

SEPA¹ Environmental Checklist

Purpose of checklist

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

Instructions for applicants

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

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

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

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

A. Background

[Find help answering background questions](#)²

1. Name of proposed project, if applicable:

Port of Friday Harbor, Jensen's Shipyard Cove Facility Haul Out Pier (HOP) Replacement

2. Name of applicant:

Nicholson, Todd, S. (Port of Friday Harbor)

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

PO Box 889, Friday Harbor, WA 98250

360.378.2688, 360.749.0664

toddn@portfridayharbor.org

4. Date checklist prepared:

05/01/2026

5. Agency requesting checklist:

Lead Agency: Port of Friday Harbor

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

The project will begin after permits are issued and within the authorized in-water work windows. For the initial phase, the Port proposes to replace the existing HOP, which supports operations throughout the Port of Friday Harbor (Port) Jensen's Shipyard Cove Facility (Facility). The HOP replacement will occur in a more suitable location within the northwest section of the Facility. This phase is predicted to take approximately 2-3 months.

Once the replacement HOP is operational, the Port will initiate the second phase of the project, which is predicted to take approximately one month. The Port proposes to decommission and remove the existing HOP structure and adjacent overwater dock. The Port also proposes to remove: shallow-water floats and associated piles from the existing Shipyard Cove Marina (SCM) float system; vertical concrete shoreline protection; creosote-treated piles; an associated concrete slab; creosote-treated timber rails; and miscellaneous marine debris currently located near the existing and replacement HOP locations as additional mitigation.

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

No, only necessary maintenance and repairs will occur after the completion of this project.

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

2020 CAR: Essency Environmental

2020 Eelgrass Survey

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

2021 Eelgrass Survey
2024 Submerged Aquatic Vegetation Survey
2026 Floodplain Habitat Assessment and Critical Areas Report

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.

No, there are no other project proposals pending for the Port's Facility.

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

Port of Friday Harbor

- SEPA – Mitigated Determination of Non-significance

San Juan County

- Shoreline Substantial Development Permit (SSDP)

Department of Ecology

- Section 401 Water Quality Certification
- Coastal Zone Management Consistency Certification

Department of Fish and Wildlife

- Hydraulic Project Approval (HPA)

U.S. Army Corps of Engineers

- Section 10 / Section 404 Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Port proposes to replace the existing HOP as soon as all applicable permits are issued. The Port previously completed maintenance work to the HOP in 2020 under San Juan County Shoreline Exemption LANDUSE-20-004, Washington Department of Fish and Wildlife Hydraulic Project Approval 2020-4-566+01, and U.S. Army Corps of Engineers permit NWS-2020-630. The purpose for the 2020 maintenance work was to extend the usable life span of the existing HOP by roughly 5-years in order to design and permit a longer-term maintenance solution. The Port recently completed engineered HOP design plans and now proposes to replace the HOP as soon as all required permits are issued.

The proposed maintenance action includes replacing the existing HOP with a new structure that meets current building standards, then removing the original HOP and associated infrastructure. The HOP replacement will occur in a more suitable location within the Facility than where the existing HOP is located. The proposed location enables the Port to improve operational efficiency by providing more direct access to deeper subtidal water, while eliminating impacts to the more sensitive intertidal and shallow subtidal habitat that is present where existing HOP operations occur. To accommodate this action, a shallow-water section of existing SCM floats will be removed.

Upland components of the proposed HOP consist primarily of grading the existing surface to support proposed HOP operations and installing a new wash pad and associated drainage system. In preparation for this upland work, the existing concrete bulkhead will be removed. The proposed HOP upland area will consist of Mechanically Stabilized Earth (MSE) and modular blow base. The MSE base will contain reinforced crushed rock to form a stable, composite gravity mass for the thickened edge concrete boat wash pad. The Modular blocks will encase the geogrid crushed rock pad(s). Three (3) 12-inch layers of geogrid encased crushed rock will be placed on existing sub-grade to form the stabilized pad. The wash pad/boat wash finish grade elevation is set at 13.00 feet Mean Lower Low Water (MLLW) and grades to the central catch basin and then conveyed to reclaimed water treatment system.

The proposed footing/MSE base will be built landward of the ordinary high water mark (OHWM). Gravel surfacing and grading will be completed across the site to level the grades to the greatest extent practicable, thereby raising the site approximately 3.0' min to 3.5 feet' max along the westerly face (i.e., upland) of the MSE base. The existing grade surface compared to the finish grade surface results in net fill of approximately 510 CY.

The Port proposes substantial mitigation as part of the current proposal. Based on preliminary consultation with NMFS, the Port's mitigation proposal will result in excess mitigation, which the Port will utilize as advanced mitigation for future actions. The Port's mitigation proposal includes removing the existing HOP. Removing the existing HOP will eliminate disturbances caused by current HOP operations within high-value intertidal and shallow subtidal habitat. HOP operations in the proposed deeper-water location avoid impacts to the more sensitive intertidal and shallow subtidal habitat where the existing HOP operates.

In addition to removing the existing HOP, the Port proposes to remove: shallow-water floats and associated piles from the existing SCM float system; vertical concrete shoreline protection; creosote-treated piling stubs; and an associated concrete slab. These elements of project mitigation will all occur immediately adjacent to the new HOP location.

The Port's mitigation proposal also includes removing an existing overwater dock structure, which covers the shallow intertidal habitat from the east side of the existing HOP to the west side of Jensen's main walkway pier. Finally, the Port proposes to remove creosote-treated timber rails, which are located east of Jensen's main walkway pier, and loose creosote-treated timber piles located in intertidal areas west of the existing HOP. These additional mitigation efforts will improve intertidal and shallow subtidal habitat. Because the additional habitat improvements (remove existing HOP and adjacent overwater dock) are located immediately adjacent to each other in high-value intertidal habitat, the resulting functional habitat improvements are magnified relative to the effect of similar improvements that are not co-located.

In summary, the Port's mitigation proposal improves habitat in both the SE and NW sections of the Jensen's Facility:

- New HOP location (NW section)

- Remove existing shallow-water SCM subarea floats and associated piles to support HOP operations,
- Remove existing concrete bulkhead,
- Remove 27 pile stubs and associated concrete slab,
- Existing HOP location (SE section)
 - Remove existing HOP,
 - Remove the existing adjacent (east) dock,
 - Remove loose creosote-treated timber piles (immediately west of existing HOP), and
 - Remove creosote-treated timber rails (east of existing HOP and Jensen's main walkway pier).

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.

See attached JARPA Figures

Tax Parcel: 351341005 (SE Section/Jensen's: HOP Removal) & 35134100800 (NW Section/SCM: HOP Replacement)
 Address: 1063 and 1293 Turn Point Road
 Friday Harbor, WA 98250 San Juan County
 Section: 13; Township: 35N; Range 3W

B.Environmental Elements

1. Earth

[Find help answering earth questions](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth)³

a. General description of the site:

The property where the project will occur consists of the degraded nearshore littoral zone (intertidal and shoreline) on the Port of Friday Harbor (Port) Jensen's Shipyard Cove Facility (Facility), which consists of two contiguous subareas: the Albert Jensen & Sons Boatyard (Jensen's) subarea, and the Shipyard Cove Marina (SCM) subarea. Jensen's subarea covers the southeast (SE) portion of the Facility and SCM subarea comprises the northwest (NW) portion of the Facility. Conditions throughout the Facility are typical of an active boatyard and marina facility.

The Facility relies on a Haul Out Pier (HOP), which is located currently on the shoreline within the SE section (Jensen's subarea) of the Facility. The Port proposes to replace the HOP within the NW section (SCM subarea) of the Facility. This location is the most suitable location in the

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

Facility to operate a HOP, because it provides the best access to deeper water and will reduce impacts to the more ecologically valuable intertidal and shallow subtidal habitat at the current HOP location.

The existing HOP consists of two piers supported by creosote-treated piles, ecology blocks, and a concrete wall. An overwater dock and the main walkway pier for Jensen's are located immediately east of the existing HOP. The shoreline here consists of a stacked ecology block bulkhead. The boatyard upland consists of impervious surfaces.

Most of the Facility's NW shoreline where the HOP will be replaced consists of fill. The replacement HOP will be built immediately west of the SCM main walkway pier. This section of shoreline consists of a vertical concrete bulkhead and concrete rip rap. Old creosote pile stubs extend from intertidal elevations out to subtidal elevations in this area.

The areas offshore from both the existing and proposed HOP locations are marina float systems, which provide moorage for recreational and commercial vessels. The shoreline throughout the Facility is generally characterized by vertical structures and steep berms (most are armored).

The following description is organized to address Facility upland and shoreline habitat conditions from the southeast (Jensen's subarea) to the northwest (SCM subarea) Facility boundaries, followed by a vegetation summary.

With a few minor exceptions (sheds, etc.), the far east side of the Facility is currently undeveloped. The upper shoreline of the undeveloped area appears to be composed of upland fill material and garbage (metal, plastic, concrete, wood waste, etc.), which is consistent with historical descriptions of the area being used as a dump.

A boat building structure was located immediately west of the undeveloped area and east of the active boatyard area and Jensen's main walkway pier; however, the Port demolished this structure recently as part of a phased plan to maintain the footprint with a new structure in the future. The Facility's active boatyard occupies the area extending west from above the Jensen's main walkway pier to roughly the midpoint of the overall Facility. A fill area extends from the western side of the active boatyard uplands out into intertidal area.

The intertidal aquatic substrate along the Facility's active boatyard and undeveloped area is heavily impacted with a substantial volume of debris, including concrete, tires, metal (motors, small parts, etc.), plastic, and other general rubbish. This debris is observed extending from intertidal elevations out to at least shallow subtidal depths.

The shoreline extending roughly 180 feet west and north from the Jensen's fill area into the SCM subarea consists of a berm supported by a vertical concrete bulkhead with stout concrete buttresses extending into intertidal elevations. This section of armored shoreline is bounded on the west by a large, rectangular concrete structure that extends down to intertidal elevations. Floats supporting boatyard operations extend into Shipyard Cove from roughly the midpoint of

this section of shoreline. As the shoreline bends roughly northeast from the rectangular concrete structure, it transitions to a steep berm. This altered shoreline is typical of an active marina and boatyard facility. Armoring throughout the NW section of the Facility includes sections of functioning riprap, concrete bulkhead, and concrete slabs providing shoreline protection. Concrete debris is prevalent throughout the intertidal zone.

An active barge landing site located immediately northwest from this section of armored shoreline supports barging operations that transit between the two float systems. The shoreline extending northwest from the barge landing to the SCM main walkway pier consists of a bulkhead constructed from broken concrete slabs stacked vertically. The stacked concrete slab bulkhead ends at a vertical concrete bulkhead, which extends roughly 75 feet to the southeast side of SCM's main walkway pier. The shoreline northwest of the SCM main walkway pier (where the HOP will be relocated) consists of a deteriorated vertical concrete bulkhead, concrete rip rap, and a concrete structure. Rows of pile stubs extend from the shoreline out to subtidal areas. Approximately 75 feet of the remaining shoreline at the Facility's northeast boundary is used for kayak and small boat storage.

Above the developed Facility areas where project actions will occur, a small evergreen forest intermixed with native, non-native, and invasive vegetation occupies the steep slopes that surround the Facility. Upland vegetation consists of a narrow strip of lawn and landscaped vegetation between the SCM subarea parking area and shoreline. The off-site upland forest species include western redcedar (*Thuja plicata*), Douglas fir (*Pseudotsuga menziesii*), Pacific madrone (*Arbutus menziesii*), Himalayan blackberry (*Rubus bifrons*), Nootka rose (*Rosa nutkana*), Scotch broom (*Cytisus scoparius*), western sword fern (*Polystichum munitum*), licorice fern (*Polypodium glycyrrhiza*), dull Oregon grape (*Mahonia nervosa*), salal, (*Gaultheria shallon*), spurge laurel (*Daphne laureola*), common ivy (*Hedera helix*), yarrow (*Achillea millefolium*), wood sorrel (*Oxalis stricta*), alumroot (*Heuchera americana*), and oceanspray (*Holodiscus discolor*).

Throughout the Facility shoreline, beach marine debris observed at the wrack line include small to medium woody material and various unattached green and brown algae. Aquatic vegetation is limited due to regular boatyard and marina activity. Within the limited upper intertidal areas, halophytic vascular vegetation includes pickleweed (*Salicornia depressa* and/or *Salicornia maritima*), beach bur (*Ambrosia chamissonis*), and seaside plantain (*Plantago maritima*). Blades of brown algae (*Saccharina spp.*) are scattered throughout the vicinity; however, blades are not attached to rocks. Algae is present on the existing shoreline armoring.

Ecology's Coastal Atlas indicates that fringe (patchy) eelgrass is mapped along the shoreline of the project area; however, WDNR's Puget Sound Eelgrass Monitoring Data Viewer does not map any subaquatic vegetation within the project area. Patchy eelgrass communities were observed in 2020 and 2021 eelgrass surveys within the Jensen's subarea. These habitat surveys documented two small patches of eelgrass (*Zostera marina*) around approximately -7 feet MLLW. The eelgrass shoots were distributed loosely in clumps within the patches. These patches of eelgrass are outside the immediate footprint of the HOP project, leading to the

conclusion that eelgrass will not be disturbed by the proposed activities. No eelgrass is present in the immediate vicinity of either the existing or proposed HOP locations.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

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

The majority of the site is flat, with the County Polaris mapping a greater than 15% slope along the shoreline. The adjacent parcel is mapped with a slope ranging from greater than 15% - 80%, this ridge runs parallel to the southwest parcel edge. Although mapped by the County as a Geologically Hazardous area, Ecology's Coastal Atlas mapped the area as a stable slope. All of the mapped steep slopes are outside the project area.

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

The site is predominately fill, compacted gravel, and concrete. Soils found on-site generally consist of gravelly sandy loam. The County Polaris and USDA NRCS soil surveys mapped five soil map units within the project area:

- Map unit 1014, beaches-Endoaquents, tidal-Xerorthents association, 0 -5% slope.
- Map unit 3001, Hoypus sandy loam, 3-25% slopes
- Map unit 3012, Hoypus sandy loam, 10-40% slopes.
- Map unit 4008, Mitchellbay-Rock Outcrop-Kellebrew complex, 3-15% slopes.
- Map unit 5000, Cady-Rock Outcrop complex, 5-30%.

None of the soil types indicated were rated as hydric soils.

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

No surface or historical indications of unstable soils. San Juan County Polaris maps adjacent soils as subclass 'e', which are susceptible to erosion. However, the mapped boundary is outside the project area.

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

The project will require a net fill of approximately 510 CY (existing grade relative to finish grade). This consists of an estimated fill volume of 595 CY, offset by an estimated cut of 85 CY. Additionally, approximately 275 CY of subgrade removal is required to install the new wash pad base. New material will be sourced from an approved local quarry providing suitable native fill material located on San Juan Island. Minor removal (approximately 85 CY from site grading and approximately 275 CY of subgrade from the wash pad area) of native material will occur; however, this material is expected to be reused on-site as part of the project grading plan. No excess material is anticipated.

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

No, to prevent construction debris and turbidity from migrating outside the construction area, site preparation will include installing debris boom and turbidity curtain for in-water work and standard construction BMPs for upland work, per the Temporary Erosion / Sediment Control (TESC) plan.

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

The proposed project will result in no change in the area covered by impervious surfaces. Existing gravel to be maintained to greatest extent practicable. No additional upland structures are proposed for this project. An upland concrete wash pad will be installed to support HOP operation, located within existing impervious surfaces.

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

A TESC plan is proposed to prevent construction debris and turbidity from migrating outside the construction area. After construction is complete, construction debris (if any) will be removed from the exposed intertidal substrate and upland construction areas. All removed materials will be staged for offsite disposal in the upland boatyard area.

2. Air

[Find help answering air questions](#)⁴

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.

Short-term emissions from the proposed project could include gas powered construction equipment, barge activity, and pile driving equipment.

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

No.

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

Appropriate BMPs, low sulfur fuel, and the Port's anti-idling policy will be in place to ensure reduction and control of emissions to the air.

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

3. Water

[Find help answering water questions](#)⁵

a. Surface:

[Find help answering surface water questions](#)⁶

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 proposed project is located along the shoreline of Shipyard Cove within Friday Harbor, Puget Sound.

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

The Port proposes to replace the existing HOP, which supports operations throughout the Port's Jensen's Shipyard Cove Facility. The initial phase of project construction will occur within the NW area of the Facility where the new HOP infrastructure will be located:

1. Install site protection.
2. Remove existing infrastructure (concrete bulkhead, SCM floats and piles, creosote-treated piles stubs and an associated concrete slab).
3. Construct the replacement HOP, including upland grading and installation of the new wash pad.

Once the new HOP is operational, the final phase of project construction will occur within the SE area of the Facility where the existing HOP and associated infrastructure are located:

1. Install site protection.
2. Remove the existing HOP.
3. Remove the adjacent overwater dock.
4. Remove loose creosote-treated piles and creosote-treated timber rails.

Site Protection (both initial and final construction phases): To prevent construction debris and turbidity from migrating outside the construction area, site preparation will include installing debris boom and turbidity curtain to protect in-water areas and standard construction BMPs in the upland, per the Temporary Erosion/Sediment Control (TESC) Plan.

Initial Construction Phase (NW section of the Jensen's Facility shoreline): Once TESC is installed, work will begin with removal of the existing concrete bulkhead, creosote-treated pile stubs, and an associated concrete slab, all of which are located in the NW section of the Jensen's Facility shoreline where the replacement HOP will operate. These structures will be removed by an excavator operating from the upland. The excavator will remove the largest sections of bulkhead feasible to minimize generation of dust and debris. Pile stubs will be vibrated out

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

intact, where feasible. Exposed pile stubs that can't be vibrated out intact will be cut approximately 2-feet below the mudline. No materials will be stored or staged below the shoreline at intertidal or subtidal elevations. All materials will be removed and disposed at an authorized upland disposal facility.

HOP construction includes installing:

- Twenty-eight (28) 20 -inch and two (2) 12.75 inch diameter steel piles, vibrated in to refusal depth, proofed with an impact hammer, and then capped.
- Pre-cast concrete deck panels
- Upland (above HTL/OHW) concrete wash pad to support HOP operations (work is isolated from the marine environment, ensuring that no wet concrete comes into contact with marine waters).

After HOP construction is complete, construction debris (if any) will be removed. All removed materials will be staged for offsite disposal in the upland boatyard area. Once the site has been cleaned of construction materials, TESC measures will be removed.

Final Construction Phase (SE section of the Jensen's Facility shoreline): Once the replacement HOP is operational, the Port proposes to decommission and remove the existing HOP, the adjacent overwater dock, loose piling, and the existing creosote-treated timber rail systems (located immediately east of the main Jensen's walkway pier). The overwater dock will be decoupled from the adjacent structures that will remain (i.e., Jensen's main walkway pier and the vertical ecology block shoreline), and the original HOP. Treated decking from the overwater dock will be removed. The decommissioned HOP surfaces will be decoupled from the support structure and removed, including creosote-treated timber decking, concrete tracks for the travel lift, and metal and creosote-treated timber safety rails. Once surface materials are removed from the overwater dock and decommissioned HOP, beams, piles caps, and cross-members will be removed. Finally, all piling will be vibrated out and removed. Exposed pile stubs that cannot be vibrated out will be cut approximately 2-feet below the mudline and removed.

The shallow intertidal area where the original HOP is located has been impacted by a substantial amount of debris left from historic (pre-Port) site use; therefore, once the decommissioned structures are removed, any construction debris (if any exists) and pre-existing surface debris will be removed from the exposed intertidal substrate. All removed materials will be staged for offsite disposal in the upland boatyard area.

The Port will remove loose creosote-treated piles with an excavator operating from the upland. All removed piles will be staged for offsite disposal in the upland boatyard. Finally, the existing creosote-treated timber rail system will be removed.

Work will occur in the dry, at low tide to the greatest extent feasible. The Port will utilize a long-arm excavator from the upland to remove infrastructure and debris located in intertidal areas to avoid in-water impacts.

Once work is complete, including cleaning any debris, TESC measures will be removed.

- 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 fill or dredging is required or proposed.

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

No proposed surface water withdrawals or diversions.

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

Yes, the project is with FEMA flood zone AE.

- 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 discharge of waste materials is proposed.

b. Ground:

[Find help answering ground water questions⁷](#)

- 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 a general description, purpose, and approximate quantities if known.**

No groundwater will be withdrawn as a part of the proposed project.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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.**

The proposed project is not expected to discharge any waste material into the ground.

c. Water Runoff (including stormwater):

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

The proposed project is not expected to impact water runoff.

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

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

No.

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

No, the proposed project is not expected to alter or affect drainage patterns, except that a wash pad will be installed to support new HOP operations. The wash pad will drain to the Port's existing reclaimed water treatment system.

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

No proposed measures.

4. Plants

[Find help answering plants questions](#)

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

☒ **deciduous tree: alder, maple, aspen, other:**

Scouler's willow (*Salix scouleriana*)

☒ **evergreen tree: fir, cedar, pine, other:**

western red cedar (*Thuja plicata*), Douglas fir (*Pseudotsuga menziesii*), pacific madrone (*Arbutus menziesii*)

☒ **shrubs:**

ocean spray (*Holodiscus discolor*), salal (*Gaultheria shallon*), Nootka rose (*Rosa nutkana*), peafruit rose (*Rosa pisocarpa*), snowberry (*Symphoricarpos albus*)

☒ **grass:**

reed canarygrass (*Phalaris arundinacea*), tall fescue (*Schedonorus arundinaceus*), orchard grass (*Dactylis glomerata*)

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☒ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other:**

soft rush (*Juncus effusus*), creeping buttercup (*Ranunculus repens*), field horsetail (*Equisetum arvense*), and cattails (*Typha sp.*). Wetland vegetation is within and adjacent to an excavated ditch and artificially created pond.

☒ **water plants: water lily, eelgrass, milfoil, other:**

Various macroalgae species observed along the outer project boundary and off-site include rockweed (*Fucus gardneri*), Turkish towel (*Chondracanthus exasperatus*), sea lettuce (*Ulva*

fenestrate/lactuca), wireweed (*Sargassum muticum*), acid kelp (*Desmarestia aculeata*), green tuft (*Cladophora columbiana*), green rope (*Acrosiphonia mertensii*), bull kelp (*Nerocystis luetkeana*), and bleach weed (*Prionitis lanceolata*). Within the upper intertidal zone halophytic vascular vegetation includes pickleweed (*Salicornia virginica*), beach bur (*Ambrosia chamissonis*), and seaside plantain (*Plantago maritima*).

☐ **other types of vegetation**

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

The proposed project is not expected to remove or alter any vegetation. All work is expected to occur within existing impervious surfaces and previously disturbed areas.

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

No listed threatened or endangered species are known to be within the site. Approximately 1.4 miles to the east a known rare vascular plant, bear's foot sanicle (*Sanicula arctopoides*) is mapped by WDNR National Heritage Program. Approximately 2 miles to the northwest two known rare vascular plants, shortspur seablush (*Plectritis brachystemon*) and true babystars (*Leptosiphon minimus*) are mapped. As well as the Friday Harbor Biological Preserve, a high quality natural ecosystem documented with western red cedars, grand firs, and sword ferns.

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

No proposed planting or landscaping.

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

Himalayan blackberry (*Rubus bifrons*), Reed canary grass (*Phalaris arundinacea*) are known species within the site. Other species likely in the surrounding upland areas include Scotch's broom (*Cytisus scoparius*), Japanese knotweed (*Polygonum cuspidatum*), butterfly bush (*Buddleja davidii*), common tansy (*Tanacetum vulgare*), spurge laurel (*Daphne laureola*), Canadian thistle (*Cirsium arvense*), and bull thistle (*Cirsium vulgare*).

5. Animals

[Find help answering animal questions](#)⁸

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

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other: marine birds
- **Mammals:** deer, bear, elk, beaver, other:
- **Fish:** bass, salmon, trout, herring, shellfish, other:

The industrial nature of the area limits wildlife habitat within and around the sites. Terrestrial wildlife that may be present near the project areas is limited to species typically observed in the

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

Friday Harbor urban environment, such as various songbirds, gulls, herons, loons, crows, and ravens, as well as rats and raccoons. Other varieties of small mammals may include shrews, mice, voles, and squirrels.

Aquatic (marine) habitat located in the vicinity of the proposed project is limited due to the industrial nature of the area. Fish and wildlife species that may be present in the Puget Sound may include Chinook, Coho, Pink, and Chum salmon; marine mammals; birds; crustaceans; and bivalves. The minimally vegetated shoreline is likely to provide habitat for a variety of invertebrates, such as insects, spiders, and mollusks.

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

The proposed work is not expected to have any long term impact on threatened or endangered species. The following WA State Priority Habitat and Species (PHS) and Endangered Species (ESA)-listed species may be found in or adjacent to Friday Harbor and the greater Puget Sound:

- Puget Sound Georgia Basin DPS bocaccio (*Sebastes paucispinis*) (NOAA-Endangered)
- Bull trout (*Salvelinus confluentus*) (USFWS-Threatened)
- Golden eagle (*Aquila chrysaetos*) (PHS-Candidate)
- Oregon Vesper sparrow (*Pooecetes gramineus affinis*) (PHS-candidate)
- Island marble butterfly (*Euchloe ausonides insulanus*) (USFWS-Endangered/PHS-Candidate)
- Little brown bat (*Myotis lucifugus*) (PHS-Candidate)
- Townsend's big-eared bat (*Corynorhinus townsendii*) (PHS-Candidate)
- Marbled murrelet (*Brachyramphus marmoratus*) (USFWS-Threatened)
- Monarch butterfly (*Danaus plexippus*) (USFWS-Candidate)
- Puget Sound chinook (*Oncorhynchus tshawtscha*) (NOAA-Threatened)
- Taylor's checkerspot (*Euphydryas editha taylori*) (USFWS-Endangered)
- Southern resident killer whale (*Orcinus orca*) (NOAA-Endangered)
- Yellow-billed cuckoo (*Coccyzus americanus*) (USFWS-Threatened)
- Yelloweye rockfish (*Sebastes ruerrimus*) (NOAA-Threatened)

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

Yes, migration routes within the site include a section of the Pacific flyway for migrating birds. Other locations within Friday Harbor and Puget Sound are utilized by adult and juvenile salmonid for migration, however the site has been previously altered through years of boatyard and marina activity and unlikely to offer any potential habitat.

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

All in-water work will occur during the authorized WDFW and US Army Corps in-water work windows. In-water BMPs will be in place to preserve wildlife and the surrounding shoreline environment.

Upland work disturbances are not anticipated to exceed current industrial background conditions typical of a working boatyard and marina.

The replacement HOP will occur in a more suitable location within the Facility than where the existing HOP is located. The proposed location enables the Port to improve operational efficiency by providing more direct access to deeper subtidal water, while eliminating impacts to the more sensitive intertidal and shall subtidal habitat that is present where existing HOP operations occur.

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

None

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)⁹

- 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.**

The proposed project energy use will likely be gas powered construction equipment, fuel for barge activity, and pile driving equipment. All of the energy use will go towards replacement of the HOP structure. Once construction is complete, the HOP does not require any new energy sources to operate.

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

No component of the proposed project would affect potential use of solar energy.

- 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.**

Equipment will not be permitted to idle.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹⁰

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

The proposed project is not expected to lead to any environmental health hazards.

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

The SE section of the Facility, near the HOP removal location, is a MTCA site with remediation and cleanup for contaminated sediments currently planning stages. No known contamination is present at the new HOP structure location.

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

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

No existing hazardous chemicals or conditions are present that are expected to affect the proposed project, except for the presence of creosote-treated pilings. Safe removal, disposal, and appropriate BMPs will minimize potential exposure risks.

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.

Other than fuel for construction equipment, no toxic or hazardous chemicals will be stored, used, or produced during the development or construction of the proposed project.

4. Describe special emergency services that might be required.

No special emergency services are expected to be required for the proposed project.

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

Standard BMPs for removal of creosote-treated piling and work within a MTCA site will reduce and control environmental health hazards.

b. Noise

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

Temporary noise from construction activity will be at or near baseline levels for this existing industrial facility.

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

The potential types of noise from the proposed project include piling driving and the related noises from the construction of the pier components. These activities are expected to occur for approximately 6 hours over the course of 30 days.

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

Pile driving will occur within authorized work windows, effective monitoring, and appropriate and practical BMPs and protection measures to minimize project and construction impacts.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹¹

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

The Port's Jensen's Shipyard Cove Facility consists of three Port-owned parcels. The Facility is used for boat maintenance and storage (upland areas), boat haul out and barge landing operations (shoreline), and moorage (in-water areas). This working marina and boatyard is used by recreational boaters, and commercial vessels. The adjacent properties to the west and south are Port owned and part of the same marina and boatyard Facility. The property to the northwest (351313004000) is a recently established vacation compound. To the east and west, properties are used for commercial and residential purposes.

The proposed project will not affect current land uses on the project site or adjacent properties.

- 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 because 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?**

According to aerial imagery between approximately 1990-2009, upland areas outside the project area on Jensen's may have been farmed; however, no farming has been known to occur recently. The proposed project will not convert any farm 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 proposed project is not expected to affect any surrounding farm or forest lands.

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

The Facility's overwater and in-water structures include two systems of floats (Jensen's and SCM) that provide moorage for recreational and commercial vessels, two main walkway piers (one supporting each float system), the existing HOP, an overwater pier (Jensen's subarea), a float system supporting marina operations extending from roughly the midpoint of the Facility shoreline, and a barge landing. The majority of the shoreline is protected by shoreline stabilization.

In the upland, there are two buildings and a large work bay in the SCM subarea; however, the Port plans remove the western-most building via a separate action prior to HOP construction. All structures are wood framed structures on slab foundations. The two buildings serve office and maintenance functions, and the work bay supports boatyard and maintenance operations. All structures have been maintained and are in decent condition. There is paved parking and an access road on the parcel, made of asphalt and concrete.

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

The head of a pier serving the SCM marina floats is a marine structure touching the land. It is in good condition.

Within the Jensen's subarea the Port maintains: two larger buildings used for office and maintenance functions; two smaller structures used to support boatyard operations; a concrete slab boat ramp; a pump house and water tank; an approximately 230-square foot (SF) shed; and gravel boatyard, access road, and parking areas. The Port recently removed a boat building structure located above the shoreline immediately east of Jensen's active boatyard area as part of a plan to maintain the footprint with a new structure in the future. Four rails (two rails per pair), which appear to be composed of 10-inch x 10-inch creosote-treated timbers, extend from the intertidal area waterward of the former boat building structure out to subtidal elevations. The marine rails were originally used to launch boats and were later used to pull out boats for repair.

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

The Port proposes to remove: shallow-water floats and associated piles from the existing SCM float system; vertical concrete shoreline protection; creosote-treated piles, and an associated concrete slab; creosote-treated timber rails, and miscellaneous marine debris. These elements of project mitigation will all occur immediately adjacent to the new and existing HOP locations.

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

The Jensen's property is zoned rural industrial (RI), the SCM property is zoned rural residential (RR).

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

The Port's entire Shipyard Cove Facility designation is consistent with the county zoning classification for the Jensen's subarea and the shoreline master program designation.

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

The Port's entire Shipyard Cove Facility is designated Port, Marina, and Marine Transportation within the County Shoreline Master Program (SMP).

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

Yes, critical areas are addressed in the *Floodplain Habitat Assessment and Critical Areas Report* prepared by Leon Environmental, LLC.

Mapped critical areas: FEMA SFHA Zone AE, San Juan County critical areas including frequently flooded areas, FWHCA mapped as the marine shoreline, and a wetland verification.

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

The proposed project does not include any residences or offices.

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

The project will displace zero (0) people.

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

None, no displacement impacts.

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

The replacement of the HOP is consistent with historic, current, and planned site uses.

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

None.

9. Housing

[Find help answering housing questions](#)¹²

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

N/A. No housing is proposed as a part of this project.

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

N/A. No housing is proposed as a part of this project.

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

N/A. No housing is proposed as a part of this project.

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

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

The proposed structures will not exceed the maximum grade of the existing upland facility. The HOP structure will be located approximately 13' above the MLLW.

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

No view corridors will be obstructed by the project. The project will occur in an area that currently experiences regular use (boat storage) from vessels that exceed the proposed height of the HOP. Minimal views along the marina shoreline will be altered with the presence of the HOP structure.

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

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

The HOP structure is consistent with current site uses and structures. No aesthetic impacts are anticipated.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

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

No light or glare will be produced from the proposed HOP pier structure.

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

No.

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

No existing off-site sources of light or glare will affect the proposed project.

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

The proposed project does not result in any light or glare impacts.

12. Recreation

[Find help answering recreation questions](#)

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

SCM and Jensen's provide public moorage to the people of Friday Harbor and San Juan County.

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

No. The proposed project is expected to benefit existing recreational uses.

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

None.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

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

The proposed project will not affect building, structures, or sites located on site. The Department of Archeology and Historic Preservation (DAHP) WISSARD online database

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

identified and inventoried four structures at the Facility with no determination of significance. The Jensen's main pier, SCM storage barn, the office and dock facilities, and workshop.

- 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 the subject parcels.

Cultural Resource Consultants. Technical Memo 2204D-1. Cultural Resource Overview, Historic Property Inventory, and Monitoring Report, Port of Friday Harbor Shipyard Cove and Alberly Jensen & Sons MTCA Cleanup and Site Redevelopment Permitting Project, Friday Harbor, San Juan County, Washington. September 28, 2022. DAHP PROJECT 2022-09-06009.

The replacement project will not affect any material evidence, artifacts, or areas of cultural importance on site.

- 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.**

Cultural resource analysis has been performed for both related and unrelated projects within Shipyard Cove. Additionally, the DAHP WISAARD online database was used to assess the presence of potential cultural and historic resources on or near the project site.

- 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.**

The proposed project is not expected to impact cultural or historic resources. The project will follow state recommendations for Inadvertent Discovery of Human Skeletal Remains on Non-Federal and Non-Tribal Land in the State of Washington (RCWs 68.50.645, 27.44.055, and 68.60.055).

14. Transportation

[Find help with answering transportation questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation)¹⁶

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

The project will access the site overwater and via Turn Point Road, the closest public street system. Two separate driveway access points will be utilized for the SCM and Jensen's properties.

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

- 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?**

No, this region of San Juan Island is not serviced by the transit system. Bus caters and taxis are available from the Ferry Terminal approximately 1.2 miles away.

- c. 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).**

No, the proposed project is not expected to include any transportation infrastructure components.

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

The project will occur in the vicinity of SCM and Jensen's marina.

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

The quantity of vehicular trips is not expected to be affected by the proposed project.

- f. 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 be affected by the movement of agricultural or forest products.

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

None, the proposed project is not expected to impact transportation.

15. Public services

[Find help answering public service questions¹⁷](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services)

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

No, the proposed project would not increase the need for public service.

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

None. The proposed project is not expected to affect public services.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

16. Utilities

Find help answering utilities questions¹⁸

- a. Circle or highlight utilities currently available at the site: **electricity**, natural gas, **water**, **refuse service, telephone, sanitary sewer, septic system**, other:
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The proposed project is not expected to include any utility development.

C. Signature

Find help about who should sign¹⁹

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.

X 

Type name of signee: Todd Nicholson

Position and agency/organization: Port of Friday Harbor

Date submitted: 5/13/2026

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>



STATE ENVIRONMENTAL POLICY ACT

MITIGATED DETERMINATION OF NONSIGNIFICANCE

Date of Issuance: 5/12/2026

Lead Agency: Port of Friday Harbor

Agency Contact: Todd Nicholson
Position/Title: Executive Director
Phone: 360.378.2688
Email: toddn@portfridayharbor.org

Project: Jensen's Shipyard Cove Facility Haul Out Pier (HOP) Replacement Project

Description of proposal: The Port proposes to replace the Existing HOP that currently serves operations throughout the Port's Jensen's Shipyard Cove Facility (Facility). The Existing HOP is located on the Jensen's Boatyard and Marina (Jensen's) subarea (southeast section) of the Facility. The Existing HOP will be replaced within the Shipyard Cove Marina (SCM) subarea (northwest section) of the Facility, in the same location where the Original HOP operated prior to the Port's reliance on the Existing HOP for Facility operations. The Port also proposes to remove from the Shipyard Cove Marina subarea: shallow-water floats and associated piles; vertical concrete shoreline protection; the Original HOP (creosote-treated pile stubs); and an associated concrete slab. Once the replacement HOP is operational, the Port proposes to decommission and remove the Existing HOP. As additional mitigation, the Port also proposes to remove from the Jensen's subarea: and adjacent overwater dock; creosote-treated timber rails; and miscellaneous marine debris.

Proponent: Port of Friday Harbor

Location of Proposal: Port of Friday Harbor, Jensen's Shipyard Cove Facility
1063 & 1293 Turn Point Road Friday Harbor, WA 98250
Section 13, Township 35N, Range3W
48.52746° N, -123.00055° W

SEPA Threshold Determination: Mitigated Determination of Nonsignificance (MDNS)

Summary: The lead agency has determined that this proposal will not have a probable significant adverse impact on the environment. Pursuant to WAC 197-11-350(3), the proposal has been clarified, changed, and conditioned to include the following mitigation measures to avoid, minimize or compensate for probable significant impacts. The proposed mitigation measures are listed below. An environmental impact statement (EIS) is not required under RCW 43.21C.030. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. Additional project and/or State Environmental Policy Act (SEPA) information is available upon request to PO Box 889 Friday Harbor, WA 98250, toddn@portfridayharbor.org, or 360.378.2688.

Proposed Mitigation Summary: The Port proposes habitat improvements as mitigation for the adverse environmental impacts of the proposal.

- Replacement HOP location (SCM subarea within the NW section of the Facility)
 - Remove existing shallow-water SCM subarea floats and associated piles to support HOP operations,
 - Remove existing concrete bulkhead,
 - Remove the Original HOP (27 pile stubs), and
 - Remove an associated concrete slab.
- Existing HOP location (Jensen's subarea within the SE section of the Facility)
 - Remove Existing HOP,
 - Remove the existing adjacent (east) dock,
 - Remove loose creosote-treated timber piles (immediately west of Existing HOP), and
 - Remove creosote-treated timber rails (east of Existing HOP and Jensen's main walkway pier).

Applicable Regulation: Washington Administrative Code (WAC) 197-11-350

WAC 197-11-350: The purpose of this section is to allow clarifications or changes to a proposal prior to making the threshold determination.

- (1) In making threshold determinations, an agency may consider mitigation measures that the agency or applicant will implement.**
- (2) After submission of an environmental checklist and prior to the lead agency's threshold determination on a proposal, an applicant may ask the lead agency to indicate whether it is considering a DS. If the lead agency indicates a DS is likely, the applicant may clarify or change features of the proposal to mitigate the impacts which led the agency to consider a DS likely. The applicant shall revise the environmental checklist as may be necessary to describe the clarifications or changes. The lead agency shall make its threshold determination based upon the changed or clarified proposal. If a proposal continues to have a probable significant adverse environmental impact, even with mitigation measures, an EIS shall be prepared.
- (3) Whether or not an applicant requests early notice under subsection (2), if the lead agency specifies mitigation measures on an applicant's proposal that would allow it to issue a DNS, and the proposal is clarified, changed, or conditioned to include those measures, the lead agency shall issue a DNS.**
- (4) Environmental documents need not be revised and resubmitted if the clarifications or changes are stated in writing in documents that are attachments to, or incorporate by reference, the documents previously submitted. An addendum may be used, see Part Six.
- (5) Agencies may clarify or change features of their own proposal, and may specify mitigation measures in their DNSs, as a result of comments by other agencies or the public or as a result of additional agency planning.
- (6) An agency's indication under this section that a DS appears likely shall not be construed as a determination of significance. Likewise, the preliminary discussion of clarifications or changes to a proposal shall not bind the lead agency to a mitigated DNS.
- (7) Agencies may specify procedures for enforcement of mitigation measures in their agency SEPA procedures.

Comments: This MDNS is issued under Chapter 197-11-350 WAC. Pursuant to Port policy, all interested parties shall have 14 calendar days to comment on the proposed SEPA threshold determination. The lead agency will not act on this proposal for 14 days from the date of issuance. **Comments must be submitted by: 6/3/2026** (14 days from 5/20/2026), no later than 4:00 pm. Comments shall be submitted to the Port of Friday Harbor, C/O Todd Nicholson, PO Box 889, Friday Harbor, WA 98250.

Responsible Official: Todd Nicholson
Position/Title: Executive Director, Port of Friday Harbor
Address: PO Box 889, Friday Harbor, WA 98250
Phone: 360.378.2688
Email: toddn@portfridayharbor.org

Signature:



Date:

5/13/2026



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Region Office
PO Box 330316, Shoreline, WA 98133-9716 • 206-594-0000

June 3, 2026

Todd Nicholson, Executive Director
Port of Friday Harbor
PO Box 889
Friday Harbor, WA 98250

Re: Jensen's Shipyard Cove Facility Haul Out (HOP) Replacement Project
Ecology SEPA# 202602074

Dear Todd Nicholson:

Thank you for the opportunity to provide comments on the State Environmental Policy Act (SEPA) mitigated determination of nonsignificance (MDNS) for the Port of Friday Harbor, Jensen's Shipyard Cove Facility Haul Out Pier (HOP) Replacement project. Based on review of the checklist associated with this project, the Department of Ecology (Ecology) has the following comments:

The project proposes to replace an existing haul out pier and adjacent overwater dock, including the removal of various pier support fill materials and components. Based on our database, there are two contaminated sites in close proximity of the proposed project. The sites are awaiting cleanup.

CSID 17287 - Shipyard Cove Marina
FSID 2636054

Status: Awaiting Cleanup

Contaminants: Mercury, Metals, Polycyclic Aromatic Hydrocarbons (PAHs) confirmed to be present in soil and suspected to be present in groundwater and surface water above cleanup levels.

Notes: Site is located approximately 200 feet south of the proposed project.

CSID 14759 - Albert Jensen & Sons Inc
FSID 42226979

Status: Awaiting Cleanup

Contaminants: Arsenic, dioxins/furans, lead, mercury, metals, petroleum (diesel), polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs) confirmed and/or suspected to be present in soil and groundwater above cleanup levels. Dioxins/furans, halogenated pesticides, mercury, metals, non-halogenated solvents, PCBs, and PAHs confirmed to be present in sediment above cleanup levels.

Notes: Site is located approximately 600 feet southeast of the proposed project.

Todd Nicholson

June 3, 2026

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If contamination were to be discovered during construction activities, it may be reported via Ecology's [webform](#). Appropriate steps should be taken to mitigate potential impacts, such as but not limited to:

- Specific health and safety requirements for workers who may encounter contaminated media.
- Sampling to assess the presence of potential contaminants of concern and identify environmental media that contain contaminants exceeding Model Toxics Control Act (MTCA) cleanup levels.
- Removal and proper disposal of contaminated soil, groundwater, and/or surface waters from the project area in accordance with MTCA.

Ecology's What's in My Neighborhood provides an interactive map showing reported contaminated sites and can be accessed at <https://apps.ecology.wa.gov/neighborhood/>. Electronically available documents are available through the cleanup site webpage at <https://apps.ecology.wa.gov/gsp/SiteSearchPage.aspx>. To review documents not available electronically, please put in a public records request using the instructions or online submission form available at <https://ecology.wa.gov/About-us/Accountability-transparency/Public-records-requests>.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact Andrew Scott from the Toxics Cleanup Program at (425) 725-0398 or by email at andrew.scott@ecy.wa.gov.

Sincerely,



Kayla Maack
SEPA Coordinator

Sent by email: Todd Nicholson, toddn@portfridayharbor.org

ecc: Andrew Scott, Ecology