies, and interested citizens. An intercept survey was conducted in July 2002 to determine program priorities. The proposals outlined within this document represent the consensus opinions developed during the workshop and open house sessions and survey results.

Documentation – The plan document is organized into 10 chapters dealing with major topic issues and an appendix that includes detailed development cost estimates.

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 proposal is a non-project action involving a definition of roles and policies by which to plan and develop existing and future parks, recreation, and public access facilities within the port district. The approximately 30 square mile district is located in Mason County and is bounded to the north by the Port of Dewatto, to the east by the Port of Allyn, and to the south and west by the "Great Bend" of Hood Canal. The proposal outlines possible projects but does not define specifics because many of the possible individual projects have not been acquired and/or designed.



B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other

The Port of Tahuya lies within the Hood Canal basin on the Kitsap Peninsula. The geology and topography of the basin resulted almost entirely from recognized glacial advances and retreats during the Pleistocene epoch, producing the undulating and rolling hills

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

Port of Tahuya topography varies along the shores of Hood Canal and into Tahuya State Forest, but for the most part consists of an undulating series of benches and hills. The general slope declines from east to west and north to south. Along the western shoreline, steep inclines reach from the hills to the water's edge.

The possible renovation, redevelopment and expansion of existing properties, and future acquisition and development of new properties could result in minor disruptions, displacements, compactions and/or covering of the soil which may alter the existing geologic and soil characteristics. Example activities include the development of parks, parking lots, public access facilities, landscaping and restoration improvements, trail corridors, trailhead services, emergency and maintenance access points, and related trail improvements on, road shoulders and within natural drainage corridors and other natural areas. The modification of land forms that might be necessary to realize the development of the activities described in the plan generally will not significantly alter the area's geological or topographical character. No adverse impacts are anticipated to any unique geological or topographical features from any of the proposals defined within the plan's descriptions.

- 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 prime farmland.

The soil consists of semi-consolidated and unconsolidated materials that were deposited by the glaciers to from the undulating and rolling hills. The materials include clay, silt, sand, glacial till and peat. Representing most of the surface, a typical sequence consists of advance outwash sediments deposited in front of the advancing glacier, overlain by glacial till, and in turn overlain by granular deposits of recessional outwash. Soils are reddish in color and contain amorphous materials. They have properties associated with weathered volcanic ash. Some areas have subsoil accumulations of compounds of iron, aluminum and humus. Major surface features include a number of small, freshwater lakes formed during glacial retreat and isolated mud flow deposits and wetlands.

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

See description for section c above for general conditions. Portions of some future, proposed sites may have features subject to the conditions listed here. If so, they will be quantified under subsequent site master planning and environmental reviews accordingly.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

See response to d above.

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

See response to d above.

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

See response to d above.

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

All current and future project proposals will be reviewed for SEPA compliance.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

The Olympic Mountains create a south to north air funnel through the area that consists of moist, marine air currents. The marine air moderates climatic conditions and creates mild, wet winter and cool, dry summer seasons.

Good air quality generally prevails in the Hood Canal area due to its relatively low level of development and rural character. Additional recreation activities and accompanying automobile traffic, will produce and slightly increase suspended particulates (PM10), ozone (O3), and carbon monoxide (CO) content at future park sites and along major travel corridors compared to current conditions. However, considering the relative low magnitude of the existing and proposed public access system, it is unlikely that the volume of activity will create air pollutant conditions to a point where Environmental Protection Agency (EPA) standards will be at risk. Any future public access site development whether of previously undeveloped lands or expansion of existing facilities may require minor amounts of grading activity and these construction activities can cause dust and other particulate pollution (PM10) if not contained or managed.

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

None at this time.

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

The proposed development of the activities described in the Public Access Plan generally will not significantly alter the area's air pollution conditions. No adverse impacts are anticipated to any existing air quality conditions from any of the proposals defined within the plan's descriptions. All project proposals will be reviewed for SEPA compliance.

3. Water

a. Surface:

- 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.

Port of Tahuya residents have a wide selection of the water resources available. The Hood Canal, surrounds the district on three sides. Two main water channels in the district are Rendsland Creek and the Tahuya River, both flowing into Hood Canal. Numerous freshwater lakes occur in the area as well: Aldrich Lake, Robbins Lake, U Lake, Don Lake, Cady Lake, Maggie Lake, Wood Lake, Wildberry Lake, Jiggs Lake, Grass Lake, and Wheeler Lake, among others.

- 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.

The possible future acquisition, renovation, development and expansion of some existing and proposed properties may occur within 200 feet of Rendsland Creek, the Tahuya River, and Hood Canal. Specific development of public access sites has not been identified at this time.

- 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.

None at this time. Any future proposals will be reviewed for SEPA compliance.

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

There are no plans to withdraw surface water from any existing or proposed public access sites at this time.

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

Future park sites may be located within the 100-year floodplain of Rendsland Creek and the Tahuya River.

- 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.

There are no plans to discharge waste materials into surface waters.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

There are no plans to withdraw or recharge to groundwater sources. If so, any future plans will be quantified under subsequent site master planning and environmental reviews (SEPA) accordingly.

- 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.

Future public access sites have vault restroom systems proposed at this time.

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.

The possible future acquisition, renovation, development and/or expansion of some existing and proposed public access sites may result in minor changes in drainage patterns, and increases in the rate and amount of surface water runoff. Example proposals include the development of parking lots, service facilities, hiking and biking trails, informal play areas, landscaping, and conservation improvements. The modification of surface water drainage characteristics that might be necessary to realize the development of the activities described in the Public Access Plan generally will not significantly alter the area's surface water systems. No adverse impacts are anticipated to any surface water conditions from any of the proposals defined within the plan's descriptions.

There are no plans to discharge waste materials into ground or surface waters from any proposed or future public access sites.

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

The proposed development of the activities described in the Public Access Plan will not significantly alter the area's surface, ground, and runoff water conditions. No adverse impacts are anticipated to any existing water quality conditions from any of the current proposals defined within the plan's descriptions and/or possible future proposals. All current and future project proposals will be reviewed for SEPA compliance.

4. Plants

a. Check or circle 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
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

The port district was once covered with coniferous forest vegetation, much of which has been logged and/or burned during the last 160 years and replaced by second-growth conifers and pioneer hardwood species. The natural vegetation in the port district is primarily the Puget Sound Douglas Fir Ecozone.

This zone covers the entire district. Major coniferous tree species are Douglas Fir (which often dominates large areas), western hemlock and western red cedar. The most widespread deciduous species in this zone are the red alder and big-leaf maple. Black cottonwood and Oregon ash, along with red alder and big-leaf maple, are found along major water courses. Oregon oak and Pacific madrone may be found on drier sites. Understory vegetation in this zone varies substantially depending upon soils, wetness and other environmental factors. Typical understory vegetation associations are: 1) oceanspray association on the driest sites, with a typical shrub layer including creeping snowberry and salal; 2) oregon grape, vine maple, red huckleberry, trailing blackberry and pacific rhododendron; and 3) sword fern association on moister habitats with the many species of herbs.

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

The possible future acquisition, renovation, development and/or expansion of some existing and proposed public access sites will have no significant impacts to plants or wildlife. However, some site improvements and related landscaping activities may result in changes to existing plants and/or the introduction of new plant species to existing public access system facilities. Example activities include the development of parking lots, service facilities, hike and bike trails, informal play areas, landscaping and conservation improvements. The modification of plant and wildlife habitat characteristics that might be necessary to realize the development of the activities described in the Public Access Plan generally will not significantly alter the area's plant and animal resources. No adverse impacts are anticipated to any rare or endangered plant or wildlife resources from any of the proposals defined within the plan's descriptions. However, temporary, localized disruptions and/or displacements could occur to the aquatic ecology of lakes, rivers and bodies of saltwater as a result of shoreline access developments and stabilizations in future public access sites.

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

There are no plans to remove plant materials of a native importance from any public access sites. If so, any future plans will be quantified under subsequent site master planning and environmental reviews (SEPA) accordingly.

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

The development of the activities described in the plan generally will not significantly alter the area's natural vegetative conditions. No adverse impacts are anticipated to any existing natural vegetation systems from any of the current proposals defined within the plan's descriptions and/or possible future proposals. All current and future project proposals will be reviewed for SEPA compliance.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, and songbirds

Mammals: deer, bear, elk, beaver, skunk, fox, muskrat, opossum, and raccoons

fish: salmon, shellfish

With rich natural resources, open spaces, and undeveloped natural areas, the shoreline ecosystem and interior lands of the port district hosts a variety of wildlife habitat. Animals common to the area include: eagles, heron, deer, spotted and striped skunk, fox, muskrat, opossum, and raccoons. Coyote, cougar, beaver, and bear often appear in undisturbed areas. The rich aquatic habitat, including tidelands coupled with inland streams provide habitat for Chinook, Chum, Coho, Steelhead, and sea-run Cutthroat salmon species.

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

- Bald Eagle, Ferruginous Hawk, Western Gray Squirrel are State Threatened Species (listing current through June 2002) found within the port district.
- Spotted Owl, Fisher, Western Pond Turtle are State Endangered Species (listing current through June 2002) found within the port district.
- Chum Salmon is a Federal Threatened Species found within the port district.

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

The port district is part of the Pacific Flyway.

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

The future development of the proposals described in the plan generally will not significantly alter the area's wildlife. No adverse impacts are anticipated to any existing wildlife-habitat systems from any of the proposals defined within the plan's descriptions. All future project proposals will be reviewed for SEPA compliance.

6. Energy and natural resources

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

Some proposed sites have never been developed and do not have energy services of any kind. Some public access sites support various park improvements, including picnic areas and restrooms that are adequately serviced with power from adjacent power lines and poles. No public access sites presently use natural gas, oil, wood stoves, or solar power energy systems. The possible renovation, redevelopment, and expansion of existing properties and new facilities may affect existing public services resulting in an increased demand for certain energy services power primarily. Public access improvements may require additional energy services, particularly for those properties that have never been developed or effectively used before. Most of the improvements contemplated within the proposed plan, however, can be serviced from directly adjacent power lines and poles and will not impact existing energy service, systems, or resources.

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

There are no current plans or proposals to block or otherwise affect the solar potentials of adjacent properties or any importance from any sites.

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:

Future site improvements, particularly indoor facilities, will utilize energy efficient lighting, heating and other mechanical and appliance systems, practices and construction materials and methods.

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.

There are no current plans or proposals to expose, increase, or create health hazards of any importance from any sites. If so, such plans will be quantified under future site master planning and environmental reviews (SEPA).

1) Describe special emergency services that might be required.

No special emergency services will be required for any existing or proposed public access sites due to hazardous environmental conditions.

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

The possible future acquisition, renovation, development and/or expansion of some existing and proposed public access sites will have no environmental health hazards.

b. Noise

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

Future portions of some proposed sites may be affected by noise generated by adjacent transportation corridors. However, there are no plans to expose, increase, or create noise levels of any importance from any sites. If so, such plans will be quantified under future site master planning and environmental reviews (SEPA).

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.

Short-term – Improvements to existing and future sites may generate construction noise from equipment during construction. Such impacts would be of a short-term nature, limited by the time and hours of construction.

Long-term – Future portions of some proposed sites may be developed with recreational activities like trails and parks that could increase local on-site noise levels above existing conditions – particularly if the sites have never been developed. Noise levels could increase during the hours and seasons of potential use.

Any proposed site improvements that increase activity may generate vehicular traffic by users seeking access to the sites. Park-related traffic may increase noise levels on local access roadways accordingly.

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

Depending on project specifics, the following measures could be used to mitigate project related development impacts:

- Short-term noise levels – may be reduced by limited construction hours, the type of equipment to be used, and other management procedures to reduce noise levels of a concentrated level and duration.
- Long-term noise levels – may be reduced by locating activities with noise related potentials to those areas of the site that will least impact adjacent properties.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

The Port of Tahuya is located within Mason County and is bounded to the north by the Port of Dewatto, to the east by the Port of Alyn, and to the south and west by the "Great Bend" of Hood Canal. The approximately 30 square mile area is largely rural and mostly forested. The primary, current use within the area is natural area and single family residences.

b. Has the site been used for agriculture? If so, describe.

Property within the port district has been previously harvested for timber.

c. Describe any structures on the site.

Does not apply.

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

Does not apply.

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

Zoning within the district includes Residential 5, Residential 10, Residential 20, and Rural Commercial within Tahuya. There are also Long-term Commercial Forestry and Agricultural Resource Land zones.

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

Rural.

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

The port district area may contain Mason County's shoreline designations of urban, rural, conservancy and natural.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

There are environmentally sensitive areas located in the port district as defined by Mason County.

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

Does not apply.

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

Does not apply.

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

Does not apply.

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

All proposed projects will be reviewed for land use and shoreline compliance at the time of project development.

9. Housing

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

Does not apply.

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

Does not apply.

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

Does not apply.

10. Aesthetics

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

Does not apply. No adverse impacts are expected on the aesthetic conditions of the port district from any of the proposals defined within the Public Access Plan.

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

Future portions of some proposed sites may alter views in some way. However, there are no current plans to eliminate or obscure aesthetic features or views of any importance from any sites.

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

The plan's proposed capital improvement program includes work items for master planning all proposals to ensure each property is provided suitable aesthetic protections and enhancements.

11. Light and glare

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

No lighting is proposed at this time.

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

Does not apply.

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

Does not apply.

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

Does not apply.

12. Recreation

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

There are a wide number of diverse entities involved in park and recreational activities within the port district and its service area. At the present time, these include the Port of Tahuya, other port districts, Mason County, Dept. of Natural Resources, Washington State Parks, Tacoma Public Utilities, Washington Dept. of Fish & Wildlife, and numerous private organizations. The combined inventory includes approximately 900 acres of land for park and recreation activity.

However, public and private agency involvement in park and recreation activities varies significantly by agency and activity. In some instances, as in the development of waterfront activities, the agencies appear to overlap and duplicate efforts. In other instances, as in the development of regional land and water trails, no agency seems responsible for a specific activity's facility or service development or operation.

The Port of Tahuya presently operates one facility along the shoreline of Hood Canal, Menard's Landing. With adoption of the Public Access Plan, the port will create a comprehensive, balanced recreational system that integrates other agency, state, federal and private park and recreational lands and facilities in a manner that will best serve and provide for port district resident's interests. The plan proposes the port cooperate with other public and private agencies and groups to avoid duplication, improve facility quality and availability, reduce costs and represent resident interests. The strategy would distinguish different degrees of port involvement in facility development actions, however, depending on a specific facility's attributes on a regional, local or special opportunity value scale.

Regionally significant activities have high population participation rates, high user volumes, benefit residents of a number of local jurisdictions, may involve joint ventures with other public or private agencies, provide ultimate level play activities or experiences, have unique location requirements, and may be activities for which there are no other logical or available public or private sponsors. Belfair State Park, Twanoh State Park, Potlach State Park, and Sund Rock Marine Sanctuary are examples of regionally oriented facilities.

Locally significant activities are participated in by a significant but less than majority of the population, have significant but not high user volumes, are oriented to local user preferences or organizations, provide local use benefits, are developed to a minimum level of play, are not subject to special site considerations, and may be sponsored by a number of other public and private local sponsors self-help organizations. Port of Allyn Launch Ramp, Port of Dewatto Campground, Port of Dewatto Meeting Hall, Theler Wetlands, Cady Lake, Tee Lake are examples of locally oriented facilities that the port would not take a lead in developing and maintaining.

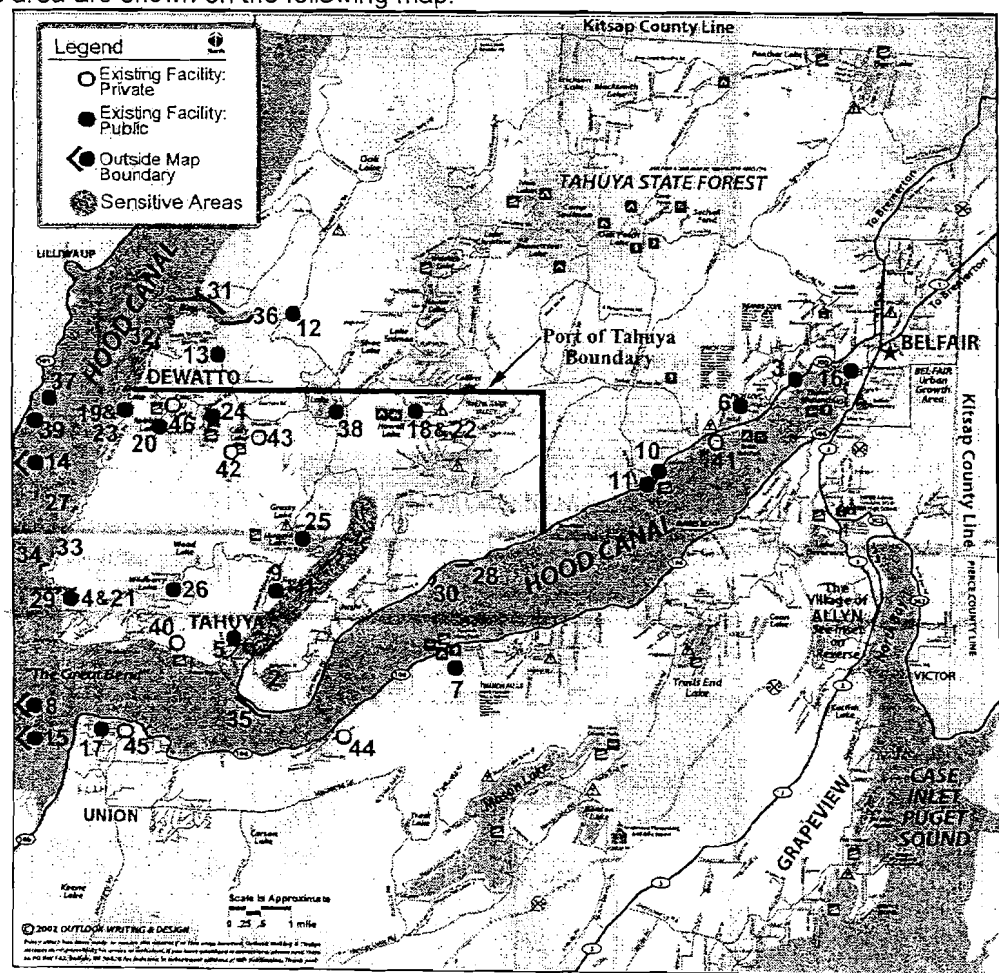
Special activities have low or very specialized participation rates, high user volumes, may benefit users and tourists from outside the port district, have unique site considerations, represent ultimate level user facilities, have no other public or private sponsors and have concessionaire or private development opportunities. Sund Rock Marine Sanctuary and the Octopus Hole are examples of special facilities.

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

The proposed plan is not expected to displace any existing recreational uses.

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

The plan's proposed capital improvement program includes work items for the master planning of all current and proposed projects to ensure each is provided suitable recreational activities. Existing recreational facilities available in the area are shown on the following map:



List of Existing Facilities:

- | | | |
|--------------------------|----------------------------------|----------------------------------|
| 1. Tahuya River Corridor | 11. Port of Allyn Launch Ramp | 21. Menard's Landing Boat Launch |
| 2. Wheeler Lake | 12. Port of Dewatto Campground | 40. Summertide Resort and Marina |
| 3. Klingel Wetlands | 13. Port of Dewatto Meeting Hall | 41. Selah Inn |
| 4. Menard's Landing | 14. Port of Hoodspout | 42. Cady Lake Manor |
| 5. Fire District #8 | 15. Hood Canal Recreational Park | 43. Cady Lake |
| 6. Belfair State Park | 16. Theler Wetlands | 27.-36. Tidelands |
| 7. Twanoh State Park | 17. Union Ramp | 44. Alderbrook |
| 8. Potlach State Park | 18. Howell Lake | 45. Hood Canal Marina |
| 9. Jigg Lake | 19. Aldrich Lake Camp | 46. Camp Hahobas |
| 10. Port of Allyn Dock | 20. Robbins Lake | 38. Don Lake |
| | | 39. Octopus Hole |

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The possible future acquisition, renovation, development, and expansion of some existing and proposed park properties may result in minor alterations to the existing terrain and perhaps the discovery of historically, culturally, or archeologically important sites. However, there are no current plans or proposals to alter or otherwise affect sites of historical and/or cultural importance.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

No knowledge of any at this time.

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

No adverse impacts are anticipated to any existing historical and/or cultural sites from any of the proposals defined within the plan's descriptions. All future project proposals will be reviewed for SEPA compliance.

14. Transportation

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

The transportation system within the port district is composed of an interrelated network of automobile, transit, boat, bicycle, pedestrian, and water systems.

Automobile – The automobile is the major means of transportation within the Port of Tahuya. The Mason County roadway system is comprised of an interrelated network of state and county highways and roads, supplemented with numerous private roads serving residential developments within the more rural areas. Mason County has developed a road classification system, which categorizes the County road network according to each road's primary traffic function. Relevant roadways within the Port of Tahuya are discussed as follows:

State Route 300 is a major arterial that provides for most of the traffic movement into and out of the port's rural community center (Tahuya). It provides access to the southern tip of the Tahuya Peninsula from its intersection with SR-3 (this section is also known as North Shore Road) and its primary function is carrying traffic to and from major traffic generators (Tahuya–Belfair). There is one minor arterial within the port district: Belfair Tahuya Road. It serves as a connecting road between residential areas and provides some through trips with additional local access. North Shore Road continues along the shoreline edge of Hood Canal, wrapping around the Tahuya Peninsula and continues north into Dewatto. Other roads are local access roads.

Existing county roads do not include provisions for sidewalks or adjacent walking or other special purpose paths within the port district. Bicycles share the road with automobiles.

Water transport – The Port of Tahuya currently owns Menard's Landing in conjunction with Dept. of Natural Resources operates a hand-carry boat launch. There are various boat launches provided by neighboring port districts and private marinas. Currently there is not a ferry service, water taxi, or other water transports in or near the Port of Tahuya.

Trails – Within local, state and federal parks within the port district and its service area, there are walking trails within parks, day hiking trails, bicycle trails, horse trails, off-road 4 wheel vehicles trails, and backpacking trails. These trails are not connected, but distributed among several sites and areas within the port district subject to different agency sponsorship and use standards, and available under different degrees of private to public

accessibility.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The Mason County Transportation Authority services portions of the county with a system of local bus routes focused on major travel destinations. Within the Port of Tahuya there are no designated transit routes, though the area is within Zone 1 of the dial-a-ride service. The nearest transit stop is approximately 10 miles from the rural community center of Tahuya.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Generally, park and public access plans will require the development of additional on-site parking where new and/or future activities are introduced into existing or proposed new park sites. Any future plans will be quantified under future site master planning and environmental reviews (SEPA).

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

The Public Access Plan will not require new roads or streets for access.

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

Some current and future proposals may introduce water trail opportunities for kayak, canoe, other hand-carry crafts as well as boat launch facilities for wind and motor craft. Such plans will be quantified under subsequent site master planning and environmental reviews accordingly.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Not known at this time.

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

The proposed development of the activities described in the plan generally will not significantly alter the area's transportation conditions. All current and future project proposals will be reviewed for SEPA compliance. Depending on future project specifics, the following measure could be used to mitigate project related development impacts: Trailheads and other trail service points could be located at public facilities. However, future trails and public access developments may increase traffic volumes to their locations.

15. Public services

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

As projects are implemented in the future, public services will be required.

Schools – There are no public schools within the port district.

Fire – Fire protection and emergency medical service (EMS) is provided by local Fire District #8. In addition, the Department of Natural Resources, the National Park Service, and the US Forest Service provide fire protection for state and federal government lands.

Police – The Mason County Sheriff's Office provides service within the port district for policing services.

The possible future acquisition, renovation, redevelopment, and expansion of most existing properties will only marginally affect existing public services resulting in minimal additional demand for certain public services. Fire protection services will be impacted by the addition of new or expanded structures such as restrooms, as well as by additional site improvements. However, the possible scope of public access facility additions may not be sufficient enough to require additional staff or equipment.

Public access improvements may increase use volumes and will increase the demand for security services in certain areas of the port district, particularly regarding vandalism. Existing facilities may be least impacted of all facilities, however, because security arrangements have generally been established with Sheriff patrols. The possible scope of proposed public access improvements, however, will not be sufficient enough to require additional staff or equipment.

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

None are required at this time.

16. Utilities


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.

The possible future acquisition, renovation, development, expansion, and improvement of public access and recreation properties may require additional utility services, particularly for those properties that have never been developed or effectively used before. Most of the improvements contemplated within the proposed plan, however, can be serviced with on-site utility systems and will not impact existing utility service arrangements, systems or resources.

17. SIGNATURE

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: 

Port of Tahuya Consultant: Colie Hough-Beck, ASLA, President Hough Beck & Baird Inc.

Date Submitted: 6-19-03

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

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

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

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?

In general, the future development of the elements and proposals described in the plan will not significantly alter the area's air quality, surface and ground water, or hazardous substances conditions. No adverse impacts are anticipated to any existing air quality, water quality, or hazardous substance conditions from any of the proposals defined within the plan's descriptions. Portions of some sites may be affected by noise generated by adjacent transportation corridors. There are no plans to expose, increase, or create noise levels of any importance from any future proposals. Such plans will be quantified under subsequent site master planning and environmental reviews accordingly.

Proposed measures to avoid or reduce such increases are:

The plan's proposed capital improvement program includes work items for the master planning of all proposed and existing properties to ensure each is provided suitable activities and protections. Though, it should be noted that no adverse impacts are anticipated

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

The future development of the elements and proposals described in the plan generally will not significantly alter the area's plant, animal, fish, or marine life. No adverse impacts are anticipated to any existing habitat systems from any of the proposals defined within the plan's descriptions.

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

The plan's proposed capital improvement program includes work items for the master planning of all proposed and existing properties to ensure each is provided suitable activities and protections. Though, it should be noted that no adverse impacts are anticipated.

Depending on future project proposals, the following measures could be used to mitigate project related construction impacts:

- Master planning and design activities will coordinate with the US Department of Wildlife and Fishes, and the Washington State Department of Ecology to determine whether and how site developments should protect any rare and endangered species, and anadromous fish migrations.
- Site development plans will retain as much of the natural vegetation as possible to provide suitable habitat for native species. Newly acquired and developed park lands will retain and create some habitat for species which are adapted to altered and managed habitats.
- Waterfront related project construction activities will be scheduled to avoid periods of heavy migration of anadromous fishes.