

EXHIBIT T

SEPA Cover Memorandum: Planning

(March 23, 2021)



PLANNING AND ECONOMIC DEVELOPMENT

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MEMO

To: Karla Boughton, SEPA Responsible Official
From: Marla S. Powers | Associate Planner
Subject: SEPA DETERMINATION | Port of Poulsbo Breakwater Replacement/Marina Expansion | File No. P-08-04-20-01 & P-08-04-20-02 Respectively
Date: March 23, 2021

Applicant: Port of Poulsbo Attn: Carol Tripp
18721 Front Street NE, Poulsbo WA 98370
carol.tripp@portofpoulsbo.com

Agent: Soundwest Engineering Assoc, John Piccone, P.E.
8745 Pacific Ave NW, Suite 201, Silverdale, WA 98373
jpiconne@soundwesteng.com

Location: 18721 Front Street NE, Poulsbo WA 98370

Tax Parcel ID: 232601-2-246-2008

Project Description: To replace the existing deteriorated breakwater and provide additional transient moorage at the Port of Poulsbo marina. The existing timber-pile breakwater has deteriorated to the point that it must be replaced with a new structure to provide wave protection for the marina. Many of the existing timber pile are broken and are either not in contact with the substrate or the connections to the breakwater walers has been compromised. In addition, many of the cable straps securing the walers to the plumb and batter pile are missing, resulting in unsecured or missing walers.

The Port proposes to replace the existing breakwater with a floating concrete pontoon breakwater. The concrete pontoons procured from Elliott Bay Marina, will be reconditioned (including new timber elements and through-rods, and a new timber wave fence), and installed at the site waterward of the existing breakwater. The new breakwater will be located at approximately -10to -12 ft Mean Lower Low Water (MLLW) and will include the installation of 72 new 20-inch steel pipe pile to support the breakwater and associated floats. Concurrent with the new floating breakwater installation, the existing breakwater, the north log boom off of the West breakwater, and a portion of the south log boom off the South breakwater will be removed. In total, this will entail the removal of approximately 898-creosote-treated timber pile and 33 steel pile from the site (931 total pile). The connection of the new breakwater to AA-dock (e.g., the breakwater access float) will consist of a new grated main walk float extension. Up to 22 new grated finger floats will be installed along the new floating breakwater, including 11 fifty-foot-long and 11 thirty-foot-long grated finger pier. Additionally, the Port proposes to install a new floating upweller system (FLUPSY) as well as a floating restroom along the inside of the new breakwater pontoons.

On-site project activities are anticipated to occur from July 2021 through February 2022 and will consist of constructing project components including: (1) removal of the existing creosote-treated timber-pile breakwater (including removal of the breakwater, removal of the log boom off of the West breakwater, removal of a portion of the log boom off of the South breakwater, and removal of existing toe protection stone and anthropogenic debris at the base of the existing breakwater) and installing a reconditioned concrete pontoon floating breakwater with associated new steel pipe pile; 2) installing breakwater finger floats; and 3) installing a new grated main walk float extension connecting the breakwater to AA-dock, 4) installing a FLUPSY on the new floating breakwater, and 5) installing a floating restroom on the new floating breakwater. Project construction and demolition would be timed to avoid the annual outmigration of juvenile salmonids. The USFWS, NOAA Fisheries, and WDFW set closure periods during which in-water work cannot be conducted. Based on guidance documents from the USACE website and the state Hydraulic Code, the expected work window for juvenile salmonids and bull trout is July 16-February 15.

Environmental Record/Exhibits:

The environmental review consisted of analysis based upon the following documents included in the environmental record provided in chronological order from most recent to oldest (**bold** items are most referenced):

- SEPA Environmental Checklist signed by applicant Carol Tripp on March 15, 2021,
- Biological Evaluation and Mitigation Plan Addendum by John Piccone P.E., Soundwest Engineering Assoc., dated February 12, 2021,
- Memos prepared by John Piccone P.E., Soundwest Engineering Assoc., dated February 16, 2021:
 - o Cumulative Impacts Analysis prepared,
 - o PMC 16.09.140(B) Criteria Demonstration,
 - o Engineering Peer Review Response,
- Memo: Response to Tribe's Comments prepared by John Piccone P.E., Soundwest Engineering Assoc. dated February 6, 2021,
- Peer Review: Engineering Peer Review 60% Submittal, prepared by Randy H. Mason, P.E., Anchor QEA, LLC dated January 27, 2021,
- Peer Review: Port of Poulsbo Breakwater Rehabilitation Project Permit Review prepared by Marc Auten, Anchor QEA, LLC, dated December 18, 2020,
- JARPA prepared by John Piccone P.E., Soundwest Engineering Assoc. references revision note: October 2020,
- Memo: Parking Demand Analysis prepared by John Piccone P.E., Soundwest Engineering Assoc. references revision note October 2020,
- Planning & Economic Development Planning Department Memo prepared by the Karla Boughton, Planning Director: Parking Analysis for proposed Breakwater Replacement/Marina Expansion, dated September 28, 2020,
- Memo Packet prepared by John Piccone P.E., Soundwest Engineering Assoc., dated July 27, 2020:
 - o Shoreline Conditional Use Permit Analysis,
 - o Marina Expansion Demand,
 - o FLUPSY,
 - o Overall Marina Demand,
 - o Water Quality Plan,
 - o Sediment Chemistry,
 - o Potable Water and Fire Suppression,
 - o Sign, Lighting, and Public Access PMC,
 - o Landward Construction Impacts.
- Port of Poulsbo Breakwater 2020 Habitat Survey Results prepared by Marine Surveys & Assessments, dated July 10, 2020,
- **Biological Evaluation (BE) and Essential Fish Habitat Assessment** prepared by Marine Surveys & Assessments and John Piccone P.E., Soundwest Engineering Assoc., dated June 2020,



- **Mitigation Plan** prepared by Marine Surveys & Assessments and John Piccone P.E., Soundwest Engineering Assoc., dated June 2020,
- Port of Poulsbo Breakwater Replacement 60% Breakwater Design Drawings prepared by John Piccone P.E., Soundwest Engineering Associates dated May 20, 2020,
- Technical Memorandum for Coastal Engineering Aspects of PMC Requirements prepared by Greg Curtiss, P.E., and Kathy Ketteridge, Ph.D., P.E., Blue Coast Engineering, dated May 18, 2020,
- Critical Areas Report prepared by Scott Maharry, Grette Associates, dated July 16, 2019,
- Poulsbo Municipal Code 16.04 Environmental Policy Guidelines,
- Poulsbo Municipal Code 16.08 and 16.09 Shoreline Management Program and Administration

Staff Amendments to the Environmental Checklist:

Review of the project and environmental documents related to the Port of Poulsbo Breakwater/Marina Expansion have resulted in the understanding that this project will result in a net gain for shoreline ecological functions by pile removal, rock/debris removal and cover/shading decrease. It is anticipated that the most felt impacts to the shoreline ecological function will occur in the short-term during removal and construction of the breakwater and additional floats. The long-term impact of this proposal will result in a net gain to the shoreline ecological function of Liberty Bay. This SEPA Letter is written to document the short-term and long-term impacts and mitigation for this proposal.

The following sections correspond with related categories of the environmental checklist submitted for the proposal, and clarify, amend or add to that document.

Environmental Checklist Elements:

1. Earth

The checklist adequately addresses the issues of this section.

Staff Comment: The Anchor QEA Engineering Memo suggested that a geotechnical report be used to substantiate the embedment and deflection of the various guide piles used for the attenuator and new access float. The applicant responded that a 90% geotechnical report was prepared prior to finalizing the 60% structural calculations. The final geotechnical report will be prepared following the 90% design of the QA/QC process. A Geotechnical Report was not reviewed by the City as part of this application process.

2. Air

Impacts: The project may include short-term impacts that relate to the barging and emissions of construction equipment, the pile removal and pile installation vibratory extractor, vibratory hammer, and/or impact pile driving. Long term impacts will include an increased number of boats and the exhaust from the motor engines.

Mitigation: Best Management Practices (BMP) and Conservation Measures identified in the Biological Evaluation Report dated June 2020 in Section 7 page 34 and the Mitigation Plan dated June 2020 Section 4.2.1 and 4.2.2 will be required to mitigate short-term mitigation impacts.

3. Water

a. Surface

Staff Comment: The SEPA checklist states that "...2,165 cubic yards of scour protection rock and anthropogenic debris will be removed from around the base of the existing breakwater sections. Approximately 1,085 cubic yards of sediment and creosote-timber debris will be removed around the base of the north and south log booms."

Neither of these numbers are found in the BE or the Mitigation Plan, nor was it included in the Peer Review Memorandum from Anchor QEA, LLC. However, both the Anchor QEA, LLC and Mitigation Plan include the same numbers as follow for the amount of sedimentation



and debris removal. The city considers these the project removal amounts (Table 1, Mitigation Plan):

Existing Breakwater:

Rock and Debris mound supporting wall: 28,248 ft²

N. Log Boom/Floats:

Sedimentation and creosote-treated debris at base of log boom: 16,328 ft²

S. Log Boom:

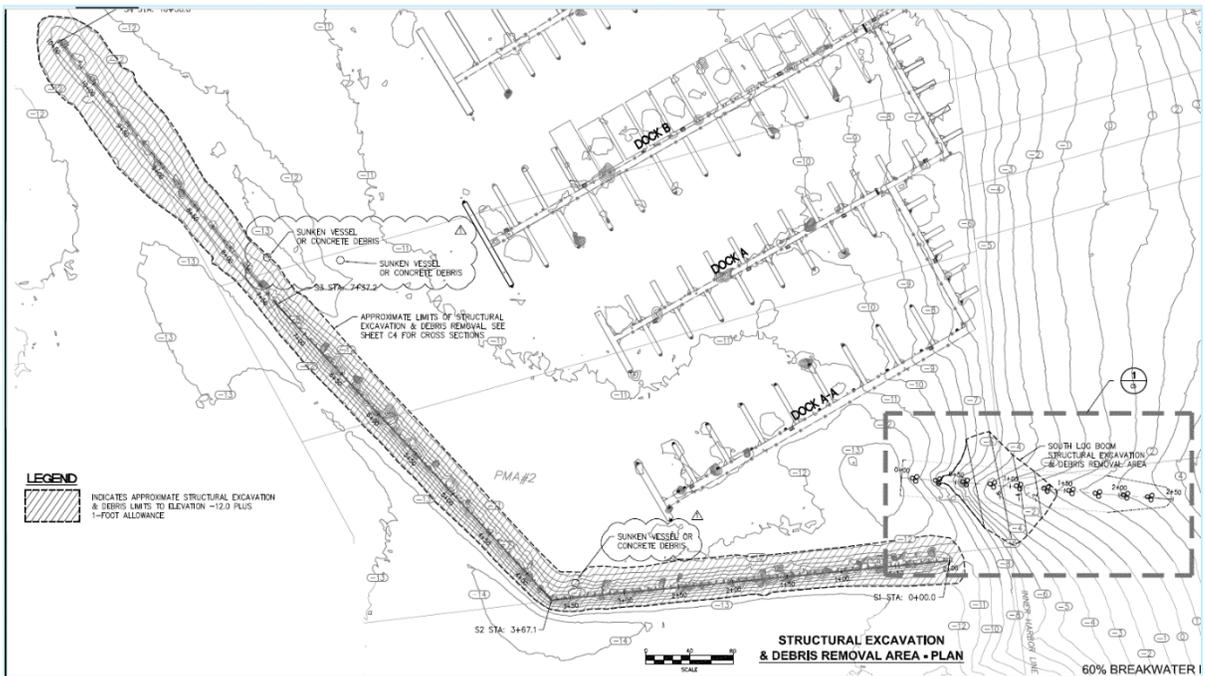
Sedimentation and creosote-treated debris at base of log boom: 5,962 ft²

Sunken Vessels & Debris:

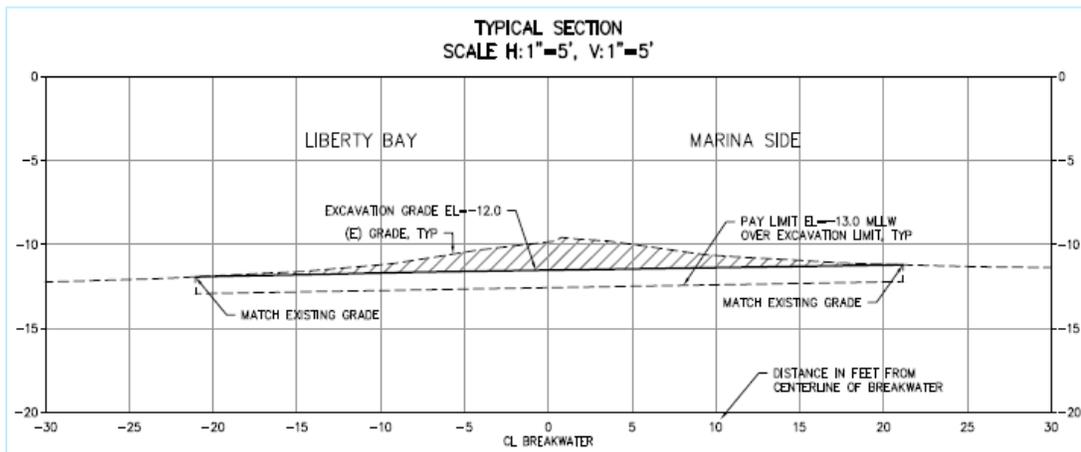
Sunken vessel and concrete debris: 640 ft²

See Excavation & Debris Removal from 60% Breakwater Design Drawings Sheets C3 to C6 shown below illustrate the location of the excavation and debris removal in detail.

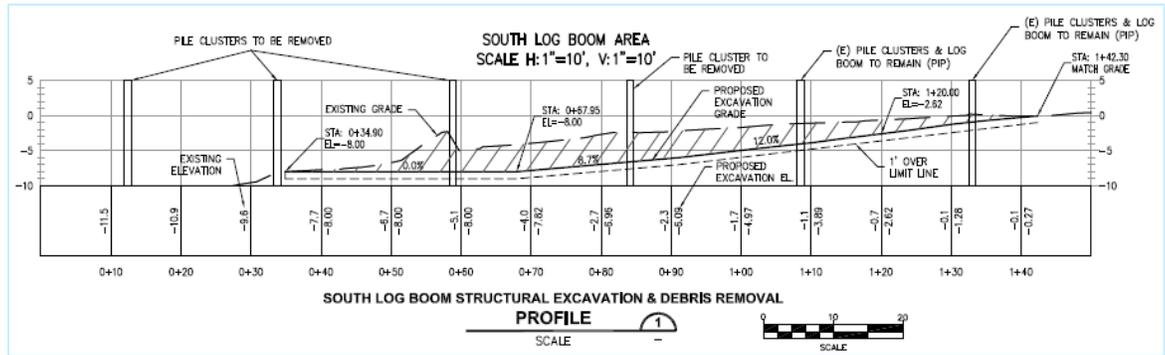
Sheet C3



Sheet C4



Sheet C5



Impact: Impact is short term construction impacts of turbidity due to sedimentation and debris removal and vibration. Potential habitat disturbance is expected to be temporary, highly localized and minimal.

Mitigation: Construction equipment will be staged on floating barges that will not ground out or otherwise impact the aquatic environment. All construction debris will be collected and disposed of in upland and not allowed to enter waters of the state (Section 3.2 Mitigation Plan).

b. Ground

The checklist adequately addresses the issues of this section. The applicant has submitted for a Floodplain Development Permit under Engineering File: E-08-04-20-01. This permit is anticipated to be issued shortly after USACE permit is approved.

c. Water Runoff

The checklist adequately addresses the issues of this section.

4. Plant

The checklist adequately addresses the issues of this section.

5. Animals

c. Staff Comment: This site has been described as part of an out-migration route. On page 8 of the BE, it states that the project construction and demolition would be timed to avoid the annual outmigration of juvenile salmonids. The BE, on page 40, states that Chinook and Coho may use the Action Area for adult migration and juvenile out-migration. Pink salmon may be present in the Action Area, however they do not migrate/spawn in Dogfish Creek.

Turbidity due to sedimentation and debris removal and vibration also may impact aquatic habitat productivity on a highly localized scale, but these effects are expected to be temporary and will be mitigated through the General Construction BMPs of Section 4.2 of the Mitigation Plan.

Mitigation: Construction will be restricted to the WDFW fish window of August 1st to February 15th (or as otherwise allowed).

During all impact driving, sound-attenuation devices will be employed to minimize sound related impacts, such as a wooden cushion block, bubble curtain, or similar (as described in the BE page 6-7). The project construction will be in compliance with Washington State water quality standards under WAC 173-201A-210(1)(e)(i).

Best Management Practices (BMP) and Conservation Measures identified in the Biological Evaluation Report dated June 2020 in Section 7 page 34 and the Mitigation Plan dated June 2020 Section 4.2.1 and 4.2.2 will be required to mitigate short-term mitigation impacts.

6. Energy and Natural Resources



The checklist adequately addresses the issues of this section.

7. Environmental Health

a. Staff Comment: The proposal introduces a floating restroom that will need to be maintained and emptied regularly.

a.1) Staff Comment: Page 5 of the Mitigation Plan states that, "Removal of the existing creosote-treated timber pile breakwater and log booms will restore water quality within the marina and vicinity by removing a significant source of toxins from Liberty Bay and by reestablishing tidal currents in the area." The largest mitigation provided for the Breakwater Replacement and Marina Expansion is the removal of the toxic creosote-treated timber.

Mitigation: Spill protection BMPs per WAC 173-201A will be required.

a.5) Mitigation: BMPs and Conservation Measures identified in the BE in Section 7 page 34 and in the Mitigation Plan Section 4.2.1 General Best Management Practices will be required to mitigate short-term mitigation impacts.

b.2) Staff Comment: Construction noise will include pile driving with vibratory hammer or impact blows in addition to other noise created for construction of the new breakwater and removal of the old breakwater. The Mitigation Plan states in Section 3.2 that all pile for this project will be installed using a vibratory hammer. However, the project engineer may need to use an impact hammer to finish driving the pile. Project engineers anticipate that up to 8 pile may need to be impact driven to final tip elevation. If impact pile driving is necessary, it is anticipated that only up to four pile would be impact driven in a single day. The BE, Section 5.1.1 on page 19, states that it may be necessary for up to 11 20-inch diameter piles to be impact driven, it is expected that each pile would require a maximum of 10 minutes of impact driving, with a maximum of four piles per day and 40 minutes of total impact driving in a single day

Impact: The project will include short-term impacts that relate to the pile removal and pile installation via vibratory extractor, vibratory hammer, and/or impact pile driving. Long term impacts will include an increased number of boats and noise from the motor engines.

Mitigation:

BMPs and Conservation Actions identified in the BE and Mitigation Plan are to be followed, for ease of access to these proposed mitigation they are provided below:

- No more than four piles are to be impact driven in a single day for no more than a total of 40 minutes of total impact driving.
- No more than 11 piles may be impact driven for this project.
- Timing restrictions specifying that construction must occur when juvenile salmonids are absent or present in very low numbers in the adjacent waterbody would be strictly observed. All timing restrictions that may be established by WDFW, USACE, NOAA Fisheries, or USFWS would be strictly observed (USACE permit and HPA). For this project, the anticipated work window is July 16 to February 15.
- Water quality standards and procedures that limit the impact of turbidity to a defined mixing zone would be observed (WAC 173-201A).
- Project construction will be completed in compliance with WAC 173-201A.
- Any discharge of oil, fuel or chemicals into state waters is prohibited (WAC 173-201A).
- 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 (WAC 173-201A).



- Corrective actions will be taken in the event of any discharge of oil, fuel, or chemicals into the water (WAC 173-201A), 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) (WAC 173-201A). 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 project will comply with all water quality restrictions imposed by Ecology and implement corrective measures if temporary water quality standards are exceeded.
- All in-water construction activities (i.e., pile removal/installation, sand placement, rock/debris removal) will be planned to disturb as little sediment as possible.
- Waste materials will not be disposed of waterward of OHWM or allowed to enter waters of the state.
- The contractor will be required to capture any debris associated with Project activities and not allow it to enter Liberty Bay. Debris will be captured using a floating containment boom and/or work skiff operating around the perimeter of the work area. Debris will be disposed of at an approved upland facility.
- The contractor will be responsible for preparation of a Spill Prevention and Control Plan, which will be implemented throughout project construction.
- A spill containment kit, including oil-absorbent materials, will be kept on site during all project construction activities.
- Construction/demolition impacts will be confined to the minimum area necessary.
- Work vessel(s) will not ground out during any construction activities.
- Sand to be used to fill pile voids will be washed prior to placement.

BMPs Specific to Pile Driving/Extraction

- Pile will be installed with a vibratory hammer to the greatest extent practicable.
- Pile will be pulled using a vibratory extractor in compliance with the permit conditions to minimize temporary water quality impacts. Hydraulic jets will not be used to remove pile.
- In the event of a pile breaking during extraction, it will be cut 2 feet below the mudline.
- Pile will be removed slowly so as to minimize sediment disturbance and turbidity in the water column.
- Prior to extraction the operator will "wake up" pile to break bond with sediment to break the friction between the pile and substrate to minimize sediment disturbance.
- Where possible, extraction equipment will be kept out of the water to avoid "pinching" pile below the water line.
- Pile will not be broken off intentionally by twisting, bending or other deformation.
- Upon removal from substrate the pile will be moved expeditiously from the water into a containment basin. The pile will not be shaken, hosed-off, stripped or scraped off, left hanging to drip or any other action intended to clean or remove adhering material from the pile.



- A containment basin will be constructed of durable plastic sheeting with sidewalls supported by hay bales or other support structure to contain all sediment.
- Vacated pile holes will be filled with clean sand. Pile holes located in areas of mounded sediment will be left to infill naturally so as to avoid creating a hazard to navigation.
- All extracted pile will be disposed of at an appropriate upland facility.

b.3) Mitigation: All construction work noise will be limited to construction hours defined in PMC 15.32.

8. Land and Shoreline Use

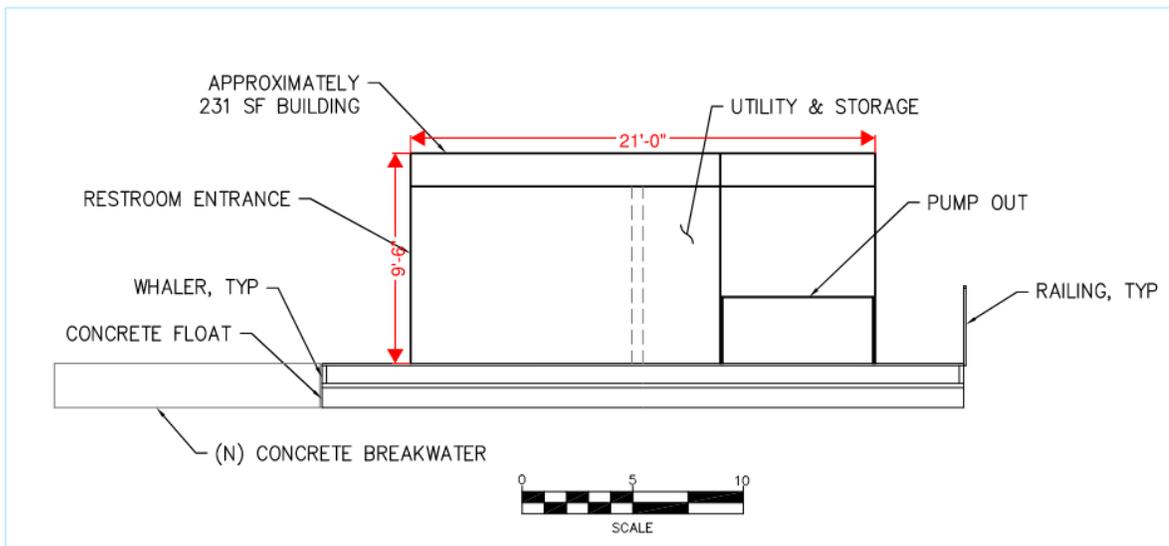
The checklist adequately addresses the issues of this section, although some clarifications were provided in the reviewed checklist.

9. Housing

The checklist adequately addresses the issues of this section.

10. Aesthetics

c. Staff Comment: The floating restroom details provided in the Memo: Marina Expansion Demand Dated July 27, 2020 states that the floating restroom is intended to serve the transient moorage visitors. It will be a prefabricated “vault” style restroom that will be pumped out by boat and will not require a new connection to the City sewer system. Some details are included in the 60% Design Drawings on Sheet C10 but they do not provide color or materials to show the aesthetics.



The above diagram from Sheet C10 shows that the height of the restroom will be approximately 9’6” and that the size will be approximately 14’ x 11’ or approximately 154 ft², and that the structure will be placed on a new float that is approximately 29’ x 17’ or 493 ft².

11. Light and Glare

a. Staff Comment: Lighting is proposed for the breakwater replacement and new marina finger floats. Lighting is identified on the 60% Breakwater Design Drawings on Sheet E0 and references a Luminaire Schedule. Poulsbo Municipal Code 16.08.350 establishes lighting standards for project in the aquatic environment. Lighting for this project will be required to meet those standards.

12. Recreation



This checklist adequately addresses the issues of this section.

13. Historic and Cultural Preservation

This checklist adequately addresses the issues of this section.

14. Transportation

c. Staff Comment: The PMC 16.08.270 states that an applicant shall provide an analysis to demonstrate the proposed development's compatibility with surrounding land and aquatic conditions and uses, including impacts to parking. The Planning & Economic Development Planning Director Karla Boughton provided a Memorandum identifying parking impacts resulting from this proposal (PED Director Parking Memo). Parking was calculated using the ITE Parking Generation Manual (4th Addition) and the result was that 17 new parking stalls were required. The applicant concurred with this analysis in a Memo: Parking Demand Analysis prepared by Soundwest Engineering Assoc., dated November 6, 2020.

f. Staff Comment: The PED Parking Memo discussed above in 14.c states that the ITE Manual calculated parking demand for new stalls/berths at .27 stalls. This resulted in an increased parking requirement of 17 parking stalls.

h. Impact: The marina expansion created an increase in parking stall requirements.

Mitigation: The Port of Poulsbo Jensen Way parking lot will be used to meet the increased parking stall requirement. The Port is to designate 17 parking stalls in this parking lot for marina use only.

15. Public Services

This checklist adequately addresses the issues of this section.

16. Utilities

This checklist adequately addresses the issues of this section.

Public Comments Received to Date and Related to Environmental Elements:

Public comment period for the MDNS began on March 23, 2021 and closes on April 6, 2021.

Conclusions and Recommendations:

The environmental review indicates that there are no significant adverse environmental impacts from the project proposal that cannot be mitigated through existing adopted Poulsbo land use regulations, or through the authority of SEPA. Therefore, a determination of non-significance is appropriate.

Recommended Mitigations, if appropriate:

AIR

1. Best Management Practices (BMP) and Conservation Measures identified in the Biological Evaluation Report dated June 2020 in Section 7 page 34 and the Mitigation Plan dated June 2020 Section 4.2.1 and 4.2.2 will be required to mitigate short-term mitigation impacts.

WATER

2. Construction equipment will be staged on floating barges that will not ground out or otherwise impact the aquatic environment. All construction debris will be collected and disposed of in upload and not allowed to enter waters of the state (Section 3.2 Mitigation Plan).

ANIMALS

3. Construction will be restricted to the WDFW fish window of August 1st to February 15th (or as otherwise allowed)
4. During all impact driving, sound-attenuation devices will be employed to minimize sound related impacts, such as a wooden cushion block, bubble curtain, or similar (as described in the BE page 6-7). The project



construction will be in compliance with Washington State water quality standards under WAC 173-201A-210(1)(e)(i).

5. Best Management Practices (BMP) and Conservation Measures identified in the Biological Evaluation Report dated June 2020 in Section 7 page 34 and the Mitigation Plan dated June 2020 Section 4.2.1 and 4.2.2 will be required to mitigate short-term mitigation impacts.

ENVIRONMENTAL HEALTH

6. BMPs and Conservation Measures identified in the BE in Section 7 page 34 and in the Mitigation Plan Section 4.2.1 General Best Management Practices will be required to mitigate short-term mitigation impacts.
7. BMPs and Conservation Actions identified in the BE and Mitigation Plan are to be followed, for ease of access to these proposed mitigation measures they are provided below:
 - a. No more than four piles are to be impact driven in a single day for no more than a total of 40 minutes of total impact driving.
 - b. No more than 11 piles may be impact driven for this project.
 - c. Timing restrictions specifying that construction must occur when juvenile salmonids are absent or present in very low numbers in the adjacent waterbody would be strictly observed. All timing restrictions that may be established by WDFW, USACE, NOAA Fisheries, or USFWS would be strictly observed (USACE permit and HPA). For this project, the anticipated work window is July 16 to February 15.
 - d. Water quality standards and procedures that limit the impact of turbidity to a defined mixing zone would be observed (WAC 173-201A).
 - e. Project construction will be completed in compliance with WAC 173-201A.
 - f. Any discharge of oil, fuel or chemicals into state waters is prohibited (WAC 173-201A).
 - g. 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 (WAC 173-201A).
 - h. Corrective actions will be taken in the event of any discharge of oil, fuel, or chemicals into the water (WAC 173-201A), including:
 - i. 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.
 - ii. The cause of the spill shall be assessed and appropriate action will be taken to prevent further incidents or environmental damage.
 - i. 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) (WAC 173-201A). 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.
 - j. The project will comply with all water quality restrictions imposed by Ecology and implement corrective measures if temporary water quality standards are exceeded.
 - k. All in-water construction activities (i.e., pile removal/installation, sand placement, rock/debris removal) will be planned to disturb as little sediment as possible.
 - l. Waste materials will not be disposed of waterward of OHWM or allowed to enter waters of the state.
 - m. The contractor will be required to capture any debris associated with Project activities and not allow it to enter Liberty Bay. Debris will be captured using a floating containment boom and/or work skiff operating around the perimeter of the work area. Debris will be disposed of at an approved upland facility.
 - n. The contractor will be responsible for preparation of a Spill Prevention and Control Plan, which will be implemented throughout project construction.
 - o. A spill containment kit, including oil-absorbent materials, will be kept on site during all project construction activities.
 - p. Construction/demolition impacts will be confined to the minimum area necessary.



- q. Work vessel(s) will not ground out during any construction activities.
- r. Sand to used to fill pile voids will be washed prior to placement.

BMPs Specific to Pile Driving/Extraction

- s. Pile will be installed with a vibratory hammer to the greatest extent practicable.
 - t. Pile will be pulled using a vibratory extractor in compliance with the permit conditions to minimize temporary water quality impacts. Hydraulic jets will not be used to remove pile.
 - u. In the event of a pile breaking during extraction, it will be cut 2 feet below the mudline.
 - v. Pile will be removed slowly so as to minimize sediment disturbance and turbidity in the water column.
 - w. Prior to extraction the operator will “wake up” pile to break bond with sediment to break the friction between the pile and substrate to minimize sediment disturbance.
 - x. Where possible, extraction equipment will be kept out of the water to avoid “pinching” pile below the water line.
 - y. Pile will not be broken off intentionally by twisting, bending or other deformation.
 - z. Upon removal from substrate the pile will be moved expeditiously from the water into a containment basin. The pile will not be shaken, hosed-off, stripped or scraped off, left hanging to drip or any other action intended to clean or remove adhering material from the pile.
 - aa. A containment basin will be constructed of durable plastic sheeting with sidewalls supported by hay bales or other support structure to contain all sediment.
 - bb. Vacated pile holes will be filled with clean sand. Pile holes located in areas of mounded sediment will be left to infill naturally so as to avoid creating a hazard to navigation.
 - cc. All extracted pile will be disposed of at an appropriate upland facility.
8. All construction work noise will be limited to construction hours defined in PMC 15.32.

TRANSPORTATION

- 9. The Port of Poulsbo Jensen Way parking lot will be used to meet the increased parking stall requirement. The Port is to designate 17 parking stalls in this parking lot for marina use only.

Name: Marla Powers

Position/Title: Associate Planner

Address: 200 NE Moe Street
Poulsbo, WA 98370
(360) 394 - 9737

Date: 3/23/2021

Signature: 

