



State Environmental Policy Act  
Mitigated Determination of Non-Significance

**CASE NO:** SEPA 22-09 Camas Food Cart Station

**APPLICANT:** Paul Williams  
6168 NE HWY 99  
Vancouver, WA 98665

**REQUEST:** Construction of an indoor/outdoor eating area with food carts, a drive-thru coffee shop, and a 12,574 square foot commercial building.

---

**Location:** Corner of NW Lake Road and NW Friberg-Strunk

**Legal Description:** SE ¼ of Section 29 Township 2 North, Range 3 East, Camas, WA,  
Parcel Number: 176162000.

**SEPA Determination:** Mitigated Determination of Non-Significance (MDNS)

**Comment Deadline:** **September 8, 2022, at 5:00 p.m.**

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

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

**Determination:**

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

**Date of Publication & Comment Period:**

Publication date of this MDNS is **August 25, 2022 and** is issued under WAC 197-11-350. The lead agency will not act on this proposal until the close of the 14-day comment period, which ends on **September 8, 2022**. Comments may be sent by email to [communitydevelopment@cityofcamas.us](mailto:communitydevelopment@cityofcamas.us) or regular mail to:

City of Camas SEPA Official  
Community Development Department  
616 NE Fourth Avenue  
Camas, Washington 98607

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



\_\_\_\_\_  
**Robert Maul, Interim Community Development  
Director and Responsible SEPA Official**

**August 25, 2022**

\_\_\_\_\_  
**Date of publication**

### SEPA Mitigation Measure for Camas Station (SEPA22-09)

The City of Camas has identified impacts by the proposed project that requires mitigation. In addition to the requirement that the development must comply with all City of Camas zoning and development regulations, the following SEPA condition of approval applies:

#### Traffic and Transportation

Per the Camas Design Standards Manual (CDSM), a Transportation Impact Study is required for the proposed development. A preliminary Traffic Impact Analysis (TIA) was prepared and submitted by the applicant's Engineer. The preliminary TIA was provided to the City of Vancouver's (COV) Sr. Civil Engineer for Streets & Transportation; and Clark County's Traffic Concurrency Engineer, for review comments.

City of Vancouver:

Based on the City of Vancouver's review of the preliminary TIA, the following comment was provided:

The assumption is that "a significant percentage of the 80 PM peak hour trips generated by this site will be traveling to/from the west along SE 1<sup>st</sup> Street to 192<sup>nd</sup> Ave and will therefore have an impact on the City of Vancouver's street system. The City of Vancouver does not need additional intersection analysis, but it is crucial that we capture the fees necessary to mitigate the impacts to our proportionate share projects." **A condition is warranted.**

**Condition: The applicant shall be required to provide trip distribution analysis identifying the number of PM peak hour trips being distributed to the following proportionate share intersections so that the City of Vancouver can calculate the necessary proportionate share fees for intersections noted in the Table below:**

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
NE 192 <sup>nd</sup> Ave & NE 13 <sup>th</sup> St	\$400 per PM peak hour trip		
SE 192 <sup>nd</sup> Ave & SE 34 <sup>th</sup> St	\$150 per PM peak hour trip		
192 <sup>nd</sup> Ave & SR-14 ramp terminals	\$2,000 per PM peak hour trip		
<b>Total Proportionate Share Cost</b>			<b>\$XXXX</b>

Clark County:

Review comments have not been received from Clark County's Concurrency Engineer, however, when comments are received, they will be addressed in the final staff report for CUP22-01.