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Director



STATE OF WASHINGTON

## WASHINGTON STATE PARKS AND RECREATION COMMISSION

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### *STATE ENVIRONMENTAL POLICY ACT*

#### **Determination of Nonsignificance**

**Date of Issuance:** May 5<sup>th</sup>, 2025

**Lead Agency:** Washington State Parks and Recreation Commission

**Agency Contact:** Kira Swanson, Environmental Planner  
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**Project Name:** Anderson Lake State Park: Olympic Discovery Trail

**Description of Proposal:** Washington State Parks and Recreation Commission proposes to improve the Olympic Discovery Trail (ODT) by establishing a temporary 1,000 ft new interim ODT connector trail, followed by a permanent 1,000 ft long multi-use trail ODT connector trail (equestrian, bicycle, and walking), improving approximately 1/2 a mile of existing trail, undertaking a half-mile of road improvements, and parking improvements. This section of the ODT currently lacks a designated trail, forcing users to utilize SR 20, which poses safety risks for trail users. This project aims to support the development of a trail system for the ODT.

The interim trail will be approximately 1,000 ft long, 3 ft wide and surfaced with approximately 27 CY of ¾" minus gravel to keep trail dry.

The permanent ODT Connector Trail will be approximately 1,000 ft long and 10 ft wide paved asphalt trail and 4 ft wide natural surfaced equestrian trail following the footprint of the proposed interim trail.

The one-half mile segment of trail improvements linking with the Olympic Discovery Trail (ODT) will be aligned through forest and approximately 6 pocket wetlands requiring a series of two raised boardwalks constructed out of 22.5"x 120"x 4" concrete planks on pin pile foundation to avoid fill being placed in wetlands.

Road improvements include alignment for the entry road, paving of roadway, equestrian trail crosswalk markings, and an unpaved 8' wide equestrian trail bordering the roadway.

The parking improvements include paving the existing equestrian parking lot, providing 7 trailer parking spaces, a single stall vault toilet at the equestrian parking lot, one double stall the at the day use parking lot, and establishing 12-day use parking spots. Parking improvements are designed to provide ADA access and will be constructed over the footprints of existing parking at Anderson Lake State Park.

**Location of Proposal:** Anderson Lake State Park. The project is located at 1061 Anderson Lake Road, Chimacum, WA 98325, Washington within Section 09, Township 29 North, Range 01 West, Willamette Meridian, Jefferson County on parcel number 901094001.

**Threshold Determination:** This determination is based on the review of the completed environmental checklist, the lead agency for this proposal (Washington State Parks and Recreation Commission) has determined that it does not have a probable significant adverse impact to the environment.

The determination is based on the following findings and conclusions:

- a. The project will provide an improved, safe, and all-weather roadway and/or trail for vehicle, bike, equine, and pedestrian traffic within the Anderson Lake State Park that will become part of the Olympic Discovery Trail (ODT).
- b. The project will comply with the Americans with Disabilities Act (ADA) and improve accessibility at the site.
- c. Paving of the current roadway will occur within 200 feet of Anderson Lake. Paving width was kept to what was necessary and reduced in portions to avoid direct impacts to wetland. BMP's will be implemented during construction to minimize the potential for erosion within the shoreline, and wetland buffer.
- d. The project will result in an increase in impervious surfaces (approximately 75,353-square feet). Parks will abide by all stormwater requirements administered by Jefferson County.
- e. There are 22 wetlands within the project area identified in the 2023 Critical Areas Report. The project was designed to avoid direct wetland impacts by constructing boardwalks with pin pile foundations, reducing the widths in portions of the trail and road. There will be 46,124 square feet of permanent wetland buffer impacts and 1,144 square feet of temporary buffer impacts.

The project followed the critical areas mitigation sequence:

- a. Avoid – Complete avoidance of wetland buffers was not feasible due to the route of the existing trail, road, and parking spaces. However, the

trail was routed to avoid all direct wetland impacts, and to work in previously disturbed and impervious surfaces.

b. Minimize –

- i. Trail improvements and New Trail - Impacts along the existing roads and trails are minimized by limiting the trail size and trail geometry. The proposed project will provide a way (via boardwalk) for recreators to cross wetlands without going through the wetland, thereby reducing impacts to hydraulic function. In addition, boardwalks will be constructed using pin piles to minimize potential impacts to wetlands.
- ii. Parking Improvements - Day Use Parking paving will be conducted in existing impervious surface and paving limits stop before the shoreline buffer to avoid impacts to shoreline. Equestrian parking paving will remain on previously disturbed surfaces.
- iii. Road Improvements- Paving will occur within existing impervious surface, expansion on road width was limited to what was necessary and narrowed in portions to avoid direct impacts to wetland. The equestrian trail bordering the road is a dirt path and narrowed in sections to avoid direct impacts to wetland.
- iv. New Trail/Interim Trail - Impacts to wetland function were minimized by narrowing trail to avoid direct impacts to wetland.

- c. Mitigate - The unavoidable wetland buffer impacts resulting from the proposed project will be mitigated (at a ratio of 1:1) by enhancing grassland wetland buffer function and wildlife function within the project area. Enhancement will occur within the non-native grassland buffer of Wetland WR1 and WR3 in the form of invasive species control and planting approximately 46,124 square feet of native species.

f. Best Management Practices (BMPs) will be implemented during construction. Examples include:

- i. Temporary access mats will be placed over saturated ground before using motorized construction equipment to prevent degradation of the area.
- ii. No debris, rubbish, soil, silt, sand, cement, concrete, or washings thereof, or other construction-related materials or wastes, oil, or petroleum products will be allowed to enter wetlands or surface or

- placed where it will be subject to erosion by rain, wind, and enter wetlands or surface water.
- iii. Silt fence or straw wattle will be installed on all portions of the project where paving is occurring.
  - iv. Tree protection fence will be installed around all trees that have potential to be impacted and are not called to be removed.
- g. An archaeological survey was conducted for the project area. An Inadvertent Discovery Plan will provide guidelines and directions during construction. Consultation with the affected Tribes and DAHP will determine the measures proposed to avoid, minimize, or compensate for loss, changes to, and disturbance to resources.


The lead agency for this proposal has determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030. We have reviewed the attached Environmental Checklist and other information on file with the lead agency. This information is available at: [www.parks.wa.gov/SEPA](http://www.parks.wa.gov/SEPA)

This DNS is issued under WAC 197-11-340 (2) and the comment period will end on **May 18<sup>th</sup>, 2025**.

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**Date:** May, 5<sup>th</sup>, 2025

**Signature:** \_\_\_\_\_



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There is no agency SEPA appeal; however all comments are welcome and will be thoroughly considered.