



**COMMUNITY DEVELOPMENT DEPARTMENT**

616 NE 4<sup>th</sup> Avenue  
Camas, WA 98607  
[www.ci.camass.wa.us](http://www.ci.camass.wa.us)

Date Published: December 12, 2019

To Whom It May Concern:

Please find enclosed a Determination of Non-Significance (DNS) for the **NE Lake Road and NE Everett Street Intersection Improvements project (SEPA19-21)** that was issued pursuant to the State Environmental Policy Act (SEPA) Rules, Chapter 197-11, Washington Administrative Code. The enclosed review comments reflect evaluation of the environmental checklist by the lead agency as required by WAC 197-11-330(1)(a)(i).

The following materials were submitted with the initial application:

- General application form and fee
- Pre application notes
- Applicant's narrative
- Site drawings
- SEPA checklist
- Critical Area reports
- Cultural Resources survey
- Tree Survey and Assessment
- Mailing labels

All application materials are available for review upon request from the Community Development Department, with the exception of the archaeological information (RCW 42.56.300).

Written comments may be submitted on this determination within fourteen (14) days of its issuance, after which the DNS will be reconsidered in light of the comments received.

Please address all correspondence to:

City of Camas, SEPA Official  
Community Development Department  
616 NE Fourth Avenue  
Camas, Washington 98607  
[communitydevelopment@cityofcamas.us](mailto:communitydevelopment@cityofcamas.us)

Distribution:

Applicant  
Bureau of Indian Affairs  
C-Tran  
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Cultural Resource Program, Cowlitz Indian Tribe  
Cultural Resource Program, Yakama Indian Nation  
Clark County Community Development  
Clark County Department of Environmental Services  
Clark County Department of Transportation  
Clark County Natural Resources Council  
Clark Public Utilities  
Department of Ecology  
Department of Fish and Wildlife, Region 5  
Department of Natural Resources, SEPA Center  
Southwest Clean Air Agency  
US Army Corps of Engineers  
Vancouver-Clark Parks and Recreation  
Washington Office of Archaeology & Historic Preservation  
Washington State Department of Transportation  
Washington State Parks and Recreation Commission, Environmental Program  
Property Owners within 300 feet *(mailed the SEPA Determination & map)*



State Environmental Policy Act  
Determination of Non-Significance

**CASE NO:** SEPA 19-21

**APPLICANT:** City of Camas  
616 NE 4<sup>th</sup> Avenue  
Camas, WA 98607

**REQUEST:** To reconstruct the existing signalized intersection at NE Lake Road and NE Everett Street with roundabout improvements for vehicular and pedestrian traffic to include sidewalks, bike lanes, landscaping, lighting and traffic signage.

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**LOCATION:** Project site is at the existing intersection of NE Everett Street and NE Lake Road. The project area boundary extends approximately 500-feet north and 1,500 feet south of NE Everett Street, 750 feet northwest along NE Lake Road and includes city-owned property to the east of the intersection. Camas, WA 98607

**LEGAL DESCRIPTION:** The project is located in the City of Camas in the NW ¼ of Section 2, Township 1 North, Range 3 East, of the Willamette Meridian. The location is also dedicated as parcel number 124541000 (city-owned parcel).

**SEPA DETERMINATION:** Determination of Non-Significance (DNS)

**COMMENT DEADLINE:** **December 26, 2019, at 5:00 p.m.**

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], the City of Camas must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- DS = Determination of Significance (The impacts cannot be mitigated through conditions of approval and, therefore, requiring the preparation of an Environmental Impact Statement (EIS).
- MDNS = Mitigated Determination of Non-Significance (The impacts can be addressed through conditions of approval), or;
- DNS = Determination of Non-Significance (The impacts can be addressed by applying the Camas Municipal Code).

**Determination:**

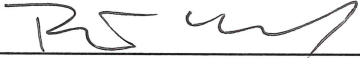
**Determination of Non-Significance (DNS).** The City of Camas, as lead agency for review of this proposal, has determined that this proposal does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(e). This decision was made after review of a completed environmental checklist, and other information on file with the City of Camas.

**Date of Publication & Comment Period:**

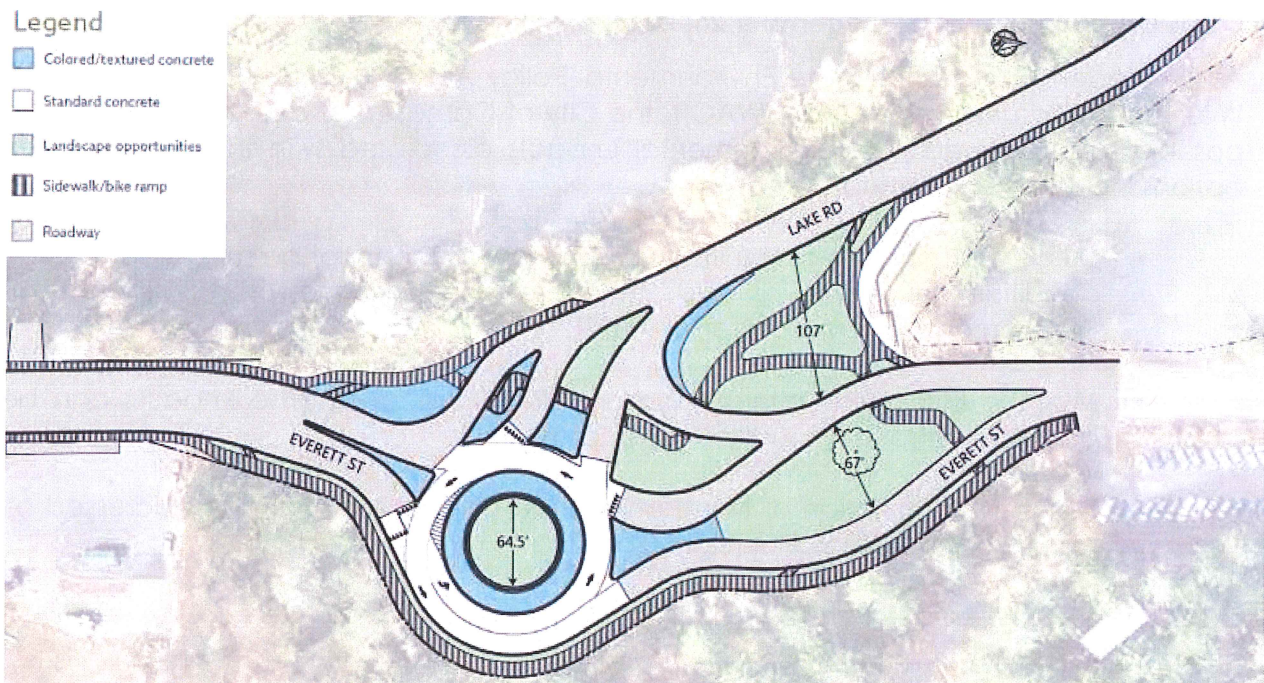
Publication date of this DNS is **December 12, 2019**, and is issued under WAC 197-11-340. The lead agency will not act on this proposal until the close of the 14-day comment period which ends on **December 26, 2019**. Comments may be sent by email to [communitydevelopment@cityofcamas.us](mailto:communitydevelopment@cityofcamas.us).

Comments sent to the City of Camas SEPA Official  
Community Development Department  
616 NE Fourth Avenue  
Camas, Washington 98607

**Responsible Official:** Robert Maul (360) 817-1568

	<b>December 12, 2019</b>
<b>Robert Maul, Planning Manager and Responsible Official</b>	<b>Date of publication</b>

NE Everett Street and NE Lake Road Intersection Improvements (SEPA19-21)







## **SEPA ENVIRONMENTAL CHECKLIST**

**UPDATED 2016**

### ***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:*** [\[help\]](#)

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 [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

*NE Lake Road and NE Everett Street (SR 500) Intersection Improvements: City of Camas Project No. T1011*

2. Name of applicant: [\[help\]](#)

*Jim Hodges, Engineering Project Manager  
City of Camas Public Works Department, Engineering Division*

3. Address and phone number of applicant and contact person: [\[help\]](#)

*Jim Hodges, Engineering Project Manager  
City of Camas  
616 NE 4th Avenue, Camas, WA 98607  
Phone: 360-817-7234*

4. Date checklist prepared: [\[help\]](#)

*November 2019*

5. Agency requesting checklist: [\[help\]](#)

*City of Camas*

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

*The project is anticipated to go out to bid in early 2020 with construction completed by spring 2021.*

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

*No future additions, expansions, or other related activities are planned.*

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

- *Intersection Control Memorandum, NE Lake Road/SR 500 (NE Everett Street) Intersection Traffic Operations Analysis, Camas, WA, PBS Engineering, September 19, 2019*
- *Wetland and Waterbodies Delineation Report, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, BergerABAM, January 2019*
- *Habitat Assessment Report, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, BergerABAM, February 2019*
- *Critical Areas Report, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, WSP, September 2019*
- *Tree Survey, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, PBS, September 2019.*

- *City of Camas Shoreline Substantial Development and Conditional Use Permit Application, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, WSP, September 2019*
- *Archaeological reports have been submitted to appropriate agencies, and are considered confidential.*
  - *Archaeological Survey for the NE Lake Road and NE Everett Street (SR 500) Intersection Improvements Project, Camas, Washington, AINW Report No. 4181, 2019*
  - *Archaeological Survey for the NE Lake Road and NE Everett Street (SR 500) Intersection Improvements Project, Camas, Washington; Addendum: Survey of Added Areas, AINW Report No. 4282, 2019*
- *Geotechnical Engineering Report, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, PBS, September 2019*
- *60% Engineering Plans, NE Lake Road and NE Everett Street Intersection Improvements, Camas, WA, PBS, August, 2019*

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. [\[help\]](#)

*No government approvals directly affecting the property covered by the proposed project are known to be pending.*

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

*The following government approvals will be required for the proposed project:*

- *City of Camas Shoreline Permits: Substantial Development, Conditional Use Permit, Variance*
- *SEPA Determination*
- *City of Camas Minor Design Review*
- *City of Camas Engineering Review (Grading, Stormwater, Utilities)*
- *City of Camas Right of Way Permit*
- *City of Camas Vegetation Removal Permit*
- *Clark County Legacy Lands and Conservation Futures Compliance*
- *Washington State Department of Transportation (WSDOT) Design Approval*
- *Washington State Department of Ecology, National Pollutant Discharge Elimination System (NPDES)*
- *Washington State Department of Archaeology and Historic Preservation (DAHP) Archaeological Site Alteration, Excavation, and Monitoring Permit*

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

*The City of Camas (City) intends to reconstruct the existing signalized intersection at NE Everett Street*

(SR 500) and NE Lake Road. Both roadways are functionally classified as urban minor arterials by WSDOT and both frequently experience heavy congestion. Average daily traffic (ADT) entering the intersection exceeds 15,000 vehicles and often operates below acceptable level of service resulting in vehicle backups on both roadways. Alternative routes circumventing the intersection are limited due to the geographic barriers presented by Lacamas Lake and Round Lake. The Lake Road and Everett Street intersection improvements project is the City's highest priority street project, as outlined in the City of Camas 2020-2025 Six Year Street Priorities street plan.<sup>1</sup> The \$6.5-million project will be funded through state and local sources without federal funding.<sup>2</sup> Project construction is not yet funded; the City will pursue it later during project development.

The existing signalized intersection has one northbound and one southbound travel lane on Everett Street and one eastbound and one westbound lane on Lake Road. Everett Street heading north also has a westbound left-turn lane while Lake Road has turn lanes heading north and south. Eastbound travel on Lake Road terminates at the intersection. The intersection is also characterized as a secondary community gateway under the comprehensive plan, serving as a key link between different areas of the city.

PBS conducted an alternatives analysis that considered design concepts consisting of multiple designs for the roundabout and signalized intersection. The analysis resulted in the selection of one roundabout design replacing the existing signal and improving traffic flow and improved level of service. Of the alternatives explored by the applicant, the preferred alternative minimizes impacts to critical areas to the greatest extent possible. The community provided input on this chosen alternative via two public open houses and will continue to be engaged through various media.

The preferred design is a roundabout with a single southbound through lane, a single westbound to northbound left turn lane, and two northbound lanes with one being a through and the other a left turn. There is also a southbound to westbound right turn lane and an eastbound to southbound right turn lane, neither of which enter the roundabout. Sidewalks are proposed at the roundabout and along NE Everett Street, establishing a pedestrian connection from the Fallen Leaf Lake Park driveway to the parking lot of Lacamas Park.

The intersection is adjacent to the Lacamas Lake and Round Lake recreational areas. These are popular destinations for residents and numerous pedestrians and vehicles will continue to access these recreational resources. The design of the roundabout will increase safety at the intersection by reducing the number of vehicle and pedestrian conflict points and this reduction will increase safety.

Two retaining walls will be constructed at the site to support the roadway and sidewalks. The first wall will be a keystone wall located north of the NW Natural Gate station, which stands roughly 5-ft high, and will not be visible from the roadway. This wall will facilitate sidewalk construction without adding fill to the adjacent wetlands and will have a railing or fence to minimize the risk of falling. The second wall will be monolithically constructed with the sidewalk and will resemble a cast in place concrete wall. The total exposed wall height is anticipated to be roughly 18-inches and will have a matching railing or fence.

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

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<sup>1</sup> <https://www.cityofcamas.us/images/DOCS/ENGINEERING/REPORTS/6yrtransportationplan.pdf>

<sup>2</sup> <https://www.rtc.wa.gov/reports/rtp/Rtp2019Clark.pdf>



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. [\[help\]](#)

*The project is situated in east Camas at the intersection of NE Everett Street and NE Lake Road and the immediately adjacent segments of these roads. The intersection is three-legged with NE Lake Road terminating at NE Everett Street. The project area boundaries extend roughly 500 feet to the north and 1,150 feet to the south of the existing intersection along NE Everett Street, and roughly 750 feet northwest along NE Lake Road. The project area boundaries represent the area initially selected for the study of the full range of potential project impacts; however, the construction limits of the project and its consequent impacts are substantially less (see 60 percent design plans). The project site includes the City-owned property east of the intersection (Parcel No. 124541000). The project site is located in the NW 1/4 of Section 02, Township 01 North, Range 03 East of the Willamette Meridian (WM).*

## **B. ENVIRONMENTAL ELEMENTS** [\[help\]](#)

### **1. Earth** [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one): flat,  rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

*The steepest slope on the roadway alignment within the project area is approximately 7 percent and located at a peak elevation of approximately 190 feet National Geodetic Vertical Datum of 1929 (NGVD 29). The slope is located north of the intersection on Everett Street.*

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. [\[help\]](#)

*According to the geotechnical engineering study by PBS (September 2019), the project area contains the following soil types:*

- **Fill:** Variable fill consisting of silt and sand was encountered from the ground surface to approximately 5 and 15 feet, respectively.
- **Silt:** Silt was encountered just below the ground surface to approximately 3.5 to 5.0 feet below ground surface (bgs).
- **Silty Sand:** Non-plastic silty sand with gravel and cobbles was observed beneath the topsoil and fill material.
- **Sand:** Poorly graded sand was encountered below the silt and fill.
- **Gravel:** Gravel was encountered at various depths.

*Undisturbed soils on the site are suitable for agricultural purposes; however, the area is not being used for agricultural purposes and does not have a historic use as an agricultural site.*

*Zoning within the project area does not include agricultural zones supportive of agricultural purposes.*

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

*According to the geotechnical study, the site contains soils with a National Earthquake Hazard Reduction Program listing of Site Class D and a low risk of liquefaction. Given these conditions, the road is designed in accordance with the 2015 International Building Code with State of Washington amendments.*

- 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. [\[help\]](#)

*This project proposes grading and filling to construct the roundabout in a manner consistent with its use as a road. The forested area east of the existing intersection will be graded and filled to meet safety and sightline standards for road curvatures and visibility. The proposed project will require approximately 8,000 cubic yards of cut and approximately 15,000 cubic yards of fill. Cut and fill will occur to raise and/or lower the road's elevation and accommodate grades and angles consistent with roadway design. The fill will be sourced from a commercial site meeting WSDOT's fill specifications and minimum requirements. The total affected area outside of the existing roadway footprint for the proposed intersection redesign is approximately 2 acres.*

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

*Clearing, grading, and construction of the proposed improvements to the Everett Street and Lake Road intersection could cause erosion. The applicant proposes to implement erosion control best management practices (BMPs), as described in section h below, to reduce and mitigate this potential. Stormwater will be directed towards new inlet catch basins, piped to new water quality treatment facilities, and then to either an existing culvert outfall (along NE Lake Road) or a new rip-rapped storm drainage outfall (adjacent to the Round Lake parking lot), reducing the potential for erosion after construction to non-significant levels (see sheet 26 of the 60 percent design plans).*

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

*The project site currently contains approximately 1.8 acres (or approximately 45 percent) of impervious surfaces primarily consisting of packed gravel and asphalt. The proposed site improvements will add 1.3 acres of impervious surfaces for a total site coverage of about 3.1 acres or approximately 80 percent of the project site.*

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

*The geotechnical study contains a variety of recommendations intended to prevent and address impacts to soils resulting from the project:*

- *Structural design recommendations: retaining structures, traffic control structures and luminaires, seismic design*

- *Pavement design and considerations: pavement materials and preparation*
- *Drainage: temporary, surface, and permanent infrastructure*
- *Earthworks: site preparation; wet soil/wet weather; excavation, shoring, dewatering; permanent slopes; structural fill and backfill; fill placement and compaction*

*For further information on proposed mitigations, see the project's geotechnical study.*

*In addition, to reduce the possibility of erosion during construction, the project will implement the following BMPs:*

- *Apply topsoil, seed mulch, fertilizer and tackifier for cut and fill slopes and disturbed areas outside of the proposed sidewalk.*
- *Surface roughen slopes per City of Camas detail, erosion control standard 17.*
- *Install a silt fence per City of Camas detail, erosion control standard 12.*
- *Install inlet protection, per City of Camas detail, erosion control standard 9.*
- *Stabilize construction entrance, per City of Camas detail, erosion control standard 6 (Min. 100-FT.).*
- *Install wattles per City of Camas detail, erosion control standard 14.*
- *Employ high visibility fencing (orange).*
- *Install check dams.*
- *Do not perform earthwork while soils are in an unstable state due to precipitation.*
- *Prepare and implement a stormwater pollution prevention plan, and an Ecology construction stormwater permit.*

## 2. Air [\[help\]](#)

- 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. [\[help\]](#)

*The amount of released particulate matter and carbon dioxide could be higher temporarily during construction activities. These temporary increases in emissions will be due to the increased vehicle activity (diesel and gasoline) required to transport materials and develop the site. In addition, construction activity may result in fugitive dust when the weather is dry. However, this is typically mitigated through construction BMPs.*

*Post-construction, the levels of particulate matter and CO2 will likely be lower because of the proposed project. It will widen the right of way and alter the intersection's existing design from a stop-controlled signalized intersection into a roundabout, a more efficient intersection design. This change will decrease emissions because vehicles will travel freely through the intersection with less vehicle idling. The intersection improvements are not expected to generate additional traffic, but instead increase the intersection's level of service. Therefore, no significant adverse air quality impacts are expected.*

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

*There are no known off-site sources of emissions in the vicinity. As an intersection improvement, the project will not be affected by emissions or odor.*

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

*Various techniques will be used to minimize dust generation during construction. Typical dust control measures, such as water application, will be used as appropriate for all onsite activities, including grading and storage piles. In order to limit greenhouse gas emissions from construction, equipment and vehicles will be outfitted with standard manufacturer's emission control equipment and may also operate using bio-based lubricants and fuels, such as biodiesel. Construction and staging areas will be designed to reduce equipment wait times and engine idling. These measures will reduce fuel consumption and emissions during construction.*

*No measures will be required to reduce emissions or air impacts after construction. While the intersection will accommodate greater vehicle loads, the design of the roundabout is expected to reduce vehicle idling time as compared with existing conditions and therefore to reduce overall emissions.*

### 3. Water [\[help\]](#)

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

*The study area is located in the vicinity of Lacamas, Round, and Fallen Leaf lakes and there are two Category II wetlands within the study area. BergerABAM (now WSP USA) completed a wetlands and waterbody delineation in 2019 describing Lacamas Lake, Round Lake, and the two wetlands. The information is summarized below. Fallen Leaf Lake, which flows into Wetland B and ultimately Lacamas Lake, is located further to the southwest of the project site and will not be impacted, and therefore is not described.*

**Lacamas Lake** is located north of the project and is classified as a shoreline of the state (Type S) and a water of the state and is regulated as fish and wildlife habitat conservation areas under the City's shoreline master program. Lacamas Lake, which flows into Round Lake, will not be directly impacted by the proposed project.

**Round Lake** is located approximately 500 feet east of the existing intersection and is classified as a shoreline of the state (Type S) and a water of the state, and is regulated as fish and wildlife habitat conservation areas under the City's Shoreline master program. Round Lake, which flows into Lacamas Creek, will not be directly impacted by the proposed project.

**Wetland A** is an approximately 4.66-acre Category II palustrine unconsolidated bottom, permanently flooded waterbody (PUBH) and is located between Round Lake and Everett Street and east of the intersection. Approximately 0.82 acre of the wetland is within the project area. Vegetation within the wetland boundaries is hydrophytic and consists primarily of reed canary grass, slough sedge, and mosses.

**Wetland B** is a Category II palustrine, aquatic bed, permanently flooded wetland (PABH)

located west of Everett Street and south of Lake Road, between Fallen Leaf Lake and the roadways. Wetland B is approximately 6.36 acres in size; 0.06 acre of this wetland is located within the study area and the remainder is located to its west. Vegetation in Wetland B is hydrophytic and dominated by slough sedge and Oregon ash.

- 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. [\[help\]](#)

*The project will not result in direct wetland or waterbody impacts but will result in wetland and riparian buffer impacts. The design of the project minimizes wetland and riparian buffer impacts to the greatest practicable extent, but the project will result in some unavoidable impacts to resource buffers. These impacts are discussed below.*

*Wetland A is expected to experience approximately 53,143 sq. ft. of buffer impacts with Wetland B expected to experience approximately 29,185 sq. ft. of buffer impacts. These impacts will be a consequence of widening the roadway and intersection to accommodate the roundabout approaches and circular roundabout design, and of the construction of new stormwater facilities that will enhance water quality runoff in the vicinities of the lake and wetland.*

*Because they are classified as Type S waters, Round Lake and Lacamas Lake each have required 150-foot riparian buffers under Appendix C (critical areas regulations) of the Camas shoreline master program. However, riparian buffers have been isolated by the existing improvements and the riparian buffers do not extend landward of these improvements. The project will impact these riparian buffers; they will experience approximately 54 sq. ft. of impacts resulting from the construction of sidewalks, landscaped areas, and travel lanes between the existing intersection and Lacamas Lake.*

*The mitigation plan proposes to mitigate all impacts to critical areas (including wetland and riparian buffers) on the site, as preferred by City code. The proposed mitigation measures will be employed on the remaining portions of the City-owned property. They include adding buffer area to the 220-foot wetland buffer through buffer averaging, removing invasive English ivy and Himalayan blackberry species, and enhancing the remaining portions of the parcel (approximately 2.49 acres) with native trees and shrubs. In total, these mitigation measures will compensate for buffer impacts and result in no net loss of buffer functions.*

**Table 1. Impacts and Mitigation Summary**

Identifier	Ecology Rating	Acreage in Study Area (acres)	Buffer Impacts (acres)	Proposed Buffer Enhancement Mitigation
Wetland Buffers				2.57 acres
Wetland A	II		1.22	
Wetland B	II		0.67	
Riparian Buffers				
Lacamas Lake	N/A		0.001	
Round Lake	N/A		0.00	
<b>Total</b>				



- 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. [\[help\]](#)

*The project will not place fill or remove dredge material from wetlands or waterbodies.*

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

*The project will not require or result in surface water withdrawals.*

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

*Regulated floodplains are shown on Federal Emergency Management Agency maps 53011C0531D and 53011C0532E as frequently flooded areas with a 1 percent annual chance of experiencing a flood event. Some project impacts will occur within the 100-year floodplain; however, no increase in the base flood elevation will occur.*

- 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. [\[help\]](#)

*The project will use temporary stormwater and erosion control BMPs as described in Section B.1.h below to prevent waste materials from entering the two wetlands or lakes. After project completion, the proposed stormwater system will convey and treat stormwater to prevent pollutants from entering wetlands or waterbodies.*

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

*No water will be discharged into ground water and no ground water will be withdrawn as a result of the project.*

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

*No waste material will be discharged into groundwater sources.*

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. [\[help\]](#)

*The project will add approximately 1.3 acres of impervious surface cover to the project site, which will result in additional stormwater runoff. The proposed stormwater system*

will convey and treat stormwater to prevent materials from entering wetlands or waterbodies. All stormwater will be managed to the current 29 WSDOT Highway Runoff Manual standards. See sheets 23-30 of the 60 percent design plans.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

As explained above, waste materials will not enter ground or surface waters as they will enter a stormwater collection, treatment, and discharge system.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

The overall drainage pattern will not change substantially from the existing conditions. Drainage will continue to Lacamas Lake and Round Lake as the site now drains. Most stormwater runoff will be collected in a series of new catch basin inlets, conveyed to one of two treatment facilities, and then discharged to storm drainage outfalls – the existing culvert on Lake Road, and the new rip-rap outfall adjacent to the Round Lake parking lot.

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

As stated above, runoff water will be collected and treated prior to being discharged. The proposed stormwater conveyance will maintain the existing flow paths to the maximum extent feasible. The stormwater infrastructure is discharging to each of the adjacent lakes. Stormwater will be managed to the current 2019 WSDOT Highway Runoff Manual standards.

#### 4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

- 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

According to the wetlands and waterbodies delineation and assessment conducted by BergerABAM (now WSP) and field visits by natural resource scientists, vegetation within the study area is dominated by a variety of native and non-native herbaceous species and three native tree species. Native species within the study area include slough sedge (*Carex obnupta*, OBL), soft rush (*Juncus effusus*, FACW), clasping twisted stalk (*Streptopus amplexifolius*, FAC), western sword fern (*Polystichum munitum*, FACU), Oregon ash (*Fraxinus latifolia*, FACW), Douglas fir (*Pseudotsuga menziesii*, FACU), red osier dogwood (*Cornus sericea*), red alder (*Alnus rubra*), and big-leaf maple (*Acer macrophyllum*, FACU). The non-native species found within the study area include English ivy (*Hedera helix*, FACU), Himalayan blackberry (*Rubus armeniacus*, FAC), and reed canary grass (*Phalaris arundinacea*, FACW).

*Within the wetland portions of the project area, plant species mostly consist of reed canary grass and slough sedge, mosses, and Oregon ash.*

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

*The project will require the removal of the weedy herbaceous species, shrubs, and trees currently present along the project alignment. In addition, where right of way acquisition is required, existing landscaping may need to be removed in order to accommodate the additional right of way width. In total, during project construction, approximately 82,328 sq. ft. of vegetation will be removed, including 201 trees.*

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

*According to a review of the US Fish and Wildlife Service and National Oceanic and Atmospheric (NOAA) fisheries species lists, golden paintbrush (*Castilleja levisecta*) may occur within the project vicinity. However, based on the lack of suitable habitat for golden paintbrush within the project site and vicinity, no Endangered Species Act (ESA)-listed species are expected to occur within the project site or the vicinity.*

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

*Tree removal will be offset at an approximate 2:1 ratio; 402 trees and more than 1,200 shrubs will be planted in an area totaling approximately 108,464 sq. ft. Additional plantings will include 60 seedlings consisting of 30 Doug Fir, 20 Western Red Cedar, 10 Big Leaf Maple in the archaeological area(s) using methods recommended by the project archaeologist. In addition, the project proposes to remove approximately 108,464 sq. ft. of existing invasive species and replant with native species in the enhancement area on the site, between the proposed roadway and Lacamas Park. The planting plan will improve habitat complexity, improve water quality functions, and increase nutrient cycling.*

*Douglas fir plantings will make up 60 percent of the replacement trees (242), Western red cedar will make up 30 percent (120), and big leaf maple will make up the remaining 10 percent (40). The proposed tree species are proven to establish and have a longer life expectancy than weak-wooded, short lived species such as alder and cottonwood. In addition, the larger percentage of evergreens in the mix will provide additional screening for park users and vehicular traffic.*

*The seedlings are proposed within archaeological areas using methods that have previously met the recommendations of DAHP, as described by the project archaeologist. The planting methods recommended by the archaeologist are described in the Historic and Cultural Preservation section of this SEPA checklist.*

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

*The delineation by BergerABAM (now WSP) identified three invasive species within the project site: English ivy, Himalayan blackberry, and reed canary grass.*

## 5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle,  songbirds,  other:

mammals:  deer, bear, elk, beaver,  other:

fish: bass, salmon,  trout, herring, shellfish,  other \_\_\_\_\_

*Riparian areas adjacent to the lakes are generally well forested and provide habitat function. In the more highly developed residential areas, most habitat is limited to use by species that have adapted to urbanized areas – rabbits, raccoons, opossums, common mice, and songbirds, among others.*

b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

*According to the USFWS and NOAA Fisheries species lists, these species and/or their designated critical habitat may occur near or within the vicinity of the site:*

- Streaked-horned lark (*Eremophila alpestris strigata*)
- Yellow-billed cuckoo (*Coccyzus americanus*)
- Oregon spotted frog (*Rana pretiosa*)
- Bull trout (*Salvelinus confluentus*)

*Oregon spotted frog exists in only six locations in Washington, and none are near the project site. Streaked horned lark nest on grasslands and sparsely vegetated areas, which are not present within the project site. Yellow-billed cuckoo prefer riparian deciduous forests, but the species is extremely scarce in Washington. Bull trout need cold water to survive and are not likely to be present in Lacamas Lake or Round Lake – their water temperatures are elevated because of their impound nature. Based on the lack of suitable habitat for these species in the project site and vicinity, no ESA-listed species are expected to occur within the project site or vicinity.*

*The Washington State Department of Fish and Wildlife Priority Habitats and Species (WDFW PHS) database indicates that Lacamas Lake, Round Lake, and Lacamas Creek are known to support two priority species: rainbow trout (*Oncorhynchus mykiss*) and resident coastal cutthroat (*Oncorhynchus clarkii*). Additionally, PHS on the Web indicates that the forested areas surrounding Fallen Leaf Lake and Round Lake are part of a biodiversity area/corridor. However, the biodiversity area near the intersection has limited habitat function because of its coverage by invasive species and proximity to roadways and urban environments.*

*According to the notes for the Camas biodiversity area on the PHS online database, there have been frequent observations of Vaux's swift. This species is a candidate for listing, and does not have a federal status. The species nests and roosts in old-growth coniferous forests. Older coniferous trees have been observed in the area and it is assumed that the area has the potential to provide habitat for Vaux's swift.*

c. Is the site part of a migration route? If so, explain. [\[help\]](#)

*The general project area is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America (WDFW, Management Recommendations for Washington's Priority Species, Volume IV: Birds). Lacamas Lake, Round Lake, and Fallen Leaf Lake are located outside the project site boundaries, but the immediate vicinity is known to be a stopover along this route.*

d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

*During construction, 285 trees will be preserved in the project area and protected. The project will remove existing invasive species and replant with native species in the enhancement area, which totals 108,464 sq. ft. The removal and replanting will improve habitat complexity and water quality.*

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

*BergerABAM (now WSP) scientists observed the presence of the invasive species nutria (Myocastor coypus) during the site visit for the wetland delineation.*

## **6. Energy and Natural Resources** [\[help\]](#)

- 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. [\[help\]](#)

*The completed project will require electricity to operate the street lights proposed on the east and west sides of both Everett Street and Lake Road. The project includes installation of approximately 20 light poles.*

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

*The construction of the proposed improvements will have no effect on the use of solar energy by adjacent properties. The project is an intersection improvement, and its only vertical elements are thin light poles that could not block the sun.*

- 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: [\[help\]](#)

*The project will install high efficiency LED bulbs in the new light fixtures on Everett Street and Lake Road and the pedestrian crossings. The proposed lighting is called the Autobahn Series ATBM Roadway, with each bulb expected to last 40-60 percent longer than comparable HID luminaires, or approximately 100,000 hours.*

## **7. Environmental Health** [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. [\[help\]](#)

*The project includes expansion of an existing intersection to include a roundabout with new crosswalks, sidewalks, approaches, street lighting, and other improvements. The completed project is not anticipated to result in any increased environmental health hazards. Any waste resulting from the project will be disposed of at a site properly permitted for that type of waste. Exposure to potential unknown environmental conditions (PECs) is possible.*

*During construction, the mechanized construction equipment may use minor amounts of the fuels, lubricants, adhesives, coatings, and other substances typically used in construction, but they are not anticipated to pose a significant risk of health hazard (see additional details in section 7.a.3 below). New paving for the roadway will include the use of hot mixed asphaltic concrete and will*



be constructed in accordance with WSDOT Standard Specifications for Road, Bridge, and Municipal Construction (WSS) 5-04-Hot Mix Asphalt (WSDOT 2016).

- 1) Describe any known or possible contamination at the site from present or past uses. [\[help\]](#)

*No known contamination exists at the site from present or past uses.*

- 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. [\[help\]](#)

*No hazardous conditions are known to exist on or near the site that will affect the proposed project. Natural gas transmission lines span the extent of the project alignment; however, these will be potholed to the initiation of construction, where necessary.*

- 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. [\[help\]](#)

*Construction equipment will use petroleum-based fuels and petroleum- or vegetable-based lubricants. Fuel storage for construction equipment will not be allowed at the proposed project site. Any toxic or hazardous chemicals will be stored within containment.*

- 4) Describe special emergency services that might be required. [\[help\]](#)

*The project will not require special emergency services pertaining to hazardous or toxic materials during construction or operation.*

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

*The contractor will prepare and implement a spill prevention, control, and countermeasures plan to avoid, minimize, and, if necessary, respond to fuel and lubricant releases during construction. Toxic or hazardous chemicals will be stored within containment. Fuel storage for construction equipment will not be allowed at the proposed project site. No toxic or hazardous chemicals will be required to operate the roadway once construction is complete.*

b. Noise [\[help\]](#)

- 1) What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)? [\[help\]](#)

*Existing sources of noise in the project area include vehicular traffic from both Everett Street and Lake Road. The noise generated by vehicle traffic will have no significant adverse effect on the project.*

- 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. [\[help\]](#)

*Short-term noise will be generated by the construction vehicles and general construction. Noise related to construction will be consistent with the noise levels of similar road clearing and construction projects. Noise will result from excavating, concrete pouring, grading, and other general construction, along with the vehicle traffic related to construction and generated by the workers traveling to and from the project site.*

*Construction of the project will be subject to the City's noise ordinance (CMC 9.32.050(5)). This code section states that "the use of equipment and activities producing intermittent or repetitive noise commonly associated with site improvements is not allowed before 7 a.m. or after 7 p.m. Monday through Friday, before 7 a.m. or after 5 p.m. on Saturdays, or anytime on Sundays." Periods of construction will remain consistent with these regulations. If night time construction is necessary, City approval of the night time work would be necessary.*

*In the long term, post-construction noise levels are expected to be approximately similar to the existing decibel levels. The noise generated by vehicles using the improved road will be the only source of daily noise disturbance.*

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

*As previously stated, project construction will be subject to the City's noise ordinance which allows construction-related noise between 7 a.m. and 7 p.m., Monday through Friday, between 7 a.m. and 5 p.m. on Saturdays, and not at all on Sundays or these holidays:*

- *New Year's Day*
- *Martin Luther King Day*
- *President's Day*
- *Memorial Day*
- *Independence Day*
- *Labor Day*
- *Veterans Day*
- *Thanksgiving Day and Day After*
- *Christmas Day*

*No additional noise reduction measures will be implemented, as the completed project will not increase the amount of noise produced in the area significantly.*

**8. Land and Shoreline Use** [\[help\]](#)

- 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. [\[help\]](#)

*The existing use of the project site area is as right of way for Camas Lake Road and Everett Street. Existing land uses on adjacent properties generally include park lands (Lacamas Lake Park and Fallen Leaf Lake Park), vacant forested areas, commercial (Camas Produce), and one residence.*

*A portion of the project area is within the City Legacy Land designation managed by Clark County. The City will coordinate with Clark County to address the legacy land process as needed prior to commencement of road construction.*

*To accommodate the new roundabout, the proposed project will affect vacant forested areas on adjacent City-owned properties along the east side of Everett Street. The streets will be designed with 60-foot-wide rights of way as required by the City's street standards for two-lane roads (CMC Table 17.19.040-2).*

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

*The project alignment is located in an area with suitable soils for agricultural practices, but the study area is not zoned for agricultural uses; no such uses are present today and the review of historical aerial imagery reveals none in the past. Therefore, the project will not convert agricultural or forest land of long-term commercial significance to other uses.*

- 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: [\[help\]](#)

*As stated above, the project does not occur adjacent to or within the vicinity of working farm or forest land; therefore, the proposal will have no effect on farm or forest land.*

- c. Describe any structures on the site. [\[help\]](#)

*The City code defines a "structure" as an edifice or building of any kind or any piece of work artificially built up or composed of parts joined together in some definite manner under CMC18.03.040. Structures on the project site (within City right of way) include utility poles, mailboxes, and a traffic signal.*

- d. Will any structures be demolished? If so, what? [\[help\]](#)

*No buildings, residences, or commercial businesses will be demolished as a result of the intersection improvements. Several utility poles and the signal will be removed or relocated during construction; no major disruptions to service is anticipated.*

- e. What is the current zoning classification of the site? [\[help\]](#)

*Zoning districts in the City of Camas extend to the centerlines of streets. Therefore, according to the City of Camas zoning map, the site is zoned OS, and MF-10 with a Gateway Corridor overlay.*

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

*The site is designated Open Space/Green Space and Multi-Family Low, according to the City's comprehensive plan map.*

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

*The intersection improvements will be located in the urban conservancy (UC) and medium intensity (MI) SMP designations. Camas shoreline jurisdiction includes critical areas and their buffers that cross shoreline jurisdiction and critical areas review occurs within the overall*

shoreline permit process. Therefore, the proposed project also requires critical areas review under the SMP for impacts to wetlands, fish and wildlife habitat conservation areas, and frequently flooded areas.

According to the City's SMP, arterial roadways within the MI designation are permitted uses and are conditional uses within the UC designation. Thus, the project requires a shoreline substantial development permit within the MI designation and a shoreline conditional use permit within the UC designation. Both shoreline designations require setbacks for shoreline uses measured from the ordinary high water mark to the roadway edge. The City is requesting a shoreline variance permit from the 200-foot UC setback criteria and the 100-foot setback criteria in the MI because the new intersection design breaches the setback boundaries.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

The project site contains four critical areas as defined in the City's critical areas ordinance: wetlands (CMC 16.53), critical aquifer recharge areas (CARA) (CMC 16.55), frequently flooded areas (CMC 16.57), and fish and wildlife habitat conservation areas (CMC 16.61).

### **Wetlands**

BergerABAM (now WSP) completed a wetland delineation for the site in December 2018 and identified Wetland A and Wetland B. Both wetlands are rated as Category II. Wetland A is a 4.66-acre unconsolidated bottom, permanently flooded waterbody (PUBH) of which 0.82 acre is located on the project site. Wetland B is a 6.36-acre palustrine, aquatic bed, permanently flooded wetland (PABH) with approximately 0.06 acre located within the project site. Please see the wetland and waterbodies delineation for further detail.

### **Fish and Wildlife Habitat Conservation Areas**

Lacamas Lake and Round Lake are Type S waterbodies adjacent to the study area that require 150-foot riparian buffers.

### **Critical Aquifer Recharge Areas**

Camas' critical aquifer recharge areas map does not indicate that the site is located within a CARA. However, the City's ordinance defines CARAs to include sole source aquifers. Nearly the entire City and Clark County are located within the Troutdale sole source aquifer. Therefore, according to City staff, the site is located within a regulated CARA.

### **Frequently Flooded Areas**

The project site is partially located within the 100-year floodplain. According to FIRM Map Numbers 53011C0531D and 53011C0532E, a portion of the project site, including all of Wetlands A and B and a portion of NE Everett Street, is located within a frequently flooded area.

Impacts to critical areas and proposed mitigations are discussed throughout this SEPA checklist.

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

The project will reconstruct an intersection and will not result in housing or provide employment upon its completion.

j. Approximately how many people would the completed project displace? [\[help\]](#)

*No persons will be displaced upon completion of the project.*

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

*The intersection reconstruction will require right of way acquisition from City-owned property in order to meet the City's design standards for roundabouts; however, no residents will be displaced by the construction of the project. No private property acquisitions will result from the project.*

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

*The project will comply with the Camas Municipal Code, which regulates the alteration or development of land uses. The project is a public road project and meets the City's design and development standards. The City's comprehensive plan designates Everett Street as a secondary gateway/corridor to the city (Table 1-3 of Camas 2035, the City's updated comprehensive plan). The City's 2020-2025 6-year street priorities plan prioritizes gateways and corridors for redevelopment to the street standards spelled out in the City's current design standards manual. The proposed project was initiated to fulfill the City's street priorities plan and reduce congestion at the intersection.*

*The project will comply with the City's SMP and critical areas ordinance by achieving no net loss of ecological functions. These goals will be achieved by obtaining the applicable City of Camas shoreline substantial development permit, conditional use permit, and variances in addition to this SEPA determination.*

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

*The project is not located close to agricultural or forest lands of long-term significance; therefore, there are no impacts or mitigations proposed.*

## 9. Housing [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing. [\[help\]](#)

*This project is not proposing any additional housing units.*

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

*The intersection improvement project is not proposing to eliminate any units of housing.*

c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

*There are no proposed measures to reduce or control housing impacts because the project will have no housing impacts.*

## 10. Aesthetics [\[help\]](#)



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

*The tallest structures are the proposed light poles. The light poles that will be installed along the road alignment will be approximately 34 feet above grade and will be made principally of aluminum.*

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

*Because of their narrow profile, the vertical structures associated with the project (light poles) will not obstruct views.*

- b. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

*This roundabout is being designed consistent with the Camas Engineering Design Standards Manual, including provisions for landscaping on both sides of the street between the edge of the street and the sidewalk.*

## 11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

*Light associated with this project will be generated by the street lights that will be installed along the roadway alignments, and by vehicle traffic using the roadway. The project includes the installation of LED streetlights per City standards. Vehicle traffic will produce light at night and during cloudy weather. Construction will be scheduled for the spring/summer months and, with City ordinances regulating construction hours, construction will generate minimal light during the evening/night.*

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

*Light and glare produced by the completed project will not be a safety hazard or interfere with views. The street lighting proposed by the project will increase pedestrian and vehicular safety by enhancing visibility during low light conditions and will remain consistent with City lighting ordinances.*

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

*Off-site land uses may produce minor, insignificant light impacts typical of an urbanized environment including lighting from nearby residences and businesses.*

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

*Minor increases in light and glare are anticipated to result from the proposed streetlights. These impacts will be minimized by using downward directed lighting to minimize light overflow. Lighting generated by the additional poles will not adversely affect adjacent properties, and light poles along the roadway will be approximately 34 feet in height. Site lighting will be consistent with local city standards.*

## 12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

*The project is located in an area with three parks and a fairly high level of recreational service. The area includes an abundant amount of formal and informal recreational resources and activities (for example, picnic tables, rope swings, hiking, mountain biking, boat launches, fishing, boating, canoeing, and kayaking). Recreational access to the parks is provided north of the intersection at the Lacamas Regional Park trailhead, with the Heritage Park trailhead and the Fallen Leaf Lake trailhead west of the intersection on Lake Road. The Lacamas Regional Park trailhead provides access to the unpaved Lacamas park trail system surrounding Round Lake, which in turn gives access to numerous trails covering 312 acres of land in the Lacamas Regional Park system.*

*The 2014 Parks, Recreation and Open Space Comprehensive Plan includes a future proposed special use park west of Fallen Leaf Lake. The proposed improvements will increase vehicular levels of service for patrons accessing or exiting the future park via the Everett Street and Lake Road intersection or passing through the intersection.*

*Sidewalks are proposed at the roundabout and along NE Everett Street, establishing a pedestrian connection from the Fallen Leaf Lake Park driveway to the parking lot of Lacamas Park. Sidewalks are also proposed along the north side of Lake Road, connecting to the existing sidewalk near Lacamas Lake Lodge.*

b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

*The project will not permanently displace recreational resources or activities, or reduce the levels of recreational service at existing park facilities within the project area. Because the number of operational lanes will be reduced during construction on both Everett Street and Lake Road, people accessing the recreational sites via the intersection may experience temporary increases in travel time.*

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

*The proposed project includes a traffic control plan that will direct traffic through construction and maintain access to the parks, trailheads, and water-dependent recreational resources (boat launches, fishing, boating, canoeing, and kayaking) throughout construction.*

*The proposed project includes bike lanes and sidewalks that connect recreational areas near the intersection; therefore, the project will improve access to recreational opportunities in the area for pedestrian and cyclists.*

### 13. Historic and cultural preservation [\[help\]](#)

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. [\[help\]](#)

*There are no buildings or structures within the project area. Two pre-contact archaeological sites are within the project area. The archaeological sites have not been evaluated to determine if they are eligible for listing in national, state, or local preservation registers.*

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

*An archaeological survey was conducted by Archaeological Investigations Northwest, Inc. (AINW) (AINW Report Nos. 4181 and 4282). The survey recorded two pre-contact archeological sites. The significance and integrity of these sites have not been evaluated.*

- 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. [\[help\]](#)

*AINW's study included a background review of records and reports held by DAHP that are available through the Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database, as well as reports, historic maps, and documents in AINW's library. AINW's pedestrian survey and shovel testing of the project area were performed in 2018 and 2019. Two pre-contact archeological sites were recorded within the project area.*

- 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. [\[help\]](#)

*A DAHP permit will be applied for prior to construction and hazard tree removal within archaeological sites. Archaeological excavation will be completed under permit prior to construction, and an archaeologist will monitor ground disturbing activities within the archaeological sites. A monitoring plan will be prepared for the project, and an Inadvertent discovery plan has already been prepared for the project.*

*The 60 seedlings proposed as mitigation for the project's environmental impacts are proposed within archaeological areas. The project archaeologist determined that planting five to ten gallon trees would negatively impact the archaeology resources identified onsite. According to the project archaeologist, the preferred approach to re-vegetating the area within the identified archaeological sites would be planting bare-root seedlings in small shovel or trowel cuts into the ground, so that no soil is dug up and displaced. This would allow the area to be re-vegetated without displacing the archaeological deposits. This planting approach has previously met with approval from DAHP, and would ensure that the archaeological sites are protected.*

*A potential alternative, which is not currently recommended by the project archaeologist, would be to hand-excavate holes for larger container trees within the archaeological sites. If holes need to be excavated for tree-planting, then the archaeological deposits can no longer be protected by the project. This type of ground disturbance is discouraged by DAHP and reviewing Tribes, because the planting holes would extend into the archaeological deposits and artifacts will be displaced along with the soil. Therefore, these methods are not recommended for this project.*

#### 14. **Transportation** [\[help\]](#)

- 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. [\[help\]](#)

*The site is the future location of an intersection improvement to Lake Road and Everett Street (SR 500) and is accessed from the south, north, and west by those two roadways.*

- 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? [\[help\]](#)

*The project site is served by the C-TRAN Camas Connector, which is a paratransit service serving the City of Camas between Camas High School and SR 14. The study area and the City of Camas are not served by fixed-route bus service. The Camas Connector is an on-call paratransit service operating during weekday morning and evening peak hours from 5:30 am to 9:15 am and from 2 pm to 7 pm. Patrons of the service are required to call the driver directly to request pickup service. The service is scheduled to leave the Fishers Landing Transit Center at 6:17 am, 7:10 am, 2 pm, and 6 pm and to leave Hiddenbrook Drive at 6:20 am, 7:13 am, 2:03 pm, and 6:03 pm.*

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

*This intersection improvement project is not proposing to add or eliminate designated parking.*

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

*This project is a public road improvement and will widen the intersection to accommodate the construction of a new roundabout. The City of Camas will dedicate right of way to WSDOT for this project. Road improvements include two travel lanes on each roadway, sidewalks, pedestrian crossings, landscaping, and streetlights. These amenities will result in safer passage for vehicles and pedestrians by providing crosswalks for pedestrians and lighting for improved safety during low light conditions.*

*The improvements will increase safety at the intersection by reducing the number of vehicle and pedestrian conflict points. The intersection is adjacent to recreational areas with potentially high levels of recreational service. The number of pedestrians and vehicles accessing these resources and using connecting sidewalks to access multiple recreational sites in the area will remain high. By reducing the number of potential conflict points, safety may increase for residents accessing these resources.*

*See the description in response A.12 (Recreation) of this SEPA checklist for further details.*

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

*This intersection improvement project will not use, or occur in, the vicinity of any water, rail, or air transportation.*

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

*This project will not generate additional vehicular trips. The roadway is being widened to*

service existing and future traffic volumes (vehicles, pedestrians, and bikes).

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)

*As stated above, the project alignment is not adjacent to, or within the vicinity of, agricultural or forest harvest practices. In addition, there are alternate routes of travel in the area to circumvent the intersection and accommodate the movement of agricultural or forest products if necessary; therefore, it is anticipated that neither project construction, nor the completed project will have an adverse effect on the movement of agricultural or forest products. These alternative routes increase the number of vehicle miles driven but are accessible to freight traffic. For example, NW Lake Road is considered a WSDOT T-3 Freights and Goods Transportation Corridor.*

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

*A construction staging plan will be included with the construction package – a preliminary staging plan is included with the 60 percent design plans.*

- *The contractor will ensure access to all properties adjacent to the project site*
- *Two-way traffic will be maintained throughout construction, except for short periods for utility crossings and lane shifts when traffic will be limited to one-lane with flaggers controlling one lane of traffic.*

*As a road improvement project, the completed project will not generate new trips, but will accommodate existing and future traffic volumes with a higher level of service than the existing intersection.*

## 15. Public Services [\[help\]](#)

- 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. [\[help\]](#)

*As an intersection improvement project, this project will not increase the current demand for public services. Emergency service routes (police and fire) could be affected by project construction temporarily.*

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

*The intersection will remain open and will be flagged during construction. The traffic control plan will ensure that emergency services are able to pass through the project area during construction.*

## 16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity that might be needed. [\[help\]](#)



### **Construction Impacts to Existing Utilities**

Most existing franchise utilities (power, communication, gas) are aerial, except for an underground communication line along Everett and the existing NW Natural gas lines. Minimal impacts/disruptions are anticipated to these utilities. Several hundred feet of aerial utilities are expected to be placed underground with this project and several utility poles will be relocated, but no major disruptions to service are anticipated.

The City will replace a 12 and a 14-inch waterline within the project area. During replacement of these water lines, there will be some water service interruptions for limited periods of time during construction. There is also a septic tank pumping sewer line, which runs on both sides of Lake Road and Everett Street. The sewer line will be potholed and no impacts are anticipated.

### **Post-Construction Impacts to Utilities**

Once all utilities are relocated to accommodate the project, no long-term impacts are anticipated.

### **C. Signature [\[help\]](#)**

Under the penalty of perjury, the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: SRWall  
Name of signee STEVEN R. WALL  
Position and Agency/Organization PUBLIC WORKS DIRECTOR  
Date Submitted: 12/11/19