ANACORTES PLANNING COMMISSION

Site Visit : **4:30 PM Site Visit. Meet at "A" Dock just north of 715 Seafarer's Way.** At the conclusion of the site visit, the Planning Commission will conduct a pre-decision open record public hearing on this matter at the scheduled April 25, 2018 evening meeting.

April 25, 2018

Municipal Building Council Chambers

6th Street and "Q" Avenue

AGENDA

6 P.M.

VIEW PACKET MATERIALS HERE

1. **Roll Call**
2. **Minutes of March 14, 2018**
3. **Correspondence**
4. **Old Business**
5. **New Business**

   Pre-Decision Open Record Public Hearing: Shoreline Substantial Development Permit to Demolish, Replace & Reconfigure "A" Dock, Port of Anacortes, SDP-2018-0002

Planning Commission Meeting
Minutes for – March 14, 2018

Chair McNett called the meeting of March 14, 2018 to order at approximately 6:00 p.m.

Roll Call

Members Present: Commissioners McNett, MacKenzie, Graf, Cleland McGrath, & Moffitt
Members Absent: Commissioners Doll & Mount

Minutes

Minutes of February 14, 2018 approved as read.

Correspondence

None

New Business

Open Record Public Hearing – Dalgliesh, Shoreline Conditional Use Permit (SCUP)

Kevin Cricchio, Associate Planner, AICP, presented the SCUP to allow the demolition of an existing cabin and to build a home within an area of shoreline jurisdiction.

Konrad Kurp, 6920 Salmon Beach Rd. Mr. Kurp opposed the development.

Marilyn Derig, 1302 K Ave. Ms. Derig questioned the comments received from the Fire Department during the Development Review Group meeting process. Mr. Cricchio stated that Fire Department requirements will be addressed during the building permit stage.

Commission Graf questioned the access easement. Mr. Measamer stated that the easement is recorded and meets the requirement for access.

With no further comments, Chair McNett closed the public hearing.

Cleland McGrath made a motion to approve the Shoreline Conditional Use Permit subject to staff's recommended conditions. Commissioner MacKenzie seconded. The vote was unanimous.

Chair McNett called the meeting to a close at approximately 6:30 p.m.

Planning Commission Agenda Bill

Meeting Date: 4/25/2018 **Agenda Item**: 5

Subject: "A" Dock Demolition, Replacement, & Reconfiguration; SDP-2018-0002

Staff Contact: Kevin Cricchio, AICP, WPIT, Associate Planner

Approved for Submittal to Commission by	
X	Don Measamer, Director

Action Type	
X	Pre-Decision Open-Record Public Hearing
X	Discussion
X	Possible Action

Summary & Background: The Port of Anacortes has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. The proposed development lies in the Commercial Marine (CM) and Commercial Marine 1 (CM1) Zoning District(s) and in both the Aquatic and Urban Shoreline Environment(s). An pre-decision open-record public hearing before the Planning Commission has been scheduled for **6:00 PM on April 25, 2018**. Please bring your packets with you to the hearing. Please note, that there is a **site visit prior** to the hearing scheduled for **4:30 PM onsite**.

Recommended Motion:

I move that the Planning Commission make a motion to recommend approval to the City Council concerning the subject Shoreline Substantial Development Permit (SSDP) subject to staff suggested conditions of approval.

Attachments:

Planning Commission's Draft Findings of Fact, Conclusions of Law, & Recommendation (Click Here)

Exhibit #01, Master Permit Application, JARPA, Narrative, Technical Memorandum, SEPA Checklist, Issued SEPA MDNS, Biological Evaluation (BE), HPA, & Eelgrass Survey (Click Here)

Exhibit #02, GIS Map & Assessor's Information (Click Here)

Exhibit #03, Neighborhood Meeting Notice; Notice of Application & Hearing (Click Here)

Exhibit #04, Public Comments Received (Click Here)

Exhibit #05, Agency & Department Comments Received (Click Here)

Exhibit #06, Site Plan & Survey (Click Here)

Exhibit #07, Site Photos (Click Here)

PLANNING COMMISSION'S DRAFT FINDINGS OF FACT, CONCLUSIONS OF LAW, & RECOMMENDATION:

PRE-DECISION OPEN-RECORD PUBLIC HEARING DATE: Wednesday, April 25, 2018, @ 6:00 PM with a site visit onsite at 4:30 PM prior to the hearing

CLOSED RECORD DECISION HEARING DATE: Monday, May 14, 2018 @ 6:00 PM

FILE NUMBER: SDP-2018-0002

PROJECT TITLE: "A" Dock Demolition, Replacement, & Reconfiguration

PROJECT LOCATION: "A" Dock is located just north of 715 Seafarer's Way in the Cap Sante Marina in Fidalgo Bay. It is located within a portion of Section 19; Township 35 North; Range 02 East; Willamette Meridian.

SUBJECT PARCEL #: P32960

APPLICANT & LANDOWNER: Port of Anacortes
100 Commercial Avenue
Anacortes, WA 98221

STAFF REPORT PREPARED BY: Kevin Cricchio, AICP, WPIT
Associate Planner
City of Anacortes
904 6th Street
Anacortes, WA 98221

SUBJECT PROPOSAL: The applicant has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of

overwater coverage with a net increase of 7,046 square feet of overwater coverage.

The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. The proposed dock will consist of 18 slips (24 are existing) that are wider and longer (berth sizes range from 21 to 40 feet wide and 60 to 110 feet long) than the existing dock to meet both current and future needs. Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A proposed 80-foot long 10-foot wide gangway will connect the new "A" dock to the upland.

A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. On-dock improvements to the utilities are also proposed include installing a new sanitary sewer system, modernizing the electrical system, replacing existing dock lighting with LED lighting, and replacing the water and fire suppression systems.

Proposed mitigation includes installing twelve (12) large woody debris (LWD) structures in the northeast portion of Cap Sante Marina consisting of 16-20 foot logs with root-wads (18 -30 inches in diameter) anchored with screws and cables.

EXISTING LAND USE: Cap Sante Marina is a public marina built in 1927. The current configuration of the marina consists of 1,007 boat moorage slips. "A" Dock was built in the 1960s.

CURRENT ZONING: Most of the proposed development associated with this project is located waterward of the ordinary high water mark (OHWM) and thus lies in the Commercial Marine (CM) underlying zoning district. A small portion of the proposed work however is also located upland of the OHWM and thus lies in the Commercial Marine (CM1) Zoning District.

COMP. PLAN LAND USE DESIGNATION: Commercial Marine

SURROUNDING ZONING & LAND USES:

Direction:	Zoning:	Present Land-Use:
North:	Commercial Marine	Cap Sante Marina
South:	Commercial Marine 1	Professional Offices & Seafarer's Park
East:	Commercial Marine	Fidalgo Bay
West:	Commercial	Storage Buildings

SHORELINE ENVIRONMENT(S): Urban & Aquatic Shoreline Environments /Designations

DRAFT FINDINGS OF FACT:

I. GENERAL BACKGROUND /PROJECT CHRONOLOGY:

1. The Cap Sante Marina is currently located on the subject property.
2. The applicant wishes to permit the demolition, replacement and reconfiguration of "A" dock located in the Cap Sante Marina of Fidalgo Bay.
3. Boat moorage, public piers, and public and private marinas are land uses that are permitted outright in the Commercial Marine Zoning District.
4. On February 2, 2018, the subject application was submitted to the City of Anacortes's Department of Planning, Community, and Economic Development.
5. Following a review of the application, PCED deemed the subject application complete on February 28, 2018.
6. The thirty-(30)-day comment period (taken from the date of newspaper publication) ended on April 6, 2018, but comments were accepted up until the close of the pre-decision open-record public hearing.

II. NOTICE OF APPLICATION & HEARING:

1. According to AMC Table 19-20-030-1, Type 4 types of review require both a pre-application conference and a neighborhood meeting prior to application submittal. Accordingly a pre-application conference occurred on November 7, 2017 followed by a neighborhood meeting on December 14, 2017.
2. Per AMC 18.16.050 and Table 19.20.030-1, Shoreline Substantial Development Permits (SSDP) require that public notice be mailed to property landowners that are within 300 feet of the subject proposal, be posted onsite, and published in the newspaper of record.
3. Accordingly, a Notice of Application and Hearing was published in the Anacortes American Newspaper on March 7, 2018. This notice was also mailed to neighboring landowners on March 1, 2018. Notice was posted at city hall, the library, and the local USPS office on March 1, 2018. The subject property was posted with this notice on March 1, 2018, in two (2) locations.
4. The notice of application /hearing was posted on the City's website on February 28, 2018. Agencies and departments of jurisdiction were solicited for comment on March 1, 2018.

III. CRITICAL AREA REVIEW:

Pursuant to Appendix "A" of the Shoreline Master Program (SMP) regulating shoreline critical areas, the subject development was reviewed for proximity to critical areas.

Work is proposed within Cap Sante Marina which lies within Fidalgo Bay. Both the project site and the greater area surrounding Fidalgo Bay known as the Salish Sea have areas designated as critical habitat. Threatened/Endangered species within this critical habitat may include but is not limited to: Bull trout, Chinook Salmon, Steelhead trout, Rockfish, Bocaccio, Yelloweye Rockfish, Canary Rockfish, Marbled murrelet, Pacific eulachon, Green sturgeon, Killer whale, Stellar sea lion, Humpback whale, and Leatherback turtle. Accordingly, the applicant hired Grette Associates LLC of Tacoma, Washington as their Endangered Species Act consultant to prepare a Biological Evaluation (BE). The Biological Evaluation December 2017, prepared by Grette Associates, LLC can be found in **Exhibit #1**.

IV. PUBLIC COMMENTS RECEIVED:

Please see **Exhibit 4** for any public comments received. At the time of writing this, no public comments had been received.

V. AGENCY & DEPARTMENT COMMENTS RECEIVED:

Please see **Exhibit 5** for agency & department comments received.

VI. STATE ENVIRONMENTAL POLICY ACT (RCW 43.21C):

1. The subject proposal is not exempt from SEPA environmental review pursuant to WAC § 197.11.800 & AMC Chapter § 18.040.120.
2. The Port of Anacortes however acting as SEPA lead agency has determined that this proposal, which incorporates mitigation measures, will not have a probable significant adverse impact on the environment. A SEPA Mitigated Determination of Non-Significance (MDNS) was issued on November 28, 2017. The comment period ended on December 14, 2017.

VII. SHORELINE MANAGEMENT ACT (RCW 90.58):

1. Proposed development lies within two hundred (200) feet of a shoreline of statewide significance (RCW 90.58.030(2)(f)) and is therefore subject to conformance with the City of Anacortes' Shoreline Master Program (SMP).
2. The subject proposal is located mostly in the Aquatic Shoreline Environment / Designation with a small portion of proposed upland improvements occurring in the Urban Shoreline Environment /Designation.
3. According to Table 5.1 of the SMP, both marinas, docks, piers, and floats are permitted outright in the Urban and Aquatic Shoreline Environments /Designations.
4. The subject proposal is not exempt from obtaining an approved Shoreline Substantial Development Permit (SSDP) per WAC § 173.27.040. Accordingly, on February 2, 2018, the City of Anacortes' Department of Planning, Community, & Economic Development received the subject application from the applicant.

5. According to AMC 19.20.030-1 and 18.16.100(B) shoreline substantial development permit applications for projects valued at $1 million or more or on sites of 3-acres or more are considered a Type 4 type of review. For type 4 reviews, the Planning Commission makes a recommendation on the matter followed by City Council making a decision regarding the subject shoreline substantial development permit. The applicant states that the value of this project will $4,163,000.

6. The purpose of the "Urban" shoreline designation "is to provide for commercial, industrial, and recreational uses; residential uses in some locations; and public land uses while seeking opportunities for protection and restoration of ecological functions."

7. The purpose of the "Aquatic" shoreline designation "is to protect, restore, and manage the unique characteristics and resources of marine waters, including habitat, ecology, navigation and public enjoyment."

8. Water Dependent uses within both the Urban and Aquatic Shoreline Environments /Designations have a zero (0) foot setback as measured from the ordinary high water mark (OHWM) pursuant to SMP Table 5.2.

9. According to SMP DR5.10.8, "Developments consisting of water-dependent scientific, historical, industrial, cultural, or educational research uses, public access, water oriented recreation and ecological restoration are not required to meet the shoreline setback requirements, nor are piers, ramps, or docks."

10. The subject shoreline permit was reviewed for conformance with Section 8.7 of the Shoreline Master Program that regulates Marinas. Accordingly, the following development regulations (DR) were reviewed for conformance with as follows:

    A. According to DR-8.7.3, "Marina development shall comply with all applicable local, state, and federal regulations and requirements, including those of the Washington State Department of Fish and Wildlife."

STAFF ANALYSIS:

The proposed project is located in an existing marina that has been in existence since 1927. The applicant has applied for a shoreline substantial development permit to permit the demolition, replacement and reconfiguration to "A" Dock within the Cap Sante Marina. Nonetheless, as conditioned below the applicant will comply with all applicable local, state, and federal regulations and requirements.

    B. According to DR-8.7.5, "Marinas shall provide parking facilities adequate to meet demand /need analysis projections."

STAFF ANALYSIS:

According to AMC 17.46.020, one (1) parking space is required for every two (2) dock slips. "A" Dock currently consists of twenty-four (24) slips and following the

replacement of it the number of slips will decrease to eighteen (18). This reduction to the number of slips will free up three (3) off-street parking spaces. The project however will use these three (3) freed up parking spaces for upland improvements including but not limited to garbage and recycling facilities /enclosures. There will be no net loss of parking as a result of this project.

11. The subject shoreline permit was reviewed for conformance with Section 9.5 of the Shoreline Master Program that regulates docks, piers, and floats. Accordingly, the following development regulations (DR) were reviewed for conformance with as follows:

    A. According to DR-9.5.3, "Design and construction of all piers and docks (and floats) are required to mitigate for impacts to ecological processes and functions."

STAFF ANALYSIS:

The applicant submitted a Biological Evaluation dated December 2017 prepared by Grette Associates that addresses potential impacts to aquatic ecological processes and functions. As conditioned below, the applicant will comply with all recommendations of this biological evaluation.

    B. According to DR-9.5.4, the design, location, and construction of docks (and floats), and piers, as well as their subsequent use and operation, shall meet the following:

        1. "Minimize adverse effects on fish, shellfish, wildlife, water quality, and geo-hydraulic processes. Methods include, but are not limited to: limiting the footprint of the structure to that which is necessary to serve the intended water-dependent use and minimizing the use of materials hazardous to the environment.
        2. Be capable of withstanding expected environmental conditions.
        3. Minimize hazards to users.
        4. Minimize interference with adjacent water uses and navigation."

STAFF ANALYSIS:

The applicant submitted a Biological Evaluation dated December 2017 prepared by Grette Associates that addresses potential impacts to aquatic ecological processes and functions. As conditioned below, the applicant will comply with all recommendations of this biological evaluation.

    C. According to DR-9.5.5, "All docks, piers, and floats shall adhere to the following design standards:

        1. Railings, if provided, shall be of clear or open framework design and conform to the Building Code where applicable.

2. Utility service on docks and piers shall be placed on or under the deck. Overhead utility service is prohibited. Floodlighting shall be shielded to prevent unnecessary glare.
3. Appropriate marking shall be provided as necessary to avoid hazardous conditions for water surface users.
4. Piers, docks, and floats shall be constructed or materials that comply with requirements of federal and state regulations. Treated wood materials may be utilized on pilings in repair projects for timber structures, provided the BMPs for the use of Treated Wood in Aquatic and Sensitive Environments, Western Wood Preservers Institute /Wood Preservation Canada/Southern Pressure Treaters' Association/Timer Pilings Council, are specified and met. The conditions found in *An Agreement Concerning the Use of Treated Wood in Aquatic Areas* between Ecology and Department of State Fish and Wildlife dated August 1995, also fulfill this requirement. However, use of treated wood should be minimized wherever practicable.

STAFF ANALYSIS:

As conditioned below, the subject proposal will meet DR-9.5.5 of the SMP.

12. The subject proposal **is/is not** consistent with the Washington State's Shoreline Management Act, City of Anacortes' 2010 Shoreline Master Program and development regulations listed therein for developments within the "Urban" and "Aquatic" shoreline environments/ designations.

IX. ZONING ORDINANCE/CODE:

1. The City's Zoning Map establishes zoning district boundaries and the City Zoning Ordinance establishes (1) the permitted use of land in the various zones, and (2) development standards.
2. As stated above, most of the proposed development associated with this project is located waterward of the ordinary high water mark (OHWM) and thus lies in the Commercial Marine (CM) underlying zoning district. A small portion of the proposed work however is also located upland of the OHWM and thus lies in the Commercial Marine 1 (CM1) Zoning District.
3. Pursuant to AMC § 17.21.010, the Commercial Marine (CM) Zoning District was "established in recognition of the unique and irreplaceable nature of certain marine sites within Anacortes, and creates a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, and other commercial enterprises where orientation to navigable waterways and tourism trade is of prime importance. Uses in this district are intended to serve the needs of marine oriented and tourist activity, and not to create large scale commercial centers providing basic goods and services to the entire community."

4. According to AMC 17.23.020, "Boat moorage, public piers, private and public marinas, ship and boat building and repair, boat and marine equipment sales and services, small scale retail sales and specialty shops, eating and drinking establishments, offices, boatels, hotels, motels, yacht clubs, indoor and outdoor public and private recreation facilities, movie theaters, commercial parking, public parking, private parking, and parks." The applicant wishes to demolish, replace, and reconfigure "A" Dock of the Cap Sante Marina. Both public and private marinas are permitted outright in the Commercial Marine Zoning District.

5. The subject proposal **is/is not** permitted in the underlying zoning district.

X. CONCLUSIONS OF LAW:

1. The requirements of the State Environmental Policy Act **have, have not** been complied with.

2. The public notice requirements of the Shoreline Management Act **have, have not** been complied with.

3. The project **is/is not** consistent with the shoreline designation and general goals, policies and development regulations of the Anacortes Shoreline Master Program, the Shoreline Management Act, the general purposes of the city comprehensive plan, the city's planning standards and specifications of the zoning ordinance, and other ordinances applicable to the proposal.

4. The Planning Commission bases its Findings of Fact, Conclusions of Law & Recommendation on the entire record, including all testimony and exhibits. Any finding, which would be deemed a Conclusion of Law, and any Conclusion of Law which should be deemed a finding is hereby adopted as such.

XI. STAFF RECOMMENDATION:

The Department of Planning, Community, and Economic Development (PCED) recommends that the Planning Commission make a recommendation of approval to City Council regarding the subject shoreline substantial development permit (SSDP) subject to the staff's suggested conditions of approval as listed below.

XII. RECOMMENDATION:

Based on the foregoing information and analysis, the environmental documents submitted by the applicant, and the City regulatory authority to implement the policies, standards, and the regulations of the Shoreline Master Plan, Comprehensive Plan, and the Anacortes Municipal Code (AMC), the Planning Commission hereby recommends **approval /denial** to City Council concerning the subject shoreline substantial development permit subject to staff's conditions of approval listed as listed below.

XIII. CONDITIONS OF APPROVAL:

1. The scope of the project shall not exceed that as set-out in the shoreline permit application (including attachments), and in accordance with the determinations made and conditions imposed. **Exhibit 6** shall be the approved site plan.
2. A building permit(s) with the City of Anacortes' shall be secured prior to work.
3. All applicable permits (local, state, & federal) shall be secured before any construction activities begin onsite and copies provided to the City of Anacortes' PCED.
4. The applicant shall be responsible for reimbursement to the City for the full cost of mailing(s) and newspaper publication associated with the neighborhood meeting, notice of application and hearing, and notice of decision. Payment shall be made prior to building permit application submittal or issuance.
5. If any artifacts or human remains are found upon excavation, the Samish Indian Nation; the City of Anacortes' Department of Planning, Community, & Economic Development; and the State of Washington's Department of Archaeology and Historic Preservation (DAHP) shall be immediately notified and the work in the immediate area cease. Pursuant to RCW § 27.53.060 it is unlawful to destroy any historic or prehistoric archaeological resources. RCW 27.44 and § 27.53.060 require that a person obtain a permit from the Washington State Department of Archaeology and Historic Preservations before excavating, removing, or altering Native American human remains or archaeological resources in Washington.
6. During construction activities, construction fencing shall be installed at the project boundaries as needed.
7. Development shall comply with the mitigation measures as listed in the SEPA Mitigated Determination of Non-Significance (MDNS) issued on November 28, 2017, by the Port of Anacortes.
8. Hours of construction /work are limited to 7:00 AM to 10:00 PM seven (7) days a week unless a noise variance is obtained.
9. Noise levels shall not to exceed those standards as established by the state pursuant to Chapter 70.107 RCW and contained in Chapter 173.60 WAC.
10. The applicant /landowner shall comply with federal statutes including but not limited to: Endangered Species Act, Clean Water Act, Marine Mammal Protection Act, and other federal statutes.
11. The project shall comply with all applicable Shoreline Master Program regulations, including but not limited to, Section 5.6 Aquatic Environment, Section 5.10 Urban Environment, Chapter 5, Shoreline Environments & Associated Policies and Regulations, Chapter 6 Environmental Protection General Regulations, Chapter 8 Specific Use Policies and Development Regulations, and Chapter 9 Specific Shoreline Modification Policies and Development Regulations.

12. Development shall comply with Section 5.6 of the Shoreline Master Program including but not limited to:

    A. New-over water structures, equipment, and materials shall be removed as soon as practicable upon the cessation of a project's operation or a structure's useful life. Any structure that is damaged or breaks away in the water shall be repaired or removed by the permittee as soon as practicable. Permittees who anticipate a temporary interruption of the use of a facility or structure may be allowed to keep it in its permitted location provided they notify and receive written concurrence from the Administrator. Any structure not utilized for over one (1) year shall be removed by the owner regardless of future anticipated use unless prior permission has been granted by the City's Shoreline Administrator upon showing of good cause (e.g., environmental benefit, potential for reuse consistent with historic character, removal may result in environmental degradation).

    B. Permittees shall be liable for all damages to public and private property resulting from their activities and development within the Aquatic designation. The City may require liability insurance beyond that required by the State if it is determined that state requirements are not adequate to cover damages.

13. Development shall comply with Section 9.5 of the Shoreline Master Program regulating docks, piers, and floats including but not limited to:

    A. Railings, if provided, shall be of clear or open framework design and conform to the Building Code where applicable.

    B. Utility service on docks and piers shall be placed on or under the deck. Overhead utility service is prohibited. Floodlighting shall be shielded to prevent unnecessary glare.

    C. Appropriate marking shall be provided as necessary to avoid hazardous conditions for water surface users.

    D. Piers, docks, and floats shall be constructed or materials that comply with requirements of federal and state regulations. Treated wood materials may be utilized on pilings in repair projects for timber structures, provided the BMPs for the use of Treated Wood in Aquatic and Sensitive Environments, Western Wood Preservers Institute /Wood Preservation Canada/Southern Pressure Treaters' Association/Timer Pilings Council, are specified and met. The conditions found in *An Agreement Concerning the Use of Treated Wood in Aquatic Areas* between Ecology and Department of State Fish and Wildlife dated August 1995, also fulfill this requirement. However, use of treated wood should be minimized wherever practicable.

14. Development shall comply with any recommendations, mitigation measures, and best management practices (BMPs) as listed in the Biological Evaluation (BE) dated December 2017, prepared by Grette Associates, LLC.

15. The proposed mitigation to the northeastern portion of the Cap Sante Marina involving the placement of twelve (12) large woody debris (LWD) structures consisting of 16-20 foot logs with root-wads (18 -30 inches in diameter) anchored with screws and cables shall be completed and in place prior to final inspection and use of the replaced and reconfigured "A" Dock.

16. Per SMP DR-6.3.11, following the placement of the twelve (12) large woody debris structures as stated above, the applicant shall submit a monitoring plan prepared by their consultant.

17. Development shall comply with AMC § 18.16.130 regulating the time limit for shoreline permits as follows:

    A. Construction, or substantial progress toward completion, must begin within two (2) years after approval of the permit. Substantial progress toward construction shall include, but not limited to, the letting of bids, making of contracts, purchasing of materials involved in development, but shall not include development or uses which are inconsistent with the Shoreline Management Act or the city's master program. In determining the running two-year period hereof, there shall not be included the time during which development was not actually pursued by construction and the pendency of litigation reasonably related thereto made it reasonable not to so pursue; provided, that the city may, in its discretion, extend the two-year time period for a reasonable time based on factors, including the inability to expeditiously obtain other governmental permits which are required prior to the commencement of construction.

    B. Five-Year Permit Authorization: If construction has not been completed within five years of approval by the City of Anacortes, the city will review the permit, with prior notice to parties of record, and, upon showing of good cause, either extend the permit for one additional year, or terminate the permit. Prior to the city authorizing any permit extensions, it shall notify any parties of record and the Department of Ecology. Note: Only one single extension is permitted.

These Findings of Fact, Conclusions of Law, and Recommendation were adopted by the City of Anacortes' Planning Commission on _____.

CITY OF ANACORTES, WASHINGTON
PLANNING COMMISSION

By: _____
Jeremy McNett, Planning Commission Chair

EXHIBITS:

EXHIBIT NUMBER:	NAME OF EXHIBIT:
Exhibit #01	Master Permit Application, JARPA, Narrative, Technical Memorandum, SEPA Checklist, Issued SEPA MDNS, Biological Evaluation (BE), HPA, & Eelgrass Survey
Exhibit #02	GIS Map & Assessor's Information
Exhibit #03	Neighborhood Meeting Notice; Notice of Application & Hearing
Exhibit #04	Public Comments Received
Exhibit #05	Agency & Department Comments Received
Exhibit #06	Site Plan & Survey
Exhibit #07	Site Photos

EXHIBIT #01:

MASTER PERMIT APPLICATION, JARPA, NARRATIVE, TECHNICAL MEMORANDUM, SEPA CHECKLIST, ISSUED SEPA MDNS, BIOLOGICAL EVALUATION (BE), HPA, & EELGRASS SURVEY

PLANNING, COMMUNITY, & ECONOMIC DEVELOPMENT DEPARTMENT

MASTER PERMIT APPLICATION

Mailing Address: P.O. Box 547, Anacortes, WA 98221
Office Location: 904 6th Street, Anacortes WA 98821
Phone: (360) 299-1984, Fax: (360) 293-1938

PERMITS REQUESTED FROM THE CITY OF ANACORTES:		
☐ Accessory Dwelling Unit (ADU)	☐ Annexation Request	☐ Administrative Interpretation
☐ Administrative Conditional Use Permit	☐ Binding Site Plan (Preliminary)	☐ Binding Site Plan (Final)
☐ Boundary Line Adjustment (BLA)	☐ Clearing Permit	☐ Code (AMC) Amendment
☐ Comprehensive Plan Amendment	☐ Conditional Use Permit (CUP)	☐ Cottage Housing
☐ Essential Public Facility	☐ Extension of Time for Approval	☐ Floodplain Development Permit
☐ Grade and Fill Permit	☐ Home Occupation Permit	☐ Lot Certification
☐ Manufactured Home Subdivision	☐ Minor Permit Revision	☐ Plat (Preliminary)
☐ Plat (Final)	☐ Plat Amendment /Modification	☐ Reasonable Use Exception
☐ Rezone Request	☐ SEPA Environmental Review	☐ Shoreline Exemption
☒ Shoreline Substantial Development Permit	☐ Shoreline Conditional Use Permit	☐ Shoreline Variance
☐ Short Plat /Subdivision (Preliminary)	☐ Short Plat /Subdivision (Final)	☐ Special Use Permit
☐ Stormwater Management Manual Adjustments & Exceptions	☐ Variance (Level 1)	☐ Variance (Level 2)

PROJECT & SITE INFORMATION:	
SITE ADDRESS: 1019 Q Ave	**PROJECT NAME:** A-Dock Demolition and Replacement
PARCEL NUMBER(S): P32960 & in-water work	**SECTION, TOWNSHIP, & RANGE** 19 35 02
LOT SQUARE FOOTAGE & ACREAGE: In-water: 10,099 sq ft, Upland: 3,600 sq ft	**PROJECT VALUATION:** $4,163,000
LEGAL DESCRIPTION: (9.7700 ac) LOT 3 OF SHORT PLAT #ANA-98-003 AF#9902170072 LOCATED IN NW1/4	**PRESENT ZONING:** CM (in-water) & CM1 (upland)
PRESENT USE OF PROPERTY: Commercial dock	**CUT & FILL (CY) PROPOSED:** 5 cy below MHHW
PRE-APPLICATON CONFERENCE REQUIRED: ☒ Yes ☐ No	**WATER SOURCE:** ☒ City of Anacortes ☐ Private Well ☐ Community Well
SEWAGE DISPOSAL: ☒ City of Anacortes ☐ Septic Tank	**ROAD ACCESS:** ☒ City Road ☐ State Highway ☐ Private Road
CRITICAL AREAS WITHIN 300 FEET: ☒ Yes ☐ No	**WATER BODIES WITHIN 200 FEET:** ☒ Yes ☐ No
FLOODPLAIN: Flood Zone: AE FIRM Panel # 40	Date of Panel: Sept. 17, 2003
LOT COVERAGE AREA CALCULATIONS: Existing Square Footage: In-water: 10,099 sq ft, Upland: 3,600 sq ft	Proposed Square Footage: In-water: 17,145 sq ft, Upland: 3,815 sq ft
IMPERVIOUS SURFACE AREA CALCULATIONS: Existing Impervious Square Footage: same as above	New Impervious Surface: In-water: 7,046 sq ft, Upland: 215 sq ft

PROPERTY OWNER INFORMATION: ☐ Multiple owners attached	
NAME: Port of Anacortes	MAILING ADDRESS: 100 Commercial Ave
CITY, STATE, ZIP: Anacortes, WA 98221	PHONE #: 360-299-1827
FAX #: 360-293-9608	EMAIL ADDRESS: sarah.tchang@portofanacortes.com
APPLICANT INFORMATION: ☒ Same as property owner	
NAME:	MAILING ADDRESS:
CITY, STATE, ZIP:	PHONE #:
FAX #:	EMAIL ADDRESS:
CONTACT PERSON: ☒ Same as property owner ☐ Same as applicant	
NAME: Sarah Tchang	MAILING ADDRESS:
CITY, STATE, ZIP:	PHONE #:
FAX #:	EMAIL ADDRESS:

DESCRIPTION OF SUBJECT PROPOSAL:

PROPOSED WORK: The Port of Anacortes proposes to replace an existing but aging commercial dock (A-Dock) within its Cap Sante Marina located in downtown Anacortes. A-Dock is located on the south side of the marina and is one of the Port's main commercial docks. It is currently aging and nearing the end of its useful life. The project purpose is to replace the deteriorating and outdated dock system with a new dock system that better meets increased user group demands and future commercial activity group requirements. (See JARPA for more detailed information.)

NOTES:

☒ I am the property owner and I grant permission to city staff to enter the project site to verify presence or absence of critical areas and to perform inspections of the work proposed by this application; or

☐ Attached is a letter of authorization stating that I have the consent of the property owner to submit the subject application on their behalf. Additionally, the property owner has granted permission to city staff to enter the project site in order to verify the presence or absence of critical areas and to perform inspections of work proposed by this application.

☐ A notarized affidavit (see below) is required to be completed by all persons having an ownership interest in the subject property and the applicant, if different from the property owner(s). If the signatory is not listed as the owner in the title report, or if the signatory is signing on behalf of an entity, documentation authorizing the signatory to sign the affidavit on behalf of the individual or entity shall provided.

SIGNATURE REQUIRED:

I certify that the information, statements, answers above regarding the subject application(s) are true and correct to the best of my knowledge and belief.

Signature: [signature] Title: Executive Director

Print Name: Daniel C. Worra Company: Port of Anacortes

Date: 1-10-18

STATE OF WASHINGTON)
) ss
CITY OF ANACORTES

I (we) Daniel C. Worra, being duly sworn, depose and say that I am (we are) the **OWNER**(s) of the property involved in this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (out) knowledge and belief.

Signed: _____
Owner

Subscribed and sworn to before me this 10th day of January, 20 18.

JULIENNE M. LINDSEY
COMMISSION EXPIRES
NOTARY
PUBLIC
7-24-20
STATE OF WASHINGTON

_____
Notary Public in and for the State of Washington
residing at Anacortes, WA

****

STATE OF WASHINGTON)
) ss
CITY OF ANACORTES

I (we)_____, being duly sworn, depose and say that I am (we are) the **APPLICANT**(s) for this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (out) knowledge and belief.

Signed:_____
Applicant

Subscribed and sworn to before me this _____day of _____, 20_____.

_____
Notary Public in and for the State of Washington
residing at _____

WASHINGTON STATE
Joint Aquatic Resources Permit Application (JARPA) Form[1,2] [help]

US Army Corps of Engineers
Seattle District

USE BLACK OR BLUE INK TO ENTER ANSWERS IN THE WHITE SPACES BELOW.

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help]
Port of Anacortes Cap Sante Marina A-Dock Demolition and Replacement

Part 2–Applicant

The person and/or organization responsible for the project. [help]

2a. Name (Last, First, Middle)			
Tchang, Sarah			
2b. Organization (If applicable)			
Port of Anacortes			
2c. Mailing Address (Street or PO Box)			
100 Commercial Avenue			
2d. City, State, Zip			
Anacortes, WA, 98221			
2e. Phone (1)	**2f.** Phone (2)	**2g.** Fax	**2h.** E-mail
360-299-1827			

[1]Additional forms may be required for the following permits:

- If your project may qualify for Department of the Army authorization through a Regional General Permit (RGP), contact the U.S. Army Corps of Engineers for application information (206) 764-3495.
- If your project might affect species listed under the Endangered Species Act, you will need to fill out a Specific Project Information Form (SPIF) or prepare a Biological Evaluation. Forms can be found at http://www.nws.usace.army.mil/Missions/CivilWorks/Regulatory/PermitGuidebook/EndangeredSpecies.aspx.
- Not all cities and counties accept the JARPA for their local Shoreline permits. If you need a Shoreline permit, contact the appropriate city or county government to make sure they accept the JARPA.

[2]To access an online JARPA form with [help] screens, go to http://www.epermitting.wa.gov/site/alias__resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx.

For other help, contact the Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.

Part 3–Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b of this application.) [help]

3a. Name (Last, First, Middle)			
3b. Organization (If applicable)			
3c. Mailing Address (Street or PO Box)			
3d. City, State, Zip			
3e. Phone (1)	**3f.** Phone (2)	**3g.** Fax	**3h.** E-mail

Part 4–Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. Consider both **upland and aquatic** ownership because the upland owners may not own the adjacent aquatic land. [help]

☒ Same as applicant. (Skip to Part 5.)

☐ Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)

☐ There are multiple upland property owners. Complete the section below and fill out JARPA Attachment A for each additional property owner.

☐ Your project is on Department of Natural Resources (DNR)-managed aquatic lands. If you don't know, contact the DNR at (360) 902-1100 to determine aquatic land ownership. If yes, complete JARPA Attachment E to apply for the Aquatic Use Authorization.

4a. Name (Last, First, Middle)			
4b. Organization (If applicable)			
4c. Mailing Address (Street or PO Box)			
4d. City, State, Zip			
4e. Phone (1)	**4f.** Phone (2)	**4g.** Fax	**4h.** E-mail

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [help]

☐ There are multiple project locations (e.g. linear projects). Complete the section below and use JARPA Attachment B for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]

☐ Private
☐ Federal
☒ Publicly owned (state, county, city, special districts like schools, ports, etc.)
☐ Tribal
☐ Department of Natural Resources (DNR) – managed aquatic lands (Complete JARPA Attachment E)

5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [help]

Cap Sante Marina: 1019 Q Avenue

5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [help]

Anacortes, WA 98221

5d. County [help]

Skagit

5e. Provide the section, township, and range for the project location. [help]

¼ Section	Section	Township	Range
	19	35	02

5f. Provide the latitude and longitude of the project location. [help]

- Example: 47.03922 N lat. / -122.89142 W long. (Use decimal degrees - NAD 83)

48.510894 N lat. / -122.608534 W long.

5g. List the tax parcel number(s) for the project location. [help]

- The local county assessor's office can provide this information.

P32960 and in-water work

5h. Contact information for all adjoining property owners. (If you need more space, use JARPA Attachment C.) [help]

Name	Mailing Address	Tax Parcel # (if known)
Port of Anacortes	100 Commercial Avenue Anacortes, WA 98221	P114718, P32910
The Cannery and Owner's Association	PO Box 973 Anacortes, WA 98221	P125268, P125270, P125271, P125272, P125273, 125274
Seafarer's LLP	PO Box 973 Anacortes, WA 98221	P118627
City of Anacortes	PO Box 547 Anacortes, WA 98221	

5i. List all wetlands on or adjacent to the project location. [help]

N/A

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [help]

Fidalgo Bay

5k. Is any part of the project area within a 100-year floodplain? [help]

☒ Yes ☐ No ☐ Don't know

5l. Briefly describe the vegetation and habitat conditions on the property. [help]

The proposed project will occur within the Port's Cap Sante Marina (south side). The southern, western, and northern portion of the marina uplands are heavily developed and consist of an armored shoreline extending from the MHHW down to a depth of -12 ft to -14 ft MLLW. Below the top of the bank, the substrates are dominated by riprap, and the majority of the shoreline is sloped greater than 2H:1V. Most of the riprap in this area is devoid of macroalgae; however, some fucus and ulva is present between MHHW and 2 ft MLLW. The substrates waterward of the riprap consists of sand and silts. The subtidal portion of the project area is virtually flat and devoid of macroalgae, due to the maintenance dredging conducted by the Port. A recent eelgrass and macroalgae survey, completed by Grette Associates in the summer of 2017, observed no macroalgae or eelgrass along the steep shoreline bank or in the water below and near A-Dock. The soft mud on the marina bottom does not provide suitable substrates for eelgrass and does not provide attachment points for macroalgae.

The top of the bank is located between 5-10 ft above the MHHW. Above, concrete sidewalks, asphalt roads, and commercial and Port buildings dominate the uplands. Overall, the entire southern, western, and northern upland portion is developed and used for marina access and operations and transportation

5m. Describe how the property is currently used. [help]

The current marina configuration provides 1,007 boat moorage slips that support local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster's office.

A-Dock is located on the south side of the marina and is one of the Port's main primary commercial and excursion activities dock, supporting the local and regional maritime industry by drawing visitors to the area and providing long-term family-wage jobs. A-Dock users include: local commercial fishing fleets including local tribes; marine response vessels such as Arrow Launch, Marine Spill Response Corporation (MSRC) and Shell Puget Sound Refinery vessels; marine contractor vessels; two major whale watching organizations; and state law enforcement vessels, among others. It is currently aging and nearing the end of its useful life.

5n. Describe how the adjacent properties are currently used. [help]

A-Dock and the immediate shoreline, where the work is proposed, is owned and managed by the Port. A-Dock is located within a large recreational and commercial boat marina which includes approximately 107 acres of in-water and upland property. Adjacent properties to A-Dock include commercial and retail west of Q Avenue, Seafarers' Memorial Park and an office complex to the south, and Port properties to the north.

5o. Describe the structures (above and below ground) on the property, including their purpose(s) and current condition. [help]

The current Cap Sante Marina configuration provides 1,007 boat moorage slips which supports local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster's office.

A-Dock is located on the south side of the marina and consists of a gangway, a main walk, and fingers, with a total of 10,099 square feet of overwater coverage. The existing grated steel gangway is approximately 4.5 feet wide by 42 feet long. The landward end of the gangway is anchored to a concrete abutment located above MHHW, and the waterward end rests on a concrete landing float landward of the main walk. The concrete landing float is anchored by two, 13- to 14-inch diameter creosote treated timber piles. The main walk is 8 feet wide and approximately 660 feet long. There is a total of eleven 6-foot wide by 65-foot long finger floats that, together with the main walk, provide a total of 24 slips. The slips consist of 22 65-foot long slips and two 110-foot slips. The main walk and fingers are anchored by sixty-one 13- to 14-inch diameter creosote treated timber piles. Services on A-Dock include water, power, and fire suppression. All of the existing A-Dock will be removed and replaced.

5p. Provide driving directions from the closest highway to the project location, and attach a map. [help]

From I-5, take SR-20 to Anacortes. Continue on SR-20, and exit in Anacortes at R Avenue. At the roundabout, take the second turn onto Q Avenue. Turn right at Seafarers Way.

Part 6–Project Description

6a. Briefly summarize the overall project. You can provide more detail in 6b. [help]

The Port of Anacortes proposes to replace an existing but aging commercial dock (A-Dock) within its Cap Sante Marina located in downtown Anacortes. Project figures are attached. Cap Sante Marina is a large public recreational and commercial marina on Fidalgo Bay that was established in 1927. The marina has undergone many modifications since that date and is still operated, updated, and maintained by the Port. Updating and maintenance of the marina has included the expansion of moorage facilities, construction of support facilities, dredging of the marina basin, and dock installation and maintenance. The current marina configuration provides 1,007 boat moorage slips which supports local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster's office.

A-Dock is located on the south side of the marina and is one of the Port's main commercial docks. It is currently aging and nearing the end of its useful life. The project purpose is to replace the deteriorating and outdated dock system with a new dock system that better meets increased user group demands and future commercial activity growth requirements. The project will replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. In order to accomplish the reconfiguration, the proposed A-Dock will be installed further north of the existing dock. This will allow for more efficient utilization of the fairway through improved access and operations of vessel operators and visitors. The upgrades to the dock (main walk) and shoreline access will also improve pedestrian safety, access and functionality during periods of high volume use, especially important for excursion vessel operators that use A-Dock to load and unload passengers.

The project will include the following actions:

- Replacement of the outdated and aging floating concrete modular dock system and timber pilings with a new floating concrete monolithic system with galvanized steel pilings.
- Provision of new sanitary sewer services.

- Replacement of the currently undersized electrical services.
- Replacement of water and fire suppression systems.
- Replacement of existing concrete gangway abutment with a concrete abutment and approach pier and construction of a covered shelter dock entrance area, sidewalk improvements, and a paved area for cart storage, dumpster storage, and electrical utility services.

6b. Describe the purpose of the project and why you want or need to perform it. [help]

The proposed project would replace the existing A-Dock, which is one of the Port's main commercial docks. A-Dock was constructed in the 1960s, was retrofitted in 1990 to current configurations, and is nearing the end of the structure's useful life both functionally and structurally. The replacement of A-Dock will result in the construction of an updated dock system that will meet the current needs of the existing tenants and will also account for future demand and growth opportunities identified by the Port and user groups.

The project does not propose any change in uses. A-Dock has been, and will continue to be, an important and heavily used commercial dock at the marina.

6c. Indicate the project category. (Check all that apply) [help]

☒ Commercial ☐ Residential ☐ Institutional ☐ Transportation ☐ Recreational
☐ Maintenance ☐ Environmental Enhancement

6d. Indicate the major elements of your project. (Check all that apply) [help]

☐ Aquaculture	☐ Culvert	☒ Float	☐ Retaining Wall (upland)
☐ Bank Stabilization	☐ Dam / Weir	☐ Floating Home	☐ Road
☐ Boat House	☐ Dike / Levee / Jetty	☐ Geotechnical Survey	☐ Scientific Measurement Device
☐ Boat Launch	☐ Ditch	☐ Land Clearing	☐ Stairs
☐ Boat Lift	☒ Dock / Pier	☒ Marina / Moorage	☐ Stormwater facility
☐ Bridge	☐ Dredging	☐ Mining	☐ Swimming Pool
☐ Bulkhead	☐ Fence	☐ Outfall Structure	☐ Utility Line
☐ Buoy	☐ Ferry Terminal	☐ Piling/Dolphin	
☐ Channel Modification	☐ Fishway	☐ Raft	

☒ Other: Demolition

6e. Describe how you plan to construct each project element checked in 6d. Include specific construction methods and equipment to be used. [help]

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year floodplain.

The project is located within Cap Sante Marina in Fidalgo Bay, Anacortes. The project site lies within a 1% annual chance flood hazard area.

Demolition and construction of the replacement A-Dock will include the following construction methods:

- Removal of the existing float system and 63 treated timber pile. The existing A-Dock floats will be detached from the existing pile and separated into pieces using hand power tools. The floats will then be removed from the water using a barge-mounted crane. The existing wooden piles will be removed with a barge mounted crane and, if required, a vibratory hammer. If the piles break, the piles will be cut off below

the mudline. All removed materials will be transported (by barge and/or truck) to an appropriate upland disposal site.

- Approximately 35 new steel pipe pile will be installed to support the floats, another four steel pipe pile will be installed landward of MHHW to support the abutment for the new access pier.
- New in-water piles will be driven with a barge-mounted vibratory hammer unless driving conditions require an impact hammer. If an impact hammer is used for in-water pile driving, sound attenuation measures (bubble curtain and wood block) will be used to minimize underwater noise.
- All of the new concrete modular A-Dock float sections will be constructed offsite, at a float manufacturing facility, and transported to the marina by barge or trucks.
- Some upland construction, including utility work, paving, and public access improvements will also occur within 200 feet of the shoreline. Upland demolition, excavation, grading, fill, and construction will be completed using land based construction equipment.
- Best Management Practices (BMPs) will be adhered during construction (see response to Question 8a for a summary of these BMPs).
- All permit conditions will be adhered to during construction.

6f. What are the anticipated start and end dates for project construction? (Month/Year) [help]

- If the project will be constructed in phases or stages, use JARPA Attachment D to list the start and end dates of each phase or stage.

Start Date: October 2018 (once all permits have been obtained) End Date: April 2019 ☐ See JARPA Attachment D

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [help]

$4,163,000

6h. Will any portion of the project receive federal funding? [help]

- **If yes**, list each agency providing funds.

☐ Yes ☒ No ☐ Don't know

Part 7–Wetlands: Impacts and Mitigation

☐ Check here if there are wetlands or wetland buffers on or adjacent to the project area. (If there are none, skip to Part 8.) [help]

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [help]

☐ Not applicable

7b. Will the project impact wetlands? [help]

☐ Yes ☐ No ☐ Don't know

7c. Will the project impact wetland buffers? [help]

☐ Yes ☐ No ☐ Don't know

7d. Has a wetland delineation report been prepared? [help]

- **If Yes**, submit the report, including data sheets, with the JARPA package.

☐ Yes ☐ No

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [help]

- **If Yes**, submit the wetland rating forms and figures with the JARPA package.

☐ Yes ☐ No ☐ Don't know

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [help]

- **If Yes**, submit the plan with the JARPA package and answer 7g.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

☐ Yes ☐ No ☐ Don't know

7g. Summarize what the mitigation plan is meant to accomplish, and describe how a watershed approach was used to design the plan. [help]

7h. Use the table below to list the type and rating of each wetland impacted, the extent and duration of the impact, and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [help]

Activity (fill, drain, excavate, flood, etc.)	Wetland Name[1]	Wetland type and rating category[2]	Impact area (sq. ft. or Acres)	Duration of impact[3]	Proposed mitigation type[4]	Wetland mitigation area (sq. ft. or acres)

[1] If no official name for the wetland exists, create a unique name (such as "Wetland 1"). The name should be consistent with other project documents, such as a wetland delineation report.
[2] Ecology wetland category based on current Western Washington or Eastern Washington Wetland Rating System. Provide the wetland rating forms with the JARPA package.
[3] Indicate the days, months or years the wetland will be measurably impacted by the activity. Enter "permanent" if applicable.
[4] Creation (C), Re-establishment/Rehabilitation (R), Enhancement (E), Preservation (P), Mitigation Bank/In-lieu fee (B)

Page number(s) for similar information in the mitigation plan, if available: _____

7i. For all filling activities identified in 7h, describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [help]

7j. For all excavating activities identified in 7h, describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [help]

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, "waterbodies" refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [help]

☒ Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [help]

☐ Not applicable

The potential impacts of the proposed project are associated with the increase of overwater coverage (7,046 square feet of concrete floats). These potential impacts have been avoided and minimized by nature of where the proposed project will occur. The Cap Sante Marina is a heavily used marina, and the portion of the marina where A-Dock is located has been historically modified. The shoreline consists of riprap, and the marina basin has been dredged to a depth of -12 to 14 feet. Therefore, the proposed project will occur within a portion of the aquatic environment that is already highly altered and is providing low levels of habitat function, value, or presence of fish species. Potential adverse impacts associated with the dock replacement and increase in overwater coverage will be further mitigated for by the following conservation measures and BMPs:

- Installation of the main walk approximately 18 to 20 feet further offshore of the existing main walk.
- Removal of 63 13- to 14-inch creosote treated timber piles.
- Installation of about 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina.
- Proposed work will not begin prior to obtaining all necessary local, state, and federal permits and/or approvals.
- Work will begin only after the in-water work window for the area opens, to avoid key migration periods for protected aquatic species.
- The replacement dock floats will be constructed off-site and delivered to the project site via the upland transportation and/or other water transportation means (i.e. barge).
- Construction barges will be staged in areas of sufficient water depth so as to not ground out during low water conditions.
- For pile driving activities, vibratory pile driving will be used to the extent possible. A bubble curtain will be used during all impact pile proofing.
- When possible, construction will be performed in the dry, from on top of a float or landward of MHHW line along the shoreline.
- The selected contractor will be required to comply with all state water quality standards and use standard marine BMPs throughout construction. These BMPs will include the maintenance of vessels and equipment to avoid leaks and spills into surface waters and the avoidance of allowing construction debris from entering U.S. waters when conducting shoreline or in-water work. A Spill Prevention, Control, and Countermeasures (SPCC) plan and erosion control BMPs will be required during the work for the abutment and covered shelter dock entrance area improvements to minimize dust, soil, and construction debris from entering surface waters.
- No discharge of waste materials to surface water will occur as part of this project. Collected debris will be removed from the water and disposed of at an appropriate upland facility.
- Fuel hoses, oil drums, oil or fuel transfer valves and fittings, etc. shall be checked regularly for drips or leaks and shall be maintained and stored properly to prevent spills into state waters. Proper security shall also be maintained to prevent vandalism.
- Additional BMPs and conservation measures, required or specified during the permitting process as the Port works and coordinates with the applicable resource agencies, will also be adhered to.

Additionally, mitigation measures are also proposed; see response to Question 8c.

8b. Will your project impact a waterbody or the area around a waterbody? [help]

☒ Yes ☐ No

8c. Have you prepared a mitigation plan to compensate for the project's adverse impacts to non-wetland waterbodies? [help]

- **If Yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable,** explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Don't know

See the attached Biological Evaluation (BE) and Technical Memorandum for a more detailed summary of potential project impacts and proposed mitigation.

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

- If you already completed 7g you do not need to restate your answer here. [help]

Potential adverse impacts associated with the dock replacement will be mitigated for by: 1) the installation of the main walk approximately 18 to 20 feet further offshore of the existing main walk; 2) removal of 63 13- to 14-inch creosote treated timber piles; and 3) installation of about 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina. These three mitigation actions are further described in the attached BE and Technical Memorandum for the project.

Installation of the main walk 18 ft to 20 ft waterward of the existing main walk will move the dock further away from the shallow water portions of the shoreline. Relocating the main walk into deeper water will minimize the long-term impacts associated with the use of the dock on migrating fish species. The removal of creosote timber piles will reduce the water quality impacted within the marina. Creosote piles continually leach contaminants into the aquatic environment, and removal will help increase the water quality within the marina.

The final mitigation action was developed by reviewing the entire marina within the context of the area. The eastern portion of the marina (where the final mitigation action is proposed) is less developed, with a more moderate shoreline slope dominated by a combination of mostly native trees, shrubs, and grasses; some saltmarsh may also be present. Mitigation here will be more impactful than if proposed adjacent to the steeper riprap slope adjacent to A-Dock and will provide improved aquatic habitat for migrating fish species.

The proposed mitigation actions above, in combination with the BMPs already described in the response to Question 8a, will provide a level of compensatory mitigation for the adverse impacts to the aquatic habitat and functions associated with the project.

8e. Summarize impact(s) to each waterbody in the table below. [help]

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name[1]	Impact location[2]	Duration of impact[3]	Amount of material (cubic yards) to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected
Removal of floats and piles	Fidalgo Bay	In	~ 10 days	No material excavation or fill material proposed	Up to 1,700 linear ft. (floats) and about 67 sq. ft. to remove up to 63 piles
Shoreline work below MHHW to replace concrete abutment for access pier	Fidalgo Bay	Shoreline (in floodplain) adjacent to Fidalgo Bay	~ 5 days	Excavate/rework/place up to 5 cy of shoreline material, rock, and clean structural fill (if necessary) below MHHW.	Up to 75 sq. ft.

Pile Driving	Fidalgo Bay	In	Sporadic for up to 35 days	No material excavation or fill material proposed	Up to 77 sq. ft. to install 35 steel piles
Float connection	Fidalgo Bay	In	~ 35 days	No material excavation or fill material proposed	Up to 1,700 linear ft. (of floats requiring connection)

[1] If no official name for the waterbody exists, create a unique name (such as "Stream 1") The name should be consistent with other documents provided.
[2] Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.
[3] Indicate the days, months or years the waterbody will be measurably impacted by the work. Enter "permanent" if applicable.

8f. For all activities identified in 8e, describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [help]

No in-water dredging is proposed as part of the project. To the extent possible, grading and fill has also been limited to the areas outside of the marine environment (above MHHW).

Excavation, grading, and/or fill below MHHW along the shoreline for the concrete abutment and approach pier will include up to approximately 75 sf and 5 cubic yards (cy) of rock and shoreline material (excavation of up to about one foot in depth). Excavated materials will be re-used as fill at the site or, if determined to be unsuitable for backfill, disposed of at an appropriate upland site. Select clean structural fill may be imported as necessary for use as backfill.

8g. For all excavating or dredging activities identified in 8e, describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [help]

No in-water dredging is proposed as part of the project. Excavation, grading, and/or fill below MHHW along the shoreline for the concrete abutment and approach pier will be completed using a land based excavator.

Part 9–Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [help]

Agency Name	Contact Name	Phone	Most Recent Date of Contact
WA Department of Fish and Wildlife	Doug Thompson	360-466-4345	October 2017
City of Anacortes	Don Measamer	360-293-1901	October 2017
U.S. Army Corps of Engineers	Ron Wilcox	206-316-3893	October 2017
U.S. Army Corps of Engineers	Susan Smoley	206-764-6709	October 2017

9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 of this JARPA on the Washington Department of Ecology's 303(d) List? [help]

- **If Yes,** list the parameter(s) below.

- If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: http://www.ecy.wa.gov/programs/wq/303d/.

☒ Yes ☐ No

The project takes place within the Port's Cap Sante Marina in Fidalgo Bay, Puget Sound. Fidalgo Bay is located immediately south and east of the project site. The combined areas of Padilla Bay, Fidalgo Bay, and Guemes Channel are listed on Ecology's 303(d) list for bacteria, copper, dissolved oxygen, temperature, and ammonia-N.

9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [help]

- Go to http://cfpub.epa.gov/surf/locate/index.cfm to help identify the HUC.

HUC 17110002

9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [help]

- Go to http://www.ecy.wa.gov/water/wria/index.html to find the WRIA #.

WRIA 3

9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [help]

- Go to http://www.ecy.wa.gov/programs/wq/swqs/criteria.html for the standards.

☒ Yes ☐ No ☐ Not applicable

9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [help]

- If you don't know, contact the local planning department.
- For more information, go to: http://www.ecy.wa.gov/programs/sea/sma/laws_rules/173-26/211_designations.html.

☐ Urban ☐ Natural ☒ Aquatic ☐ Conservancy ☒ Other: Urban Shoreline

9g. What is the Washington Department of Natural Resources Water Type? [help]

- Go to http://www.dnr.wa.gov/forest-practices-water-typing for the Forest Practices Water Typing System.

☒ Shoreline ☐ Fish ☐ Non-Fish Perennial ☐ Non-Fish Seasonal

9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [help]

- **If No**, provide the name of the manual your project is designed to meet.

☒ Yes ☐ No

Name of manual: _____

9i. Does the project site have known contaminated sediment? [help]

- **If Yes**, please describe below.

☐ Yes ☒ No

No known contamination has been identified at the immediate project site.

9j. If you know what the property was used for in the past, describe below. [help]

The project site was developed as a public marina in 1927. There are no places or objects within the project site that have been identified on or proposed for listing on national, state or local preservation registers.

9k. Has a cultural resource (archaeological) survey been performed on the project area? [help]

- **If Yes**, attach it to your JARPA package.

☐ Yes ☒ No

In 2009, a Cultural Resources Assessment was completed for the adjacent Scott Paper Company lumber mill (Scott site), which identified no close buildings or structures, no indications of shipwrecks, and no evidence for ethnohistoric or other tribal sites in the immediate area. Given the history of the well-developed site and recent construction projects completed in the marina at the nearby Scott Site and at Seafarers' Memorial Park, archeological or cultural impacts are not anticipated. However, if evidence of these features is encountered during construction, the Port will notify local tribes and the state's Department of Archeology and Historic Preservation (DAHP) and take appropriate steps.

9l. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [help]

Three salmonid species that are listed under the Endangered Species Act (ESA) that may be present at the project site include the Puget Sound Chinook salmon *(Oncorhynchus tshawytscha)*, Coastal-Puget Sound bull trout *(Salvelinus confluentus)*, and Puget Sound steelhead trout *(O. mykiss)*. Additionally, two rockfish species present in Puget Sound are listed under the ESA, though their presence in the marina is unlikely: bocaccio *(Sebastes paucispinis)* and yelloweye rockfish *(S. ruberrimus)*. Marbled murrelet *(Brachyramphus marmoratus)*, an ESA-listed bird species, is potentially present in Fidalgo Bay but unlikely to use the marina. Additional listed species in the vicinity that are extremely unlikely to occur include the Southern Resident killer whale *(Orcinus orca)*, humpback whale *(Megaptera novaeangliae)*, and leatherback sea turtle *(Dermochelys coriacea)*.

9m. Name each species or habitat on the Washington Department of Fish and Wildlife's Priority Habitats and Species List that might be affected by the proposed work. [help]

WDFW includes bocaccio and yelloweye rockfish on its priority habitat species list but does not show them as present in Skagit County.

Fish resources in Fidalgo Bay area include Pacific salmon, forage fish and a number of flatfish and pelagic species typical of Puget Sound. Surf smelt *(Hypomesus)*, sand lance *(Ammocytes hexapterus)* and Pacific herring *(Clupea harengus pallasi)* are important forage fish for salmonids. Surf smelt require high intertidal beaches with gravel for spawning. Sand lance also require upper intertidal spawning habitat, with sandy gravel beaches. Although the steep intertidal shorelines within the marina do not provide suitable spawning habitat for these species, surf smelt spawning has been mapped as occurring on and around both the north and south breakwaters at the mouth of the marina. The eastern shoreline of the marina basin has also been mapped for spawning. Surf smelt spawning activity occurs on this beach from May to September, unlike adjacent spawning beaches across Fidalgo Bay, which receive smelt spawn virtually year-round. The nearest known sand lance spawning beach is in the southern portion of Fidalgo Bay over 1.5 miles from the project site. No herring spawning occurs near the marina.

A recent eelgrass and macroalgae survey, completed by Grette Associates in the summer of 2017, observed no macroalgae or eelgrass along the steep shoreline bank or in the water below and near A-Dock. The riprap transitions into a flat unconsolidated mud substrate, which has been substantially modified by necessary marina maintenance dredging since the marina was first constructed. The soft mud does not provide suitable substrates for eelgrass and does not provide attachment points for macroalgae.

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at http://apps.oria.wa.gov/opas/.
- Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.
- For a list of addresses to send your JARPA to, click on agency addresses for completed JARPA.

10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help]

- For more information about SEPA, go to www.ecy.wa.gov/programs/sea/sepa/e-review.html.

☒ A copy of the SEPA determination or letter of exemption is included with this application.

☐ A SEPA determination is pending with _____ (lead agency). The expected decision date is _____.

☐ I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]

☐ This project is exempt (choose type of exemption below).

☐ Categorical Exemption. Under what section of the SEPA administrative code (WAC) is it exempt? _____

☐ Other: _____

☐ SEPA is pre-empted by federal law.

10b. Indicate the permits you are applying for. (Check all that apply.) [help]

LOCAL GOVERNMENT

Local Government Shoreline permits:

☒ Substantial Development ☐ Conditional Use ☐ Variance

☐ Shoreline Exemption Type (explain): _____

Other City/County permits:

☐ Floodplain Development Permit ☐ Critical Areas Ordinance

STATE GOVERNMENT

Washington Department of Fish and Wildlife:

☒ Hydraulic Project Approval (HPA) ☐ Fish Habitat Enhancement Exemption – Attach Exemption Form

Washington Department of Natural Resources:

☐ Aquatic Use Authorization

Complete JARPA Attachment E and submit a check for $25 payable to the Washington Department of Natural Resources. **Do not send cash.**

Washington Department of Ecology:

☐ Section 401 Water Quality Certification

FEDERAL GOVERNMENT

United States Department of the Army permits (U.S. Army Corps of Engineers):

☐ Section 404 (discharges into waters of the U.S.) ☒ Section 10 (work in navigable waters)

United States Coast Guard permits:

☐ General Bridge Act Permit ☐ Private Aids to Navigation (for non-bridge projects)

Part 11–Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc. [help]

11a. Applicant Signature (required) [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities, and I agree to start work only after I have received all necessary permits.

I hereby authorize the agent named in Part 3 of this application to act on my behalf in matters related to this application. SYT (initial)

By initialing here, I state that I have the authority to grant access to the property. I also give my consent to the permitting agencies entering the property where the project is located to inspect the project site or any work related to the project. SYT (initial)

Sarah Tchang		12/20/17
Applicant Printed Name	Applicant Signature	Date

11b. Authorized Agent Signature [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities and I agree to start work only after all necessary permits have been issued.

Authorized Agent Printed Name	Authorized Agent Signature	Date

11c. Property Owner Signature (if not applicant) [help]

Not required if project is on existing rights-of-way or easements (provide copy of easement with JARPA).

I consent to the permitting agencies entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Brenda Treadwell for Daniel C. Worra		12/20/17
Property Owner Printed Name	Property Owner Signature	Date

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years or both.

If you require this document in another format, contact the Governor's Office for Regulatory Innovation and Assistance (ORIA) at (800) 917-0043. People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341. ORIA publication number: ORIA-16-011 rev. 07/2017

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MHW = 7.4
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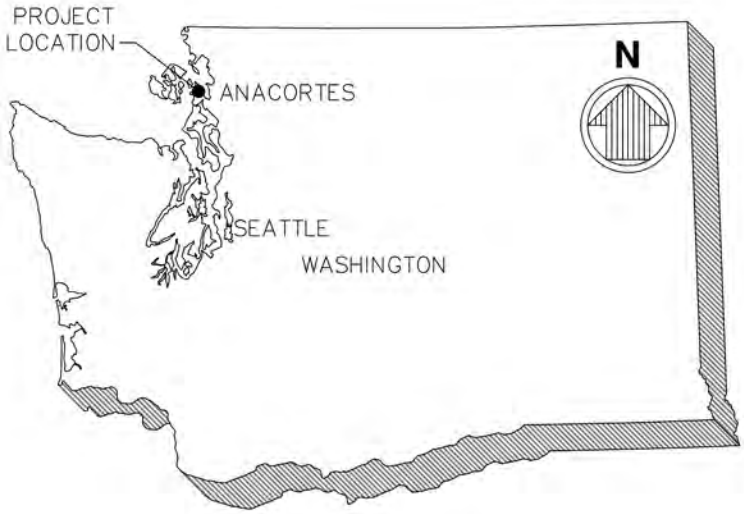

VICINITY MAP

SCALE: NOT TO SCALE

LOCATION MAP

SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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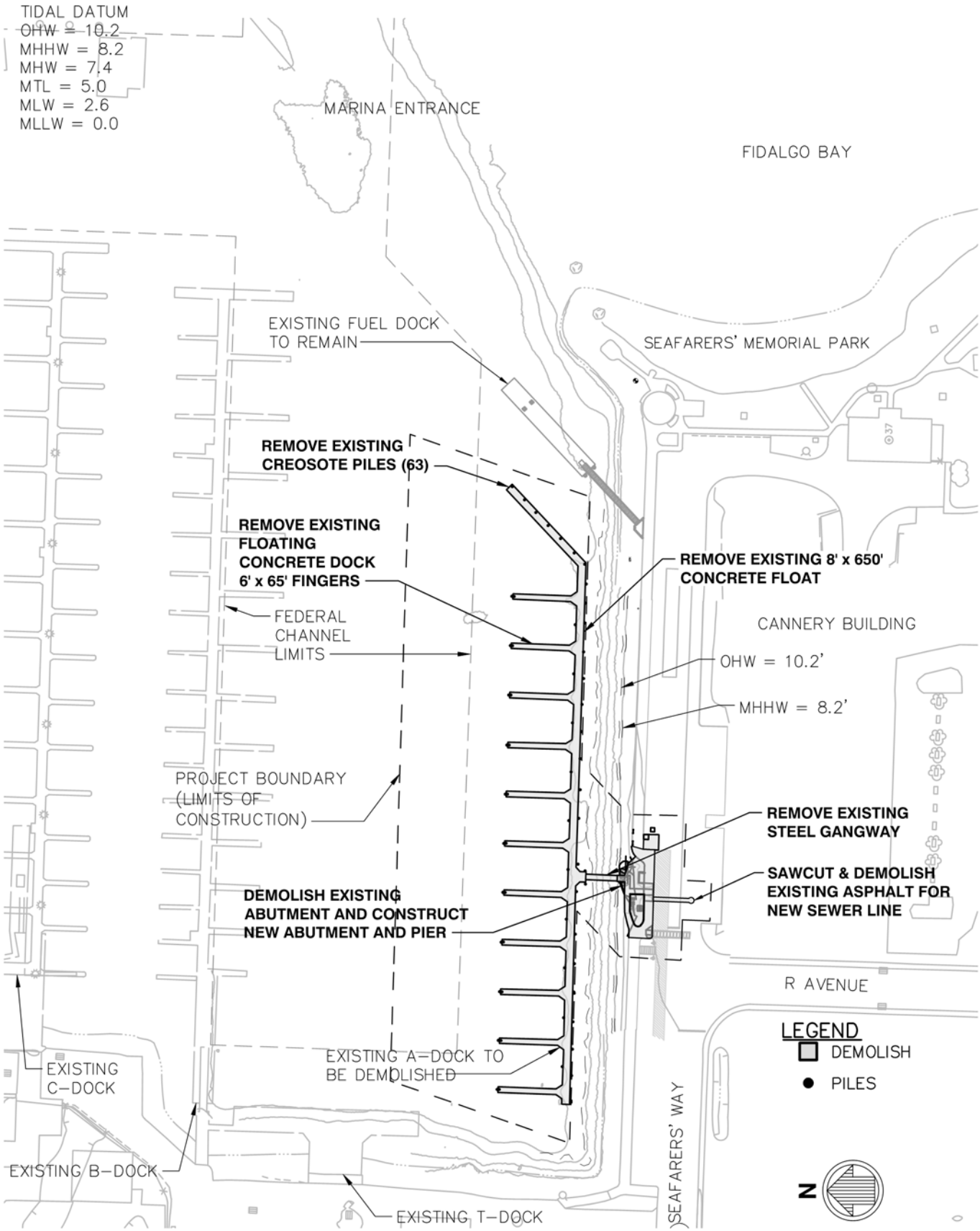

EXISTING PLAN AND DEMOLITION

SCALE: 1"=140'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT

PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES

IN: FIDALGO BAY

NEAR/AT: ANACORTES

COUNTY: SKAGIT

STATE: WA

APPLICANT: PORT OF ANACORTES

ADJACENT PROPERTY OWNERS:

1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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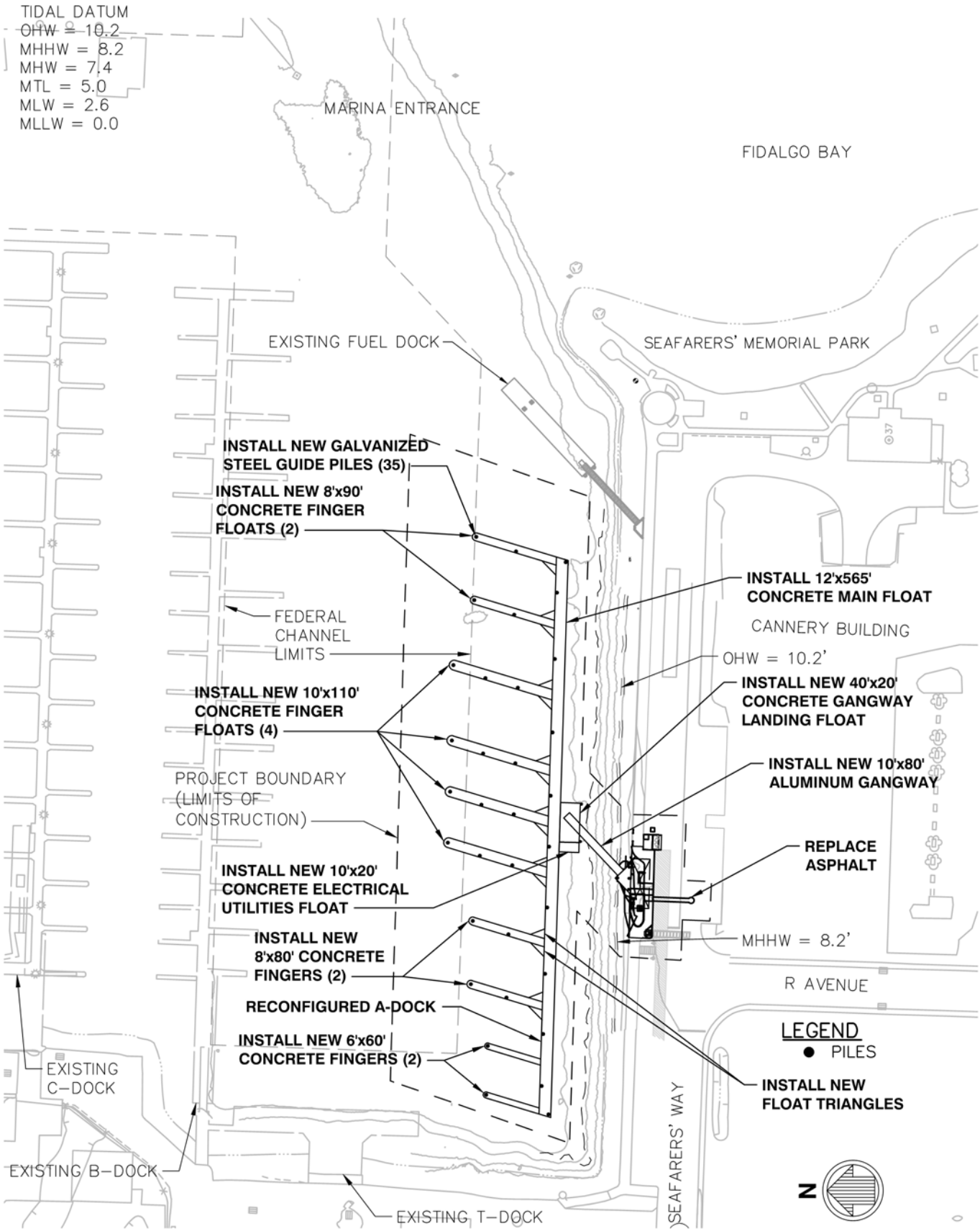

PROPOSED PLAN
SCALE: 1"=140'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
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COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
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2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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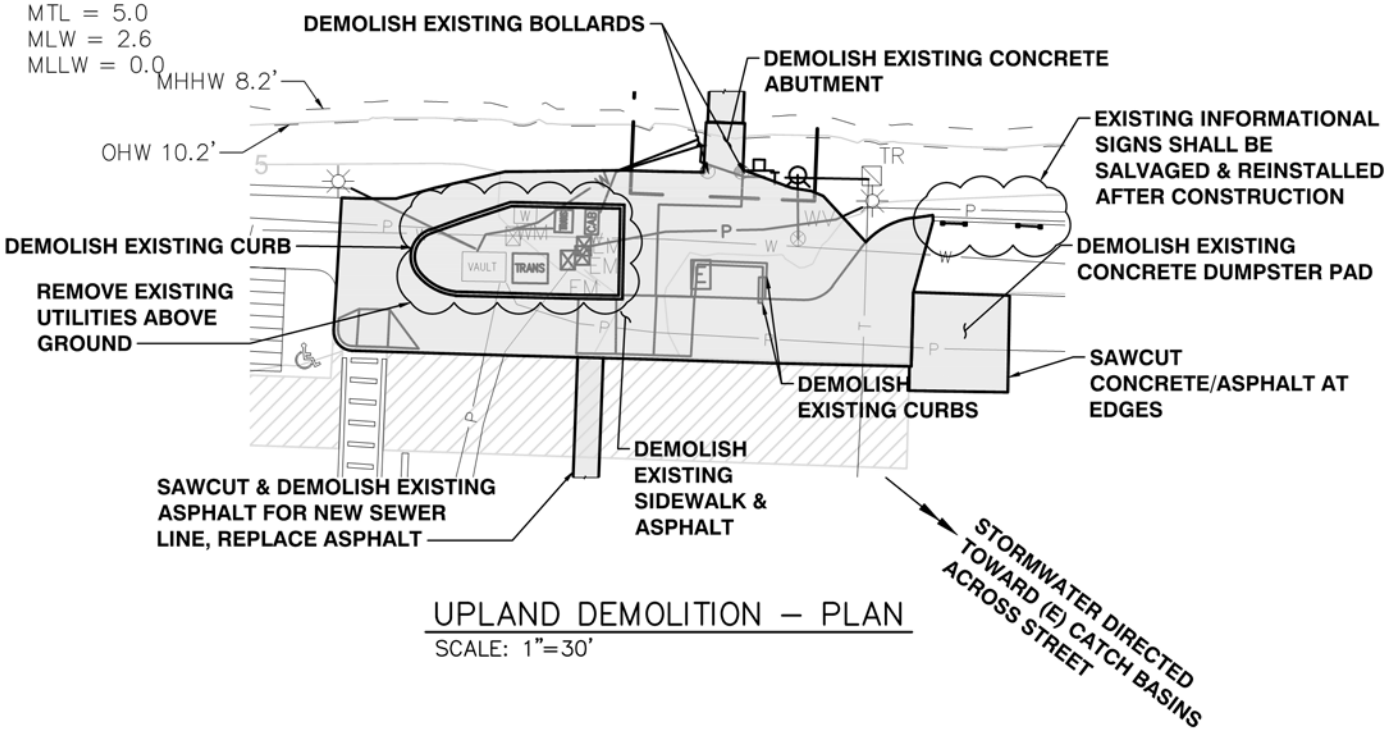

UPLAND DEMOLITION – PLAN

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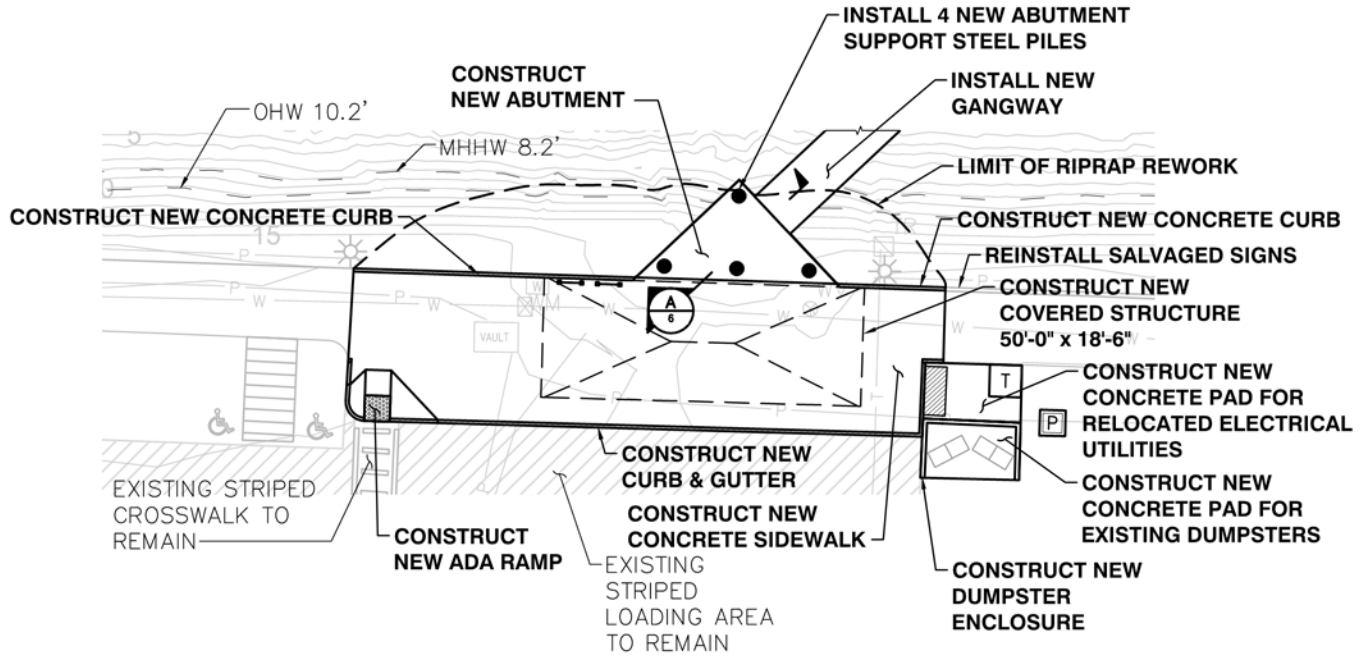

UPLAND PROPOSED – PLAN

SCALE: 1"=30'

N

15' 0' 15' 30'

SCALE: 1"=30'

LEGEND

- DEMOLISH
- PILES

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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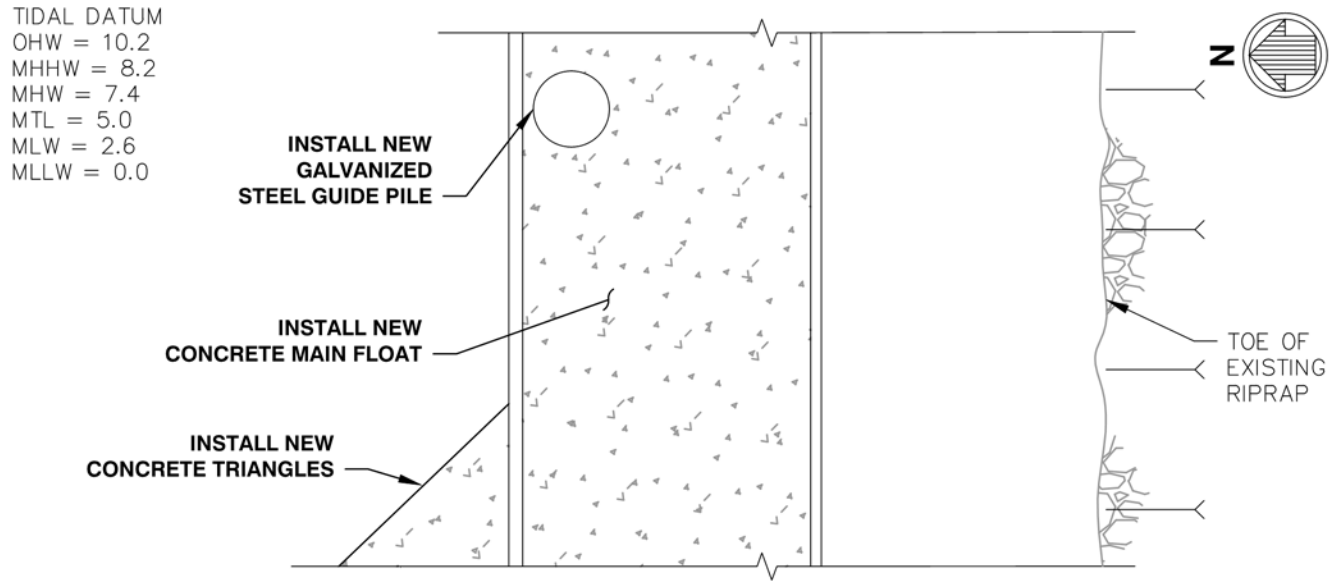

PROPOSED MAIN FLOAT – PARTIAL PLAN (TYP)

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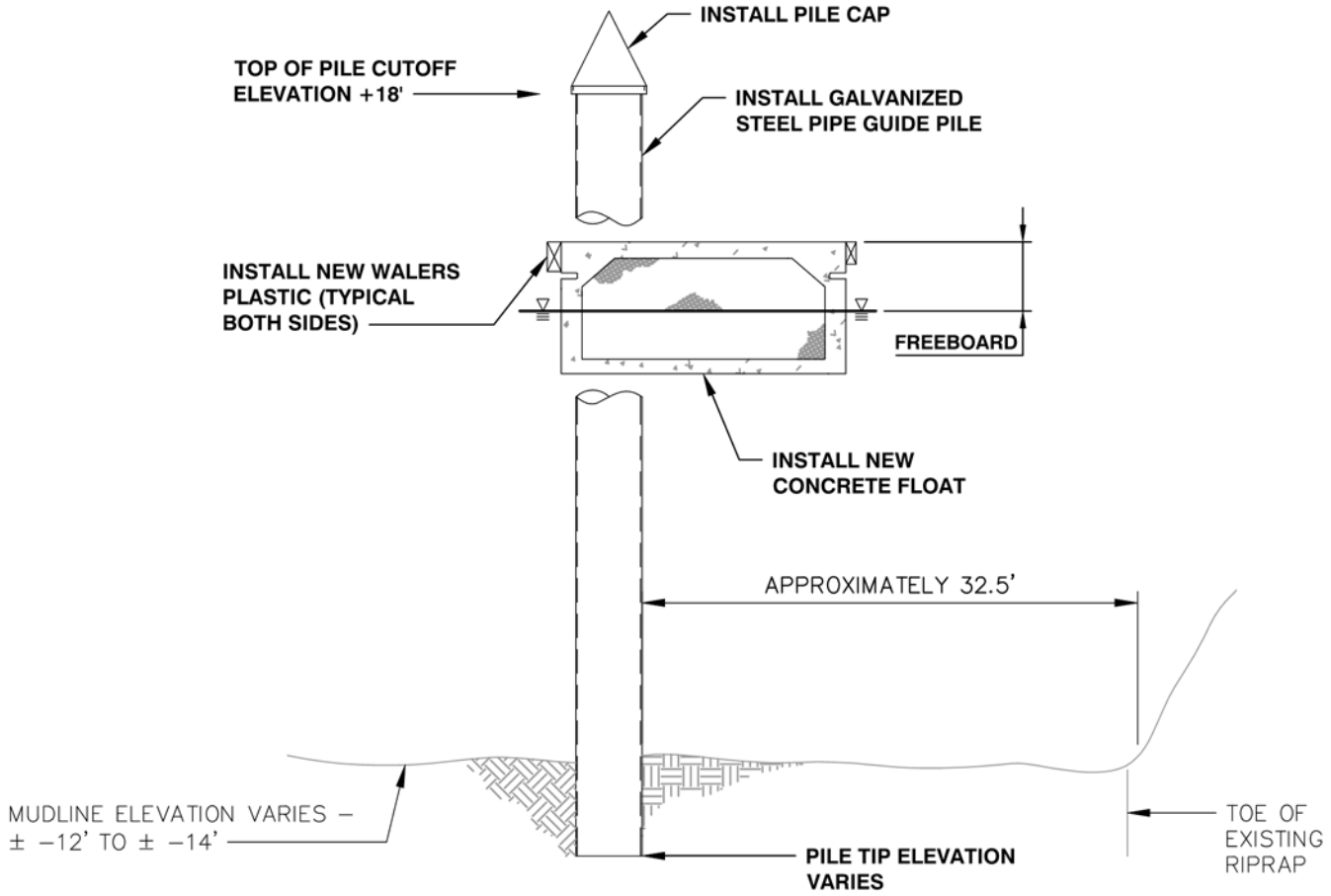

PROPOSED MAIN FLOAT – SECTION (TYP)

SCALE: NOT TO SCALE

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
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3. CITY OF ANACORTES

LOCATION ADDRESS: 1019 Q AVENUE
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LAT/LONG: 48.51667 / -122.60556

PAGE: 5 OF 8 DATE: 12/20/2017

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
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IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT STATE: WA

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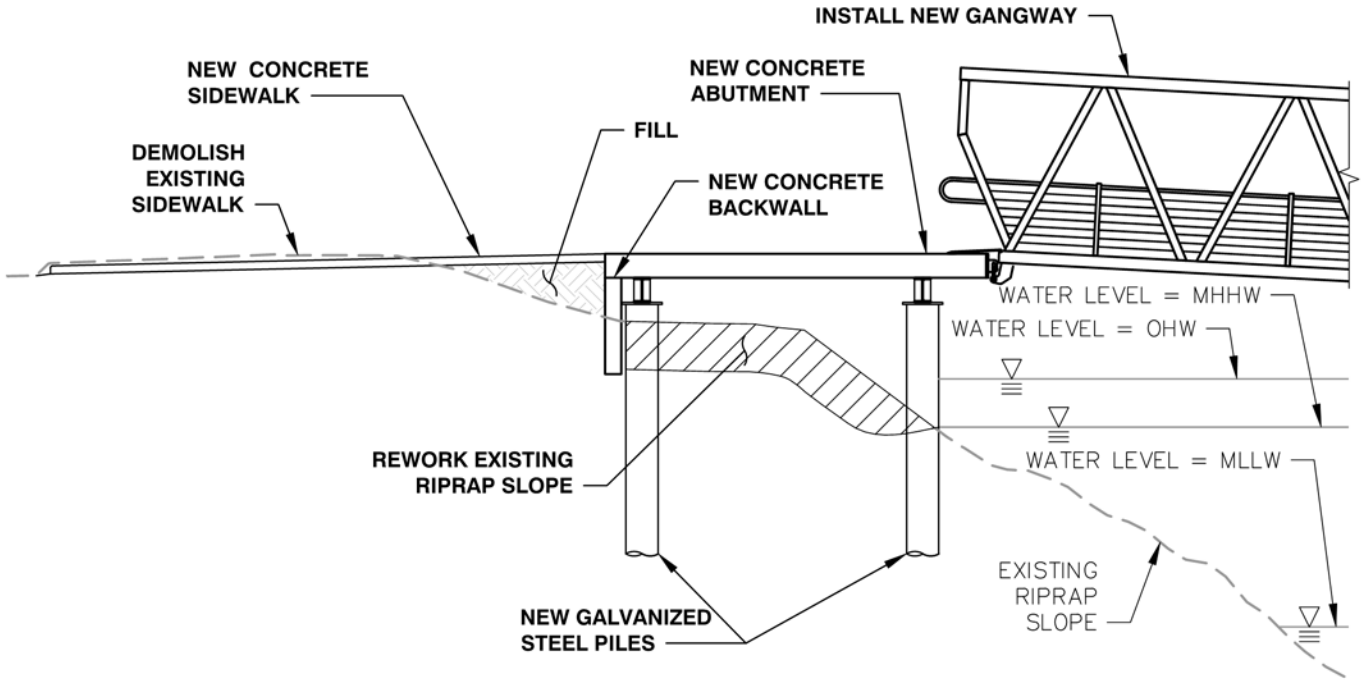

PROPOSED ABUTMENT – SECTION A

SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
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STATE: WA

APPLICANT: PORT OF ANACORTES
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DATE: 12/20/2017

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ROTARY PARK PICNIC AREA

PEDESTRIAN WALKWAY

ROCK JETTY

INSTALL LARGE WOODY DEBRIS STRUCTURES (12) ANCHORED WITH CABLES AND SCREW ANCHORS

Q-DOCK

FIDALGO BAY

P-DOCK

SEAFARERS' MEMORIAL PARK

BREAKWATER

PUMP OUT FLOAT

MARINA ENTRANCE

CANNERY BUILDING

R AVENUE

REPLACED A-DOCK

SEAFARERS' WAY

EXISTING SITE

MITIGATION SITE PLAN
SCALE: 1"=300'

N

300' 0' 300' 600'
SCALE: 1"=300'

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STATE: WA

APPLICANT: PORT OF ANACORTES
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DATE: 12/20/2017

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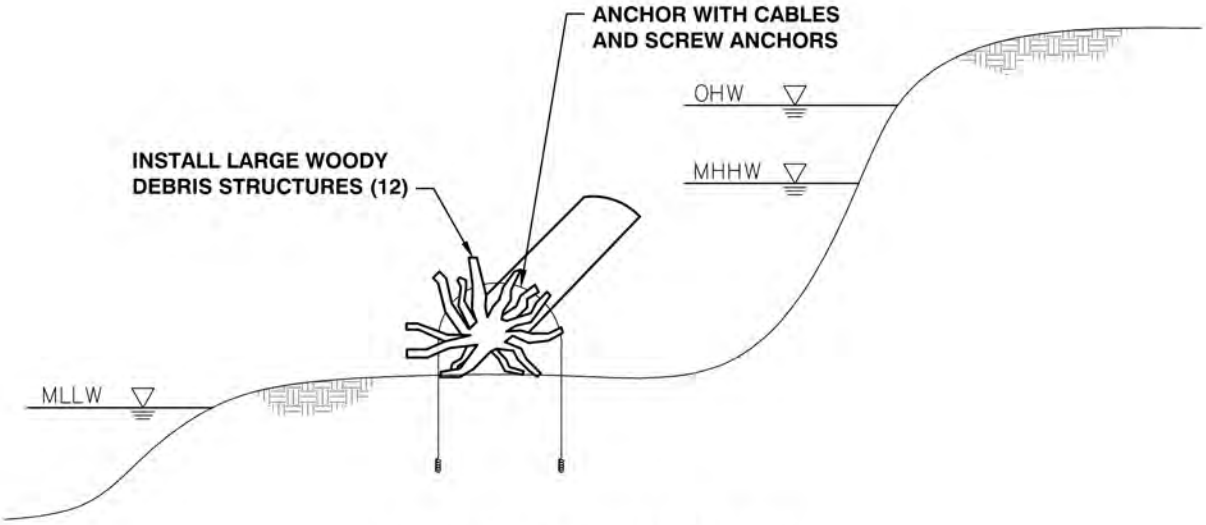
EXAMPLE – LARGE WOODY DEBRIS IN CAP SANTE MARINA WEST BASIN



MITIGATION SECTION (TYP)
SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
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DATE: 12/20/2017

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TECHNICAL MEMORANDUM

Prepared By: Port of Anacortes (Owner and Facility Manager)
Moffatt & Nichol (Project Engineer)
Grette Associates (Project Biologist)

Date: December 19, 2017

Subject: **Planning and Design Considerations for the A-Dock Demolition and Replacement Project**

Project Description and Purpose

The Port of Anacortes (Port) proposes to replace an existing but aging commercial dock (A-Dock) within its Cap Sante Marina located in downtown Anacortes. Cap Sante Marina is a large public recreational and commercial marina on Fidalgo Bay that was established in 1927. The marina has undergone many modifications since that date and is still operated, updated, and maintained by the Port. Updating and maintenance of the marina has included the expansion of moorage facilities, construction of support facilities, dredging of the marina basin, and dock installation and maintenance. The current marina configuration provides 1,007 boat moorage slips which supports local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster's office.

A-Dock is located on the south side of the marina and serves as the Port's primary commercial and excursion activities dock, supporting the local and regional maritime industry by drawing visitors to the area and providing long-term family-wage jobs. A-Dock users include: local commercial fishing fleets including local tribes; marine response vessels such as Arrow Launch, Marine Spill Response Corporation (MSRC) and Shell Puget Sound Refinery vessels; marine contractor vessels; two major whale watching organizations; and state law enforcement vessels, among others.

The existing A-Dock facility, originally constructed in the 1960s as side-tie rafting moorage and retrofitted with finger floats in the 1990s, is aging and nearing the end of the structure's useful life. The Port proposes to replace A-Dock with a modern, highly capable, and serviceable dock system.

The purpose of this memorandum is to summarize the planning process to date and describe the various operational, design, and environmental factors that were considered while designing the in-water and shoreline elements of this project.

Project Objectives, Stakeholder Involvement, and Deliberated Alternatives

In planning and designing the project, the Port worked collaboratively with a variety of stakeholders to identify existing A-Dock needs and develop a more operationally functional float system and configuration. Since 2013, the Port has conducted a series of project planning meetings with stakeholders, that supported the development of the following project objectives:

- Increase the dock service life and replace A-Dock with a system that meets existing and future user requirements.

- Replace the existing aging system with a concrete monolithic design similar to that installed in the West Basin in 2007 and 2012.
- Replace the main walkway and finger floats with wider floats to accommodate user group needs and improve pedestrian movement, safety, and flow on the dock.
- Increase slip length to better accommodate user group needs and reconfigure slip orientation to ease vessel ingress and egress and improve vessel operation.
- Maintain the navigability of the fairway between A-Dock and B-Dock.
- Replace the upland pier entrance to better accommodate the various user groups and their needs.
- Upgrade utilities and electrical services to meet present and future user group needs.

During this time (between 2013 and 2017), and based on these objectives, a series of preliminary alternatives were discussed with stakeholders prior to developing the present *A-Dock Replacement Concept*. Alternative designs considered dock layout and functions, facility longevity and maintenance, user mobility, navigability and the adjacent federally authorized waterway, immediacy to the Port's fuel dock, vessel load and unload activities at T-dock, public access, general marina security and safety features, utilities, and overall project cost.

Operational and Design Considerations

This section expands on the operational and design limitations associated with the existing dock and access pier structures and how the proposed design meets project objectives. Affiliated upland improvements, that do not directly impact the in-water and shoreline project elements (i.e. upland utility improvements), are not discussed.

Service Life, Uses, and Needs

The overarching goal of the project is to maintain existing user needs and support future user requirements. The project does not propose any change to the existing uses. A-Dock has been, and will continue to be, an important and heavily used commercial dock at the marina. It supports local commercial fishing fleets, marine response and contractor vessels, excursion vessels, and state law enforcement vessels, among others. Currently, use of the existing A-Dock is at capacity and, based on the marina's geographic location, it is not anticipated to decrease. The existing concrete modular floating dock system is exhibiting substantial wear and tear with failing structural elements as well as outdated and undersized utility systems. The float system must be replaced to maintain safe and functional operations for A-Dock users.

To continue to meet the needs of the existing users, upgrades are required. Without upgrades, users may be forced to relocate, resulting in additional strain on other facilities or construction of new facilities elsewhere. Upgrading existing facilities, within historically developed aquatic environments, minimizes overall regional impacts.

Float Stability

A monolithic concrete float system design will provide improved float stability and reduced maintenance. Improved float stability is extremely important given the high volume of pedestrian traffic (often associated with loading and offloading excursion vessels) and the varying physical abilities of the passengers (reconstructed A-Dock will be ADA compliant). While some dock users are familiar with marina and floating dock environments, excursion vessel passengers using A-Dock have less marina experience. Stable floats allow for different types of users and improve overall facility safety.

It is difficult to integrate effective grated surfaces that increase light penetration into marine waters into a monolithic float system, especially when considering the need for floatation to support live load cases. Floating dock design requires a balance of floatation for the loads applied versus the freeboard of the dock with no added loads. Where a higher load is applied, additional floatation is needed (i.e. a float with more depth). A-Dock is expected to support high live loads due to passenger, crew, and equipment loading and unloading of the commercial vessels. Changes in float draft (the portion of the float located below the water surface) when live loads are applied are also designed with respect to water depth to reduce the potential for floats to rest on the seafloor. Extreme tide levels were also considered and incorporated into A-Dock design.

Wider Floats

The proposed main walkway and finger floats will be wider and longer than the existing A-Dock. The proposed width allows for improved pedestrian access (including ADA accessibility) and flow to and from the commercial and excursion vessels. Due to the height of the larger commercial vessels using A-Dock, it is necessary to locate a brow (portable step structure) or small ramp on the floats to access the vessel boarding deck. A wider float is needed to accommodate a brow to safely load and unload passengers, crew, and supplies. The width of the finger floats has been designed to allow for safe access around a brow structure, while still providing a stable platform for the brow when in use.

The wider main walkway also allows for a variety of A-Dock tenants (excursions vessels, response vessels, and commercial fishing vessels) to access/load/unload their boats at the same time. This can include not only passengers, but also equipment, supplies, and materials on a frequent basis and is especially important given the fact that heavy dock use periods overlap. To accommodate this, the width of the main walkway must allow for a minimum of two-way pedestrian traffic, with dock carts. Wider solid docks also minimize the risk of materials from entering surface waters.

Increased Slip Size and Improved Slip Reconfiguration

Most of the existing slips are the same length (65 feet). The proposed longer and reconfigured (angled) slips improve vessel access and berthing into a more appropriately sized slip. Longer and wider finger floats will provide increased float area for loading and unloading passengers, crew, and supplies. The longest proposed slips will be situated at the center of A-Dock to avoid impacting the existing fuel dock to the east and T-Dock to the west.

Many of the newer vessels visiting the marina are wider, and the proposed A-Dock layout provides a balance between increasing the widths of the water area for each slip and the number of slips. The slip size distribution had been evaluated based on the existing and future tenants.

Maintain Fairway Navigability

Preliminary A-Dock replacement concepts retained a berth alignment that was perpendicular to the shore. However, one of the planning criteria was the need to maintain a wide enough fairway between A-Dock and B-Dock to accommodate the larger vessels using the fairway. The existing fairway between A-Dock and B-Dock is about 230 feet and current A-Dock tenants (excursion vessels) require 110 feet long berths. By angling the longer slips, a clear fairway distance of about 165 feet (using a 1.5 factor) will be maintained for maneuvering into and out of A-Dock slips.

The fairway is also important for users of both T-Dock and the fuel dock. By angling the proposed longer slips, restrictions to fairway navigability are minimized and vessel maneuverability, not only for A-Dock and B-Dock but also T-Dock and the fuel dock, is maintained.

In another attempt to assure fairway navigability, early dock replacement concepts also proposed a system closer to shore. However, adequate water depth for both vessels and the floats is important. Floats need a minimum amount of clearance from the bottom of the float to the mudline at all water levels. At A-Dock, the shoreline is a rock riprap slope. Final design assures that the replacement gangway landing float will be located so that the dock will float at all tides when supporting all design load cases.

Improved Upland Access Pier and Gangway

The gangway and landing float must consider high load cases since they provide access to all commercial and excursion vessels. Early design alternatives included a dual gangway system with a central access pier. This configuration would keep access for commercial vessels separate from excursion vessels. However, high conceptual level cost estimates and greater increased overwater coverage eliminated this configuration.

The proposed 80-foot long, 10-foot wide gangway will provide an accessible route to A-Dock. When loading vessels, the gangway can be partitioned into two pathways to maintain the separation of commercial and excursion vessel traffic. This width and partitioning is important to maintain use of carts during loading.

Environmental Considerations

This section expands on the environmental limitations associated with the existing dock and access pier structures and how the proposed design avoids and minimizes adverse impacts.

Existing Aquatic Habitat

The marina is a heavily used facilityand the area where A-Dock is located has been historically modified. Almost the entire shoreline of Cap Sante Marina consists of riprap, and the marina basin has been historically dredged to a depth of -12 feet to -14 feet mean lower low water (MLLW). Marina maintenance dredging has resulted in a relatively flat basin with limited habitat complexity. The fine substrates within the southern portion of the marina are unconsolidated, and as a result, the area is devoid of eelgrass and macroalgae. Based on these factors, the proposed project will occur within a portion of the aquatic environment that provides a low level of habitat function and value for fish species. Fish and wildlife are expected to avoid this portion of the marina, preferring more complex habitats nearby, reducing the potential for adverse impacts associated with the proposed project.

The increase in overwater coverage will occur with a portion of the marina at a water depth of between -12 feet and -14 feet MLLW. The installation of the dock at this depth will minimize the potential impact on juvenile fish species that could be traveling the shallow nearshore.

Main Walk Replaced Further Waterward

Installation of the main walkway waterward of the existing walkway will move the dock further away from the shallow nearshore portion of the shoreline. The existing A-Dock is located approximately 35 feet waterward of mean higher high water (MHHW), and the new A-Dock will be installed approximately 55 feet waterward of the MHHW. By installing the new A-Dock further waterward of the MHHW, potential impacts to any migrating juvenile fish species, associated with overwater coverage and use of the dock, will be minimized.

Improved Water Quality

The existing dock is anchored with a total of sixty-three (63) 13-inch to 14-inch diameter creosote treated timber piles. The proposed project will remove all 63 of the creosote timber piles, which will have a positive impact on water quality within the marina. Creosote piles continually leach contaminants into the

aquatic environment, and their removal will eliminate this source of long-term contamination increasing existing water quality.

For the replaced dock system, the Port will continue to enforce operational Best Management Practices (BMPs) required by the Clean Marina Washington Program and the Port's policies and procedures that prevent pollution from work and activities on vessels or docks.

Conclusions

The various operational, design, and environmental factors considered while planning and designing the in-water and shoreline elements of this project have been described in this memorandum. Numerous design alternatives were deliberated as part of a four-year planning process that involved Port staff, A-Dock users, and the expertise of waterfront engineers and biologists. The final *A-Dock Replacement Concept* meets both Port and user operational requirements while avoiding and minimizing potential adverse impacts on the environment. Further details about the project can be found in the different engineering and permitting documents that support the project and can be requested from the Port.

Sarah Tchang, Environmental Specialist
100 Commercial Avenue
Anacortes, Washington 98221
Phone: (360) 299-1827 Fax: (360) 293-9608
Email: sarah@portofanacortes.com

TRANSMITTAL

Date: November 29, 2017

To: Don Measamer
City of Anacortes – Department of Building, Planning and Economic Development
P.O. Box 547
Anacortes, WA 98221

Re: Port of Anacortes – SEPA Determination and Checklist for A-Dock Demolition and Replacement

Copies	Description
1	**SEPA Determination**
1	**SEPA Checklist**

☑ For your information	☐ File copy	☐ Please respond by:
☐ As requested	☐ For reference	Date:
☑ For distribution	☐ For Permit Issuance	Time:

Message:

Hello Don,

Please find attached the Port's SEPA Determination and SEPA Checklist for the above referenced project. Feel free to contact me if you have any questions or comments.

Thank you,

PORT OF ANACORTES

Sarah Tchang
Environmental Specialist

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

TECHNICAL MEMORANDUM

Prepared for: Port of Anacortes — Date: July 28, 2017

Prepared by: Grette Associates LLC — File No.: 100-26-16

Re: Preliminary Eelgrass Survey at A-Dock within the Cap Sante Marina in the City of Anacortes (September 2016)

INTRODUCTION

This Technical Memorandum presents the results of the preliminary eelgrass and macroalgae survey at A-Dock within the Cap Sante Marina in the City of Anacortes. Eelgrass and macroalgae are defined as saltwater habitat of special concern within the Washington Administrative Code (WAC), and as a result, the Washington Department of Fish and Wildlife (WDFW) requires projects to 1) avoid impacting eelgrass and macroalgae, 2) minimize unavoidable impacts, and 3) mitigate for any impacts. Based on previous surveys within the Cap Sante Marina, eelgrass and macroalgae are not expected to occur within the proposed project area. The eelgrass and macroalgae survey was conducted as part of the initial planning phases of the proposed demolition and replacement of A-Dock. The survey would verify the presence or absence of eelgrass and macroalgae and assist with the development restrictions and potential mitigation actions for the proposed project. The survey area was established to encompass the entire footprint of the proposed demolition and replacement of the A-Dock (Figure 1). The eelgrass and macroalgae survey was conducted in September 2016.

METHODS

Methods for this survey were based on the WDFW Preliminary Eelgrass/Macroalgae Habitat Survey Guidelines. Since eelgrass and macroalgae are not known to occur within the Project Area, a total of 17 transects were established perpendicular from the MHHW and extending throughout the entire Project Area. The Project Area included the existing footprint of A-Dock, the proposed footprint of A-Dock, and the potential construction footprint. The eelgrass transects were spaced 40 ft apart based on the similarity of existing habitat conditions within the Project Area. The transects were oriented perpendicular to the existing riprap shoreline and extended below the existing A-Dock. The landward ends of the transects were located at approximately +4 ft MLLW and each transect was approximately 180 ft long. In total, the survey will encompass approximately 40,000 sq ft of the Project Area. The transects extended into the center of the fairway to a depth of approximately -12 to -14 ft MLLW.

Each transect was surveyed for eelgrass, macroalgae, and substrates along with any other habitat features. The survey determined presence of eelgrass by a pair of divers along all 17 transects.

Along each transect, each diver conducted observations within 2 meters of the transect (East and West sides). If eelgrass was observed, it would be marked with a buoy for later surveying using a dGPS. If eelgrass was observed, the total number of turions would be estimated (by either count or densities), and the health of the eelgrass would be recorded (turion length, signs of distress, etc.). Macroalgae species diversity and percent coverage would be collected. Macroalgae data would be presented as a general qualitative text description of macroalgae presence within the project area.

Figure 1. A-Dock Demolition and Replacement Eelgrass Survey Area.

Figure 2. A-Dock Demolition and Replacement Eelgrass Survey Area.

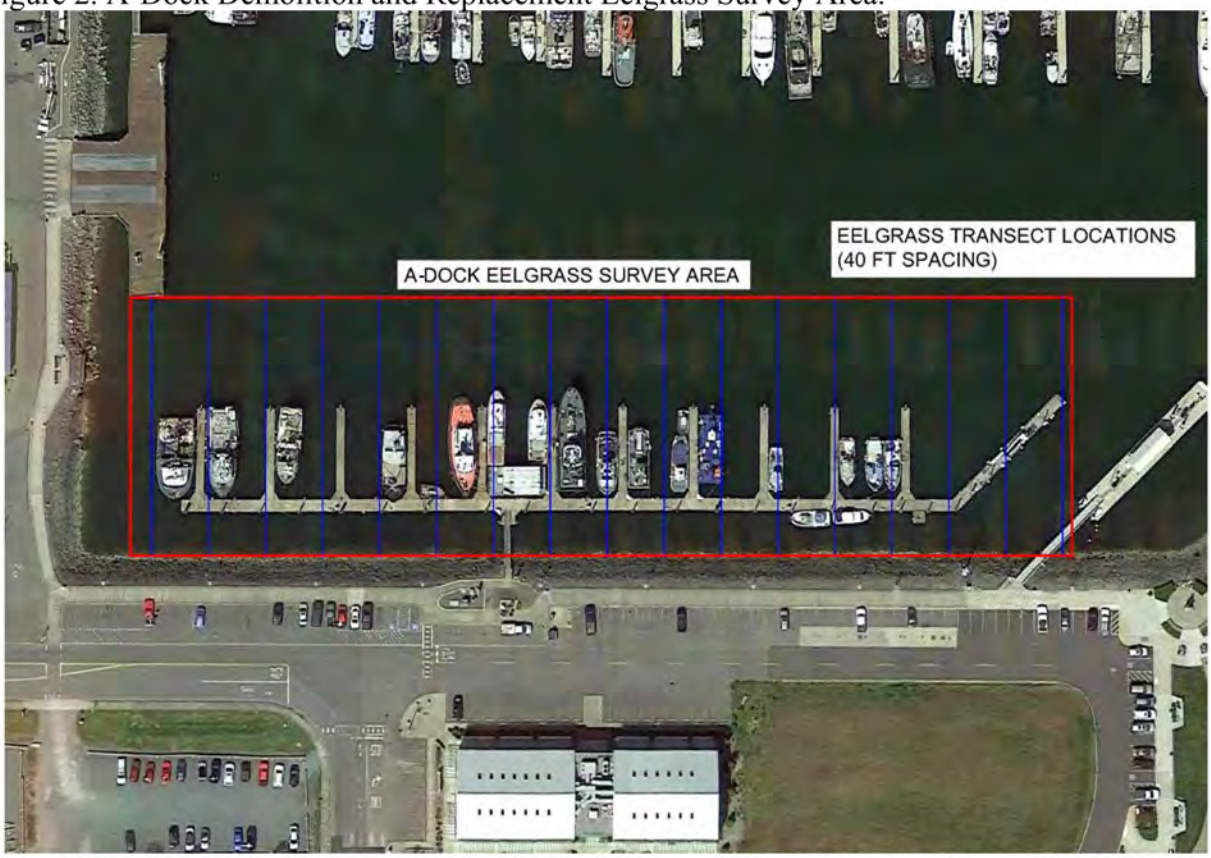


Figure 3. Survey Transect Locations for the Preliminary Eelgrass Survey of the A-Dock in the Cap Sante Marina.

RESULTS

The results of the eelgrass and macroalgae survey indicated that there is no eelgrass or macroalgae present within the Project Area. Each of the transects started at an elevation around +4 ft MLLW along the steeply sloped riprap shoreline. The riprap slope extended down to a depth of approximately -11 to -14 ft MLLW, maximum 20 ft along the transect. The riprap transitions into a flat unconsolidated mud substrate, which has been significantly impacted by the maintenance dredging of the Cap Sante Marina. The soft mud does not provide suitable substrates for eelgrass and does not provide attachment points for macroalgae. There is shell debris that has been knocked off the piling and other debris typically observed within a marina. Table 1 below presents the conditions observed along each transect.

Table 1. Eelgrass Survey Transect Data

Transect # / Length	Eelgrass Present	Macroalgae Present	Substrate	Comments
1 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
2 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles
3 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles. Garbage debris.
4 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
5 / 182	No	None present	Riprap / Flat, unconsolidated mud	
6 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
7 / 182	No	None present	Riprap / Flat, unconsolidated mud	
8 / 182	No	None present	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles
9 / 182	No	None present	Riprap / Flat, unconsolidated mud	
10 / 182	No	None present	Riprap / Flat, unconsolidated mud	
11 / 182	No	None present	Riprap / Flat, unconsolidated mud	
12 / 182	No	None present	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles
13 / 182	No	None present	Riprap / Flat, unconsolidated mud	
14 / 182	No	None present	Riprap / Flat, unconsolidated mud	Garbage debris.
15 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
16 / 182	No	None present	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles.
17 / 182	No	None present	Riprap / Flat, unconsolidated mud	

CONCLUSION

The proposed Project Area for the demolition and replacement of the A-Dock is devoid of eelgrass or macroalgae. Additionally, the existing habitat conditions within the Project Area are not suitable for the development of eelgrass and macroalgae.

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

TECHNICAL MEMORANDUM

Prepared for: Port of Anacortes Date: December 19, 2017

Prepared by: Grette Associates LLC File No.:

Re: Port of Anacortes A-Dock Demolition and Replacement – Cap Sante Marina; Project Impacts and Proposed Mitigation Action

This brief Technical Memorandum (Tech Memo) was prepared to outline the potential impacts of the proposed A-Dock replacement and the proposed mitigation action. The proposed project will completely remove and replace the existing A-Dock in order to ensure the continued safe use of the dock. A-Dock is currently heavily utilized for commercial, fishing, and private use, and the current dock is outdated and is approaching the end of its useful life both functionally and structurally.

Potential Impacts

The proposed project will completely remove the existing A-Dock. The removal of the existing A-Dock will entail:

- Removal of 10,099 sq ft with solid surfaced dock (gangway, main walk, and fingers).
- Removal of 63 (13-14-inch diameter) creosote treated timber piles.
- Land disturbance of 78 sq ft (below the MHHW) associated with gangway abutment.
- Disturbance of approximately 4,100 sq ft for upland improvements.

The proposed replacement of A-Dock will entail:

- Installation of 17,145 sq ft of concrete surfaced dock (gangway, mainwalk, and fingers).
- Installation of 35 20-inch diameter galvanized steel pile.
- Installation of new dock abutment with proposed shelters.

Overall, the proposed project will result in the increase of 7,046 sq ft of overwater coverage.

The potential impacts of the proposed project have been avoided and minimized by nature of where the proposed project will occur. Cap Sante Marina is a heavily utilized marina, and the portion of the marina where A-Dock is located has been historically modified. The shoreline consists of riprap from the top of the bank to a depth of between -12 ft and -14 ft MLLW. The marina basin has been dredged to a depth of -12 ft to -14 ft, and there is no eelgrass or

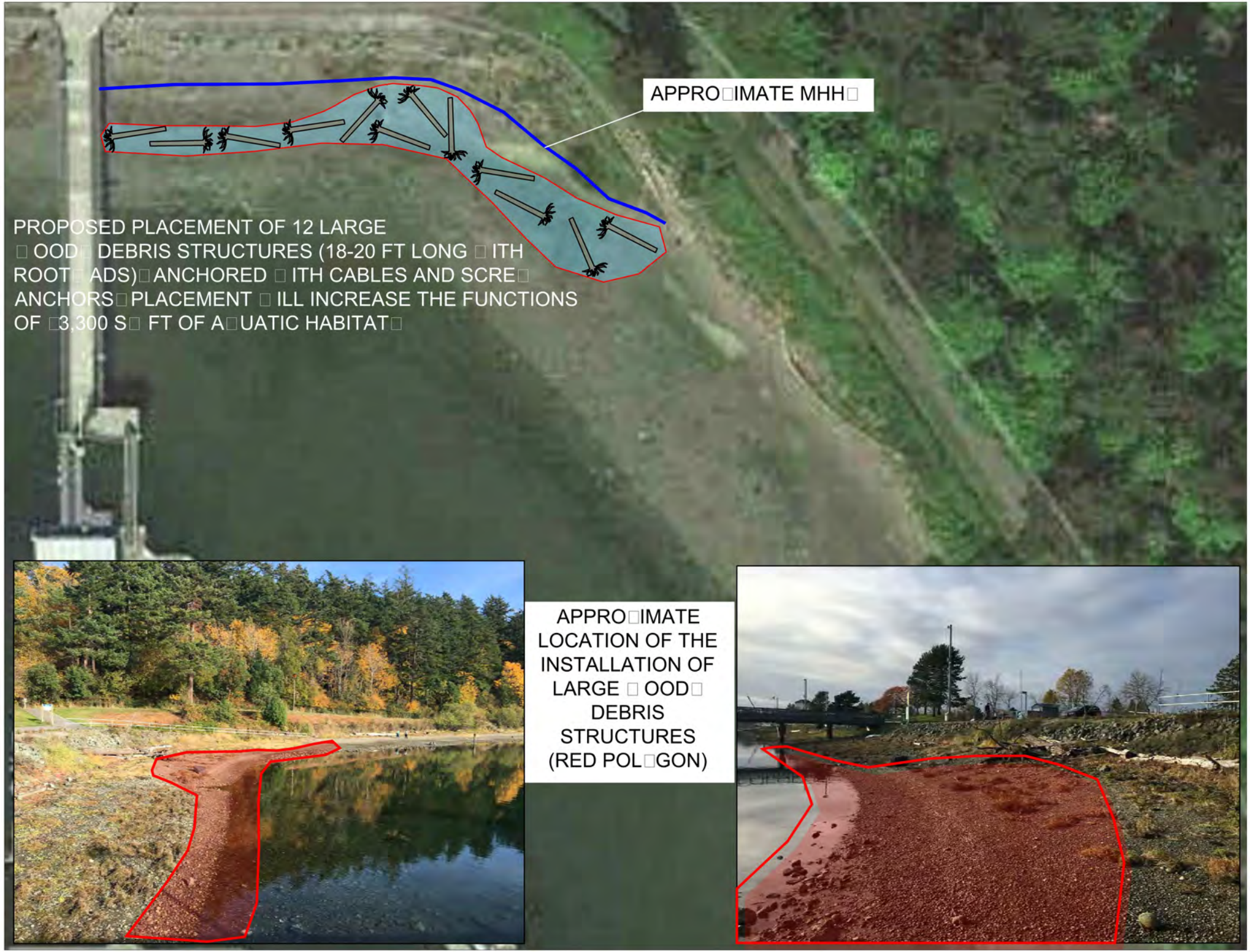
macroalgae present on the soft bottom. Based on these factors, the proposed dock installation will occur within a portion of the aquatic environment that is providing a low level of habitat functions and values and fish species. As a result, fish and wildlife species are expected to avoid this portion of the marina. Overall, the proposed dock will result in minimal impacts to the aquatic environment.

The potential impacts of the proposed project are associated with the increase of overwater coverage (7,046 sq ft). The impacts associated with the proposed dock will be mitigated for by:

- Installing the main walk approximately 18-20 ft further waterward of the MHHW.
- Removal of 63 13-14-inch creosote treated timber piles.
- Installing 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina. LWD would consist of 16-20 ft logs with rootwads (18-30-inch diameter) anchored with screw anchors and cables.

Overall, the three mitigation actions will provide the compensatory mitigation required to ensure that the proposed project will not adversely impact the aquatic habitat functions and values. The installation of the main walk 18 ft to 20 ft waterward of the existing main walk will move the dock further away from the shallow water portions of the shoreline. Juvenile fish species migrating through the marina are expected utilize the shallow water portions of the shoreline. Relocating the main walk in deeper water will minimize the long-term impacts associated with the use of the dock on migrating fish species. The removal of creosote timber piles will reduce the water quality impacted within the marina. Creosote piles continually leach contaminants into the aquatic environment, and removal will help increase the water quality within the marina. The final migration action will occur within the northeast portion of the marina in order to provide aquatic habitat for migrating fish species. The marina basin provides limited habitat for fish species and the LWD structures will be installed within a portion of the basin with riprap along the shoreline. The LWD structures will be anchored with cables and screw anchors. The LWD structures will be installed at a depth of between 8.2 ft and 5 ft MLLW. Existing substrates where the LWD structures will be installed consist of a combination of sand and gravel at the upper elevations, and gravel and cobble at the lower elevations. The LWD structures will be installed on the boundary between the gravel and cobble and the finer sand and silt substrates at lower elevations. Care will be taken to avoid any existing saltmarsh vegetation. The LWD structures will be installed over an approximately 3,300 sq ft area of the shoreline. It is expected that the proposed mitigation actions will provide a level of compensatory mitigation for the adverse impacts to the aquatic habitat and functions associated with the increase of overwater structure.

PROPOSED PLACEMENT OF 12 LARGE
OOD DEBRIS STRUCTURES
CAP SANTE
MARINA
A-DOCK


APPRO□IMATE MHH□
PROPOSED PLACEMENT OF 12 LARGE
□ OOD□ DEBRIS STRUCTURES (18-20 FT LONG □ ITH
ROOT□ ADS)□ANCHORED □ ITH CABLES AND SCRE□
ANCHORS□PLACEMENT □ ILL INCREASE THE FUNCTIONS
OF □3,300 S□ FT OF A□UATIC HABITAT□
APPRO□IMATE
LOCATION OF THE
INSTALLATION OF
LARGE □ OOD□
DEBRIS
STRUCTURES
(RED POL□GON)

State Environmental Policy Act (SEPA) Checklist
WAC 197-11-960

A. BACKGROUND

1. Name of proposed project, if applicable:

A-Dock Demolition and Replacement Project

2. Name of applicant:

Port of Anacortes (Port)

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

Applicant:
Sarah Tchang
Environmental Specialist
Port of Anacortes
100 Commercial Ave
Anacortes, WA 98221
360.299.1827
sarah.tchang@portofanacortes.com

4. Date checklist prepared:

November 27, 2017

5. Agency requesting checklist:

Port of Anacortes

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

Project construction, currently proposed to start in the fall of 2018, will not begin until all required permits/approvals are obtained. The Project will also adhere to all applicable timing windows, as mandated in the applicable permits.

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

No. The existing A-Dock facility has been in need of repairs and upgrades for some time, as described in the Port's 2008 Comprehensive Plan. No future additions, expansions, or activities of this dock are currently proposed.

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

- Joint Aquatic Resources Permit Application (JARPA) for submittal to the resource agencies for necessary permits.
- Biological Evaluation (BE) for submittal as part of the JARPA package to the resource agencies.

- Eelgrass Survey at A-Dock Technical Memorandum, dated July 28, 2017, for submittal as part of the JARPA package to the resource agencies.
- Planning and Design Technical Memorandum for submittal as part of the JARPA package to the resource agencies.
- USACE Section 408 Review to determine if Permission is necessary.
- Local permit application materials for submittal to the City of Anacortes Planning, Community, and Economic Development Department.

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 are known.

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

- State Environmental Policy Act (SEPA) determination from the SEPA lead agency (Port of Anacortes).
- U.S. Army Corps of Engineers (USACE) Section 10 Permit of the Rivers and Harbors Act (with anticipated informal or formal Endangered Species Act consultation with the federal services).
- USACE Section 408 District Permission, if necessary.
- Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife (WDFW).
- Shoreline Substantial Development Permit from the City of Anacortes.
- Other local permits from the City of Anacortes (i.e. Building Permit)

If other permits/approvals/authorizations are also determined to be necessary, they will also be applied for prior to construction.

11. Give a 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 Anacortes (Port) proposes to replace an existing but aging commercial dock (A-Dock) within its Cap Sante Marina located in downtown Anacortes. Project figures are provided in Attachment A.
Cap Sante Marina is a large public recreational and commercial marina on Fidalgo Bay that was established in 1927. The marina has undergone many modifications since that date and is still operated, updated, and maintained by the Port. Updating and maintenance of the marina has included the expansion of moorage facilities, construction of support facilities, dredging of the marina basin, and dock installation and maintenance. The current marina configuration provides 1,007 boat moorage slips which supports local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster's office.

A-Dock is located on the south side of the marina and is one of the Port's main commercial docks. It is currently aging and nearing the end of its useful life. The project purpose is to replace the deteriorating and outdated dock system with a new dock system that better meets increased user group demands and future commercial activity growth requirements.

The proposed project will replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and

shoreline access and utilities. In order to accomplish the proposed reconfiguration, the proposed A-Dock will be installed further north of the existing dock. This will allow for more efficient utilization the fairway through improved access and operations of vessel operators and visitors. The upgrades to the dock (main walk) and shoreline access will also improve pedestrian safety, access and functionality during periods of high volume use, especially important for excursion vessel operators that utilize A-Dock to load and unload passengers.

The proposed project will include the following actions, which will be discussed in detail below:

- Replacement of the outdated and aging floating concrete modular dock system and timber pilings with a new floating concrete monolithic system with galvanized steel pilings.
- Provision of new sanitary sewer services.
- Replacement of the currently undersized electrical services.
- Replacement of water and fire suppression systems.
- Replacement of existing concrete gangway abutment with a concrete abutment and approach pier and construction of a covered shelter dock entrance area, sidewalk improvements, and a paved area for cart storage, dumpster storage, and electrical utility services.

Further detail regarding the above improvements is broken out into in-water and upland project elements, and conservation measures, described below.

In-water project elements

The existing A-Dock consists of a gangway, a main walk, and fingers, with a total of 9,939 square feet of overwater coverage. The existing grated steel gangway is approximately 4.5 feet wide by 42 feet long. The landward end of the gangway is anchored to a concrete abutment located above the mean higher high water (MHHW) tidal datum and the waterward end rests on a concrete landing float landward of the main walk. The concrete landing float in anchored by two, 13- to 14-inch diameter creosote treated timber piles. The main walk is 8 feet wide and approximately 660 feet long. There is a total of eleven 6-foot wide by 65-foot long finger floats that, together with the main walk, provide a total of 24 slips. The slips consist of 22 65-foot long slips and two 110-foot slips. The main walk and fingers are anchored by sixty-one 13- to 14-inch diameter creosote treated timber piles. Services on A-Dock include water, power, and fire suppression. All of the existing A-Dock will be removed and replaced.

The proposed A-Dock will consist of a new gangway, gangway landing float, main walk, and fingers. The inside dimension of the gangway will be 10 feet wide and 80 feet long, which will allow for the slope of the gangway to be compliant with the Americans with Disabilities Act (ADA). The landward end of the gangway will be anchored to a new pile supported concrete abutment. The abutment will be supported by four 16-inch galvanized steel piles and a concrete backwall. The installation of the concrete abutment, four support piles, and backwall will all occur landward of the MHHW. The landward edge of the concrete abutment will be connected to the other upland improvements (discussed below). The waterward end of the gangway will rest on the concrete gangway landing float. The gangway landing float will be 20 feet wide and 40 feet long. An electrical utilities float will be installed adjacent to the landing float. The gangway landing and electrical utilities floats will be anchored using two 16-inch diameter galvanized steel piles. The gangway landing float will provide access to the main walk and fingers of the proposed A-Dock. The concrete main walk will 12 feet wide and 565 feet long. The main walk will be anchored by a total of eleven 20-inch diameter galvanized steel piles.

A total of ten concrete fingers will be constructed off-site and attached to the main walk. The width and length of the ten fingers will vary based on the existing demand and anticipated future demand. The width of the fingers will also provide safe loading and offloading for the existing commercial tenants. The ten fingers will include: two 6-foot wide by 60 feet long fingers, two 8-foot wide by 80 feet long fingers, two 8-

foot wide by 90 feet long fingers, and four 10-foot wide by 110 feet long fingers. The fingers will be anchored by a total of twenty-two 20-inch galvanized steel piles.

In total, the proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require a total of 35 galvanized steel piles (16- and 20-inch in diameter). The proposed dock requires 18 slips that are wider and longer (berth sizes ranging from 21 to 40 feet wide and 60 to 110 ft long) than existing dock to meet current and future commercial uses. Improvements to the on-dock utilities will include: installing an on-dock sanitary sewer system; modernizing and increasing the electrical services; replacing the existing dock lighting from high pressure sodium fixtures to more effective light-emitting diode (LED) lighting; and replacing the water and fire suppression systems. The proposed dock will also be equipped with dock safety ladders. No stormwater collection or treatment system is proposed due to the Port's strict enforcement of Best Management Practices (BMPs) required to by the Clean Marina Washington program and the Port's policies and procedures that focus on preventing pollution from work and activities on vessels or docks.

No dredging is associated with A-Dock Demolition and Replacement Project.

Upland project elements

As discussed, the existing concrete abutment will be replaced with a new triangular concrete abutment located above the MHHW. Additional work above the MHHW will include an improved dock entrance to connect the new dock with the existing esplanade. The existing upland dock entrance will be replaced with a new concrete entrance. Fill and grade will support the new upland dock entrance for improved access by leveling the area to the adjacent shoreline esplanade. This will require the removal of curbs, concrete and asphalt paving, placement of fill to raise the grades, and construction of the approach pier and sidewalks. Construction of an ADA compliant ramp and connectivity to the existing crosswalks will also be completed. In addition, a covered shelter will be constructed at the upland dock entrance. A-Dock cart storage area will be provided and a nearby enclosed and paved area will be constructed to provide dumpster storage and an electrical utility service area. The proposed upland improvements will not result in an increase in impervious surfaces and will not result in the need for any improvements to the existing City of Anacortes storm water system.

Conservation Measures:

The potential impacts of the proposed project are associated with the increase of overwater coverage (7,046 square feet of concrete floats). These potential impacts have been avoided and minimized by nature of where the proposed project will occur. The Cap Sante Marina is a heavily used marina, and the portion of the marina where A-Dock is located has been historically modified. The shoreline consists of riprap, and the marina basin has been dredged to a depth of -12 to 14 feet. Therefore, the proposed project will occur within a portion of the aquatic environment that is already highly altered and is providing low levels of habitat function, value, or presence of fish species. Potential adverse impacts associated with the dock replacement and increase in overwater coverage will be further mitigated for by the following conservation measures and BMPs:

- Installation of the main walk approximately 18 to 20 feet further offshore of the existing main walk.
- Removal of 63 13- to 14-inch creosote treated timber piles.
- Installation of about 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina.
- Proposed work will not begin prior to obtaining all necessary local, state, and federal permits and/or approvals.
- Work will begin only after the in-water work window for the area opens, to avoid key migration periods for protected aquatic species.

- The replacement dock floats will be constructed off-site and delivered to the project site via the upland transportation and/or other water transportation means (i.e. barge).
- Construction barges will be staged in areas of sufficient water depth so as to not ground out during low water conditions.
- For pile driving activities, vibratory pile driving will be used to the extent possible. A bubble curtain will be used during all impact pile proofing.
- When possible, construction will be performed in the dry, from on top of a float or landward of MHHW line along the shoreline.
- The selected contractor will be required to comply with all state water quality standards and use standard marine BMPs throughout construction. These BMPs will include the maintenance of vessels and equipment to avoid leaks and spills into surface waters and the avoidance of allowing construction debris from entering U.S. waters when conducting shoreline or in-water work. A Spill Prevention, Control, and Countermeasures (SPCC) plan and erosion control BMPs will likely be required during the work for the abutment and covered shelter dock entrance area improvements to minimize dust, soil, and construction debris from entering surface waters.
- No discharge of waste materials to surface water will occur as part of this project. Collected debris will be removed from the water and disposed of at an appropriate upland facility.
- Fuel hoses, oil drums, oil or fuel transfer valves and fittings, etc. shall be checked regularly for drips or leaks and shall be maintained and stored properly to prevent spills into state waters. Proper security shall also be maintained to prevent vandalism.
- Additional BMPs and conservation measures, required or specified during the permitting process as the Port works and coordinates with the applicable resource agencies, will also be adhered to.

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 site address is 1019 Q Avenue, Anacortes, Skagit County, Washington. A-Dock is located at the southernmost end of the Cap Sante Marina and aligns east to west, parallel to Seafarers' Way (refer to Attachment A for a vicinity map and site plan).

Latitude: 48.51667

Longitude: -122.60556

Section 19, Township 35, Range 02

Project activities will take place at A-Dock within the Cap Sante Marina and on the adjacent upland area that provides access to A-Dock. Mitigation is proposed in the northeast corner of the marina basin.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The proposed project will occur within the Port's Cap Sante Marina. The marina bottom is relatively flat. Above the steeper rock riprap shoreline, the upland site is also generally flat. Mitigation is proposed for the marina's more gradually sloped shoreline in the northeast corner of the marina basin.

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

The steepest slope is the rock riprap shoreline adjacent to A-Dock, which is as steep as up to about 3H:1V (3 horizontal to 1 vertical) in places.

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.

Upland substrate and materials consist mostly of sand and silts deposited as fill material when the site was originally developed as a marina in the late 1950s. Subtidal substrate consists primarily of silts, fine sand, and organic materials. The marina shoreline adjacent to A-Dock includes rock riprap. Mitigation is proposed for the marina's northeast shoreline which encompasses finer grained material (mud) and small cobbles and pebbles.

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

No. There are no surface indication or history of unstable soils in the immediate vicinity. However, portions of the uplands at Cap Sante Marina include areas of historic filling, which means the area could be susceptible to liquefaction or subsidence during a major seismic event. Seismic issues will be addressed during design and construction of the proposed structures in compliance with applicable code requirements.

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

To the extent possible, grading and fill has been limited to the areas outside of the marine environment (above MHHW). The project will entail the following excavation, grading, and/or fill quantities:

- Excavation, grading, and/or fill below MHHW: Excavation for the concrete abutment and approach pier will include up to approximately 75 sf and 5 cubic yards (cy) of rock and shoreline material (excavation of up to about one foot in depth).
- Excavation, grading, and/or fill above MHHW: Rework of existing rock riprap along the shoreline; the excavation, fill, and grading work to construct the abutment and raise the finish grades at the gangway; and, utility trenching; all above MHHW, is anticipated to result in no more than 700 cy of material and 4,100 sf of land disturbance.

Excavated materials will be re-used as fill at the site or, if determined to be unsuitable for backfill, disposed of at an appropriate upland site. Select clean structural fill may be imported as necessary for use as backfill.

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

Yes, however erosion is not likely to occur due to the relatively flat upland surfaces and the minimal areas of grading. BMPs, as described in the response to Question A.11 and below, will also minimize the potential for erosion near marine surface waters.

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

The existing A-Dock float system, pier, upland shelter, and marina esplanade are concrete and/or pavement, representing existing impervious surface. The reconfiguration and construction of the upland

area, shelter, abutment, and access pier will result in a net zero to negligible increase in impervious surface area.

The existing A-Dock in-water float system (including the main walk, fingers, and gangway) will increase in size by about 7,046 sf.

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

Contractors will be required to implement standard BMPs for erosion control during active construction and excavation. These BMPs shall include the prevention of debris and dirt from entering nearby marine surface waters. In addition, the Port strictly enforces BMPs required to by the Clean Marina Washington Program and its own Port policies on and near the docks within the marina.

2. Air

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.

During construction, equipment and necessary transportation vehicles (trucks and barges) will generate exhaust levels and fuel odors typical of normal equipment operating conditions. However, these will be temporary in duration.

No adverse long-term impacts are anticipated as the existing use of A-Dock remains unchanged. Vessel access to the floats is improved with this project, and the replacement of the aging float system assures that more frequent float maintenance is avoided.

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

No offsite emission or odor sources have been identified; although the marina is part of an active Port and waterfront located within a busy downtown area. Anacortes, or any part of Skagit County, is not designated as an air quality nonattainment area by the US Environmental Protection Agency (EPA).

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

Construction equipment is always required to comply with applicable off-road fuel standards.

3. Water

a. Surface Water

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.

Yes. The project takes place within the Port's Cap Sante Marina in Fidalgo Bay, Puget Sound. Fidalgo Bay is located immediately south and east of the project site. The marina is located within Water Resource Inventory Area (WRIA) 3, Lower Skagit-Samish. The combined areas of Padilla Bay, Fidalgo Bay, and Guemes Channel are listed on Ecology's 303(d) list for bacteria, copper, dissolved oxygen, temperature, and ammonia-N.

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. Replacement of the float system and guide piles at A-Dock will involve in-water construction within the Cap Sante Marina. Demolition and construction of the replacement A-Dock will include the removal of the existing float system and the removal of up to 63 treated timber pile. Approximately 35 new steel pipe pile will be installed to support the floats, another four steel pipe pile will be installed landward of MHHW to support the abutment for the new access pier. All of the new concrete modular dock sections will be constructed offsite, at a float manufacturing facility, and transported to the marina by barge or trucks. Where possible, pile will be removed and installed using a vibratory system. Some upland construction, including utility work, paving, and public access improvements will also occur within 200 feet of the shoreline.

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.

No in-water dredging or filling is proposed as part of the project. Some of the work on the shoreline to construct the pier abutment will involve excavation within an area of up to about 12 sf. Up to 5 cy of excavation could be required below MHHW.

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

No.

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

The project site lies within a 1% annual chance flood hazard area.

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. Upland and in-water construction could increase the risk of erosion and construction debris entering surface waters. However, during construction, contractors will be required to adhere to all federal, state, and local requirements and permit conditions for both the in-water and upland work.

b. Groundwater

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.

No.

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.

No waste material will be discharged.

c. Water Runoff (including stormwater):

1) Describe the source of runoff (including stormwater) 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.

Short-term impacts to water quality around the shoreline could result if construction BMPs were not followed. However, while a National Pollution Discharge Elimination System (NPDES) General Construction Stormwater Permit is not required for this Project (due to the small upland area that will be disturbed during construction), appropriate BMPs will be implemented to prevent erosion and sedimentation into marine waters and to identify, reduce, eliminate, or prevent stormwater contamination and water pollution from construction activity. BMPs will be consistent with federal, state, and local construction requirements.

No long-term changes to stormwater flow or output are anticipated. Upland upgrades, as part of this project, will not change the practice of directing stormwater (with grading and curbing) into the existing stormwater collection system. For the replaced dock system, the Port will continue to enforce operational BMPs required to by the Clean Marina Washington Program and the Port's policies and procedures that prevent pollution from work and activities on vessels or docks.

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

No waste materials will enter ground or surface waters. Construction BMPs are proposed to avoid construction-related spills and discharges.

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

No changes to the drainage patterns near the site are anticipated.

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

BMPs for both in-water and upland construction will be adhered to (see the list of BMPs in the response to Question A.11). Before construction, BMPs will be implemented to prevent erosion and sedimentation and to identify, reduce, eliminate, or prevent ground or surface water contamination and water pollution from construction activity. BMPs will be consistent with all federal, state, and local requirements.

No long-term changes to stormwater flow or output are anticipated. Upland upgrades, as part of this project, will not change the practice of directing stormwater (with grading and curbing) into the existing stormwater collection system. For the replaced dock system, the Port will continue to enforce operational BMPs required to by the Clean Marina Washington Program and the Port's policies and procedures that prevent pollution from work and activities on vessels or docks.

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**
____ **orchards, vineyards or other permanent crops**

____ **wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other**
____ **water plants: water lily, eelgrass, mil foil, other**
____ **other types of vegetation**
____

The southern, western, and northern portion of the uplands of the marina are heavily developed and consist of an armored shoreline extending from the MHHW to the top of the bank. Below the top of the bank, the substrates are dominated by riprap. Upland and aquatic vegetation along the shoreline adjacent to A-Dock is very sparse. The existing rock riprap protects the marina shoreline and has limited habitat function.

The eastern portion of the marina (where mitigation is proposed) is less developed, with a more moderate shoreline slope dominated by a combination of mostly native trees, shrubs, and grasses; some saltmarsh may also be present. The trees and shrubs provide a buffer between the MHHW and the existing asphalt walking trail located above the top of the bank.

A recent eelgrass and macroalgae survey, completed by Grette Associates in June of 2017, observed no macroalgae or eelgrass along the steep shoreline bank or in the water below and near A-Dock. The riprap transitions into a flat unconsolidated mud substrate, which has been substantially modified by necessary marina maintenance dredging since the marina was first constructed. The soft mud does not provide suitable substrates for eelgrass and does not provide attachment points for macroalgae.

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

The project does not propose to remove more than negligible algae associated with the existing docks and pile (expected to recolonize the new pile and docks after construction). In addition, treated timber pile will be removed and replaced with steel. Creosote piles continually leach contaminants into the aquatic environment, and removal will help increase the water quality within the marina.

Mitigation proposed for the northeast portion of the marina will improve aquatic habitat for migrating fish species. The marina basin provides limited habitat for fish species and the LWD structures will be installed within a portion of the basin with riprap along the shoreline. The LWD structures will be anchored with cables and screw anchors. Existing substrates where the LWD structures will be installed consist of a combination of sand and gravel at the upper elevations and gravel and cobble at the lower elevations. The LWD structures will be installed on the boundary between the gravel and cobble and the finer sand and silt substrates at lower elevations. Care will be taken to avoid any existing saltmarsh vegetation.

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

No known threatened or endangered plant species are on or near the project site. A recent eelgrass and macroalgae survey, completed by Grette Associates in the summer of 2017, observed no macroalgae or eelgrass along the steep shoreline bank or in the water below and near A-Dock.

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

Unless otherwise specified through permits, landscaping is not proposed for the upland areas of the project, as the urban/commercial site is already paved.

In-water and shoreline mitigation is proposed for the project in a more suitable area for habitat improvement and enhancement (see responses to questions A.11 and B.4.b).

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

None have been identified within the immediate project site, although invasive Himalayan blackberry (*Rubus bifrons*) has been observed scattered along the shorelines and uplands of downtown Anacortes.

5. Animals

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:

Several bald eagle nesting territories occur in the vicinity, primarily near Fidalgo Bay, West Guemes Channel and Guemes Island. A great blue heron nesting colony is on March Point approximately 4 miles southeast of the site. Several osprey nesting territories also occur in the Anacortes area, but these are located inland. Numerous waterfowl and shorebirds also use the area, primarily in the winter and during migration.

No sampling of infauna has been conducted at the project site. However, based on sampling conducted in the vicinity of the project and elsewhere in north Puget Sound, benthic organisms present in the Action Area may include common species such as the gastropod *Haminoea vesicula*, the bivalves *Macoma nasuta* and *Mysella tumida*, and the annelid *Armandia brevis*. Salmon prey likely includes a range of epibenthic crustaceans, larval fish, and other pelagic prey.

Fish resources in Fidalgo Bay area include Pacific salmon, forage fish and a number of flatfish and pelagic species typical of Puget Sound. Surf smelt *(Hypomesus)*, sand lance *(Ammocytes hexapterus)* and Pacific herring *(Clupea harengus pallasi)* are important forage fish for salmonids. Surf smelt require high intertidal beaches with gravel for spawning. Sand lance also require upper intertidal spawning habitat, with sandy gravel beaches. Although the steep intertidal shorelines within the marina do not provide suitable spawning habitat for these species, surf smelt spawning has been mapped as occurring on and around both the north and south breakwaters at the mouth of the marina. The eastern shoreline of the marina basin has also been mapped for spawning. Surf smelt spawning activity occurs on this beach from May to September, unlike adjacent spawning beaches across Fidalgo Bay, which receive smelt spawn virtually year-round. The nearest known sand lance spawning beach is in the southern portion of Fidalgo Bay over 1.5 miles from the project site. No herring spawning occurs near the marina.

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

Three salmonid species that are listed under the Endangered Species Act (ESA) that may be present at the project site include the Puget Sound Chinook salmon *(Oncorhynchus tshawytscha)*, Coastal-Puget Sound bull trout *(Salvelinus confluentus)*, and Puget Sound steelhead trout *(O. mykiss)*. Additionally, two rockfish species present in Puget Sound are listed under the ESA, though their presence in the marina is unlikely: bocaccio *(Sebastes paucispinis)* and yelloweye rockfish *(S. ruberrimus)*. Marbled murrelet *(Brachyramphus marmoratus)*, an ESA-listed bird species, is potentially present in Fidalgo Bay but unlikely to use the marina. Additional listed species in the vicinity that are extremely unlikely to occur include the Southern Resident killer whale *(Orcinus orca)*, humpback whale *(Megaptera novaeangliae)*, and leatherback sea turtle *(Dermochelys coriacea)*.

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

Salmonids may transit the marina as Fidalgo Bay is a migratory route for anadromous salmonids in the Skagit and Swinomish systems. The Puget Sound area is also part of the Pacific flyway. Birds that inhabit the area vary seasonally due to migration. Fidalgo Bay provides over-wintering areas for migratory waterfowl.

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

The potential impacts of the proposed project have been avoided and minimized by nature of where the proposed project will occur. As described, the Cap Sante Marina is a heavily used marina, and the portion

of the marina where A-Dock is located has been historically modified. Therefore, the proposed project will occur within a portion of the aquatic environment that is providing little habitat function, value, or presence of fish species.

Potential adverse impacts associated with the dock replacement will also be mitigated for by the following proposed conservation and mitigation measures:

- Installation of the main walk approximately 18 to 20 feet further offshore of the existing main walk.
- Removal of 63 13- to 14-inch creosote treated timber piles.
- Installation of about 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina. Proposed work will not begin prior to obtaining all necessary local, state, and federal permits and/or approvals.

These three mitigation actions will provide the compensatory mitigation required to ensure that the proposed project will not adversely impact the aquatic habitat functions and values. The installation of the main walk 18 ft to 20 ft waterward of the existing main walk will move the dock further away from the shallow water portions of the shoreline. Relocating the main walk into deeper water will minimize the long-term impacts associated with the use of the dock on migrating fish species. The removal of creosote timber piles will reduce the water quality impacted within the marina. Creosote piles continually leach contaminants into the aquatic environment, and removal will help increase the water quality within the marina. The final mitigation action will occur within the northeast portion of the marina in order to provide aquatic habitat for migrating fish species. The marina basin provides limited habitat for fish species, and the LWD structures will be installed within a portion of the basin with riprap along the shoreline. The LWD structures will be anchored with cables and screw anchors. Existing substrates where the LWD structures will be installed consist of a combination of sand and gravel at the upper elevations and gravel and cobble at the lower elevations. The LWD structures will be installed on the boundary between the gravel and cobble and the finer sand and silt substrates at lower elevations. Care will be taken to avoid any existing saltmarsh vegetation.

It is expected that the proposed mitigation actions, in combination with the BMPs already described in the response to Question 11, will provide a level of compensatory mitigation for the adverse impacts to the aquatic habitat and functions associated with the increase of overwater structure.

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

Invasive animal species that may be found on or near the site include some species of small animals and birds (i.e. European starling [*Sturnus vulgaris*], etc.).

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.

A-Dock utilities will be replaced and/or upgraded and improved as part of this project. This will include: installing an on-dock sanitary sewer system; modernizing and increasing the electrical services, which includes the installation of a new transformer float; replacing the existing dock lighting from high pressure sodium fixtures to more effective LED lighting; and replacing the water and fire lines.

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

No. The use of solar energy by adjacent properties will not be affected.

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:

Existing high-pressure sodium fixture dock lighting will be replaced to more effective LED lighting.

1. 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.

Petroleum products, used by the existing A-Dock tenants or to run the construction equipment, do provide an ongoing risk for spills, leaks and fires. However, the Port's strict enforcement of BMPs required by the Clean Marina Washington Program and the Port's policies and procedures that focus on preventing pollution from work and activities on vessels or docks minimizes these types of risks.

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

No known contamination has been identified at the immediate project site. However, the Washington Department of Ecology, acting under Gov. Chris Gregoire's Puget Sound Initiative, worked with the Port and Kimberly-Clark to clean up contamination at the nearby Scott Paper Company lumber mill (Scott site), located south of the Cap Sante Marina. The cleanup was completed under a Consent Decree in 2011 and the former mill site is now a redeveloped public waterfront park on Fidalgo Bay. Confirmational monitoring is conducted annually.

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.

Upland construction will require the upgrade and reconfiguration of existing electrical utilities that run from land onto the docks. Both design and construction will adhere to the applicable federal, state, and local standards.

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.

Potential discharges to surface waters during construction include accidental spills or leakage of petroleum products from construction equipment (vessels, barges, or barge-mounted equipment) used during the project. Potential discharges after the project is complete could include accidental spills of fuels or wastewater and refuse from vessels in the marina. However, the Port's strict enforcement of BMPs required by the Clean Marina Washington Program, and the Port's policies and procedures that focus on preventing pollution from work and activities on vessels or docks minimizes these types of risks.

4) Describe special emergency services that might be required.

No special emergency services for this project are required.

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

As described above, the Port's strict enforcement of BMPs required by the Clean Marina Washington program and the Port's policies and procedures that focus on preventing pollution from work and activities on vessels or docks minimizes these types of risks.

b. Noise

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

Existing sources of noise in the area include automobile and truck traffic, occasional aircraft flyovers, upland activities such as boat repair, commercial and industrial activities, and adjacent boat and ship traffic noise.

2) What types and levels of noise could 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 noise will occur associated with a variety of construction equipment during daytime (working) hours. This could include: truck and crane engines, pile driving, generators and other small engines, excavators, backhoes, and other heavy equipment and barges.

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

Construction noise will be limited to daytime hours. Noise will be limited to normal work hours (e.g. 7:00 am to 7:00 pm). The project will comply with environmental noise standards set by the State of Washington, WAC 173-60, which establishes limits on the level and duration of noise crossing property boundaries. Temporary construction noise is exempt from state noise limits during daytime hours, per WAC 173-60-050(3)(a).

2. Land and Shoreline Use

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.

A-Dock is located within a large recreational and commercial boat marina operated by the Port. The marina includes approximately 107 acres of in-water and upland property. Adjacent properties include commercial and retail west of Q Avenue, Seafarers' Memorial Park and an office complex to the south, and Port properties to the north.

The proposed project will not affect current land uses or that for nearby properties. The existing use of A-Dock will remain, and adequate parking already exists at the marina.

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?

No. The site has never been used for working farmlands or working forest lands.

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?

No. The site is not surrounded by working farmlands or working forest lands, and will therefore not adversely affect those sites and activities.

c. Describe any structures on the site.

The project is located within the Cap Sante Marina. A-Dock includes both floats and piles and an access pier and covered shelter dock entrance located on the adjacent upland area. The marina esplanade runs along the shoreline, and Seafarers' Way runs parallel to the esplanade. Both provide visitor access to the nearby Seafarers' Way Park. A local business park is located across the street from A-Dock.

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

Yes. Existing A-Dock and its affiliated floats, pile, and the gangway will be removed or demolished. Please refer to the response to Question A.11 for a complete description of structures to be demolished. No upland buildings will be demolished as part of this project.

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

Current City of Anacortes Zoning identifies A-Dock as being part of that portion of the marina classified as Commercial Marine (CM) and Commercial Marine 1 (CM1).

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

The current comprehensive plan designation of the site is also CM and CM1.

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

The 2010 Shoreline Environment Designation Map identifies the A-Dock shoreline as being designated as Urban.

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

The City of Anacortes is reviewing and updating its critical areas regulations as required by the Growth Management Act (GMA) pursuant to RCW 36.70A.130. Current regulations identify the project site as being located near an area important for surf smelt (*Hypomesus*), refer to the response to Question B.5.A, and within a 1% annual chance flood hazard area.

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

No people reside at A-Dock and this is not anticipated to change as part of the project.

There are 7 marina, 2 full-time security and 3 on-call security employees that provide tenant-support services throughout the marina. These numbers are not anticipated to change following completion of the project. Given the fact that existing uses at A-Dock will not change, the numbers of people employed by A-Dock tenants are not anticipated to change either.

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

The completed project will not displace any people.

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

None proposed.

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

No incompatible uses are proposed. The project will require shoreline, land use, and development permits issued by the City of Anacortes.

3. Housing

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

None.

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

None.

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

None proposed.

4. Aesthetics

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

The highest proposed structure at A-Dock is likely to be the covered shelter dock entrance to be constructed on the upland area. This structure is currently undergoing design and will be a one-story covered dock entrance area, designed to provide some shelter from the weather for A-Dock tenants. The structure will meet all code requirements.

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

Views in the area will not be substantially altered by the project. The A-Dock float system is to remain in the same location, as does the upland entrance to the dock. The covered shelter could impact the immediate views from across the street, but this change is not expected to be substantial given existing uses in this area.

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

The Port has hired an architect to design the covered shelter to be aesthetically pleasing and complement the nature of the existing marina design and surrounding area.

5. Light and Glare

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

New light standards will replace old on the new A-Dock float system and at the covered shelter. These will be single lamps installed on poles similar to the marina's existing lighting. New lighting will continue to light the area during evening hours from dusk to dawn with no changes from existing lighting operations.

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

No adverse changes to lighting or views are expected due to the finished project.

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

No off-site sources of light that will affect the proposal currently exist.

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

New more effective LED lighting will replace the older high-pressure sodium fixtures on A-Dock.

6. Recreation

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

Important formal and informal recreational and shoreline public access exists in and adjacent to the Cap Sante Marina. The marina and docks are ungated and open to the public. There is an existing pedestrian esplanade which allows for access to the boating facilities and significant opportunities to view the water and Fidalgo Bay. A-Dock is one of the main commercial docks in the marina, providing loading and unloading facilities to local tourism, fishing, and other commercial marine vessels.

Seafarers' Memorial Park is located just south of the marina. The esplanade adjacent to A-Dock does provide pedestrian access to the park and vehicular access is via Seafarers Memorial Park Way.

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

During construction, loading and unloading access to A-Dock vessels will be temporarily disrupted, and pedestrian access along the esplanade will be directed around the site. A-Dock tenants will either be temporarily reassigned a new moorage slip or be displaced for a short period of time. The Port has been and will continue to work with A-Dock tenants and users to minimize these disruptions.

The project proposes to replace 24 existing vessel slips with 18 wider and longer slips. At the end of construction, it is expected that all existing tenants will be provided with continuous moorage in new or existing slips in the marina according to their needs and vessel dimensions. In addition, vessel access to A-Dock will be improved by the slip reconfiguration and pedestrian access and flow, for loading and unloading excursion vessels, will also be improved.

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

The Port will work with all existing marina tenants to implement a successful construction project to protect existing waterways within the marina, along with existing pedestrian and shoreline access and use and upland access and parking. The Port will also work specifically with A-Dock tenants to develop a moorage reassignment strategy to minimize disruptions to existing businesses.

7. Historic and Cultural Preservation

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.

No. There are no known buildings, structures, or sites located on or near the project site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers.

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.

No. There are no known landmarks, features, or other evidence of Indian or historic use or occupation on or near the project site. Land disturbance proposed for the project is along the A-Dock shoreline, originally constructed with fill material. In 2009, a Cultural Resources Assessment was completed for the adjacent Scott Paper Company lumber mill (Scott site), which identified no close buildings or structures, no

indications of shipwrecks, and no evidence for ethnohistoric or other tribal sites in the immediate area. Given the history of the well-developed site and recent construction projects completed in the marina at the nearby Scott Site and at Seafarers' Memorial Park, archeological or cultural impacts are not anticipated. However, if evidence of these features is encountered during construction, the Port will notify local tribes and the state's Department of Archeology and Historic Preservation (DAHP) and take appropriate steps.

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.

The Port conducted preliminary review of both the National Register of Historic Places and the DAHP as part of their due diligence to identify and assess potential impacts to cultural and historic resources. In 2009, a Cultural Resources Assessment was completed for the adjacent Scott Paper Company lumber mill (Scott site), which identified no close buildings or structures, no indications of shipwrecks, and no evidence for ethnohistoric or other tribal sites in the immediate area. This report was reviewed in preparation for the proposed A-Dock project. In addition, and as part of the USACE permit process, consultation with the tribes will also be completed.

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.

Contractors and workers will be informed to immediately stop work if artifacts of historical or cultural importance are found. If any are found, the DAHP will also be consulted.

8. 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 Cap Sante Marina is located near downtown Anacortes. The primary access routes to A-Dock are Commercial Avenue or R Avenue to Q Avenue, which both provide north-south connections from State Route (SR) 20 through the main commercial area of town. A-Dock is directly accessible off Seafarer's Way from Q Avenue.

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 site is directly served by public transit with a Skagit Transit bus stop located on either Q Avenue and 10th Street or Commercial Avenue and 18th Street. Both stops are just a few blocks away from A-Dock.

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

The proposed project will decrease the number of parking stalls along Seafarers' Way by one (1). The existing drop off area will remain.

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 the loss of one adjacent parking space and modifications to the existing esplanade as part of the A-Dock on-dock utility upgrades and covered shelter dock entrance area improvements. Work will include the removal of road curbs next to the A-Dock drop off area on Seafarers' Way, replacement of concrete and asphalt paving, and reconfiguration of the dock entrance area. A

covered shelter will be constructed at the entrance. Dock cart storage will be provided and a nearby fenced and paved area will be constructed to provide dumpster storage and an electrical utility service area. Construction will occur on Port property.

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

Yes. The project will take place at A-Dock in the Cap Sante Marina. The marina is a popular and important transportation link between Anacortes and the San Juan Islands. A-Dock is used by commercial operators who provide waterborne transportation services to different communities and areas throughout.

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?

No new vehicular trips are anticipated by the completed project. However, the project will allow for improved waterborne access for vessels to A-Dock and for improved pedestrian access and flow onto and off A-Dock.

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 proposed project will not interfere with the movement of agricultural and forest products on roads or streets in the area.

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

Temporary impacts due from construction on both vehicular and vessel transportation at A-Dock will be minimized by maintaining close coordination with the dock tenants through construction and by complying with the necessary City of Anacortes Building and Right-of-Way Permit conditions (i.e. cones and signs detouring traffic around the upland work area). A-Dock tenants will either be temporarily reassigned a new moorage slip or displaced for a short period of time.

Long-term impacts are not anticipated, and therefore, measures to reduce impacts not proposed.

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.

No. The proposed 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.

No measures are proposed.

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.

Improvements to on-dock utilities will include: installing an on-dock sanitary sewer system; modernizing and increasing the electrical services, which includes the installation of a new transformer float; replacing the existing dock lighting from high pressure sodium fixtures to more effective LED lighting; and replacing the water and fire lines. To complete these improvements, upgrades to the existing upland utility service area is required. This will include some concrete and asphalt paving replacement.

Some fill and regarding work is proposed for the covered shelter dock entrance to assure appropriate slopes and curbs continue to direct stormwater to the existing City stormwater system.

C. 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.

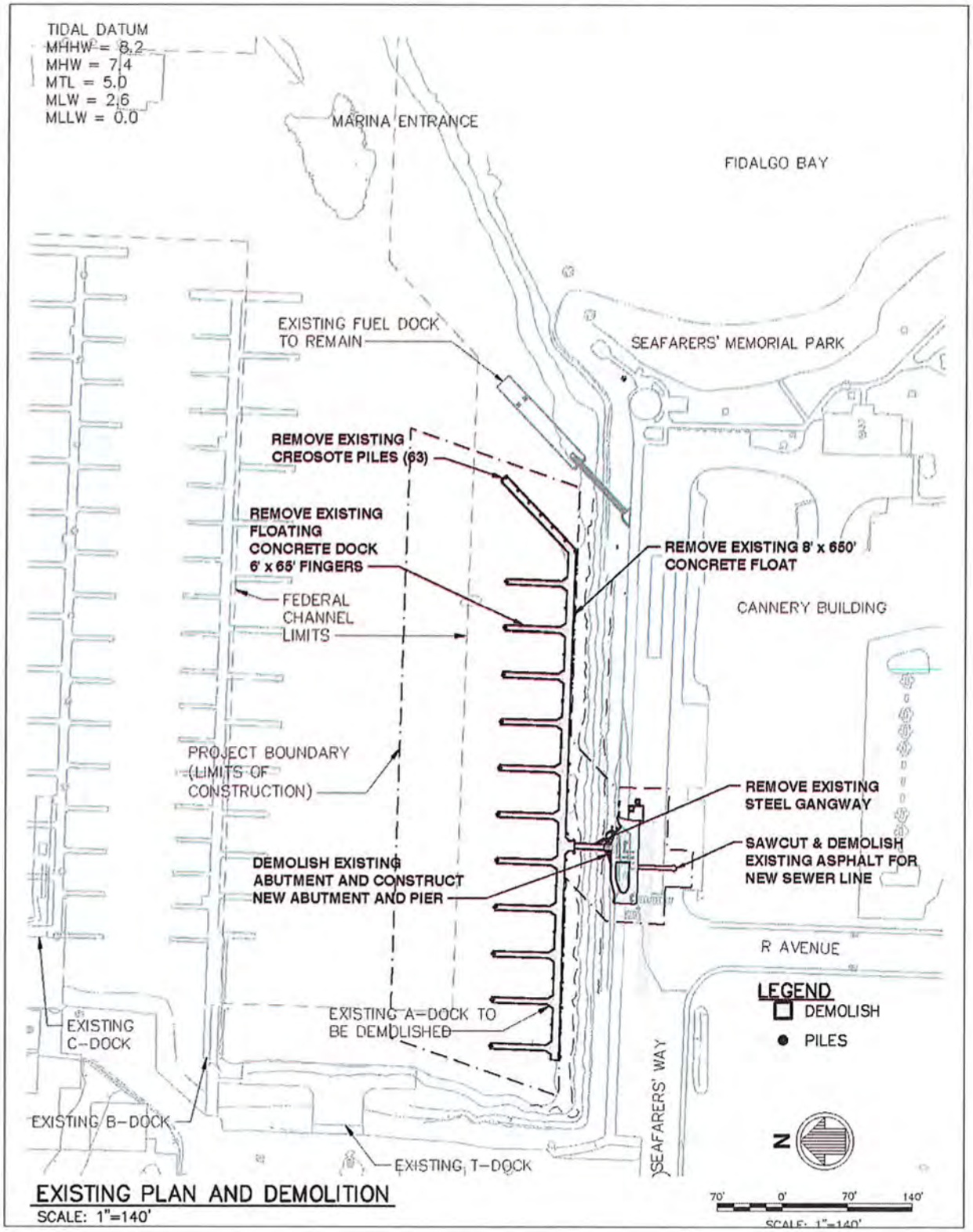
Signature: Daniel C. Morra

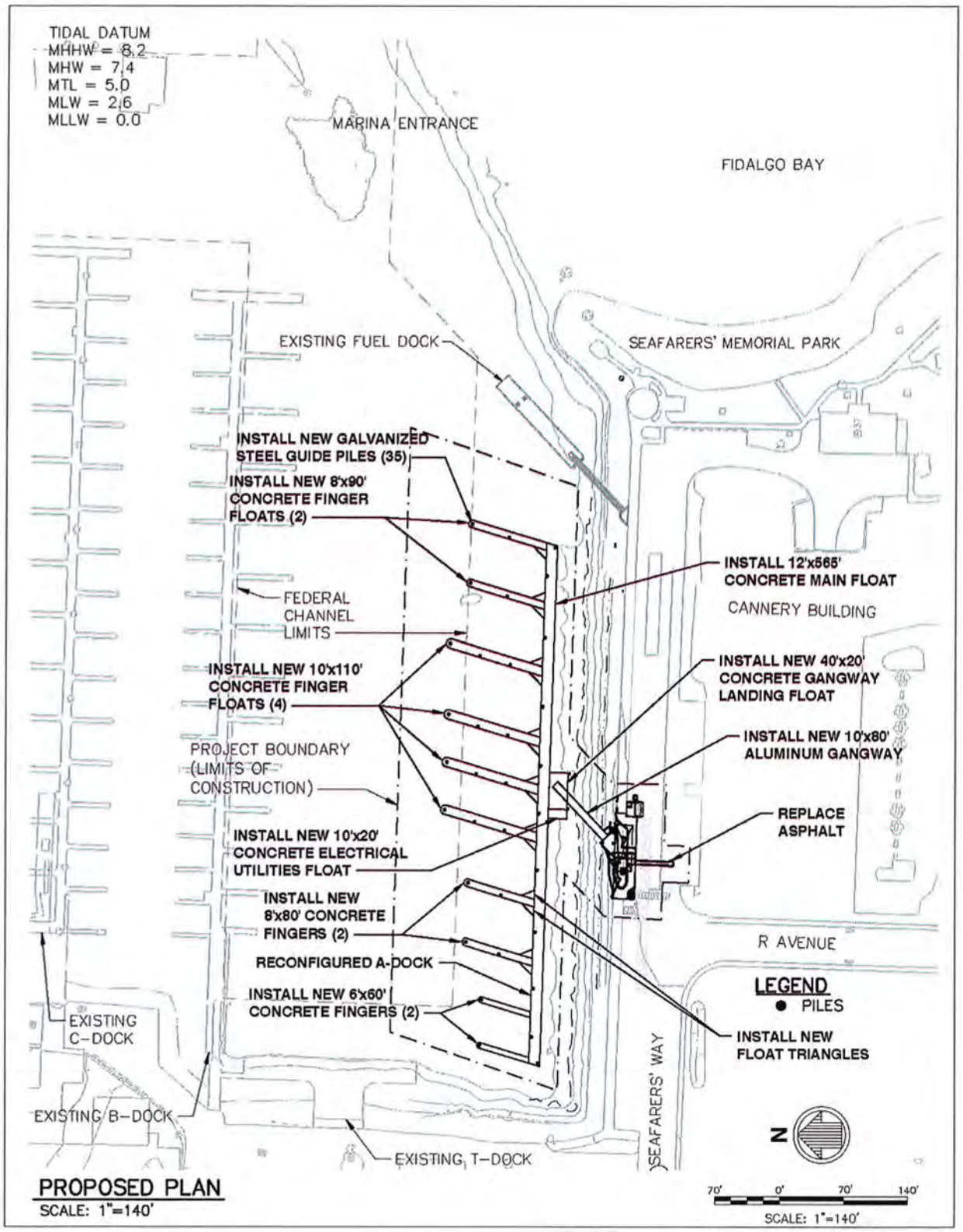
Name of Signee: Daniel C Morra

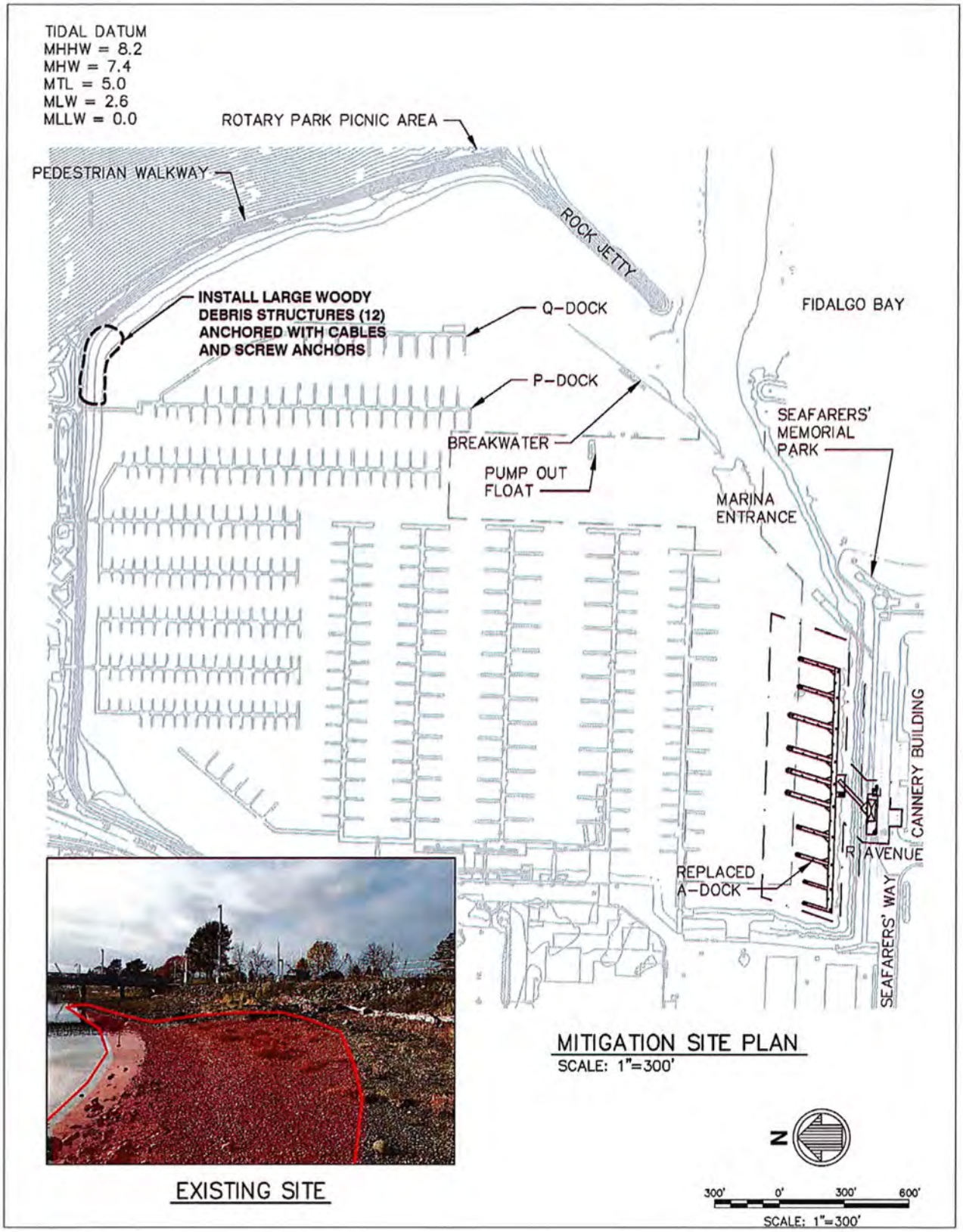
Position and Agency/Organization: Executive Director / Port of Anacortes

Date Submitted: November 29, 2017

Attachment A – Project Site Plans




TIDAL DATUM
MHHW = 8.2
MHW = 7.4
MTL = 5.0
MLW = 2.6
MLLW = 0.0
MARINA ENTRANCE
FIDALGO BAY
EXISTING FUEL DOCK
SEAFARERS' MEMORIAL PARK
INSTALL NEW GALVANIZED STEEL GUIDE PILES (35)
INSTALL NEW 8'x90' CONCRETE FINGER FLOATS (2)
INSTALL 12'x565' CONCRETE MAIN FLOAT
CANNERY BUILDING
FEDERAL CHANNEL LIMITS
INSTALL NEW 10'x110' CONCRETE FINGER FLOATS (4)
INSTALL NEW 40'x20' CONCRETE GANGWAY LANDING FLOAT
INSTALL NEW 10'x80' ALUMINUM GANGWAY
PROJECT BOUNDARY (LIMITS OF CONSTRUCTION)
REPLACE ASPHALT
INSTALL NEW 10'x20' CONCRETE ELECTRICAL UTILITIES FLOAT
INSTALL NEW 8'x80' CONCRETE FINGERS (2)
R AVENUE
RECONFIGURED A-DOCK
LEGEND
PILES
INSTALL NEW 6'x60' CONCRETE FINGERS (2)
EXISTING C-DOCK
INSTALL NEW FLOAT TRIANGLES
SEAFARERS' WAY
EXISTING B-DOCK
EXISTING T-DOCK
N
PROPOSED PLAN
SCALE: 1"=140'
70' 0' 70' 140'
SCALE: 1"=140'


TIDAL DATUM
MHHW = 8.2
MHW = 7.4
MTL = 5.0
MLW = 2.6
MLLW = 0.0
ROTARY PARK PICNIC AREA
PEDESTRIAN WALKWAY
ROCK JETTY
INSTALL LARGE WOODY DEBRIS STRUCTURES (12) ANCHORED WITH CABLES AND SCREW ANCHORS
Q-DOCK
FIDALGO BAY
P-DOCK
SEAFARERS' MEMORIAL PARK
BREAKWATER
PUMP OUT FLOAT
MARINA ENTRANCE
CANNERY BUILDING
R AVENUE
REPLACED A-DOCK
SEAFARERS' WAY
MITIGATION SITE PLAN
SCALE: 1"=300'
EXISTING SITE
N
300' 0' 300' 600'
SCALE: 1"=300'

NOTICE OF MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

Project Name: A-Dock Demolition and Replacement

Location: Port of Anacortes – Cap Sante Marina, 1019 Q Avenue. The property is located in Section 18, Range 02E and Township 35N in Anacortes, Skagit Country, Washington.

Proponent: Port of Anacortes

Description of Proposal: The Port of Anacortes (Port) proposes to replace an existing but aging commercial dock (A-Dock) within its Cap Sante Marina located in downtown Anacortes. Cap Sante Marina is a large public recreational and commercial marina on Fidalgo Bay that was established in 1927. The marina has undergone many modifications since that date and is still operated and maintained by the Port. The current marina configuration provides 1,007 boat moorage slips which supports local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster office. A-Dock is located on the south side of the marina and is one of the Port's main commercial docks. It is currently aging and nearing the end of its useful life. The project purpose is to replace the deteriorating and outdated dock system with a new dock system that better meets increased user group demands and future commercial activity growth requirements.

The proposed project will replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. In order to accomplish the proposed reconfiguration, the proposed A-Dock will be installed further north of the existing dock. This will allow for more efficient use of the fairway through improved access and operations of vessel operators and visitors. The upgrades to the dock and shoreline access will also improve pedestrian safety, access and functionality during periods of high volume use, especially important for excursion vessel operators that utilize A-Dock to load and unload passengers.

The proposed project will include the following specific actions:

- Replacement of the outdated and aging floating concrete modular dock system and timber pilings with a new floating concrete monolithic system with galvanized steel pilings.
- Provision of new sanitary sewer services.
- Replacement of the currently undersized electrical services.
- Replacement of water and fire suppression systems.
- Replacement of existing concrete gangway abutment with a concrete abutment and approach pier and construction of a covered shelter at the dock entrance, sidewalk improvements, and a paved area for cart storage, dumpster storage, and electrical utility services.

In total, the proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require a total of 35 galvanized steel piles (16- and 20-inch in diameter). The proposed dock requires 18 slips that are wider and longer (berth sizes ranging from 21 to 40 feet wide and 60 to 110 ft long) than existing dock to meet current and future commercial uses. Improvements to the on-dock utilities will

include: installing an on-dock sanitary sewer system, modernizing and increasing the electrical services, replacing the existing dock lighting from high pressure sodium fixtures to more effective light-emitting diode (LED) lighting, and replacing the water and fire suppression systems. The proposed dock will also be equipped with dock safety ladders. No stormwater collection or treatment system is proposed due to the Port's strict enforcement of Best Management Practices (BMPs) required to by the Clean Marina Washington program and the Port's policies and procedures that focus on preventing pollution from work and activities on vessels or docks.

Mitigation Measures: The potential impacts of the proposed project are associated with the increase of overwater coverage (7,046 square feet of concrete floats). These potential impacts have been avoided and minimized by nature of where the proposed project will occur. The Cap Sante Marina is a heavily used marina, and the portion of the marina where A-Dock is located has been historically modified. The shoreline consists of riprap, and the marina basin has been dredged to a depth of -12 to -14 feet. The proposed project will occur within a portion of the aquatic environment that is already highly altered. Potential adverse impacts associated with the dock replacement and increase in overwater coverage will be further mitigated for by the following conservation measures and BMPs:

- Installation of the main walk approximately 18 to 20 feet further offshore north of the existing main walk.
- Removal of 63 13 to 14-inch creosote treated timber piles.
- Installation of about 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina.
- Proposed work will not begin prior to obtaining all necessary local, state, and federal permits and/or approvals.
- Work will begin only after the in-water work window for the area opens, to avoid key migration periods for protected aquatic species.
- The replacement dock floats will be constructed off-site and delivered to the project site via the upland transportation and/or other water transportation means (i.e. barge).
- Construction barges will be staged in areas of sufficient water depth so as to not ground out during low water conditions.
- For pile driving activities, vibratory pile driving will be used to the maximum extent possible. A bubble curtain will be used during all impact pile proofing.
- When possible, construction will be performed in the dry, from on top of a float or landward of MHHW line along the shoreline.
- The selected contractor will be required to comply with all state water quality standards and use standard marine BMPs throughout construction. These BMPs will include the maintenance of vessels and equipment to avoid leaks and spills into surface waters and the avoidance of allowing construction debris from entering U.S. waters when conducting shoreline or inwater work. A Spill Prevention, Control, and Countermeasures (SPCC) plan and erosion control BMPs will likely be required during the work for the abutment and covered shelter dock entrance area improvements to minimize dust, soil, and construction debris from entering surface waters.
- No discharge of waste materials to surface water will occur as part of this project. Collected debris will be removed from the water and disposed of at an appropriate upland facility.
- Fuel hoses, oil drums, oil or fuel transfer valves and fittings, etc. shall be checked regularly for drips or leaks and shall be maintained and stored properly to prevent spills into state waters. Proper security shall also be maintained to prevent vandalism.
- Additional BMPs and conservation measures, required or specified during the permitting process as the Port works and coordinates with the applicable resource agencies, will also be adhered to.

Lead Agency: The lead agency under the State Environmental Policy Act is the Port of Anacortes.

Determination: As a lead agency, the Port of Anacortes has determined that this proposal, which incorporates mitigation measures, will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21 and WAC 197-11. This determination assumes compliance with federal and state law as well as City of Anacortes ordinances related to general environmental protection. This decision was made after review of a completed SEPA environmental checklist and other supporting documents on file with the lead agency. This information is available to the public on request and is available at the Port's administrative offices at 100 Commercial Avenue, Anacortes, WA 98221. The Port's office is open from 8:00 AM to 5:00 PM, Monday through Friday. The SEPA Checklist and complete MDNS can also be reviewed on the Port's website: www.portofanacortes.com.

Note: Issuance of this threshold determination does not constitute approval of permits. This proposal will be reviewed for compliance with all applicable Federal, State and City of Anacortes regulations.

Comment Period: This MDNS is issued under WAC 197-11-340 and WAC 197-11-350; the lead agency will not act on this proposal for 14 days from the date of publication listed below. Agencies, affected tribes and members of the public are invited to comment on the MDNS. Written comments must be received no later than December 14, 2017 at the address provided below:

Sarah Tchang, Environmental Specialist
Port of Anacortes
100 Commercial Avenue
Anacortes, WA 98221

Comments may also be submitted to the Port via (a) e-mail to sarah.tchang@portofanacortes.com or (b) fax to (360) 293-9608. Comments will not otherwise be accepted by telephone or personal conversation.

Publication Date: November 29, 2017

Signed and dated this 28th day of November, 2017:

Daniel C. Worra
Port of Anacortes SEPA Responsible Official

A-DOCK DEMOLITION AND REPLACEMENT – CAP SANTE MARINA

BIOLOGICAL EVALUATION

PREPARED FOR:

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ANACORTES, WA 98221

PREPARED BY:

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DECEMBER 2017

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

TABLE OF CONTENTS

1. INTRODUCTION 1

2. DESCRIPTION OF THE PROJECT 3
   - 2.1 Background 3
   - 2.2 Proposed Project 3
   - 2.3 Purpose and Need 8
   - 2.4 Construction Methods 8
   - 2.5 Construction Timing 8

3. DESCRIPTION OF THE PROJECT AREA AND ACTION AREA 9
   - 3.1 Habitat Zones 9
   - 3.2 Project Area 9
   - 3.3 Action Area 9
   - 3.4 Environmental Baseline Conditions 10

4. DESCRIPTION OF THE SPECIES AND CRITICAL HABITAT 19
   - 4.1 Listed Species 19
     - 4.1.1 Puget Sound Chinook Salmon 19
     - 4.1.2 Puget Sound Steelhead Trout 19
     - 4.1.3 Coastal-Puget Sound Bull Trout 20
     - 4.1.4 Bocaccio 21
     - 4.1.5 Yelloweye Rockfish 21
     - 4.1.6 Southern Resident Killer Whale 22
     - 4.1.7 Humpback Whale 23
     - 4.1.8 Marbled Murrelet 23
     - 4.1.9 Leatherback Sea Turtle 23
   - 4.2 Designated Critical Habitats 24
     - 4.2.1 Puget Sound Chinook Salmon Critical Habitat 24
     - 4.2.2 Coastal-Puget Sound Bull Trout Critical Habitat 24
     - 4.2.3 Southern Resident Killer Whale Critical Habitat 26
     - 4.2.4 Rockfish Critical Habitat 26

5. EFFECTS OF THE PROJECT 27
   - 5.1 Direct Effects 27
     - 5.1.1 Pile Driving Noise 27
     - 5.1.2 Direct Effects on Salmonids 28
     - 5.1.3 Effects on Epibenthic Communities 32
   - 5.2 Indirect Effects on Salmonids 32
     - 5.2.1 Impacts to Eelgrass 32
     - 5.2.2 Water Quality Improvements 33
     - 5.2.3 Boat Usage 33
     - 5.2.4 Overwater Shading 33
   - 5.3 Direct and Indirect Effects on Rockfish 35
   - 5.4 Direct and Indirect Effects on Southern Resident Killer Whale and Humpback Whale 36

5.4.1 Sound Disturbance Pathway 36
5.4.2 Physical Disturbance Pathway 37
5.4.3 Prey Quantities 37
5.4.4 Contaminants/Prey Quality 37
5.5 Direct and Indirect Effects on Marbled Murrelet 38
5.6 Effects on Leatherback Sea Turtle 39
5.7 Interrelated and Interdependent Actions 39
5.8 Cumulative Effects 39

6. EFFECTS ON CRITICAL HABITAT 40
6.1 Puget Sound Chinook Salmon Critical Habitat 40
6.1.1 Primary Constituent Element # 5: Nearshore Areas 40
6.2 Effects on Proposed Rockfish Critical Habitat 41
6.2.1 Essential Feature #1: Prey 42
6.2.2 Essential Feature #2: Water Quality 42
6.3 Effects on Southern Resident Killer Whale Critical Habitat 42
6.3.1 Primary Constituent Element #1: Water Quality 43
6.3.2 Primary Constituent Element #2: Prey Quantity, Quality, and Availability 43
6.3.3 Primary Constituent Element #3: Passage Conditions 43

7. REGULATORY CONSIDERATION AND MITIGATION MEASURES 44
7.1 General Measures: 44
7.1 General Measures during All Activities 44
7.2 Measures during Pile Driving 45

8. CONCLUSIONS AND DETERMINATIONS 46
8.1 Listed Species 46
8.1.1 Puget Sound Chinook Salmon, Coastal-Puget Sound Bull Trout and Puget Sound Steelhead Trout 46
8.1.2 Bocaccio and Yelloweye Rockfish 46
8.1.3 Marbled Murrelet 46
8.1.4 Southern Resident Killer Whale and Humpback Whale 46
8.1.5 Leatherback Sea Turtle 47
8.2 Proposed and Designated Critical Habitats 47
8.2.1 Puget Sound Chinook Salmon Critical Habitat 47
8.2.2 Southern Resident Killer Whale Critical Habitat 47
8.2.3 Rockfish Critical Habitat 47

9. REFERENCES CITED 48

1. Background 1
2.1 Essential Fish Habitat within the Action Area 2
2.2 Description of the Proposed Action 3
2.3 Potential Adverse Effects of the Project 6
3.1 Salmonid EFH 7
3.2 Groundfish EFH 7

3.3 Coastal-Pelagic EFH 7

LIST OF TABLES

Table 1. Summary of ESA species and critical habitats (CH) with corresponding effect determinations. 2
Table 2. Sound impact threshold and distance to threshold summary by species. 28
Table 3. Summary of effects on marine mammals. 36

FIGURES

Figure 1. Action Area related to impact pile driving 10
Figure 2. Bull trout critical habitat depicted in yellow (USFWS 2010), stopping short of the mouth of CSM. .....**Error! Bookmark not defined.**
Figure 3. Approximate area of potential salmonid cumulative noise threshold exceedance (yellow) from pile driving 30
Figure 4. Approximate area of potential marbled murrelet injurt/auditory masking threshold exceedance (yellow) from pile driving 39

LIST OF PHOTOGRAPHS

Photograph 1. Existing upland access to A-Dock that will be demolished and reconstructed for dock entrance.....12
Photograph 2. Existing riprap shoreline landward of the existing A-Dock. 13
Photograph 3. Existing riprap shoreline landward of the existing A-Dock and concrete sidewalk. 13
Photograph 4. Existing concrete abutment and gangway to A-Dock; to be demolished and reconstructed.....14
Photograph 5. Existing concrete abutment and gangway to A-Dock; to be removed and demolished.....14
Photograph 6. Existing A-Dock main walk and creosote piles; to be removed. 15
Photograph 7. Existing A-Dock main walk and creosote piles; to be removed. 15
Photograph 8. Existing A-Dock main walk and creosote piles; to be removed. 16
Photograph 9. Existing A-Dock main walk and creosote piles; to be removed. 16
Photograph 10. Existing A-Dock main walk and creosote piles; to be removed. 17
Photograph 11. Existing A-Dock finger, finger triangles, and creosote piles; to be removed. 17
Photograph 12. Existing A-Dock finger, finger triangles, and creosote piles; to be removed. 18

LIST OF SHEETS
(Located after the References)

Sheet 1. Vicinity Map / Location Map
Sheet 2. Existing Plan and Demolition
Sheet 3. Proposed Plan
Sheet 4. Upland Demolition – Plan / Upland Proposed – Plan
Sheet 5. Proposed Main Float – Partial Plan / Proposed Main Float – Section (TYP)
Sheet 6. Proposed Abutment – Section A
Sheet 7. Mitigation Site Plan
Sheet 8. Mitigation Section

APPENDICES

Appendix A. Essential Fish Habitat Assessment
Appendix B. Eelgrass Survey

1. INTRODUCTION

The Port of Anacortes (Port) proposes to replace A-Dock in Cap Sante Marina (CSM), within the City of Anacortes, Washington. The CSM is located at the northwestern end of Fidalgo Bay, in Section 18, Township 35N, Range 02E Willamette Meridian (Sheets 1-3).

The Port is submitting an application for a U.S. Army Corps of Engineers (Corps) Section 10 permit. The Endangered Species Act (ESA) requires federal agencies to ensure that they do not authorize, fund, or carry out actions that are likely to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of critical habitat for such species. This Biological Evaluation (BE) addresses the potential effects of the proposed Project on the listed species and designated critical habitats summarized in Table 1 (USFWS 2013; NOAA 2013a), and has been prepared to assist the Corps in its review of the permit application. In addition, an evaluation of the effects of the proposed Project on Essential Fish Habitat (EFH) has been prepared pursuant to the Magnuson-Stevens Fishery Conservation and Management Act and the 1996 Sustainable Fisheries Act. The effects of the proposed Project on EFH are addressed in Appendix A.

Three salmonid species that are listed under the ESA may be present in the vicinity of the Project site: Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), Coastal-Puget Sound bull trout (*Salvelinus confluentus*), and Puget Sound steelhead trout (*O. mykiss*). Additionally, two rockfish species present in Puget Sound are listed under the ESA, though their presence in CSM is unlikely: bocaccio (*Sebastes paucispinis*) and yelloweye rockfish (*S. ruberrimus*). Canary rockfish (*S. pinniger*) was listed as threatened in 2010, but delisted in 2017. Marbled murrelet (*Brachyramphus marmoratus*), an ESA-listed bird species, is potentially present in Fidalgo Bay but unlikely to use CSM. Additional listed species in the vicinity that are extremely unlikely to occur in the vicinity of the Project site include Southern Resident killer whale (*Orcinus orca*), humpback whale (*Megaptera novaeangliae*), and leatherback sea turtle (*Dermochelys coriacea*). Steller sea lion (*Eumetopias jubatus*) is potentially present but was recently deemed "recovered" and removed from listing under ESA as of December 4, 2013 (NOAA 2013b). Critical habitat that has been designated and is present within the Action Area includes that for Puget Sound Chinook salmon, Coastal-Puget Sound bull trout, and Southern Resident killer whale. Critical habitat has been designated for marbled murrelet (USFWS 1996) within Skagit County but not on Fidalgo Island; therefore, critical habitat for this species is not addressed within this BE. Critical habitat has been proposed in the Action Area for bocaccio; yelloweye rockfish critical habitat is limited to deep water habitat outside the Action Area.

Table 1. Summary of ESA species and critical habitats (CH) with corresponding effect determinations.

Listed Species	Federal Status	Species Effects Determinations	Designated CH in Action Area	CH Effects Determinations
Puget Sound Chinook Salmon (*Oncorhynchus tshawytscha*)	threatened	NLAA[1]	yes	NLAA[1]
Coastal-Puget Sound Bull Trout (*Salvelinus confluentus*)	threatened	NLAA[1]	no	n/a
Puget Sound Steelhead Trout (*Oncorhynchus mykiss*)	threatened	NLAA[1]	no	n/a
Bocaccio (*Sebastes paucispinis*)	endangered	NLAA[1]	yes	No Adverse Modification/NLAA[1]
Yelloweye rockfish (*Sebastes ruberrimus*)	threatened	No effect	no	n/a
Southern Resident Killer Whale (*Orcinus orca*)	endangered	No effect	yes	No effect
Humpback Whale (*Megaptera novaeangliae*)	endangered	No effect	no	n/a
Leatherback Sea Turtle (*Dermochelys coriacea*)	endangered	No effect	no	n/a
Marbled Murrelet (*Brachyramphus marmoratus*)	threatened	NLAA[1]	no	n/a

[1] May Affect, Not Likely to Adversely Affect

2. DESCRIPTION OF THE PROJECT

2.1 BACKGROUND

CSM is approximately 107 acres of in-water and upland property located in downtown Anacortes, Washington (Township 35 North, Range 2 East, Sections 18 and 19) (Sheets 1-3). Federal dredging projects in the late 1950s created a depth in the boat basin of between -8 and -9 feet Mean Lower Low Water (MLLW). A Port dredging project in 1984 expanded the boat basin northward, added 590 slips and established the authorized depth of -12 feet throughout most of the marina. Existing structures within the entire marina include docks, floats, gangways, boat lifts, marina office, marina support buildings, commercial and retail spaces, restrooms, and restaurants. A public esplanade is located along the shoreline of the marina from north to south. Several facility upgrades and maintenance dredge projects have been performed in the CSM in the past several years to maintain working facilities and to maintain the approved depths.

The in-water portion of the site contains approximately 1,007 marina slips, a fueling dock, and boat lifts and can accommodate vessels up to 133 ft. CSM is the busiest public port guest marina in the state providing 14,718 guest nights in 2016.

2.2 PROPOSED PROJECT

The Port of Anacortes (Port) proposes to replace an existing but aging commercial dock (A-Dock) within its Cap Sante Marina located in downtown Anacortes. Cap Sante Marina is a large public recreational and commercial marina on Fidalgo Bay that was established in 1927. The marina has undergone many modifications since that date and is still operated, updated, and maintained by the Port. Updating and maintenance of the marina has included the expansion of moorage facilities, construction of support facilities, dredging of the marina basin, and dock installation and maintenance. The current marina configuration provides 1,007 boat moorage slips which supports local tourism, fishing, and other commercial marine activities. Existing structures within the marina include moorage floats, a fuel dock, one small craft hoist at P/Q dock, two 1-ton hoists at T-Dock for commercial usage, a boat travel lift, a floating pumpout facility, along with upland amenities such as vehicle and boat trailer parking and web lockers, retail space, a public esplanade, and the Port's Harbormaster's office.

A-Dock is one of the Port's main commercial docks and is located on the south side of the marina. In its current condition, A-Dock is outdated and approaching the end of its useful life. The proposed project will replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. In order to accomplish the proposed reconfiguration, the proposed A-Dock will be installed further north of the existing dock in order to more efficiently utilize the fairway improving access and operations of vessel operators and visitors. The upgrades to the dock (main float) and shoreline access will also improve pedestrian safety, access and functionality during periods of high volume use, especially important for excursion vessel operators that utilize A-Dock to load and unload passengers.

The proposed project will include the following actions, which will be discussed in detail below:

- Replacement of the outdated and aging floating concrete modular dock system and timber pilings with a new floating concrete monolithic system with galvanized steel pilings.
- Provision of new sanitary sewer services.
- Replacement of the currently undersized electrical services.
- Replacement of water and fire suppression systems.
- Replacement of existing concrete gangway abutment with a concrete abutment and approach pier and construction of a covered pier entrance, sidewalk improvements, and a paved area for cart storage, dumpster storage, and electrical utility services.

A-Dock Replacement

The existing A-Dock consists of a gangway, a main walk, and fingers, which are resulting in a total of 10,099 sq ft of overwater coverage (Sheet 2). The existing gangway is approximately 4.5 ft wide by 42 ft long and is steel with open grating. The landward end of the gangway is anchored to a concrete abutment located above the MHHW, and the waterward end rests on a concrete landing float landward of the main walk. The concrete landing float in anchored by two (2) 13 to 14-inch diameter creosote treated timber piles. The main walk is 8 ft wide and approximately 660 ft long. There is a total of eleven 6 ft wide by 65 ft long finger floats that together with the main walk are providing a total of 24 slips. The slips consist of 22 65 ft long slips and 2 110 ft slips. The main walk and fingers are anchored by sixty-one (61) 13 to 14-inch diameter creosote treated timber piles. Services on A-Dock include water, power, and fire suppression. All of the existing A-Dock will be removed. The gangway, main walk, and fingers will be disconnected and removed from the basin using either a land-based or barge based crane. Prior to any work being completed a silt curtain will be installed around the float in order to ensure that all the dock debris is contained and removed. The sixty-three 13 to 14-inch diameter creosote piles will be removed using a crane and/or vibratory hammer. The piles will be completely removed; however, if any break they may be cut off below the mudline. The existing concrete abutment will be removed using a land based excavator. In addition to the removal of the concrete abutment, the proposed project will also remove asphalt, concrete, and curbing along with a temporary removal of existing utilities (Sheet 4). All of the removed material will be loaded onto trucks and disposed of at an appropriate upland disposal site located outside of the 200 ft shoreline zone.

The proposed A-Dock will consist of a gangway, gangway landing float, main float, and fingers (Sheets 3 and 5). The gangway inside dimensions will be 10 ft wide and 80 ft long, which will allow for the slope of the gangway to be ADA compliant. The gangway will be wide enough to allow safe access to the existing commercial tenants. The landward end of the gangway will be anchored to a new pile supported concrete abutment. The concrete abutment will consist of precast concrete and will be triangular in shape. The abutment will be 245 sq ft and will be supported by four (4) 16-inch galvanized steel piles and a

concrete backwall (Sheets 3-6). The installation of the concrete abutment, four support piles, and backwall will all occur landward of the MHHW. The pile will be installed using a combination of vibratory and impact pile driving hammers. The installation of the new abutment will require minor excavation and reworking of the existing riprap slope, all of which will occur above the MHHW (Sheet 6). The landward edge of the concrete abutment will be connected to the other upland improvements (discussed below). The waterward end of the gangway will rest on the concrete gangway landing float.

The gangway landing float will be 20 ft wide and 40 ft long and will be installed approximately 35 ft waterward of the MHHW. An electrical utilities float will be installed adjacent to the landing float at the same distance from the MHHW. The floats will be constructed off-site and floated into place using a work barge. The gangway landing and electrical utilities floats will be anchored using two (2) 16-inch diameter galvanized steel piles. Piles will be driven with a barge-mounted vibratory hammer unless driving conditions require an impact hammer. If an impact hammer is used, sound attenuation measures (bubble curtain and wood block) would be used to minimize underwater noise. Also, piles will be capped with anti-perching pile caps. The gangway landing float will provide access to the main float and fingers of the proposed A-Dock.

The concrete main float will 12 ft wide and 565 ft long and will be installed approximately 55 ft waterward of the MHHW (Sheet 5). The main float will be constructed off-site and floated into position using a work barge. The main float will be anchored by a total of eleven (11) 20-inch diameter galvanized steel piles. Piles will be driven with a barge-mounted vibratory hammer unless driving conditions require an impact hammer. If an impact hammer is used, sound attenuation measures (bubble curtain and wood block) would be used to minimize underwater noise. Also, piles will be capped with anti-perching pile caps (Sheet 5).

A total of ten (10) concrete fingers will be constructed off-site and attached to the main float (Sheet 3). The width and length of the ten fingers will vary based on the existing demand and anticipated future demand. The width of the fingers will also provide safe loading and offloading for the existing commercial tenants. The ten fingers will include: two (2) 6 ft wide by 60 ft long fingers, two (2) 8 ft wide by 80 ft long fingers, two (2) 8 ft wide by 90 ft long fingers, and four (4) 10 ft wide by 110 ft long fingers. The fingers will be anchored by a total of twenty-two (22) 20 -inch galvanized steel piles. Piles will be driven with a barge-mounted vibratory hammer unless driving conditions require an impact hammer. If an impact hammer is used, sound attenuation measures (bubble curtain and wood block) would be used to minimize underwater noise. Also, piles will be capped with anti-perching pile caps. A total of fifteen (15) finger triangles will be installed at the transition between the main float and the fingers.

In total, the proposed A-Dock will result in approximately 17,145 sq ft of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require a total of 35 galvanized steel piles (16 and 20- inch in diameter). The proposed dock will provide 18 slips that will be wider and longer (berth sizes ranging from 21 to 40 feet wide and 60 to 110 ft long), which is one of the reasons why the existing dock was

outdated. Improvements to the on-dock utilities will include: installing an on-dock sanitary sewer system; modernizing and increasing the electrical services; replacing the existing dock lighting from high pressure sodium fixtures to more effective light-emitting diode (LED) lighting; and, replacing the water and fire suppression systems. The proposed dock will also be equipped with dock safety ladders. No stormwater collection or treatment system is proposed due to the Port's strict enforcement of BMPs required to by the Clean Marina Washington program and the Port's policies and procedures that focus on preventing pollution from work and activities on vessels or docks.

Upland Improvements

As stated above the existing concrete abutment will be replaced with a new triangular concrete abutment located above the MHHW (Sheet 4). Additional work above the MHHW will include an improved dock entrance to connect the new dock with the existing esplanade. The existing upland dock entrance will be replaced with a new concrete entrance. Fill and grade will support the new upland dock entrance for improved access by leveling the area to the adjacent shoreline esplanade. This will require the removal of curbs, concrete and asphalt paving, placement of fill to raise the grades, and construction of the approach pier and sidewalks. This will include the construction of an ADA compliant ramp and connectivity to the existing crosswalks. In addition, a covered pier entrance will be constructed at the upland dock entrance. A-dock cart storage area will be provided along with a nearby enclosed and paved area will be constructed to provide dumpster storage and an electrical utility service area. The proposed upland improvements will not result in an increase in impervious surfaces and will not result in the need for any improvements to the existing City of Anacortes storm water system.

Potential Impacts

The proposed project will completely remove the existing A-Dock. The removal of the existing A-Dock will entail:

- Removal of 10,099 sq ft with solid surfaced dock (gangway, main walk, and fingers).
- Removal of 63 (13 to 14-inch diameter) creosote treated timber piles.
- Land disturbance of 78 sq ft (below the MHHW) associated with gangway abutment
- Disturbance of approximately 4,100 sq ft for upland improvements.

The proposed replacement of proposed A-Dock will entail:

- Installation of 17,145 sq ft of concrete surfaced dock (gangway, main float, and fingers).
- Installation of 35 20-inch diameter galvanized steel pile.
- Installation of new dock abutment and covered structure.

Overall, the proposed project will result in the increase of 7,046 sq ft of overwater coverage.

Mitigation Measures

The potential impacts of the proposed project have been avoided and minimized by nature of where the proposed project will occur. The Cap Sante Marina is a heavily utilized marina and the portion of the marina where the A-Dock is located has been historically modified. The shoreline consists of riprap from the top of the bank to a depth of between -12 ft and -14 ft MLLW. The marina basin has been dredged to a depth of -12 ft to -14 ft, and there is no eelgrass or macroalgae present on the soft bottom. Based on these factors, the proposed dock installation will occur within a portion of the aquatic environment that is providing a low level of habitat functions and values and fish species. As a result, fish and wildlife species are expected to avoid this portion of the marina. Overall, the proposed dock will result in minimal impacts to the aquatic environment.

The potential impacts of the proposed project are associated with the increase of overwater coverage (7,046 sq ft of concrete floats). The impacts associated with the proposed dock will be mitigated for by:

- Installing the main float approximately 18-20 ft further waterward of the MHHW.
- Removal of 63 13 to 14-inch creosote treated timber piles.
- Installing 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina. LWD would consist of 16-20 ft logs with rootwads (18-30-inch diameter) anchored with screw anchors and cables (Sheets 7-8).

Overall, these three mitigation actions will provide the compensatory mitigation required to ensure that the proposed project will not adversely impact the aquatic habitat functions and values. The installation of the main float 18 ft to 20 ft waterward of the existing main walk will move the dock further away from the shallow water portions of the shoreline. Juvenile fish species migrating through the marina are expected to utilize the shallow water portions of the shoreline. Relocating the main float in deeper water will minimize the long-term impacts associated with the use of the dock on migrating fish species. The removal of creosote timber piles will reduce the water quality impacted within the marina. Creosote piles continually leach contaminants into the aquatic environment and their removal will help increase the water quality within the marina. The final mitigation action will occur within the northeast portion of the marina in order to provide aquatic habitat for migrating fish species. The marina basin provides limited habitat for fish species and the LWD structures will be installed within a portion of the basin with riprap along the shoreline (Sheets 7-8). The LWD structures will be anchored with cables and screw anchors. The LWD structures will be installed at a depth of between 8.2 ft and 5 ft MLLW. Existing substrates where the LWD structures will be installed consist of a combination of sand and gravel at the upper elevations and gravel and cobble at the lower elevations. The LWD structures will be installed on the boundary between the gravel and cobble and the finer, sand and silt substrates at lower elevations. Care will be taken to avoid any existing saltmarsh vegetation. The LWD structures will be installed over an approximately 3,300 sq ft area of the shoreline. It is expected that the proposed mitigation actions will provide a level of compensatory mitigation for the adverse impacts to the aquatic habitat and functions associated with the increase of overwater structure.

Project Construction Report
Upon completion of the Project, a construction report would be sent to the Corps, NMFS, and the USFWS. The report would include the Corps permit number and NMFS and USFWS tracking number. The report will verify the configuration and exact location of the new A-Dock, the number of pile installed, distance of the A-Dock from the MHHW, and a description of any issues that occurred during the removal and replacement of A-Dock. The report will also provide information regarding the method of pile driving, specifically, whether or not impact pile driving was required. Additionally, the report will include photographic documentation of the installation of the LWD in the northeast portion of the CSM. There is no long-term monitoring of the LWD proposed as part of this project. The documentation of the LWD installation will satisfy the mitigation requirements for the project. The report would be submitted within 3 months of the completion of the project.

2.3 PURPOSE AND NEED

The proposed project would replace the existing A-Dock, which is one of the Port's main commercial docks. A-Dock was constructed in the 1960s, was retrofitted in 1990 to current configurations, and is nearing the end of the structure's useful life both functionally and structurally. The replacement of A-Dock will result in the construction of an updated dock system that will meet the current needs of the existing tenants and will also account for future demand and growth opportunities identified by the Port and user groups.

2.4 CONSTRUCTION METHODS

The proposed upland demolition, excavation, grading, fill, and construction will be completed using a land based excavator. The existing A-Dock will be detached from the existing pile and separated into pieces using hand power tools. The dock pieces will then be removed from the water using a barge mounted crane and stored in the uplands. The dock pieces will then be loaded into trucks using a land based excavator and transported to an appropriate upland disposal site. The existing wooden piles will be removed with a barge mounted crane and if required a vibratory hammer. If the piles break, the piles will be cut off below the mudline. The proposed dock will be constructed off-site and delivered to the project site via the uplands and/or other water transportation means. The dock pieces will be placed into the water using either a land based or barge mounted crane. The dock pieces will then be floated into place using a barge or boat. Piles will be driven with a barge-mounted vibratory hammer unless driving conditions require an impact hammer. If an impact hammer is used, sound attenuation measures (bubble curtain and wood block) would be used to minimize underwater noise.

2.5 CONSTRUCTION TIMING

The Project would be timed to conform to all applicable timing windows, including those imposed for salmonids, marine mammals, marbled murrelet, and forage fish. The Port anticipates commencing A-Dock materials procurement phase spring of 2018 and demolition of the existing A-Dock and installation of the new A-Dock (construction phase) to start fall of 2018, upon the receipt of all applicable permits and approved work window.

3. DESCRIPTION OF THE PROJECT AREA AND ACTION AREA

3.1 HABITAT ZONES

For the purposes of this BE, intertidal habitat is defined as aquatic habitat located from Mean Higher High Water (MHHW; +8.2 ft MLLW) to –4 ft MLLW. Shallow subtidal habitat is located between –4 ft MLLW and –10 ft MLLW. The intertidal/shallow subtidal habitat is considered the most important in the early life history of salmonids. Subtidal habitat includes all bottom areas deeper than –10 ft MLLW.

3.2 PROJECT AREA

The "Project Area" includes all locations where construction activities would occur as part of the Project. The Project Area encompasses approximately 2.6 acres within the marina basin (Sheets 1 and 2). The Project Area is a conservative estimate that includes the footprint of the existing A-Dock, replacement A-Dock and all areas where construction equipment may be operated. Under the current City Comprehensive Plan, the Project Area is designated Commercial Marine. The marina basin is heavily utilized for recreational and commercial uses.

3.3 ACTION AREA

The effects of the Project are described within a broader setting than the Project Area (the location where construction would occur) to provide context for evaluating the impacts of the Project. This broader area, termed the "Action Area," encompasses the Project Area as well as all areas that may be directly or indirectly affected by proposed Project activities.

The boundaries of the Action Area were determined by considering the potential geographic reach of mechanisms that may lead to impact on the species of concern. For this Project, the primary potential mechanism for impact is in-water sound caused by impact pile driving of steel piles. Therefore, the Action Area would be the area encompassed by pile driving-related sound above the ambient noise level, which is assumed to be 130 dB_{RMS} based on WSDOT studies (WSDOT 2015).

However, sound would be attenuated by intervening land masses prior to reaching the full extent. **Error! Reference source not found.** depicts the maximum extent of pile driving noise, which defines the Action Area. This sound would generally be contained within the CSM, and would exit CSM only in one small section through the navigation channel. This sound path would attenuate at the southwestern corner of Cap Sante Head.

Figure 1. Action Area related to impact pile driving.

3.4 ENVIRONMENTAL BASELINE CONDITIONS

The extent of the Project Area and Action Area are virtually the same, so the description of the existing environmental baseline conditions will occur together. Much of the uplands in the Action Area, especially within the marina basin, are heavily developed. The southern, western, and northern portion of the uplands of the marina consists of an armored shoreline extending from the MHHW to the top of the bank. Below the top of the bank, the substrates are dominated by riprap, and the majority of the shoreline is sloped greater than 2H:1V. Within this developed portion of the marina, the top of the bank is located between 5-10 ft above the MHHW. Above the top of the bank the uplands are dominated by concrete sidewalks, asphalt roads, and commercial and Port buildings. Overall, the entire southern, western, and northern upland portion of the Action Area is developed and utilized for marina access and operations and transportation. The eastern portion of the Action Area is the only portion of the marina that is not heavily developed. Above the MHHW, the shoreline slope is moderate and is dominated by a combination of trees, shrubs, and grasses. The slope is between 2-4H:1V and extends between 15-25 ft landward of the MHHW (between 5-10 ft above the MHHW). The majority of the trees and shrubs are native and are providing a buffer between the MHHW and the existing asphalt walking trail located above the top of the bank. The asphalt walking trail is a public trail providing access to the northern attenuator from the marina. The use of this trail is limited to non-motorized vehicles. Landward of the trail, the uplands are dominated by native trees and shrubs.

Due to the presence of the attenuators and breakwaters, the Action Area is mostly contained to the Cap Sante Marina basin. The majority (~80%) of the shoreline within the marina basin is heavily developed and consists of steeply sloped (~2H:1V) riprap. The riprap extends from the MHHW down to a depth of -12 ft to -14 ft MLLW for the majority of the CSM. The majority of the riprap is devoid of macroalgae; however, some focus and ulva is present between MHHW and 2 ft MLLW. The substrates waterward of the riprap consists of sand and silts, which are unconsolidated. The subtidal portion of the Action Area is virtually flat, due to the maintenance dredging conducted by the Port. The flat portion of the CSM is virtually devoid of macroalgae. The eastern portion of the CSM is the only portion of the Action Area not dominated by riprap. This portion of the shoreline encompasses approximately 1,000 linear feet and is characterized as a gradually sloped shoreline. Slopes within this section are greater than 10H:1V, and substrates consists of gravel and cobble at the upper elevations (MHHW down to ~4 ft MLLW). Below ~4 ft MLLW, the substrates transition to sand and silt. These gradual slopes extend to a depth of approximately -4 ft MLLW, at which point the slopes increase. The increased slopes (~3-5H:1V) provides the transition to the primary depth of the CSM (-12 ft to -14 ft MLLW). This change in slope occurs within approximately 50 ft of the existing marina slips. Immediately north of this gradually sloped portion of the CSM, there is a transitional area that provides a gradually sloped section of shoreline below the existing riprap shoreline. This northeast portion of the CSM consists of riprap from the uplands down to a depth of approximately 8 ft MLLW. Waterward of the riprap, the shoreline consists of gravel and cobble with slopes between 3-8H:1V. These substrates extend down to a depth of 4 ft to 5 ft MLLW, at which point they switch to sand and silt. The gravel/cobble portion of the shoreline there is a healthy saltmarsh bed, dominated by pickleweed and orache. Similar to the eastern portion of the CSM, this area increases in slope and transitions to the -12 ft to -14 ft MLLW within 25 ft to 50 ft of the existing moorage docks.

The existing A-Dock is located within the previously dredged, subtidal portion of the CSM. The existing concrete dock is outdated and is showing signs of deterioration.

CSM is included with Fidalgo Bay, Padilla Bay, and Guemes Channel in the WA Department of Ecology (WDOE) Water Quality Assessment. The WDOE 303(d) list was queried to determine water and sediment quality within CSM. According to the mapper, CSM is listed as a Category 5 water for copper, dissolved oxygen, temperature, and ammonia-N. No contaminated sediment on the 303(d) list is mapped within CSM.

No sampling of infauna has been conducted in the Action Area. However, based on sampling conducted in the vicinity of the Project and elsewhere in north Puget Sound (e.g., Broad et al. 1984, Parametrix 1996a), benthic organisms present in the Action Area may include common species such as the gastropod *Haminoea vesicula*, the bivalves *Macoma nasuta* and *Mysella tumida*, and the annelid *Armandia brevis*. Salmon prey present in the Action Area likely includes a range of epibenthic crustaceans, larval fish and other pelagic prey.

Surf smelt (*Hypomesus*), sand lance (*Ammocytes hexapterus*) and Pacific herring (*Clupea harengus pallasi*) are important forage fish for salmonids. Surf smelt require high intertidal beaches with gravel size 1-7 mm for spawning. Sand lance also require upper intertidal

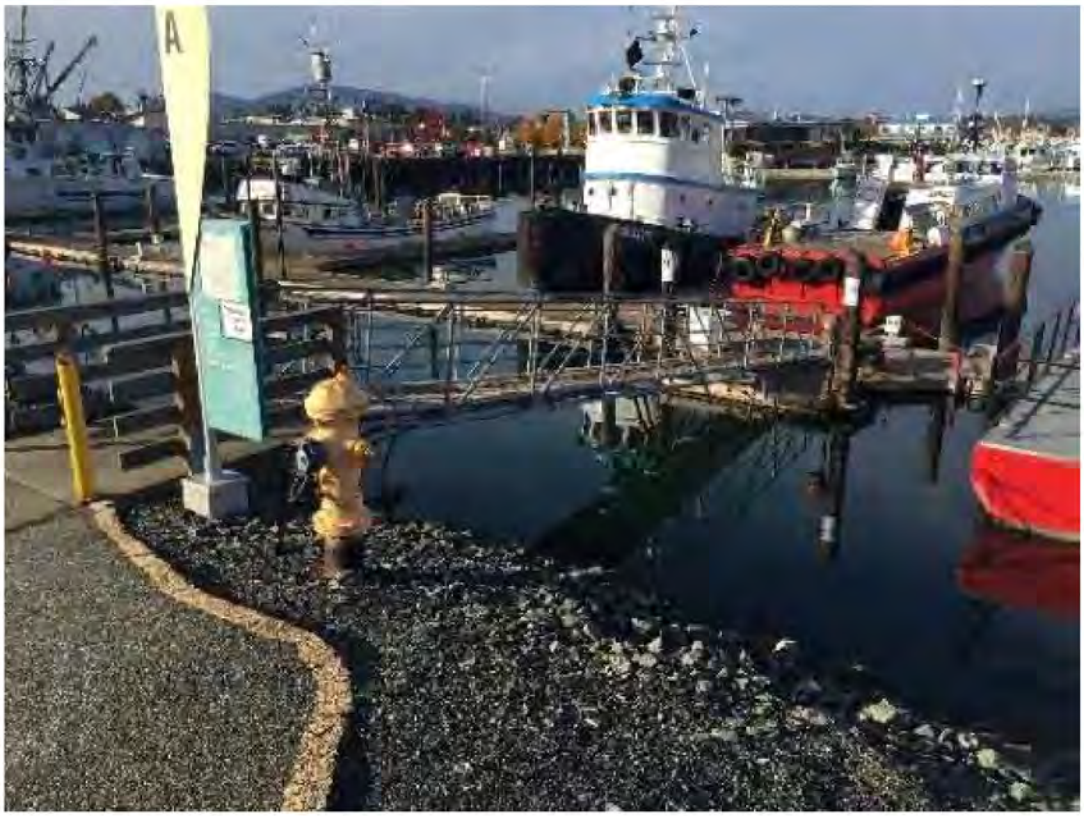
spawning habitat, with sandy gravel beaches. Although the steep intertidal shorelines within the marina do not provide suitable spawning habitat for these species, surf smelt spawning has been mapped as occurring adjacent to the north rock breakwater at the mouth of CSM, as well as immediately south of the marina along the shoreline of Seafarers' Memorial Park/Former Scott Paper Mill site. The eastern shoreline of the marina basin and the shoreline to the east of the northern attenuator (north side of the entrance of the marina) are the only portions of the Action Area with mapped spawning locations. Surf smelt spawning activity occurs on this beach from May to September, unlike adjacent spawning beaches across Fidalgo Bay, which receive smelt spawn virtually year-round. The nearest known sand lance spawning beach is in the southern portion of Fidalgo Bay over 1.5 miles from the Action Area (WDFW 2013). No herring spawning occurs in the Action Area.

The Samish River, which is the closest freshwater system, enters Samish Bay approximately 7 miles northeast of the Action Area. Fish species found in the Samish River include chinook and coho salmon. The Skagit River enters the Skagit Bay approximately 11 miles south of the Action Area. Many species of fish use the Skagit River, including chinook and coho salmon and bull trout. In addition, the Nooksack River enters Bellingham Bay approximately 18 miles north of the Action Area. Fish from this river, including chinook, coho and bull trout, could also occur in the Action Area as indicated by recapture data presented by Stober and Salo (1973).

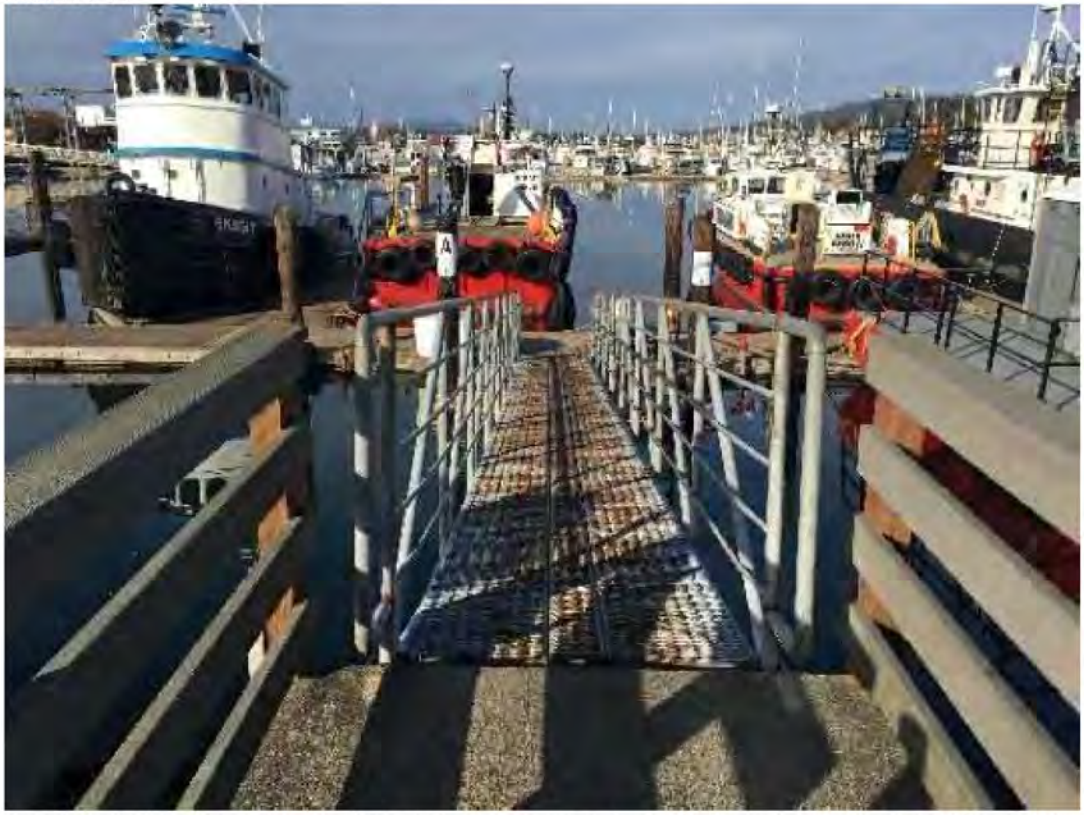
Photograph 1. Existing upland access to A-Dock that will be demolished and reconstructed for dock entrance.

Photograph 2. Existing riprap shoreline landward of the existing A-Dock.

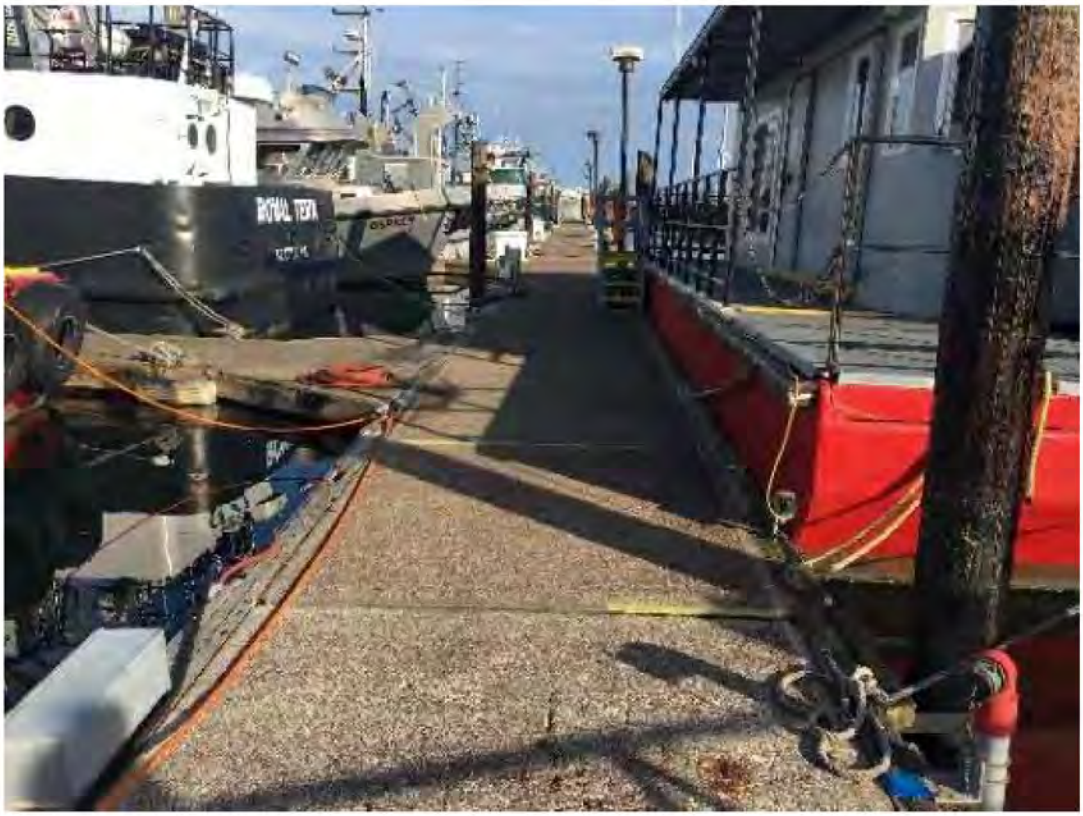
Photograph 3. Existing riprap shoreline landward of the existing A-Dock and concrete sidewalk.



Photograph 4. Existing concrete abutment and gangway to A-Dock; to be demolished and reconstructed.



Photograph 5. Existing concrete abutment and gangway to A-Dock; to be removed and demolished.

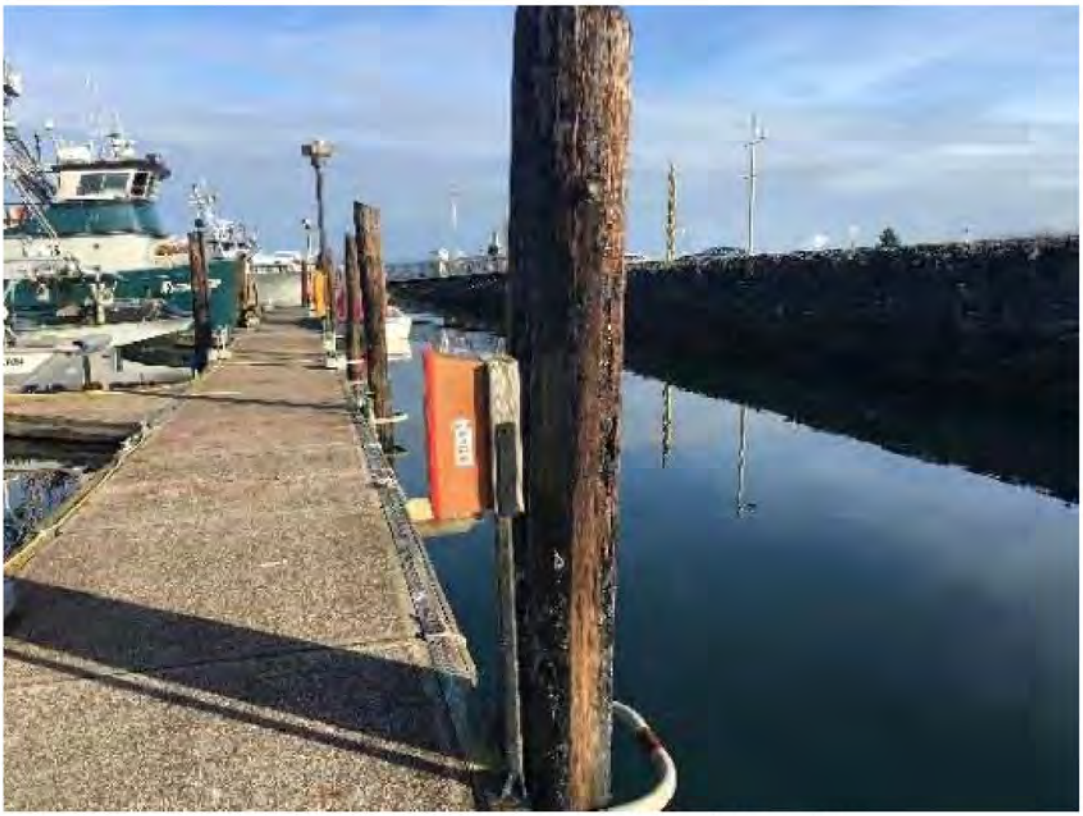


Photograph 6. Existing A-Dock main walk and creosote piles; to be removed.

Photograph 7. Existing A-Dock main walk and creosote piles; to be removed.

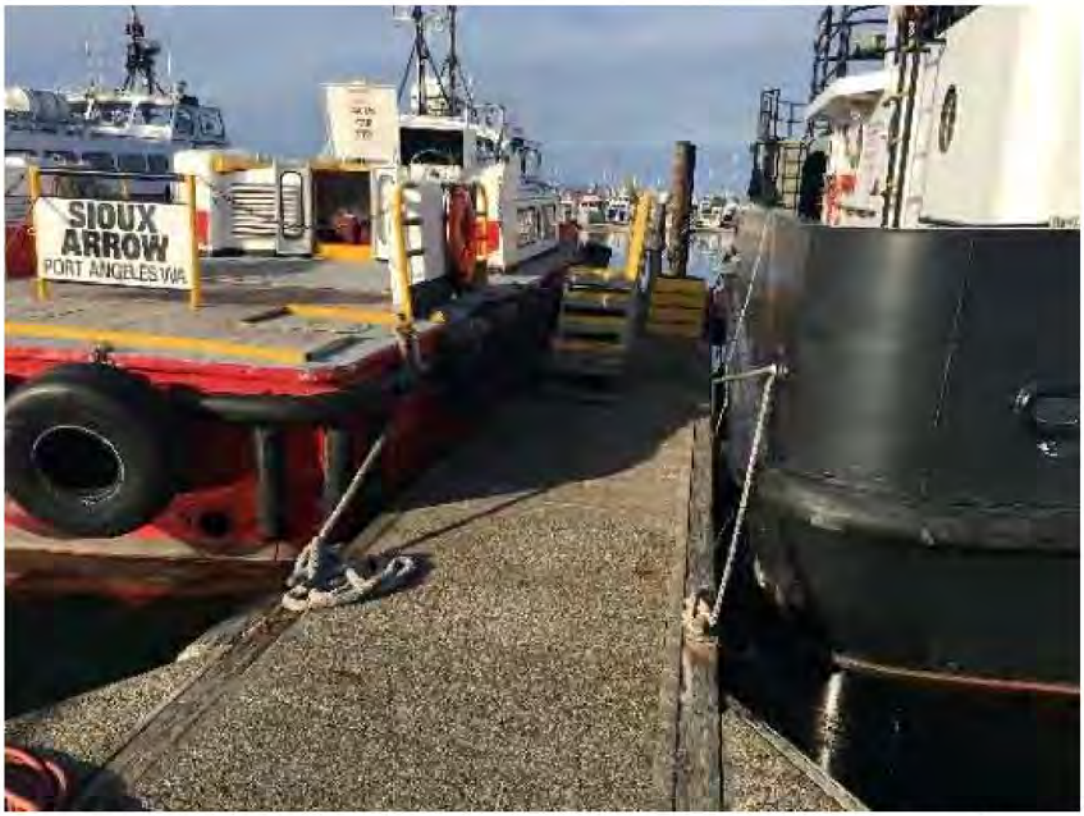
Photograph 8. Existing A-Dock main walk and creosote piles; to be removed.

Photograph 9. Existing A-Dock main walk and creosote piles; to be removed.



Photograph 10. Existing A-Dock main walk and creosote piles; to be removed.

Photograph 11. Existing A-Dock finger, finger triangles, and creosote piles; to be removed.



Photograph 12. Existing A-Dock finger, finger triangles, and creosote piles; to be removed.

4. DESCRIPTION OF THE SPECIES AND CRITICAL HABITAT

The listed species associated with the Action Area are Puget Sound Chinook salmon, Coastal-Puget Sound bull trout, Puget Sound steelhead trout, bocaccio, canary rockfish, yelloweye rockfish, Southern Resident killer whale, humpback whale, leatherback sea turtle, and marbled murrelet. Per recent conversations with the Corps, National Oceanic and Atmospheric Administration (NOAA) Fisheries, and U.S. Fish and Wildlife Service (USFWS), this section is reduced to a list of references that describe the life history of the species and a description of how the species may utilize the Action Area. Designated critical habitat that is associated with the Action Area includes that for Puget Sound chinook salmon and Southern Resident killer whale. Proposed critical habitat is present for bocaccio and canary rockfish. The geographic distribution and boundaries of critical habitat areas as well as the extent of the Action Area within these critical habitats is discussed below.

4.1 LISTED SPECIES

4.1.1 Puget Sound Chinook Salmon

On March 24, 1999, the NOAA's National Marine Fisheries Service (NMFS) formalized listing of Puget Sound Chinook salmon as threatened under the ESA (NOAA 1999). This species occurs throughout Puget Sound, and its presence has been documented within Indian Slough, the North Fork of the Skagit River, the Samish River, and the Nooksack River, 7, 12, 12, and 18 miles to the east of the Action Area, respectively (WDFW 2013). Although no chinook spawning has been documented on Fidalgo Island (WDFW 2013), juvenile chinook outmigrating from the Skagit County basin migrate and rear along the nearshore environment of Fidalgo Bay, including the Action Area (NMFS 2007). Peak abundances of juveniles are expected to occur between April and June as they migrate seaward (City of Anacortes 1999). Small numbers of chinook juveniles of both wild and hatchery origin were caught by beach seine within Guemes Channel during May and July of 2001 (Port of Anacortes 2004). Additionally, three years of tow-net surveys in North Puget Sound recorded juvenile chinook presence in Padilla Bay during June through August, and in Guemes Channel during July through September (Miller et al. 1977). Within CSM, Chinook salmon of any life history stage are unlikely to be present in appreciable numbers.

General life history and stock information on chinook in the vicinity of the Action Area can be found in the following references: Tyler 1964; Tyler and Bevan 1964; Wetherall 1971; Stober and Salo 1973; Weitkamp and Campbell 1980; Congleton et al. 1982; Weitkamp and Schadt 1982; Duker et al. 1989; Healey 1991; NMFS 1998.

4.1.2 Puget Sound Steelhead Trout

Puget Sound steelhead trout were listed as threatened by the NMFS on May 11, 2007 (NOAA 2007). A number of small runs comprise the mainland Skagit County population of Puget Sound steelhead. Native wild steelhead are present in the North Fork of the Skagit River and the Samish River, each 12 miles to the southeast and northeast, respectively

(WDFW 2013). Wild steelhead are also present in the Nooksack River, about 18 miles from the Project Area.

Summer steelhead runs occur in both the Skagit and Nooksack Rivers. The Skagit River is a very productive steelhead stream. According to WDFW's SalmonScape (WDFW 2013), summer steelhead spawning occurs in the upper reaches of the river system, in small tributaries such as the Cascade and Sauk Rivers. In the Nooksack River, summer steelhead spawning occurs in the upper portion of the mainstem.

Winter steelhead are also present in both of these rivers, as well as the Samish River and several smaller creeks including Chuckanut Creek, Padden Creek, Whatcom Creek, and Squalicum Creek in Bellingham Bay. According to WDFW's SalmonScape (WDFW 2013), in the Skagit and Nooksack Rivers, winter steelhead spawning occurs throughout much of the mainstem(s) as well as several smaller tributaries. Spawning also occurs in the Samish River, and Chuckanut, Whatcom, and Squalicum Creeks.

Any juvenile steelhead present in Fidalgo Bay would likely overlap temporally with chinook and other ocean-type salmon but are much less likely to rely on shallow water rearing due to their larger size. Further, it is unlikely that steelhead trout of any life history stage would be present in CSM in appreciable numbers. Juvenile rearing likely occurs in shallow waters of Fidalgo Bay but not likely within CSM. Sub-adult and adult steelhead may use the deeper, offshore waters of Fidalgo Bay and Guemes Channel, but are not expected to be present in significant numbers at any time.

General life history information for Puget Sound steelhead trout has been reviewed in the Final Listing Determination (NOAA 2007) and the Status Review Update for Puget Sound Steelhead (NMFS 2005). Information relating to habitat usage by steelhead trout has been solicited by the NOAA, but the critical habitat listing for this species has not yet been proposed.

4.1.3 Coastal-Puget Sound Bull Trout

The USFWS announced the listing of Coastal-Puget Sound bull trout as threatened on November 1, 1999 (USFWS 1999). Anadromous bull trout are known to be present in the Skagit, Samish, and Nooksack Rivers approximately 12, 12, and 17 miles, respectively, from the Project Area (WDFW 2008). Because anadromous bull trout may range in salt water as much as 30 or 40 kilometers (approximately 18 to 25 miles) from the mouth of their natal stream (Kraemer 1994), it is assumed that they are present in Fidalgo Bay and may be present in the Action Area. A 210 mm bull trout was observed during Port of Anacortes' monitoring of the O Avenue Mitigation Site on Guemes Channel (Port of Anacortes 2012). Though sub-adult and adult bull trout may be present in Fidalgo Bay or Guemes Channel year-round, they are not expected to be present in CSM at any time.

Life history and stock information on Coastal-Puget Sound bull trout potentially occurring in the Action Area can be found in the following references: Rieman and McIntyre (1993; 1995); Bonneau and Scarnechia (1996); Buchanan and Gregory (1997); Lee et al. (1997); USFWS (1999); USACE (2000).

4.1.4 Bocaccio

Bocaccio were listed as endangered under the ESA on April 28, 2010 (NOAA 2010). Critical habitat was proposed on August 6, 2013.

Bocaccio rockfish are a large rockfish, often reaching up to three feet in length. Bocaccio rockfish, like other rockfish species, give birth to live larval young that are pelagic for several months. Juvenile bocaccio rockfish then settle into nearshore habitat within 3-6 months, often including aquatic vegetation such as macroalgae-covered rocks or sand/eelgrass habitat (Love et al. 2002). Juveniles typically inhabit shallower water than adults, though still are most commonly found in relatively deep waters (100-400 ft [COSEWIC 2002]). Bocaccio rockfish and most rockfish species migrate to deeper water as they mature (Love et al. 1991), and adult bocaccio rockfish are usually found at depths of between 165 ft and 825 ft (Love et al. 2002). Adults often congregate around rocky bottom and outcrop habitat, though occasionally wander into mudflats (NMFS 2008). Adults are typically found well off the bottom (Love et al. 2002). Juvenile bocaccio rockfish are planktivorous, feeding on larval krill, diatoms, and dinoflagellates. Adults are piscivorous, primarily feeding on other rockfishes, hake sablefish, anchovies, lanternfish, and also squid (NMFS 2008). Bocaccio rockfish are prey of chinook salmon, terns, and harbor seals (NMFS 2008).

Bocaccio have not been documented in Puget Sound since 2001, although it is assumed an extant population exists (NMFS 2008). Historically, bocaccio was more frequently observed as bycatch or in the recreational fisheries in the southern portion of Puget Sound, including the area around Point Defiance and the Tacoma Narrows (NOAA 2009, NMFS 2008, and Palsson et al. 2009). WDFW includes bocaccio on its priority habitat and species (PHS) list, but does not show them as present in Skagit County (WDFW 2012).

The aquatic habitat within the Project Area is shallower than typical bocaccio habitat. Larval and juvenile rockfish could be present in the Action Area, though it does not contain rearing habitat that they prefer. No rocky shoreline areas are present in the Action Area. Very little eelgrass is present in the vicinity of the Action Area, which may be utilized by juveniles for rearing. Adults almost certainly do not use the Project Area due to the shallow water. Based on the available information, it is unlikely that bocaccio would be present in the Action Area.

4.1.5 Yelloweye Rockfish

Yelloweye rockfish were listed as threatened under the ESA on April 28, 2010 (NOAA 2010).

Yelloweye rockfish, one of the larger rockfish, are generally considered rare in Puget Sound (Love et al. in NMFS 2008). Like other rockfish, yelloweye rockfish give birth to live larval young that are pelagic for several months. Juvenile yelloweye rockfish generally settle in deeper habitats than bocaccio and canary rockfish juveniles (Love et al. in NMFS 2013). Juveniles typically inhabit deep waters within the upper range of adults (NOAA 2013c). Adults generally inhabit water between approximately 40 and 1,560 ft deep but are

most common between 300 and 600 ft (Love et al. 2001). Adult yelloweye rockfish are generally attached to a specific site and do not move much from that site (NMFS 2008). Adult yelloweye rockfish were observed in association with coral reefs at depths between approximately 650 and 820 ft in the Olympic Marine Sanctuary off the Washington Coast during coral surveys (Brancato et al. 2007). Juvenile yelloweye rockfish are planktivorous. Adults, due to their large size, prey on a wider range of prey items than bocaccio rockfish or canary rockfish, including smaller rockfish, sand lance, gadids, flatfishes, shrimp, crab, and gastropods (Love et al. 2002 and Yamanaka et al. 2006 in NMFS 2008). Yelloweye rockfish are preyed on less frequently than most rockfish due to their size, though they are occasionally preyed upon by killer whales.

The Action Area is even less likely to be used by yelloweye rockfish than the other two rockfish species due to yelloweye juveniles' preference for deeper waters. Further, the aquatic habitat within the Action Area is not typical yelloweye rockfish habitat, as the site does not include rocky reefs or outcrops. In general, yelloweye rock fish have been observed more frequently in north Puget Sound than in the southern areas (Miller and Borton 1980). WDFW includes yelloweye rockfish on its PHS list, but does not show them as present in Skagit County (WDFW 2012). Based on the available information, it is extremely unlikely that yelloweye rockfish would be present in the Action Area.

4.1.6 Southern Resident Killer Whale

The NMFS announced the listing of the North Pacific Southern Resident killer whale as an endangered species on November 18, 2005, effective February 6, 2006 (NOAA 2005a). The listing is specific to the three resident whale pods (J, K, and L pods) with spring through fall ranges in Puget Sound and the Straits of Georgia and Juan de Fuca. A number of factors have been identified by NOAA Fisheries as having resulted in the listing of these whales as endangered. Sound and disturbance from vessel traffic, toxic chemicals which accumulate in top predators, and uncertain prey availability (primarily salmon) all have been identified as concerns for the continued survival of this population.

Southern Resident killer whales are often sighted in the western portion of Guemes Channel adjacent to Rosario Strait but do not regularly use Fidalgo Bay or Padilla Bay. Based on sightings information maintained by The Whale Museum, there is one historic sighting of a killer whale in Fidalgo Bay in 1997 (ecotype unreported), and one sighting of the J-pod southeast of Guemes Island (Osborne 2007). However, based on the few sightings in and around Fidalgo Bay, Southern Resident killer whales do not use Fidalgo Bay. Even if they were present, they would be extremely unlikely to enter the Action Area.

Life history information on Southern Resident killer whales potentially found in the Action Area can be found in the following references: Braham and Dahlheim (1982); Reeves and Leatherwood (1994); Dahlheim and Heyning (1999); Ford et al. (2000); Barrett-Lennard and Ellis (2001); NOAA (2006).

4.1.7 Humpback Whale

The humpback whale was listed as endangered when the Endangered Species Act was enacted in 1970. Humpback whales inhabit coastal waters with high plankton and forage fish productivity and are typically found within about 50 nautical miles of shore (Evans 1987, Calambokidis and Steiger 1995). They are dependent on abundant food resources because of their size and metabolic needs for reproduction, nursing, and sustenance during times of the year (i.e., winter) when food resources are less abundant (Evans 1987).

Humpback whales typically inhabit coastal areas because of the productivity of these habitats. They rarely enter the inland waters of the Straits of Juan de Fuca and Georgia, or Puget Sound. Prior to 2003, only three individual whales had been observed in these inland waters, and although reported sightings have increased in recent years with 13 different individuals during 2003 and 2004, most of these whales were in the Straits and not in Puget Sound (Falcone et al. 2005). Based on OrcaNetwork sightings, humpbacks occasionally appear in the western portion of Guemes Channel. No known sightings have occurred in Fidalgo Bay or Padilla Bay. Given their habitat requirements for feeding and breeding, it is extremely unlikely that humpback whales would visit the Action Area. It is not expected these whales would be present in Guemes Channel or Fidalgo Bay at any time.

Life history information on humpback whales potentially found in the Action Area can be found in the following references: Braham 1991; Calambokidis et al. 1997, 1998, 2001; Calambokidis and Quan 1997; Calambokidis and Steiger 1995; Evans 1987; Scheffer and Slipp 1948.

4.1.8 Marbled Murrelet

The marbled murrelet was listed as threatened on October 1, 1992 (USFWS 1992). Marbled murrelets feed in marine waters but nest in old-growth coniferous forests. While murrelet at-sea foraging behavior is not well understood, murrelets are typically observed foraging in marine waters between 20 and 80 meters (65 and 262 feet) deep, though they have been observed foraging in water as shallow as 1 meter (3 feet) and as deep as 100 meters (328 feet) (Ralph et al. 1995). Marbled murrelets reportedly feed on a wide variety of prey, including sand lance, Pacific herring, and other marine taxa such as crustaceans. Murrelets nest in old growth or mature forest composed of conifers, including Douglas fir, western red cedar, Sitka spruce, and western hemlock. Designated critical habitat for the marbled murrelet applies only to nesting habitat and does not occur in the Action Area (USFWS 2011). Murrelets have been reported in Fidalgo Bay but are not likely to be present regularly within the Action Area.

Life history and population information on marbled murrelets potentially found in the Action Area can be found in the following references: Carter 1984; Parametrix, Inc. 1996; Ralph et al. 1995; USFWS 1995, 1996, 1997.

4.1.9 Leatherback Sea Turtle

The leatherback sea turtle was listed as endangered on June 2, 1970. Leatherback sea turtles are found in the Pacific, Atlantic, and Indian Oceans (Groombridge 1982). In the Pacific

Ocean, this species has been recorded along the coast of South America and as far north as Alaska; however, they are uncommon in Washington waters and found off the coast only during the summer and early fall when sea surface temperatures are highest (Mager 1985). They have not been documented in Puget Sound (Salzer pers. comm. 2012).

Bowlby et al. (1994) observed 16 leatherback sea turtles off the Oregon and Washington coasts in 1989 and 1990 and three more in 1992. During the study, no other sea turtles were observed. The majority of these turtle sightings occurred off the Washington coast with a mean offshore distance of 33 nautical miles and a range of 4.5 to 80 nautical miles. Critical habitat is associated with breeding areas and does not occur in Washington.

Because the leatherback sea turtle typically occurs in offshore locations and there are no documented sightings within Puget Sound, there is no expectation that this species uses the Action Area.

Life history information on leatherback sea turtles can be found in the following references: Bowlby et al. 1994; CEE 1983; Groombridge 1982; Mager 1985.

4.2 DESIGNATED CRITICAL HABITATS

4.2.1 Puget Sound Chinook Salmon Critical Habitat

On September 2, 2005, the NMFS designated critical habitat for 12 Evolutionary Significant Units (ESU) of Pacific salmon and steelhead, including critical habitat for the Puget Sound Chinook ESU (NOAA 2005b). Critical habitat for this ESU includes 15 associated subbasins within Puget Sound and the Nearshore Marine Areas (Unit 16). Nearshore Marine Areas include the entirety of the nearshore zones of Puget Sound (including areas adjacent to islands), Hood Canal, and the Strait of Juan de Fuca (to the mouth of the Elwha River) (NOAA 2005c). The Nearshore Marine Areas are further divided into subunits based on the boundaries separating the 19 Water Resource Inventory Areas (WRIAs) that discharge into Puget Sound. The Project Action Area is located within Nearshore Marine Area 3, Lower Skagit/Samish Subbasin (corresponding to WRIA 3) (NOAA 2005b).

Designated critical habitat within the Nearshore Marine Areas includes elevations from Extreme High Water (EHW; +10.9 ft MLLW) to -30 m (-98 ft) MLLW. The focus within the Nearshore Marine Areas has been identified as photic zone habitat based on the presence of macrophytes (eelgrass and macroalgae) that are vital to rearing, migrating, and maturing chinook salmon and their prey (NOAA 2005b). Based on this designation, all aquatic habitats in the Action Area below +10.9 ft MLLW (the uppermost extent of EHW in Fidalgo Bay) are designated as critical habitat for chinook salmon.

4.2.2 Coastal-Puget Sound Bull Trout Critical Habitat

On September 26, 2005, the U.S. Fish and Wildlife Service (USFWS) designated 22 Critical Habitat Units (CHUs) for Coastal-Puget Sound bull trout (USFWS 2005). The aquatic habitat within the Project Action Area is classified as nearshore marine habitat and lies within the Puget Sound CHU (Unit 28), which includes approximately 1,526 miles of

streams, 44,222 acres of lakes, and 566 miles of marine shoreline (USFWS 2005). Unit 28 is further divided into core areas, or Critical Habitat Subunits (CHSU). The Action Area is located within the Puget Sound Marine (South Portion) CHSU (subunit xiii). This area includes the entire eastern shoreline of Puget Sound, including associated bays and estuaries (USFWS 2005).

The extent of critical habitat for nearshore marine areas is from MHHW to -10 m (-33 ft) MLLW (USFWS 2005). This offshore boundary is based on the average extent of the photic zone, which is the topmost layer of water in which there is sufficient light for net primary production. Based on the critical habitat designation for nearshore habitat, the entire Action Area is within the elevational definition of bull trout critical habitat. However, based on USFWS GIS data, bull trout critical habitat ends immediately south of the mouth of CSM, and does not include CSM or Guemes Channel (**Error! Reference source not found.**). Thus, bull trout critical habitat is not discussed further.

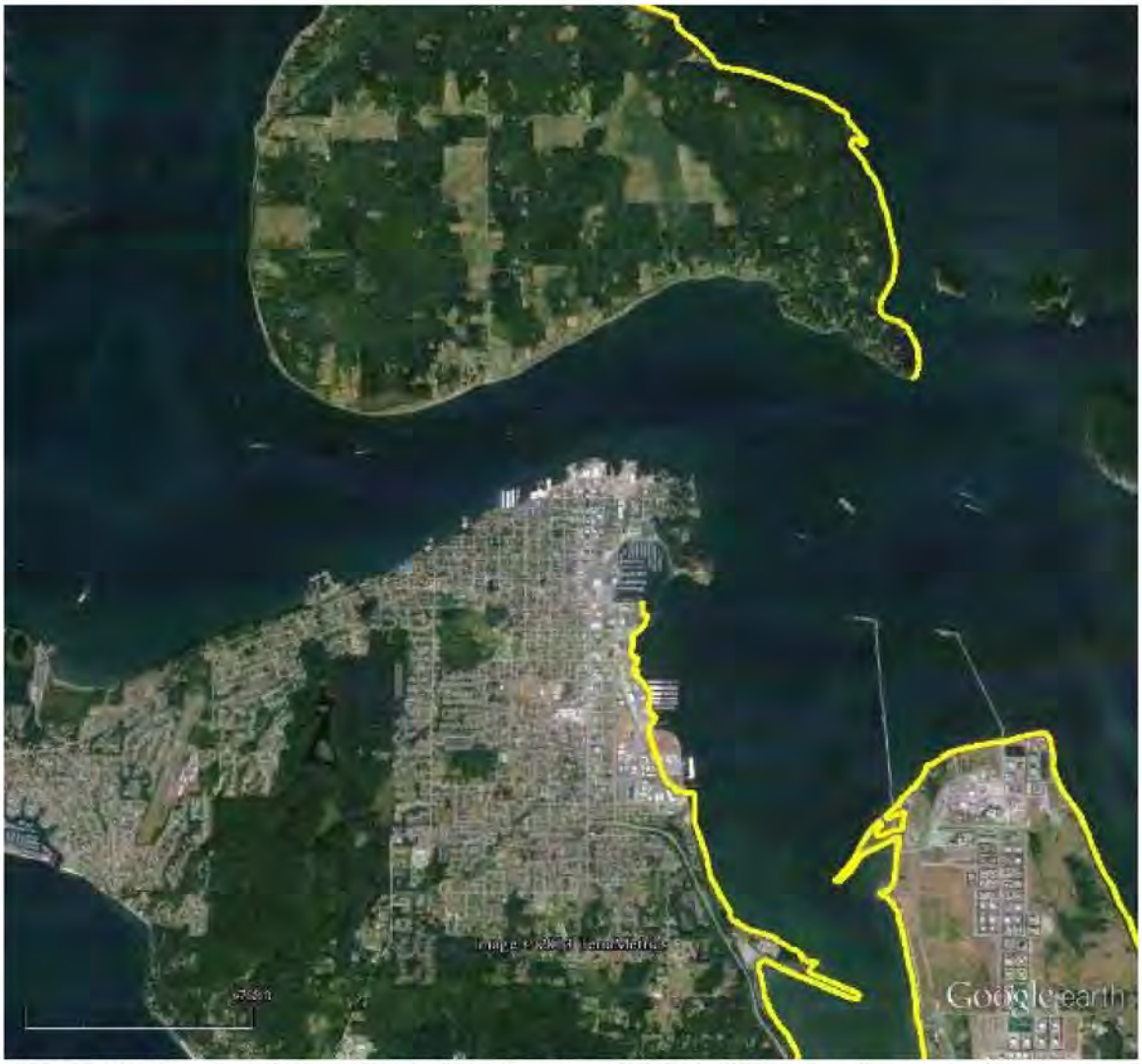


Figure 2. Bull trout critical habitat depicted in yellow (USFWS 2010), stopping short of the mouth of CSM.

4.2.3 Southern Resident Killer Whale Critical Habitat

NOAA designated critical habitat for Southern Resident killer whale on November 29, 2006, effective December 29, 2006. Three areas have been designated as critical habitat: Area 1: the Core Summer Area in Haro Strait and waters around the San Juan Islands; Area 2: Puget Sound excluding Hood Canal; and Area 3: the Strait of Juan de Fuca. The Project Action Area is located within Area 1: Core Summer Areas. Designated critical habitat for Southern Residents includes only waters in Puget Sound deeper than -20 ft relative to EHW (+10.9 ft MLLW), or -9.1 ft MLLW. None of the Project Area is deeper than -9.1 ft MLLW, but much of the Action Area is deeper than this. Further, NOAA GIS data includes CSM within Southern Resident killer whale critical habitat.

4.2.4 Rockfish Critical Habitat

On August 6, 2013, NOAA proposed critical habitat for three ESA-listed rockfish species: bocaccio and yelloweye rockfish (NOAA 2013c). NOAA identified two categories of proposed critical habitat: deepwater critical habitat that is used by adults (deeper than 98 ft), applicable for both rockfish species, and nearshore critical habitat (no deeper than 98 ft) that is used as settlement sites for juveniles, applicable to bocaccio. The Action Area is within nearshore critical habitat for bocaccio rockfish. Deepwater critical habitat, the only type applicable to yelloweye rockfish, is not present in the Action Area.

5. EFFECTS OF THE PROJECT

Project activities would occur in intertidal/shallow subtidal and in subtidal aquatic/marine habitat. This section evaluates the impacts of the Project on federally threatened and endangered species. The main impacts of the Project would be from underwater sound generated by pile driving, short-term water quality impairments through elevated turbidity, and risks of spills of hazardous materials and short-term impacts on epibenthic invertebrate populations. The impacts of these actions on ESA-listed species are analyzed below.

Project impacts are divided into direct and indirect effects. Per the ESA, direct effects are those that occur as a direct result of construction and cease once construction is completed. Indirect effects are those that occur later in time from actual construction or continue to be impacts indefinitely into the future in the absence of mitigation measures.

5.1 DIRECT EFFECTS

5.1.1 Pile Driving Noise

The A-Dock demolition and replacement project would install thirty-five (35) up to 20-inch diameter steel piles (33 20-inch diameter pile and 2 16-inch diameter pile). As mentioned in Section 2.2, piles would be installed with a vibratory hammer. These would not be bearing piles, but will only hold the floating pier laterally. Thus, impact pile driving is not anticipated to be necessary. Nevertheless, to be conservative, limited impact pile driving will be assumed for all piles.

Sound pressure waves generated by pile driving have the potential to affect aquatic ESA-listed species. Specifically, the impulse of sound pressure waves has the potential to injure fish, marine mammals, and diving birds (marbled murrelet) that are within the Action Area as defined by the extent of pile driving noise. The impulse of individual blows on the steel piles has the potential to cause acute barotrauma, and the cumulative effect of several blows can also be detrimental to these species. Further, the sound generated can also cause behavioral effects such as avoidance of an area. Additionally, the continuous noise generated by vibratory pile driving can affect marine mammals by disrupting communication.

These potential effects are discussed individually below.

5.1.1.1 Effects Thresholds

The Services have set species-specific SPL thresholds, above which impacts could potentially occur. These thresholds are presented in Table 2.

Table 2. Sound impact threshold and distance to threshold summary by species.

Species	Effect type	Threshold
Pulsed Sound Impact Hammer Thresholds		
All listed fish	Injury, cumulative sound (≥ 2 g)	187 dB_{SEL}
	Injury, cumulative sound (< 2 g[1])	183 dB_{SEL}
	Injury, single strike	206 dB_{peak}
	Behavioral disruption,	150 dB_{RMS}
Marbled murrelets	Injury	180 dB_{peak}
	Behavioral disruption	150 dB_{RMS}
Pinnipeds (Steller sea lion)	Injury, pulsed sound	190 dB_{RMS}
	Behavioral disruption, pulsed sound	160 dB_{RMS}
Cetaceans (Southern Resident killer whale, humpback whale)	Injury, pulsed sound	180 dB_{RMS}
	Behavioral disruption, pulsed sound	160 dB_{RMS}
Continuous Sound (Vibratory Hammer Operation) Threshold		
Marine Mammals	Behavioral disruption, continuous sound	120 dB_{RMS}

5.1.1.2 Anticipated Sound Level

To assess the potential for injury from pile driving, the distance from the pile within which sound pressure levels (SPL) may exceed thresholds will be calculated. To calculate this requires an estimate of the anticipated SPL of the particular pile being driven. The Port proposes to drive thirty-five (35) up to 20-inch diameter steel pipe piles (33 20-inch diameter pile and 2 16-inch diameter pile) waterward of the MHHW. Based on data presented in Illingworth and Rodkin (2007), these piles are anticipated to generate 208 dB_{PEAK}, 187 dB_{RMS}, and 176 dB_{SEL}.

As mentioned above, during any impact pile driving, sound attenuation measures (likely a bubble curtain) would be used to minimize the SPL generated. The effectiveness of a bubble curtain to attenuate sound depends on its effective deployment as well as other factors, but typically can be expected to attenuate SPL by 9 dB. Thus, the attenuated SPL that pile driving would generate would be 199 dB_{PEAK}, 178 dB_{RMS}, and 167 dB_{SEL}.

5.1.2 Direct Effects on Salmonids

A noise impact calculator has been prepared by NMFS, which was used to estimate the potential for impacts on salmonids from pile driving[1]. Potential instantaneous injury is measured in SPLs dB_{PEAK}; behavioral effects are measures in dB_{RMS}; and cumulative effects are measured in dB_{SEL}. This model is used to generate the distance within which the potential for injury or behavioral effects exist. Similar thresholds have not been set for rockfish species, therefore for the purpose of this BE it is assumed that the salmonid thresholds also apply to rockfish.

[1] http://www.wsdot.wa.gov/NR/rdonlyres/1C4DD9F8-681F-49DC-ACAF-BD307DAEAD2/0/BA_NMFSpileDrivCalcs.xls

5.1.2.1 Behavioral Impacts

Pile driving would generate an estimated instantaneous SPL of 178 dB_{RMS} with sound attenuation measures. As mentioned above, behavioral effects on salmonids are assumed possible at SPLs above 150 dB_{RMS}. Using NMFS' calculator, SPLs would attenuate to below 150 dB_{RMS} within 736 meters (~2,415 ft). That is, outside of this radius, juvenile salmonids may detect impact pile driving impulses, but their behavior would not be altered in any detectable way. As with the Action Area (Section 3.3), sound would be attenuated by intervening landmasses prior to reaching this full extent. However, this would encompass the entire CSM and a portion of the navigation channel outside the CSM (**Error! Reference source not found.**).

5.1.2.2 Instantaneous Injury Impacts

Pile driving would generate an estimated instantaneous SPL of 199 dB_{peak} with the use of sound attenuation measures. As mentioned above, the potential for injury to salmonids from instantaneous impulses is assumed possible at SPLs above 206 dB_{peak}. Since estimated SPLs generated by pile driving would be well below this, it is assumed that no potential exists for instantaneous injury to salmonids.

5.1.2.3 Cumulative Injury Impacts

In calculating potential cumulative pile driving impacts, it is necessary to estimate the number of strikes needed to fully embed a pile in addition to knowing the SEL resulting from each individual strike. The model assumes that cumulative effects "reset" overnight based on assumed fish movement, so only strikes in a single day are counted toward cumulative impacts. The model also has an upper limit of 5,000 strikes, as tissue damage accumulation in juvenile salmonids does not seem to increase significantly beyond 5,000 strikes.

As mentioned above, impact pile driving is not anticipated to be necessary, and every effort to sufficiently embed piles using a vibratory hammer will be employed. However, in the event impact proofing is required to fully embed the pile to meet lateral strength requirements, the cumulative effect of impact driving over a single day can adversely affect juvenile salmonids.

While the number of strikes required to fully embed a pile is subject to several site-specific variables, it is anticipated that it would be fewer than 150 per pile due to the fact that bearing capacity is not a concern for these piles. It is also assumed that up to 20 piles would be driven in a single day. Therefore, the maximum number of pile strikes in a given day is estimated to be 3,000.

It is assumed that impact pile driving would generate an estimated SEL of 167 dB_{SEL} with use of sound attenuation measures. As mentioned above, cumulative injury on salmonids is possible at SEL above 187 dB_{SEL} for salmonids above 2 grams, and above 183 dB_{SEL} for salmonids 2 grams or smaller. Based on beach seining data from the O Avenue Mitigation Site, juvenile salmonids 2 grams or smaller could be present. Thus, 183 dB_{SEL} will be used.

Using NMFS' calculator, cumulative SEL would be 202 dB_{SEL} at the measured distance of 10 meters. Based on the calculated cumulative sound exposure levels, sound would attenuate below 183 dB_{SEL} at a distance of 136 meters. Thus, in order for injury to occur a fish would need to remain within 136 meters of all 20 piles driven for an entire day (Figure 3). This is not likely to occur. Thus, cumulative injury from pile driving is unlikely to occur.

Based on this analysis, it is concluded that the noise impacts on ESA-listed salmonids associated with pile driving would be limited to potential minor behavioral disturbance, and that there is no potential for injury to juvenile salmonids.

Figure 3. Approximate area of potential salmonid cumulative noise threshold exceedance (yellow) from pile driving

5.1.2.4 Turbidity

Pile removal—and to a much lesser degree, installation—would generate minor turbidity within the Action Area in CSM. Turbidity generated by pile removal would be much less than that which is generated by dredging. Concentrations of suspended sediments have been measured in association with dredging operations, with a typical range of 50 to 150 mg/l at 150 ft (USAE 1976, Havis 1988, Salo et al. 1979, Palermo et al. 1990). The potential effects of increased turbidity on salmonids have been investigated by a number of studies (Servizi and Martens 1987 and 1992, Emmett et al. 1988, Noggle 1978, Simenstad 1988, Redding et al. 1987, Mortensen et al. 1976, Berg and Northcote 1985). Other *in situ* studies have focused on the turbidity plumes that are created during dredging and how they spread and dissipate (Palermo et al. 1990, Havis 1988, LaSalle 1988). The potential mechanisms by which turbidity could affect salmonids include direct mortality,

sublethal effects (stress, gill damage, and increased susceptibility to disease), and behavioral responses (disruptions to feeding or migration).

Direct mortality from extremely high levels of suspended sediment has been demonstrated but at concentrations far exceeding those caused by typical dredging operations. Studies indicate that suspended sediment concentrations occurring near dredging activity (typically 50-150 mg/l at 150 ft) will be well below levels known to cause gill damage in salmonids. Laboratory studies have consistently found that the ninety-six-hour median lethal concentration (LC_{50}) for juvenile salmonids occurs at levels above 6,000 mg/L (Stober et al. 1981, Salo et al. 1980, LeGore and DesVoigne 1973). Servizi and Martens (1992) found that gill damage was absent in underyearling coho salmon exposed to concentrations of suspended sediments lower than 3,143 mg/l. As pile removal and driving would be lower still than dredging, conditions that could lead to direct impacts to salmonids is highly unlikely.

Behavioral responses to elevated levels of suspended sediment include feeding disruption, changes in migratory behavior, swimming near the surface and avoidance behavior (Servizi 1988, Martin et al. 1977). Several studies (Bisson and Bilby 1992, Berg and Northcote 1985, Redding et al. 1987) indicate the threshold at which feeding effectiveness is impaired greatly exceeds the upper limit of expected suspended solid concentrations during dredging. Furthermore, there is no evidence that suspended sediment concentrations typically encountered near dredging operations (50 to 150 mg/l at 150 ft) cause juvenile salmonids to rise to the surface (Servizi 1988, Martin et al. 1977). However, juvenile salmonids are afforded protection from this potential impact primarily by in-water work closure periods during their peak outmigration period.

Based on these studies, no mortality or sublethal effects are anticipated from turbidity associated with Project activities. Turbidity is expected to be localized and short-term, and concentrations of suspended sediments are expected to be below levels of concern for salmonids (Stober et al. 1981, Salo et al. 1980, LeGore and DesVoigne 1973; Bisson and Bilby 1992, Berg and Northcote 1985, Redding et al. 1987). The extent of turbidity during construction will be controlled by adhering to any best management practices required by project permits.

In summary, based on the results of a number of detailed studies on the effects of suspended sediment caused by dredging, it can be concluded that typical suspended sediment concentrations associated with pile removal and installation would be well below levels that could cause mortality, gill damage, stress or increased susceptibility to disease. Pile removal would most likely result in a temporary and localized sediment plume likely to settle relatively quickly. The timing of construction indicates that direct impacts on salmonids are not expected from turbidity. It is acknowledged that small numbers of juvenile, sub-adult, and adult chinook salmon, steelhead and bull trout could have feeding opportunities reduced during construction. Because pile removal would occur completely within the enclosed area of the CSM, and in the extreme southern portion away from the mouth, turbidity would be contained within that relatively small area, and the spread of sediments into Fidalgo Bay is not anticipated. Overall, the potential for impacts of turbidity on salmonids is discountable, and any potential effects are likely to be negligible.

5.1.2.5 Potential Water Quality Impacts from Spills

Construction activities have the potential to affect water quality by increasing chemical contamination, primarily due to unintentional releases of fuel, lubricants, or hydraulic fluid from machinery. However, there is a low risk for short-term, localized contamination to occur. All prudent and necessary actions would be taken to avoid such a discharge, including regular maintenance and checks for potential contamination sources. In event of a spill, containment and cleanup would take precedence over continued work. A Spill Prevention, Control, and Countermeasures Plan, including preventative measures, responsive actions, and notification and reporting procedures would be kept on site at all times.

All potential water quality impacts to salmonids would be controlled and avoided by using normal construction protocols and adhering to Ecology's Water Quality Certification permit requirements. Therefore, adverse impacts from chemical contamination on salmonids present in the Project Areas are not expected.

5.1.3 Effects on Epibenthic Communities

The proposed project will not result in the disturbance to the epibenthic community. The increase in overwater coverage is not expected to result in any impacts to the epibenthic community based on the existing water depths within the Cap Sante Marina Basin (-12ft to -14ft MLLW). The proposed project will result in the installation of thirty-five (35) 16 to 20-inch diameter piles; however, the project will also remove sixty-three (63) 13 to 14-inch dimeter piles. As result, the proposed pile installation will not impact epibenthic communities. The proposed project will also result in the installation of twelve (12) LWD structures within the northeast corner of the Cap Sante Marina. The LWD will be installed between MHHW and 5 ft MLLW. The LWD will be installed waterward of the existing saltmarsh vegetation and within a portion of the shoreline dominated by gravel, cobble, and sand. The LWD will be anchored with cable and either helical screw or duckbill anchors. This will ensure that the installation of the LWD will result in minimal disturbance to the shoreline and epibenthic community. Additionally, the elevation of the LWD will reduce the potential for impacts to epibenthic community.

5.2 INDIRECT EFFECTS ON SALMONIDS

5.2.1 Impacts to Eelgrass

In September 2016, a preliminary eelgrass survey was completed covering the entire project boundary. Methods for this survey were based on the WDFW Preliminary Eelgrass/Macroalgae Habitat Survey Guidelines. Since eelgrass and macroalgae are not known to occur within the Project Area, a total of 17 transects were established perpendicular from the MHHW and extending throughout the entire Project Area. The Project Area included the existing footprint of A-Dock, the proposed footprint of A-Dock, and the potential construction footprint. The eelgrass transects were spaced 40 ft apart based on the similarity of existing habitat conditions and were oriented perpendicular to the existing riprap shoreline. The landward ends of the transects were located at

approximately +4 ft MLLW, and each extended into the center of the fairway to a depth of approximately -12 to -14 ft MLLW.

Each transect was surveyed for eelgrass, macroalgae, and substrates along with any other habitat features. The results of the eelgrass and macroalgae survey indicated that there is no eelgrass or macroalgae present within the Project Area. The marina basin has been historically dredged, and the existing soft mud does not provide suitable substrates for eelgrass and does not provide attachment points for macroalgae. The full eelgrass survey report is provided in Appendix B.

5.2.2 Water Quality Improvements

The project would have a positive indirect effect on water quality within CSM. Removal of sixty-three (63) creosote-treated timber piles would improve water quality by removing an on-going source of potential contamination.

5.2.3 Boat Usage

The proposed A-Dock will entail fewer fingers; however, the reconfiguration of the dock will not impact the current usage of the dock. The replacement of the dock will not impact the boat usage within the CSM, rather it would better meet the needs of the current tenants. Since the proposed project will not result in any increase in boat usage, the project will not result in any adverse indirect effects on salmonids. The project would have a positive indirect effect on water quality within CSM. Removal of 63 creosote-treated timber piles would improve water quality by removing an on-going source of potential contamination.

5.2.4 Overwater Shading

In marine environments, overwater structures can provide cover for native and non-native piscine predators and other fish that prey on juvenile salmonids. Because visual acuity in a juvenile salmonid may be compromised when it passes from a light to a darkly shaded area (Brett, 1958); (Ali, 1960); (Protasov, 1970), the ability of the fish to detect and avoid predators can be temporarily impaired. Numerous studies have been conducted to examine the behavior of juvenile salmonids as they encounter overwater and shoreline structures in Puget Sound (Salo. E.O., 1980), (Weitkamp, 1982), (Ratte, 1985), (Dames & Moore, Inc. and Biosonics, 1994), (Roni, 1996), (Shreffler, 1999). Of particular concern has been the potential for diverting migrating juveniles around structures into deeper water, subjecting the fish to a greater risk of predation, or for the light/dark interface to reduce visual acuity for juvenile salmonids and thus put them at a disadvantage to predators. The proposed replacement of the A-Dock would move the structure and use of the dock further waterward, outside of the area anticipated to be utilized by migrating species. The only portion of the dock that will extend perpendicular from the shoreline and within the portion of the CSM where migrating species are expected, is the gangway. The impacts of the gangway are expected to be minimal due to the fact that it will be elevated above the aquatic habitat and will only be 8 ft wide internally. This narrow width is not expected to result in a significant light/dark interface that would delay migration. Studies indicate that juvenile salmonids pass readily under narrow structures oriented perpendicular to shore. Weitkamp

and Schadt's (1982) observations at the Port of Seattle showed that shoreline-oriented juvenile salmonids crossed the shadow cast by a narrow (15 to 20 ft wide) overwater structure but were unwilling to cross under a darker shadow cast by a wider structure. Intensive sampling at the Manchester Fuel Pier yielded similar results regarding passage under narrow structures. Two studies at this facility indicate that juvenile chum pass under the narrow structure successfully (Roni and Weitkamp 1996, Dames & Moore and Biosonics 1994). Similar results were reported for finger piers at the Port of Everett (Pentec Environmental, Inc, 1997).

This existing information regarding the impact of overwater coverage and the impact on ESA-listed species indicates that the location of the new A-Dock will significantly reduce the potential for the project to impact listed species. Replacement of the 10,099 sq ft existing A-Dock with the new 17,145 sq ft dock would increase overwater shading by approximately 7,046 sq ft; however, this new coverage would occur over subtidal habitat, -12 ft to -14 ft MLLW. This area is not expected to be heavily utilized by ESA-listed species. The impacts associated within the increase in overwater coverage will be minimized by installing the main float further waterward of the MHHW. As stated above, it is anticipated that ESA-listed fish species present within the CSM will primarily be migrating within the shallower water of the shoreline. Moving the dock further waterward would locate the use and overwater coverage further from the portion of the CSM that is utilized. This will minimize the impact of the increase in overwater coverage. Additionally, the new main float (which is the portion of A-Dock that parallels the nearshore) will be approximately the same length as the existing A-Dock. As a result, the majority of the increase in overwater coverage will be located within the fairway between the A-Dock and B-Dock. This area is already heavily utilized by vessels and has been historically dredged by the Port. The increase in overwater coverage within this portion of the CSM will minimize the impacts associated with the increase based on the fact that the area is not providing suitable habitat for ESA-listed species.

Although the increase in overwater coverage is not anticipated to adversely impact the forage and refuge habitat for ESA-listed species, the Port is proposing to install twelve (12) LWD structures in the northeastern portion of the CSM. The Port recognizes that the increase in overwater coverage does have the potential to result in some long-term impacts to the existing habitat conditions. Further, the Port recognizes that forage and refuge habitat within the CSM are limited, and the placement of LWD structures will increase the habitat provided within the CSM. This action is consistent with the Port goal to be good stewards of the environment, while still providing safe commercial and recreational opportunities for the public. The LWD structures will provide a pocket of habitat within the CSM where not such structure exists. This will result in a net increase in the amount of forage and refuge habitat within the CSM, hopefully increasing the survival and health of ESA-listed species migrating through the CSM. Overall, the proposed minimization measures and the placement of LWD would compensate for any potential impacts associated with the increase of overwater coverage.

5.3 DIRECT AND INDIRECT EFFECTS ON ROCKFISH

As discussed above, there is a low likelihood of bocaccio utilizing the Action Area, and this likelihood is even lower for yelloweye rockfish. Larvae for the two species may be present in the water column, but given the distribution and overall low numbers of adults, it is unlikely that many larvae would be present at any given time. Juvenile bocaccio could possibly utilize the nearshore habitat of the Action Area for settling habitat, though the Action Area generally lacks the type of high relief habitat they prefer. There are eelgrass beds present within the eastern portion of the CSM and immediately east of the northern attenuator. Thus, the Action Area does provide some rearing habitat for bocaccio; however, due the proximity to a heavily utilized marina the eelgrass within the CSM is not providing favorable rearing habitat for juvenile bocaccio. If present, individuals may avoid areas of elevated turbidity during pile work. However, as discussed in Section 5.1.2.4 above, turbidity is not expected to reach levels that could adversely affect juvenile salmonids. This conclusion is also true of rockfish. General in-water activity and noise may also result in juvenile rockfish avoiding the Action Area during construction. However, there is ample habitat in the vicinity that would provide comparable rearing conditions. The post-project conditions would not diminish the rearing capacity of the habitat. Overall, the potential for impacts on ESA-listed rockfish are discountable, and any impacts that occur would be negligible.

Sound-related impacts described in Section 5.1.2 apply to Puget Sound rockfish, in the event that pile proofing is required. The distance to impact areas would be the same: Potentially injurious or disturbing sound would occur for ~15 minutes on not more than five days, if pile proofing is needed.

The areas of potential injury are so small, and the duration of potentially injurious sound so short, that it is discountable that larval rockfish be injured during pile driving. The areas of potentially injurious sound do not include suitable habitat for juveniles or adults, so injury is also discountable for them. The area of potential behavioral effects is somewhat larger but is similarly unsuitable for juveniles and adults. Larval rockfish are unlikely to be present in this area. The duration of potentially disturbing sound is so short that any response would not likely adversely affect any larvae present. Overall, sound associated with impact pile proofing work is expected to be discountable and/or insignificant for rockfish.

Direct effects of the project on water quality and substrate removal are addressed in Section 5.1. Analyses for salmonids can generally be applied to listed rockfish. Turbidity associated with pile removal and installation is expected to be temporary and localized, with suspended sediments below potentially injurious levels. Potential for other water quality impairments would be managed through standard minimization measures for work in aquatic environments. Further, adult and juvenile listed rockfish are not expected to be present in the Action Area or immediate vicinity, and larval presence is considered unlikely and at very low numbers. Overall, direct effects of project-related water quality impairments and substrate removal would be discountable and/or insignificant for rockfish.

5.4 DIRECT AND INDIRECT EFFECTS ON SOUTHERN RESIDENT KILLER WHALE AND HUMPBACK WHALE

Southern Resident killer whales are common in Rosario Strait and somewhat regular visitors to the western portion of Guemes Channel but are extremely rare in Fidalgo Bay. There is virtually no chance that they would enter CSM or the Action Area. Humpback whales infrequently enter Puget Sound, have not been sighted in Fidalgo Bay, and are also extremely unlikely to enter the Action Area. In addition to being located in CSM, which is an active marina, the Action Area is located in the far northern extent, opposite the mouth of the CSM, in a very confined and shallow location. The potential for any of these three species ever entering the Action Area is so remote as to be discountable.

There are four pathways for potential effects on marine mammals: sound, physical disturbance, prey quantities, and contaminants/prey quality. These are addressed below.

Table 3. Summary of effects on marine mammals.

Effects Pathway	Species	Effects Determination	Justification
Sound -Pile removal/ Installation noise -Vessels	Southern Resident killer whale	No Effect	Species not present; noise level below disturbance threshold, entirely contained in CSM.
	Humpback whale	No Effect	
Physical Disturbance -None identified	Southern Resident killer whale	No Effect	Species not present; negligible disturbance
	Humpback whale	No Effect	
Prey Quantity -salmonids, forage fish	Southern Resident killer whale	No Effect	NLAA for salmonids; no effect on forage fish; species not present
	Humpback whale	No Effect	
Contaminants/ Prey Quality -Construction	Southern Resident killer whale	No Effect	SPCC plan prepared; no net increase in contaminant levels in prey.
	Humpback whale	No Effect	

5.4.1 Sound Disturbance Pathway

The Services have noted that there is potential for continuous sound, such as generated by vibratory pile driving, to affect communication between ESA-listed marine mammals. The Services have set sound level thresholds for potential effects at 120 dB_{RMS} (Table 2).

As with the Action Area, the potential extent of this sound would be limited by intervening land masses and pile walls, such that it would not extend beyond the southern extent of Cap Sante Head. Thus, the extent of potential effects of continuous noise is the same as the Action Area (**Error! Reference source not found.**).

Humpback whales are rare visitors to Puget Sound but have been observed in the waters in the western portion of Guemes Channel. Humpback whales are so unlikely to be present within the Action Area that effects are discountable. Southern Resident killer whales have been sighted in most months within the Guemes Channel and the adjacent areas, with the

majority of sightings occurring from May through September. After October, sighting days per month go down dramatically. Even within the sightings in Guemes Channel, it is highly unlikely that Southern Resident killer whales will be present within the Action Area. This is based on the heavy vessel traffic and shallow water within the Action Area.

Due to the shallow water, nearshore location, and busy nature of the Action Area, ESA-listed marine mammals (Southern Resident killer whale, humpback whale) are extremely unlikely to enter the Action Area. The potential impacts of the proposed project on ESA-listed marine mammals is considered negligible due to the unlikelihood of their presence within the Action Area. The Port does not believe that the proposed project reaches a level of potential impacts that would require marine mammal monitoring.

5.4.2 Physical Disturbance Pathway

Construction vessels would be present in the CSM only within the southern portion of the CSM. Equipment would be largely stationary except to reposition to drive pile or float dock components into place. No net change in vessel activity or elements of potential physical disturbance (e.g. vessel mooring, physical obstructions, etc.) would occur. There will be an increase in overwater coverage; however, this will occur within a CSM in an area with a high level of existing activity. Since these marine mammal species are extremely unlikely to be present in the Action Area, physical disturbance would have no effect on them. Even if present, the level of disturbance would be comparable to ongoing boating activities and disturbance. Further, if present, it is likely that the species would avoid areas of active construction. This avoidance would not adversely affect them in any way. Over the long-term, the final post-project configuration would not constitute a physical disturbance. Because of the unlikelihood of their presence and the minimal nature of potential physical disturbance, no physical disturbance effects on the three marine mammal species are anticipated.

5.4.3 Prey Quantities

As discussed above in Section 5.1.2, pile removal and installation will cause turbidity, which could negligibly and temporarily affect salmonids and other marine mammal prey resources. However, the effects of the project on prey quantities would be insignificant and short-term.

For these reasons, the Project would not likely adversely affect salmonids. The Project would have a similar negligible effect on other fish species that may be prey for these marine mammals. Therefore, the Project would have no effects on ESA-listed marine mammal prey quantities.

5.4.4 Contaminants/Prey Quality

As discussed above, no risk of water quality impairment associated with pile removal and installation is anticipated. There is a remote risk of spills of contaminants by inwater construction equipment, but this is very unlikely. BMPs would be implemented to further reduce the risk, including preparation of a Spill Prevention, Control and Countermeasures (SPCC) plan. No other sources of contaminants are anticipated. Thus, no net increase in

contaminants in marine mammal prey items would occur, and the Project would have no effect on marine mammals relative to contaminants or prey quality.

Overall, the Project would have no effects on marine mammals.

5.5 DIRECT AND INDIRECT EFFECTS ON MARBLED MURRELET

As discussed in Section 4.1.8, marbled murrelets are occasionally present within Fidalgo Bay and Guemes Channel; however, based on the heavy vessel traffic within the CSM the birds are not expected to be present within the effective quiet zone (136 m from pile). They are also unlikely to enter the CSM due to the low quality of the CSM as foraging habitat and the ongoing anthropogenic activity. For this reason, it is unlikely that marbled murrelets would be present in the Action Area during Project activities. If present, general noise and activity associated with the dock replacement would further discourage foraging in the Action Area. However, due to the small size of the Action Area, its location in a very poor foraging area, and the abundance of suitable foraging elsewhere in the immediate vicinity, this impact would be negligible. No long-term impacts are anticipated.

It is anticipated that a vibratory hammer will be sufficient to install all pipe pile required for the project. However, there is a small possibility that proofing may be required. Impact pile driving has the potential to affect marbled murrelets foraging in the Action Area through auditory masking and at a higher level, barotrauma. The USFWS has produced a calculator[2] to estimate the potential for effects on marbled murrelets based on a cumulative injury. Based on that calculator, anticipated pile driving would result in barotrauma within 4 meters of piles and auditory injury within 10 meters. This considers the entire day of pile driving and would occur if an individual murrelet were within this distance of all 20 piles driven in one day. This is very unlikely to occur. Impacts of auditory masking could occur within 42 meters of an individual pile. Attenuation to effective quiet—the distance at which no effects are anticipated—would occur at 136 m.

The potential impacts of the proposed project on marbled murrelets is considered negligible due to the unlikelihood of marbled murrelets being present within the CSM. At this time, the Port does not believe that the proposed project reaches a level of potential impacts that would require marbled murrelet monitoring. The Port will also discuss contingencies for the very unlikely event that driving beyond this level of proofing is determined to be necessary during project construction.

[2] https://www.wsdot.wa.gov/NR/rdonlyres/8E8AC52C.../BA_FWSpileDriveCalc.xlsx

Figure 4. Approximate area of potential marbled murrelet injury/auditory masking threshold exceedance (yellow) from pile driving.

5.6 EFFECTS ON LEATHERBACK SEA TURTLE

As mentioned in Section 4.1.9, leatherback sea turtle is undocumented in Puget Sound. No direct or indirect effects of the Project would occur.

5.7 INTERRELATED AND INTERDEPENDENT ACTIONS

Interrelated actions are actions that are part of a larger action and depend on the larger action for its justification. Interdependent actions are those that have no independent utility apart from the proposed Project. No interrelated or interdependent actions have been identified.

5.8 CUMULATIVE EFFECTS

Cumulative effects from an ESA perspective considers future non-Federal actions (i.e., non-Federal projects and projects that do not require Federal permits) that may affect habitat within the Action Areas. No such actions have been identified in the Action Areas. Any future project that entails in-water work will require a Federal permit and appropriate ESA review.

6. EFFECTS ON CRITICAL HABITAT

6.1 PUGET SOUND CHINOOK SALMON CRITICAL HABITAT

The NOAA identified six Primary Constituent Elements (PCEs) (i.e., physical and biological features) essential to the conservation of Chinook salmon critical habitat (NOAA 2005b). For the purposes of this assessment, the Project Area is considered to be in a nearshore marine area. Thus, of the six PCEs listed below, only number five (bolded) applies to the Action Area.

1. Freshwater spawning sites with water quantity and quality conditions and substrate supporting spawning, incubation, and larval development.
2. Freshwater rearing sites with water quantity and floodplain connectivity to form and maintain physical habitat conditions and support juvenile growth and mobility; water quality and forage supporting juvenile development; and natural cover such as shade, submerged and overhanging large wood, log jams and beaver dams, aquatic vegetation, large rocks and boulders, side channels, and undercut banks.
3. Freshwater migration corridors free of obstruction and excessive predation with water quantity and quality conditions and natural cover such as submerged and overhanging large wood, aquatic vegetation, large rocks and boulders, side channels, and undercut banks supporting juvenile and adult mobility and survival.
4. Estuarine areas free of obstruction and excessive predation with water quality, water quantity, and salinity conditions supporting juvenile and adult physiological transitions between fresh- and saltwater; natural cover such as submerged and overhanging large wood, aquatic vegetation, large rocks and boulders, and side channels; and juvenile and adult forage, including aquatic invertebrates and fishes, supporting growth and maturation.
5. **Nearshore marine areas free of obstruction and excessive predation with water quality and quantity conditions and forage, including aquatic invertebrates and fishes, supporting growth and maturation; and natural cover such as submerged and overhanging large wood, aquatic vegetation, large rocks and boulders, and side channels.**
6. Offshore marine areas with water quality conditions and forage, including aquatic invertebrates and fishes, supporting growth and maturation.

Based on the designations provided for nearshore marine areas, all of the Action Area below EHW (+10.9 ft MLLW) is considered Chinook designated critical habitat. Effects of the Project on the components of PCE #5 are presented below.

6.1.1 Primary Constituent Element # 5: Nearshore Areas

6.1.1.1 Water Quality and Quantity

The effects of the Project on water quality would be localized, temporary reductions in water quality due to turbidity associated with the removal and installation of pile. Over the long-term, the Project would have no effect on water quality in the Project Area. The CSM

is Clean Marina Washington certified, and as a result, the Port and tenants abide by an Operations Plan that assist in limiting the impacts of the marina on water quality. The operations at the existing and replaced A-Dock will be identical, thus the proposed project would not result in any impacts to water quality.

Water quantity would not be affected by the Project.

6.1.1.2 Forage

The Project would result in an increase of overwater coverage; however, the increase in over-water coverage would occur at depths between -12 and -14 ft MLLW. Due to the depth, any epibenthic communities and production occurring within the CSM would be negligible. The epibenthic community within the deeper portions of the CSM is expected to be low, and as a result, there would be no long-term effect on juvenile Chinook forage. Adult Chinook are not expected to be present in appreciable numbers. If present, they may avoid the Action Area during periods of high turbidity. However, there is ample forage habitat in the immediate vicinity that would provide comparable or significantly better foraging than the Action Area. There would be no long-term effect on adult Chinook forage. Overall, the Project would have negligible short-term effects and no long-term effects on the Action Area's quality as forage habitat.

6.1.1.3 Natural Cover

Natural cover in the Action Area is limited to small, sparse patches of eelgrass and macroalgae, which is located within the eastern portion of the Action Area. There are also numerous LWD structures along the western shoreline of the CSM that provides some cover. No side-channels or naturally-occurring boulders occur in the Action Area.

Overall, the effects of the Project on Chinook salmon critical habitat would be negligible.

6.2 EFFECTS ON PROPOSED ROCKFISH CRITICAL HABITAT

NOAA identified three essential features of rockfish critical habitat. The same three features were identified for both nearshore and deepwater habitat; however, only two of them apply to nearshore habitat. Additionally, nearshore habitat is only applicable to bocaccio. Nearshore critical habitat is not applicable to yelloweye rockfish based on their preference for deepwater habitat, even among juveniles. Since the Action Area is only within nearshore habitat, and not deepwater habitat, only the features applicable to nearshore habitat are addressed below. The essential habitat features identified by NOAA are listed below, with the features applicable to nearshore habitat in bold.

1. **Quantity, quality, and availability of prey species to support individual growth, survival, reproduction, and feeding opportunities.**

2. **Water quality and sufficient levels of dissolved oxygen to support growth, survival, reproduction, and feeding opportunities.**

3. The type and amount of structure and rugosity that supports feeding opportunities and predator avoidance.

The Project's effects on proposed rockfish critical habitat is analyzed with respect to the effects on the essential habitat features mentioned above. The applicable features are addressed below.

6.2.1 Essential Feature #1: Prey

Juvenile rockfish feed on very small organisms such as zooplankton, copepods and phytoplankton, small crustaceans, invertebrate eggs, krill, and other invertebrates (NOAA 2013c). These prey species are planktonic, floating in the water column. Thus, the replacement of A-Dock and increase in overwater coverage would not directly affect these to the degree that epibenthic communities would be affected. Turbidity generated during pile removal and installation may temporarily affect juvenile rockfish's ability to detect and capture prey items (within close proximity to the pile). However, this would be a short-term effect. The increase in overwater coverage would occur at a depth of -12 ft to -14 ft MLLW. At this depth, there is little epibenthic production that can be impacted by overwater coverage. Over the long-term, the Project would have no effects on juvenile rockfish prey items.

6.2.2 Essential Feature #2: Water Quality

The effects of the Project on water quality are addressed in Section 5.3 of this document. There would be localized, temporary reductions in water quality due to pile removal and installation. Over the long-term, the Project would have no effect on water quality in the Project Area.

Overall, the Project would have negligible effects on proposed rockfish critical habitat would be negligible.

6.3 EFFECTS ON SOUTHERN RESIDENT KILLER WHALE CRITICAL HABITAT

NOAA has identified three primary constituent elements (PCEs; i.e. physical and biological features) essential to the conservation of Southern Resident killer whale critical habitat (NOAA 2006a).

1. Water quality to support growth and development;
2. Prey species of sufficient quantity, quality, and availability to support individual growth, reproduction, and development, as well as overall population growth;
3. Passage conditions to allow for migration, resting and foraging;

Southern Resident killer whale critical habitat begins at -20 ft relative to EHW (approximately -9.1 ft MLLW). Thus, the Action Area does encompass a portion of Southern Resident killer whale critical habitat. For this reason, the effects of the Project on the three PCEs are presented in detail below.

6.3.1 Primary Constituent Element #1: Water Quality

The effects of the Project on water quality are addressed in Sections 5.4 of this document. There may be minor, temporary reductions in water quality due to turbidity associated with pile removal and installation, but these impacts would be localized within the mixing zone and would dissipate quickly upon completion of construction. A temporary increase in risk of spills associated with construction equipment is also possible, but this would be minimized through the use of BMPs. In the long term, the Project would have no effect on water quality in the Action Area. Though the turbidity will technically occur in Southern Resident killer whale critical habitat, it would occur in the very shallowest portion of it in an area that is extremely unlikely to ever be directly used by Southern Resident killer whale. Thus, the Project's effects on this PCE are negligible, and would be non-existent on habitat actually accessed by Southern Resident killer whale.

6.3.2 Primary Constituent Element #2: Prey Quantity, Quality, and Availability

Southern Resident killer whales prey mainly on salmonids and may prefer chinook and chum salmon runs within Puget Sound (NOAA 2006a). Consumption of a considerable biomass of fish is vital to growth and sexual maturity in Southern Residents and enables population growth of the pods.

The Project's only effects on salmonids would be through temporary impacts to water quality. However, as discussed in Section 5.2, potential impacts to water quality would be localized and temporary, and would not reach levels that would adversely affect salmonids. Overall, the Project would not adversely affect Chinook salmon. Over the long-term, the Project would have no effect on prey resources. Thus, the Project's effects on PCE 2 would be undetectable.

6.3.3 Primary Constituent Element #3: Passage Conditions

As discussed in Section 4.1.6, only one sighting of Southern Resident killer whale have been documented in Fidalgo Bay (Osborne 2008). Further, the likelihood of Southern Resident killer whale entering the far shore of the confined, shallow, active CSM within Fidalgo Bay is extremely remote. The Action Area would be virtually inaccessible due to the narrow, shallow nature of the location. Based on the location of the proposed project and the Action Area, the action would have no effects on passage conditions. Thus, the Project would have no effects on PCE 3.

Overall, the Project would have no effects on Southern Resident killer whale critical habitat.

7. REGULATORY CONSIDERATION AND MITIGATION MEASURES

Federal, state, and local permits contain conditions that are intended to reduce the potential for short-term effects from in-water Project activities and long-term effects from habitat impacts. These provisions comprise an extensive list of considerations and measures that are applied to projects in or near estuarine and marine waters.

7.1 GENERAL MEASURES:

- Timing restrictions specifying that construction must occur when juvenile salmonids are absent or present in very low numbers in the adjacent water body would be strictly observed. All timing restrictions that may be established by WDFW, the USACE, NMFS, or USFWS would be strictly observed (USACE permit and HPA).
- Water quality standards and procedures that limit the impact of turbidity to a defined mixing zone would be observed (401 Water Quality Certification).
- Project construction will be completed in compliance with WAC 173-201A.
- Any discharge of oil, fuel or chemicals into state waters is prohibited.
- Fuel hoses, oil drums, oil or fuel transfer valves and fittings, etc., shall be checked regularly for drips or leaks and shall be maintained and stored properly to prevent spills into state waters. Proper security shall also be maintained to prevent vandalism.
- Corrective actions will be taken in the event of any discharge of oil, fuel, or chemicals into the water, including:
    - In the event of a spill, containment and cleanup efforts will begin immediately and be completed as soon as possible, taking precedence over normal work. Cleanup will include proper disposal of any spilled material and used cleanup material.
    - The cause of the spill shall be assessed, and appropriate action will be taken to prevent further incidents or environmental damage.
- Spills and/or conditions resulting in distressed or dying fish shall be reported immediately to DOE's Northwest Regional Spill Response Office at (425) 649-7000 (a 24-hour phone number). Spills of oil or hazardous materials also shall be reported immediately to the National Response Center at 1 (800) 424-8802 and the Washington Emergency Management Division at 1 (800) 258-5990 or 1 (800) OILS-911.
- The contractor will comply with permit conditions.

7.1 GENERAL MEASURES DURING ALL ACTIVITIES

- The contractor will comply with permit conditions.

- Operations will be stopped temporarily if listed species are observed as injured, sick, or dead in the project area to evaluate whether additional listed species are present and to assess whether operations may continue without further impact. NMFS law enforcement will be notified, and fish will be handled with care to ensure effective treatment or analysis of cause of death or injury.
- Construction barges will be staged in areas of sufficient water depth so as to not ground out during low water conditions.
- The contractor will have a spill containment kit, including oil-absorbent materials, on site to be used in the event of a spill or if any oil product is observed in the water.
- The contractor is responsible for the preparation of a Spill Prevention, Control, and Countermeasures (SPCC) plan to be used for the duration of the Project.
    - The SPCC plan will: 1) identify construction planning elements and recognize potential spill sources in the Action Area,
    - 2) outline the response actions in the event of a spill or release and identify notification and reporting procedures,
    - 3) outline contractor management elements such as personal responsibilities, site security and inspections, and training, and
    - 4) outline what measures shall be taken by the contractor to prevent the release or spread of hazardous materials, either found on-site and encountered during construction but not identified in contract documents, or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. Hazardous materials include but are not limited to gasoline, oils, and chemicals, and are further defined in RCW 70.105.010.

7.2 Measures during Pile Driving

- Vibratory pile driving will be used to the extent possible.
- A bubble curtain will be used during all impact pile proofing.
- The Port will work with NOAA Fisheries and USFWS during consultation to develop additional measures, which may include seasonal scheduling and/or monitoring to minimize potential impacts on Southern Resident killer whales and marbled murrelets during specific pile driving activities.

8. CONCLUSIONS AND DETERMINATIONS

8.1 LISTED SPECIES

8.1.1 Puget Sound Chinook Salmon, Coastal-Puget Sound Bull Trout and Puget Sound Steelhead Trout

The Project would result in negligible effects on ESA-listed salmonids potentially present in the Action Area. Construction activities are expected to result in minimal adverse impacts to the listed species, and the quality of habitat within the CSM reduces the likelihood that these fish species would be present. The increase in overwater coverage will occur in a portion of the CSM that supports little if any habitat for these species. If fish are present within the CSM, they are expected to be shoreline oriented and not within portions of the CSM with depths of -12 ft to -14 ft MLLW. The new A-Dock will be installed further from the MHHW and will also eliminate creosote pile. The project will entail the installation of 12 LWD structures within the CSM to provide habitat within for fish while migrating through the marina. Overall, based on the analysis in this BE, the Project ***may affect, but is not likely to adversely affect*** Puget Sound chinook salmon, Coastal-Puget Sound bull trout, and Puget Sound steelhead trout.

8.1.2 Bocaccio and Yelloweye Rockfish

The Action Area is marginal habitat for juvenile bocaccio and canary rockfish and is not expected to be used at all by juvenile yelloweye or by adults of any of these species. Any juveniles may temporarily avoid the Action Area during pile removal and installation due to turbidity. However, this would have negligible effects on their foraging success due to the abundance of similar habitat in the immediate vicinity. The Project's long-term effects on rockfish would be negligible. Based on the analysis in this BE, the Project ***may affect, but is not likely to adversely affect*** bocaccio and yelloweye rockfish.

8.1.3 Marbled Murrelet

It is unlikely that marbled murrelets would occur in the Action Area. The Action Area is poor foraging habitat. If present, the Project's effects on marbled murrelet would be negligible. Based on the analysis in this document, the Project ***may affect, but is not likely to adversely affect*** marbled murrelets.

8.1.4 Southern Resident Killer Whale and Humpback Whale

Since no sightings of Southern Resident killer whale or humpback whale have been reported in Fidalgo Bay, and since the CSM is very shallow and confined and subject to heavy boating traffic, the likelihood of Southern Resident killer whale or humpback whale entering the Action Area at any time is discountable. Based on the analysis in this BE, the Project will have ***no effect*** on Southern Resident killer whale or humpback whale.

8.1.5 Leatherback Sea Turtle

There are no documented occurrences of leatherback sea turtles in Puget Sound. There is no real likelihood of their presence in the Action Area at any time. Thus, the Project would have ***no effect*** on leatherback sea turtles.

8.2 PROPOSED AND DESIGNATED CRITICAL HABITATS

8.2.1 Puget Sound Chinook Salmon Critical Habitat

The Project would have negligible effects on Puget Sound chinook salmon critical habitat. Short-term water quality impacts from pile removal and installation would be minor and localized. Over the long-term, no impacts are anticipated. Therefore, the Project ***may affect, but is not likely to adversely affect*** chinook salmon critical habitat.

8.2.2 Southern Resident Killer Whale Critical Habitat

Based on the shallow, confined nature of the Action Area, there is virtually no chance of Southern Resident killer whale use of the habitat, even though it is mapped as critical habitat. Impact on prey resources would be negligible and undetectable. The Project would have no long-term effects on Southern Resident killer whale critical habitat. Therefore, the Project would have ***no effects*** on Southern Resident killer whale critical habitat.

8.2.3 Rockfish Critical Habitat

The Project would have negligible effects on proposed nearshore rockfish critical habitat through temporary impacts to water quality and prey species. The Project would have no long-term effects on habitat features. Therefore, the Project ***may affect, but is not likely to adversely affect*** rockfish critical habitat.

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PORT OF ANACORTES A-DOCK DEMOLITION AND REPLACEMENT – CAP SANTE MARINA

SHEETS

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MHW = 7.4
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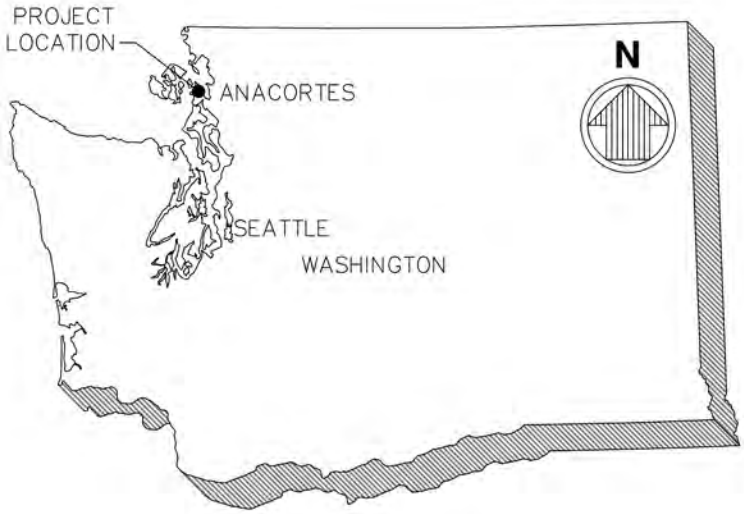

VICINITY MAP

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LOCATION MAP

SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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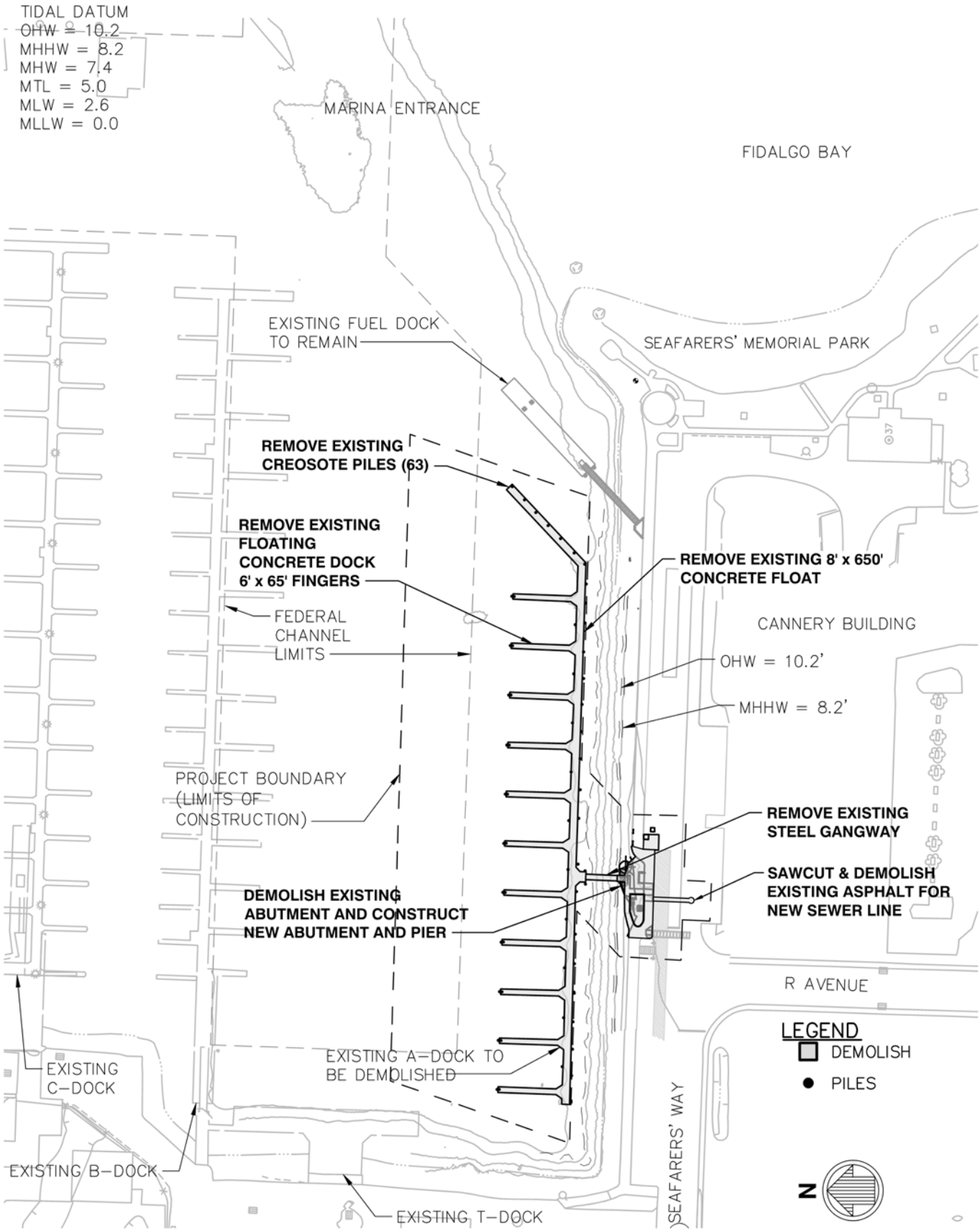

EXISTING PLAN AND DEMOLITION

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LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT

PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES

IN: FIDALGO BAY

NEAR/AT: ANACORTES

COUNTY: SKAGIT

STATE: WA

APPLICANT: PORT OF ANACORTES

ADJACENT PROPERTY OWNERS:

1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

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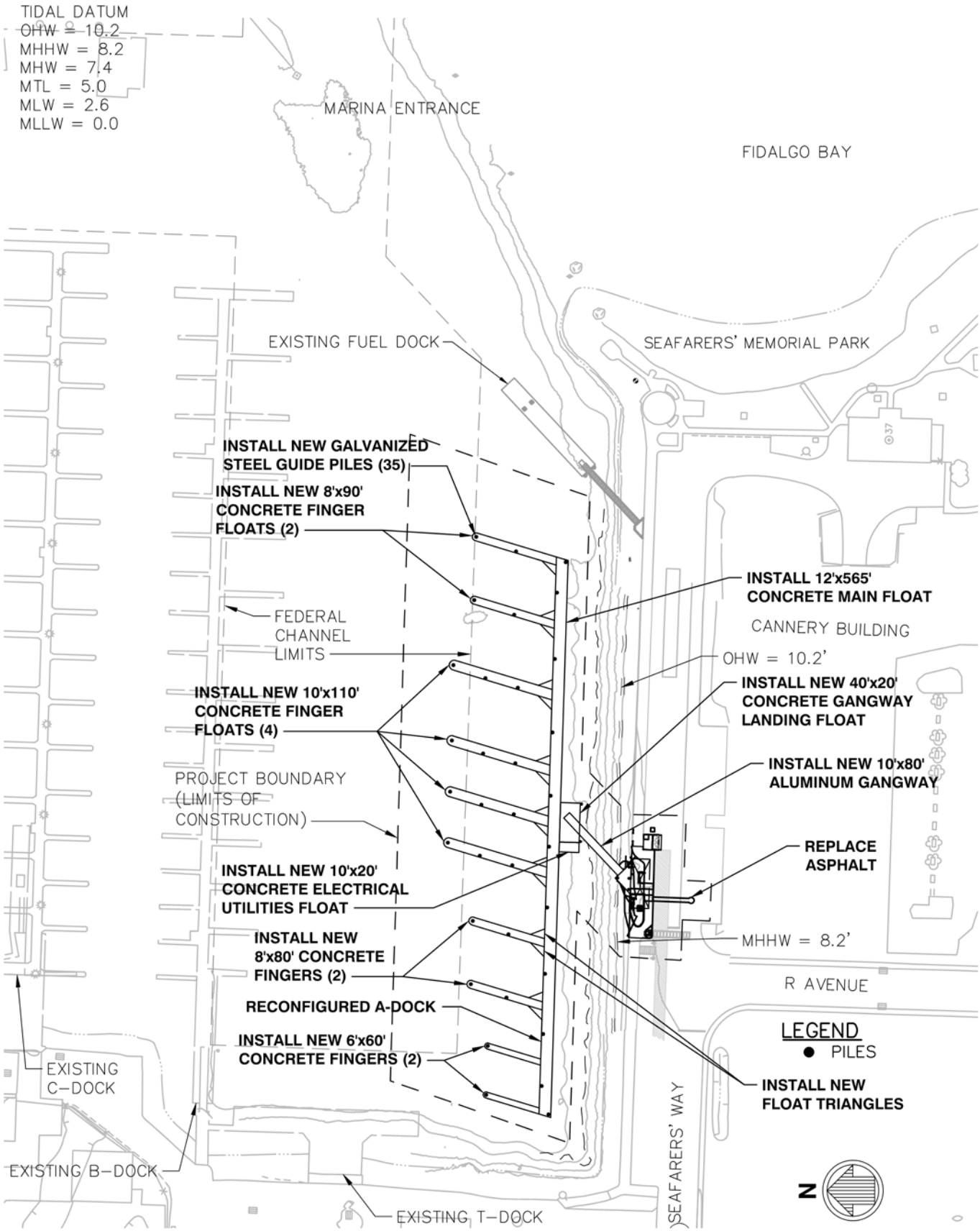

PROPOSED PLAN
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LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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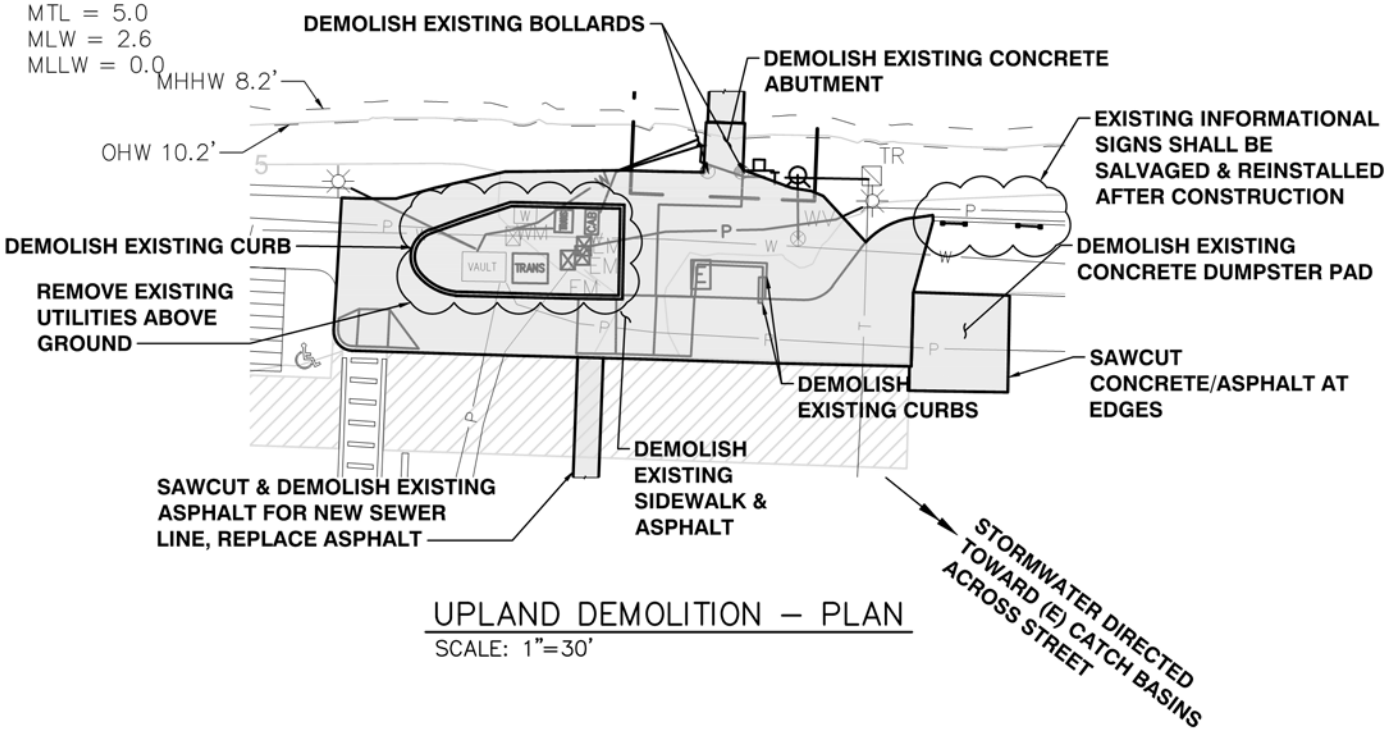

UPLAND DEMOLITION – PLAN

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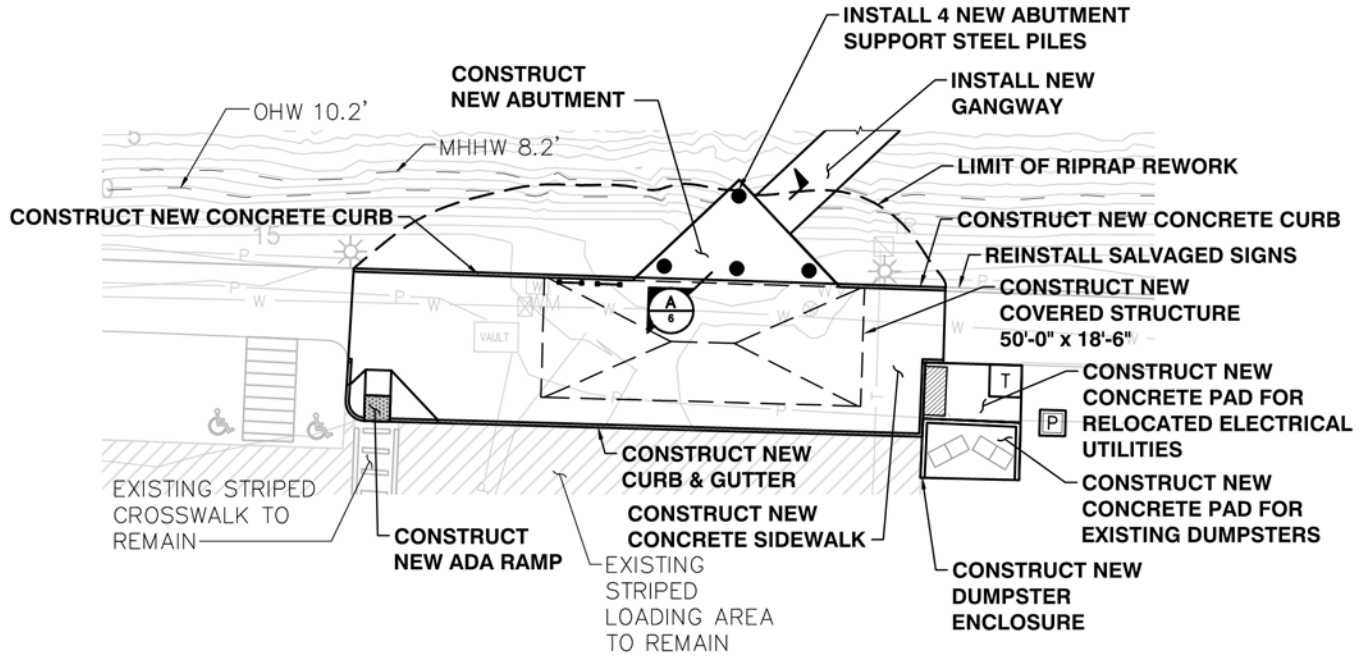

UPLAND PROPOSED – PLAN

SCALE: 1"=30'

N

15' 0' 15' 30'

SCALE: 1"=30'

LEGEND

- DEMOLISH
- PILES

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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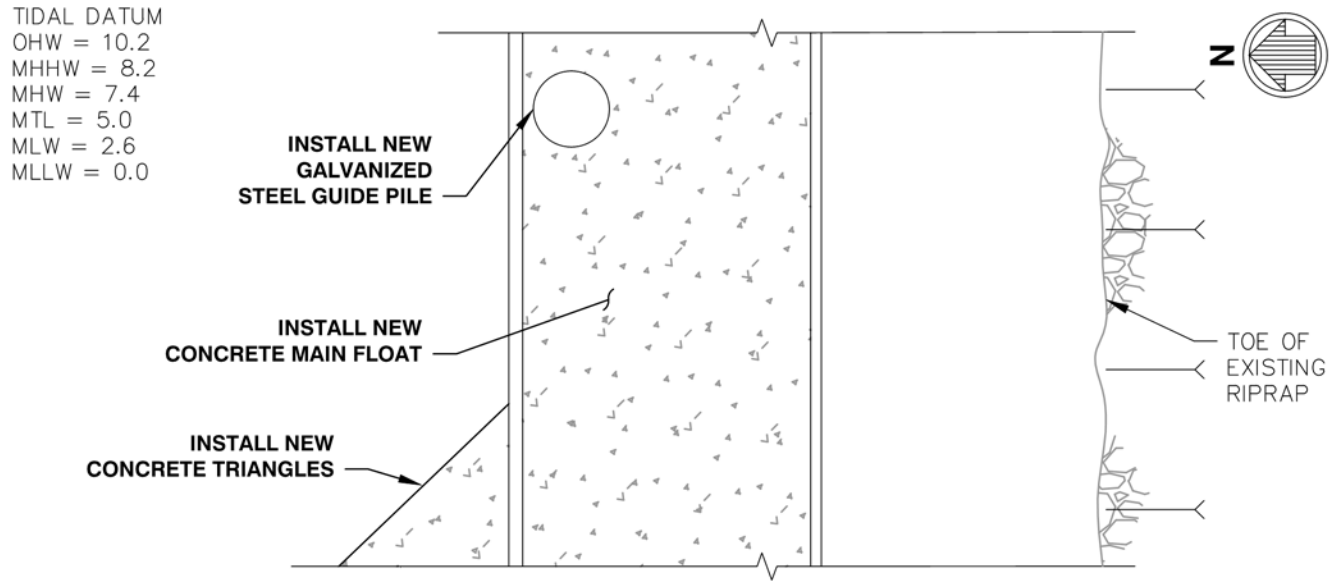

PROPOSED MAIN FLOAT – PARTIAL PLAN (TYP)

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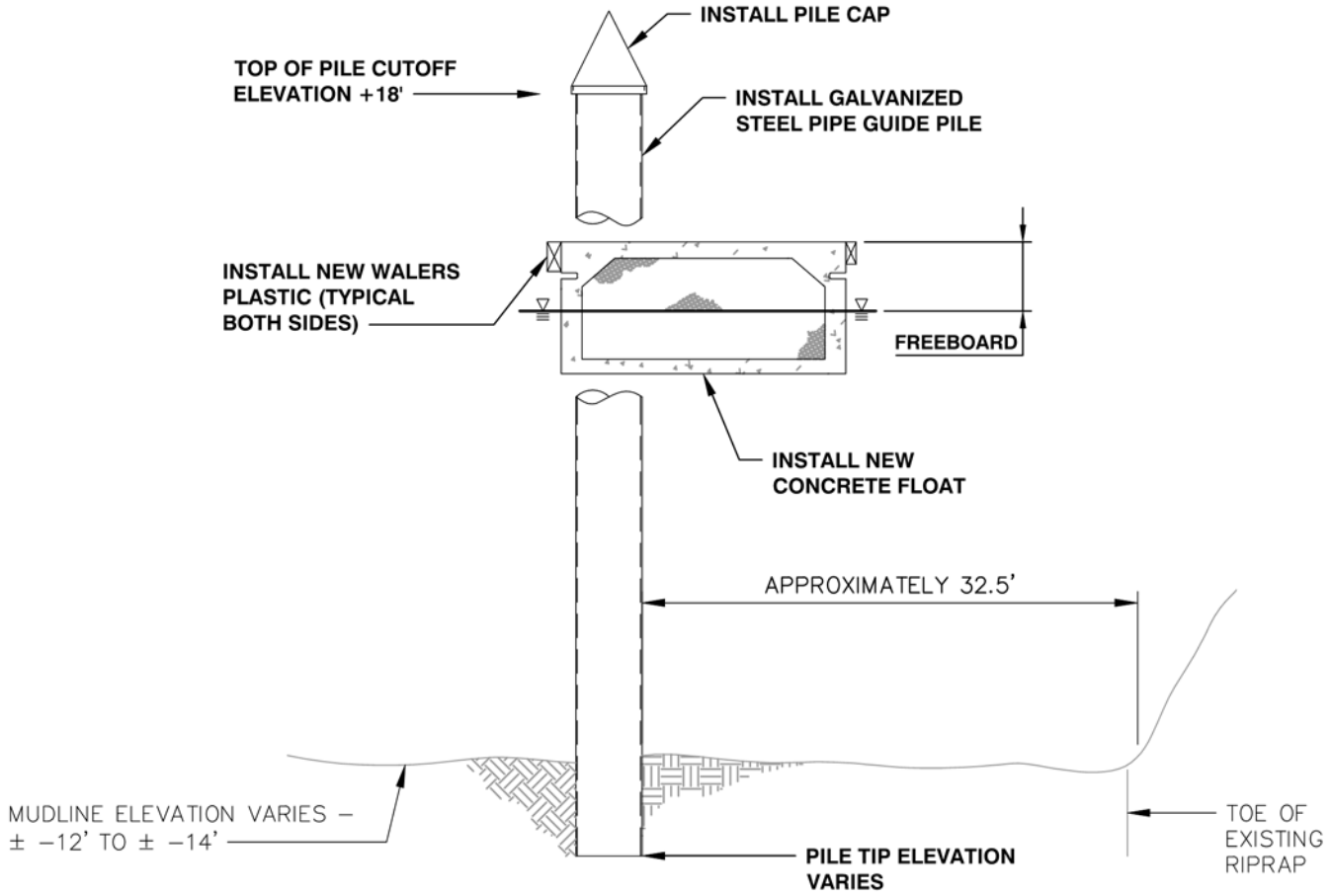

PROPOSED MAIN FLOAT – SECTION (TYP)

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APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PAGE: 5 OF 8 DATE: 12/20/2017

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT STATE: WA

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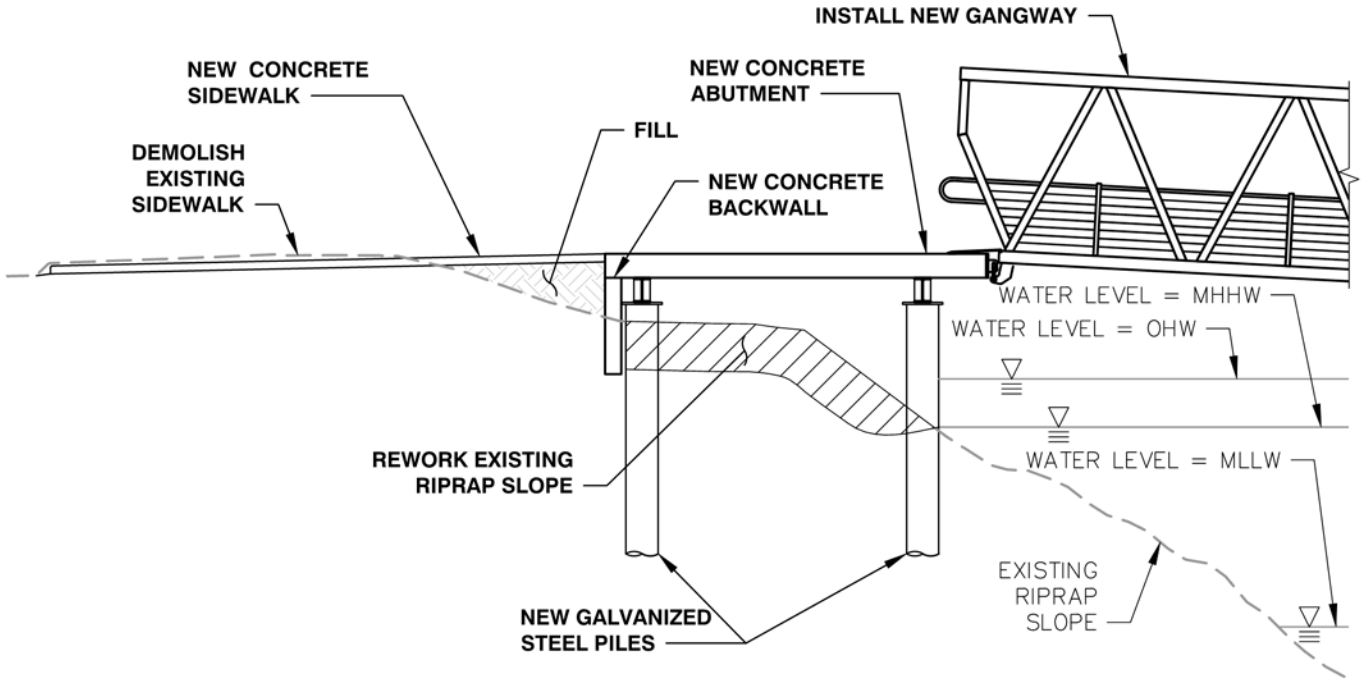

PROPOSED ABUTMENT – SECTION A

SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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ROTARY PARK PICNIC AREA

PEDESTRIAN WALKWAY

ROCK JETTY

INSTALL LARGE WOODY DEBRIS STRUCTURES (12) ANCHORED WITH CABLES AND SCREW ANCHORS

Q-DOCK

FIDALGO BAY

P-DOCK

SEAFARERS' MEMORIAL PARK

BREAKWATER

PUMP OUT FLOAT

MARINA ENTRANCE

CANNERY BUILDING

R AVENUE

REPLACED A-DOCK

SEAFARERS' WAY

EXISTING SITE

MITIGATION SITE PLAN
SCALE: 1"=300'

N

300' 0' 300' 600'
SCALE: 1"=300'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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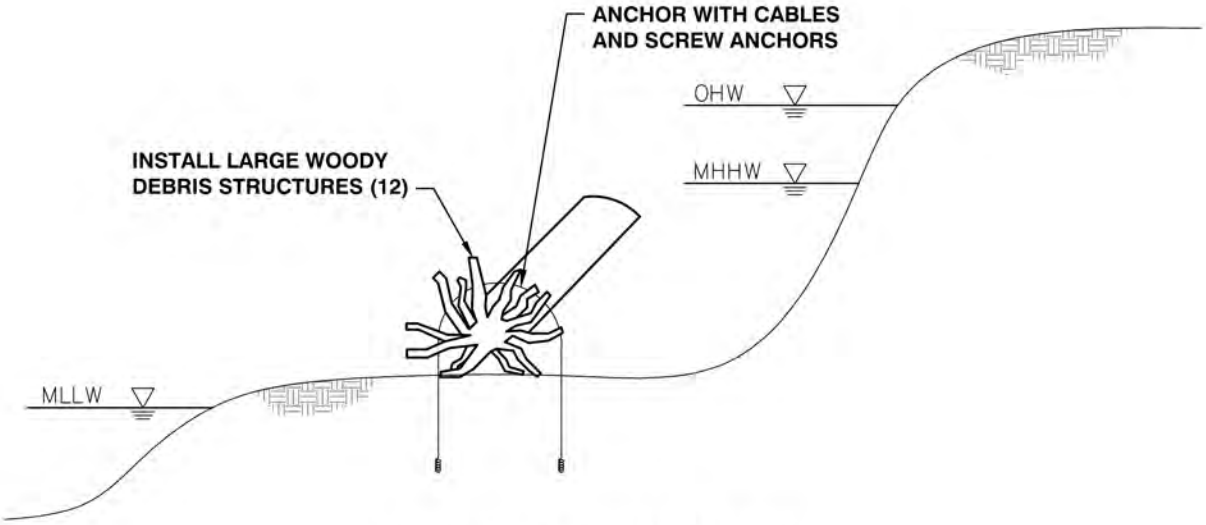
EXAMPLE – LARGE WOODY DEBRIS IN CAP SANTE MARINA WEST BASIN



MITIGATION SECTION (TYP)
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LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
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NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
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3. CITY OF ANACORTES

DATE: 12/20/2017

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PORT OF ANACORTES A-DOCK DEMOLITION AND REPLACEMENT – CAP SANTE MARINA

APPENDIX A: ESSENTIAL FISH HABITAT ASSESSMENT

PORT OF ANACORTES A-DOCK DEMOLITION AND REPLACEMENT – CAP SANTE MARINA

ESSENTIAL FISH HABITAT ASSESSMENT

PREPARED FOR:

PORT OF ANACORTES
100COMMERCIAL AVENUE
ANACORTES, WA 98221

PREPARED BY:

GRETTE ASSOCIATES LLC
2102 NORTH 30TH, SUITE A
TACOMA, WASHINGTON 98403
(253) 573-9300

151 SOUTH WORTHEN, SUITE 101
WENATCHEE, WASHINGTON 98801
(509) 663-6300

DECEMBER 2017

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

1. BACKGROUND

Pursuant to the Magnuson-Stevenson Fishery Conservation Management Act (MSFCMA) and the 1996 Sustainable Fishery Act, an evaluation of impacts of the Replacement of the A-Dock Project on Essential Fish Habitat (EFH) is necessary. EFH is defined by the MSFCMA in 50 CFR 600.905-930 as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The Pacific Fisheries Management Council (PFMC) has designated EFH for the Pacific salmon fishery, federally managed ground fishes, and coastal pelagic fishes (NOAA Fisheries 1999, PFMC 1999).

In Washington, EFH for the Pacific salmon fishery includes all those streams, lakes, ponds, wetlands and other water bodies currently or historically accessible to Chinook (*Oncorhynchus tshawytscha*), coho (*Oncorhynchus kisutch*), and pink salmon (*Oncorhynchus gorbuscha*), except above impassible barriers (PFMC 1999). In estuarine and marine areas, designated EFH for Chinook, coho and pink salmon extends from nearshore and tidal submerged environments within state territorial waters out to the full extent of the Exclusive Economic Zone (EEZ) off the Washington coast (PFMC 1999).

The EFH designation for ground fishes and coastal pelagics includes those waters and substrates necessary to ensure the production needed to support a long-term sustainable fishery. Ground fish and coastal pelagic EFH within marine waters of Washington also extends from the nearshore and tidal submerged environment out to the EEZ.

The west coast ground fish management unit includes 83 species that typically live on or near the bottom of the ocean. Species groups include skates and sharks, rockfishes, flatfishes and ground fishes. Coastal pelagics are schooling fishes that migrate in coastal waters. West coast pelagics include the pacific sardine (*Sardinops sagax*), Pacific chub (*Scomber japonicus*), northern anchovy (*Engraulis mordax*), jack mackerel (*Trachurus symmertircus*) and market squid (*Loligo opalescens*).

The objective of this EFH assessment is to determine whether or not the A-Dock Replacement "may adversely affect" designated EFH for relevant commercially, federally-managed fisheries species within the proposed Action Area. It also described conservation measures proposed to avoid, minimize or otherwise offset potential adverse effects to designated EFH associated with the Action Area.

2. ESSENTIAL FISH HABITAT ANALYSIS

2.1 ESSENTIAL FISH HABITAT WITHIN THE ACTION AREA

Salmonid, groundfish, and pelagic species and life-stages with designated EFH in Puget Sound estuaries that may be present in the Action Area are listed in Table 1, below.

Table 1. Fish species and life-stages with designated essential fish habitat in Puget Sound

Guild / Common Name	Species Name	Adults	Eggs	Juveniles	Larvae
Groundfish[1]					
Big skate	*Raja binoculata*	x	x	x	
Black rockfish	*Sebastes melanops*	x		x	
Blue rockfish	*Sebastes mystinus*	x		x	x
Bocaccio	*Sebastes paucispinis*	x		x	x
Brown rockfish	*Sebastes auriculatus*	x		x	
Butter sole	*Isopsetta isolepis*	x	x	x	x
Cabezon	*Scorpaenichthys marmoratus*	x	x	x	x
China rockfish	*Sebastes nebulosus*	x		x	
Copper rockfish	*Sebastes caurinus*	x		x	
Dover sole	*Microstomus pacificus*	x	x	x	x
English sole	*Parophrys vetulus*	x	x	x	
Flathead sole	*Hippoglossoides elassodon*	x		x	
Greenstriped rockfish	*Sebastes elongatus*	x		x	x
Kelp greenling	*Hexagrammos decagrammus*	x	x	x	x
Lingcod	*Ophiodon elongatus*			x	x
Longnose skate	*Raja rhina*	x	x	x	
Pacific cod	*Gadus macrocephalus*	x			
Pacific hake	*Merluccius productus*	x		x	
Pacific sanddab	*Citharichthys sordidus*	x	x	x	x
Petrale sole	*Eopsetta jordani*	x		x	
Quillback rockfish	*Sebastes maliger*	x		x	x
Redstripe rockfish	*Sebastes proriger*	x		x	x
Rex sole	*Glyptocephalus zachirus*	x		x	
Rock sole	*Lepidopsetta bilineata*	x	x	x	x
Sablefish	*Anoplopoma fimbria*	x	x	x	x
Sand sole	*Psettichthys melanostictus*	x	x	x	x
Spiny dogfish	*Squalus acanthias*	x		x	
Splitnose rockfish	*Sebastes diploproa*	x		x	x
Spotted ratfish	*Hydrolagus colliei*	x	x	x	
Starry flounder	*Platichthys stellatus*	x	x	x	x
Tiger rockfish	*Sebastes nigrocinctus*	x		x	x
Widow rockfish	*Sebastes entomelas*	x		x	x
Yelloweye rockfish	*Sebastes ruberrimus*	x			x
Yellowtail rockfish	*Sebastes flavidus*	x		x	

Guild / Common Name	Species Name	Adults	Eggs	Juveniles	Larvae
Pacific Salmon[2]					
Chinook	*Oncorhynchus tshawytscha*	x		x	
Coho	*Oncorhynchus kisutch*	x		x	
Puget Sound pink	*Oncorhynchus gorbuscha*	x		x	
Coastal Pelagics[2]					
Northern anchovy	*Engraulis mordax*	x	x	x	x
Pacific sardine	*Sardinops sagax caerulea*	x			
Pacific mackerel	*Scomber japonicus*	x			
Market squid	*Loligo opalescens*	x			

[1] Based on information from EFH database provided by J. Stadler (NFMS) dated January 16, 2007.
[2] Based on previously published Puget Sound EFH lists from NFMS used in EFH Assessments through 2006.

All three of the Pacific salmon management unit species (chinook, coho and pink salmon) may be present within the Project Action Area (WDFW 2013). However, spawning and rearing of these species does not occur in the Action Area. The nearest streams with salmon spawning and rearing are approximately 12 miles away (WDFW 2013). Therefore, all three salmonid species may use the Action Area for adult migration and juvenile out-migration.

Many of the ground fish species that occur in Puget Sound may also occur within the Action Area. West coast pelagic fishes are primarily associated with open ocean and coastal areas (PFMC 1998) and are therefore not likely to occur within the Action Area.

2.2 DESCRIPTION OF THE PROPOSED ACTION

Detailed descriptions of proposed Project activities may be found in Section 2.2 of the BE. The potential for impacts to designated EFH within the Action Area is primarily associated with the impact on habitat, water quality, and prey assemblages associated with the removal of the existing A-Dock, installation of the proposed A-Dock, and the installation of the LWD structures.

Table 2. Affected EFH by Project element and proposed conservation measures

Project Element	Affected EFH	Impact Mechanism	Applicable Conservation Measures (see list below)
Pile Removal and Replacement	Groundfish, pelagic and salmonid EFH (Waters)	The proposed project will remove 63 creosote treated timber pile and install 35 galvanized steel piles. Pile driving associated with pile replacement will result in minor, temporary and localized increases in turbidity. There will be no long-term effect on turbidity in the vicinity of the Project. There is potential for an unintentional release of fuel, lubricants, or hydraulic fluid from the construction equipment that could lead to adverse impacts to the water column EFH.	1 (for salmonid EFH only), 2, 3, 4, 5, 6, 7, and 8
	Groundfish, pelagic and salmonid EFH (Substrate)	Sessile invertebrate and marine algae concentrations within the marina will be temporarily decreased during and shortly following Project construction when the existing timber pile and other in-water structures are removed. This could cause a short-term loss of primary productivity and food resources. However, no long-term effects to EFH are expected, as these communities are expected to quickly recolonize the new pile.	1 (for salmonid EFH only), 2, 3 and 4
A-Dock Replacement	Groundfish and salmonid EFH (Waters)	The proposed project will remove the existing concrete dock and replace it with an update concrete structure. The update to A-Dock will result in an increase of 7,046 sq ft of overwater coverage. However, the Project has been specifically designed to minimize the impacts to the existing conditions within the CSM. The increase in overwater coverage will occur within subtidal habitat, which will result in minimal impacts.	1 (for salmonid EFH only), 2, 3, 4, 6, 7, 8, 9 and 10
Installation of large woody debris structures	Groundfish, pelagic and salmonid EFH (Waters)	A total of 12 Large woody debris structures will be installed within the northwest portion of the CSM. The structures will provide forage and refuge habitat for fish migrating through the CSM. The majority of the shoreline within the CSM is devoid of habitat, and the structures will result in a pocket of habitat.	11, 12, and 13
	Groundfish, pelagic and salmonid EFH (Substrate)	A total of 12 Large woody debris structures will be installed within the northwest portion of the CSM. The structures will be installed between MHHW and approximately 5 ft MLLW within an area consisting of gravel and cobble.	11, 12, and 13

List of Applicable Conservation Measures

1. Timing restrictions specifying that in-water work must occur when juvenile salmonids are absent or present in very low numbers.
2. Compliance with applicable State water quality standards (WAC 173-201A).
3. Compliance with WDFW HPA conditions.
4. The contractor is responsible for the preparation of a SPCC plan to be used for the duration of the Project. The plan shall be submitted to the Project engineer prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor.
5. Removal of approximately 63 existing creosote-treated timber piles will have a long-term beneficial effect on water column EFH.
6. Site morphology contains pile driving sound to a large extent due to the CSM, rock attenuators, and Cap Sante Head.
7. SPL attenuation measures such as a bubble curtain would be used during impact pile driving.

8. The size and number of piles have been reduced to the minimum necessary to anchor the floats
9. Extension of the gangway will locate the main float approximately 55 ft waterward of the MHHW, which is approximately 20 ft waterward of the existing main float. The installation of the dock at this distance will result in the impacts of the new dock within subtidal habitat -12 ft to -14 ft MLLW, away from the intertidal and shallow subtidal habitat along the shoreline. This would minimize any potential impacts of the project on the migration of fish through the marina, which is expected to occur within the shallow water along the shoreline.
10. The new A-Dock configuration will reduce the total number of pile required (35 pile).
11. A total of twelve (12) 16-20 ft logs with rootwads (18-30-inch diameter) will be anchored with screw anchors and cables.
12. The LWD structures will be installed over approximately 3,300 sq ft within a portion of shoreline consisting of gravel and cobble.
13. The LWD structures will be anchored using helical screw anchors or duckbill anchors in order to minimize the disturbance to the existing substrates. The installation of the LWD would also occur within a portion of the shoreline devoid of saltmarsh.

As designed, the proposed project is not anticipated to result in adverse impacts to designated EFH within the Action Area. The removal of creosote pile, installation of the dock with subtidal (-12 ft to -14 ft MLLW) habitat, and the placement of LWD structures will ensure that the proposed project will not impact existing EFH.

2.3 POTENTIAL ADVERSE EFFECTS OF THE PROJECT

This assessment of whether proposed Project activities may adversely affect designated EFH within the Action Area is based on information in the documents referenced above (NMFS 1998; PFMC 1998a, 1998b, 1999).

The primary elements of the Project that could potentially impact designated EFH, and Conservation Measures that would avoid and minimize impacts, are summarized in Table 2, above. Detail about all potential Project impacts on species of concern may be found in Section 5 of the BE.

3. CONCLUSIONS AND DETERMINATION OF EFFECTS

3.1 Salmonid EFH

The impacts of the Project on salmonid habitat are shown in Table 2. Increased turbidity and potential spills from construction equipment may temporarily impact water column EFH, but these impacts would be localized, minimal, and temporary in nature. Changes to epibenthic communities would be short-term, very minor in extent, and would not likely adversely affect salmonid EFH. Overall, the Project ***will not adversely affect salmonid EFH***.

3.2 GROUNDFISH EFH

The impacts of the Project on groundfish EFH are shown in Table 2. Increased turbidity and potential spills from construction equipment may temporarily impact water column EFH, but these impacts would be localized, minimal, and temporary in nature. Substrate EFH would experience short-term changes to the epibenthic community following pile driving, but over the long term would be unaffected. Overall, the Project ***will not adversely affect groundfish EFH***.

3.3 COASTAL-PELAGIC EFH

The impacts of the Project on coastal-pelagic EFH are shown in Table 2. Increased turbidity and potential spills from construction equipment may temporarily impact water column EFH, but these impacts would be localized, minimal, and temporary in nature. The impact of increased turbidity would be limited to relatively shallow water and would not affect pelagic species. Based on the temporary effects of the Project on water column EFH, the Project ***will not adversely affect coastal-pelagic EFH***.

4. REFERENCES CITED

National Marine Fisheries Service (NMFS). 1998. Essential Fish Habitat West Coast Groundfish Appendix. NMFS, Seattle, Washington.

Pacific Fishery Management Council (PFMC). 1998a. The Pacific Coast Groundfish Fishery Management Plan. Pacific Fishery Management Council, Portland, Oregon.

Pacific Fishery Management Council (PFMC). 1998b. Coastal Pelagics Fishery Management Plan. Pacific Fishery Management Council, Portland, Oregon.

Pacific Fishery Management Council (PFMC). 1999. Appendix A. Identification and Description of Essential Fish Habitat, Adverse Impacts, and Recommended Conservation Measures for Salmon. Pacific Fishery Management Council, Portland, Oregon.

Pacific International Engineering 1999. West Blair terminal project. Fairliner habitat area and Rhone-Poulenc habitat area monitoring report, 1997. Prepared for The Port of Tacoma, Washington.

Washington Department of Fish and Wildlife (WDFW). 2013. *SalmonScape* on-line GIS salmonid distribution mapper. Queried August 29, 2013.

PORT OF ANACORTES A-DOCK DEMOLITION AND REPLACEMENT – CAP SANTE MARINA

APPENDIX B: EELGRASS SURVEY

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

TECHNICAL MEMORANDUM

Prepared for: Port of Anacortes — Date: July 28, 2017

Prepared by: Grette Associates LLC — File No.: 100-26-16

Re: Preliminary Eelgrass Survey at A-Dock within the Cap Sante Marina in the City of Anacortes (September 2016)

INTRODUCTION

This Technical Memorandum presents the results of the preliminary eelgrass and macroalgae survey at A-Dock within the Cap Sante Marina in the City of Anacortes. Eelgrass and macroalgae are defined as saltwater habitat of special concern within the Washington Administrative Code (WAC), and as a result, the Washington Department of Fish and Wildlife (WDFW) requires projects to 1) avoid impacting eelgrass and macroalgae, 2) minimize unavoidable impacts, and 3) mitigate for any impacts. Based on previous surveys within the Cap Sante Marina, eelgrass and macroalgae are not expected to occur within the proposed project area. The eelgrass and macroalgae survey was conducted as part of the initial planning phases of the proposed demolition and replacement of A-Dock. The survey would verify the presence or absence of eelgrass and macroalgae and assist with the development restrictions and potential mitigation actions for the proposed project. The survey area was established to encompass the entire footprint of the proposed demolition and replacement of the A-Dock (Figure 1). The eelgrass and macroalgae survey was conducted in September 2016.

METHODS

Methods for this survey were based on the WDFW Preliminary Eelgrass/Macroalgae Habitat Survey Guidelines. Since eelgrass and macroalgae are not known to occur within the Project Area, a total of 17 transects were established perpendicular from the MHHW and extending throughout the entire Project Area. The Project Area included the existing footprint of A-Dock, the proposed footprint of A-Dock, and the potential construction footprint. The eelgrass transects were spaced 40 ft apart based on the similarity of existing habitat conditions within the Project Area. The transects were oriented perpendicular to the existing riprap shoreline and extended below the existing A-Dock. The landward ends of the transects were located at approximately +4 ft MLLW and each transect was approximately 180 ft long. In total, the survey will encompass approximately 40,000 sq ft of the Project Area. The transects extended into the center of the fairway to a depth of approximately -12 to -14 ft MLLW.

Each transect was surveyed for eelgrass, macroalgae, and substrates along with any other habitat features. The survey determined presence of eelgrass by a pair of divers along all 17 transects.

Along each transect, each diver conducted observations within 2 meters of the transect (East and West sides). If eelgrass was observed, it would be marked with a buoy for later surveying using a dGPS. If eelgrass was observed, the total number of turions would be estimated (by either count or densities), and the health of the eelgrass would be recorded (turion length, signs of distress, etc.). Macroalgae species diversity and percent coverage would be collected. Macroalgae data would be presented as a general qualitative text description of macroalgae presence within the project area.

Figure 1. A-Dock Demolition and Replacement Eelgrass Survey Area.

Figure 2. A-Dock Demolition and Replacement Eelgrass Survey Area.

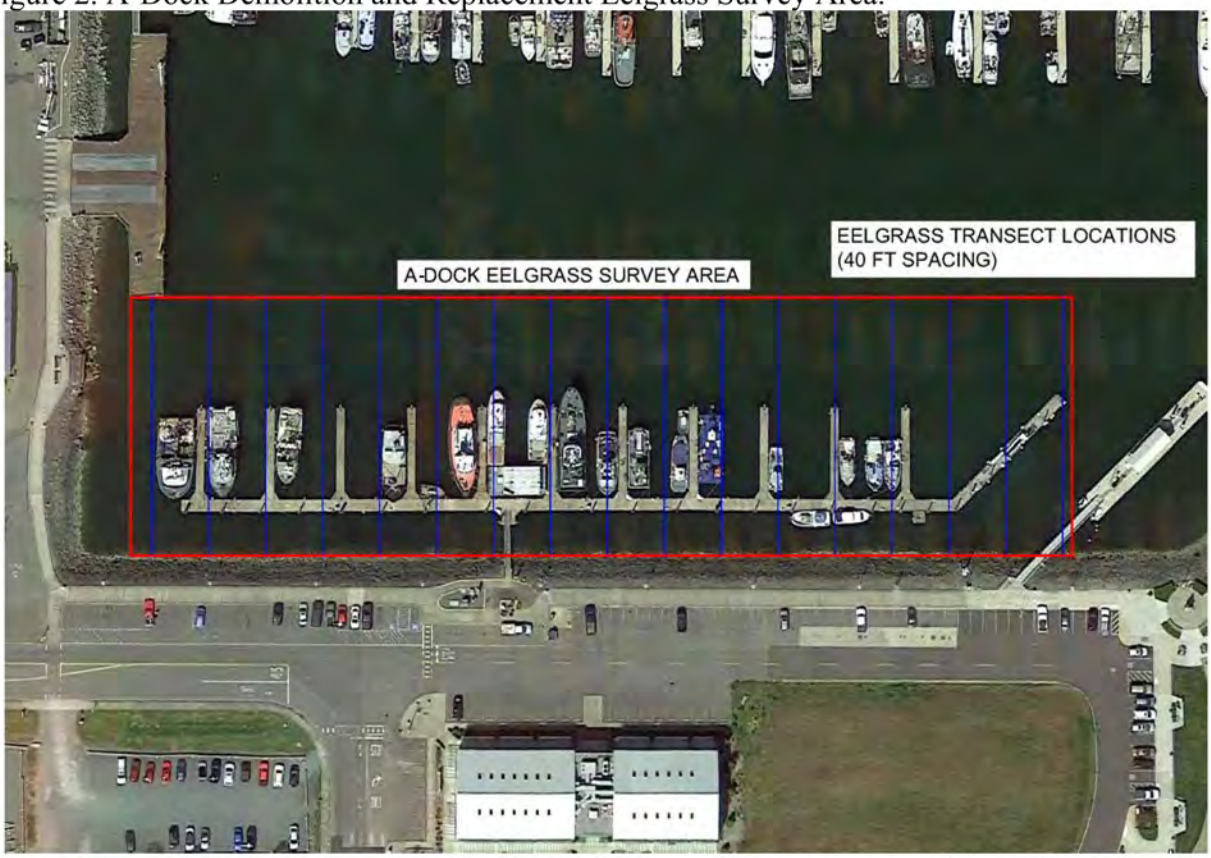

Figure 3. Survey Transect Locations for the Preliminary Eelgrass Survey of the A-Dock in the Cap Sante Marina.

RESULTS

The results of the eelgrass and macroalgae survey indicated that there is no eelgrass or macroalgae present within the Project Area. Each of the transects started at an elevation around +4 ft MLLW along the steeply sloped riprap shoreline. The riprap slope extended down to a depth of approximately -11 to -14 ft MLLW, maximum 20 ft along the transect. The riprap transitions into a flat unconsolidated mud substrate, which has been significantly impacted by the maintenance dredging of the Cap Sante Marina. The soft mud does not provide suitable substrates for eelgrass and does not provide attachment points for macroalgae. There is shell debris that has been knocked off the piling and other debris typically observed within a marina. Table 1 below presents the conditions observed along each transect.

Table 1. Eelgrass Survey Transect Data

Transect # / Length	Eelgrass Present	Macroalgae Present	Substrate	Comments
1 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
2 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles
3 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles. Garbage debris.
4 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
5 / 182	No	None present	Riprap / Flat, unconsolidated mud	
6 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
7 / 182	No	None present	Riprap / Flat, unconsolidated mud	
8 / 182	No	None present	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles
9 / 182	No	None present	Riprap / Flat, unconsolidated mud	
10 / 182	No	None present	Riprap / Flat, unconsolidated mud	
11 / 182	No	None present	Riprap / Flat, unconsolidated mud	
12 / 182	No	None present	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles
13 / 182	No	None present	Riprap / Flat, unconsolidated mud	
14 / 182	No	None present	Riprap / Flat, unconsolidated mud	Garbage debris.
15 / 182	No	Unattached decomposing Laminaria sp.	Riprap / Flat, unconsolidated mud	
16 / 182	No	None present	Riprap / Flat, unconsolidated mud	Shell debris along transect from piles.
17 / 182	No	None present	Riprap / Flat, unconsolidated mud	

CONCLUSION

The proposed Project Area for the demolition and replacement of the A-Dock is devoid of eelgrass or macroalgae. Additionally, the existing habitat conditions within the Project Area are not suitable for the development of eelgrass and macroalgae.

HYDRAULIC PROJECT APPROVAL

Washington Department of
Fish & Wildlife
PO Box 43234
Olympia, WA 98504-3234
(360) 902-2200

Issued Date: January 25, 2018
Project End Date: January 24, 2023

Permit Number: 2018-4-57+01
FPA/Public Notice Number: N/A
Application ID: 13371

PERMITTEE	AUTHORIZED AGENT OR CONTRACTOR
Port of Anacortes ATTENTION: Sarah Tchang 100 Commercial Ave Anacortes, WA 98221-1560	

Project Name: A-Dock Demolition and Replacement

Project Description: The Port of Anacortes proposes to replace the commercial concrete A-Dock and associated creosote treated timber pilings within Cap Sante Marina with a new concrete dock and galvanized steel float pilings. Existing sanitary sewer services, electrical services, and fire suppression systems will be replaced with new systems. The existing concrete gangway abutment will be replaced with a new concrete abutment and approach pier. The existing float system and 63 treated timber piles will be disposed of at an approved upland disposal site. A barge-mounted vibratory and/or impact hammer will be used for driving approximately 35 in-water float guide piles. Four new galvanized steel support piles will be installed in the dry above MHHW to support the new concrete gangway abutment and approach pier. Approximately 12 large woody debris (LWD) pieces will be installed within the northeast corner of the marina for project mitigation.

PROVISIONS

1. TIMING LIMITATION: To protect fish and shellfish habitats at the job site, work below the ordinary high water line must occur from August 1 and February 15 of any year.

2. APPROVED PLANS: Work must be accomplished per plans and specifications submitted with the application and approved by the Washington Department of Fish and Wildlife, entitled ""A-DOCK DEMOLITION AND REPLACEMENT", sheets 1-8 of 8, dated December 20, 2017, except as modified by this Hydraulic Project Approval. You must have a copy of these plans available on site during all phases of the project construction.

NOTIFICATION

3. PRE- AND POST-CONSTRUCTION NOTIFICATION: You, your agent, or contractor must contact the Washington Department of Fish and Wildlife by e-mail at HPAapplications@dfw.wa.gov; mail to Post Office Box 43234, Olympia, Washington 98504-3234; or fax to (360) 902-2946 at least three business days before starting work, and again within seven days after completing the work. The notification must include the permittee's name, project location, starting date for work or date the work was completed, and the permit number. The Washington Department of Fish and Wildlife may conduct inspections during and after construction; however, the Washington Department of Fish and Wildlife will notify you or your agent before conducting the inspection.

4. FISH KILL/ WATER QUALITY PROBLEM NOTIFICATION: If a fish kill occurs or fish are observed in distress at the job site, immediately stop all activities causing harm. Immediately notify the Washington Department of Fish and Wildlife of the problem. If the likely cause of the fish kill or fish distress is related to water quality, also notify the Washington Military Department Emergency Management Division at 1-800-258-5990. Activities related to the fish kill or fish distress must not resume until the Washington Department of Fish and Wildlife gives approval. The Washington Department of Fish and Wildlife may require additional measures to mitigate impacts.

Washington Department of
Fish & Wildlife
PO Box 43234
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STAGING, JOB SITE ACCESS AND EQUIPMENT

5. Establish the staging area (used for activities such as equipment storage, vehicle storage, fueling, servicing, and hazardous material storage) in a location and manner that will prevent contaminants like petroleum products, hydraulic fluid, fresh concrete, sediments, sediment-laden water, chemicals, or any other toxic or harmful materials from entering waters of the state.

6. Check equipment daily for leaks and complete any required repairs before using the equipment in or near the water.

7. Confine the use of equipment to specific access and work corridor shown in the approved plans.

8. Lubricants composed of biodegradable base oils such as vegetable oils, synthetic esters, and polyalkylene glycols are recommended for use in equipment operated in or near water.

9. Operate vessels with minimal propulsion power to avoid prop scour damage to the bed and marine vegetation habitats.

10. Operate vessels during tidal elevations that are adequate to prevent grounding of the barge.

11. Do not deploy anchors or spuds in seagrass or kelp.

CONSTRUCTION-RELATED SEDIMENT, EROSION AND POLLUTION CONTAINMENT

12. Prevent contaminants from the project, such as petroleum products, hydraulic fluid, fresh concrete, sediments, sediment-laden water, chemicals, or any other toxic or harmful materials, from entering or leaching into waters of the state.

13. Use tarps or other methods to prevent treated wood, sawdust, trimmings, drill shavings and other debris from contacting the bed or waters of the state.

CONSTRUCTION MATERIALS

14. Do not use wood treated with oil-type preservative (creosote, pentachlorophenol) in any hydraulic project. Wood treated with waterborne preservative chemicals (ACZA, ACQ) may be used if the Western Wood Preservers Institute has approved the waterborne chemical for use in the aquatic environment. The manufacturer must follow the Western Wood Preservers Institute guidelines and the best management practices to minimize the preservative migrating from treated wood into aquatic environments. To minimize leaching, wood treated with a preservative by someone other than a manufacturer must follow the field treating guidelines. These guidelines and best management practices are available at www.wwpinstitute.org.

A-DOCK REPLACEMENT

15. Remove the existing 10,099 square foot concrete A-Dock structure and 63 13- to 14-inch diameter creosote pilings from waters of the state. Do not relocate the structure within waters of the state without written authorization from Washington Department of Fish and Wildlife.

16. The new replacement A-Dock structure must not exceed a total area of 17,145 square feet for a maximum increase in square footage of no more than 7,046 square feet.

17. The structure must not exceed the following widths; the 565-foot long main float, 12 feet, the two 60-foot long fingers, 6 feet, the two 80-foot long fingers, 8 feet, the four 110-foot long fingers, 10 feet, and the two 90-foot long fingers, 8 feet.

18. The bottom of the float must be at least one foot above the substrate so that the structure will not rest on the bottom.

19. Fully enclose and contain flotation for the structure in a shell (tub). The shell or wrap must prevent breakup or loss of the flotation material into the water. The shell or wrap must not be readily subject to damage by ultraviolet radiation and abrasion.

20. Do not construct skirting, including batter fencing, around piers, docks or floats.

21. Use low-intensity lights that are located and shielded to prevent light from reaching the water surface.

22. Use of treated wood for decking is not authorized, but may be used for structural elements. Treated wood subject to abrasion by vessels, floats, or other objects must incorporate approved design features such as rub strips to minimize abrasion of the wood. Use of tires is not approved unless proper post-treatment for aquatic environments is performed.

PILE REMOVAL, DRIVING

23. As specified in the approved plans, the 63 13- to 14-inch diameter creosote pilings must be removed and replaced with 35 20 – inch diameter galvanized steel float pilings and four concrete abutment steel support piles.

24. Fit all pilings with devices to prevent perching by fish-eating birds.

25. The use of both a vibratory and/or an impact hammer is authorized for piling installation under this Hydraulic Project Approval, however a vibratory driver is preferred.

26. To avoid attracting fish to artificial light at night, limit impact pile driving to daylight hours whenever feasible.

27. Use appropriate sound attenuation when driving or proofing steel piling with an impact hammer.
a. For driving or proofing steel piling, 10 inches in diameter or less, install a 6 inch thick wood block, plastic or rubber between the piling and the impact hammer during impact pile driving operations or install a pile sleeve or bubble curtain around the piling during impact pile driving operations that distributes air bubbles around 100% of the perimeter of the piling over the full depth of the water column.
b. For driving or proofing steel piling greater than 10 inches in diameter, install a bubble curtain around the pile during piling impact driving operations that distributes air bubbles around 100% of the perimeter of the piling over the full depth of the water column.

28. Piling removal:
a. Vibratory or water jet extraction is the preferred method of pile removal.
b. Place the piling on a construction barge or other dry storage site after the piling is removed. The piling must not be shaken, hosed off, left hanging to dry or any other action intended to clean or remove adhering material from the piling near waters of the state.
c. If a treated wood piling breaks during extraction, remove the stump from the water column by fully extracting. If the stump cannot be fully extracted, remove the remainder of the stump with a clamshell bucket, chain, or similar means, or cut it off three feet below the mudline. Cap all buried cut stumps and fill holes left by piling extraction with clean sediment that matches the native material.
d. When removing creosote piling, containment booms and absorbent booms (or other oil absorbent fabric) must be placed around the perimeter of the work area to capture wood debris, oil, and other materials released into marine waters as a result of construction activities to remove creosote pilings. All debris on the bed and accumulated in containments structures must be collected and disposed upland at an approved disposal site.
e. Submit post-project surveys (e.g., underwater video, photos at low-tide) along transects within the project area to Washington Department of Fish and Wildlife within two weeks of pile removal to verify debris removal.

PROJECT MITIGATION/HABITAT FEATURES

29. As project mitigation install approximately 12 large woody debris (LWD) structures in the northeast corner of Cap Sante Marina as shown on plans ,entitled "A-DOCK DEMOLITION AND REPLACEMENT", sheets 7 and 8 of 8, dated December 20, 2017.

DEMOBILIZATION/CLEANUP

30. Remove all trash and unauthorized fill in the project area, including concrete blocks or pieces, bricks, asphalt, metal, treated wood, glass, floating debris, and paper, that is waterward of the ordinary high water line and deposit upland.

31. Remove all debris or deleterious material resulting from construction from the beach area or bed and prevent from entering waters of the state.

HYDRAULIC PROJECT APPROVAL

Washington Department of
Fish & Wildlife
PO Box 43234
Olympia, WA 98504-3234
(360) 902-2200

Issued Date: January 25, 2018
Project End Date: January 24, 2023

Permit Number: 2018-4-57+01
FPA/Public Notice Number: N/A
Application ID: 13371

LOCATION #1:	Site Name: Cap Sante Marina A-Dock 1019 Q Ave, Anacortes, WA 98221					
WORK START:	August 1, 2018			WORK END:	January 24, 2023	
WRIA		Waterbody:			Tributary to:	
03 - Skagit Lower - Samish		Wria 03 Marine			Puget Sound	
1/4 SEC:	Section:	Township:	Range:	Latitude:	Longitude:	County:
	19	35 N	02 E	48.510894	-122.608534	Skagit
Location #1 Driving Directions						
From I-5, take SR-20 to Anacortes. Continue on SR-20, and exit in Anacortes at R Avenue. At the roundabout, take the second turn onto Q Avenue. Turn right at Seafarers Way.						

APPLY TO ALL HYDRAULIC PROJECT APPROVALS

This Hydraulic Project Approval pertains only to those requirements of the Washington State Hydraulic Code, specifically Chapter 77.55 RCW. Additional authorization from other public agencies may be necessary for this project. The person(s) to whom this Hydraulic Project Approval is issued is responsible for applying for and obtaining any additional authorization from other public agencies (local, state and/or federal) that may be necessary for this project.

This Hydraulic Project Approval shall be available on the job site at all times and all its provisions followed by the person (s) to whom this Hydraulic Project Approval is issued and operator(s) performing the work.

This Hydraulic Project Approval does not authorize trespass.

The person(s) to whom this Hydraulic Project Approval is issued and operator(s) performing the work may be held liable for any loss or damage to fish life or fish habitat that results from failure to comply with the provisions of this Hydraulic Project Approval.

Failure to comply with the provisions of this Hydraulic Project Approval could result in a civil penalty of up to one hundred dollars per day and/or a gross misdemeanor charge, possibly punishable by fine and/or imprisonment.

All Hydraulic Project Approvals issued under RCW 77.55.021 are subject to additional restrictions, conditions, or revocation if the Department of Fish and Wildlife determines that changed conditions require such action. The person(s) to whom this Hydraulic Project Approval is issued has the right to appeal those decisions. Procedures for filing appeals are listed below.

MINOR MODIFICATIONS TO THIS HPA: You may request approval of minor modifications to the required work timing or to the plans and specifications approved in this HPA unless this is a General HPA. If this is a General HPA you must use the Major Modification process described below. Any approved minor modification will require issuance of a letter documenting the approval. A minor modification to the required work timing means any change to the work start or end dates of the current work season to enable project or work phase completion. Minor modifications will be approved only if spawning or incubating fish are not present within the vicinity of the project. You may request subsequent minor modifications to the required work timing. A minor modification of the plans and specifications means any changes in the materials, characteristics or construction of your project that does not alter the project's impact to fish life or habitat and does not require a change in the provisions of the HPA to mitigate the impacts of the modification. If you originally applied for your HPA through the online Aquatic Protection Permitting System (APPS), you may request a minor modification through APPS. A link to APPS is at http://wdfw.wa.gov/licensing/hpa/. If you did not use APPS you must submit a written request that clearly indicates you are seeking a minor modification to an existing HPA. Written requests must include the name of the applicant, the name of the authorized agent if one is acting for the applicant, the APP ID number of the HPA, the date issued, the permitting biologist, the requested changes to the HPA, the reason for the requested change, the date of the request, and the requestor's signature. Send by mail to: Washington Department of Fish and Wildlife, PO Box 43234, Olympia, Washington 98504-3234, or by email to HPAapplications@dfw.wa.gov. You should allow up to 45 days for the department to process your request.

MAJOR MODIFICATIONS TO THIS HPA: You may request approval of major modifications to any aspect of your HPA. Any approved change other than a minor modification to your HPA will require issuance of a new HPA. If you originally applied for your HPA through the online Aquatic Protection Permitting System (APPS), you may request a major modification through APPS. A link to APPS is at http://wdfw.wa.gov/licensing/hpa/. If you did not use APPS you must submit a written request that clearly indicates you are requesting a major modification to an existing HPA. Written requests must include the name of the applicant, the name of the authorized agent if one is acting for the applicant, the APP ID number of the HPA, the date issued, the permitting biologist, the requested changes to the HPA, the reason for the requested change, the date of the request, and the requestor's signature. Send your written request by mail to: Washington Department of Fish and Wildlife, PO Box 43234, Olympia, Washington 98504-3234. You may email your request for a major modification to HPAapplications@dfw.wa.gov. You should allow up to 45 days for the department to process your request.

APPEALS INFORMATION

If you wish to appeal the issuance, denial, conditioning, or modification of a Hydraulic Project Approval (HPA), Washington Department of Fish and Wildlife (WDFW) recommends that you first contact the department employee who issued or denied the HPA to discuss your concerns. Such a discussion may resolve your concerns without the need for further appeal action. If you proceed with an appeal, you may request an informal or formal appeal. WDFW encourages you to take advantage of the informal appeal process before initiating a formal appeal. The informal appeal process includes a review by department management of the HPA or denial and often resolves issues faster and with less legal complexity than the formal appeal process. If the informal appeal process does not resolve your concerns, you may advance your appeal to the formal process. You may contact the HPA Appeals Coordinator at (360) 902-2534 for more information.

A. INFORMAL APPEALS: WAC 220-660-460 is the rule describing how to request an informal appeal of WDFW actions taken under Chapter 77.55 RCW. Please refer to that rule for complete informal appeal procedures. The following information summarizes that rule.

HYDRAULIC PROJECT APPROVAL

Issued Date: January 25, 2018
Project End Date: January 24, 2023

Permit Number: 2018-4-57+01
FPA/Public Notice Number: N/A
Application ID: 13371

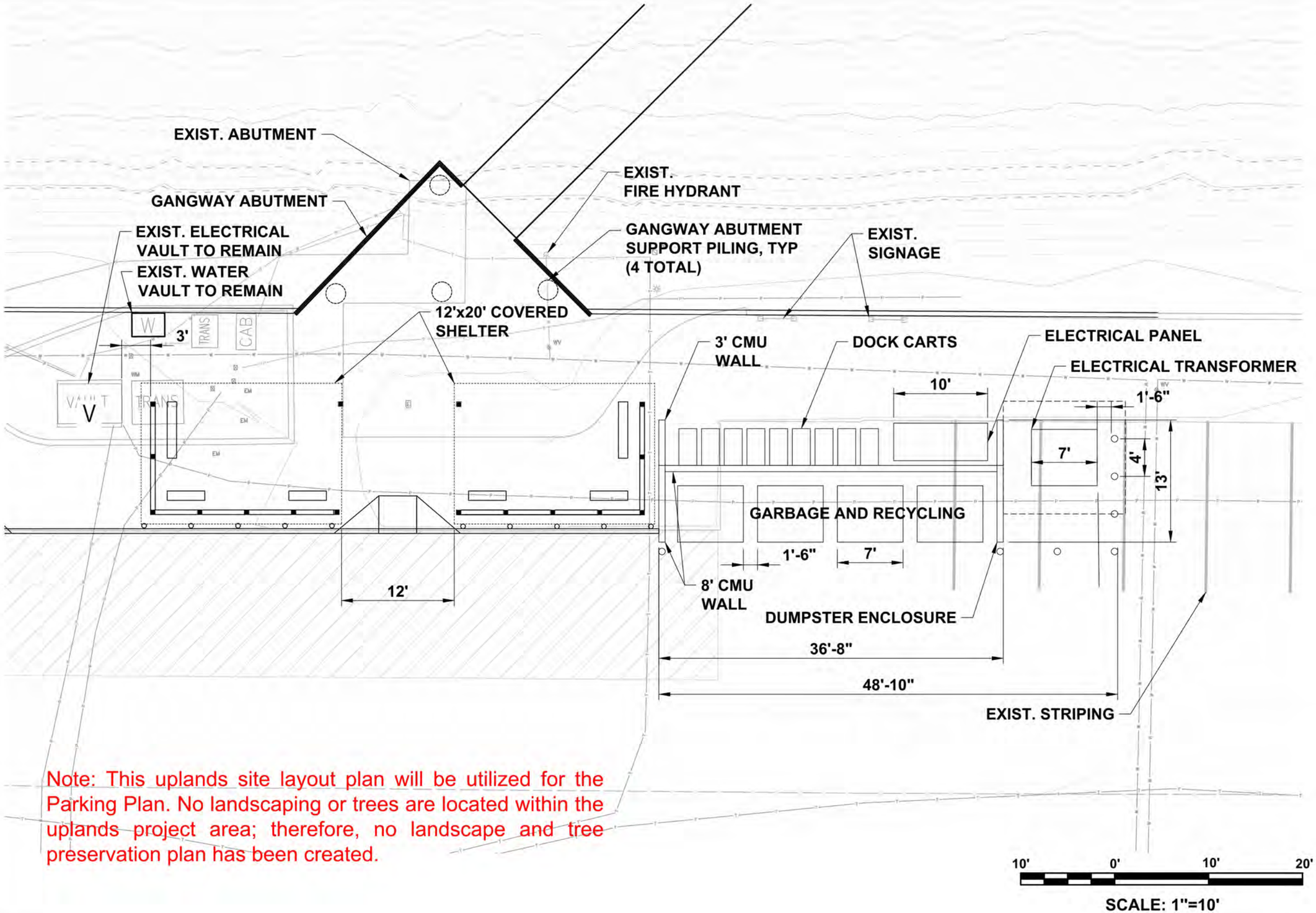
A person who is aggrieved by the issuance, denial, conditioning, or modification of an HPA may request an informal appeal of that action. You must send your request to WDFW by mail to the HPA Appeals Coordinator, Department of Fish and Wildlife, Habitat Program, PO Box 43234, Olympia, Washington 98504-3234; e-mail to HPAapplications@dfw.wa.gov; fax to (360) 902-2946; or hand-delivery to the Natural Resources Building, 1111 Washington St SE, Habitat Program, Fifth floor. WDFW must receive your request within 30 days from the date you receive notice of the decision. If you agree, and you applied for the HPA, resolution of the appeal may be facilitated through an informal conference with the WDFW employee responsible for the decision and a supervisor. If a resolution is not reached through the informal conference, or you are not the person who applied for the HPA, the HPA Appeals Coordinator or designee may conduct an informal hearing or review and recommend a decision to the Director or designee. If you are not satisfied with the results of the informal appeal, you may file a request for a formal appeal.

B. FORMAL APPEALS: WAC 220-660-470 is the rule describing how to request a formal appeal of WDFW actions taken under Chapter 77.55 RCW. Please refer to that rule for complete formal appeal procedures. The following information summarizes that rule.

A person who is aggrieved by the issuance, denial, conditioning, or modification of an HPA may request a formal appeal of that action. You must send your request for a formal appeal to the clerk of the Pollution Control Hearings Boards and serve a copy on WDFW within 30 days from the date you receive notice of the decision. You may serve WDFW by mail to the HPA Appeals Coordinator, Department of Fish and Wildlife, Habitat Program, PO Box 43234, Olympia, Washington 98504-3234; e-mail to HPAapplications@dfw.wa.gov; fax to (360) 902-2946; or hand-delivery to the Natural Resources Building, 1111 Washington St SE, Habitat Program, Fifth floor. The time period for requesting a formal appeal is suspended during consideration of a timely informal appeal. If there has been an informal appeal, you may request a formal appeal within 30 days from the date you receive the Director's or designee's written decision in response to the informal appeal.

C. FAILURE TO APPEAL WITHIN THE REQUIRED TIME PERIODS: If there is no timely request for an appeal, the WDFW action shall be final and unappealable.

Habitat Biologist	Doug.Thompson@dfw.wa.gov	Doug S. Thompson	for Director
Doug Thompson	360-466-4345, Ext:251		WDFW



Note: This uplands site layout plan will be utilized for the Parking Plan. No landscaping or trees are located within the uplands project area; therefore, no landscape and tree preservation plan has been created.

A-DOCK DEMOLITION AND REPLACEMENT

UPLANDS SITE LAYOUT
2/02/2018

moffatt & nichol

Grette Associates LLC
ENVIRONMENTAL CONSULTANTS

City of Anacortes
Planning, Community & Economic Development Department
904 6th Street
Anacortes, WA 98221

January 10, 2018

Re: Port of Anacortes A-Dock Demolition and Replacement – Cap Sante Marina; Fish and Wildlife Habitat Conservation Areas Assessment and Report

Dear City of Anacortes Planning Staff,

This letter is being provided for the Port of Anacortes (Port) A-Dock Demolition and Replacement Project to verify compliance with the City of Anacortes critical areas code. As part of the permitting process, the Port has prepared a Biological Evaluation (BE) for the project. The BE for the project provides a detailed analysis of the potential impacts on the existing habitat and species. The BE specifically addresses Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), coastal-Puget Sound bull trout (*Salvelinus confluentus*), Puget Sound steelhead trout (*O. mykiss*), bocaccio (*Sebastes paucispinis*), yelloweye rockfish (*S. ruberrimus*), marbled murrelet (*Brachyramphus marmoratus*), Southern Resident killer whale (*Orcinus orca*), humpback whale (*Megaptera novaeangliae*), leatherback sea turtle (*Dermochelys coriacea*), and Steller sea lion (*Eumetopias jubatus*). In addition to the analysis of the potential direct impacts to each of the listed species, the BE also provides an analysis of the potential impacts to critical habitat for numerous species and an Essential Fish Habitat (EFH) addressing coastal pelagic and groundfish. The BE also provides a detailed description of the existing habitat, the ecological functions provided by the habitat and the potential impact of the project on the habitat and functions.

Although the BE provides a detailed analysis of the impacts of the project on the existing habitat and functions associated with ESA listed species, it does not address all the elements of the Fish and Wildlife Habitat Conservation Areas section in the City's Shoreline Master Program. The purpose of this letter is to provide responses to the development regulations listed in the Fish and Wildlife Habitat Conservation Areas and critical areas regulations within Section 6.7 of the shoreline master program. Specifically, this letter will address the potential impacts of the project on critical saltwater habitat.

Based on the existing level of disturbance and location of the proposed project (within the Cap Sante Marina), the only critical area that the project could possibly impact is critical saltwater habitat. Critical saltwater habitat is identified in the Shoreline Master Program Guidelines, WAC 173-26-221(2)(iii) and includes kelp beds, eelgrass beds, herring spawning and holding areas, smelt and sand lance spawning and holding areas, subsistence, commercial and recreational shellfish beds, mudflats, other intertidal habitats with vascular plants, juvenile salmonid migration corridors, rock sole spawning beds, rockfish settlement and nursery areas, and lingcod settlement and nursery areas. In addition, it is important to give special consideration to conservation or

protection measures necessary to preserve or enhance anadromous fish stocks, such as salmon, some of which are classified as "Threatened" under the Endangered Species Act.

The proposed project will occur within an active marina, and the entire project area has been historically developed to maintain the use of the marina. As a result of the historic development and existing level of disturbance, the proposed project has little potential to impact critical saltwater habitat. This is based on the fact that the majority of these areas are not present within or adjacent to the project area. Each of the areas are listed below along with an assessment of whether these areas are within or adjacent to the project area. A detailed description of the existing conditions within the project area is provided in Section 3 of the BE.

- **Kelp beds** – There are no kelp beds located within or adjacent to the project area. The proposed project will result in no net loss of ecological function and values associated with kelp beds.
- **Eelgrass beds** – There are no eelgrass beds within the project area. An eelgrass survey of the project area was completed in 2016, and the report is included as an appendix in the BE. The substrates within the project area are suitable for eelgrass establishment; however, the water depth and turbidity likely restrict establishment. The potential impacts to eelgrass beds is also provided in Section 5.2.1 of the BE. The proposed project will result in no net loss of ecological function and values associated with eelgrass beds.
- **Herring spawning and holding areas** – The environmental baseline condition within the project area is provided in Section 3.4 of the BE. This assessment indicated that there is no herring spawning and holding areas within or adjacent to the project area. The nearest identified herring spawning area is located just south of the mouth of Cap Sante Marina; however, recent surveys from WDFW indicate that the use of this portion of Fidalgo Bay is low. As a result, the proposed project will result in no net loss of ecological function and values associated with herring spawning and holding areas.
- **Smelt and sand lance spawning and holding areas** - The environmental baseline condition within the project area is provided in Section 3.4 of the BE. This assessment indicated that there is no smelt or sand lance spawning and holding areas within or adjacent to the project area. The nearest identified smelt and sand lance spawning area is located just south of the mouth of Cap Sante Marina; however, recent surveys from WDFW indicate that the use of this portion of Fidalgo Bay is low. As a result, the proposed project will result in no net loss of ecological function and values associated with smelt and sand lance spawning and holding areas.
- **Subsistence, commercial and recreational shellfish beds** – The proposed project will occur within the Cap Sante Marina. There is no subsistence, commercial and recreational shellfish beds within the project area. The proposed project will result in no net loss of ecological function and values associated with subsistence, commercial and recreational shellfish beds.
- **Mudflats** – The proposed project will occur within the Cap Sante Marina. The shoreline within the project area consists of steeply, sloped riprap extending from above the OHWM down to a depth of -12 to -14 ft MLLW. There are no intertidal or shallow subtidal mudflats present in the project area. The only substrate disturbance associated with the project will be associated with pile removal and installation. The installation of the LWD structures will result in the placement of logs with rootwads that will be anchored with

screw anchors (or similar anchor). This will occur between OWHM and 5 ft MLLW. At this location (northeast portion of the marina), the substrates consist of gravel and cobble down to approximately 4-5 ft MLLW. The placement of the LWD will occur immediately landward of the mudflats and will enhance the quality of the intertidal habitat. The proposed project will result in no net loss of ecological function and values associated with mudflats.

- **Other intertidal habitats with vascular plants** – At A-Dock, the only portion of the intertidal habitat with vascular plants are the piles and the riprap slope, although both provide poor quality habitat. The existing piles will be removed and replaced with a smaller number of piles and the proposed project will not alter the riprap. The impacts of the removal of pile will not result in any adverse impact on vascular plants. The LWD structures will be installed along a portion of shoreline with saltmarsh vegetation. The installation of the LWD structures will occur adjacent to the saltmarsh; however, no anchors or structures will be placed within the saltmarsh vegetation. The proposed project will result in no net loss of ecological function and values associated with intertidal habitats with vascular plants.
- **Juvenile salmonid migration corridors** – The impacts to juvenile salmonid migration corridors is discussed in detail in Sections 5.1 and 6.1. These sections specifically address ESA listed species; however, the analysis covers all juvenile salmonids based on similar migration behavior. The design of the A-Dock replacement also incorporated several actions to avoid and minimize impacts to migration corridors. The installation of the main walk will be 18 ft to 20 ft waterward of the existing main walk moving the dock further away from the shallow water portions of the shoreline. Juvenile fish species migrating through the marina are expected to utilize the shallow water portions of the shoreline. Relocating the main walk in deeper water will minimize the long-term impacts associated with the use of the dock on migrating fish species. The removal of creosote timber piles will also improve the water quality within the marina. Creosote piles continually leach contaminants into the aquatic environment, and removal will help increase the water quality within the marina. The final migration action will occur within the northeast portion of the marina in order to provide aquatic habitat for migrating fish species. The marina basin provides limited habitat for fish species and the LWD structures will be installed within a portion of the basin with riprap along the shoreline. The proposed project will result in no net loss of ecological function and values associated with juvenile salmonid migration corridors.
- **Rock sole spawning beds** - The environmental baseline condition within the project area is provided in Section 3.4 of the BE. This assessment indicated that there are no rock sole spawning beds within or adjacent to the project area. The proposed project will result in no net loss of ecological function and values associated with rock sole spawning beds.
- **Rockfish settlement and nursery areas** - The environmental baseline condition within the project area is provided in Section 3.4 of the BE. This assessment indicated that there is no rockfish settlement and nursery areas within or adjacent to the project area. An assessment on ESA listed rockfish is provided in Section 5.3 of the BE. The proposed project will result in no net loss of ecological function and values associated with rockfish settlement and nursery areas.
- **Lingcod settlement and nursery areas** - The environmental baseline condition within the project area is provided in Section 3.4 of the BE. This assessment indicated that there is

no lingcod settlement and nursery areas within or adjacent to the project area. The proposed project will result in no net loss of ecological function and values associated with lingcod settlement and nursery areas.

- **Species listed as "Threatened or Endangered" under the Endangered Species Act** – The potential impacts on species listed as "threatened" under the endangered species act was analyzed in detail in the BE. This analysis also addressed associated critical habitat for the species. The effects determination for the species and critical habitat were either *no effect* or *may affect, not likely to adversely affect*. A detailed discussion of the effects of the project on "threatened or endangered" species and critical habitat are provided in Sections 5 and 6.

In addition, this letter will provide responses to the development regulations within the Fish and Wildlife Habitat Conservation Areas ensuring that the proposed project meets these regulations. The regulations and responses are presented below.

C. Development Regulations

DR-6.7.1. *- Water-dependent development and uses, including marinas, docks, piers, mooring areas, underwater parks, utility crossings, and shoreline modifications, shall not intrude into or be built over critical saltwater habitat unless the applicant can show that all of the following criteria can be met:*

a. *The use preference listing in RCW 90.58.020 for uses in Shoreline of Statewide Significance shall be adhered to.*

The proposed A-Dock replacement will adhere to the use preference listing in RCW 90.58.020. The list of use preference's are provided below

(1) Recognize and protect the statewide interest over local interest;
Both statewide and local interests will be positively impacted by the proposed project. A-Dock serves as the Port's primary commercial and excursion activities dock, supporting the local and regional maritime industry by drawing visitors to the area and providing long-term family-wage jobs. A-Dock users include: local commercial fishing fleets including local tribes; marine response vessels such as Arrow Launch, Marine Spill Response Corporation (MSRC) and Shell Puget Sound Refinery vessels; marine contractor vessels; two major whale watching organizations; and state law enforcement vessels, among others. These users provide benefits throughout the northern Puget Sound and provide recreational opportunities for residents and visitors to Washington as well as maintaining economic activity.

(2) Preserve the natural character of the shoreline;
The proposed project will occur within an active marina. The existing shoreline consists of a steep riprap slope. The proposed project will have no impact on the existing shoreline, thus will preserve the existing character of the shoreline.

(3) Result in long term over short term benefit;

A-Dock is currently heavily utilized for commercial, fishing, and private use, and the current dock is outdated and is approaching the end of its useful life both functionally and structurally. The proposed project will completely remove and replace the existing A-Dock in order to ensure the continued safe use of the dock and support future user requirements. Without upgrades, users may be forced to relocate, resulting in additional strain on other facilities or construction of new facilities elsewhere. Upgrading existing facilities, within historically developed aquatic environments, minimizes overall regional impacts. This proposed project will result in long term benefits as it will ensure that the existing uses are maintained, and no additional impacts occur.

(4) Protect the resources and ecology of the shoreline;
The proposed project will have no adverse impacts on the existing resources and ecology of the existing shoreline within the marina. The proposed project will occur adjacent to a steep riprap shoreline within an active marina, which provides limited resources and ecological functions. The proposed dock replacement will not alter the shoreline within the marina, and the potential for impacts will be further minimized by installing the dock further waterward of the MHHW. The potential impacts associated with the increase in overwater coverage will be offset by the installation of LWD structures within the northeastern portion of the marina. The installation of LWD would result in an increase in resources and shoreline functions. Overall, with the installation of LWD structures will protect the resources and ecology of the shoreline.

(5) Increase public access to publicly owned areas of the shorelines;
A-Dock serves as the Port's primary excursion activities dock, supporting two major whale watching organizations. The current configuration and condition of A-Dock is not meeting the needs of the current tenants and the replacement of the dock will ensure the continued safe use of the dock. As a result, the proposed project will maintain the existing public access to these recreational opportunities. Further, the replacement of A-Dock will continue to provide public access to the marina and surrounding aquatic resources. The proposed dock replacement will result in increase in public safety during the loading and unloading of vessels.

(6) Increase recreational opportunities for the public in the shoreline;
As stated above, the overarching goal of the project is to maintain existing user needs and support future user requirements. The project does not propose any change to the existing uses. A-Dock has been, and will continue to be, an important and heavily used commercial dock at the marina. It supports local commercial fishing fleets, marine response and contractor vessels, excursion vessels, and state law enforcement vessels, among others. Currently, use of the existing A-Dock is at capacity, and based on the marina's geographic location, it is not anticipated to decrease. The existing concrete modular floating dock system is exhibiting substantial wear and tear with failing structural elements as well as outdated and undersized utility systems. The float system must be replaced to maintain safe and functional operations for A-Dock users. The proposed project will both maintain the existing recreational opportunities provided by A-Dock but will increase future opportunities by upgrading the facility to meet future needs.

b. *The public's need for such a structure is clearly demonstrated and an alternative alignment or location on the applicant's property that would avoid impacts to critical saltwater habitats is not feasible or would result in unreasonable and disproportionate cost to accomplish the same general purpose. An alternatives analysis will be required for any non–exempt project proposed within FWHCAs. The analysis should include in part, shoreline bathymetry, shoreline features at the site, and substrate composition.*

The existing A-Dock facility, originally constructed in the 1960s as side-tie rafting moorage and retrofitted with finger floats in the 1990s, is aging and nearing the end of the structure's useful life. The Port proposes to replace A-Dock with a modern, highly capable, and serviceable dock system. The Port prepared a Technical Memorandum summarizing the planning process to date and describe the various operational, design, and environmental factors that were considered while designing the in-water and shoreline elements of this project. In planning and designing the project, the Port worked collaboratively with a variety of stakeholders to identify existing A-Dock needs and develop a more operationally functional float system and configuration. Since 2013, the Port has conducted a series of project planning meetings with stakeholders, that supported the development of the project objectives. The Technical Memorandum dated December 19, 2017 (Subject: Planning and Design Considerations for the A-Dock Demolition and Replacement Project) was submitted with the permit application and provides a detailed purpose and need for the project and an alternatives analysis.

c. *The project is consistent with the state's interest in resource protection and species recovery.*

The proposed project has avoided and minimized the impacts to the extent possible.

d. *Impacts to critical saltwater habitat functions are mitigated to result in equal or better ecological function.*

The potential impacts to specific elements of the critical saltwater habitat was described in detail above. Overall, the proposed project does not have the potential to result in a net loss of ecological functions and values. This is due to the lack of habitat within the project area. The following write-up provides additional project elements to ensure no net loss of ecological functions and values.

The proposed project will completely remove the existing A-Dock. The removal of the existing A-Dock will entail:

- Removal of 10,099 sq ft with solid surfaced dock (gangway, main walk, and fingers).
- Removal of 63 (13-14-inch diameter) creosote treated timber piles.
- Land disturbance of 78 sq ft (below the MHHW) associated with gangway abutment.
- Disturbance of approximately 4,100 sq ft for upland improvements.

The proposed replacement of A-Dock will entail:

- Installation of 17,145 sq ft of concrete surfaced dock (gangway, mainwalk, and fingers).
- Installation of 35 20-inch diameter galvanized steel pile.
- Installation of new dock abutment with proposed shelters.

Overall, the proposed project will result in the increase of 7,046 sq ft of overwater coverage.

The potential impacts of the proposed project have been avoided and minimized by nature of where the proposed project will occur. Cap Sante Marina is a heavily utilized marina, and the portion of the marina where A-Dock is located has been historically modified. The shoreline consists of riprap from the top of the bank to a depth of between -12 ft and -14 ft MLLW. The marina basin has been dredged to a depth of -12 ft to -14 ft, and there is no eelgrass or macroalgae present on the soft bottom. Based on these factors, the proposed dock installation will occur within a portion of the aquatic environment that is providing a low level of habitat functions and values and fish species. As a result, fish and wildlife species are expected to avoid this portion of the marina. Overall, the proposed dock will result in minimal impacts to the aquatic environment.

The potential impacts of the proposed project are associated with the increase of overwater coverage (7,046 sq ft). The impacts associated with the proposed dock will be mitigated for by:

- Installing the main walk approximately 18-20 ft further waterward of the MHHW.
- Removal of 63 13-14-inch creosote treated timber piles.
- Installing 12 large woody debris (LWD) structures in the northeast portion of the Cap Sante Marina. LWD would consist of 16-20 ft logs with rootwads (18-30-inch diameter) anchored with screw anchors and cables.

Overall, the three mitigation actions will provide the compensatory mitigation required to ensure that the proposed project will not adversely impact the aquatic habitat functions and values. The installation of the main walk 18 ft to 20 ft waterward of the existing main walk will move the dock further away from the shallow water portions of the shoreline. Juvenile fish species migrating through the marina are expected to utilize the shallow water portions of the shoreline. Relocating the main walk in deeper water will minimize the long-term impacts associated with the use of the dock on migrating fish species. The removal of creosote timber piles will reduce the water quality impacted within the marina. Creosote piles continually leach contaminants into the aquatic environment, and removal will help increase the water quality within the marina. The final migration action will occur within the northeast portion of the marina in order to provide aquatic habitat for migrating fish species. The marina basin provides limited habitat for fish species and the LWD structures will be installed within a portion of the basin with riprap along the shoreline. The LWD structures will be anchored with cables and screw anchors. The LWD structures will be installed at a depth of between 8.2 ft and 5 ft MLLW. Existing substrates where the LWD structures will be installed consist of a combination of sand and gravel at the upper elevations, and gravel and cobble at the lower elevations. The LWD structures will be installed on the boundary between the gravel and cobble and the finer sand and silt substrates at lower elevations. Care will be taken to avoid any existing saltmarsh vegetation. The LWD structures will be installed over an approximately 3,300 sq ft area of the shoreline. It is expected that the proposed mitigation actions will provide a level of compensatory mitigation for the adverse impacts to the aquatic habitat and functions associated with the increase of overwater structure.

DR-6.7.2 *- Except as a habitat improvement or restoration measure, aquatic herbicide treatments, mechanical removal of vegetation and aquatic pesticide treatments shall not be used on critical salt-water habitats.*

The proposed project will not entail aquatic herbicide treatments, mechanical removal of vegetation or aquatic pesticide treatments within critical salt-water habitats.

DR-6.7.3 *- Sand, gravel or other materials shall neither be added nor removed from critical salt-water habitats, except when part of an approved restoration effort or beach nourishment program or as allowed in DR-6.7.1, above.*

The proposed project will not result in the placement of or removal of any substrates within the critical saltwater habitats. The only proposed disturbance to substrates will be associated with pile removal and installation.

DR-6.7.4 *- New outfalls (including stormwater and sewer outfalls) and discharge pipes shall not be located in critical salt water habitats or areas where outfall or discharge will adversely affect critical salt water habitats unless the applicant can show that all of the following can be met:*

a. *There is no alternative location for the outfall or pipe.*

The proposed project does not entail a new outfall or pipe.

b. *The outfall or pipe is placed below the surface of the beach or bed of the water body.*

The proposed project does not entail a new outfall or pipe.

c. *The outfall discharges waterward of the intertidal zone*

The proposed project does not entail a new outfall or pipe.

d. *The disturbed area will be revegetated with native plants.*

The proposed project does not entail a new outfall or pipe.

e. *The discharge point(s) on the outfall or discharge pipe is located so the discharges, including nutrients in the discharge and currents, do not adversely affect critical salt-water habitats.*

The proposed project does not entail a new outfall or pipe.

DR-6.7.5 *- The City shall maximize the use of existing outfalls.*

The proposed project will not result in an increase in impervious surfaces and will not result in an impact to existing stormwater. Following the completion of the project, stormwater movement

will be the same as the existing conditions. The project will not result in the need for additional outfalls. .

DR-6.7.6 *- In addition to requiring compliance with DR-6.5.9 for certain types of developments and uses (e.g., minimum ten-foot wide planting bed(s) of riparian vegetation along marine shorelines), the City shall require the establishment of buffer areas for activities adjacent to fish and wildlife habitat conservation areas on a case by case basis through a critical area report when needed to protect such habitat conservation areas, pursuant to Section A-5.3(G)(1) of the shoreline specific Critical Areas Regulations contained in Appendix A. In order to determine the need or extent of a buffer, a critical area report shall be required for all development in or adjacent to a habitat conservation area (see also DR-6.7.7).*

The demolition and replacement of A-Dock will occur within the Cap Sante Marina. The shoreline consists of steeply sloped riprap with no vegetation. The entire shoreline above the top of the bank (riprap) consists of concrete sidewalks and asphalt. There is no riparian vegetation or habitat within the project area. The proposed project does not have the potential to negatively impact the existing habitat conservation areas. As a result, the proposed project does not entail the development of a buffer adjacent to the fish and wildlife habitat conservation areas.

DR-6.7.7 *- Until an inventory of critical saltwater habitat is done, prior to construction all over water and near-shore developments shall conduct an inventory of site and adjacent beach sections to assess the presence of critical saltwater habitats and functions. The methods and extent of inventory shall be consistent with accepted research methodology. New studies shall be developed only where existing information is inadequate or does not exist.*

A detailed description of the environmental baseline conditions is presented in Section 3.4 of the BE. Additionally, the presence and potential impacts of the proposed project on critical saltwater habitats and functions is discussed above. Overall, there are few critical saltwater habitats and functions within the project areas, and the proposed project will result in no net loss of habitat functions and values. This is based on the low quality of habitat and high level of existing disturbance within the marina.

If you have any questions, please contact Larry Lehman, at (509) 663-6300 or larryl@gretteassociates.com.

Sincerely,
Grette Associates[LLC]

Larry Lehman
Senior Biologist

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OF THE LOCAL COMMUNITY

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(360) 293-3134 • FAX (360) 293-9608 • WWW.PORTOFANACORTES.COM

March 30, 2018

Kevin Cricchio, Associate Planner
City of Anacortes
P.O. Box 547
Anacortes, WA 98221

Re: Port of Anacortes A-Dock Demolition and Replacement Project SDP-2018-0002

Dear Kevin,

In response to the City's Notice of Application and Hearing sent to the Port on February 28, the Port submits this narrative to address items 1-9 in the notice.

1. See attached drawings.
2. See attached drawings.
3. See attached drawings. The proposed structures are one-story dock support structures at the upland that provide shelter from weather for A-Dock tenants. It will be a water dependent use structure in support of A-Dock operations.
4. AMC Chapter 17.46 requires one parking spot for every two docking slips. The new proposed A-Dock will bring the number of slips from twenty-four to eighteen; therefore, this will open up three parking stalls. The project proposes to utilize these three (3) parking stalls for upland dock support elements including locations for shore power, City of Anacortes garbage dumpsters and recycling. Overall, there will be no loss of parking stalls as a result of this project.
5. See attached drawings; the CMU wall is a new proposed structure.
6. The cover letter attached to the Port's biological evaluation states there is "no net loss of habitat functions and values" associated with this project.
7. See attached drawings.

8. No landscaping is proposed for this project due to the riprap infrastructure of the south basin along the water. Additionally, the area would not benefit from riparian vegetation being installed due to the far proximity from the water. However, about 12 large woody debris structures will be installed in the northeast portion of the marina for mitigation purposes.
9. See attached drawings.

If you have any questions, contact me by phone at (360)299-1827 or by e-mail at sarah.tchang@portofanacortes.com.

Thank you,

PORT OF ANACORTES

Sarah Tchang
Environmental Specialist

EXHIBIT #02:

GIS MAP & ASSESSOR'S INFORMATION

1207
Q AVE
1217
1219
C
CM
1402N
1402S
604
712
SEAFARERS' WY
813
715
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603
1517
601
R AVE
CM1
1606
1609
1701

Q AVE
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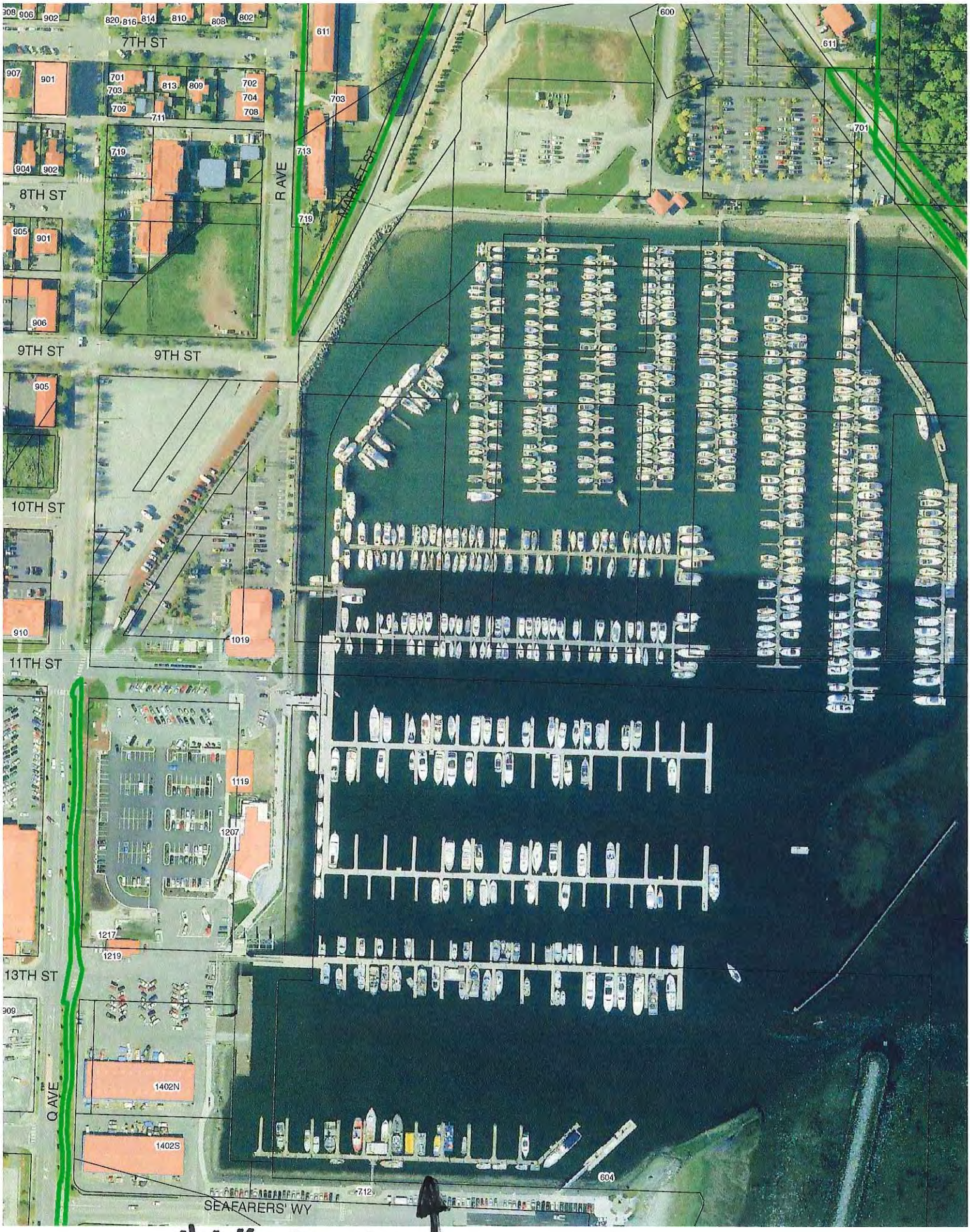
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10TH ST
11TH ST
13TH ST
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MARKET ST
Q AVE
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905
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1119
1207
1217
1219
909
1402N
1402S
712
604

"A" Dock

Site Search October 23, 2017 Select Language

Property Search

Directory Find It Here Records Contact

Assessor Home

Treasurer Home

Prior Searches

Clear Prior Searches

P32960
PORT OF ANACORTES
601 SEAFARER'S WAY
ANACORTES, WA 98221

P32926
PUGET SOUND ENERGY E...
1019 Q STREET
ANACORTES, WA 98221

P114084
HERRICK ADAM
2407 42ND PLACE
ANACORTES, WA 98221

P114085
CONLEY SHAWN
2415 42ND PLACE
ANACORTES, WA 98221

P125824
FOUR ISLANDS HOLDING...
3914 MICHIGAN AVE
ANACORTES, WA 98221

P31828
CARR WARREN B
2509 H AVE
ANACORTES, WA 98221

P103557
MILLER ASTREA C

P103558
DUBNOFF STEVEN J
1716 25TH H CT
ANACORTES, WA 98221

Select a search option below:

○ Address ◉ Parcel # ○ Owner Name (Last First) ○ Road ○ XrefID

Enter Parcel #: P32960 Clear Help Print

Details Improvements Land Transfers History Taxes Permits Sales Comps

Details for Parcel: P32960

No Image Record Available

Jurisdiction: ANACORTES
Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Recorded Documents *Documents scanned and recorded by the Auditor's office*
Excise Affidavits *Document scans of excise affidavits*

Parcel Number	XrefID	Quarter	Section	Township	Range
P32960	350219-0-052-0102		19	35	02

Owner Information
PORT OF ANACORTES
100 COMMERCIAL AVE
ANACORTES, WA 98221

Site Address(es)
601 SEAFARER'S WAY
Anacortes, WA *(Jurisdiction, State)*
Zip Code Lookup | Site Address Information

Map Links
Open in iMap
Assessor's Parcel Map:
PDF | DWF

Current Legal Description **Abbreviation Definitions**
(9.7700 ac) LOT 3 OF SHORT PLAT #ANA-98-003 AF#9902170072 LOCATED IN NW1/4

2017 Values for 2018 Taxes*	Exemption
Building Market Value	$1,637,800.00
Land Market Value	+$2,681,000.00
Total Market Value	$4,318,800.00
Assessed Value	$4,318,800.00
Taxable Value	$.00

Sale Information
Deed Type WARRANTY DEED
Sale Date 1978-04-01
Sale Price $51,000.00

2018 Property Tax Summary
2018 Taxes will be available after 2/15/2018
.
Use the Taxes link above for 2017 taxes

** Effective date of value is January 1 of the assessment year (2017)*

Legal Description at time of Assessment

***Land Use**	(690) MISCELLANEOUS SERVICES		WAC 458-53-030
Neighborhood	(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING		
Levy Code	0900	**Fire District**	
School District	SD103	**Exemptions**	Port District Owned
Utilities		**Acres**	0.00

Improvement 1 Attributes Summary

Building Style	COMMERCIAL REAL PROPERTY		
Year Built	2011	**Foundation**	
Above Grade Living Area	2,160 Square Feet	**Exterior Walls**	
Finished Basement		**Roof Covering**	
***Total Living Area**	2,160 Square Feet	**Heat/Air Conditioning**	
Unfinished Basement		**Fireplace**	
***Total Garage Area**		**Bedrooms**	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

EXHIBIT #03:

NEIGHBORHOOD MEETING NOTICE; NOTICE OF APPLICATION & HEARING

NOTICE OF APPLICATION & HEARING:

Notice Is Hereby Given That An Application Was Made For The Following Proposal:

Request: The applicant has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. The proposed development lies in the Commercial Marine (CM) and Commercial Marine 1 (CM1) Zoning District(s) and in both the Aquatic and Urban Shoreline Environment(s).

File Number: SDP-2018-0002 **Subject Parcel #**: P32960

Date of Application: February 2, 2018 **Date of Completeness:** February 28, 2018

Applicant: Port of Anacortes, 100 Commercial Avenue, Anacortes, WA 98221

Project Location: "A" Dock is located just north of 715 Seafarer's Way in the Cap Sante Marina located within a portion of Section 19; Township 35 North; Range 02 East; Willamette Meridian.

Public Comment Period: Any person may comment on this application by writing to the address below and/or by testifying at the public hearing. Staff will issue a recommendation on the project after the **comment period ends on April 6, 2018, at 5:00 pm**. Written comments on the proposal should be submitted before the end of the comment period but will be accepted until the close of the Pre-Decision Open-Record Public Hearing.

Required Project Permits/Approvals: The following may be required in addition to the above: building permit application approval and other agency(s) permit(s) as required.

Preliminary Determination of Consistency: At this time, no determination of consistency with City of Anacortes plans, regulations, or standards has been made. At a minimum, this project will be subject to the following plans and regulations: 2010 Shoreline Master Program; 2016 Anacortes Comprehensive Plan; Municipal Code (Zoning, etc.); & Engineering Design and Building Standards.

SEPA Review: SEPA environmental review was performed by the Port of Anacortes. A SEPA MDNS was issued.

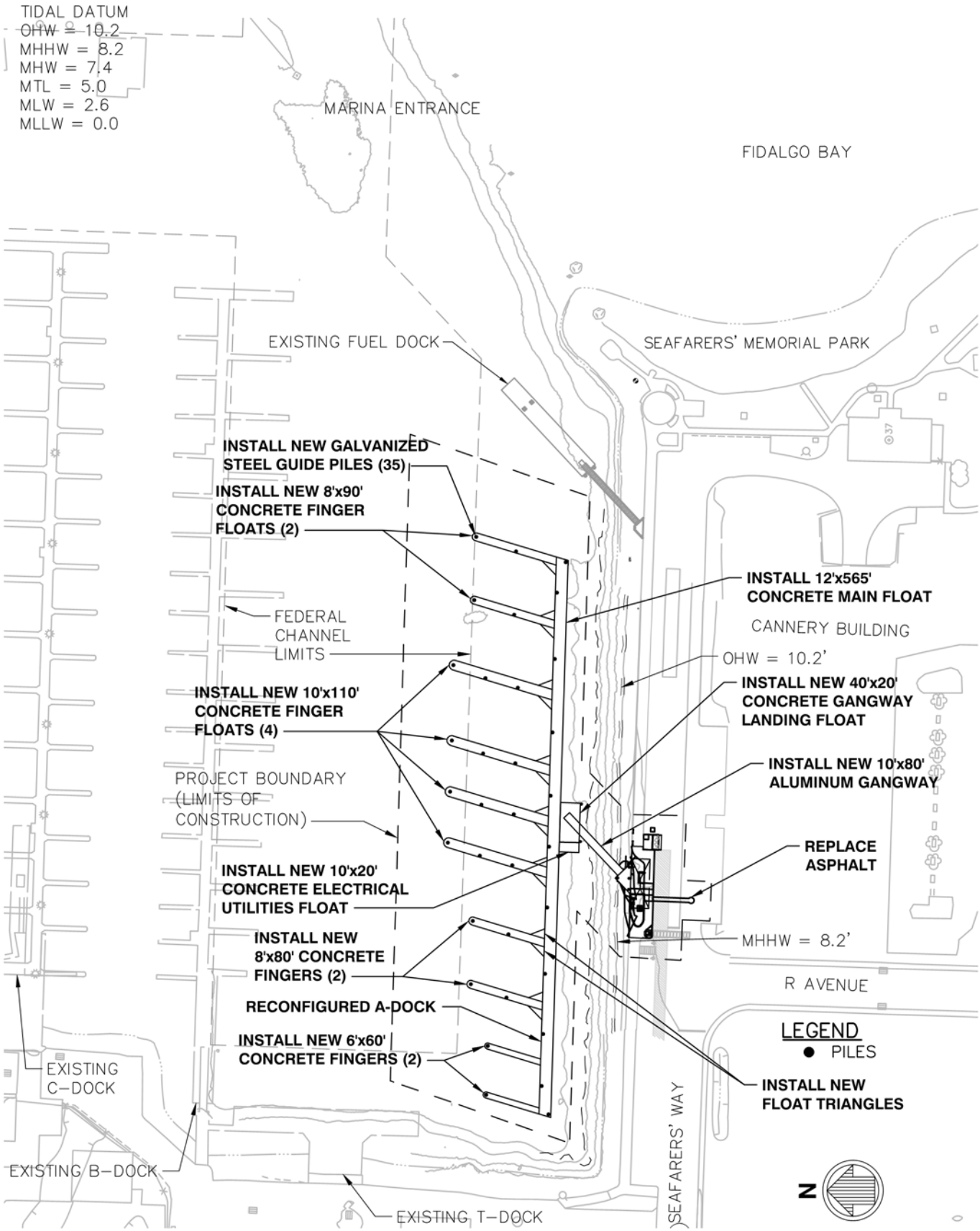
Existing Environmental Documents: JARPA, Biological Evaluation /Critical Area Report, SEPA environmental checklist

Pre-Decision Open-Record Public Hearing: A **pre-decision open-record public hearing** to make a recommendation on the application will be held by the **Planning Commission at 6:00 PM on April 25, 2018.** The Planning Commission will conduct a **site visit onsite at 4:30 PM prior to the hearing**. **Closed-Record Decision Hearing**: Additionally, a **closed-record decision hearing** to make a decision on the application will be held by City Council at **6:00 PM on May 14, 2018.** Both hearings will be held in city hall's council chambers located at 904 6th Street, Anacortes, WA.

How to become a party of record: You may become a party of record by submitting written comments, including a (USPS) mailing address, to the City of Anacortes PCED at the address listed below. E-mailed comments must include a return (USPS) mailing address in order for the sender to be considered a party of record. Questions about this proposal, requests to receive future notices of hearings and/or the decision, once made, and/or appeal procedures should be directed to the contact person listed below. The application and complete case file are available for review at the City of Anacortes PCED located at 904 6th Street, Anacortes, WA 98221. A decision on this application will be made within 120 days from the date of completeness.

For Project Information: Kevin Cricchio, AICP, WPIT, Associate Planner; Phone: (360) 293-1937; Email: kevinc@cityofanacortes.org; City of Anacortes, P.O. Box 547, Anacortes, WA 98221

Date Issued: March 07, 2018 **Date Published:** March 07, 2018



PROPOSED PLAN
SCALE: 1"=140'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

File: C:\PROJECTS\8393\CAD_Active_JARPA Permit\8393_F3; Plotted: 12/20/2017 12:59 PM

NOTICE OF APPLICATION & HEARING:

Notice Is Hereby Given That An Application Was Made For The Following Proposal:

Request: The applicant has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. The proposed development lies in the Commercial Marine (CM) and Commercial Marine 1 (CM1) Zoning District(s) and in both the Aquatic and Urban Shoreline Environment(s).

File Number: SDP-2018-0002 **Subject Parcel #**: P32960

Date of Application: February 2, 2018 **Date of Completeness:** February 28, 2018

Applicant: Port of Anacortes, 100 Commercial Avenue, Anacortes, WA 98221

Project Location: "A" Dock is located just north of 715 Seafarer's Way in the Cap Sante Marina located within a portion of Section 19; Township 35 North; Range 02 East; Willamette Meridian.

Public Comment Period: Any person may comment on this application by writing to the address below and/or by testifying at the public hearing. Staff will issue a recommendation on the project after the **comment period ends on April 6, 2018, at 5:00 pm**. Written comments on the proposal should be submitted before the end of the comment period but will be accepted until the close of the Pre-Decision Open-Record Public Hearing.

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Existing Environmental Documents: JARPA, Biological Evaluation /Critical Area Report, SEPA environmental checklist

Pre-Decision Open-Record Public Hearing: A **pre-decision open-record public hearing** to make a recommendation on the application will be held by the **Planning Commission at 6:00 PM on April 25, 2018.** The Planning Commission will conduct a **site visit onsite at 4:30 PM prior to the hearing**. **Closed-Record Decision Hearing**: Additionally, a **closed-record decision hearing** to make a decision on the application will be held by City Council at **6:00 PM on May 14, 2018.** Both hearings will be held in city hall's council chambers located at 904 6th Street, Anacortes, WA.

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For Project Information: Kevin Cricchio, AICP, WPIT, Associate Planner; Phone: (360) 293-1937; Email: kevinc@cityofanacortes.org; City of Anacortes, P.O. Box 547, Anacortes, WA 98221

Date Issued: March 07, 2018 **Date Published:** March 07, 2018

EXHIBIT #04:

PUBLIC COMMENTS RECEIVED

NO PUBLIC COMMENTS HAVE BEEN RECEIVED TO DATE

EXHIBIT #05:

AGENCY & DEPARTMENT COMMENTS RECEIVED

Development Review Group

(DRG)

Name of Applicant: Port of Anacortes

Brief Description: "A" Dock Replacement & Reconfiguration

Please initial if approved and/or include your comments:

Street Department: (OK)

Comments:

OK

Water Department: TN

Comments:

ok

Solid Waste: MK

Comments:

OK

Sandi Andersen: SA

Comments:

Anacortes Planning, Community & Economic Development Dept.
Permit Center
P.O. Box 547, Anacortes, WA 98221-0547
Don Measamer, *Director of Planning, Community and Economic Development*
PH (360) 299-1984
FAX (360) 293-1938

DEPARTMENT / AGENCY COMMENT FORM:

March 1, 2018

RE: "A" Dock Replacement & Reconfiguration, Port of Anacortes; SDP-2018-0002

From: Kevin Cricchio, Associate Planner; City of Anacortes; 904 6th Street, P.O. Box 547, Anacortes, WA 98221; Phone: (360) 293-1937; Email: kevinc@cityofanacortes.org

Description of Subject Proposal:	**SDP-2018-0002:** The applicant has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. The proposed development lies in the Commercial Marine (CM) and Commercial Marine 1 (CM1) Zoning District(s) and in both the Aquatic and Urban Shoreline Environment(s). Please provide any requirements or conditions to me by **5:00 PM on April 6, 2018**
Applicant & Landowner:	Port of Anacortes 100 Commercial Avenue Anacortes, WA 98221

Conditions &/or Requirements:

NO PUBLIC WORKS ENGINEERING ISSUES

Signature:	[signature]	**Date:**	03.05.18
Dept. / Agency Name:	COA PW ENGINEERING		

Anacortes Planning, Community & Economic Development Dept.
Permit Center
P.O. Box 547, Anacortes, WA 98221-0547
Don Measamer, *Director of Planning, Community and Economic Development*
PH (360) 299-1984
FAX (360) 293-1938

DEPARTMENT / AGENCY COMMENT FORM:

March 1, 2018

RE: "A" Dock Replacement & Reconfiguration, Port of Anacortes; SDP-2018-0002

From: Kevin Cricchio, Associate Planner; City of Anacortes; 904 6th Street, P.O. Box 547, Anacortes, WA 98221; Phone: (360) 293-1937; Email: kevinc@cityofanacortes.org

Description of Subject Proposal:

SDP-2018-0002: The applicant has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage. The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. The proposed development lies in the Commercial Marine (CM) and Commercial Marine 1 (CM1) Zoning District(s) and in both the Aquatic and Urban Shoreline Environment(s). Please provide any requirements or conditions to me by **5:00 PM on April 6, 2018**

Applicant & Landowner:

Port of Anacortes
100 Commercial Avenue
Anacortes, WA 98221

Conditions &/or Requirements:

ok

Signature: T

Date: 3-1-18

Dept. / Agency Name: Water

EXHIBIT #06:

SITE PLAN & SURVEY

PORT OF ANACORTES

A-DOCK DEMOLITION & REPLACEMENT
PROJECT # CSBH-35

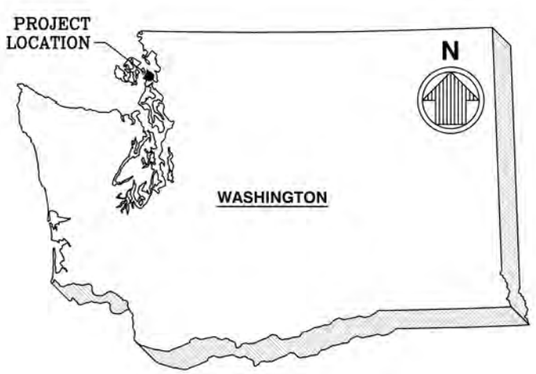
PORT COMMISSIONERS:
JOHN POPE
JOE VERDOS
KEN GOODWIN
KATHY PITTIS
JON PETRICH

EXECUTIVE DIRECTOR:
DAN WORRA

PORT PROJECT MANAGER:
JENKINS DOSSEN

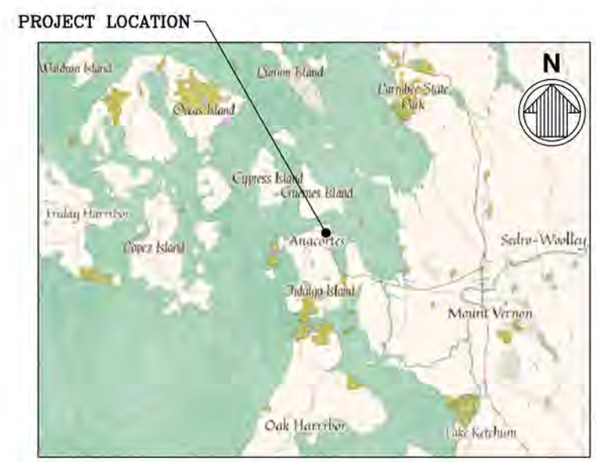
CIVIL/STRUCTURAL ENGINEER:
MOFFATT & NICHOL
600 UNIVERSITY STREET
SUITE#610
SEATTLE, WA 98101
(206) 622-0222

ELECTRICAL ENGINEER:
HARBOR POWER
815 FIRST AVENUE
SUITE#343
SEATTLE, WA 98104
(206) 855-4600



VICINITY MAP
SCALE: NTS

SHEET INDEX		
INDEX #	SHEET NUMBER	SHEET TITLE
1	G-001	COVER SHEET
2	C-101	PLAT MAP
3	C-102	EXISTING SITE PLAN
4	C-103	SITE CONSTRUCTION PLAN
5	C-104	UPLAND DETAIL PLAN
6	A-402	PASSENGER SHELTER PLAN AND ELEVATION



LOCATION MAP
SCALE: NTS

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
SUITE# 610
SEATTLE, WA 98101
206-622-0222

STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

A-DOCK DEMOLITION & REPLACEMENT
PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

COVER SHEET

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018
SHEET NO.			

G-001

INDEX: 1 OF 5

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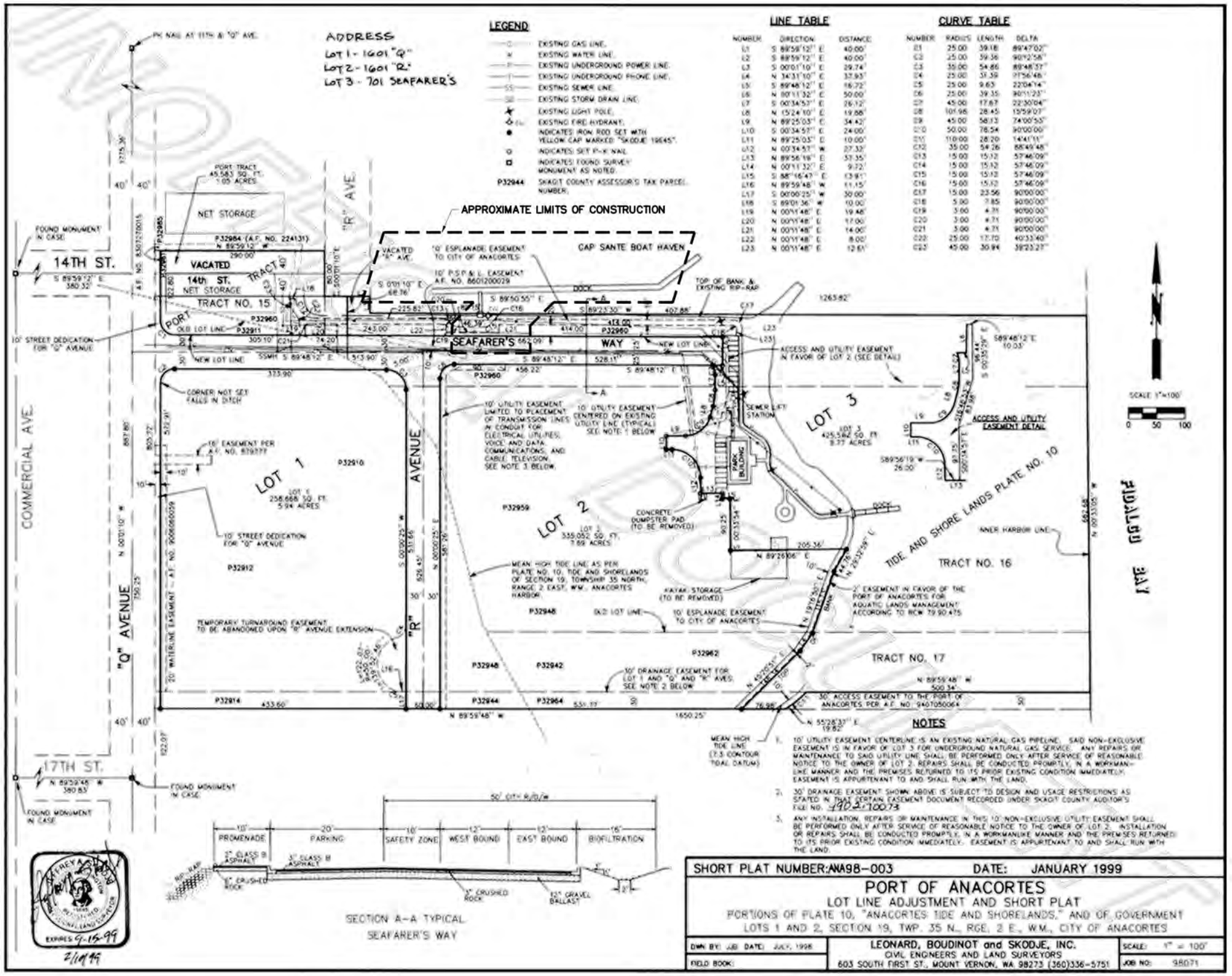

PLAT MAP
SCALE: NTS

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
SUITE# 610
SEATTLE, WA 98101
206-622-0222

NO.	DATE	BY	REVISION

A-DOCK DEMOLITION & REPLACEMENT

PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

########

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018
SHEET NO.			

C-101

INDEX: 2 OF 5

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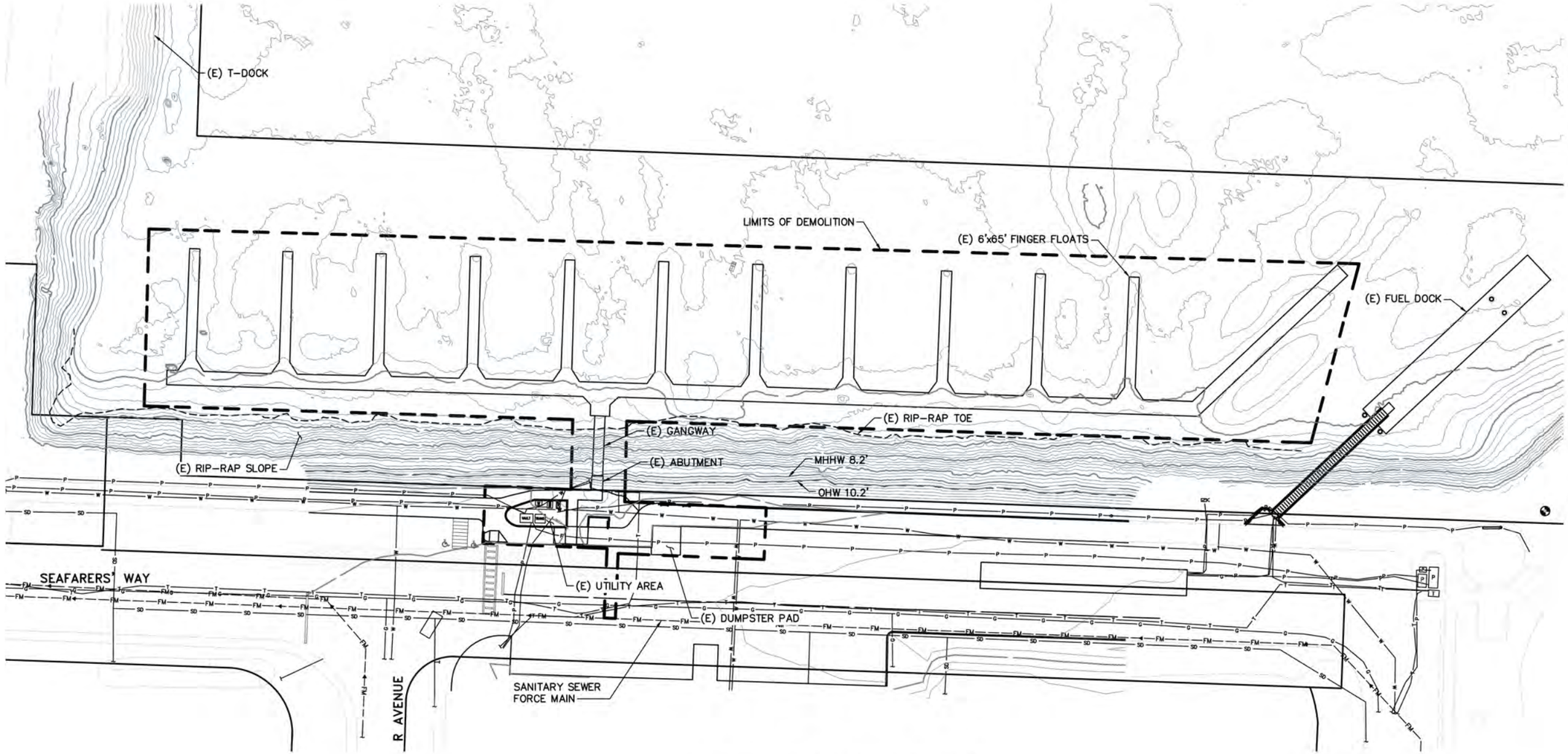

EXISTING SITE PLAN / DEMOLITION LIMITS

SCALE: 1"=30'

SURVEYOR'S LEGEND

	5 FOOT CONTOUR INTERVAL	EM	ELECTRICAL METER		CATCH BASIN	MH	UNKNOWN UTILITY MANHOLE
	1 FOOT CONTOUR INTERVAL	TRANS	TRANSFORMER PAD		STORM DRAIN MANHOLE	E	POWER PULL BOX
G	GAS TONE LINE		AREA LIGHT		FIRE DEPARTMENT CONNECTION	VAULT	POWER VAULT
W	WATER TONE LINE		FUEL FILL PORT	WV	WATER VALVE		BOLLARD
P	POWER TONE LINE		MONITOR WELL		FIRE HYDRANT	CAB	POWER CABINET
T	TELEPHONE TONE LINE		SIGN	WM	WATER METER	WCR	WHEELCHAIR RAMP
FM	SANITARY SEWER FORCE MAIN FROM CITY AS-BUILTS. NOT FIELD LOCATED.		GUARD POST		POST INDICATOR VALVE	C.	CONCRETE
SS	SANITARY SEWER LINE		11"-13" WOOD PILINGS	W	WATER VAULT	XC	EXTRUDED CURB
SD	STORM DRAIN LINE		21" STEEL PILINGS		SPOT ELEVATION	(AB)	INFORMATION PER AS-BUILT DRAWING
	MHHW MARK 8.2	TR	TELEPHONE RISER		LOCAL HIGH POINT	SSMH	SANITARY SEWER MANHOLE
	LIMITS OF EXPOSED RIP RAP		TELEPHONE PULL BOX		SUBMERGED PILE		
	PLANIMETRIC DATA		TELEPHONE MANHOLE				

N

30' 0' 30' 60'

SCALE: 1"=30'

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
SUITE# 610
SEATTLE, WA 98101
206-622-0222

STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1926

A-DOCK DEMOLITION & REPLACEMENT

PORT OF ANACORTES

PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

EXISTING SITE PLAN

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018
SHEET NO.			

C-102

INDEX: 3 OF 5

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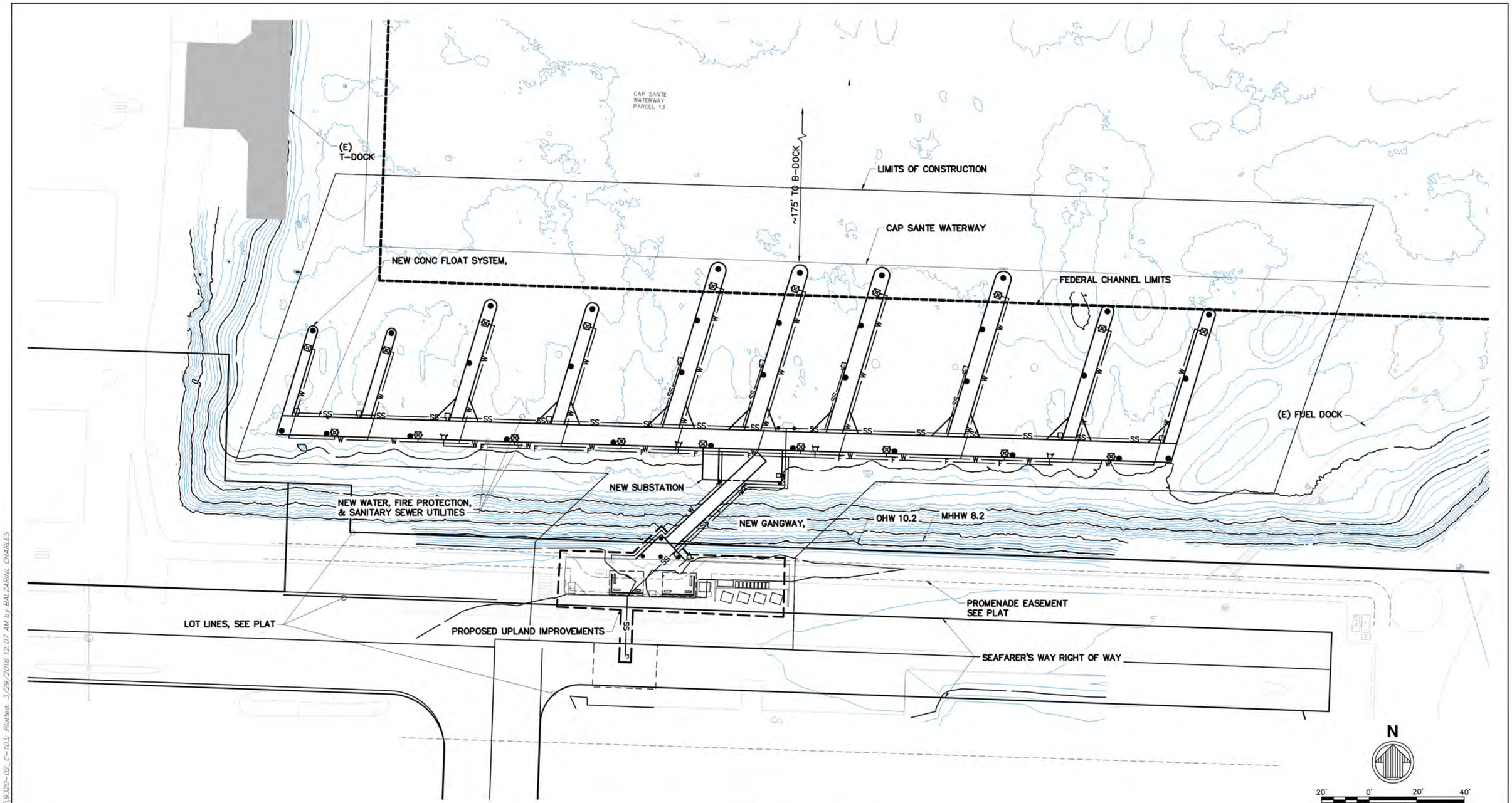

SITE/CONSTRUCTION PLAN
SCALE: 1"=20'

LEGEND

PILE	—W—	WATER LINE		SS RISER		FIRE RISER	LIGHT POLE
PEDESTAL	—SS—	SANITARY SEWER LINE	—F—	FIRE LINE		VALVE	

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
SUITE# 610
SEATTLE, WA 98101
206-622-0222

STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1926

A-DOCK DEMOLITION & REPLACEMENT

PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

SITE CONSTRUCTION PLAN

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018

SHEET NO.
C-103
INDEX: 4 OF 5

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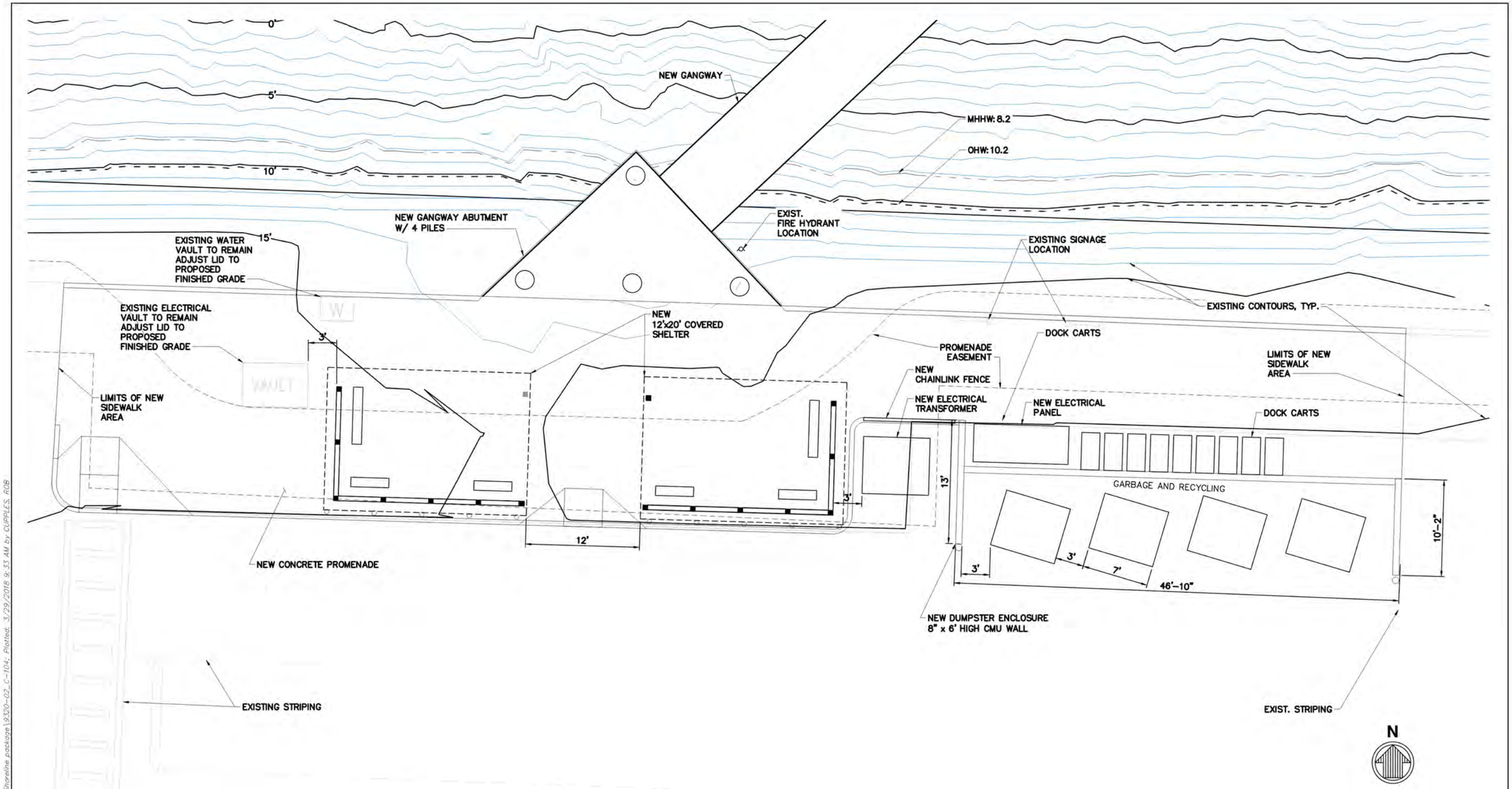

UPLAND DETAIL PLAN

SCALE: 1'=5'

LEGEND

●	PILE	—W—	WATER LINE		SS RISER		FIRE RISER		LIGHT POLE
⊠	PEDESTAL	—SS—	SANITARY SEWER LINE	—F—	FIRE LINE		VALVE		

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
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206-622-0222

STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1926

A-DOCK DEMOLITION & REPLACEMENT

PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

UPLAND DETAIL PLAN

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018

SHEET NO.
C-104
INDEX: 5 OF 5

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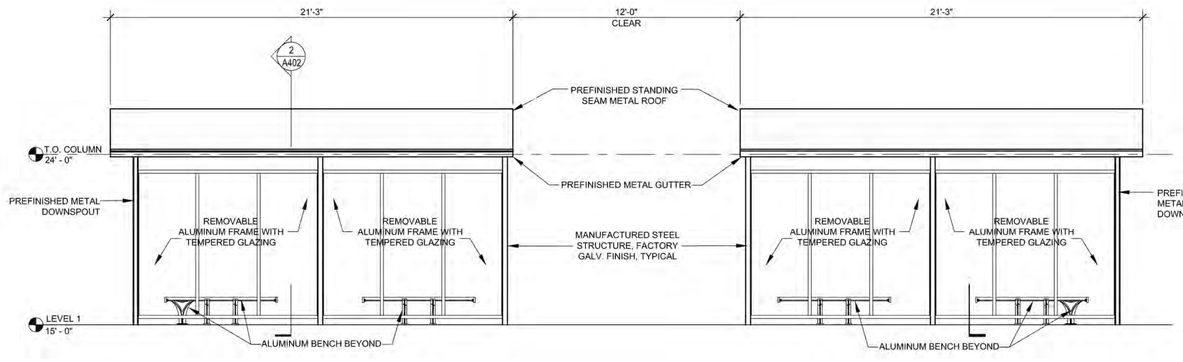
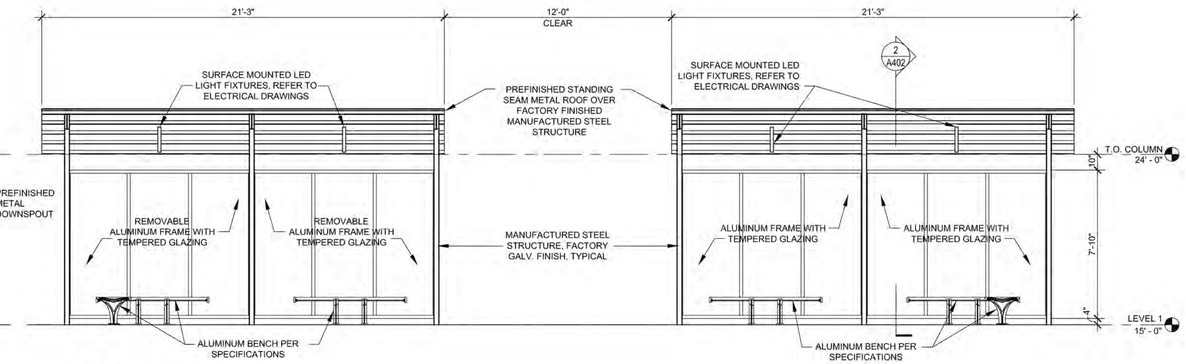


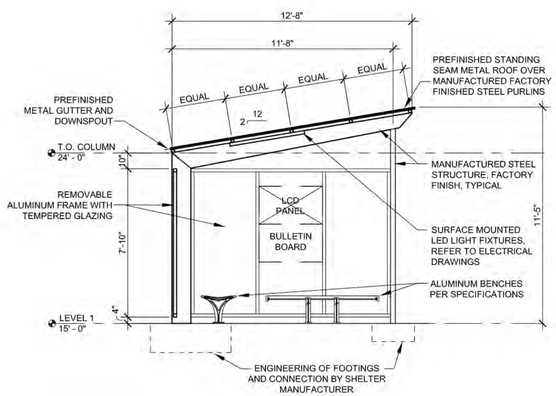
4 SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



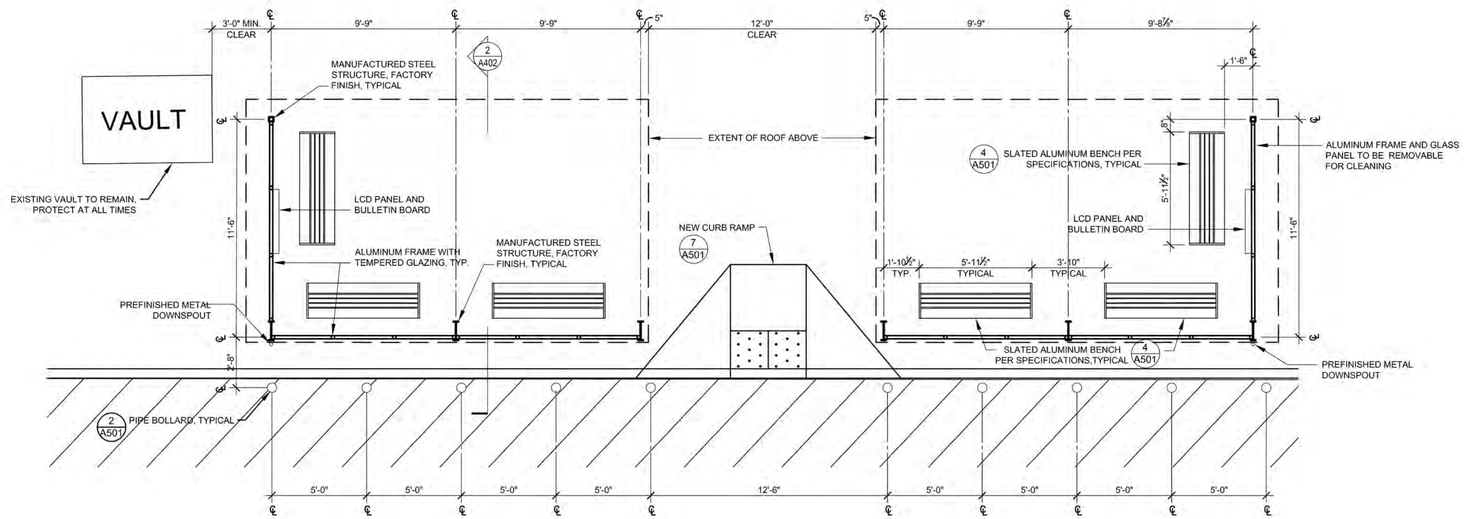
3 NORTH ELEVATION

SCALE: 1/4" = 1'-0"



2 SECTION

SCALE: 1/4" = 1'-0"



1 ENLARGED PASSENGER SHELTER PLAN

SCALE: 1/4" = 1'-0"

50% SUBMITTAL
MARCH 20, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

RMC ARCHITECTS

RMC Architects, PLLC • 1223 Railroad Avenue • Bellingham, WA 98225
P:360.676.7733 • F:360.738.0448 • www.rmcarchitects.com

6979 REGISTERED ARCHITECT
BRADLEY P. CORNWELL
STATE OF WASHINGTON

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1926

A-DOCK DEMOLITION & REPLACEMENT

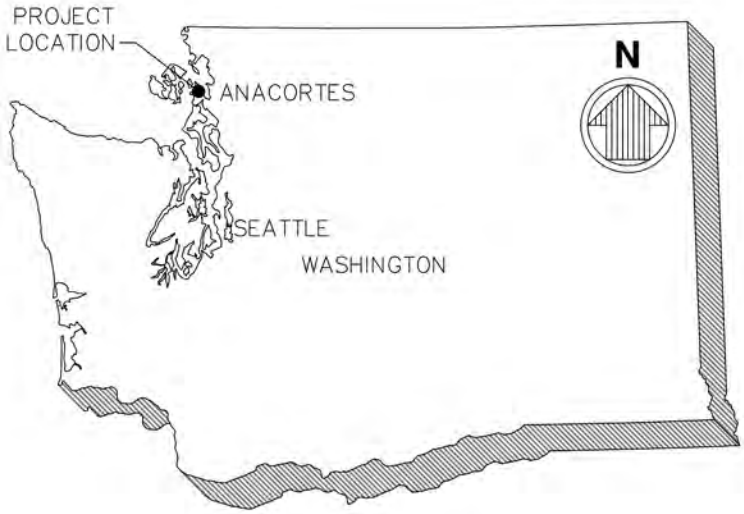
PORT OF ANACORTES

PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

DRAWN:	PROJECT NO.: CSBH-35
DESIGN:	SCALE: AS NOTED
CHECKED:	DATE: 03/20/18
SHEET NO.	A-402

75% Submittal

TIDAL DATUM
OHW = 10.2
MHHW = 8.2
MHW = 7.4
MTL = 5.0
MLW = 2.6
MLLW = 0.0



VICINITY MAP

SCALE: NOT TO SCALE

LOCATION MAP

SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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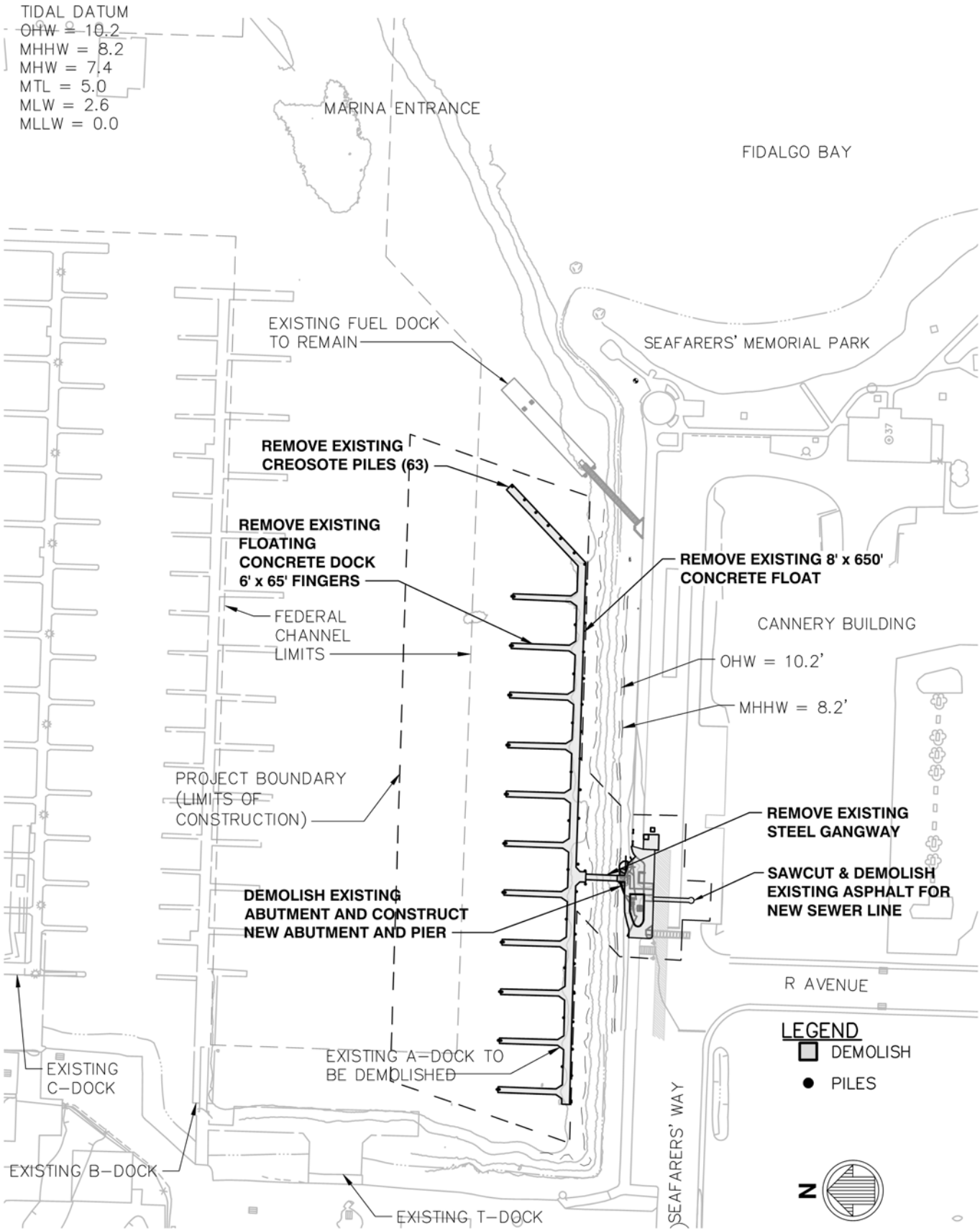

EXISTING PLAN AND DEMOLITION

SCALE: 1"=140'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT

PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES

IN: FIDALGO BAY

NEAR/AT: ANACORTES

COUNTY: SKAGIT

STATE: WA

APPLICANT: PORT OF ANACORTES

ADJACENT PROPERTY OWNERS:

1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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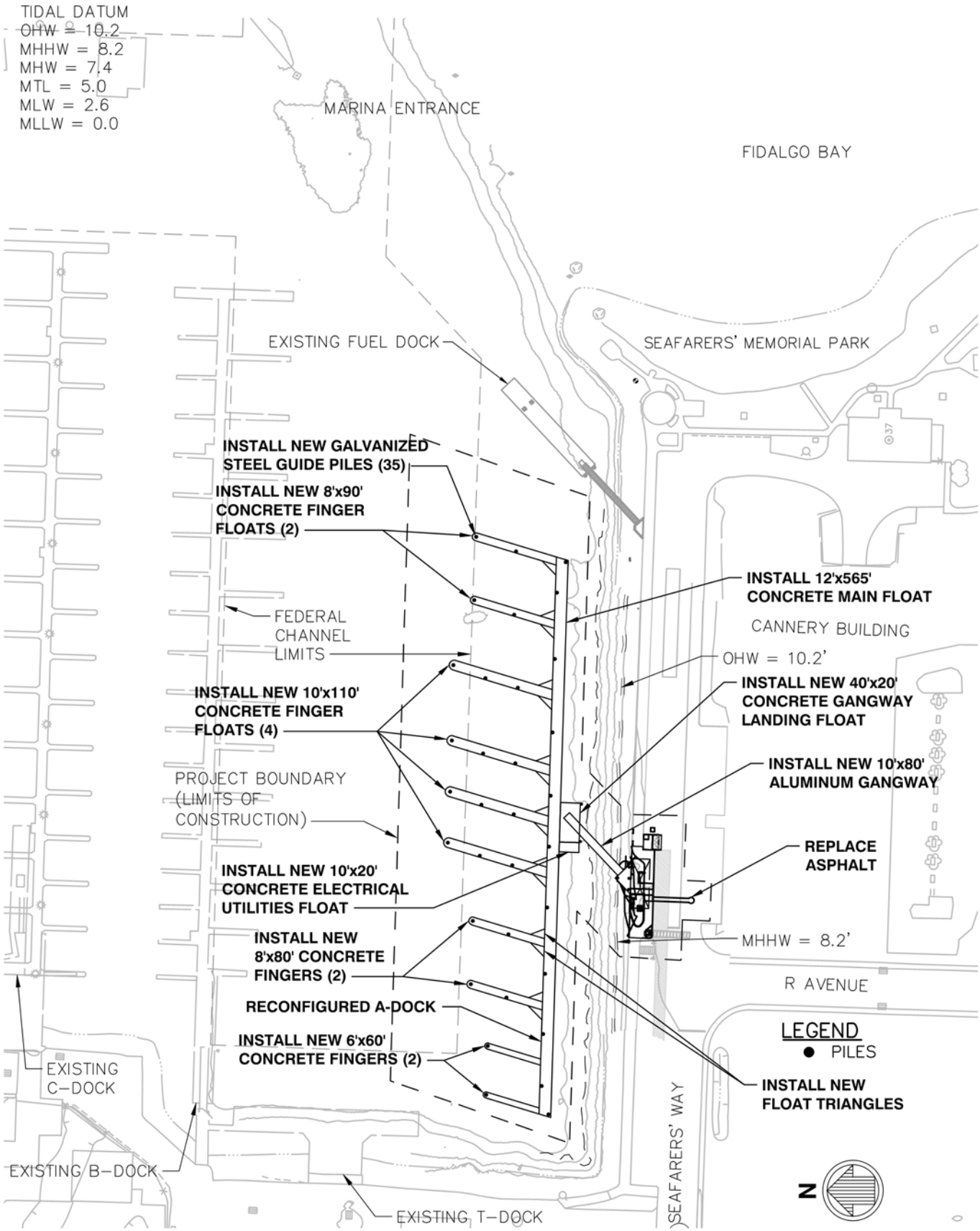

PROPOSED PLAN
SCALE: 1"=140'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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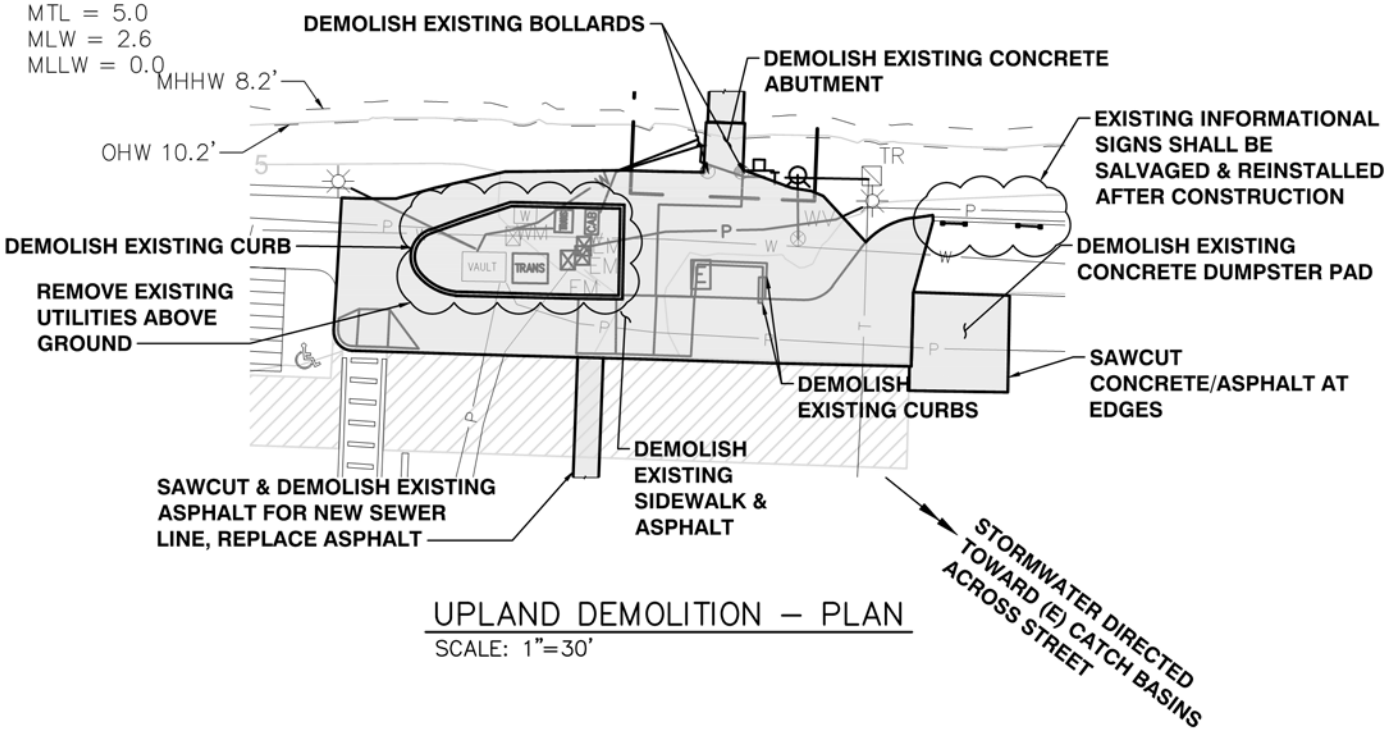
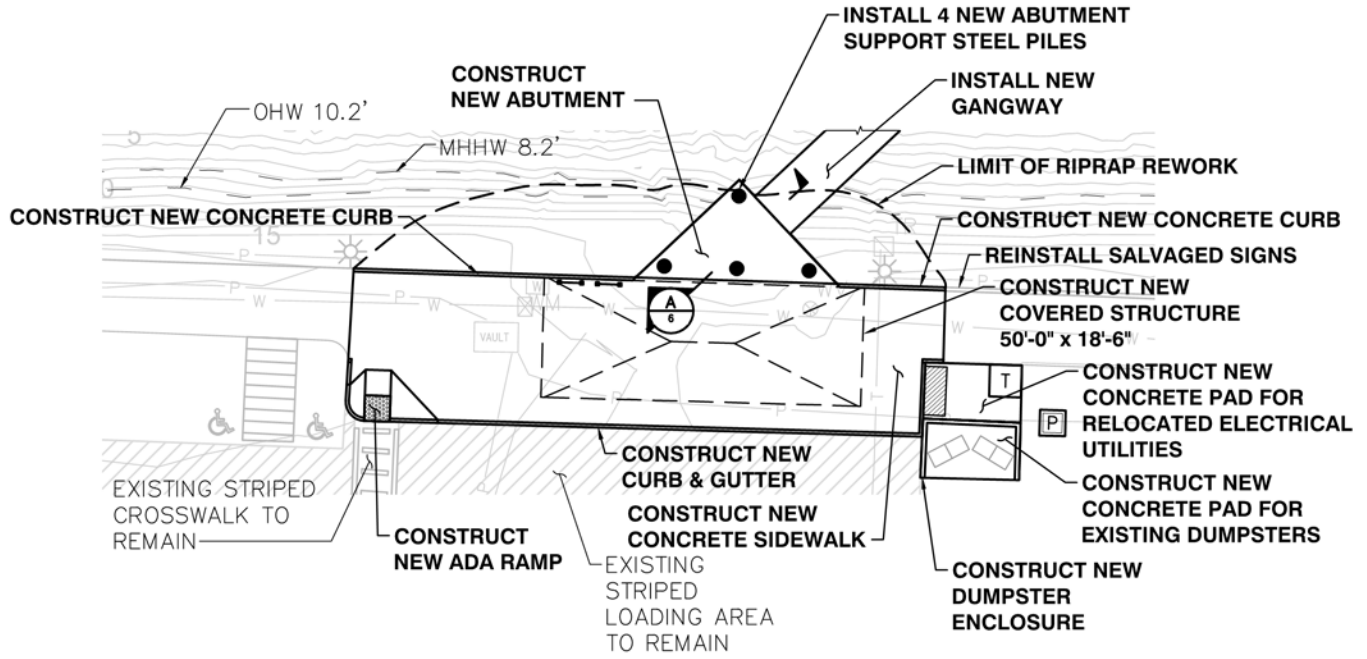


UPLAND DEMOLITION – PLAN

SCALE: 1"=30'



UPLAND PROPOSED – PLAN

SCALE: 1"=30'

N

15' 0' 15' 30'

SCALE: 1"=30'

LEGEND

- DEMOLISH
- PILES

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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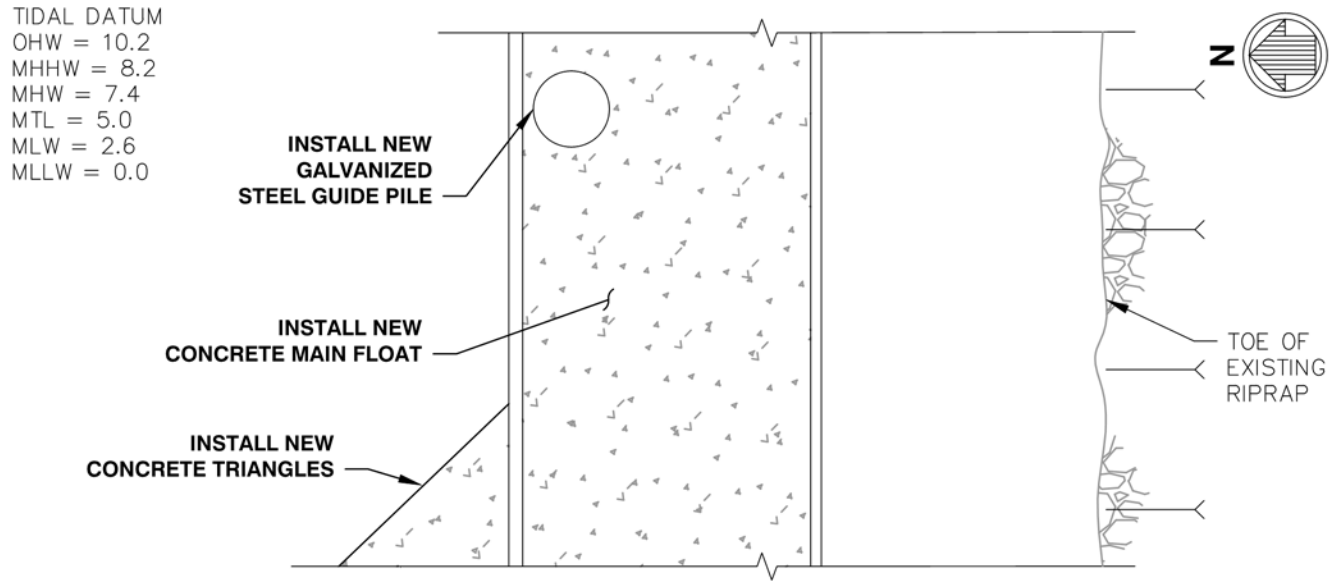
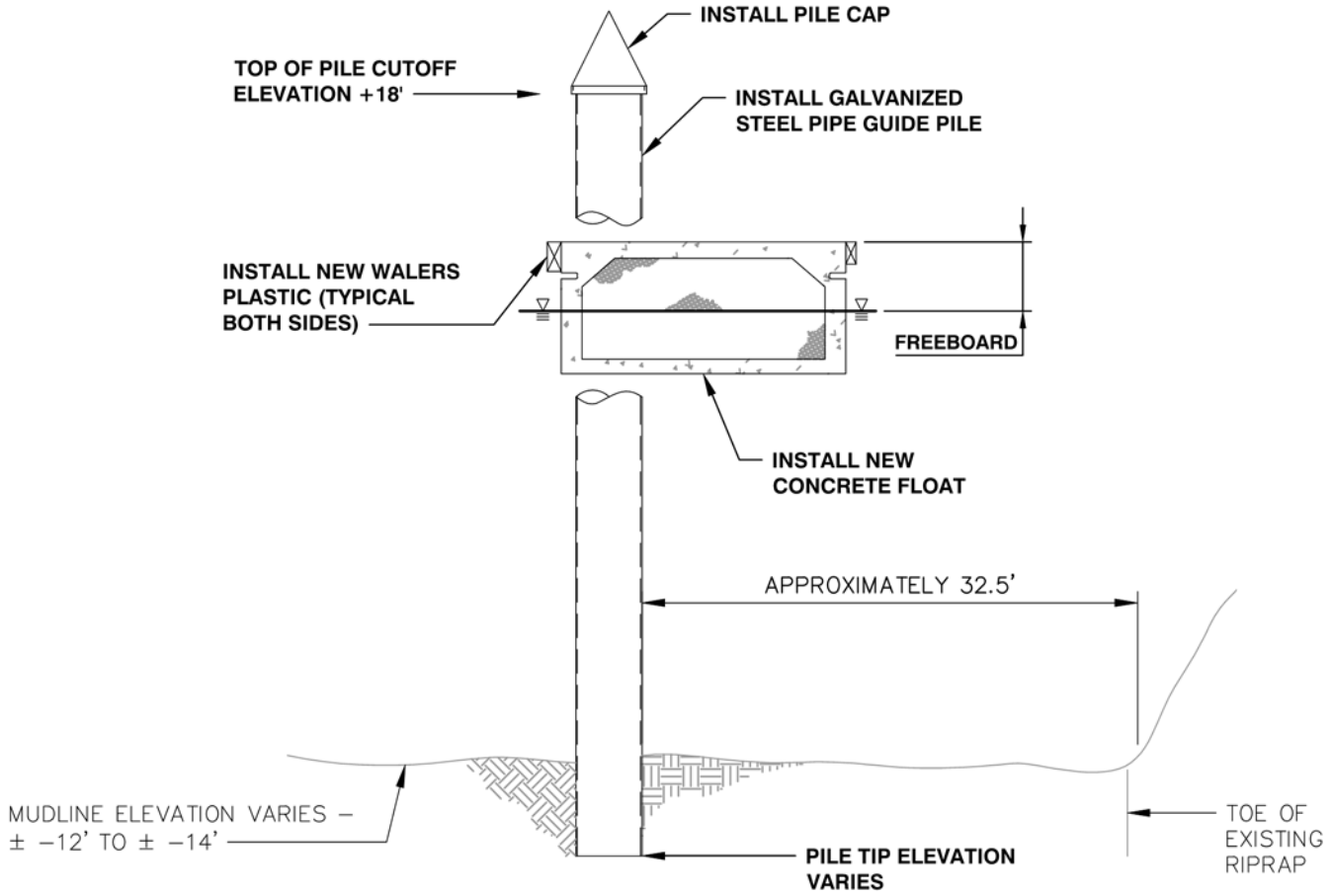


PROPOSED MAIN FLOAT – PARTIAL PLAN (TYP)

SCALE: NOT TO SCALE



PROPOSED MAIN FLOAT – SECTION (TYP)

SCALE: NOT TO SCALE

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PAGE: 5 OF 8 DATE: 12/20/2017

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT STATE: WA

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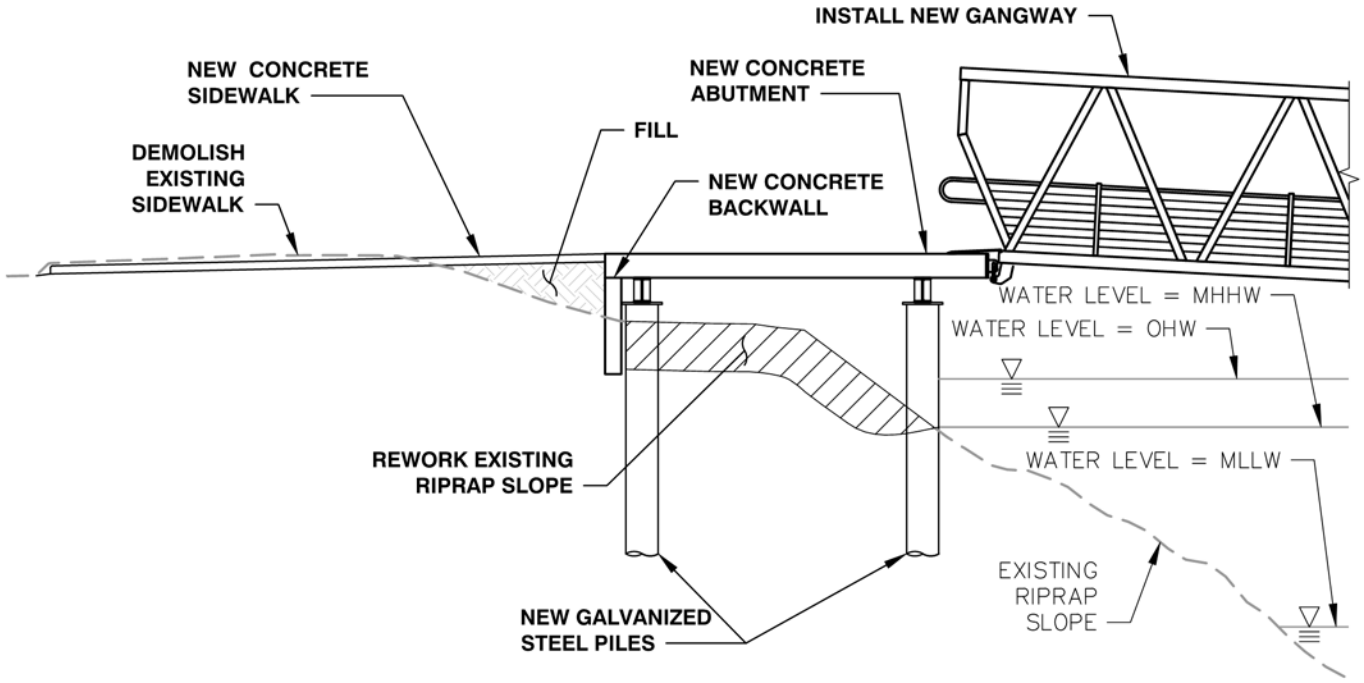

PROPOSED ABUTMENT – SECTION A

SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
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IN: FIDALGO BAY
NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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ROTARY PARK PICNIC AREA

PEDESTRIAN WALKWAY

ROCK JETTY

INSTALL LARGE WOODY DEBRIS STRUCTURES (12) ANCHORED WITH CABLES AND SCREW ANCHORS

Q-DOCK

FIDALGO BAY

P-DOCK

SEAFARERS' MEMORIAL PARK

BREAKWATER

PUMP OUT FLOAT

MARINA ENTRANCE

CANNERY BUILDING

R AVENUE

REPLACED A-DOCK

SEAFARERS' WAY

EXISTING SITE

MITIGATION SITE PLAN
SCALE: 1"=300'

N

300' 0' 300' 600'
SCALE: 1"=300'

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
PURPOSE: DEMOLISH A-DOCK & REPLACE WITH NEW DOCK, PILES, & UTILITIES
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NEAR/AT: ANACORTES
COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
1. THE CANNERY & OWNER'S ASSOCIATION
2. SEAFARER'S LLP
3. CITY OF ANACORTES

DATE: 12/20/2017

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TIDAL DATUM
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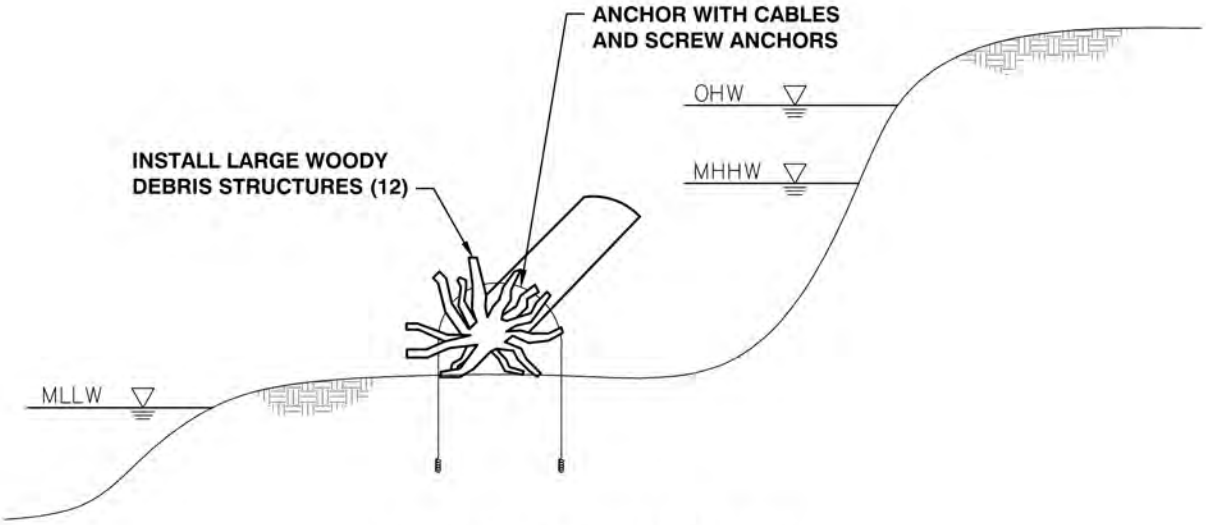
EXAMPLE – LARGE WOODY DEBRIS IN CAP SANTE MARINA WEST BASIN



MITIGATION SECTION (TYP)
SCALE: NOT TO SCALE

LOCATION ADDRESS: 1019 Q AVENUE
ANACORTES, WA 98221

LAT/LONG: 48.51667 / -122.60556

PROPOSED PROJECT: A-DOCK DEMOLITION AND REPLACEMENT
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COUNTY: SKAGIT
STATE: WA

APPLICANT: PORT OF ANACORTES
ADJACENT PROPERTY OWNERS:
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3. CITY OF ANACORTES

DATE: 12/20/2017

File: C:\PROJECTS\8393\CAD_Active_JARPA Permit\8393_F8; Plotted: 12/20/2017 11:56 AM

EXHIBIT #07:

SITE PHOTOS

SITE PHOTOS:

"A" DOCK

ADJACENT OFF-STREET PARKING

SPEED
LIMIT
10

WONIYA

PLANNING COMMISSION

Pre-Decision Open-Record Public Hearing

April 25, 2018

By: Kevin Cricchio, AICP, WPIT, Associate Planner

File Number: SDP-2018-0002

Applicant /& Landowner:

Port of Anacortes
100 Commercial Avenue
Anacortes, Washington 98221

Project Location:

“A” Dock is located just north of 715 Seafarer’s Way in the Cap Sante Marina in Fidalgo Bay. It is located within a portion of Section 19; Township 35 North; Range 02 East; Willamette Meridian.

Subject Proposal:

- The applicant has applied for a Shoreline Substantial Development Permit (SSDP) to replace the entire A-Dock float system and piles, reconfigure moorage to respond to market demands with increased beam widths and berth lengths, and upgrade on-dock and shoreline access and utilities. The proposed A-Dock will result in approximately 17,145 square feet of overwater coverage with a net increase of 7,046 square feet of overwater coverage.
- The monolithic floating dock system will be constructed out of concrete and will require approximately 35-40 galvanized steel pipe piles. The proposed dock will consist of 18 slips (24 are existing) that are wider and longer (berth sizes range from 21 to 40 feet wide and 60 to 110 feet long) than the existing dock to meet both current and future needs.

Subject Proposal (Continued):

- Approximately sixty-three (63) 13 to 14-inch creosote treated timber piles will be removed. The new main walk will be approximately 18-20 feet further offshore of the existing main walk. A proposed 80-foot long 10-foot wide gangway will connect the new "A" dock to the upland.
- A covered shelter is also proposed landward of the gangway abutment adjacent to the proposed dumpster enclosure. On-dock improvements to the utilities are also proposed include installing a new sanitary sewer system, modernizing the electrical system, replacing existing dock lighting with LED lighting, and replacing the water and fire suppression systems

Subject Proposal (Continued):

Proposed mitigation includes installing twelve (12) large woody debris (LWD) structures in the northeast portion of Cap Sante Marina consisting of 16-20 foot logs with root-wads (18 -30 inches in diameter) anchored with screws and cables.

Subject Parcel:

P32960

Existing Land Use:

Cap Sante Marina is a public marina built in 1927. The current configuration of the marina consists of 1,007 boat moorage slips. “A” Dock was built in the 1960s.

Zoning District:

Most of the proposed development associated with this project is located waterward of the ordinary high water mark (OHWM) and thus lies in the Commercial Marine (CM) zoning district.

A small portion of the proposed work however is also located upland of the OHWM and thus lies in the Commercial Marine (CM1) Zoning District.

Surrounding Zoning & Land Uses:

Direction:	Zoning:	Present Land-use:
North:	Commercial Marine	Cap Sante Marina
South:	Commercial Marine 1	Professional Offices & Seafarer's Park
East:	Commercial Marine	Fidalgo Bay
West:	Commercial	Storage Buildings

Shoreline Environment/Designation:

Urban & Aquatic Shoreline Environments /Designations

General Background /Project Chronology:

1. The Cap Sante Marina is currently located on the subject property.
2. The applicant wishes to permit the demolition, replacement and reconfiguration of "A" dock located in the Cap Sante Marina of Fidalgo Bay.
3. Boat moorage, public piers, and public and private marinas are land uses that are permitted outright in the Commercial Marine Zoning District.
4. On February 2, 2018, the subject application was submitted to the City of Anacortes's Department of Planning, Community, and Economic Development.
5. Following a review of the application, PCED deemed the subject application complete on February 28, 2018.
6. The thirty-(30)-day comment period (taken from the date of newspaper publication) ended on April 6, 2018, but comments were accepted up until the close of the pre-decision open-record public hearing.

Notice of Application & Hearing:

1. According to AMC Table 19-20-030-1, Type 4 types of review require both a pre-application conference and a neighborhood meeting prior to application submittal. Accordingly a pre-application conference occurred on November 7, 2017 followed by a neighborhood meeting on December 14, 2017.
2. Per AMC 18.16.050 and Table 19.20.030-1, Shoreline Substantial Development Permits (SSDP) require that public notice be mailed to property landowners that are within 300 feet of the subject proposal, be posted onsite, and published in the newspaper of record.
3. Accordingly, a Notice of Application and Hearing was published in the Anacortes American Newspaper on March 7, 2018. This notice was also mailed to neighboring landowners on March 1, 2018. Notice was posted at city hall, the library, and the local USPS office on March 1, 2018. The subject property was posted with this notice on March 1, 2018, in two (2) locations.
4. The notice of application /hearing was posted on the City's website on February 28, 2018. Agencies and departments of jurisdiction were solicited for comment on March 1, 2018.

Critical Area Review:

- Pursuant to Appendix "A" of the Shoreline Master Program (SMP) regulating shoreline critical areas, the subject development was reviewed for proximity to critical areas. Work is proposed within Cap Sante Marina which lies within Fidalgo Bay. Both the project site and the greater area surrounding Fidalgo Bay known as the Salish Sea have areas designated as critical habitat. Threatened/Endangered species within this critical habitat may include but is not limited to: Bull trout, Chinook Salmon, Steelhead trout, Rockfish, Bocaccio, Yelloweye Rockfish, Canary Rockfish, Marbled murrelet, Pacific eulachon, Green sturgeon, Killer whale, Stellar sea lion, Humpback whale, and Leatherback turtle. Accordingly, the applicant hired Grette Associates LLC of Tacoma, Washington as their Endangered Species Act consultant to prepare a Biological Evaluation (BE). The Biological Evaluation December 2017, prepared by Grette Associates, LLC can be found in **Exhibit #1**.

SEPA Environmental Review:

1. The subject proposal is not exempt from SEPA environmental review pursuant to WAC § 197.11.800 & AMC Chapter § 18.040.120.
2. The Port of Anacortes however acting as SEPA lead agency has determined that this proposal, which incorporates mitigation measures, will not have a probable significant adverse impact on the environment. A SEPA Mitigated Determination of Non-Significance (MDNS) was issued on November 28, 2017. The comment period ended on December 14, 2017.

Shoreline Management Act:

1. Proposed development lies within two hundred (200) feet of a shoreline of statewide significance (RCW 90.58.030(2)(f)) and is therefore subject to conformance with the City of Anacortes' Shoreline Master Program (SMP).
2. The subject proposal is located mostly in the Aquatic Shoreline Environment / Designation with a small portion of proposed upland improvements occurring in the Urban Shoreline Environment /Designation.
3. According to Table 5.1 of the SMP, both marinas, docks, piers, and floats are permitted outright in the Urban and Aquatic Shoreline Environments /Designations.

Shoreline Management Act (Continued):

4. The subject proposal is not exempt from obtaining an approved Shoreline Substantial Development Permit (SSDP) per WAC § 173.27.040. Accordingly, on February 2, 2018, the City of Anacortes' Department of Planning, Community, & Economic Development received the subject application from the applicant.
5. According to AMC 19.20.030-1 and 18.16.100(B) shoreline substantial development permit applications for projects valued at $1 million or more or on sites of 3-acres or more are considered a Type 4 type of review. For type 4 reviews, the Planning Commission makes a recommendation on the matter followed by City Council making a decision regarding the subject shoreline substantial development permit. The applicant states that the value of this project will $4,163,000.
6. The purpose of the "Urban" shoreline designation "is to provide for commercial, industrial, and recreational uses; residential uses in some locations; and public land uses while seeking opportunities for protection and restoration of ecological functions."

Shoreline Management Act (Continued):

7. The purpose of the "Aquatic" shoreline designation "is to protect, restore, and manage the unique characteristics and resources of marine waters, including habitat, ecology, navigation and public enjoyment."
8. Water Dependent uses within both the Urban and Aquatic Shoreline Environments /Designations have a zero (0) foot setback as measured from the ordinary high water mark (OHWM) pursuant to SMP Table 5.2.
9. According to SMP DR5.10.8, "Developments consisting of water-dependent scientific, historical, industrial, cultural, or educational research uses, public access, water oriented recreation and ecological restoration are not required to meet the shoreline setback requirements, nor are piers, ramps, or docks."

Zoning:

1. The City's Zoning Map establishes zoning district boundaries and the City Zoning Ordinance establishes (1) the permitted use of land in the various zones, and (2) development standards.
2. As stated above, most of the proposed development associated with this project is located waterward of the ordinary high water mark (OHWM) and thus lies in the Commercial Marine (CM) underlying zoning district. A small portion of the proposed work however is also located upland of the OHWM and thus lies in the Commercial Marine 1 (CM1) Zoning District.

Zoning (Continued):

3. According to AMC 17.23.020, "Boat moorage, public piers, private and public marinas, ship and boat building and repair, boat and marine equipment sales and services, small scale retail sales and specialty shops, eating and drinking establishments, offices, boatels, hotels, motels, yacht clubs, indoor and outdoor public and private recreation facilities, movie theaters, commercial parking, public parking, private parking, and parks." The applicant wishes to demolish, replace, and reconfigure "A" Dock of the Cap Sante Marina. Both public and private marinas are permitted outright in the Commercial Marine Zoning District.

PCED Staff Recommendation:

The Department of Planning, Community, and Economic Development (PCED) recommends that the Planning Commission make a recommendation of approval to City Council regarding the subject shoreline substantial development permit (SSDP) subject to the staff’s suggested conditions of approval as listed below.

"A" Dock, Demolition, Replacement, & Reconfiguration

EXHIBIT NUMBER:	NAME OF EXHIBIT:
Exhibit #01	Master Permit Application, JARPA, Narrative, Technical Memorandum, SEPA Checklist, Issued SEPA MDNS, Biological Evaluation (BE), HPA, & Eelgrass Survey
Exhibit #02	GIS Map & Assessor's Information
Exhibit #03	Neighborhood Meeting Notice; Notice of Application & Hearing
Exhibit #04	Public Comments Received
Exhibit #05	Agency & Department Comments Received
Exhibit #06	Site Plan & Survey
Exhibit #07	Site Photos

1207
Q AVE
1217
1219
C
CM
1402N
1402S
604
712
SEAFARERS' WY
813
715
609
603
1517
601
R AVE
CM1
1606
1609
1701

1207
Q AVE
1217
1219
1402N
1402S
604
712
SEAFARERS' WY
813
715
609
603
1517
601
1601
1606
1609
1701

7TH ST
8TH ST
9TH ST
9TH ST
10TH ST
11TH ST
13TH ST
R AVE
Q AVE
MARKET ST
SEAFARERS' WY
611
600
611
701
703
713
719
1019
1119
1207
1217
1219
1402N
1402S
604
712

"A" Dock

Site Search October 23, 2017 Select Language

Property Search

Directory Find It Here Records Contact

Assessor Home

Treasurer Home

Prior Searches

Clear Prior Searches

P32960
PORT OF ANACORTES
601 SEAFARER'S WAY
ANACORTES, WA 98221

P32926
PUGET SOUND ENERGY E...
1019 Q STREET
ANACORTES, WA 98221

P114084
HERRICK ADAM
2407 42ND PLACE
ANACORTES, WA 98221

P114085
CONLEY SHAWN
2415 42ND PLACE
ANACORTES, WA 98221

P125824
FOUR ISLANDS HOLDING...
3914 MICHIGAN AVE
ANACORTES, WA 98221

P31828
CARR WARREN B
2509 H AVE
ANACORTES, WA 98221

P103557
MILLER ASTREA C

P103558
DUBNOFF STEVEN J
1716 25TH H CT
ANACORTES, WA 98221

Select a search option below:

○ Address ◉ Parcel # ○ Owner Name (Last First) ○ Road ○ XrefID

Enter Parcel #: P32960 Clear Help Print

Details Improvements Land Transfers History Taxes Permits Sales Comps

Details for Parcel: P32960

Jurisdiction: ANACORTES
Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Recorded Documents *Documents scanned and recorded by the Auditor's office*
Excise Affidavits *Document scans of excise affidavits*

Parcel Number	XrefID	Quarter	Section	Township	Range
P32960	350219-0-052-0102		19	35	02

Owner Information
PORT OF ANACORTES
100 COMMERCIAL AVE
ANACORTES, WA 98221

Site Address(es)
601 SEAFARER'S WAY
Anacortes, WA *(Jurisdiction, State)*
Zip Code Lookup | Site Address Information

Map Links
Open in iMap
Assessor's Parcel Map:
PDF | DWF

Current Legal Description **Abbreviation Definitions**
(9.7700 ac) LOT 3 OF SHORT PLAT #ANA-98-003 AF#9902170072 LOCATED IN NW1/4

2017 Values for 2018 Taxes*	Exemption
Building Market Value	$1,637,800.00
Land Market Value	+$2,681,000.00
Total Market Value	$4,318,800.00
Assessed Value	$4,318,800.00
Taxable Value	$.00

Sale Information
Deed Type WARRANTY DEED
Sale Date 1978-04-01
Sale Price $51,000.00

2018 Property Tax Summary
2018 Taxes will be available after 2/15/2018
.
Use the Taxes link above for 2017 taxes

** Effective date of value is January 1 of the assessment year (2017)*

Legal Description at time of Assessment

***Land Use**	(690) MISCELLANEOUS SERVICES		WAC 458-53-030
Neighborhood	(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING		
Levy Code	0900	**Fire District**	
School District	SD103	**Exemptions**	Port District Owned
Utilities		**Acres**	0.00

Improvement 1 Attributes Summary

Building Style	COMMERCIAL REAL PROPERTY		
Year Built	2011	**Foundation**	
Above Grade Living Area	2,160 Square Feet	**Exterior Walls**	
Finished Basement		**Roof Covering**	
***Total Living Area**	2,160 Square Feet	**Heat/Air Conditioning**	
Unfinished Basement		**Fireplace**	
***Total Garage Area**		**Bedrooms**	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

PORT OF ANACORTES

A-DOCK DEMOLITION & REPLACEMENT
PROJECT # CSBH-35

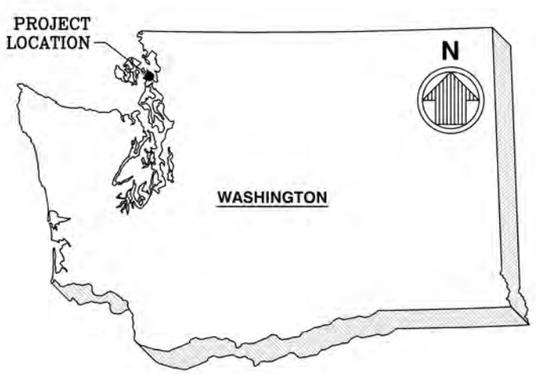
PORT COMMISSIONERS:
JOHN POPE
JOE VERDOS
KEN GOODWIN
KATHY PITTIS
JON PETRICH

EXECUTIVE DIRECTOR:
DAN WORRA

PORT PROJECT MANAGER:
JENKINS DOSSEN

CIVIL/STRUCTURAL ENGINEER:
MOFFATT & NICHOL
600 UNIVERSITY STREET
SUITE#610
SEATTLE, WA 98101
(206) 622-0222

ELECTRICAL ENGINEER:
HARBOR POWER
815 FIRST AVENUE
SUITE#343
SEATTLE, WA 98104
(206) 855-4600



VICINITY MAP
SCALE: NTS

SHEET INDEX		
INDEX #	SHEET NUMBER	SHEET TITLE
1	G-001	COVER SHEET
2	C-101	PLAT MAP
3	C-102	EXISTING SITE PLAN
4	C-103	SITE CONSTRUCTION PLAN
5	C-104	UPLAND DETAIL PLAN
6	A-402	PASSENGER SHELTER PLAN AND ELEVATION

LOCATION MAP
SCALE: NTS

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
SUITE# 610
SEATTLE, WA 98101
206-622-0222

STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

A-DOCK DEMOLITION & REPLACEMENT
PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

COVER SHEET

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018
SHEET NO.			

G-001

INDEX: 1 OF 5

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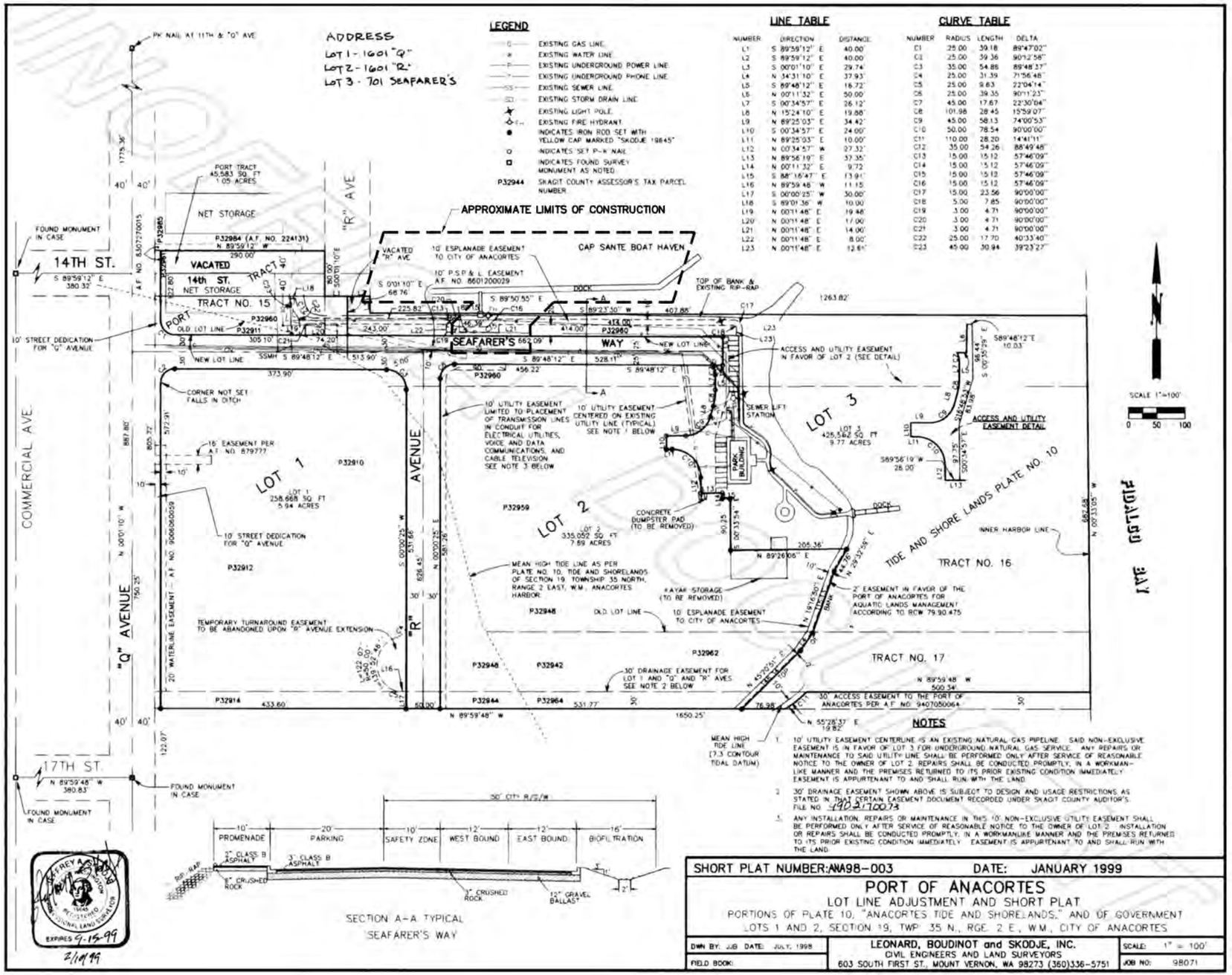

PLAT MAP

SCALE: NTS

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
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206-622-0222

NO.	DATE	BY	REVISION

A-DOCK DEMOLITION & REPLACEMENT

PORT OF ANACORTES

PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

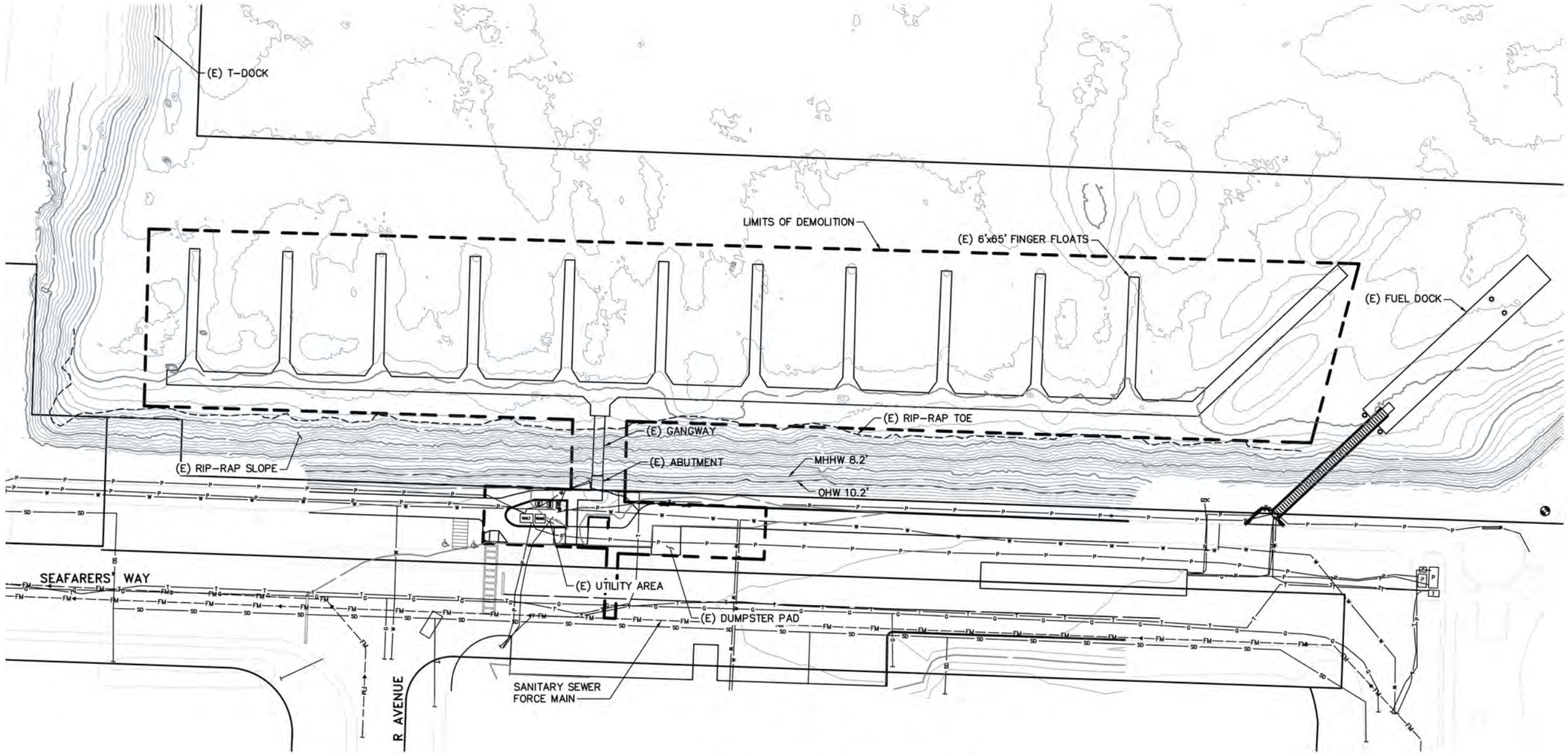
########

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018
SHEET NO.			

C-101

INDEX: 2 OF 5

File: C:\Users\cbalcom\Desktop\shoreline package\9520-02_C-101. Plotted: 3/22/2018 12:04 AM by BALCOMB, CHARLES



EXISTING SITE PLAN / DEMOLITION LIMITS

SCALE: 1"=30'

SURVEYOR'S LEGEND

	5 FOOT CONTOUR INTERVAL	EM	ELECTRICAL METER		CATCH BASIN	UM	UNKNOWN UTILITY MANHOLE
	1 FOOT CONTOUR INTERVAL	TRANS	TRANSFORMER PAD		STORM DRAIN MANHOLE	E	POWER PULL BOX
G	GAS TONE LINE		AREA LIGHT		FIRE DEPARTMENT CONNECTION	VAULT	POWER VAULT
W	WATER TONE LINE		FUEL FILL PORT	WV	WATER VALVE		BOLLARD
P	POWER TONE LINE		MONITOR WELL		FIRE HYDRANT	CAB	POWER CABINET
T	TELEPHONE TONE LINE		SIGN	WM	WATER METER	WCR	WHEELCHAIR RAMP
FM	SANITARY SEWER FORCE MAIN FROM CITY AS-BUILTS. NOT FIELD LOCATED.		GUARD POST		POST INDICATOR VALVE	C.	CONCRETE
SS	SANITARY SEWER LINE		11"-13" WOOD PILINGS	W	WATER VAULT	XC	EXTRUDED CURB
SD	STORM DRAIN LINE		21" STEEL PILINGS		SPOT ELEVATION	(AB)	INFORMATION PER AS-BUILT DRAWING
	MHHW MARK 8.2	TR	TELEPHONE RISER		LOCAL HIGH POINT	SSMH	SANITARY SEWER MANHOLE
	LIMITS OF EXPOSED RIP RAP	T	TELEPHONE PULL BOX		SUBMERGED PILE		
	PLANIMETRIC DATA	T	TELEPHONE MANHOLE				

N

30' 0' 30' 60'

SCALE: 1"=30'

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DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

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STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1926

A-DOCK DEMOLITION & REPLACEMENT

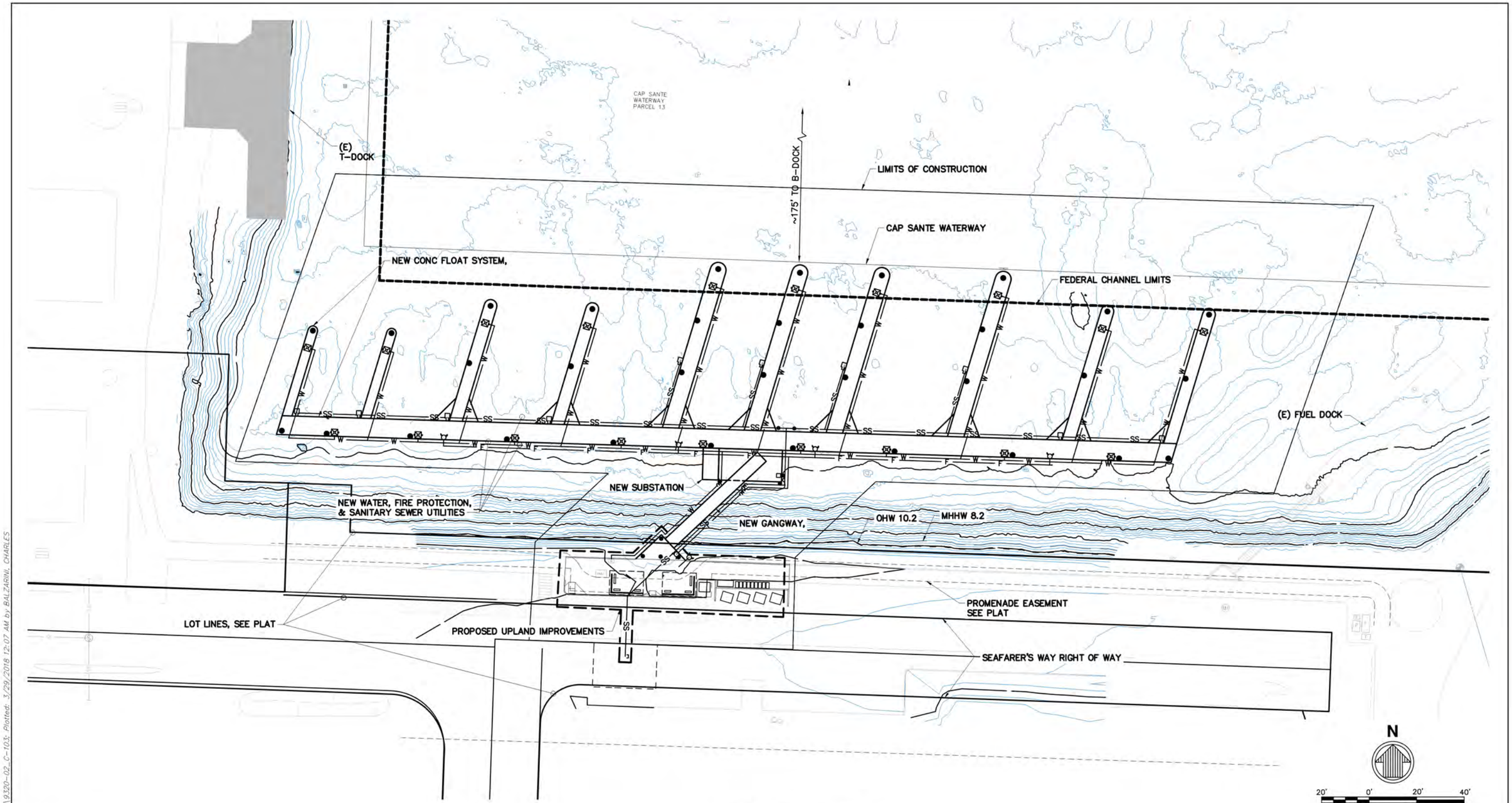
PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

EXISTING SITE PLAN

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018

SHEET NO.
C-102
INDEX: 3 OF 5

File: C:\Users\cbalzarini\Desktop\shoreline package\9320-02_C-102; Plotted: 3/29/2018 12:05 AM by BALZARINI, CHARLES



SITE/CONSTRUCTION PLAN
SCALE: 1"=20'

LEGEND

● PILE	—W—	WATER LINE		SS RISER		FIRE RISER	LIGHT POLE
PEDESTAL	—SS—	SANITARY SEWER LINE	—F—	FIRE LINE		VALVE	

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
600 UNIVERSITY STREET
SUITE# 610
SEATTLE, WA 98101
206-622-0222

STATE OF WASHINGTON PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1926

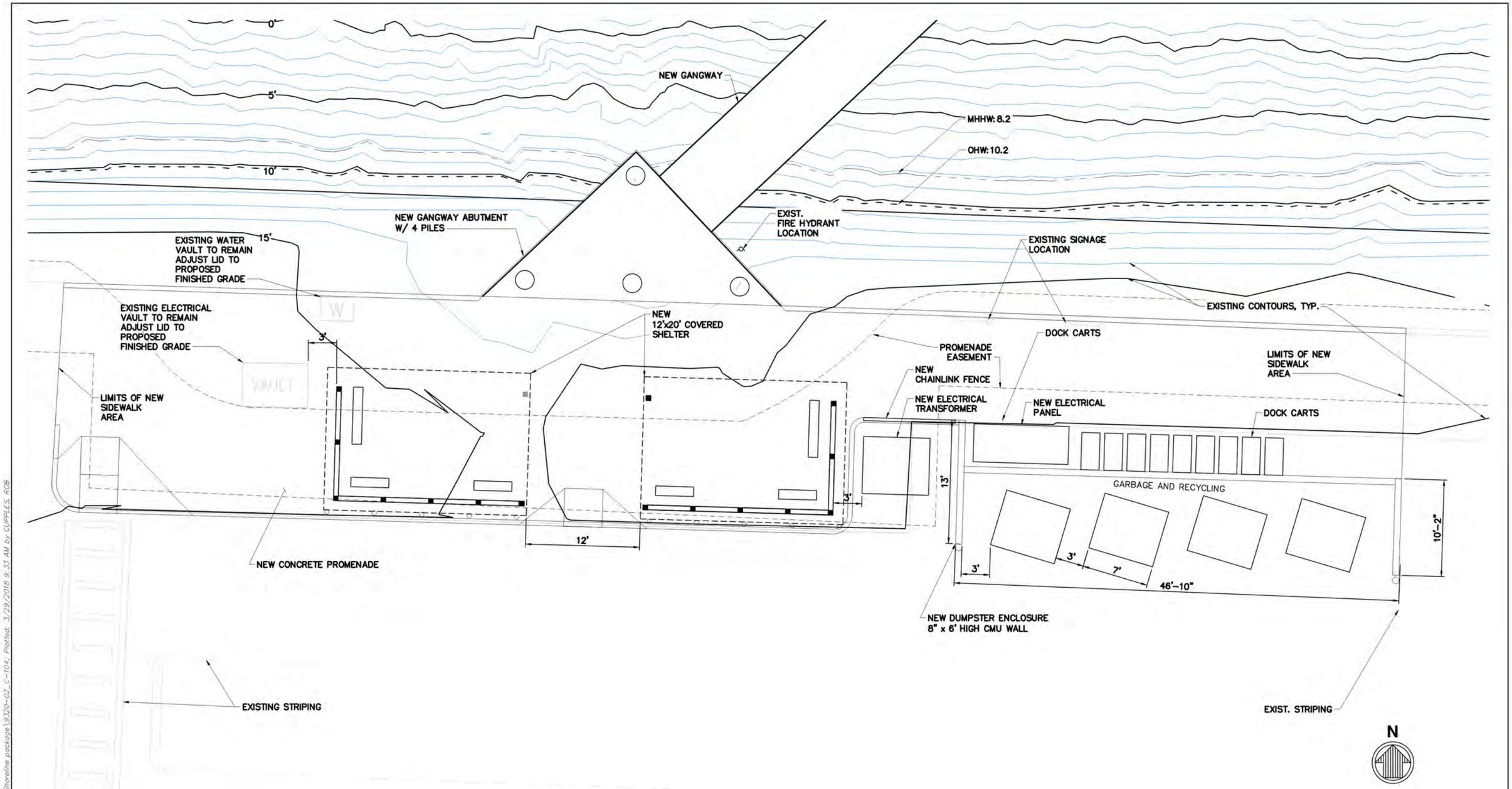
A-DOCK DEMOLITION & REPLACEMENT
PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

SITE CONSTRUCTION PLAN

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018

SHEET NO.
C-103
INDEX: 4 OF 5

File: C:\Users\cbalzarini\Desktop\shoreline package\9320-02_C-103; Plotted: 3/29/2018 12:07 AM by BALZARINI, CHARLES



UPLAND DETAIL PLAN
SCALE: 1'=5'

LEGEND

PILE	—W—	WATER LINE		SS RISER		FIRE RISER	LIGHT POLE
PEDESTAL	—SS—	SANITARY SEWER LINE	—F—	FIRE LINE		VALVE	

PERMIT SET
50% DESIGN
MARCH 16, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

moffatt & nichol
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SEATTLE, WA 98101
206-622-0222

NO.	DATE	BY	REVISION

A-DOCK DEMOLITION & REPLACEMENT
PORT OF ANACORTES
PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

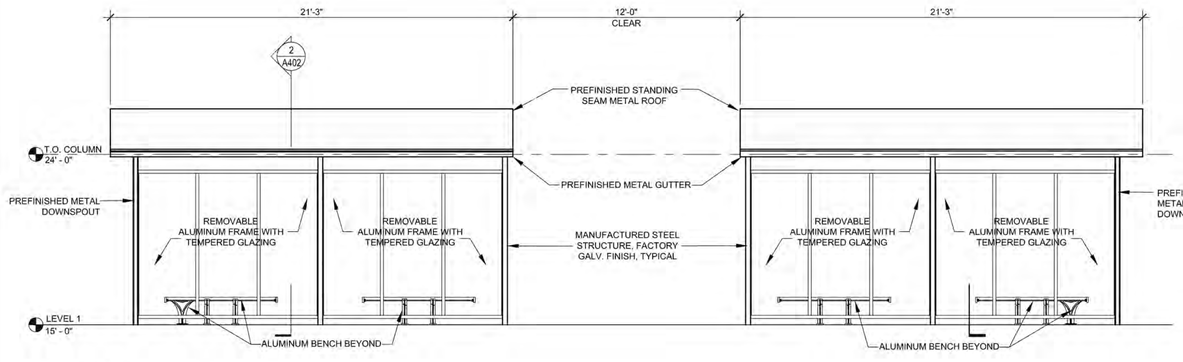
UPLAND DETAIL PLAN

DRAWN:	CG	PROJECT NO.:	CSBH-35
DESIGN:	CB	SCALE:	AS NOTED
CHECKED:	BG	DATE:	3/16/2018
SHEET NO.			

C-104

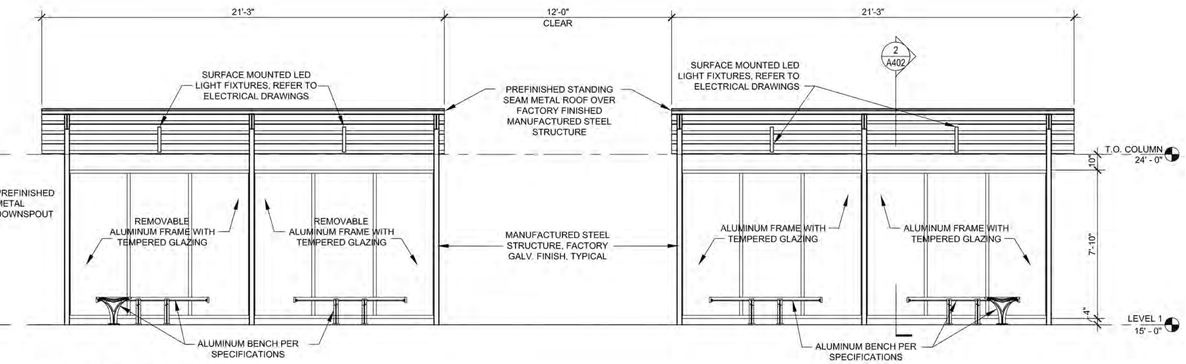
INDEX: 5 OF 5

File: \\mne.net\projects\SEA\8393-03\CAD_Active\Shoreline package\9320-02_C-104; Plotted: 3/29/2018 9:33 AM by CUPPLES, ROB



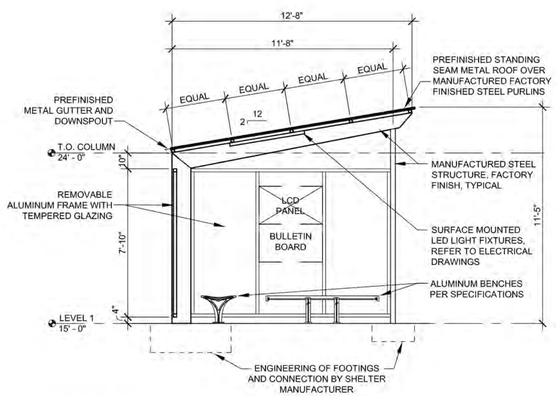
4 SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



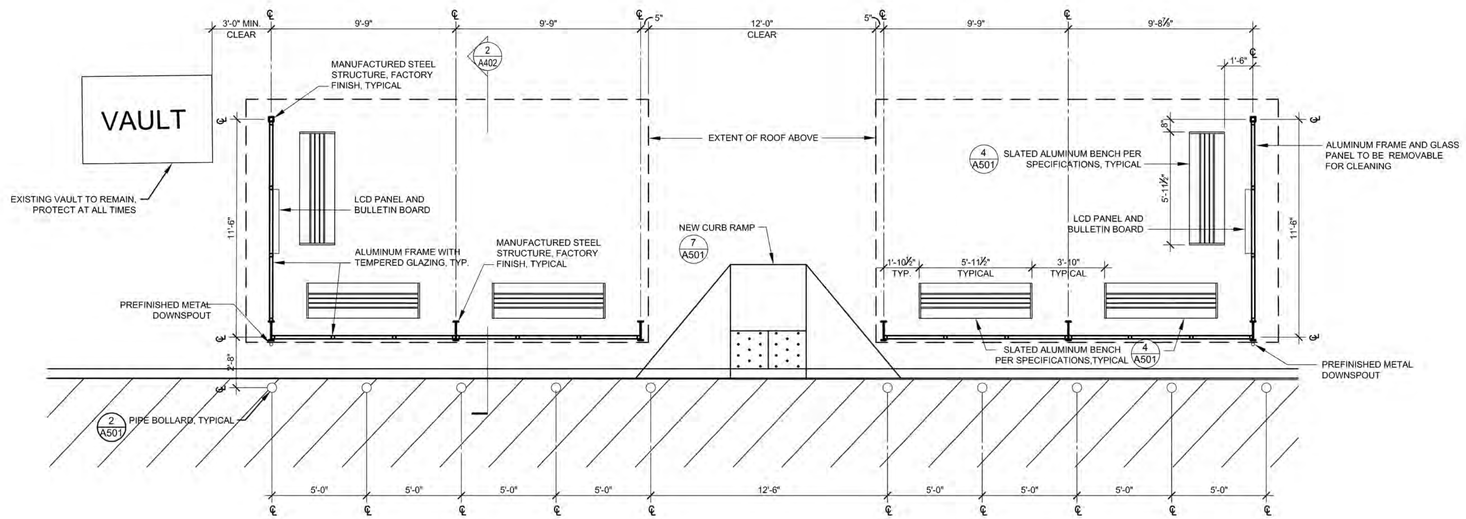
3 NORTH ELEVATION

SCALE: 1/4" = 1'-0"



2 SECTION

SCALE: 1/4" = 1'-0"



1 ENLARGED PASSENGER SHELTER PLAN

SCALE: 1/4" = 1'-0"

50% SUBMITTAL
MARCH 20, 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

RMC ARCHITECTS

RMC Architects, PLLC • 1223 Railroad Avenue • Bellingham, WA 98225
P:360.676.7733 • F:360.738.0448 • www.rmcarchitects.com

6979 REGISTERED ARCHITECT
BRADLEY P. CORNWELL
STATE OF WASHINGTON

NO.	DATE	BY	REVISION

A-DOCK DEMOLITION & REPLACEMENT

PORT OF ANACORTES

PROJECT # CSBH-35 (PROCUREMENT PACKAGE)

DRAWN:	PROJECT NO.: CSBH-35
DESIGN:	SCALE: AS NOTED
CHECKED:	DATE: 03/20/18
SHEET NO.	A-402

75% Submittal