

# **SEPA<sup>1</sup> Environmental Checklist**

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

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## 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.

### A. Background

[Find help answering background questions](#)<sup>2</sup>

**1. Name of proposed project, if applicable:**

Tire Pile Removal Project

**2. Name of applicant:**

Cassidy Biondo

Washington Department of Natural Resources

Aquatics Division- Aquatic Lands Restoration Program

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

Natural Resources Building: 1111 Washington Street NE, Olympia, WA 98501

Cell: 360-800-7266

Email: Cassidy.Biondo@dnr.wa.gov

**4. Date checklist prepared:**

December/January 2023

**5. Agency requesting checklist:**

WDNR

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

The proposed schedule for the tire pile removal project includes an initial pilot removal at the Tolmie Tire Pile site. Upon the successful completion of the tire removal at the pilot location, work is projected to expand to additional sites in the nearby vicinity, outlined below:

- Site 1: Tolmie Park Tire Pile removal – Pilot Site (Removal date Summer/Fall 2024)
- Site 2: Budd Inlet, Burfoot County Park Tire Pile removal (Removal date TBD)
- Site 3: Eld Inlet, Frye Cove County Park Tire Pile removal (Removal date TBD)
- Site 4: Case Inlet, Harstine Island Park Tire Pile removal (Removal date TBD)

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

Upon successful completion of the Tolmie Park Tire Pile pilot removal, as well as the three adjacent sites outlined above, WDNR intends to expand subtidal tire removal efforts to all other marine Tire Piles on state-owned aquatic lands in Puget Sound. Ultimately, WDNR intends to utilize the Tolmie Park Tire Pile pilot removal to better develop Best Management Practices for subtidal tire debris removal from the benthic floor of the south,

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

central and north Puget Sound. All potential removal efforts following the proposed four sites on this application will be permitted and planned separately from this proposal.

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

- Puget Sound Tire Reef Technical Report (WDNR 2023)
- Puget Sound Tire Reef Supplemental Information (WDNR 2023)

**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 applications known of.

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

- Aquatic Lands Use Authorization (JARPA) – Washington State Department of Natural Resources
- Hydraulic Project Approval (HPA) – Washington State Department of Fish and Wildlife

**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 Washington Department of Natural Resources (WDNR) in collaboration with Washington Department of Ecology (DOE), Washington State Parks and Recreation Commission (WSPRC), Washington Department of Fish and Wildlife (WDFW), and the Washington Scuba Alliance (WSA) aim to conduct the removal of four subtidal marine tire pile sites, all located entirely on state-owned aquatic lands (SOAL). The proposed project encompasses four sites with the initial tire pile removal site, Tolmie Park Tire Pile, slated as a pilot removal to better understand and develop Best Management Practices for the future extraction of subtidal tires and debris on SOAL.

**Site Descriptions:**

Site 1- Tolmie Park Tire Pile (Pilot removal project)

The Tolmie Park Tire Pile is located approximately 1,240ft from the Tolmie State Park shoreline, while the Tire Pile footprint encompasses 2.10 acres of benthic subtidal lands spanning from -35ft to -49ft in depth (NAVD88). WDNR completed one multibeam sonar bathymetric survey in 2020 of the Tolmie Park Tire Pile location and identified approximately  $2,188 \pm 543$  tires, three sunken wooden barges as well as other dispersed wooden debris amongst the barges. In addition, WDNR collected underwater video footage of the Tire Piles and conducted diver tire counts and underwater site photography. Through these surveys, WDNR determined that a majority of the tires located within this Tire Pile location are bundled together with intact polypropylene rope, while a small number of tires at the site are stationed as individuals, likely having broken free from their bundling. WDNR

also found that a majority of the tires at this site are covered in soft, silty sediment up to 50%, but are structurally intact and are anticipated to be extracted without disintegrating or causing permanent disturbance.

#### Site 2- Burfoot County Park Tire Pile

The Burfoot County Park Tire Pile site is located approximately 240ft from the shoreline of Burfoot County Park in Budd Inlet, and is divided into two sections, a northern section and a southern section that lie about 0.5 - 0.75 miles apart. The site as a whole is considered large and dispersed, with a combined section footprint encompassing a total of approximately 6.04 acres of subtidal bed lands that span from -10ft to -70ft in depth (NAVD88). WDNR completed two multibeam sonar surveys of the site in 2020 (northern section) and 2023 (southern section). During the 2020 survey, WDNR identified approximately  $6,175 \pm 1,929$  tires in the northern section of the site spanning approximately 3.21 acres across subtidal bed lands, while data from the southern section of the site is still under WDNR analysis. Within the northern section of the site, there are two distinct aggregations of tires and tire features, as well as many individual tires interspersed in between and around the distinct aggregations. In addition to WDNR's survey efforts, the Washington Scuba Alliance partnered with the Coastal Sensing and Surveying group to survey the Burfoot County Park Tire Pile site with single beam sonar, and identified that approximately 1,900 tires are stationed within the southern section of the site, spread across 2.83 acres. Sonar data, as well as underwater video footage and subsequent dive surveys from both survey groups verified that tires at this site are dispersed across a large area, and soft, silty sediment covers a large majority of the tires. No other sunken debris was identified at this site. Half-inch polypropylene rope used for tire bundling was identified as degraded, likely allowing for tires to disperse and wash up onto shore. Tires have also been seen on the beach landward of this Tire Pile site. Additionally, the tires within this site were identified as moderately degraded with tire walls being slashed open, likely to allow for air escape during sinking operations.

#### Site 3- Frye Cove County Park Tire Pile

The Frye Cove County Park Tire Pile is located approximately 590ft from the shoreline of Frye Cove County Park in Eld Inlet. The Frye Cove County Park Tire Pile site spans approximately 1.31 acres, spanning -18 to -30ft in depth (NAVD88). This site was surveyed in 2020 by WDNR with multibeam sonar and underwater video, and approximately  $1,310 \pm 312$  tires were located on the subtidal benthic floor. The surveys revealed that the site remains intact, with most of the tires still bundled together with thick polypropylene rope. On the contrary, the tires at this site have been determined as degraded, having noticeable gashes and slashes in the tire walls. WDNR suspects there may be more tires south of the main aggregation of tire piles that were identified in the survey, however, no other types of debris were identified. Additionally, through underwater video analysis, the primary sediment type at the site location is characterized as soft and silty and is likely covering a small number of tires in sediment.

#### Site 4- Case Inlet Tire Pile

The Case Inlet Tire Pile site is located approximately 270ft from the shoreline of Harstine Island State Park, in Case Inlet. This site spans approximately 3 acres, in depths of -14ft to -28ft (NAVD88). Surveyed in 2020 with multibeam sonar and underwater video, three main aggregations of tires were located, with smaller tire features and bundles, as well as individual tires interspersed in between. A total of  $481 \pm 131$  tires were identified in total. Additionally, large boulders were also identified in the survey data. Due to poor underwater clarity at the time of the surveys, the status of tire bundling and tire quality is currently unknown, however, WDNR suspects that the tires are intact enough to be extracted. Sediment at this location is characterized as sand and silt and is assumed to be covering a small number of tires.

**Proposed Removal Strategy:**

The proposed project includes the removal of all tires and tire features from SOAL benthic floor at each of the four outlined tire pile sites. Any structures that are not tires or tire features that fall within the perimeter of the tire pile sites will be excluded from removal. A pre-removal dive survey will be conducted to remove and relocate any marine wildlife located on tires or tire features prior to tire extraction efforts. Tire removal efforts will be coordinated between in-water divers and construction crane and barge operators. Divers will locate and attach individual tires and tire features to a barge crane for extraction. Tires will be stored on a plastic-lined materials barge until time of transport to disposal facility. Sedimentation and turbidity will be mitigated and monitored in water during removal efforts and for a period of time after removal to ensure turbidity threshold is not met. Upon instance where turbidity threshold is met, removal efforts will be stalled until turbidity falls under threshold. Additionally, although unexpected, upon discovery of tire disintegration during removal, work will be halted immediately, and boom/curtain will be installed around the site to prevent debris distribution. Tires successfully extracted from sites will be temporarily stored and contained on plastic-lined materials barge, relocated and removed from materials barge into transport truck and then transported to facility to be properly disposed of thereafter. Post monitoring survey efforts of each site will be conducted with multibeam and/or single beam bathymetric sonar to determine the success of removal efforts and confirm the quantity of tires removed from each site. Replacement of the tires with artificial habitat or structure is not being considered for any site at this time.

- 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.**

Site 1- Tolmie Park Tire Pile

The Tolmie Park Tire Pile is located adjacent to Township 19N, Range 01W, Section 23 within the Carr-Nisqually marine subregion in the Deschutes watershed, WRIA 13, in unincorporated Thurston County. The approximate 2.10 acre Tire Pile area is located 1,240ft from the shoreline of Tolmie State Park, and spans a bathymetric range of -35ft to -49ft in

depth (NAVD88). The Tolmie Park Tire Pile site is located 100% on SOAL and sits adjacent to a mooring buoy field leased from WDNR by State Parks (#20-009760). The closest mooring buoy to the reef is located approximately 20m from the western edge of the Tire Pile footprint.

Exact coordinates of Tolmie Tire Pile site are as follows:

	Latitude	Longitude
Center of Reef	47.123946 N	-122.770139 W
NW Corner	47.124589 N	-122.770637 W
NE Corner	47.124083 N	-122.769454 W
SW Corner	47.123572 N	-122.770880 W
SE Corner	47.123475 N	-122.770004 W

Site 2- Burfoot County Park Tire Pile

The Burfoot County Park Tire Pile site is located adjacent to Township 19N, Range 02W, Section 39 within the South Sound Inlets marine subregion in the Deschutes watershed, WRIA 13, in Thurston County. The site, composed of two sections, encompasses a total of 6.04 acres of subtidal bed lands, and is located about 278ft from the shoreline of Burfoot County Park and spans a bathymetric range of -10ft to -70ft in depth (NAVD88). The entirety of the site is located on SOAL and is located adjacent to a WDNR geoduck tract (#16750).

Exact coordinates for the northern section of Burfoot County Park Tire Pile are as follows:

	Latitude	Longitude
Center of Reef	47.1325 N	-122.9073 W
NW Corner	47.1335 N	-122.9079 W
NE Corner	47.1335 N	-122.9068 W
SW Corner	47.1315 N	-122.9080 W
SE Corner	47.1315 N	-122.9069 W

Estimated coordinates for the southern section of Burfoot County Park Tire Pile are as follows:

	Latitude	Longitude
Center of Reef	47.1273174 N	-122.9049730 W
NW Corner	47.1289452 N	-122.9060077 W
NE Corner	47.1288802 N	-122.9057026 W

SW Corner	47.1257228 N	-122.9043733 W
SE Corner	47.1258626 N	-122.9037627 W

Site 3- Frye Cove County Park Tire Pile

The Frye Cove County Park Tire Pile site is located adjacent to Township 19N, Range 02W, Section 20 within the South Sound Inlets marine subregion in the Kennedy-Goldsborough watershed, WRIA 14, in unincorporated Thurston County. The approximate 1.31-acre tire pile footprint is located about 590ft from the shoreline of Frye Cove County Park and spans a bathymetric range of -18ft to -30ft in depth (NAVD88). The site is located 100% on SOAL.

Exact coordinates of the Frye Cove County Park Tire Pile site are as follows:

	Latitude	Longitude
Center of Reef	47.11675 N	-122.9614 W
NW Corner	47.11722 N	-122.96179 W
NE Corner	47.11722 N	-122.96114 W
SW Corner	47.11624 N	-122.96179 W
SE Corner	47.11624 N	-122.96114 W

Site 4- Case Inlet Tire Pile

The Case Inlet Tire Pile is located adjacent to Township 21N, Range 02W, Section 36 within the South Sound Inlets marine subregion in the Kennedy-Goldsborough watershed, WRIA 14, in unincorporated Mason County. The approximate 3.21-acre tire pile footprint is located about 270ft from the shoreline of Harstine Island State Park and spans a bathymetric range of -11ft to -57ft in depth (NAVD88). This site is located 100% on SOAL and is located within a subtidal WDNR geoduck tract (# 15750).

Exact coordinate of the Case Inlet Tire Pile site are as follows:

	Latitude	Longitude
Center of Reef	47.261668 N	-122.864879 W
NW Corner	47.262311 N	-122.865803 W
NE Corner	47.262115 N	-122.864171 W
SW Corner	47.261162 N	-122.865143
SE Corner	47.261143 N	-122.864681



## B.Environmental Elements

### 1. Earth

#### a. General description of the site:

Site 1- Tolmie Tire Pile: The Tolmie Tire Pile is located between -35ft to -49ft in depth (NAVD88) offshore Tolmie State Park and remains fully submerged at all times. The Tolmie Park Tire Pile features are located on a gently sloping, stable benthic sediment surface and are dispersed across 2.10 acres of subtidal bed lands. The Tolmie Park Tire Pile is located between two opposing drift cells and is waterward of the Big Slough creek and estuary which are situated between two upland feeder bluffs.

Site 2- Burfoot County Park Tire Pile: The Burfoot County Park Tire Pile site is located between -10ft to -70ft in depth (NAVD88) offshore Burfoot County Park and remains fully submerged at all times. The site features are located on relatively steep bathymetry, next to what has been identified by WDNR as evidence of an underwater landslide of indetermined age that occurred at the deep edge of the tire pile footprint. The Burfoot County Park Tire Pile is located inside a northern moving drift cell (right to left if facing landward) and is waterward of an unstable feeder bluff.

Site 3- Frye Cove County Park Tire Pile: The Frye Cove County Park Tire Pile site is located between -18ft and -30ft in depth (NAVD88) offshore Frye Cove County Park and remains fully submerged at all times. The site features are located on a gently sloping, stable benthic sediment surface and are dispersed across 1.31 acres of subtidal bed lands. The site is located inside a southern moving drift cell (right to left if facing landward) and is waterward of an unstable feeder bluff.

Site 4- Case Inlet Tire Pile: The Case Inlet Tire Pile site is located between -14ft and -28ft in depth (NAVD88) offshore Harstine Island State Park and remains fully submerged at all times. The site features are located across 3 acres of subtidal bed lands, on a gentle sloping sand/gravel substrate. The site is located inside a northern moving drift cell (left to right if facing landward) and is waterward of an unstable feeder bluff.

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

All sites are located on subtidal marine bed lands.

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

All sites have  $\leq 5\%$  slope in the steepest areas.

#### 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.

Sand/silt, and fine sediments are the primary benthic surface sediment type observed at all proposed sites. A small amount of sediment is anticipated to be removed when tire extraction occurs, but exact amount is currently unknown.

Site 1- Tolmie Park Tire Pile: sand/silt, fine sediments, some shell

Site 2- Burfoot County Park Tire Pile: sand/silt

Site 3- Frye Cove County Park Tire Pile: sand/silt, fine sediments

Site 4- Case Inlet Tire Pile: sand/silt, some gravel, fine sediments, some shell

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

Site 1- Tolmie Park Tire Pile: Slope stability in the upland area landward of the site are noted as stable and intermediate by DOE, with no recorded landslides or unstable soils affecting the adjacent tidelands, subtidal bed lands or site vicinity.

Site 2- Burfoot County Park Tire Pile: Slope stability in the upland area landward of site have been identified as unstable by DOE, with no recorded landslides or unstable soils affecting the adjacent tidelands, subtidal bed lands or site vicinity.

Site 3- Frye Cove County Park Tire Pile: Slope stability in the upland area landward of the site are identified as a mix of stable and unstable, with a recent slide detected by DOE. There is no anticipated slope stability or unstable soils projected to impact the site footprint.

Site 4- Case Inlet Tire Pile: Slope stability in the upland area landward of site have been identified as unstable by DOE, with no recorded landslides or unstable soils affecting the adjacent tidelands, subtidal bed lands or site vicinity.

**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.**

Not applicable to the project, as no filling, excavation or grading is proposed.

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

Due to the distance between the upland area and location of subtidal Tire Pile sites, no erosion of soil is anticipated during removal efforts or after the project completion.

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

Not applicable to the project, as no impervious surfaces will be installed.

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

Overwater barge crane, materials barge, and operation vessels used to extract and haul tires will remain floating during full duration of removal efforts, avoiding any contact with sediment surface, shoreline, or upland area. Tire removal will be performed slowly,

and monitoring of sedimentation and turbidity will occur simultaneous to removal efforts. If turbidity threshold is met during removal process, work will be halted.

## 2. Air

[Find help answering air questions](#)<sup>3</sup>

- a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

During the project construction and tire removal periods, operating diesel and gasoline powered construction equipment and inboard/outboard engines will release exhaust emissions and odors into the air. Similarly, trucks used to transport and dispose of tires will release exhaust emissions and odors during operating period. After tire removal is complete, the project will not generate emissions into the air.

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

There are no known offsite sources of emissions or odors that will affect these project sites.

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

Outfitting construction equipment with appropriate emission controls per statewide industry practices in accordance with project construction specifications is anticipated to reduce and control emissions from construction and transportation operations. Additionally, reducing engine idle times by shutting engines off when safe and applicable, and properly maintaining engines and equipment is also anticipated to control and reduce emissions throughout duration of project operations.

## 3. Water

[Find help answering water questions](#)<sup>4</sup>

- a. **Surface:**

[Find help answering surface water questions](#)<sup>5</sup>

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.**

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

<sup>4</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

<sup>5</sup> <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>

Site 1- Tolmie Park Tire Pile: The entirety of the removal will take place over water in the Carr-Nisqually Marine Sub-region in Puget Sound. Additionally, there is an intermittent stream, Big Slough, in the upland area adjacent to the site that flows SW to NW into the Puget Sound.

Site 2- Burfoot County Park Tire Pile: The entirety of the removal will take place over water in the South Sound Inlets Marine Sub-region in Puget Sound. There are no other bodies of water in the vicinity of the site.

Site 3- Frye Cove County Park Tire Pile: The entirety of the removal will take place over water in the South Sound Inlets Marine Sub-region in Puget Sound. There are no other bodies of water in the vicinity of the site.

Site 4- Case Inlet Tire Pile: The entirety of the removal will take place over water in the Puget Sound in the South Sound Inlets Marine Sub-region. There are no other bodies of water in the vicinity of the site.

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

Yes, all proposed work will take place over and in water, away from shoreline.

**3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

An amount of benthic floor sediment is expected to be present inside tire wells at all proposed sites. The exact amount of sediment material inside tire wells is unknown at this time but is anticipated to be relatively low to moderate.

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

No surface water withdrawals or diversions are required for the project.

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

No, none of the proposed sites lie within a 100-year floodplain.

**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.**

Benthic sediment material is anticipated to be suspended in water column temporarily at site location throughout the duration of the tire extraction efforts, and for a short period of time thereafter. The anticipated volume of suspended sediment material within water column during time of tire extraction is currently unknown and will be dependent upon the amount of sediment that has accumulated inside of tire wells at the time of extraction. Additionally, the condition and/or level of degradation of the derelict tires at each site location is currently unknown. Tires are anticipated to be intact and readily able to be extracted without breaking apart upon removal.

**b. Ground:**

[Find help answering ground water questions](#)<sup>6</sup>

- 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 withdrawals are required for this 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.**

No waste discharges into the ground are required for this project.

**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.**

Upon successful removal from benthic floor, tires and tire features will remain suspended in the water column above the extraction point for an undetermined amount of time until sediment and local fauna have enough time to settle back onto the benthic sediment surface. Underwater divers will gauge the amount of suspension time necessary for each tire feature. Once above the water surface, water and water-filled sediment is anticipated to 'runoff' of tires while being expeditiously transported onto overwater materials barge. Runoff water and water-filled sediment from tire wells will flow back into the waterbody they were intermittently extracted from; however, tires shall not be shaken, hosed-off, left hanging to drip or any other action intended to remove adhering material from the tires while moving to the materials barge. Tires will remain temporarily stored on the materials barge where all additional runoffs will be collected in the plastic-lined containment basin. Quantities of runoff material will be dependent upon how much sediment and sediment-filled water will be held by tire wells at the time of extraction, likely varying at each site. No long-term sources of run-off will be produced as a result of this project.

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

Water-filled sediment is anticipated to be suspended in water column at sites during tire extraction process for a finite amount of time.

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<sup>6</sup> <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>

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

This project does not alter or affect drainage patterns in the vicinity of the removal sites.

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

The construction contractor will be required to reduce and control limited water and water-filled sediment runoff to adhere to permit requirements.

## 4. Plants

[Find help answering plants questions](#)

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

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards, or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation: marine algae

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

No aquatic vegetation is anticipated to be removed and/or altered during the project at any of the four proposed removal sites. No species of eelgrass have been observed within the subtidal area of the site or in the adjacent nearshore area upland of any of the sites.

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

No known threatened or endangered vegetation is located within the four proposed project sites.

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

No landscaping or use of native vegetation is proposed for this project.

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

No known noxious weeds or invasive plant species are located within the four removal sites' boundaries.

## 5. Animals

[Find help answering animal questions<sup>7</sup>](#)

- 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:
- **Mammals:** deer, bear, elk, beaver, other:
- **Fish:** bass, salmon, trout, herring, shellfish, other:

All animals listed in the table below have the potential to occur in the outlined project areas:

Common Name	Scientific Name	Work Window
<b>Birds</b>		
Pigeon Guillemot	<i>Cephus columba</i>	
Blue Heron	<i>Ardea herodias</i>	
Bald Eagle	<i>Haliaeetus leucocephalus</i>	
Bufflehead	<i>Bucephala albeola</i>	
Common Goldeneye	<i>Bucephala clangula</i>	
Barrows Goldeneye	<i>Bucephala islandica</i>	
Hooded Merganser	<i>Lophodytes cucullatus</i>	
Belted Kingfisher	<i>Megaceryle alcyon</i>	
Marbled Murrelet	<i>Brachyramphus marmoratus</i>	
Double Crested Cormorant	<i>Phalacrocorax auritus</i>	
Pelagic Cormorant	<i>Urile pelagicus</i>	
Common Merganser	<i>Mergus merganser</i>	
Canada Goose	<i>Branta canadensis</i>	
Common Murre	<i>Uria aalge</i>	
Osprey	<i>Pandion haliaetus</i>	
Glaucous Winged Gull	<i>Larus glaucescens</i>	
Bonaparte's Gull	<i>Chroicocephalus philadelphia</i>	
Mew Gull	<i>Larus canus</i>	
Surf Scoter	<i>Melanitta perspicillata</i>	
Western Gull	<i>Larus occidentalis</i>	
Caspian Tern	<i>Hydroprogne caspia</i>	

<sup>7</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

<b>Mammals</b>		
River Otter	<i>Lontra canadensis</i>	
Harbor Seal	<i>Phoca vitulina</i>	
California Sea Lion	<i>Zalophus californianus</i>	
Gray Whale	<i>Eschrichtius robustus</i>	
Killer Whale	<i>Orcinus orca</i>	
Harbor Porpoise	<i>Phocoena phocoena</i>	
<b>Fish</b>		
Rockfish species	<i>Sebastes sp.</i>	
Yelloweye Rockfish	<i>Sebastes ruberrimus</i>	
Bocaccio	<i>Sebastes paucispinis</i>	
Bull Trout	<i>Salvelinus confluentus</i>	
Pacific Herring	<i>Clupea pallasii</i>	Apr 1 – Jan 14
Sand Lance	<i>Ammodytidae sp.</i>	Mar 2 – Oct 14
Surf Smelt	<i>Hypomesus pretiosus</i>	May 1 – Sept 30
Chinook Salmon	<i>Oncorhynchus tshawytscha</i>	Jul 2 - Mar 2
Chum Salmon	<i>Oncorhynchus keta</i>	Jul 2 - Mar 2
Pink Salmon	<i>Oncorhynchus gorbuscha</i>	Jul 2 - Mar 2
Coho Salmon	<i>Oncorhynchus kisutch</i>	Jul 2 - Mar 2
Steelhead	<i>Oncorhynchus mykiss</i>	Jul 2 - Mar 2
Starry Flounder	<i>Platichthys stellatus</i>	
Gunnel species	<i>Pholis sp.</i>	
Sculpin species	<i>Cottidae family</i>	
<b>Invertebrates</b>		
Pacific Oysters	<i>Crassostrea gigas</i>	
Pacific Geoducks	<i>Panopea generosa</i>	
Dungeness Crab	<i>Metacarcinus magister</i>	
Plumose Anemone	<i>Metridium senile</i>	
Sea Pen	<i>Ptilosarcus gurneyi</i>	
Sea Cucumber	<i>Parastichopus californicus</i>	

- Pacific Herring (*Clupea pallasii*): Adjacent to the Tolmie Park Tire Pile site is a known pre-spawner herring holding area. Project construction will only take place within designated species work window to accommodate and avoid herring spawning season.
- Surf Smelt (*Hypomesus pretiosus*): Upland of the Tolmie Park Tire Pile site, the Burfoot County Park Tire Pile site, the Frye Cove County site and the Case Inlet Tire Pile site in the nearshore habitat is documented surf smelt spawning habitat. Project construction will only take place within designated species work window to accommodate and avoid smelt spawning season.
- Sand Lance (*Ammodytidae sp.*): In the upland area adjacent to the Tolmie Park Tire Pile and Burfoot County Park Tire Pile sites in the nearshore habitat is documented sand



lance spawning habitat. Project construction will only take place within designated species work window to accommodate and avoid sand lance spawning season.

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

A list of threatened or endangered species and critical habitat that may occur in the project areas are listed below. Due to the in-water work and minimal underwater noise associated with this project, this project has the potential to, but is unlikely to adversely affect the following species:

Species ESU/DPS	Federal Status	Critical Habitat Designation
Marbled Murrelet ( <i>Brachyramphus marmoratus</i> )	Threatened	Designated, does not occur in project areas
Yelloweye Rockfish ( <i>Sebastes ruberrimus</i> ), Puget Sound/Georgia Basin DPS	Threatened	Designated, does not occur in project areas
Bocaccio ( <i>Sebastes paucispinis</i> ), Puget Sound/Georgia Basin DPS	Endangered	Designated, does occur in project areas
Bull Trout ( <i>Salvelinus confluentus</i> ), Coastal/Puget Sound	Threatened	Designated, does not occur in project areas
Chinook Salmon ( <i>Oncorhynchus tshawytscha</i> ), Puget Sound ESU	Threatened	Designated, does occur in project areas
Steelhead Trout ( <i>Oncorhynchus mykiss</i> ), Puget Sound DPS	Threatened	Designated, does not occur in project areas
Killer whale ( <i>Orcinus orca</i> ), Southern Resident DPS	Endangered	Designated, does occur in project areas

- Rockfish (Yelloweye, Puget Sound/Georgia Basin DPS; Bocaccio, Puget Sound/Georgia Basin DPS): The Tolmie Park Tire Pile, Burfoot County Park Tire Pile, Frye Cove County Park Tire Pile and Case Inlet Tire Pile sites lie within National Marine Fisheries Service (NMFS) designated critical nearshore habitat for rockfish species.
- Chinook Salmon, Puget Sound ESU: The Tolmie Park Tire Pile, Burfoot County Park Tire Pile, Frye Cove County Park Tire Pile and Case Inlet Tire Pile sites lie within designated Chinook Salmon critical habitat. Project construction will only take place within designated species work window to accommodate and avoid any adverse impacts.
- Killer Whale, Southern Resident DPS: The Tolmie Park Tire Pile, Burfoot County Park Tire Pile, Frye Cove County Park Tire Pile and Case Inlet Tire Pile sites lie within designated Southern Resident DPS critical habitat.

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

The project sites are located within the Pacific flyway, one of the four major north-south migration routes in the Americas for migratory birds. This project will not impact the migration route.

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

The proposed project will restore the subtidal benthic sites to the habitat's original state, eliminating the risk of loose tire's washing ashore into the nearshore environment, potentially impacting forage fish and shellfish habitat, and local aquatic vegetation.

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

No invasive animal species are known to be on or near any of the proposed sites.

## 6. Energy and natural resources

[Find help answering energy and natural resource questions](#)<sup>8</sup>

**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 completed project will not require an energy source.

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

No, this project would not affect the potential use of solar energy by adjacent properties.

**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.**

The completed project will not have any energy impacts.

## 7. Environmental health

[Health Find help with answering environmental health questions](#)<sup>9</sup>

**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.**

During construction, exposure to hazardous materials is possible. Construction activities will require the use of hazardous materials on site, including gasoline, diesel, motor oil, transmission fluid, hydraulic oil, radiator coolant, brake fluid, and materials used in tires, wheels, brakes, etc. Accidental leaks and spills of hazardous materials could occur where construction equipment is stationed, used, fueled, or maintained, and where hazardous materials are stored. These risks are no greater than with other comparable construction projects and are not expected to pose significant risks to human or wildlife health.

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<sup>8</sup> <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>

<sup>9</sup> <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>

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

Site 1- Tolmie Park Tire Pile: No known contamination present at site.

Site 2- Burfoot County Park Tire Pile: No known contamination present at site.

Site 3- Frye Cove County Park Tire Pile: No known contamination present at site.

Site 4- Case Inlet Tire Pile: No known contamination present at site.

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.**

There are no known hazardous chemicals or conditions that might project development and design at any of the four proposed removal sites.

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.**

Construction activities will require the use of hazardous materials on site, including gasoline, diesel, motor oil, transmission fluid, hydraulic oil, radiator coolant, brake fluid, and materials used in tires, treads, wheels, brakes, etc.

4. **Describe special emergency services that might be required.**

As with any construction activity, there is a chance that emergency services may need to respond to a workplace accident or injury or an inadvertent spill or release of hazardous material. All work will be conducted in accordance with site-specific health and safety plans required in the construction contract specifications.

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

All construction activities will be performed in compliance with Washington Industrial Safety and Health Act (WISHA) requirements. The DNR's construction contractors will be required to provide a health and safety plan for approval before beginning removal as a condition of the construction contract specifications. Prior to beginning work, the contractor will be required to prepare and implement a spill prevention, control, and countermeasures (SPCC) plan to mitigate impacts on soil, surface water, and groundwater in the event of a spill of hazardous substances during construction. The SPCC plan will address spill prevention and containment; spill response procedures, equipment, and reporting requirements; and the chain of responsibility.

#### **b. Noise**

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

Due to the rural locations of all the proposed sites, very little existing ambient noise is expected throughout implementation of project. Some existing sources of ambient noise in the area include private automobiles and recreational boaters.

**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)?**

Noise will be generated on a short-term basis during removal efforts. The types of construction equipment that are likely to be utilized for the project include: a crane barge, materials barge, clamshell, transport trucks, inboard motorized vessels and small outboard motorized vessels. All construction equipment and vessels will operate during daylight hours only. There will be no noise generated from the project after completion of removal.

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

Measures to reduce or control noise impacts are not anticipated to be necessary.

## **8. Land and shoreline use**

[Find help answering land and shoreline use questions](#)<sup>10</sup>

**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.**

Site 1- Tolmie Park Tire Pile: This site is located just waterward of Tolmie State Park, which is open for recreational use. Recreational opportunities at Tolmie State Park include shellfish harvesting, hiking, walking, fishing, swimming, and diving. The Tolmie Park Tire Pile is considered part of a larger “Underwater Park”, open publicly for recreational diving. Also, Tolmie State Park holds a mooring buoy lease with the WDNR for recreational mooring opportunities, located adjacently to the Tolmie Tire Pile site. Additionally, the uplands area to the north and south of Tolmie State Park are private residences interspersed with undeveloped lands. Land use is not anticipated to be affected by proposed removal project.

Site 2- Burfoot County Park Tire Pile: This large site is located waterward of Burfoot County Park, which is publicly open for recreational walking and hiking. Additionally, the uplands area to the north and south of Burfoot County Park are private residences. Land use is not anticipated to be affected by proposed removal project.

Site 3- Frye Cove County Park Tire Pile: This site is located waterward of Frye Cove County Park, which is conditionally and seasonally open for recreational shellfish harvest, beach combing, hiking and wildlife viewing. Additionally, the uplands area to the north and south of Frye Cove County Park are minimal private residences interspersed within undeveloped lands. Land use is not anticipated to be affected by proposed removal project.

Site 4- Case Inlet Tire Pile: This site is located just waterward of Harstine Island State Park, which is open for recreational shellfish harvesting, beach combing and wildlife viewing. The Tire Pile site footprint is located within a subtidal geoduck tract, lease

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<sup>10</sup> <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>

#15750. Additionally, the uplands area to the north and south of Harstine Island State Park are undeveloped lands. Land use is not anticipated to be affected by proposed removal project.

- 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?**

There is no documented history of any of the proposed sites being used as working farm or 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, this project will not affect or be affected by surrounding working farm or forest land operations.

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

No structures are located at any of the proposed sites.

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

No structures will be demolished.

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

Not applicable.

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

Site 1- Tolmie Park Tire Pile: Upland of the site is designated as Natural.

Site 2- Burfoot County Park Tire Pile: Upland of the site is designated as Natural.

Site 3- Frye Cove County Park Tire Pile: Upland of the site is designated as Natural.

Site 4- Case Inlet Tire Pile: Upland of the site is designated as Conservancy.

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

Site 1- Tolmie Park Tire Pile: The Thurston County Shoreline Master Program designates the upland area above the tire removal site a Natural area.

Site 2- Burfoot County Park Tire Pile: The Thurston County Shoreline Master Program designates the upland area above the tire removal site a Natural area.

Site 3- Frye Cove County Park Tire Pile: The Thurston County Shoreline Master Program designates the upland area above the tire removal site as a Natural area.

Site 4- Case Inlet Tire Pile: The Mason County Shoreline Master Program designates the upland area above the tire removal site as a Conservancy area.

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

Site 1- Tolmie Park Tire Pile: The Thurston County Shoreline Master Program designates the upland area above the tire removal as a Critical Hydrologic Water Body Buffer, Extreme Critical Aquifer Recharge and Critical Geologic Slide Hazard Area.

Site 2- Burfoot County Park Tire Pile: The Thurston County Shoreline Master Program designates the upland area above the tire removal as a Critical Hydrologic Water Body Buffer, Moderate Critical Aquifer Recharge and Geologic Steep Slope Area.

Site 3- Frye Cove County Park Tire Pile: The Thurston County Shoreline Master Program designates the upland area above the tire removal as a Critical Hydrologic Water Body Buffer, High Critical Aquifer Recharge, and Geologic Steep Slope Area.

Site 4- Case Inlet Tire Pile: No known critical designation area adjacent to or within removal site location.

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

No people will reside or work in the completed project areas.

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

The completed project will not displace any people.

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

Not applicable.

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

The proposed project will be designed to comply with all applicable Federal, State, and Local regulations to ensure the project's compatibility with land uses and plans.

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

There will be no impacts to agricultural and/or forest lands of long-term commercial significance.

## 9. Housing

[Find help answering housing questions](#)<sup>11</sup>

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

No housing units will be provided by this project.

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

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<sup>11</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

No housing units will be eliminated.

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

Not applicable.

## 10. Aesthetics

[Find help answering aesthetics questions](#)<sup>12</sup>

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

There are no aboveground structures proposed to be constructed as part of this project.

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

No views will be obstructed.

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

No negative aesthetic impacts are anticipated.

## 11. Light and glare

[Find help answering light and glare questions](#)<sup>13</sup>

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

There will be no changes to lighting as part of the proposed project.

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

Not applicable, as no light or glare will be associated with the finished project.

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

No existing offsite sources of light or glare are expected to affect the proposed project.

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

Not applicable, as no light or glare will be associated with the finished project.

## 12. Recreation

[Find help answering recreation questions](#)

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

Site 1- Tolmie Park Tire Pile: The project site is considered part of an “Underwater Park”, for recreational diver use. Upon tire removal, the footprint of the Underwater Park structures will be decreased to the area containing the sunken wooden barges that don’t pose a threat

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<sup>12</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

<sup>13</sup> <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>

of shedding tire debris and microplastics. Adjacent to the site, recreational opportunities include shellfish harvest, hiking, walking, fishing, swimming, and diving. Tolmie State Park, in addition, holds a mooring buoy lease with the WDNR for recreational mooring opportunities, with a mooring buoy field located adjacently to the Tolmie Tire Pile site.

Site 2- Burfoot County Park Tire Pile: Upland of the project site is open to beachcombing, swimming, minimal trail hiking and walking.

Site 3- Frye Cove County Park Tire Pile: Upland of the project site is an open recreational shellfish harvest area, wildlife viewing, and hiking.

Site 4- Case Inlet Tire Pile: Upland of the project site is an open recreational shellfish harvest area and is also open for wildlife viewing.

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

Site 1- Tolmie Park Tire Pile: There are no anticipated impacts to recreational opportunities at this site, as the Underwater Park will remain intact and pose less hazardous threats to the surrounding environment.

Site 2- Burfoot County Park Tire Pile: There are no anticipated impacts to recreational opportunities at the site.

Site 3- Frye Cove County Park Tire Pile: There are no anticipated impacts to recreational opportunities at the site.

Site 4- Case Inlet Tire Pile: There are no anticipated impacts to recreational opportunities at the site.

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

Site 1- Tolmie Park Tire Pile: Tolmie State Park would remain untouched for recreational use as the State Park lies outside of the project area, while three large wooden barges located within the Underwater Park would remain in place for recreational diving opportunities at the removal site. No other artificial reef-building material installation is being considered at this time.

Site 2- Burfoot County Park Tire Pile: Recreation is not anticipated to be impacted, and there are no current proposed measures.

Site 3- Frye Cove County Park Tire Pile: Recreation is not anticipated to be impacted, and there are no current proposed measures.

Site 4- Case Inlet Tire Pile: Recreation is not anticipated to be impacted, and there are no current proposed measures.



### 13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)<sup>14</sup>

- 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.**

There are no known buildings, structures, or sites located on or near the proposed project sites that are eligible for listing.

- 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.**

There are no known landmarks or features on or in the immediate vicinity of the project sites.

- 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.**

Consultation with WDNR aquatic archeologist is ongoing. Local tribes are also under consultation regarding tire removal. There are no anticipated potential impacts to cultural or historical resources at the proposed sites.

- 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.**

Project proponents will develop an Unanticipated Discovery Plan to have on site during removal efforts. In the event that removal activities result in the inadvertent discovery of archaeological deposits, work will be halted in the immediate area and cultural resource consultants will be contacted. In the unlikely event of an inadvertent discovery of human remains, work will be immediately halted in the area, the discovery secured against further disturbance, and contact made with law enforcement personnel consistent with RCW 27.44.055 and RCW 68.60.055. Compliance with all applicable laws pertaining to archaeological resources will be required.

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<sup>14</sup> <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>

## 14. Transportation

[Find help with answering transportation questions<sup>15</sup>](#)

- 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 sites will only be accessible via marine vessel during removal efforts.

- 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. All of the proposed sites are only accessible via marine vessel or planned underwater dive from marine vessel or shoreline.

- 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.

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

The removal project will take place via marine vessel and barge operation. All materials and personnel will be transported to and from sites via marine vessel and/or barge.

- 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 completed project is not anticipated to generate any vehicular trips to the proposed sites.

- 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.

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

The removal project, once complete, will not impact transportation.

## 15. Public services

[Find help answering public service questions<sup>16</sup>](#)

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<sup>15</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

<sup>16</sup> <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.**

Operation of the project is not expected to increase need for public services.

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

No direct impacts on public services are anticipated during or after duration of project.

## 16. Utilities

[Find help answering utilities questions<sup>17</sup>](#)

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

No utilities available at any of the proposed sites.

- 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.**

No utility services are needed for removal project.

## C. Signature

[Find help about who should sign<sup>18</sup>](#)

**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.**

2/8/2024

X Cassidy Biondo

Signed by: cbio490

**Type name of signee:** Cassidy Biondo

**Position and agency/organization:** Aquatic Restoration Manager, Washington Department of Natural Resources, Aquatics Division

**Date submitted:** 02/07/2023

<sup>17</sup> <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

<sup>18</sup> <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

## D. Supplemental sheet for nonproject actions

[Find help for the nonproject actions worksheet<sup>19</sup>](#)

Do not use this section for project actions.

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

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

**1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

- Proposed measures to avoid or reduce such increases are:

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

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

**3. How would the proposal be likely to deplete energy or natural resources?**

- Proposed measures to protect or conserve energy and natural resources are:

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

- Proposed measures to protect such resources or to avoid or reduce impacts are:

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

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<sup>19</sup> <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

- **Proposed measures to reduce or respond to such demand(s) are:**

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**