If you would like to receive these transmittals electronically or submit comments you may do so by emailing Jessica.Herceg@cityofwashougal.us

ROUTING FOR COMMENTS ON NOTICE OF APPLICATION AND LIKELY SEPA DNS

CITY OF WASHOUGAL **COMMUNITY DEVELOPMENT**

INTERNALS:
Mayor Guard – email
Washougal City Council – email
Washougal Planning Commission – email
Washougal Police Department, Ron Mitchell, Police Chief - email
Camas/Washougal Fire Department, Ron Schumacher, Fire Chief – email
Washougal Public Works
- Trevor Evers, Public Works Director – email
- Rob Charles, City Engineer – email
- Suzanne Grover, Parks, Cemetery, and Building Manager – email

Washougal Community Development Department
- Joseph Layman, Building Official – email
- Teresa Guise, Permit Technician – email
- Project File

Wallis Engineering, Wes Wegner – email
Lancaster Engineering, Todd Mobley – email

FEDERAL AGENCIES:
US Army Corp of Engineers
- Portland – Joyce Casey – email
  Sally Hughes – email
- Seattle – 2108 Grand Blvd, Vancouver, WA 98661

US Department of Fish & Wildlife, Mesha Wood – email
US Forest Service, Dave Olson – email

STATE AGENCIES:
Washington State Department of Archaeology & Historic Preservation,
- Robert G. Whitlam – email
- Gretchen Kaehler – email
- SEPA Department – email

Washington State Department of Ecology
- SEPA Register – email
- Sonia Mendoza - email
- Rod Thysell – email

Washington State Department of Fish & Wildlife, Emelie McKain – email
Washington State Department of Natural Resources
- SEPA Center – email
- Aquatic Leasing, Craig Zora – email

Washington State Department of Transportation, Jeff Barsness – email

REGIONAL AGENCIES:

C-TRAN, Larry Ham – **email**
Clark County Environmental Public Health, Carla Sowder – **email**
Clark County Natural Resources Council, John Karpinski – **email**
Columbia River Economic Development Council, Mike Bomar – **email**
Lower Columbia Fish Recovery Board, Lorie Clark – **email**
Regional Transportation Council, Matt Ransom – **email**
Southwest Clean Air Agency, Tina Hallock – **email**

LOCAL AGENCIES:

Camas/Washougal Chamber of Commerce, Brent Erickson – **email**
Washougal School District #112
Michael Stromme – **email**
Joe Steinbrenner – **email**
Clark County Community Planning, PO Box 9810, Vancouver, 98666

OTHER:

Fort Vancouver Regional Library, 901 'C' Street, Vancouver, WA 98660
Wild Fish Conservancy, Kurt Beardslee – **email**
Cowlitz Indian Tribe, Dave Burlingame – **email**
Yakama Confederated Tribes - SEPA Development Review,
401 Fort Road, PO Box 151, Toppenish, WA 98948
AT & T Broadband, 6916 NE 40th Street, Vancouver, WA 98661
Clark Public Utilities, David Tetz – **email**
Comcast Cable
Troy Rabe – **email**
Matt Parris – **email**
Frontier Communications, Neil Hollanshead – **email**
NW Natural Gas –
Gary Nault – **email**
Roger Binns – **email**
The Columbian
Scott Hewitt – **email**
Pauline Sipponen – **email**
Gordon Oliver – **email**
The Oregonian, Allan Brettman – **email**
Post Record, Dawn Feldhaus – **email**
Vancouver Business Journal, Nicholas Kulmac – **email**
Postmaster - Washougal Post Office
Building Industry Association
Avaly Mobbs – **email**
Jamie Howsley – **email**
Ryan Zygar – **email**
Northshore Neighborhood Association, 3777 Addy Street, Washougal, WA 98671
Sky River Homeowners Association, 32934 SE 20th Street, Washougal, WA 98671
Aaron Angelo – **email**
Bob Raymond, Windermere/Crest Realty, 401 NE 3rd Ave, Camas, WA 98607
Connie Knepper, MBM Properties, Inc. – **email**
Dave Weston, AKS Engineering & Forestry – **email**
David Spencer, Moss and Associates – **email**

David McDonald, Windermere – email
Eric Zilm, Cascade Title – email
John McConnaughey – email
Kathy Zimmer, Windermere – email
Kevin Schmid – email
Killian Pacific
George Killian – email
Lance Killian – email
Kris Eklove, Erikson & Associates PLLC. – email
Michael McDonald – email
Neelufer Yusef, 402 Tucson Way, Vancouver, WA 98661
Nick Redinger, Windermere – email
Paul Dennis, CWEDA – email
Renee Verdier, PO Box 472, Camas, WA 98607
Roger Daniels, Windermere – email
Rusty Ludt – email
Sherian Wright – email
Thomas Curtis, New Home Trends – email
Tom Wright, Group MacKenzie – email
Parties of Record
Property Owners within 500 feet

FROM: Mitch Kneipp, Community Development Director

DATE: December 31, 2015

RE: Washougal School District Bus Maintenance Facility
SPR2 #15120013; ENV #15120014; CRA #15120015; SHP #15120016; RMOD #15120017

CITY OF WASHOUGAL
NOTICE OF APPLICATION
AND LIKELY SEPA DNS
December 31, 2015

NOTICE IS HEREBY GIVEN that, an application has been submitted as noted below and based on a review of that application, the City of Washougal expects to issue a Determination of Non-Significance (DNS) for this proposal pursuant to the "Optional DNS process" allowed by State Law (WAC 197-11-355) and Washougal Municipal Code (WMC 16.36.110). A copy of the determination may be requested now and will be mailed when available. Comments received within the deadline, will be considered in the review of the proposal and the SEPA environmental checklist. This may be the only opportunity to comment on the environmental impacts of the proposal and no additional comment period will be provided, unless probable significant environmental impacts are identified during the review process, which would require additional study or special mitigation. The proposal may include mitigation under applicable codes, and the project review process may incorporate or require mitigation measures.

Any person has the right to comment on this application, receive notice of and participate in any hearings, request a copy of the decision once made, and appeal the final decision of the project. **Written comments submitted by January 15, 2016 at 5:00 pm will be considered in the staff report.** Please send comments to the City of Washougal, 1701 'C' Street, Washougal, WA 98671 or by email to jessica.herceg@ci.washougal.wa.us.

Application: Washougal School District Bus Maintenance Facility
SPR2 #15120013; ENV #15120014; CRA #15120015;
SHP #15120016; RMOD #15120017

Application Date: December 21, 2015

Technically Complete: December 24, 2015

Contact: BergerABAM
Attn: Don Hardy
210 East 13th Street, Suite 300
Vancouver, WA 98660

Applicant/ Property Owner: Washougal School District
Attn: Joe Steinbrenner
4855 Evergreen Way
Washougal, WA 98671

Location: The 4.96 acre development site is proposed on vacant land located north of the Washougal School District administrative offices at 4855 Evergreen Way. The subject site is known as Parcel #134166-000, located in the SE ¼ of Section 9 and the NE ¼ of Section 16, Township 1 North, Range 4 East of the Willamette Meridian.

Description of Project: A request for preliminary site plan approval to construct an approximately 5,687 square foot metal building with a 1,017 square foot mezzanine to house a school bus maintenance shop, dispatch office, and associated storage. A new parking lot with 36 paved outdoor bus storage stalls and 36 paved employee and visitor vehicle parking stalls will be installed along with a new driveway to SE Sunset View Road. A sliding gate is proposed across the new driveway to limit vehicle access to the site from SE Sunset View road. A 6 foot wide concrete pedestrian pathway is proposed through the site to provide an alternative pedestrian route from SE Sunset View Road south to Evergreen Way. Other site improvements include: a bus-wash, site landscaping, fencing, stormwater bio-retention and infiltration ponds, and other utility extensions to serve the site.

Existing Environmental Documents relied upon: The State Environmental Policy Act (SEPA) requires that a review of the potential environmental impacts be conducted. City staff and interested agencies will review the proposal for compliance with applicable state requirements and city codes. Through this process a determination will be made as noted under the following statement of determination.

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

- Determination of Significance – (DS) The impact cannot be mitigated and therefore require the preparation of an Environmental Impact Statement (EIS).
- Mitigated Determination of Nonsignificance – (MDNS) The impact can be mitigated through conditions of approval, or;
- Determination of Nonsignificance – (DNS) The impacts can be addressed by applying the city codes.

Responsible Official: Mitch Kneipp
Position/Title: Community Development Director
Address: 1701 'C' Street, Washougal, WA 98671
Phone: (360) 835-8501 ext. 604

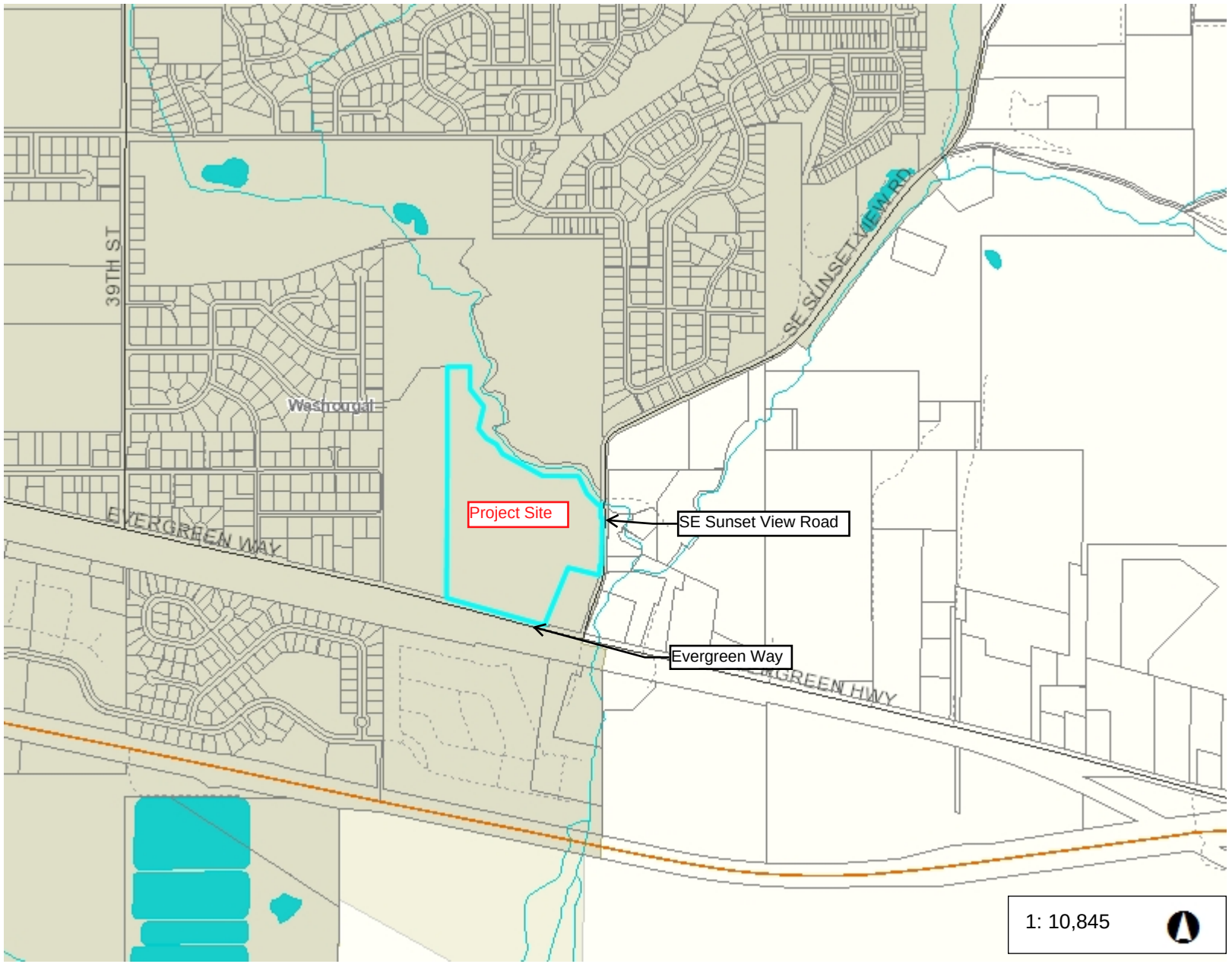
Other permits, as required: 1) Building Permits

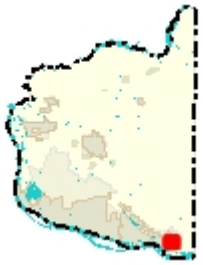
Approval Standards/Applicable Laws: Washougal Municipal Code Chapters 3.91 (Water Rates, Charges); 3.92 (Sewer Rates, Charges); 14.32 (Stormwater Utility Rates); 15.04 (Building Code); 15.12 (International Fire Code); 15.40 (Building Permits); 15.45, 15.62, 15.64 and 15.65 (Impact Fees); 16.04 (Critical Areas); 16.16 (Shoreline Development); 16.36 (Environmental Policy); 16.40 (Historic and Cultural Preservation); 17.36 (Improvements); 18.44 (Institutional and Public District); 18.48 (Aesthetics, Buffers, Compatibility and Landscaping Standards); 18.50 (Yard, Buffer and other Dimensional Requirements); 18.52 (Parking and Loading Regulations); 18.88 (Site Plan Review); 18.90 (Transportation Concurrency), 18.92 (Improvement Requirements),18.94 (Procedures), Washougal Engineering Standards.

The complete file is available for review at city hall, including any existing environmental documents that evaluate the proposed project.

For more information regarding this application, please contact the Community Development Department, (360) 835-8501 or at 1701 ‘C’ Street, Washougal, WA 98671.

WSD Bus Maintenance Facility





Legend

- Taxlots
- Cities Boundaries
- Urban Growth Boundaries

Notes:

1: 10,845

1,807.6 0 903.78 1,807.6 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

SITE PLAN LEGEND

- NEW ASPHALT PAVING
- NEW CONCRETE
- NEW GRAVEL LANDSCAPING
- LANDSCAPED AREA
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

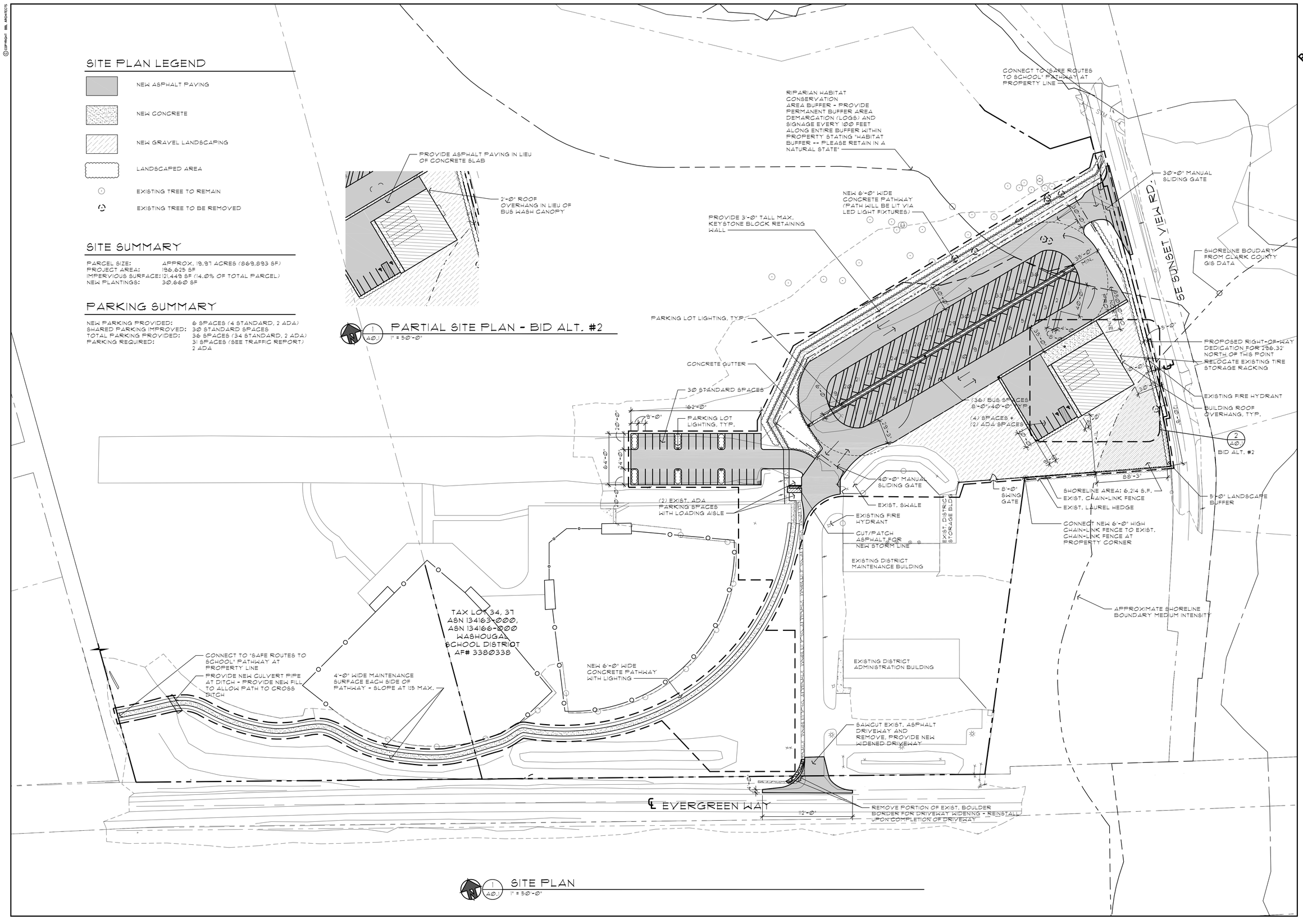
SITE SUMMARY

PARCEL SIZE:	APPROX. 19.97 ACRES (869,883 SF)
PROJECT AREA:	196,625 SF
IMPERVIOUS SURFACE:	121,449 SF (14.0% OF TOTAL PARCEL)
NEW PLANTINGS:	30,660 SF

PARKING SUMMARY

NEW PARKING PROVIDED:	6 SPACES (4 STANDARD, 2 ADA)
SHARED PARKING IMPROVED:	30 STANDARD SPACES
TOTAL PARKING PROVIDED:	36 SPACES (34 STANDARD, 2 ADA)
PARKING REQUIRED:	31 SPACES (SEE TRAFFIC REPORT) 2 ADA

1 / A0.1 PARTIAL SITE PLAN - BID ALT. #2
1" = 30'-0"



1 / A0.1 SITE PLAN
1" = 30'-0"

PRELIMINARY NOT FOR CONSTRUCTION

BBL ARCHITECTS
ARCHITECTURE ■ PLANNING ■ INTERIOR DESIGN
400 Columbia, Suite 150 ■ Vancouver, Washington 98660

WASHOUGAL SCHOOL DISTRICT
TRANSPORTATION MAINTENANCE FACILITY
4855 EVERGREEN WAY, WASHOUGAL, WASHINGTON 98671

SITE PLAN

15044.00.V PROJECT NUMBER
21 DEC 2015 DATE
REVISIONS

A0.1

SITE PLAN REVIEW

EVALUATION FOR
AGENCY USE ONLY

CITY OF WASHOUGAL

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

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*:** [help]
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]

   Washougal School District Transportation Maintenance Facility

2. Name of applicant: [help]

   Washougal School District

3. Address and phone number of applicant and contact person: [help]

   Applicant:

   Joe Steinbrenner, Washougal School District
   4855 Evergreen Way
   Washougal, WA, 98671
   (360) 954-3010

   Contact Person:

   Don Hardy, BergerABAM
   210 East 13th Street, Suite 300
   Vancouver, WA 98660-3231
   (360) 823-6115

4. Date checklist prepared: [help]

   12/16/2015

5. Agency requesting checklist: [help]

   City of Washougal (City)

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

   Project construction is expected to begin on the site in early June of 2016, and be substantially complete in late November of 2016.

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

   The Washougal School District plans a future expansion of the existing bus maintenance storage building by 1,250 SF in the future.

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

   - *Archaeological Survey for the Washougal School District Bus Transportation Facility Project, City of Washougal, Washington (Archaeological Investigations Northwest, LLC [AINW], December 11, 2015)*

- *Preliminary Stormwater Report (BergerABAM, December 2015)*
- *Geotechnical Site Investigation (Columbia West Engineering, Inc., September 22, 2015)*
- *Draft Technical Memorandum re: Geologic Hazard Areas (Columbia West Engineering, Inc., November 18, 2015)*
- *Draft Memorandum: Transportation Impact Analysis for the Washougal School District Transportation Maintenance Facility (DKS, November 25, 2015)*
- *Critical Aquifer Recharge Area Level 1 Site Evaluation Report (Columbia West Engineering, Inc., December 2015)*
- *Critical Areas Report, Washougal School District Bus Maintenance Facility (BergerABAM, December, 2015)*
- *Draft Natural Resource Assessment, Washougal School District – Bus Maintenance Facility (BergerABAM, December, 2015)*

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]
    - *Preliminary Site Plan Review (City)*
    - *Shoreline Exemption (City)*
    - *Road Modification Permit (City)*
    - *Critical Areas Permit (City)*
    - *SEPA Determination (City)*
10. List any government approvals or permits that will be needed for your proposal, if known. [help]
    - *National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit (Washington State Department of Ecology [Ecology])*
    - *Civil Engineering and Final Site Plan review (City)*
    - *Building Permits (City)*
    - *Fire Review (City and Camas-Washougal Fire Department)*
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 project would construct a new bus maintenance facility that would consist of a bus maintenance shop, a driveway onto SE Sunset View Road and another onto Evergreen Way, outdoor bus storage for 36 full-sized school buses, 36 paved employee parking stalls (including two ADA parking stalls), and a 6-foot-wide paved pedestrian path. The project would also include an optional covered bus wash to the north of the maintenance building. In lieu of the bus wash, the applicant proposed asphalt paving in this area as shown on the site plan.

Other site improvements will include the following:

- *The bus maintenance shop would include three vehicle repair bays, offices, restrooms, a driver work room, and storage and be constructed of a metal paneled building approximately 5,687 square feet in size located in the southeast portion of the site. A mezzanine level of the shop would include additional storage, a furnace room, compressor and storage tank.*
- *The new driveway entering onto SE Sunset View Road would be approximately 30 feet wide and controlled by a manual sliding gate. An additional 40-foot manual sliding gate would be installed at the end of the drive from Evergreen Way. Proposed right-of-way improvements include the two driveways on Sunset View and Evergreen and a portion of a landscape strip on Sunset. In addition, a 5-foot right-of-way dedication is proposed on SE Sunset View Road. The City ordinarily would require that both Sunset View and Evergreen Way be constructed to adopted half-width street improvements for a 2-lane Urban Collector and Rural Collector, respectively. However, the transportation impact analysis (Attachment J) indicates that no road improvements are required based on volumes and delays associated with the project. Thus, the Applicant is not proposing any road improvements other than the driveways. A road modification request is included with this application package for consideration by the City; if the request is granted because of this lack of impacts, the Applicant would not be required to construct half-street improvements.*
- *The outdoor bus storage facility would include 36 bus parking spaces and would be located immediately north of the bus maintenance facility on the northern part of the site. Bus parking storage stalls are oriented diagonally with a functional length of 40 feet, and a width of 8 feet. Storage stalls would be separated by 4-foot painted dividers.*
- *The employee parking area would be located on the western extent of the project site and would contain 30 employee parking stalls with interior parking lot landscaping. An additional 6 employee parking*

spaces and two ADA spaces will be located immediately west of the bus maintenance shop.

- *The paved pedestrian path on the north part of the site would connect with the sidewalk in SE Sunset View Road and the "Safe Routes to School" pathway at the southwestern property line.*
- *If constructed, the covered bus wash station would attach to the northern building façade of the shop and total approximately 1,368 square feet. The bus wash area would drain to a sanitary sewer catch basin which would route all waste water to an oil/water separator and then connect to the City's sanitary sewer system in SE Sunset View Road.*

Accessory site improvements that would be constructed in connection with the development of the bus maintenance facility include landscape buffers ranging from 5-20 feet wide along the eastern and southern boundaries of the site; a chain link security fence around the perimeter of the site (excluding areas where one already exists), utilities, including underground stormwater, sanitary sewer and water lines; stormwater bioretention and infiltration ponds; slope armoring, and a 3-foot tall retaining wall along the pathway.

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. [help]

    The project site is located on tax parcels 134163000 and 134166000 in SE 1/4, section 09, township 1N, range 4E; and NE 1/4, section 16, township 1N, range 4E. The address for the proposed project site is 4855 Evergreen Way, Washougal, WA 98671. The abbreviated legal description for the site is #37 JOSEPH GIBBONS DLC 19.97A. Copies of a site plan and vicinity map are included with this checklist as Attachment A to the application submittal package.

B. Environmental Elements [help]

1. Earth

a. General description of the site [help] (circle one):
Flat, (rolling), hilly, steep slopes, mountainous, other _____

Most of the study area slopes gently downhill from east to west and north to south with slopes under 5 percent. However, the northern portion of the project site is located at the bottom of a hill with slopes as steep as 20 percent. Approximately 5 percent of the project site consists of slopes 15 percent or greater.

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

The steepest slopes (approximately 20 percent) on the project site are located along the south-facing slope in the northern portion of the site, according to the geotechnical site investigation (Attachment G).

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]

The study area consists of five different soil types, according to the geotechnical site investigation (Attachment G): Hillsboro Loam (HIB) with slopes between 3-8 percent, Hillsboro Loam (HIC) with slopes between 8-15 percent, Hillsboro Silt Loam (HoB) with slopes between 3-8 percent, Hillsboro Silt Loam (HoE) with slopes between 20-30 percent, and Lauren Gravelly Loam (LgB) with slopes between 0-8 percent. The Hillsboro series soil consists of well-drained soil while the LgB consists of excessively drained soil.

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

According to mapping obtained from Clark County Maps Online, slope grades exceeding 15 percent are mapped along the south-facing slopes in the northern portion of the site. However, according to the draft geotechnical memorandum (Attachment H to the application package) and the geotechnical site investigation (Attachment G), the onsite soils do not qualify as geotechnical hazards (landslide hazards, steep slopes, seismic hazards, volcanic hazards, or erosion hazards).

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 to level the site for use as a bus maintenance facility and parking lot. A total of approximately 4.96 acres of surface would be graded. The project would include 5,364 cubic yards of fill and 5,755 cubic yards of cut. Cut and fill will be used to grade the project site consistent with its use as a transportation maintenance facility.

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

The geotechnical site investigation (Attachment G) states that erosion could occur during construction activities, but could be mitigated effectively by implementing the best management practices (BMPs) included with the project. BMPs used to reduce erosion occurrence during construction would include, but would not be limited to, silt fence, biofilter bags, straw wattles, compaction, crushed aggregate or riprap on slopes, channels, small detention depressions with overflow pipes, and revegetation after grading.

Additionally, the project would require an NPDES) Construction Stormwater General Permit.

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

Approximately 139,958.28 square feet of additional impervious surface representing approximately 65 percent of the site would result from the completion of the project. These impervious surfaces would result from the new bus maintenance facility, bus wash station (if constructed), and the new bus parking lot.

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

BMPs would be employed during site construction as indicated in the geotechnical site investigation (Attachment G). As appropriate, these BMPs may include, but would not be limited to, silt fence, biofilter bags, straw wattles, compaction, construction entrances, and stockpile protection.

2. Air

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 amounts of particulate matter and CO2 would be temporarily higher during periods of construction. These temporary increases in emission release would be due to the activity of diesel- and gasoline-powered construction vehicles required to transport materials and develop the site.

Post-construction, particulate matter and CO2 levels would fluctuate as the buses travel back and forth to the proposed facility. The existing maintenance facility currently serves 24 buses. The new facility would allow for a maximum of 36 buses, a 12 bus increase from the current facility. CO2 emissions would increase slightly as a result of increased capacity of the new facility. In addition, CO2 emissions and particulate matter would be released from personal vehicles that travel to and from the proposed facility. A slight overall increase in emissions release is anticipated as a result of this project.

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

No off-site sources of emissions or odors in the project vicinity would have an adverse impact on the development associated with this project.

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

In order to limit greenhouse gas emissions from construction, equipment and vehicles would be outfitted with standard manufacturer's emission control equipment and also may operate using bio-based lubricants and fuels, such as biodiesel. Construction and staging areas would be designed to reduce equipment wait times and engine idling. These measures would reduce fuel consumption and emissions.

3. **Water**

a. Surface Water: [help]

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]

Yes, there are two surface water bodies in the vicinity of the project, Campen Creek and Gibbons Creek. Campen Creek is closer to the project site, flows southeast, and generally parallels the northern project boundary. Approximately 200 feet east of the project site, Campen Creek flows into Gibbons Creek. Gibbons Creek flows in a southerly direction, and terminates in the Columbia River approximately 1 mile south of the site. Both Gibbons Creek and Campen Creek are classified as Type F (perennial or fish-bearing) streams according to WMC Table 16.04.055(6)(a), and have 200-foot regulatory buffers from the delineated ordinary high water mark.

The 200-foot regulatory buffer of Gibbons Creek would extend onto the project site, but is separated from the site by SE Sunset View Road. According to WMC 16.04.055.8(b), critical area riparian buffers do not extend beyond "substantial development." At the project pre-application meeting, City staff and the project team determined that SE Sunset View Road functionally isolates the Gibbons Creek riparian area buffer. Therefore, the Gibbons Creek riparian buffer does not extend onto the project site and is not addressed further in this checklist.

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]

Yes, work would occur within 200 feet of both Campen Creek and Gibbons Creek. Approximately 0.14 acre of proposed development would occur within 200 feet of Campen Creek. This development would include grading for the site improvements (path, bus parking area, and the driveway from Sunset View), slope armoring, constructing a 3-foot tall retaining wall; paving and painting lines for the school bus storage lot; installing a security fence along the northern and eastern boundary of the property site; installing a 30 foot-long manual sliding gate on the new driveway connection to SE Sunset View Road; paving an approximately

185-foot-long portion of a pedestrian trail; and planting landscaping between the security fence and the public right-of-way (SE Sunset View).

Development would also occur in a 6,214-square foot area within 200 feet of Gibbons Creek. Development would consist of minor grading, placing crushed rock gravel, landscaping, and installing a portion of a 6-foot chain link security fence that would tie into the existing fence on the southeastern project boundary. Landscaping and site plans are included as Attachment A.

2) 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]

This project would not require any filling or dredging of surface waters or wetlands.

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

This project would not require any surface water withdrawals or diversions.

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

No, this project is not located within the 100-year floodplain.

5) 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]

No. The project involves no discharge of waste material to surface water.

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]

The project would include a stormwater system which will collect all stormwater in a series of inlets and treat it using oil/water separators, bioretention, and infiltration ponds prior to discharge into ground water.

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]

The applicant proposes to construct a stormwater system on the site which will meet City and state standards for detention and treatment. The system will include inlets, pipes, oil/water separators, and bioretention and infiltration ponds. The system will ensure that waste materials generated by the maintenance facility such as petroleum based fuels and lubricants, as well as chemicals used to maintain the buses does not enter the ground. The Hydrogeology Report in Attachment E confirms that the proposed stormwater system is an adequate preventative measure to protect the Category II Aquifer.

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 proposed impervious surfaces on the site for the bus storage, employee parking and vehicle circulation areas, and covered bus wash (if constructed) would generate stormwater runoff. A stormwater system constructed to City and Ecology standards is proposed for the site. The system includes a series of catch basins and pipes which would convey stormwater generally to the southwest portion of the site where it would be treated by a bioretention and infiltration pond near the existing ballfields.

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

The applicant proposes to construct a stormwater system on the site which will meet City and state standards for detention and treatment. The system will include inlets, pipes, oil/water separators, and bioretention and infiltration ponds. The system will ensure that waste materials generated by the maintenance facility such as petroleum based fuels and lubricants, as well as chemicals used to maintain the buses does not enter the ground. The Hydrogeology Report in Attachment E confirms that the proposed stormwater is an adequate preventative measure to protect the Category II CARA.

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

Grading and the placement of impervious surfaces would affect drainage on the project site. However, off-site drainage impacts are not anticipated. Drainage for Gibbons Creek and Campen Creek would not be affected by the proposal as all stormwater would be gathered and treated onsite.

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

Erosion control BMPs would be used during construction to minimize runoff and would include silt fence, biofilter bags, straw wattles, compaction, crushed aggregate or riprap on slopes, channels, small detention depressions with overflow pipes, and revegetation after grading.

Stormwater facilities would be constructed to support the additional impervious surface cover resulting from the project. Stormwater facilities would be constructed to meet requirements of the 2014 Stormwater Management Manual for Western Washington. Stormwater treatment would include oil/water separators, bioretention, and infiltration ponds. An NPDES construction stormwater permit would be approved for the project before the beginning of construction.

4. Plants [help]

a. Check the types of vegetation found on the site: [help]

__X__deciduous tree: alder, maple, aspen, other
__X__evergreen tree: fir, cedar, pine, other
__X__shrubs
__X__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
__X__other types of vegetation (Invasive species)

*The dominant plant species in the large mowed field and the human-made swale within the site include narrowleaf plantain (*Plantago lanceolata, *FACU), Himalayan blackberry (*Rubus armeniacus, *FACU), sweet vernalgrass (*Anthoxanthum odoratum, *FACU), tall fescue (*Schedonorous arundinacea, *FAC), and unknown dried grasses. The riparian habitat in the northern portion of the site includes an over-story primarily composed of red alder (*Alnus rubra, *FAC) and bigleaf maple (*Acer macrophyllum, *FACU), and an understory dominated by Himalayan blackberry with scattered cascara (*Frangula purshiana*, UPL) and English hawthorn (*Crateagus monogyna, *FAC). English ivy (*Hedera helix, *FACU) is prevalent throughout both the overstory and understory in this portion of the project site.*

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

The project is proposing to remove 11 trees, *existing grasses and weeds, and invasive species from the project site. Most of the trees that would be removed are located in the northern and eastern portions of the property.*

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

According to the database of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC), two federally listed plant species, Bradshaw's desert parsley (Lomatium bradshawii) and golden paintbrush (Castilleja levisecta), are known to occur in Clark County. However, the habitat present on the site is not suitable to support these ESA-listed species.

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

The proposed project improvements would be located as far south on the subject parcel as possible to avoid critical areas. The City requires a 5 foot landscape strip along each property frontage, 10 percent overall site landscaping, and 10 percent parking lot landscaping. There would be landscaping along the boundary of the entire project site, as well as within planting islands in the employee parking area, for a total of 59,205 SF (approximately 46 percent of the total site) of landscaping. A laurel hedge would also be retained along the southeast portion of the site to comply with the City's B3 buffer requirement. The landscape area would consist of native trees, shrubs and ground cover. Examples of plants that will be used for landscaping includes Red Alder, Oregon Ash, Cascara, Western Red Cedar, Salal, Red Twig Dogwood etc. Further landscaping details are shown on the landscaping plans included as Attachment A.

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

*The noxious and invasive species on the site include Himalayan blackberry (Rubus armeniacus), English ivy (Hedera helix), English holly (Ilex aquifolium), Canada thistle (*Cirsium arvense*), cleavers bedstraw* (Galium aparine)*, English Hawthorne* (Crataegus laevigata)*, Multiflora rose (Rosa multiflora), and old man's beard* (Arthrostylidium farctum)*.*

5. Animals

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. Examples include: [help]
birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

*The Washington Department of Fish and Wildlife (WDFW) PHS online database maps a biodiversity area in the northern portion of the study area, which overlaps with the northern portion of the project site. The biodiversity area was assessed by BergerABAM for its native and non-native/invasive species. Seven bird species were identified in the Campen Creek biodiversity area in the study area including American robin (*Turdis migratorius*), dark eyed junco (*Junco hyemalis*), sparrow (*Passeridae*), Stellar's jay (*Cyanocitta

stelleri*), Western scrub jay (*Aphelocoma californica*), Hummingbird Trochilidae sp) and woodpecker (*Picidae*).*

The habitat quality of the biodiversity area is poor because of the presence of invasive and non-native species, the lack of a multi-layered canopy (i.e., vertical diversity), snags, downed wood, and horizontal diversity (i.e., a mosaic of native habitats). This area is likely to provide some small amount of habitat for wildlife species that can tolerate a wide range of habitat conditions including living in urban developed environments (e.g., opossums, squirrels, raccoons, coyotes, deer, moles, voles, mice, rats, etc.). Therefore, it is BergerABAM's opinion that the mapped Campen Creek biodiversity area does not meet the definition of a biodiversity area and corridor and should not be regulated as such.

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

According the USFWS Information for Planning and Conservation (IPaC) online database, four listed species have the potential to occur at the site: streaked horned lark (Eremphila alpestris strigata), yellow-billed cuckoo (Coccyzus americanus), bull trout (Salvelinus confluentus), and gray wolf (Canis lupus). However, the habitat present on the site is not suitable to support the ESA-listed species. Additionally, the WDFW PHS database identified a management buffer for northern spotted owl across the site (WDFW 2015). However, the mapping is based on the township, range, and section, and there is a low potential for the species to occur at the site because of the lack of suitable habitat (i.e., large contiguous stands of mature coniferous forests). According to email correspondence on 8 October 2015 with Emelie McKain, WDFW Region 5 Assistant Regional Habitat Program Manager, the project is not anticipated to have any direct impacts to northern spotted owl habitat. No state or federally designated endangered, threatened, and/or sensitive fish or wildlife species were observed within or close to the study area or project site during the site visits.

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 and is used by many different species of migratory birds. The site is not known to be a stopover along this route.

There is also a riparian migratory route located immediately north of the project site. WDFW has designated Campen Creek as a migratory route for winter steelhead, resident coastal cutthroat, rainbow trout, and Coho.

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

e. The proposed project, with the included avoidance, minimization, and mitigation measures, will result in no net loss of fish and wildlife habitat function. Where impacts are unavoidable, compensatory mitigation will be provided to replace lost functions. In order to compensate for the 17,114

square feet of impacts to the riparian priority habitat buffer, a 1:1 buffer replacement of equal value is proposed. This buffer replacement is in accordance with WMC 16.03.055(10) and will designate 17,114 square feet of additional priority riparian habitat buffer of equal value. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the project site.

6. Energy and natural resources

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]

Once the facility is operational, it would require electricity and petroleum-based products to meet its energy needs. Electricity would be needed to provide power for the lights inside and outside the facility and for heating as well as to operate the tools used at the facility and the like. Natural gas would be required to heat the shop and for restroom use. A waste oil fired boiler will also be included in the shop for heating purposes. Diesel and gasoline would be required to operate the buses.

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

This project would not affect the potential or current use of solar energy on adjacent properties. The shop building (the tallest structure at the facility) would have a maximum height of approximately 25'-10". The closest building is approximately 100 feet away. Potential solar collectors would be too far away for the facility to interfere with their performance.

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]

All of the exterior and most of the interior lighting will be composed of efficient LED lights. The applicant is also proposing to install a waste oil fired boiler for heating in the shop.

7. Environmental health

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 is proposing a bus maintenance shop. There would be a potential risk of fire and explosion or spill due to the handling of flammable materials present on the site. These include the gasoline and oil used to power the buses. Oil and small amounts of gasoline/diesel for the buses would be

stored in the maintenance facility, as would other engine fluids such as antifreeze, brake fluid, and windshield washer fluid. The buses be fueled at an offsite location, so large amounts of gasoline would not be stored onsite. During bus maintenance, oil, gasoline/diesel, and other vehicle fluids, if spilled, would be collected in trench drains which would connect to the sanitary sewer system. Spills would be treated by onsite oil water separators before entering the City's sanitary sewer system. Flammable materials such as oil, gasoline, and diesel would be stored in a separate walled-off area to minimize the chance of ignition. The project would meet fire code requirements and include a fire suppression system in compliance with City and International Fire Code standards.

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

   There is no known contamination from past or present uses at the project 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 conditions on the project site.

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.

   Oil and small amounts of gasoline/diesel for the buses would be stored in a separate walled-off area of the maintenance shop along with other engine fluids such as antifreeze, brake fluid, and windshield washer fluid. These fluids would be used to repair and maintain the buses.

4) Describe special emergency services that might be required.

   No special emergency services are required or proposed. The project would meet fire code requirements.

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

   Construction workers would follow state and federal safety regulations. If contaminated materials are discovered during construction, then the Applicant would follow Ecology guidelines for remediation.

   During operation, hazardous liquids (petroleum, diesel, gasoline, brake fluids, windshield washer fluid and other common vehicle maintenance chemicals) would be stored in a separate room of the maintenance facility

to reduce the possibility of ignition. The project would be required to meet all relevant fire code requirements prior to issuance of a building permit.

b. Noise

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

The project site is bordered by single-family houses on the east and south sides. To the north is a large lot owned by the City that is used as Mable Kerr Park, and the Orchard Hills Golf and Country Club. To the west lies George Schmid Park which consists of two baseball diamonds and a concession stand. Noise sources include ballfield activities and vehicular traffic on Evergreen Way along the south edge of the site and SE Sunset View Road to the east. However, the noise generated from traffic on these roads is expected to be minimal, and would not interfere with 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]

Project construction would generate short-term noise from activities such as excavating, concrete pouring, grading, pounding, and the operation of construction vehicles along with construction-related vehicle traffic as workers travel to and from the project site. This noise would take place during daytime hours as required by the City for construction.

Project operation would generate long-term noise as Washougal School District buses move in and out of the bus maintenance shop and bus storage lot. Workers commuting to and from the bus maintenance facility would create additional road noise. In both instances, noise typically would be generated in waves during daytime hours (typically 7 AM to 5 PM). Additional noise may be generated throughout the day when bus maintenance crews use power tools (i.e. pneumatic tools, torque wrenches, chop saws, grinders etc.), test bus engines, or perform typical bus maintenance activities. These maintenance activities would be performed within the maintenance shop and would be dampened by its walls. In addition, the project site is used currently as a maintenance shop and administrative offices for the Washougal School District and the proposed use is not expected to increase the existing levels of noise emanating from the project site significantly.

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

Proposed measures to reduce noise impacts include conducting operational maintenance activities inside the maintenance shop, restricting bus operation and maintenance to daytime hours (typically 7

AM to 5 PM), implementing bus operation BMPs such as minimizing idling time and situating noise-generating elements (e.g., the bus storage lot) away from property edges.

8. Land and shoreline use

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 site is occupied by the offices and maintenance shop of the Washougal School District. Adjacent properties consist of single-family to the east and south sides of the site. Directly southeast, and adjacent to the project site is the Holy Cross Cemetery. To the north of the project site lies Mable Kerr Park, which is owned by the City, and the Orchard Hills Golf and Country Club. To the west of the project site is a portion of George Schmid Park. The proposed use of the site would not affect the ongoing viability of adjacent uses or displace any of these uses

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]

Prior to its use as the District maintenance facility, and administrative offices, the site was occupied by an orchard. The site's existing use is as the administrative offices and bus maintenance facility for the District. The proposed use would create a new bus maintenance facility and would not displace an existing agricultural use.

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:

The project would not affect, or be affected by, working farm or forest land. There is land zoned for agriculture and woodlands approximately 500 feet east of the project site. Furthermore, a transportation impact study conducted by DKS Associates found that the LOS for both Evergreen Way and SE Sunset View Road would remain above the City standard of E.

c. Describe any structures on the site. [help]

There are multiple structures on the project site. Two baseball diamonds with dugouts and a concession stand are located approximately 250 feet north of the southern property boundary and approximately 350 feet west of the District's administrative offices. In addition, the two buildings that

house the administrative offices and the bus maintenance shop are located approximately 50 feet from the southeast corner of the project site.

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

Several existing catch basins would be removed from the project site. New catch basins are proposed. The grading and drainage plan is contained in Attachment A. No other structures would be demolished.

e. What is the current zoning classification of the site? [help]

The current zoning classification for the site is Public Facilities (IP).

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

The current comprehensive plan designation for the site is Public Facilities (PF).

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

Approximately 6,214 square feet of the southeastern segment of the project site is located within the City-designated shoreline jurisdiction of Gibbons Creek and is designated as Urban. An application for shoreline exemption has been submitted to the City. The proposed development within City shoreline jurisdiction falls under the monetary exemption threshold for projects of $6,416.

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

Yes. Five different critical area classifications are mapped for the site. It is subject to a riparian habitat conservation area buffer associated with Campen Creek that extends 300 feet from the ordinary high water mark of the creek and affects the northeastern corner of the project site. In addition, a large portion of the northern part of the site (see site plans in Attachment A) is mapped as a non-riparian biodiversity area by Clark County. However, according to the critical area report (Attachment F), this area does not meet the definition of a biodiversity area and corridor and should not be regulated as such. In addition, while the 300-foot riparian buffer of Gibbons Creek is mapped on the site, the buffer does not extend onto the project site because SE Sunset View Road functionally separates the buffer from the site.

There is also a critical area attributed to potential landslide hazards associated with slopes greater than 15 percent on the project site as mapped by Clark County Online Maps. However, according to the

geotechnical site investigation (Attachment G), this area does not meet the definition of a landslide hazard area.

Lastly, the site is within a Category II CARA, and would require a CARA permit subject to a Type II review by the City per WMC 16.04.050.4(D). This project is considered a permitted activity by permit per WMC 16.04.050.10.a(xv).

Thus, of the five critical areas mapped on the site, only two – the Campen Creek riparian buffer and the CARA – actually exist on the site.

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

Approximately 31 people would work at the new bus maintenance facility.

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

No houses exist on the subject site; therefore, the project would not displace anyone.

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

No displacement would occur with this project, so no mitigation measures are proposed.

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

The site has a Public Facility comprehensive plan designation. The proposed use (public use) on the project site is allowable in a Public Facilities zone per WMC 18.44.020, Permitted Uses, and is compatible with existing and projected land uses and plans.

The project is within the shoreline jurisdiction (Urban Environment) associated with Gibbons Creek. The proposed use of the shoreline (landscape area associated with a public use) is allowed in the Urban Environment. A permit for a shoreline exemption has been submitted to the City for a proposed dollar amount under the threshold for substantial development permits. The development activities taking place within shoreline jurisdiction fall within exempt monetary values, according to City staff.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There is no agricultural or forest land of long-term significance nearby that would warrant measures to ensure compatibility, so no measures are proposed.

9. Housing

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

This project would not provide housing.

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

This project would not eliminate any housing units.

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

There are no housing impacts attributed to this project, so no measures are proposed.

10. Aesthetics

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 bus maintenance facility would be the tallest structure on the project site, with a maximum height of approximately 25'-10".

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

There are two single-family homes adjacent to the project site whose views would likely be affected by the proposed development. The current views from these homes when looking towards the project site are of blackberry bushes and other growing shrubs and trees. Once the project is complete, the view of the two single-family houses would be of the new bus maintenance shop, the bus storage lot, the security fence, landscaping, and the manual gate located on the proposed driveway connection to SE Sunset View Road.

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

This project would be subject to, and comply with, dimensional and design standards per WMC sections 18.32.030, Lot Performance Standards; 18.48, Landscaping and Buffer Requirements; and 18.52, Parking and Loading Regulations. A 5 to 10-foot landscape strip is included along the southern and eastern property boundaries to help screen the project from adjacent properties.

11. Light and glare

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

There is the potential for sunlight reflecting from the school buses, and personal vehicles in the parking lot of the maintenance facility. Glare would be produced from sunlight striking structures and vehicles and reflecting.

Light would be produced by the outside lighting at the facility at night and as buses and workers travelled to and from it. There would also be LED site lighting provided in the bus storage area. Light would be produced in the evening, night, and early mornings and during adverse weather and low light conditions.

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

Light and glare generated by the project would not be significant enough to create a safety hazard, or interfere with views since they would be temporary and depend on the angle of the sun and the time of day.

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

There are no existing off-site sources of light or glare that would affect the proposal. The structures adjacent to the project site are single-family houses and parks. Neither use would produce enough light or glare to have any impact on the project.

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

On-site lighting would be downward directed to reduce light overflow. The bus maintenance facility would operate during daytime hours, so lighting from buses could affect adjacent uses only during the winter when it is dark in the morning and evening (generally November through February, before 7:30 AM and after 4:00 PM).

12. Recreation

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

There are four formal recreation opportunities on and near the project area. George Schmid Memorial Park lies partly within the project site and the adjacent parcel to the west. This park consists of two baseball diamonds, a concession stand, and a large grassy expanse used for other activities. To the north of the project is an adjacent lot that is home to Mable Kerr Park. The park has a trail system that parallels Campen Creek and the northern boundary of the project site. Also to the north lies the Orchard Hills Golf and Country Club. South of the project site is the

Steigerwald Lake National Wildlife Refuge which has an extensive trail system and multiple wildlife viewing areas.

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

This proposal would not displace any existing recreational uses on or off the project site.

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 project would have no impacts to recreational activities on or near the site and no measures to reduce impacts are required.

13. Historic and cultural preservation

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 located on or near the site? If so, specifically describe. [help]

An archaeological survey prepared by Archaeological Investigations Northwest Inc. (AINW) for the project site discussed a previously determined archeology site within the project area. Specific details about the site are contained in the survey report completed by AINW and included as Attachment I to the application package.

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]

Yes. The AINW archaeological survey identified one archaeological site within the project boundaries and it is described in more detail in Attachment I. *The parking lot, and baseball fields have been previously developed by the City.*

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]

On July 23 and 24 and December 1, 2015, AINW supervising archaeologist Karla Hotze, MA, RPA, and AINW staff archaeologists Carmen Sarjeant, PhD, RPA; Dave Cox, BA; Joey Veysey, BA; and Lea Loiselle, BA conducted a pedestrian survey and archaeological shovel testing. The project was under the overall supervision of AINW senior

archaeologist and vice president Jo Reese, MA, RPA. AINW also summarized the results of previous cultural resource studies and research from the Department of Archaeology and Historic Resources (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD). At least 15 studies have been conducted within 0.5 miles of the project area. For more details on the results of previous studies and research conducted by AINW, please see Appendix I to the application submittal. Additionally, consultation with the state Department of Archaeology and Historic Preservation (DAHP) would occur during the City's review of this SEPA. DAHP would be notified and given an opportunity to review and comment on the archaeological survey report, which is included as Attachment I.

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.

As a result of AINW's work, the overall surface area of the identified archaeological site has been reduced. Previous work on the project site has disturbed at least the upper 8 inches of the identified archaeological site, likely from removal of a former orchard and earlier land clearing. The applicant proposes to scrape up to 3 inches of soil from the surface of the site, covering the surface with geotextile fabric, and filling the area with gravel. According to AINW's study, removal of up to 3 inches will avoid the underlying soil that may retain intact archaeological deposits. No further archaeological work is recommended. The project would need to coordinate with DAHP about the need for an Archaeological Site Alteration and Excavation permit prior to ground-disturbing activities within the identified archaeological site. DAHP may request archaeological monitoring during ground-disturbing activities in sensitive areas. AINW recommends that archaeological monitoring in sensitive areas be limited to ground-disturbing activities below 8 inches. Since the project does not plan to scrape that deeply in this area, no monitoring is recommended.

14. Transportation

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]

Evergreen Way runs east/west and borders the southern boundary of the project site. SE Sunset View Road runs north/south and borders the east project site boundary. Evergreen Way is the only existing access and exit point for the project site. The project would utilize the existing entrance/exit to the site and construct a vehicle access point onto SE Sunset View Road. Attachment A contains further details.

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 not served by public transit, but public transit is served in the geographical area. Approximately 900 feet south of the project site, at Addy and 45th Street, there is a C-TRAN bus stop for Route 92.

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

The project proposes to add 36 new bus storage stalls and 36 new parking stalls (including 2 ADA spaces). The project would not remove any existing parking stalls.

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]

According to the transportation impact analysis (Attachment J), the project's transportation impacts would not trigger the need for improvements. All of the safety, volume to capacity, and LOS values are well within the standards; therefore, the addition of the bus maintenance facility would not impact operations at the Evergreen Way/SE Sunset View Road, the Evergreen Way/site access, or the SE Sunset View Road/proposed access intersections enough to require mitigation based on volumes and delay. Thus, the applicant does not propose to provide half-street road improvements. However, to facilitate safe pedestrian travel in the project vicinity, the applicant does propose to construct a 6-foot wide pathway along the northern portion of the site extending southwestward. The pathway would connect to the "Safe Routes to School" pathway at the southwestern and northeastern property boundaries. Additionally, the applicant has agreed to provide a 5 foot right-of-way dedication along 296.32 feet of the east property line bordering SE Sunset View Road in order to attain the 20 foot half-width right-of-way on SE Sunset View Road. Please reference Attachment A for the exact right-of-way dedication location.

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

The project would not use any water, rail, or air transportation. However, the project is located in the vicinity of a railroad. The BNSF tracks lie approximately 130 feet south of the project site.

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 non-passenger vehicles). What data or transportation models were used to make these estimates? [help]

According to a transportation impact study conducted by DKS Associates approximately 338 vehicular trips would be generated throughout a typical work day. Pre-AM peak hour trips would total 42 trips, AM peak hour trips would total 81 trips, post-AM peak hour trips would total 84 trips, midday peak hour trips would total 84 trips, post-midday peak trips would total 40 trips, and PM peak trips would total 7 trips. Most of these trips would be generated by the school buses leaving and entering the storage lot during school days. More details on the transportation models used for these predictions can be found in the transportation impact analysis, which is included as Attachment J.

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.

The project would not interfere with, affect, or be affected by, the movement of agricultural or forest products on roads near the project area. Large trucks do use Evergreen Way which provides access to the project site, but no effect would occur to the movement of these products because of the project.

g. Proposed measures to reduce or control transportation impacts, if any: [help]

There are no proposed measures to control transportation impacts. According to the DKS traffic impact study, the project would not impact current traffic significantly. The study states that the LOS for Evergreen Way would be C during the AM peak hours, B during the Midday peak hours, and B during the PM peak hours. The predicted LOS for this road is well above the minimum LOS E required by the City. Therefore, it is DKS' opinion that no transportation measures would be necessary.

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. [help]

No, the project would not require any increase public services. However, the project would help increase the amount of available public services by developing a bus maintenance shop for the Washougal School District. Increased shop space for bus maintenance would aid the school district in more timely repairs on buses, and provide a larger storage facility for equipment and buses alike.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

No measures are needed to reduce impacts because no measures would occur as a result of this project.

16. Utilities

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 which might be needed. [help]

Utilities required for the project include gas, sewer, electricity, phone, and water. Northwest Natural Gas will provide the gas service, Clark Public Utilities will provide the electrical, City of Washougal is providing both the water and sanitary sewer connection, and telephone and data will be extended from the existing administration building.

C. Signature [HELP]

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. I swear under penalty of perjury that all information provided is true and correct.

Signature: 

Name of signee: Joe Steinbrenner

Position and Agency/Organization: WSD - Facilities Director

Date Submitted: 12/21/15