

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [HELP]

1. Name of proposed project, if applicable:
Totem Pole Road Improvement Project, Phase 1
County Road Project No. 650
2. Name of applicant:
Chelan County Public Works Department
3. Address and phone number of applicant and contact person:
Chelan County Public Works Department
Attn: Jason Detamore, Environmental Manager
316 Washington Street, Suite 402
Wenatchee, WA 98801
(509) 667-6415
Jason.Detamore@co.chelan.wa.us
4. Date checklist prepared:
June 2024
5. Agency requesting checklist:
Chelan County
6. Proposed timing or schedule (including phasing, if applicable):
As a result of construction funding, the project will be broken into two phases. Phase 1, which predominately includes drainage improvements, is located along Totem Pole Road from approximately 200 feet north of Green Avenue to Manson Boulevard and continuing from Manson Boulevard down Harris Avenue to Lake Chelan, will occur in 2026. Phase 2, will be between Green Avenue and Hill Street along Totem Pole Road and occur at a later date.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
As detailed in above, Phase 2 of the Totem Pole Improvement Project may occur at a later date. Question 11 below details project related activities.

The underground stormfilter vault (see Question 11 below for additional information on this structure) is designed to be expanded upon in the future to accommodate additional stormwater from other roadway improvements in the area. These roadway improvements are not known at this time.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
The following environmental documents have been and/or may be prepared and available upon request.
 - Cultural Resources Section 106 investigation
 - Geotechnical and soils report
 - Hydraulics/stormwater drainage report
 - Environmental Classification Summary (ECS)/NEPA Categorical Exclusion with required documentation
 - Spill prevention plan

- Stormwater Pollution Prevention Plan (SWPPP), if necessary
- Construction Stormwater Permit, if necessary
- Section 7 (Endangered Species Act) consultation
- Joint Aquatic Resource Permit Application (JARPA)
- Shoreline Substantial Development Permit/Variance
- SEPA Environmental Checklist for Phase 2 (at a later date)

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No known applications are pending directly affecting the project area.

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

In addition to the summary in Question 8, a right-of-way certification and WA State Labor and Industries permit (electrical) may be required.

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.)

Existing Conditions/Proposed Project

Currently, Totem Pole Road is a narrow, winding road with steep grades, little-to-no shoulders, and a lack of non-motorized connectivity. The road is difficult to navigate with limited sight distance in places. Roadway width varies from 18 to 28 feet with average daily traffic averaging less than 500 vehicles per day.

Most stormwater along Totem Pole Road is collected by ditches and culverts on either side of the road, which ends where Totem Pole Road intersects with Green Avenue. An existing underground stormwater system, consisting of pipes and catch basins at Wapato Way, collects runoff from Totem Pole Road and conveys it southwest in a 12-inch-diameter pipe down Harris Avenue, where it terminates at the intersection of Harris Avenue and Pedoi Street. At this point, the 12-inch concrete pipe discharges stormwater down a rock lined swale into Lake Chelan. Presently, water quality treatment is not provided for the stormwater in this basin.

The primary purpose of the project is to reconstruct Totem Pole Road from milepost 0.00 to 0.71, which includes roadway stabilization and widening, sidewalk and ramp installation, retaining walls, drainage improvements, illumination, and guardrail installation with other safety improvements. Drainage improvements will extend down Harris Avenue to mile post 0.37, where an existing outfall to Lake Chelan is located. Acquisition of right-of-way is required for this project.

Totem Pole Road Improvement Project - Phase 1

Phase 1 will be located along Totem Pole Road from approximately 200 feet north of Green Avenue to Manson Boulevard and continuing from Manson Boulevard down Harris Avenue to Lake Chelan. Between Green Avenue and Manson Boulevard, Totem Pole Road is proposed to be widened to 40 feet, which includes sidewalk and bike lane on both sides of the roadway and two 11-foot travel lanes. Between Manson Boulevard and Lake Chelan, only the pavement on Harris Avenue will be replaced.

In addition, this phase proposes to collect runoff from Totem Pole Road via new catch basins and a new stormwater mainline ranging from 12- to 48-inches in diameter. The existing underground stormwater system, consisting of pipes and catch basins at Wapato Way and continuing down Harris Avenue, will be replaced with larger diameter pipes and additional catch basins.

The project design includes a water quality treatment facility. The selected alternative for stormwater treatment is an end-of-system treatment option within the public right-of-way at the west end of Harris Avenue in an 8-foot by 24-foot underground Contech StormFilter vault with 31 PhosphoSorb media-filled cartridges that trap and filter total suspended solid particles and phosphorus. Stormwater runoff will be routed and passed through this treatment vault, where then it will be conveyed 190 feet in a new 48-inch pipe to a new riprap outfall pad (or similar) sized to manage the 100-year peak flow, where then, it will ultimately discharge into Lake Chelan.

Work within Lake Chelan's 200-foot regulated shoreline is limited to the following activities:

- 180 feet of new 48-inch stormwater pipe;
- Removal of the existing rock lined swale and stormwater pipe;
- Placement of a new 30-foot wide by 20-foot long riprap outfall pad (or similar);
- Safety post and pole fencing around the riprap outfall pad (if necessary); and
- Restoration of all disturbed areas with residential type grass.

No in-water work or work below the ordinary high water line of Lake Chelan is proposed. Additionally, similar as before the project, the shoreline area will remain a public access point to Lake Chelan. Right-of-way acquisition and/or temporary construction easements may be required for this phase of the project.

Totem Pole Road Improvement Project – Phase 2

Phase 2, occurring at a later date, will be between Green Avenue (mile post 0.16) and Hill Street (mile post 0.71) along Totem Pole Road, which includes roadway stabilization and widening, sidewalk and ramp installation, retaining walls, drainage improvements, illumination, and guardrail installation with other safety improvements. Drainage improvements for this phase proposes to collect runoff from Totem Pole Road via new catch basins and a new stormwater mainline ranging from 12- to 36-inches in diameter and connect into the Phase 1 improvements, which extends down Harris Avenue to Lake Chelan. Acquisition of right-of-way and/or temporary construction easements are required for this phase of the project.

A SEPA environmental review will be completed at a later addressing this phase of the project.

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.

The Totem Pole Improvement Project is located in Manson, WA. See Vicinity Map.

Township 28 North, Range 21 East, Section 35

B. Environmental Elements [\[HELP\]](#)

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

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

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

An approximate 5% slope on Totem Pole Road exists.

- 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.

Antilon Gravelly Sandy Loam, 3 to 8 percent ¹

Chelan Gravelly Sandy Loam, 8 to 15 percent

Chelan Bouldery Sandy Loam, 25 to 45 percent

¹. According to the USDA, these soils are considered "Farmland of Statewide Importance"

The project is improving an urbanized area, which means these significant soils have been previously disturbed/altered.

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

No areas are no known geohazard or landslide hazard areas within the immediate vicinity. Additionally, no surface indicators of unstable soils are present.

- 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.

For phase 1, construction of the project will require approximately 1,400 cubic yards of excavation and 520 cubic yards of fill. Fill will be suitable material found onsite. All material is required to be in compliance with the most recent WSDOT *Standard Specifications for Road, Bridge, and Municipal Construction* manual. The contractor will be responsible for the disposal of excess and unsuitable material outside the project site adhering to project specifications.

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

Yes, erosion could occur as a result of the project from exposed cut/fill areas. However, measures will be in place to reduce and control erosion and addressed in the temporary erosion and sediment control plan and, if required, the Stormwater Pollution Prevention Plan (SWPPP). These measures will be in place until the site is stabilized.

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

Phase 1:

Existing impervious surface: 99,000 square feet (2.27 acres)

Proposed new impervious surface: 2,700 square feet (0.06 acres)

Proposed replaced impervious surface: 36,000 square feet (0.83 acres)

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

Erosion and sedimentation will be controlled through the implementation of temporary erosion and sediment control (TESC) measures and best management practices (BMPs) utilizing the Department of Ecology's *Stormwater Management Manual for Eastern Washington* and the WSDOT's *Highway Runoff Manual* as guidance. The Department of Ecology's Construction Stormwater Permit may be obtained, thus requiring a Stormwater Pollution Prevention Plan (SWPPP) to be prepared for this project that will discuss appropriate means to reduce and control potential erosion impacts before, during, and after construction. The SWPPP will be created before project construction is initiated and appropriate TESC measures and BMPs will be in place before earthwork begins.

Alterations of the SWPPP over the duration of the project may be required to eliminate any potential erosion impacts and sediment-laden runoff leaving the project site.

Some examples of TESC measures and BMPs that may be implemented for this project include: detailing the project limits on the construction plans, straw wattles, silt fencing, check dams, erosion control blankets, stabilized culvert outfalls, culvert/catch basin inlet protection, high visibility fencing, detention/retention ponds, hydroseed, and grass lined swales.

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.

Minor dust, internal combustion engine emissions, and odors typical of diesel equipment may be in the air during construction. After the project is complete, air emissions typical of any other surrounding roadways will be present, which includes dust and engine emissions. All construction emissions will be short term and not present once the project is complete.

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

No known offsite sources of emissions or odor will affect this project.

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

BMPs will be implemented during construction activities to reduce and control air emissions. These practices may include watering exposed soils, sweeping street surfaces, minimizing soil exposed to wind, using rock base course where feasible, using construction equipment equipped with standard mufflers, and turning off equipment when not in use.

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

- 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.

Lake Chelan (Type S) is located immediately below Harris Avenue, within the project area. The confluence between Lake Chelan and the Columbia River is approximately 6 miles from the project area.

- 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.

The project is within 200 feet of Lake Chelan. Work adjacent to Lake Chelan is limited to the following activities:

- 180 feet of new 48-inch stormwater pipe;
- Removal of the existing rock lined swale and stormwater pipe;
- Placement of a new 30-foot wide by 20-foot long riprap outfall pad (or similar);
- Safety post and pole fencing around the riprap outfall pad (if necessary); and
- Restoration of all disturbed areas with residential type grass.

No in-water work or work below the ordinary high water line is proposed.

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.

No fill or dredge material will be placed in or removed from surface waters or wetlands.

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

No surface water withdrawals or diversions are needed for this roadway improvement project.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. The project is not within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No discharges of waste materials to surface waters will enter surface waters.

b. Ground Water: [\[help\]](#)

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.

The project does not propose to withdraw any groundwater from a well. A water truck will likely be utilized for different aspects of the project and will be filled by using adjacent fire hydrants.

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.

No waste material is proposed to be discharged into the ground from septic tanks or other 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.

Stormwater runoff from the proposed project will be treated in compliance with the design standards set forth in the WSDOT *Highway Runoff Manual* (WSDOT 2019) and/or the Washington State Department of Ecology *Stormwater Management Manual for Eastern Washington* (Ecology 2019).

Proposed Project- Stormwater Improvements

The project proposes to collect runoff from Totem Pole Road via new catch basins and a new stormwater mainline ranging from 12- to 48-inches in diameter. The existing underground stormwater system, consisting of pipes and catch basins at Wapato Way and continuing down Harris Avenue, will be replaced with larger diameter pipes and additional catch basins.

The project design includes a water quality treatment facility. The selected alternative for stormwater treatment is an end-of-system treatment option within the public right-of-way at the west end of Harris Avenue in an 8-foot by 24-foot underground Contech StormFilter vault with 31 PhosphoSorb media-filled cartridges that trap and filter total suspended solid particles and phosphorus. Stormwater runoff will be routed and passed through this treatment vault, where then it will be conveyed 190 feet in a new 48-inch pipe to a new riprap outfall pad sized to manage the 100-year peak flow, where then, it will ultimately discharge into Lake Chelan.

The stormwater design report for this project provides further details.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.
Project waste materials are not anticipated to enter ground or surface waters as a result of this project. As stated in Question c.1 above, stormwater will be treated in a water quality vault and, once treated, discharged into Lake Chelan.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.
When this project is complete, drainage within the project area will be altered with the addition of a system to capture (catch basins), convey (underground piping) and treat (water quality vault) stormwater runoff, but will follow a similar drainage path – ultimately discharging to Lake Chelan.

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

As stated in Question c.1 above, the installation of an appropriately sized stormwater system will prevent uncontrolled runoff flowing through the area.

4. **Plants** [help]

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

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

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

The project area is considered urban, with the majority of the land in a developed state. Therefore, residential landscaping such as grass (lawn) and minor tree/shrub removal will be necessary for this project.

- c. List threatened and endangered species known to be on or near the site.
According to the DNR database and WDFW's Priority Habitat and Species website, there are no known threatened or endangered plant species known to be on or near the site.
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
Once the project is complete, any exposed soils may be stabilized with hydroseeding and/or native plants/landscaping matching adjoining properties. Any exposed soils elsewhere in the project area with a high risk of erosion may be stabilized with erosion fabric and hydroseeding.
- e. List all noxious weeds and invasive species known to be on or near the site.
There are no known noxious or invasive species known to be on or near the site.

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.

Examples include:

birds: , , , , other:
 mammals: , bear, elk, beaver, other:
 fish: bass, , , herring, shellfish, other:

- b. List any threatened and endangered species known to be on or near the site.
Within Lake Chelan, there are no known threatened and endangered species present. However, Chelan County will consult with the USFWS and NOAA Fisheries before the project begins.
- c. Is the site part of a migration route? If so, explain.
According to WDFW's Priority Habitat and Species website, there no known migration routes in the project area.
- d. Proposed measures to preserve or enhance wildlife, if any:
None proposed at this time.
- e. List any invasive animal species known to be on or near the site.
None known at this time.

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.
Once the project is complete, electricity may be needed for illumination of the roadway.
- b. Would your project affect the potential use of solar energy by adjacent properties?
If so, generally describe.
No, the completed project replacement will not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal?
List other proposed measures to reduce or control energy impacts, if any:
- LED illumination will be utilized in street lighting in order to conserve energy.
 - A sidewalk and/or a wider shoulder will be provided in a portion of the project corridor to encourage pedestrian use.

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.

Environmental health hazards typical of any roadway use will be present as a result of this project. Emergency response professionals in Chelan County are trained to respond to environmental health hazards if they were to occur.

- 1) Describe any known or possible contamination at the site from present or past uses.
No known contamination within Chelan County right-of-way. According to the Department of Ecology website, several voluntary cleanup sites are present in the Manson vicinity. These are due to being former orchard lands and the soil may consist of elevated lead and arsenic. The county's roadway improvement project will not impact these sites or cleanup operations.
- 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.
No existing hazardous chemicals/conditions are known to be present that might affect project development.
- 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.
Chemicals typical of roadway construction will be onsite during construction on a short-term basis. These chemicals may include, but not limited to, petroleum products, hydraulic fluid, asphalt, roadway striping painting, etc. These products are required to be staged a minimum of 200 feet from surface waters. Once the project is complete, any staged chemicals will be removed.

No toxic or hazardous chemicals will be stored, used, or produced during the operating life of the proposed project.
- 4) Describe special emergency services that might be required.
Roadway construction, such as the proposed project, typically does not require special emergency services.
- 5) Proposed measures to reduce or control environmental health hazards, if any:
Measures to reduce or control environmental health hazards will be addressed in the spill prevention plan, which will be required to be developed before the project begins. The spill prevention plan will detail what to do if a spill were to occur and spill cleanup/notification procedures.

b. Noise

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

There are no known noise sources in the project area that are anticipated to affect this project. Within the project area, single-family residential, commercial/industrial uses, and a church exist. Traffic from the arterial roadways is the dominant noise source in the vicinity.

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.

Construction of the roadway improvements will result in an increase in construction noise. Noise levels from construction activities are expected to range from 70 to 95 dBA at locations 50 feet from the activities, however will be short-term and terminate once the project is complete. There are no city or county noise regulations that are applicable to the project operation or construction. Daytime construction noise is exempt from regulations in the Washington Administrative Code.

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

The following is a list of potential construction noise mitigation measures that could be implemented as part of this project:

- Require all engine-powered equipment to have mufflers that were installed according to the manufacturer's specifications.
- Require all equipment to comply with pertinent EPA equipment noise standards.
- Limit jackhammers, concrete breakers, saws, and other forms of demolition to daytime hours of 7:00 a.m. to 7:00 p.m. on weekdays, with more stringent restrictions on weekends.
- Minimize noise by regular inspection and replacement of defective mufflers and parts that do not meet the manufacturer's specifications.
- Locate stationary construction equipment as far from nearby noise-sensitive properties as possible.
- Shut off idling equipment.
- Reschedule construction operations to avoid periods of noise annoyance identified in complaints.
- Notify nearby residents whenever extremely noisy work would be occurring.
- Use broadband back-up alarms or restrict the use of back-up beepers during evening and nighttime hours and use spotters. In all areas, Occupational Safety and Health Administration (OSHA) will require back-up warning devices and spotters for haul vehicles.
- Additional noise mitigation measures might be implemented as more details on the actual construction processes are identified.

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.

The current site is an existing county right-of-way that contains a roadway. Adjacent to the roadway, single-family residential, commercial/industrial uses, and a church exist. Undeveloped land is also found in the area. Once complete, the roadway improvement project will not affect current land uses on nearby or adjacent properties.

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?

The project site has not been used as working farmlands or working forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the completed project will not affect or be affected by surrounding working farms or forest land business operations. When the project is completed, it will assist in getting orchard/agriculture deliveries to distribution warehouses in a more efficient manner.

c. Describe any structures on the site.

There are no structures on the site.

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

No structures will be demolished.

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

Urban Residential 3 (UR3), Downtown Commercial (CD), and Urban Residential 2 (UR2)

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

Urban Residential 3 (UR3), Downtown Commercial (CD), and Urban Residential 2 (UR2)

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

Lake Chelan shoreline adjacent to Harris Avenue is classified as urban.

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

Work will occur adjacent to Lake Chelan, which is considered a critical area

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

Not applicable.

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

Not applicable.

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

Not applicable.

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

Once complete, the project will not change any land use classifications in the area.

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

There are no impacts to agricultural and forest lands of long-term commercial significance, therefore there are no measures to reduce or control impacts are proposed.

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

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

The project will not create any housing units.

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

Not applicable.

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

Not applicable.

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?

Not applicable.

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

None.

- b. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable.

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

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

Roadside illumination is proposed at intersections to increase safety within the project area. Illumination will be provided at night.

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

Light and glare from the project should not be a safety hazard or interfere with views.

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

Off-site sources of light or glare are not anticipated to affect the project.

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

None proposed.

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

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

Biking, running, and walking are all available within the vicinity of the project. Lake Chelan also provides numerous water recreational opportunities throughout the year.

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

The proposed project will not displace any existing recreational uses. Once the project is complete, a portion of the project will include sidewalks and/or wider shoulders that may encourage increased recreational use.

The area southwest of the intersection of Harris Avenue and Pedoi Street is a public access point to Lake Chelan. A relocated and replaced stormwater outfall pipe and

riprap outfall (or similar) will be installed. If necessary, fencing will be provided for public safety. It will remain as an access point when the project is complete.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
None proposed. After short term impacts during construction, once the project is complete, historic recreational opportunities will continue as before the project started.

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.

Thirteen historic structures were recorded and evaluated, two of which are eligible for listing in the National Register of Historic Places and was concurred by DAHP. Neither of the two historic structures eligible for listings will be impacted by the project.

- 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.

On December 29, 2023, a cultural resource assessment and report (Perteet, DAHP Project: 2023-08-04829) was completed for Phase 1 and 2 of the Totem Pole Road Improvement Project. The assessment was developed to identify any previously recorded archaeological or historic sites in the project location and to evaluate the potential for the project to affect cultural resources. Archaeologists conducted a pedestrian survey of the project and excavated two shovel test probes within the identified area of potential effect (APE) and determined that there's a highly unlikely probability for preserved cultural materials or deposits for the majority of the project corridor. However, the southern-most end of the APE between the Lake Chelan shore and the south shoulder of Harris Avenue has the potential of containing preserved cultural materials. Therefore, onsite archaeological monitoring for ground disturbance from the intersection of Harris Avenue and Wapato Way to the Lake Chelan shoreline is recommended. These findings were sent to interested Tribes and SHPO for review, comments, and concurrence with the findings.

- 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.

Chelan County hired a consulting team with experience in transportation-related cultural resource investigations. Perteet's assessment methods consisted of review of available project information provided by Chelan County Public Works, local environmental, cultural, and historical information, and records on file at Department of Archaeology and Historic Preservation, as well as field investigations. In addition, Washington State Department of Transportation and Perteet contacted cultural resources staff at DAHP, the Colville Confederated Tribes and the Yakama Nation to inquire about any project specific concerns and the findings of the investigation.

- 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.

The cultural resource report recommended archaeological monitoring for ground disturbance from the intersection of Harris Avenue and Wapato Way to the Lake Chelan

shoreline. An inadvertent discovery plan will be implemented throughout the duration of ground disturbing activities.

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.
See enclosed vicinity map.
- 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?
The project area is serviced by public transit in Manson. In downtown Manson is a Link Transit bus stop on Route 21. The proposed project will not impact this public transit option, however project information will be relayed to Link Transit in order to keep them informed.
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?
The project will not create parking, nor eliminate 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).
As detailed in the project descriptions, Phase 1 will be located along Totem Pole Road from approximately 200 feet north of Green Avenue to Manson Boulevard and continuing from Manson Boulevard down Harris Avenue to Lake Chelan. Between Green Avenue and Manson Boulevard, Totem Pole Road is proposed to be widened to 40 feet, which includes sidewalk and bike lane on both sides of the roadway and two 11-foot travel lanes. Between Manson Boulevard and Lake Chelan, only the pavement on Harris Avenue will be replaced.
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
The project will not use 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?
Currently, it is estimated that the average daily traffic volume on Totem Pole Road is less than 500 vehicles. It is anticipated that once the Totem Pole Road Improvement Project is complete, traffic numbers will remain similar to before the project. A noticeable increase in traffic volume on an urban minor collector road is not expected. No transportation models or predictions have been created as a result of this project.
- 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.
The proposal will not interfere with, affect or be affected by the movement of agricultural and forest products. There are a number of roadways that can be utilized to bypass the project area during construction.
- i. Proposed measures to reduce or control transportation impacts, if any:
During construction, flagger controlled traffic may be in place at times. Once the project is complete, transportation impacts should not occur. Realignment of intersections or

alteration of traffic driving patterns within the project area is being investigated and may occur to improve traffic flow.

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.
Once this project is complete, it will be similar to existing conditions (i.e. infrastructure) and is not anticipated to need an increase in public services.
- b. Proposed measures to reduce or control direct impacts on public services, if any.
No measures are proposed.

16. Utilities [help]

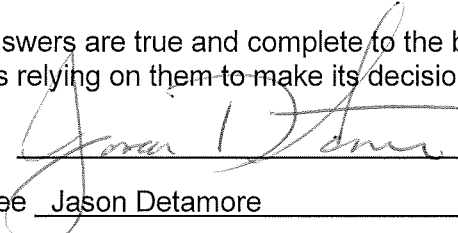
- a. Circle utilities currently available at the site:
 electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other fibre/cable.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
At this time, no additional and/or improvements to the existing utilities are proposed. Once the project is complete, the public will continue to have the utility services that they presently have.

During construction, there may be periodic intermittent utility outages needed to complete the proposed work.

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.

Signature: _____

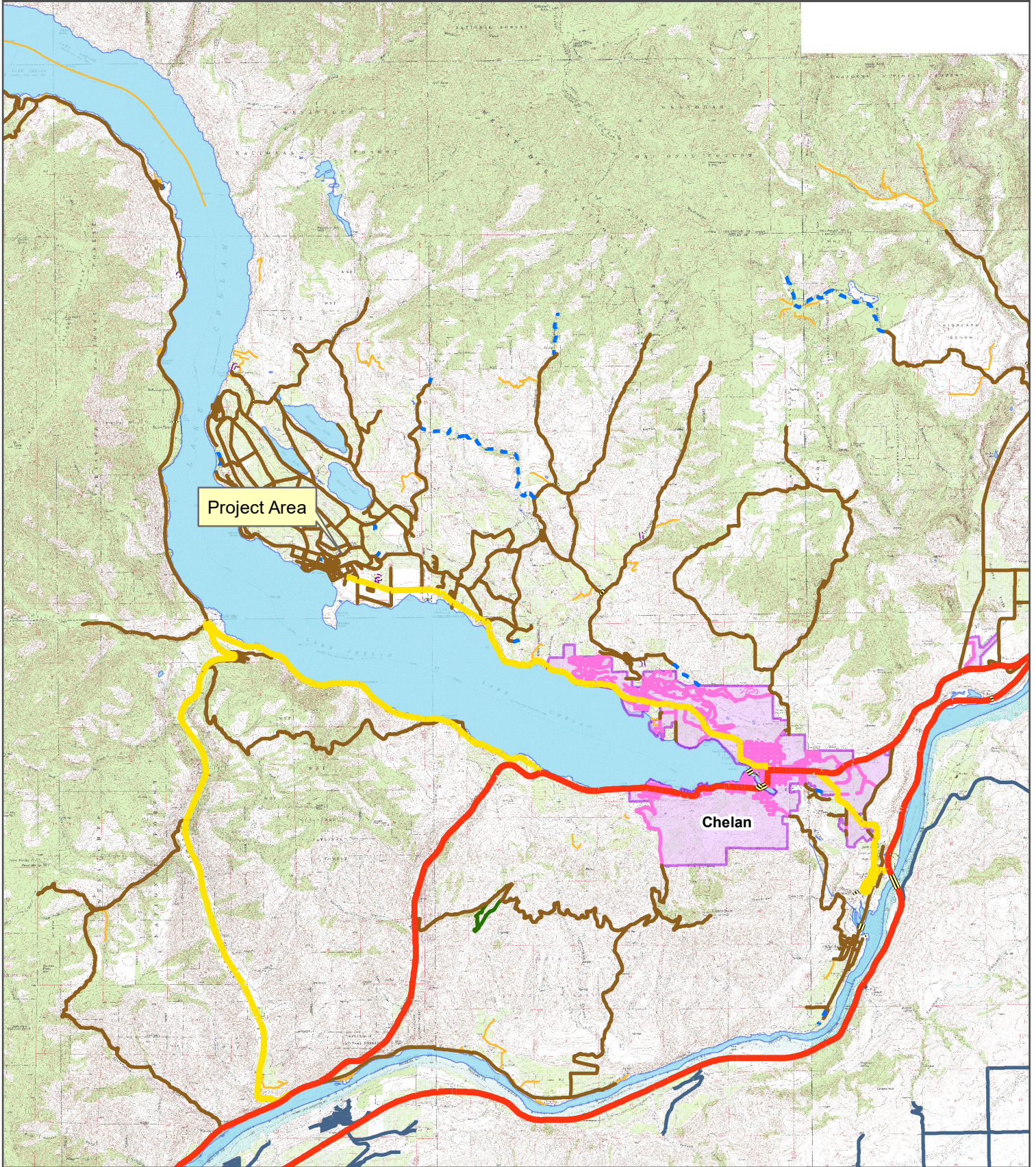


Name of signee Jason Detamore

Position and Agency/Organization Environmental Manager – Chelan County Public Works Department

Date Submitted: JUNE 11, 2024

CHELAN COUNTY PUBLIC WORKS



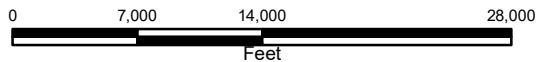
Project Area

Chelan



Totem Pole Road Improvement Project

Vicinity Map



This map is a graphic representation derived from Chelan County's Geographic Information System. It is designed and intended for reference only. Chelan County does not warrant, guarantee, or accept liability for the accuracy, timeliness, or completeness of any information provided therein. Users shall be responsible to independently verify all information contained in this map.



Print Date: 8/8/2023



Phase 2

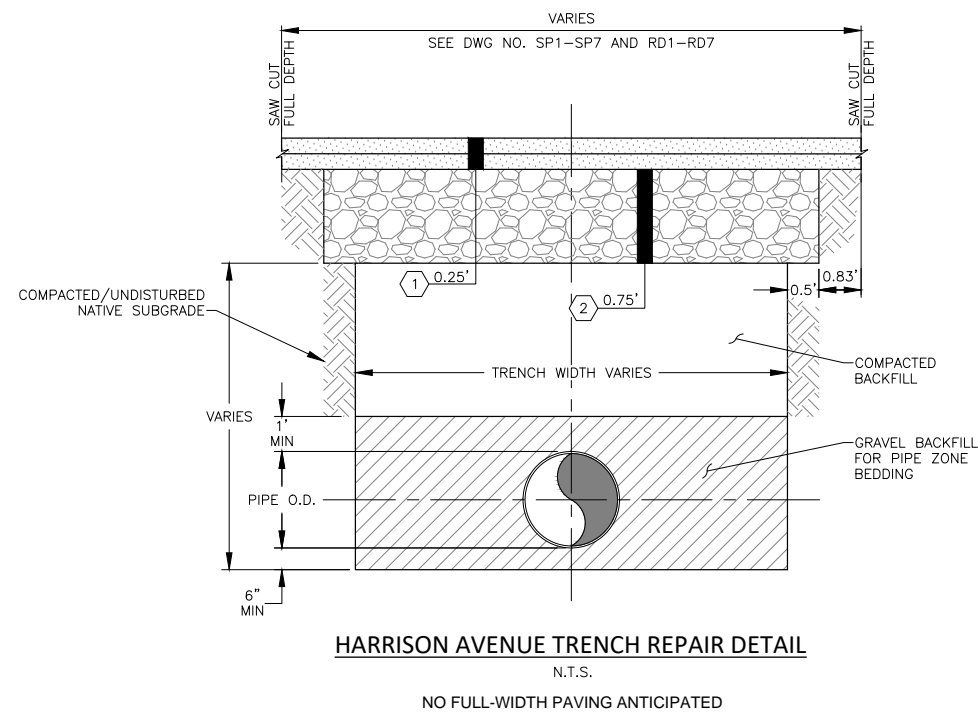
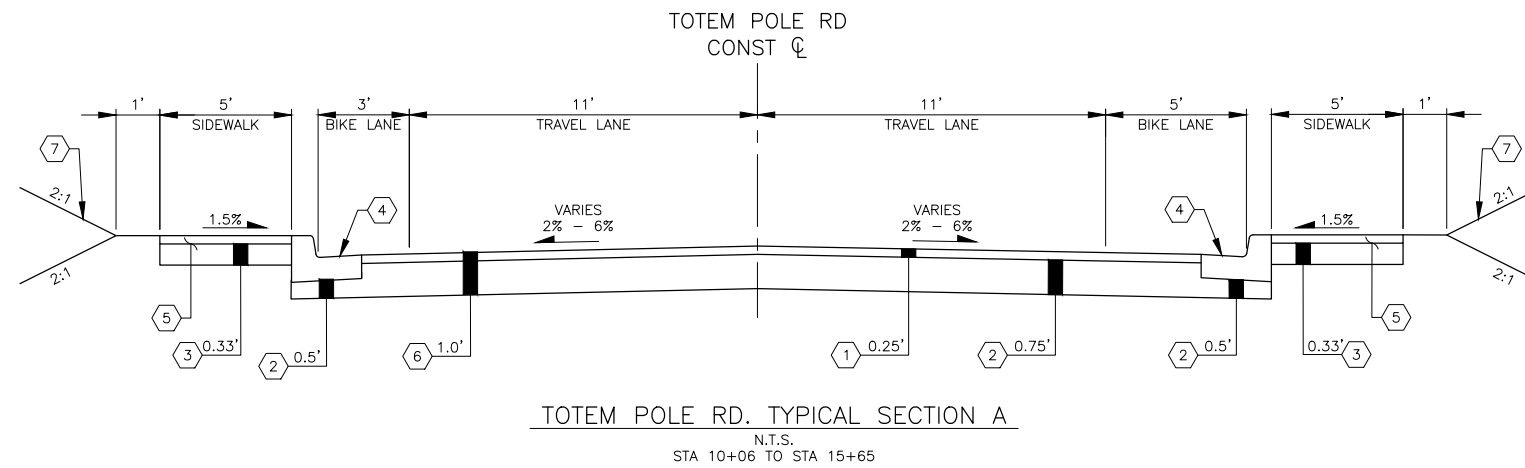
Phase 1 (2026)

CONSTRUCTION NOTES:

- ① HMA CL 1/2 IN. PG 64H-28
- ② CRUSHED SURFACING BASE COURSE (SEE NOTE 5)
- ③ CRUSHED SURFACING TOP COURSE
- ④ CEMENT CONC. TRAFFIC CURB AND GUTTER PER WSDOT STD PLAN F-10.12
- ⑤ CEMENT CONC. SIDEWALK PER WSDOT STD PLAN F-30.10-04.
- ⑥ ROADWAY EXCAVATION INCL. HAUL (SEE NOTE 3).
- ⑦ LANDSCAPE RESTORATION

GENERAL NOTES:

- 1. SEE DWG. NO. WP1-WP9 FOR WALL PLAN AND PROFILE INFORMATION.
- 2. ALL DEPTH SHOWN ARE COMPACTED DEPTHS.
- 3. THE CONTRACTOR SHALL PULVERIZE EXISTING PAVEMENT AND BASE TO A DEPTH OF 9 INCHES PRIOR TO INSTALLATION OF CRUSHED SURFACING BASE COURSE OR HMA. SEE SPECIAL PROVISION "PULVERIZED PAVEMENT".
- 4. ROADWAY WIDTHS AND GRADES DO NOT APPLY AT INTERSECTIONS. PAVEMENT DEPTHS DO APPLY AT INTERSECTIONS. SEE DWG. NO. PV1-PV7 FOR VARYING PAVEMENT WIDTHS AND DWG. NO. CR1-CR7 FOR CURB RETURN GRADING.
- 5. CRUSHED SURFACING BASE COURSE QUANTITIES ARE BASED ON ASSUMPTIONS THAT 50% CAN BE REPLACED WITH COMPACTED, PULVERIZED PAVEMENT.



DRAFT - FOR PERMITTING

Apr 25, 2024 - 9:33am nancy.eaton C:\pw_scd_workingdir\esbomcon\pwr\pw-01\trancy.eaton\pwr\pwr-01\RS-SS.dwg Layout Name: RS1

No.	Date	Revision	By	Appr.

PERTEET
123 OHME GARDEN ROAD, SUITE 8
WENATCHEE, WA 98801
800.615.9900

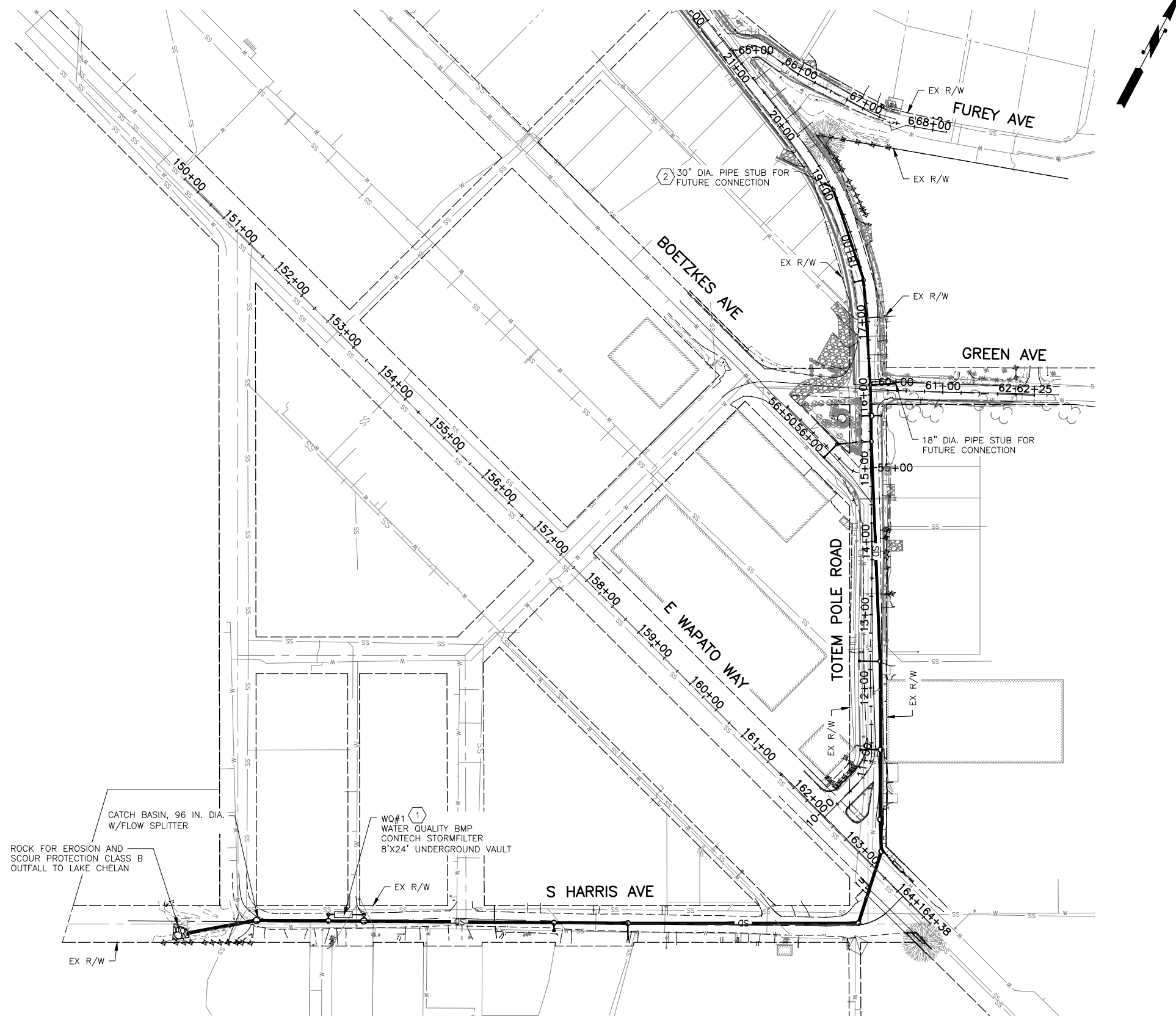


Drawn By N. EATON	Date 4/2024
Designed By P. EICHERT	4/2024
Checked By R. CAMERON	4/2024
Approved By J. SAUGEN	4/2024

CRP #650
Project Number

CHELAN COUNTY
TOTEM POLE ROAD SOUTH
EXHIBIT 1 - TYPICAL SECTIONS

Drawing No. **RS1**
Sheet No. _____
of Total



CONSTRUCTION NOTES:

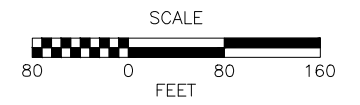
- 1 CONTRACTOR TO INSTALL 40 PSORB CONTECH FILTER CARTRIDGES IN STORMFILTER VAULT. VAULT CAN HOLD UP TO 61 CARTRIDGES. ADDITIONAL CARTRIDGES TO BE ADDED (BY OTHERS).
- 2 CONTRACTOR TO PLUG UPSTREAM END OF PIPE STUB.

LEGEND:

- CATCH BASIN, TYPE 1
- CATCH BASIN, TYPE 2, VANED GRATE
- CATCH BASIN, TYPE 2, SOLID LID
- SD STORM DRAINAGE PIPE
- PIPE CAP

GENERAL NOTES:

- 1. DRAINAGE PIPES AND STRUCTURES SHALL FOLLOW WSDOT STD PLANS AND SPECIFICATIONS.



DRAFT - FOR PERMITTING

May 21, 2024 - 3:48pm nancy.esborn C:\pwworking\jms31516\20220011-DR.dwg Layout Name: DR PH 1

No.	Date	Revision	By	Appr.



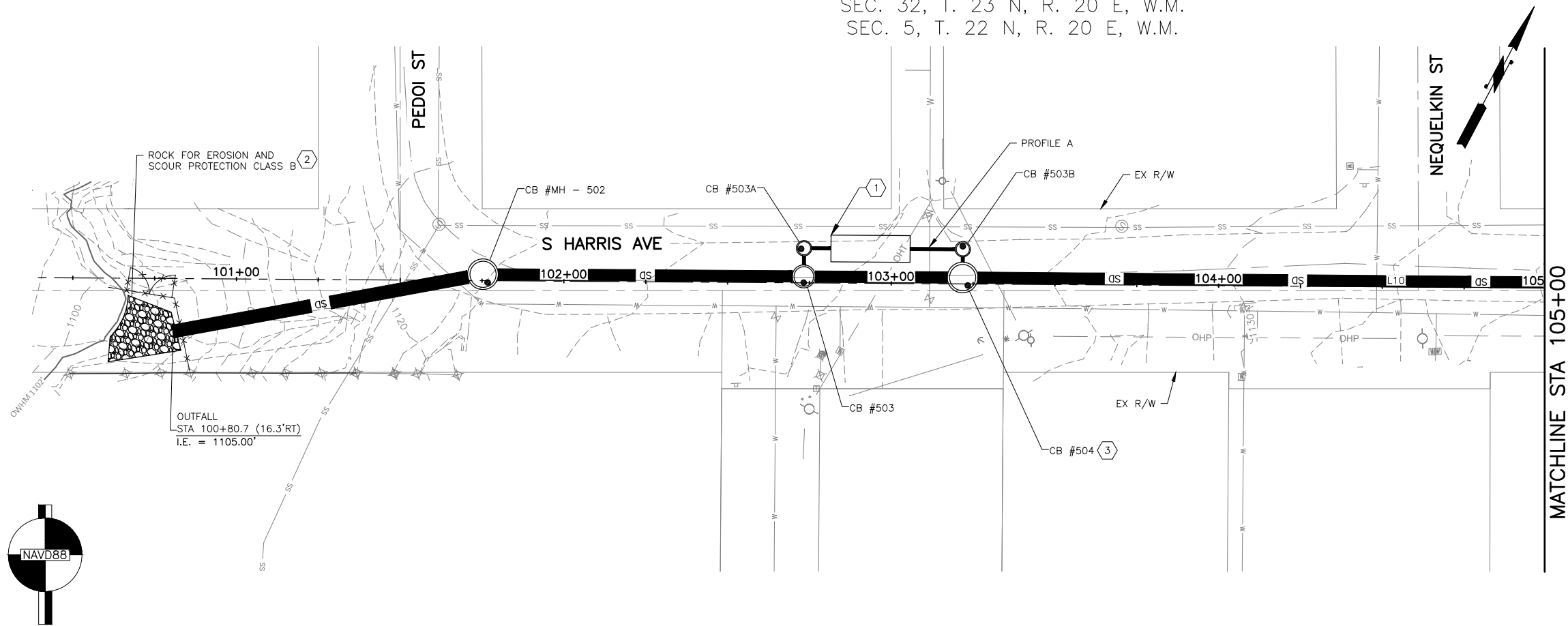
Drawn By: R. PIECHOWSKI
 Designed By: J. GLOVATCHI
 Checked By: J. MONTGOMERY
 Approved By: J. SAUGEN
 Date: 10/2023
 Date: 10/2023
 Date: 10/2023
 Date: 10/2023

CRP #650
 Project Number: 20220011

CHELAN COUNTY
 TOTEM POLE ROAD
 EXHIBIT 2 - DRAINAGE PLAN

Drawing No. DR1
 Sheet No. ---
 of Total ---

SEC. 32, T. 23 N, R. 20 E, W.M.
SEC. 5, T. 22 N, R. 20 E, W.M.



CONSTRUCTION NOTES:

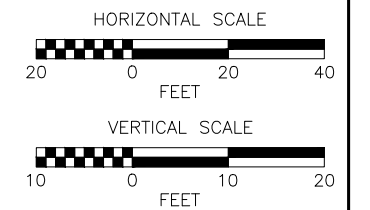
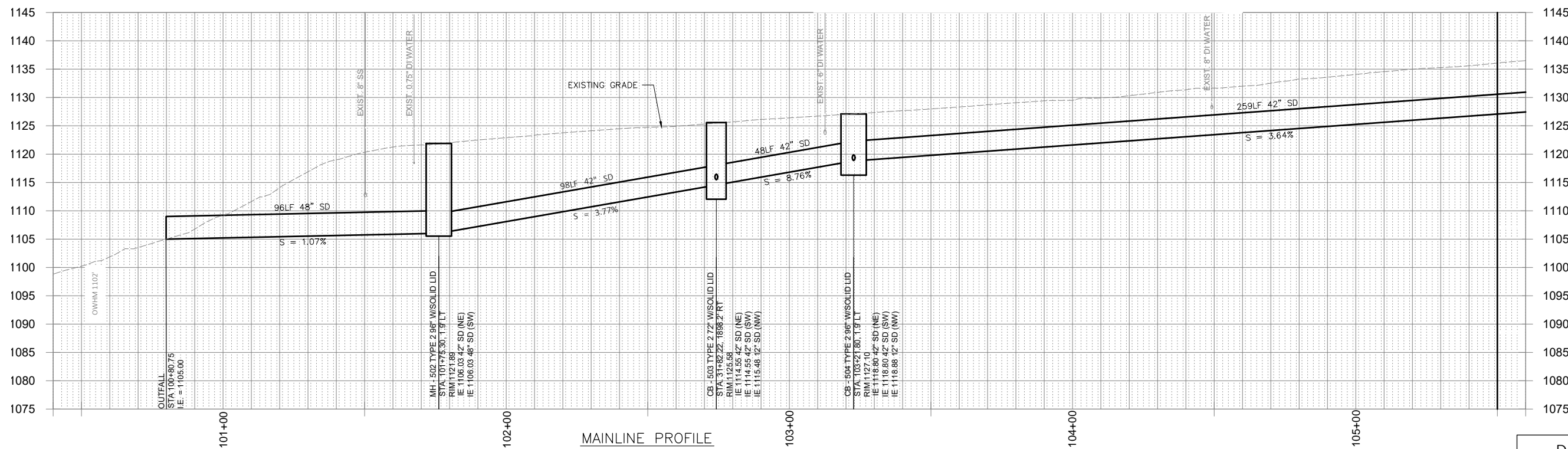
- 1 INSTALL WATER QUALITY FACILITY PER DETAIL ON SHEET DD1.
- 2 CONSTRUCT OUTFALL PAD PER THE PIPE OUTFALL AREA ON SHEET DD2.
- 3 INSTALL FLOW SPLITTER PER THE FLOW SPLITTER DETAIL ON SHEET DD2.
- 4 CONNECT EXISTING PIPE TO PROPOSED STRUCTURE.
- 5 CONNECT DRAIN PIPE TO WALL UNDERDRAIN.
- 6 CONNECT STORM DRAINAGE PIPE TO EXISTING STRUCTURE.

LEGEND:

- CATCH BASIN, TYPE 1
- CATCH BASIN, TYPE 2, VANED GRATE
- CATCH BASIN, TYPE 2, SOLID LID
- STORM DRAINAGE PIPE

GENERAL NOTES:

1. CATCH BASINS AND STORM DRAINAGE PIPING SHALL BE INSTALLED PER WSDOT STD PLANS AND SPECIFICATIONS.
2. VANED GRATES SHALL BE INSTALLED PER WSDOT STD PLAN B-30.30. SOLID LIDS SHALL BE INSTALLED PER WSDOT STD PLAN B-30.70.
3. PIPE LENGTHS ARE HORIZONTAL DISTANCES FROM CENTER OF STRUCTURE, UNLESS NOTED OTHERWISE. INVERT ELEVATIONS ARE DERIVED FROM PIPE SLOPES CARRIED TO THE CENTER OF THE DRAINAGE STRUCTURE.
4. STRUCTURE STATION AND OFFSETS ARE NOTED AT THE CENTER OF STRUCTURE. RIM ELEVATIONS ARE NOTED AT THE CENTER OF GRATE OR LID.
5. ALL STORM DRAINAGE PIPE MATERIAL SHALL BE SCHEDULE A STORM SEWER PIPE UNLESS OTHERWISE NOTED.
6. FOR DRAINAGE PROFILES SEE SHEETS DP1-DP6.



GENERAL NOTES:

1. PIPE LENGTHS ARE HORIZONTAL DISTANCES FROM CENTER OF STRUCTURE, UNLESS NOTED OTHERWISE. INVERT ELEVATIONS ARE DERIVED FROM PIPE SLOPES CARRIED TO THE CENTER OF THE DRAINAGE STRUCTURE.
2. STRUCTURE STATION AND OFFSETS ARE NOTED AT THE CENTER OF STRUCTURE. RIM ELEVATIONS ARE NOTED AT THE CENTER OF GRATE OR LID.
3. ALL STORM DRAINAGE PIPE MATERIAL SHALL BE SCHEDULE A STORM SEWER PIPE UNLESS OTHERWISE NOTED.
4. UTILITY CROSSING ELEVATIONS SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS AND ELEVATIONS PRIOR TO CONSTRUCTION.
5. GROUND ELEVATIONS SHOWN ON PROFILES ARE THE GRADES ABOVE THE CENTER OF PIPE.

DRAFT - FOR PERMITTING

Oct 13, 2023 - 2:44pm saleshg C:\pwworking\goboncom\consulting\pwworking\saleshg\goboncom\2022011-DR.dwg Layout Name: DR1

No.	Date	Revision	By	Appr.



Drawn By S. GOGIA	Date 10/2023
Designed By J. GLOWATCHI	10/2023
Checked By J. MONTGOMERY	10/2023
Approved By J. VAN WIE	10/2023

CRP #650
Project Number 20220011

CHELAN COUNTY	
TOTEM POLE ROAD IMPROVEMENTS	
EXHIBIT 3 - DRAINAGE PLAN AND PROFILE	

Drawing No. DR2
Sheet No. ---
of Total ---