Island County Planning and Community Development
Mary Engle, Director

1 NE 7th St., Coupeville, WA 98239
Ph: Whidbey 360-679-7339 | Camano 360-387-3443 | Fax: 360-679-7306
Email: PlanningDept@islandcountywa.gov | https://www.islandcountywa.gov/Planning/Pages/Home.aspx

Notice of Application - Optional DNS Process

Date of issuance: August 8, 2023

Island County has received a permit application for the following project.

Date of notice of application: August 23, 2023 **Comment due date:** September 6, 2023

Staff Contact: Kayla Johnson **email:**kayla.johnson@islandcountywa.gov **phone:** (360) 678-7258

File Number: 260/23 **Applicant:** Diana Smyth

Location: R22922-172-1440; 6272 Barr Beach Rd., Freeland, WA 98249

Proposal: Applicant proposes the replacement of a 52-foot concrete bulkhead in the existing footprint with concrete. The bulkhead is part of a 670-foot continuous stretch of hard shore armoring located in proximity to the Ordinary High-Water Mark (OHWM). The patio will be constructed of concrete and will be in the existing footprint - landward of the bulkhead. The proposal will replace the damaged bulkhead and patio to ensure protection to existing structures, which include a single-family residence, an open porch and open carport. There will be one weephole connected to an already existing yard drain. A Geo-Coastal and Biological Site Assessment report has been submitted.

Island County has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS). The optional DNS process established by WAC 197-11-355 is being used. The determination is based on the following findings and conclusions outlined in the Geo-Coastal Report conducted on May 15, 2023, by Sarah L. Dunn, Staff Geologist II and from the BSA conducted on July 12, 2023, by Environmental Scientists Allison Martin and Elisabeth Gonzalez:

BSA: Based on the analysis of the BSA conducted by Allison Martin and Elisabeth Gonzalez, the project development is unlikely to cause a significant impact on any critical areas, species, or vegetation. The discussion areas in the BSA concludes that all species were given a may affect, but not likely to adversely affect or no effect determination. The shoreline and species that utilize the habitat will be protected by the proposed best management practices. Impacts during construction will be negligible and temporary.

Island County regulations under ICC 17.02B (Critical Areas), Title XI (Land Development Standards) & other applicable regulations are used to review and condition development to protect critical areas affected by this proposal. The proposal may include mitigation & the project review process may incorporate or require mitigation measures regardless of whether an EIS is required.

Public, Agency, and Tribal Comments: Agencies, tribes, and the public are encouraged to review and comment on the proposed project and its probable environmental impacts. Public comments must be received by 4:30 pm on **September 6, 2023,** mail to Island County Planning Department 1 NE 7th St., Coupeville, WA 98239; deliver to

1 NE 6th St, Coupeville, WA 98239; or 121 N. East Camano Drive, Camano Island; or Fax (360) 679-7306. This may be the only opportunity to comment on the environmental impacts of the proposal.

To request notice of hearings, to receive a copy of the decision, or for information on appeals, contact us at the above address.

The following conditions have been identified that may be used to mitigate the adverse environmental impacts of the proposal:

Geo-Coastal: Scour: It is our opinion that a minimum embedment depth of at least 3.0 feet beneath the existing grade is necessary for any replaced sections of the bulkhead.

Structural Fill: Fill placed behind the bulkhead or beneath pavement should be placed as structural fill. Structural fill, by definition, is placed in accordance with prescribed methods and standards, and is monitored by an experienced geotechnical professional or soils technician. Field monitoring procedures would include the performance of a representative number of in-place density tests to document the attainment of the desired degree of relative compaction.

All structural fill placed on this site should consist of a good quality, granular soil, free of organics and other deleterious material and be well graded to a maximum size of about three inches. Structural fill should consist of crushed rock containing no more than five-percent fines (soil finer than U.S. No. 200 sieve, based on that fraction passing the U.S. 3/4-inch sieve). The use of the on-site soils as structural fill is not recommended. We should be retained to evaluate all proposed structural fill material prior to placement.

Following subgrade preparation, placement of structural fill may proceed. All filling should be accomplished in uniform lifts to eight inches thick. Each lift should be spread evenly and be thoroughly compacted prior to placement of subsequent lifts. All structural fill underlying building areas and pavement subgrade should be compacted to a minimum of 95 percent of its maximum dry density. Maximum dry density, in this report, refers to that density as determined by the ASTM D-1557 Compaction Test procedure. The moisture content of the soils to be compacted should be within about two percent of optimum so that a readily compactable condition exists. It may be necessary to over-excavate and remove wet soils in cases where drying to a compactable condition is not feasible. All compactions should be accomplished by equipment of a type and size sufficient to attain the desired degree of compaction.

Drainage: If possible, final site grades should allow for drainage away from the bulkhead. We suggest that the finished ground be sloped at a minimum downward gradient of three percent for a distance of at least 10 feet away from the bulkhead. We recommend that weepholes be incorporated into the design of bulkhead and slab drains be incorporated into the overlying area. Water should not be allowed to collect in any area where footings or slabs are to be constructed. Depending on the final repair plans, we could consult with a structural engineer regarding soil design parameters, as needed. We should also be retained to observe the repairs during construction.

BSA: To help ensure there is no net-loss of shoreline ecological function per the Island County Shoreline Ordinance, these measures and best management practices (BMPs) will be incorporated by the applicant:

1. Construction timing will adhere to the work window provided by WDFW to ensure limited impact to salmonoid species in the area.

2. All work on the bulkhead will be completed by equipment operating in the upper intertidal area during periods of low tides. No in-water work will occur.
3. All construction debris will be collected and not allowed to reenter the waters of the state.
4. The contractor will prepare a spill prevention control and countermeasures plan.
5. If debris or spill material accidentally enters the waterway, immediate actions will be taken to remove the material, and proper entities will be notified.
6. Care will be taken in all work to prevent debris, oils, and grease from entering the water.
7. All debris or spilled material will be properly disposed of at an approved off-site disposal facility.
8. Refueling will be conducted away from the project site in accordance with the Washington State Department of Ecology.
9. All equipment will be checked daily for leaks and any necessary repairs will be made prior to commencement of work.

Required Permits: SHE Type-II

Required Studies: BSA (submitted), Geo-Coastal (submitted)