

Community Development Department

Building | Planning | Code Enforcement

P.O. Box 9, 230 Davidson Avenue

(360) 225-7299, www.ci.woodland.wa.us

NOTICE OF **REVISED** DECISION

Oaks Village Apartments

Land Use Application Nos.:	SPR 21-007 (Site Plan Review) SEP 21-006 (SEPA) CAP 21-001 (Critical Areas Permit)
Applicant:	AKS Engineering
Property Owner:	Pat Jeffries 41 st Ave LLC
Site Location:	Green Mountain Road & Green Mountain Loop
Parcels:	Apartments: 508630100 Road: 508610100, 508620100, 508650100, 508680101, 508680100, 508690100, 508720100
Size:	3.69 Acres
Zoning Designation:	Medium Density Residential (MDR)
Date Application Received:	July 1, 2021
Fully Complete:	July 28, 2021
Notice of Application & Likely DNS issued:	August 2, 2021
Comment Period & SEPA Appeal Period Ended:	August 18, 2021
Notice of Decision Issued:	October 26, 2021 REISSUED November 3, 2021
DRC Decision:	Approve with Conditions

I. DESCRIPTION OF PROPOSAL

Through this application, 41st Avenue LLC (Applicant), requests approval from the City of Woodland (City) to develop the Oak Village Apartments (Apartments), an eight building (186 unit) medium density residential apartment complex. The Applicant additionally requests approval for early grading and road construction on neighboring properties associated with the

Apartments. The development will gain access from Burris Lane, which will be constructed with the development, connecting Green Mountain Road and Old Pacific Highway.

The applicant's proposal includes:

- Eight three-story buildings and one office/clubhouse building.
- Construction of an internal access network and parking areas to serve the development.
- Construction of Burris Lane to serve the development.
- Construction of all necessary utilities to serve the development.
- Early grading on neighboring properties for preparation for future construction.
- Frontage improvements for Green Mountain Road and Green Mountain Loop Road.

The site includes critical areas with Oregon white oak, wetlands, and Burris Creek. The applicant proposes protection of the wetlands and Burris Creek and removal and mitigation for 17 of the 64 Oregon white oaks located on the parcel.

II. LOCATION OF PROPOSED DEVELOPMENT

The development is proposed for Green Mountain Road. The apartments will be located on parcel 508630100. The new road will affect parcels: 508610100, 508620100, 508650100, 508680101, 508680100, 508690100, 508720100.

III. REVIEW AUTHORITY

Per WMC 19.08.010, department staff as assigned by the director or the Development Review Committee shall have the authority to review and approve, deny, modify, or conditionally approve, land use or environmental permits or licenses required from the city for a project action, including, but not limited to, site plan review, boundary line adjustments, administrative temporary and conditional use permits, building permits and other construction permits, SEPA procedural and substantive determinations, short plats, binding site plans, minor variances, minor modifications to approved administrative conditional use permits and conditional use permits, phasing and expiration extensions of subdivision preliminary plats, sign permits, certificates of occupancy, critical area permits, floodplain development permits, and shoreline exemptions, and to provide interpretations of codes and regulations applicable to such projects.

Consolidation of Review: The Site Plan Review (SPR), Boundary Line Adjustment (BLA), Critical Areas Permit (CAP), and SEPA checklist have been consolidated for review. Per WMC 19.08.020, the final decision for the consolidated application shall be rendered by the highest authority designated for any part of the application. The highest authority for these applications is department staff (Associate Planner) as assigned by the Director and Development Review Committee.

IV. FINDINGS

Per Woodland Municipal Code (WMC) 19.08.030, site plan reviews shall be approved, approved with conditions, or denied by the Development Review Committee and decisions shall be issued by the Community Development Department.

Development Impact Fees – Fire | WMC 3.41

Finding 1: The City of Woodland assesses Fire Impact Fees on new development. The Fire Impact Fee is \$0.51 per square foot of building space. The project involves approximately 192,221 square feet of new structural improvements, therefore an estimated Fire Impact Fee of \$98,032.71 will be required for the project. A condition of approval has been added which requires the fees be calculated and paid at the time of building permit issuance. *See Conditions #1 and #2.*

Conclusion: As conditioned, the proposal can comply with this requirement.

Development Impact Fees – Transportation | WMC 3.42

Finding 2: Transportation Impact Fees (TIF) are required on new development to support future transportation improvements within the city. The TIF is calculated on the basis of \$838 per PM peak hour trip (PMPHT) generated by the project on the basis of the project traffic study or where no study is prepared, on the basis of trip generation in accordance with Institute of Transportation Engineers (ITE) published data.

Finding 3: For this proposal, trip generation was evaluated as follows:

The traffic study for the project anticipates 80 PMPHT based on 186 dwelling units and the application of ITE Code 221 – Multifamily Housing (Mid-Rise).

The estimated number of peak hour trips results in a calculated Transportation Impact Fee of $(80 \times \$838) = \$67,040.00$ for the project. A condition of approval has been added which requires the fees be calculated and paid at the time of building permit issuance. *See Conditions #1 and #3.*

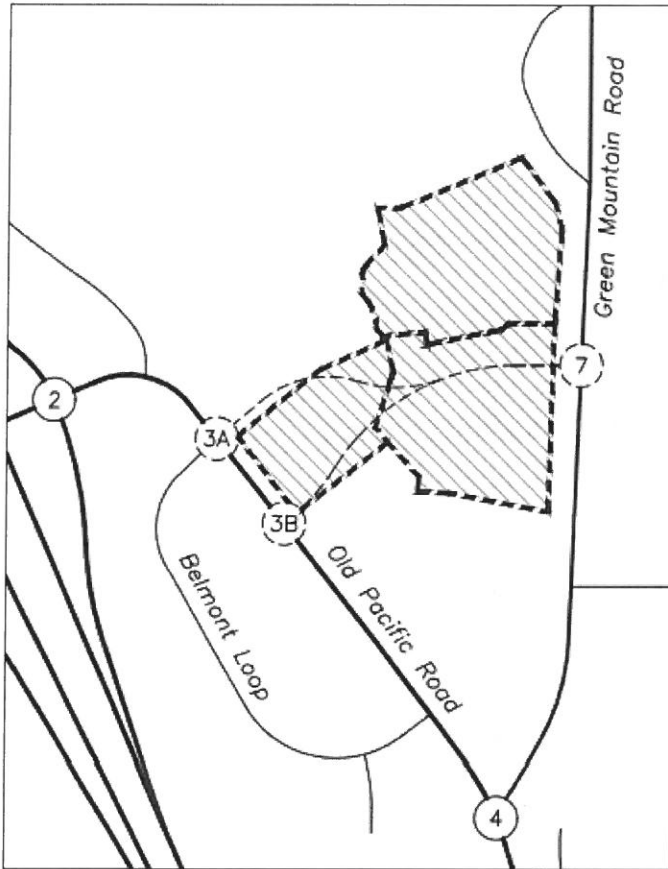
Conclusion: As conditioned, the proposal can comply with this requirement.

Finding 4: (Was Finding #6) In order to comply with Clark-Cowlitz Fire Rescue access requirements and Appendix D of the International Fire Code (IFC), an approved 20-foot, paved, emergency access route from the apartment site to Old Pacific Highway, is required to be constructed prior to the issuance of building permits for dwelling units in excess of 100. *See Condition #7.*

Finding 5: (Was Finding #7): The Traffic Impact Analysis (TIA) submitted with the application was insufficient to justify the request. The data did not consider the background traffic from Green Mountain Road and did not fully analyze the impact of this project without the construction of Burriss Lane. As the applicant has discussed options below, additional TIA review may be needed. As part of Final Engineering, the applicant shall submit an updated TIA. The updated TIA should identify the proposed traffic flows on Green Mountain Road and all three of the scenarios discussed below for the proposed adjusted alignment of Burriss Lane (no connection for 100 units, and more than 100 units utilizing both 3B and 3A). *See Condition #8.*

Finding 5a: (Was part of Finding #7) If an adjusted Burriss Lane is proposed with this application, the updated TIA should propose an adequate storage length for the proposed southbound Old Pacific Highway left turn lane given the City's intent to prohibit southbound left turns from Old Pacific Highway to Green Mountain Road once Burriss Lane is complete. The revised TIA should also address potential sight distance issues. Lastly, the revised TIA should address all comments provided in the attached memorandum from Transportation Solutions dated July 28, 2021. *See Condition #8.*

Finding 6: (Was Finding #4) The applicant's site plan shows an alignment for the proposed Burriss Lane that will not allow for the construction of an intersection (3A) with Old Pacific Highway that meets City standards. The Burriss Lane alignment will need to be adjusted such that it intersects with Old Pacific Highway at a right angle at a location to the south of Wetland D. This alignment is shown conceptually in the submitted Traffic Impact Analysis dated June 16, 2021, in which it is given the designation 3B. (See below)



Finding 6a: (Was part of Finding 4) As phased, up to 100 apartments may be developed without the construction of Burriss Lane, pending approved access for the apartment site during final engineering review.

With the 100th unit, Burriss Lane must then be constructed as approved through final engineering review, or with a future site plan application with the commercial site to the south (whichever triggers construction first). A left-turn lane from southbound Old Pacific Highway to Burriss Lane, as proposed by the applicant in the phasing notes provided on Sheet P5.0 of the submitted drawings, will be required with the construction of Burriss Lane. *See Conditions #4 and #5.*

Finding 6b: (NEW) If the applicant is willing to construct Burriss Lane with the 3B alignment and the southbound left-turn lane on Old Pacific Highway, the city would accept such improvements without further TIA studies. (See Finding 5 above)

Finding 7: (Was Finding #5) Applicant proposes half-width improvements for Burriss Lane. A condition of approval is added to construct Burriss Lane with full-width improvements for its entire length prior to occupancy for future development of parcels 508610100, 508620100, 508650100, 508680101, 508680100, 508690100, 508720100.

Burriss Lane should be constructed as a commercial/industrial collector, T-25A standards. ADA ramps are required at all intersections. *See Conditions #4 and #6.*

Finding 7a: (NEW) During the review process when the city made it clear they desired the 3B intersection, it also accepted the proposed utility alignment within the northern Burriss Lane 3A alignment (to intersect with Belmont Loop).

Finding 7b: (NEW) The applicant has argued that the future development of parcels 508610100, 508620100, 508650100, 508680101, 508680100, 508690100, 508720100 could be significantly affected by the location of Burriss Lane. The city acknowledges that the final location of Burriss Lane may be subject to change with the development of the commercial properties to the south.

Finding 7c: (NEW) Given that the city wants intersection 3B but will accept utility connections at intersection 3A, the applicant proposed an alternative construction plan for Burriss Lane where this Oak Village project would construct a full temporary emergency vehicle access (meeting the standard of Finding 4 above) along the 3A alignment, with the understanding that a full street connection (meeting the standard of Finding 7) would be eventually be required for the development of parcels 508610100, 508620100, 508650100, 508680101, 508680100, 508690100, 508720100.

Finding 7d: (NEW) Staff is open to this proposal but feels that there is insufficient information that would allow for the outright acceptance of that proposal at this time. The correct means to request this temporary alignment to 3A would be to request a "post decision review" Type II site plan.

Staff recommends that such a Type II be limited in scope to the discuss of access and cross circulation and that it be accompanied by a full TIA analysis of the transportation impacts for the construction of this project without the Burriss Lane connection and how it will affect the transportation system as discussed above (with the emphasis on how the intersection of Green Mountain Road and Old Pacific Highway will be affected without Burriss Lane).

Finding 8: Pedestrian connectivity is required between Green Mountain Road and the proposed Burris Lane. A condition of approval is added that the applicant shall install a 5' wide ADA-compliant route between Green Mountain Road and the proposed access driveway near the southern boundary of Parcel 508630100. Consideration shall be given to locating the sidewalk and crosswalk so as to maximize pedestrian safety. A public access easement is required as necessary, and the applicant shall be responsible for maintenance of all pedestrian improvements located on the applicant's property. *See Conditions #4 and #9.*

Finding 9: Per WMC 17.20.090 (L), street design shall comply with sight distance requirements as described in the Woodland Municipal Code (WMC) and the City Engineering Standards. The revised TIA shall comprehensively address sight distance issues. *See Condition #4 and #10.*

Finding 10: The applicant's proposal included plans for street lighting along Burris Lane, but not Green Mountain RD. or Green Mountain Loop RD. Per Cowlitz County, street lighting is to be installed on Green Mountain RD. and Green Mountain Loop RD, meeting City standards. Street Lighting is required and shall be installed in accordance with Section 2.57 of the City Engineering Standards. A condition of approval is added to design and construct a street light system along Burris Lane, Green Mountain Road, and Green Mountain Loop Road in accordance with the City Engineering Standards. *See Condition #4 and #11.*

Finding 11: The County finds that Green Mountain Road shall have street frontage improvements along the apartment site frontage of Green Mountain Road equal to 20 ft. half-width asphalt, curb and gutter, a 3.5 ft. planting strip and a 5 ft. sidewalk in accordance with Cowlitz County Road and Street Design Standards and Cowlitz County Standard Plans. ADA ramps are required at all intersections. The reconstruction of the asphalt shall be the entire 20 ft. half width from centerline of the existing road. The applicant shall dedicate sufficient ROW along Green Mountain Road equal to 30 ft. half-width to the County. *See Conditions #4 and #12.*

Finding 12: The County finds that Green Mountain Loop Road shall have street frontage improvements along the apartment site frontage equal to 16 ft. half-width asphalt, curb and gutter, and a 7.5 ft. planting strip and a 5 ft. sidewalk in accordance with the Cowlitz County Road and Street Design Standards and Cowlitz County Standard Plans. ADA ramps are required at all intersections. The reconstruction of the asphalt shall be the entire 16 ft half-width from the centerline of the existing road. The applicant shall dedicate sufficient ROW along Green Mountain Loop Road to equal 30 ft. half-width ROW to the County. *See Conditions #4 and #13.*

Finding 13: The applicant proposes to omit frontage improvements along Green Mountain Road for parcel #508620100 from this project, which is acceptable with the

understanding that development of Burris Lane on the property would not now be considered development of that lot that warrants frontage improvements. However, by not completing those improvements at this time, there will be a gap of Green Mountain Road, including the creek crossing, that will not be completed with this project but that the developer will be responsible for when parcel #508620100 develops in the future. Approval of development on this property can develop in this manner provided that the applicant recognizes that it is not a waiver of the need to improve the entire frontage of Green Mountain Road (including the creek crossing if necessary). If that is acceptable, Condition #14 has been amended accordingly. Condition #14.

Finding 14: Street Trees are required in the planting strips in the right-of-way per WMC 12 and the Public Works Director. A condition of approval is added to revise the civil engineering plans to include street trees from the Woodland Street Tree list. Use the small/med tree list (PG 2) for Green Mountain Loop RD. and the small tree list (PG 1) for Green Mountain RD. and Burris Lane. *See Conditions #4 and #15.*

Finding 15: A right-of-way permit is required by both Cowlitz County and the City of Woodland. *See Condition #16.*

Finding 16: An approach permit is required for any approaches on a County Road. Per Cowlitz County no driveway shall be closer than 500 ft. to an existing or proposed intersection. However, given the existing size of the site and existing critical areas, this standard is not feasible, while also meeting fire access diagonal spacing requirements. Given that the driveway in question is proposed as an emergency only access and will be gated, the Applicant shall be required to provide the access as far from the intersection of Green Mountain RD. and Green Mountain Loop RD. as is practical. A condition of approval is provided to require coordination with the County, revise the civil engineering plans, and obtain an approach permit. If a road approach permit cannot be obtained, a revised site plan may be required. *See Condition #17.*

Conclusion: As conditioned, the proposal can comply with the development standards

Water and Sewage | WMC 13

Finding 17: From discussions with the applicant, we understand that the applicant desires to keep the alignment of the water and sewer mains between Old Pacific Highway and the project access driveway approximately as shown on the site plan, even though the alignment of Burris Lane will be significantly different than shown on the site plan. This is acceptable, provided that where the water and sewer mains diverge from the alignment of Burris Lane, that these utilities are placed in a minimum 30 ft.-wide easement dedicated to the city by the applicant, and that a minimum 15 ft.-wide utility

access road is also constructed within said easement in order to allow for utilities access by City public works staff. The location of the water and sewer mains as shown on the site plan will need to be adjusted in order to avoid Parcel #508580100 (unless this property is purchased by the applicant). The City encourages the applicant to give consideration to designing the required minimum 15-ft. wide utility access road to also function as a bikeway and/or multipurpose trail. *See Conditions #4 and #18.*

Finding 18: Water and sewer mains along the Green Mountain Road and Green Mountain Loop Road frontage of Parcel #508630100 are required. These utilities can utilize the proposed driveway bridge to cross Burris Creek as proposed by the applicant, but they shall be installed along the entire length of parcel 508630100 fronting Green Mountain Road and Green Mountain Loop Road. Water and sewer mains located in Cowlitz County right of way shall be installed in accordance with County standard drawing CC-1801. Water and sewer mains on private property shall be located within a minimum 30' wide access and utilities easement dedicated to the City. *See Conditions #4 and #19.*

Finding 19: Water mains (excluding on-site fire loops) shall be 12-inch diameter. Sewer main size shall be as approved by the City during Final Engineering. Applicant shall provide flow projections and hydraulic calculations justifying the proposed sewer main sizing. *See Conditions #20 and 21.*

Finding 20: Available capacity within the City's sewer collection system is limited. The applicant has proposed discharging sewage generated by the proposal into Lift Station #12 which appears to have capacity even though this property was not part of the original contribution area for the lift station. Discharge to this lift station can be acceptable because the property owner owns undeveloped property that is part of the contributing basin for the lift station. So, in effect, they the proposal is "borrowing" or using the capacity set aside for their own property. This is acceptable provided the applicant acknowledges that future development on their other properties will trigger additional capacity analysis and may trigger system upgrades that might not normally be warranted. This is also acceptable, though the applicant will need to finance potential upgrades to Lift Station #10 that will be necessary to accommodate the proposal, based on provided flow projections and an in-process review of the system by Gray and Osborne. Applicant must provide flow projections and any other relevant engineering information as requested by the city. All required financial contributions made for said improvements must be paid prior to issuance of building permits. *See Condition #22.*

Finding 21: On-site fire hydrants are required. The fire mains shall be public mains with a 15-ft. wide easement to the City and locations shall be coordinated with CCFR. *See Condition #23.*

Finding 22: Water and Sewer Assessment Fees: Connection charges and assessments for water and sewer will be assessed in accordance with the applicable rate schedule. See *Condition #24*.

Conclusion: As conditioned, the project can comply with this standard.

Building Review | WMC 14 & IBC

The city has adopted the 2018 edition of the International Building Code (IBC).

Finding 23: A Geotech report is required for this project (IBC 1803). A condition of approval is added to submit a Geotech report with the building application submittal. See *Condition #25*.

Finding 24: Building permits will be required for each apartment building (8 permits), one building permit for the clubhouse (1 permit), and one for each separate continuous section of retaining wall (5 permits). See *Condition #26*.

Finding 25: The three-story buildings will fall under the WSEC residential energy code. A separate Prescriptive Credit Worksheet, glazing worksheet, and heat sizing worksheet will be required for each apartment type. For help with this, contact: 360-956-2042. Further info: www.energy.wsu.edu, energycodes@energy.wsu.edu. See *Condition #27*.

Finding 26: The clubhouse will fall under the WSEC commercial energy code. Therefore, WSEC commercial compliance documentation will need to be submitted with the building permit application package. For help with this, contact: 360-539-5300. Further info: <https://waenergycodes.com>, techsupport@waenergycodes.com. See *Condition #28*.

Conclusion: As conditioned, the project can comply with building standards.

Critical Area Reports | WMC 15.08

Pursuant to the requirements of the Growth Management Act of 1990 and as amended, RCW 36.70A, the City of Woodland adopted the critical area ordinance (WMC 15.08) to protect wetlands, areas with critical recharging effect on potable water, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. The director is given the authority to interpret and apply, and responsibility to enforce this chapter to accomplish the stated purpose. The city may withhold, condition or deny permits or approvals to ensure that the proposed action is consistent with this chapter (WMC 15.08.020).

If the proposed project is likely to impact a critical area, the city requires the applicant to have a critical area report prepared by a qualified professional. The City will determine if any mitigation proposed by the applicant is sufficient to meet the requirements of WMC 15.08.

Mitigation for lost or diminished wetland and buffer functions shall rely on Wetland Mitigation Banks, In-Lieu Fee Mitigation, or Permittee-Responsible Mitigation.

Finding 27: The applicant has submitted a critical area report (prepared by Ecological Land Services in June, 2021) and applied for a critical areas permit (CAP 20-001). by Ecological Land Services (ELS) in June 2021 for this project and submitted by the applicant.

Finding 28: Washington Department of Fish and Wildlife (WDFW) provided comments regarding impacts to critical areas. Staff provided the comment letter to the applicant.

Finding 29: The project site has five wetlands on or near the site. Residential use greater than 1 unit per acre and the proposed Burris Lane are considered high intensity uses for buffer determination per WMC 15.08.400(B).

- Wetland A is Category II wetland located just off site to the west, with a 150-foot high-intensity land use buffer extending into the site.
- Wetlands B and C (B is east of C) are Category IV wetlands located on the southern section of property, just north of Burris Creek, with 50-foot high-intensity land use buffers.
- Wetland D is a Category III wetland located south of Wetland A on the east side of Old Pacific Highway, with an 80-foot high-intensity land use buffer.
- Wetland E is a Category IV wetland located along the north property line with portions of the wetland located off site to the north and a 50-foot high-intensity land use buffer.

The Critical Areas report identifies the wetlands and their associated buffers as detailed above.

Finding 30: The Critical Areas Report depicts the proposed Burris Lane alongside Wetland D within the medium and high intensity buffer. A condition of approval is added to relocate Burris Lane through future site plan approval and/or final engineering approval. *See Condition #5.*

Finding 30a: PLEASE NOTE: Realignment of the roadway is likely to reduce the impact to critical areas so such efforts could be considered avoidance and minimization mitigation. However, review of an additional critical area permit will be required for impacts due to the realignment of Burris Lane.

Finding 31: Per WMC 15.08.280, critical area boundaries shall be permanently delineated using iron or concrete markers. The outer boundary of critical area or buffer shall be identified with temporary signs prior to any site development. *See Conditions #29 & 30.*

Finding 32: Applicant proposes to install a 5-ft. tall wood fence along the outer edge of the wetland and stream buffers that will be maintained in perpetuity. Signs at 100-foot intervals along the buffer will read “the area beyond this sign is a Critical Area or Buffer. Alteration or disturbance is prohibited by law. No dumping allowed. WMC 15.08: Critical Areas.” A condition of approval is added to indicate the location of the fence on the civil plans and to submit for a building permit for the fence. The associated buffer signage is exempt from needing a sign permit. *See Conditions #29 & 30.*

Finding 33: Per the Critical Areas Report, the following impacts are anticipated:

- A portion of the asphalt parking lot, stormwater facilities, and apartment units will result in a total of 0.251 acres (10,930 sq. ft.) of wetland buffer impacts (0.219 acres temporary, 0.0315 acres permanent).
- Construction of the interior road and stormwater facilities will result in a total of approximately 0.875 acres (38,090 sq. ft.) of riparian buffer impacts (0.060 acres temporary, 0.815 acres permanent).
- Approximately 0.340 acres (14,780 sq. ft.) of Oregon white oak (*Quercus garryana*) canopy cover will be removed to facilitate construction of the development, particularly in the southern portion of the site (Exhibit A and B).
- Two larger oaks in the central portion of the site will be retained (approximately 4,430 sq. ft. of canopy coverage).

Finding 34: Per the Critical Areas Report, the following mitigation is proposed:

- The applicant is proposing riparian and wetland buffer averaging in the northern and southern portions of the site to reduce wetland and riparian impacts to the furthest practical extent and minimize impacts (Exhibit A and B).
- Compensation for unavoidable impacts will consist of creating a biohabitat corridor between the proposed complex and the adjacent wetlands and stream (Exhibit A and B). The biohabitat corridor will span approximately 2.5 acres (109,190 sq. ft.) and will serve as an enhancement to the buffers associated with adjacent wetlands and the riparian buffer of Burris Creek.
- Enhancement within the biohabitat corridor will include planting 120 native trees and 900 native shrubs. Furthermore, compensatory mitigation for unavoidable oak impacts will consist of planting 200 oak saplings within the proposed biohabitat corridor.

Finding 35: Per the Critical Areas Report, avoidance and minimization of oak tree impacts will be accomplished as follows:

- A tandem pair of oaks will be preserved and maintained in the middle of the development site.
- A total of 45 oak trees will be retained in the stream/wetland buffer areas and enhanced with release of selected competing tree species and removal/suppression of understory invasive species including English holly and English ivy.
- Five smaller existing oaks will be moved and transplanted to new planting areas to help establish oak habitat on a shorter timeline.
- 200 oak saplings will be planted throughout the proposed biohabitat corridor (Mitigation Plan Exhibit A and B).

Finding 36: The applicant proposes to compensate for 0.250 acres (10,930 sq. ft.) of total wetland buffer impacts and 0.875 acres of (38,090 sq. ft.) total of riparian buffer impacts, an approximately 2.5-acre (109,190 sq. ft.) portion of the buffers associated with Wetland A, Wetland E, and Burris Creek's buffer by planting 120 native trees (60 Douglas-fir and 60 Red alder and 900 native shrubs. The mitigation plantings will establish a biohabitat corridor that equates to an approximately 2.2:1 ratio.

Finding 37: To compensate for 0.340 acres (14,780 sq. ft.) of impacts to Oregon white oaks, mitigation will include the following measures:

- Avoidance of two large tandem oaks incorporated into the design of the apartment project with sufficient protection for their root zone.
- Minimization by attempting the relocation of five smaller oak trees to the onsite mitigation planting area. This potentially reduces the net number of trees eliminated from 17 to 12. The canopy cover of these five trees will still be mitigated as a loss however if they survive there will be a net gain of overall oak habitat onsite.
- Compensation by enhancement of approximately 0.46 acres (19,930 sq. ft.) of existing oak habitat. These are areas of the site that contain most of the 47 oak trees which are being retained.
- Compensation by the proposed new plantings of 200 Oregon white oak within areas where vegetation is currently dominated by either grass or blackberry.
- The planting area will be cleared of invasive vegetation (reed canary grass and Himalayan blackberry) prior to, and for the duration of implementation of the mitigation plan.
- The established biohabitat corridor will be protected by a conservation covenant and over time will provide habitat opportunities equal to or greater than that currently provided by the area wherein oak impacts are proposed.

Finding 38: WDFW submitted a comment letter in support of the applicant's mitigation plan with the following recommended modifications:

- Retain a portion of the downed wood (created through the “release” tree felling).
- Girdle a portion of trees so that they form snags (which also provide quality habitat but would not compete with others).
- Trees (of other species) that are in direct competition with an oak should be felled when there is an open corridor in which to fell them, and girdled when they are surrounded by oak trees which would be damaged by felling.
- Protect all remaining trees within a recorded conservation covenant.
- Avoid development practices that may cause oaks to be removed in the future because they are considered hazard trees.
- Preserve native understory vegetation remaining within oak driplines (avoid mowing, swing sets, picnic tables, etc.)
- Establish performance standards to monitor the performance of canopy release areas
- Consider purchase of credits from an oak mitigation bank to move towards no-net-loss of ecological function by accounting for temporal loss due to removal of large, mature oaks.
- Consider alternative site plan designs that would avoid removal of tree number 11436, an Oregon white oak with a diameter of 56 inches (the largest tree on the property) and habitat features such as cavities.
- The proposed stream crossing and weir removal will require authorization from WDFW in the form of Hydraulic Project Approval (HPA).

Finding 39: Staff find the proposed mitigation measures in the Critical Areas Report (summarized above in the findings) to be nearly satisfactory and add the following conditions of approval:

- Include the two large tandem oak trees in the conservation covenant.
- Protect all remaining trees within a recorded conservation covenant per WDFW’s recommendation.
- Include a “no tree topping” instruction in the conservation covenant for all trees in the conservation area and the landscaped project area.
- Follow WDFW’s above recommendations for felling and girdling trees. Revise the mitigation plan to include these practices.
- Obtain a Hydraulic Project Approval prior to work within the Burris Creek riparian area.
- To better compensate for the loss of Oregon White oak #11436 (noted as a tree to preserve by WDFW) and other surrounding oaks, plant an Oregon white oak of at least 2-inch caliper in the landscaped area of the project that will be accessible for the residents to sit and recreate underneath the future canopy. Include an interpretive sign that communicates Oregon white oak’s unique regional value. Revise the landscaping plan to show the location of the new Oregon white oak.

See Condition #31.

Finding 40: The applicant proposes to conduct a 10-year monitoring period, during which a report will be issued following years 1, 2, 3, 5, 7, and 10 after mitigation installation is complete. The contents of the report are detailed in the Critical Areas Report. A condition of approval is added to submit this report to the City by December 15 every year. *See Condition #32.*

Finding 41: During construction, the applicant proposes that wetland and critical habitat impacts will be further avoided and minimized by the use of best management practices (BMPs) including installing silt fencing along the final wetland buffer, applying native grass seed to disturbed areas not being paved when grading is complete, and having a water truck available to prevent wind erosion and dust blowing during construction.

Finding 42: All trees planned for retention in the project area are at high risk of impacts during construction. A condition of approval is added to implement protection measures during construction for the retained trees in the development area. Below are the City's suggested mitigation measures. The measures are to be included in the final engineering plan unless a tree protection plan is provided by an ISA certified arborist.

- Establish a critical root zone (CRZ) that is at least as large as the dripline or an area equal to 1-foot radius from the base of the tree's trunk for each 1 inch of the tree's diameter at 4.5 feet above grade (referred to as diameter at breast height), whichever is greater.
- Install strong fencing around the CRZ during construction.
- Post appropriate signage to help convey the importance of the CRZ to workers.
- Avoid cutting tree roots over 4 inches in diameter.
- Make all necessary cuts to tree roots cleanly with sharp tools; never tear with a backhoe. A clean cut encourages good wound closure and confines the spread of decay.
- To protect trees and tree roots within the fenced CRZ, do not do the following:
 - Stockpile construction materials or demolition debris.
 - Park vehicle or equipment.
 - Pile soil and/or mulch.
 - Trench for utilities installation or repair, or for irrigation system installation.
 - Change soil grade by cutting or filling.
 - Damage roots by grading, tearing, or grubbing.
 - Compact soil with equipment, vehicles, material storage, and/or foot traffic.
 - Contaminate soil from washing out equipment (especially concrete) and vehicle maintenance.
 - Install impervious parking lots, driveways, and walkways.
 - Attach anything to trees using nails, screws, and/or spikes.

- Wound or break tree trunks or branches through contact with vehicles and heavy equipment.
- Wound trunks with string weed trimmers and lawn mowers.
- Cause injury by fire or excessive heat.
- Include the above listed guidelines on construction signage around preserved/transplanted trees in the project area.

See Conditions #30 thru 33.

Conclusion: As conditioned, the project can comply with the Critical Areas regulations.

Erosion Control Ordinance | WMC 15.10

Finding 43: Applicants are required to install and maintain erosion control measures per the Best Management Practices as outlined in the 2012 Stormwater Management Manual for Western Washington during site excavations and grading. An NPDES permit from the Department of Ecology is required where more than one acre is being disturbed. A condition of approval is added to include an erosion control plan with the final engineering submittal. Additionally, a fill and grade permit is required. *See Condition #34.*

Conclusion: As conditioned, the project can comply with this standard.

Stormwater Management | WMC 15.12

Finding 44: Stormwater standards for the site development are based on the DOE “Puget Sound Manual” and adoption criteria is included in WMC 15.12.

Finding 45: The applicant’s submittal included a preliminary stormwater technical information report. The general approach to stormwater management proposed for the project is to mitigate through a combination of bioretention facilities, detention ponds, and wet ponds. This approach appears to be viable. The applicant shall collect, treat, and detain all stormwater associated with the project. Stormwater along Green Mountain Road and Green Mountain Loop Road shall be collected and treated in accordance with CCC 16.22, rather than running in the gutter until it flows over the bank and into Burris Creek. Applicant shall prepare and submit a final TIR and stormwater design for detailed review. *See Condition #35.*

Finding 46: The Diking District installed a berm to limit the amount of water Burris Creek overflows into the Exit 22 interchange to prevent stormwater-related safety hazards. In

order to not overwhelm the berm and Burris Creek, the final stormwater design shall result in no increase to predeveloped flow rates for the 2, 10, 25, and 100-year storms. *See Condition #36.*

Finding 47: Maintenance of stormwater facilities constructed as part of the project shall be the responsibility of the applicant, as detailed in a Stormwater Maintenance Agreement to be completed between the Applicant and the City prior to issuing occupancy. *See Condition #37.*

Conclusion: As conditioned, the project can comply with this standard.

Permitted Uses | WMC 17.20.020

Finding 48: Applicant proposes 186 apartment units.

Finding 49: Multifamily dwellings including apartments are a permitted use in the MDR zone.

Finding 50: A community clubhouse is proposed for residents' use.

Finding 51: Recreational facilities intended for the use of residents are allowed as an accessory building and use.

Conclusion: As proposed, the project can comply with this standard.

Parking | WMC 17.20.060 & WMC 17.56 & International Building Code (IBC)

Finding 52: Developments in the MDR zone shall provide 1.5 off-street parking spaces per one and two-bedroom unit per WMC 17.56.050. The proposal requires 279 parking spaces.

Finding 53: The proposal includes 186 one and two-bedroom units and 279 parking spaces.

Finding 54: Per IBC Section 1106.1, seven accessible parking spaces are required, two of which must be van accessible per IBC 1106.5.

Finding 55: The applicant proposes eight accessible parking spaces and they have more than two van accessible spots.

Finding 56: Per IBC Section 429, 5% of parking spaces shall be equipped with electric vehicle charging stations. At least 14 parking spaces (5% of 279 parking spaces) must have charging stations.

Finding 57: Per IBC Section 429.5, When electric vehicle charging infrastructure is required, one accessible parking space shall be served by electric vehicle charging infrastructure.

Finding 58: No vehicle charging stations are indicated on the site plan. A condition of approval is added to update the site plan with the civil engineering submission and building plans submission to include vehicle charging stations. *See condition #38*

Finding 59: Electrical room(s) serving parking areas shall be designed to accommodate the electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp electric vehicle charging infrastructure. A condition of approval is added to demonstrate electrical capacity with the building application submittal. *See Condition #39.*

Finding 60: Each parking space shall be 180 square feet in area and at least 9 feet in width or 7.5 feet wide by 15 feet deep for compact spaces per WMC 17.56.060. Compact spaces may only be used as necessary to accommodate ADA and electrical vehicle charging spaces. Accessible van parking spaces shall be 132 inches minimum width (96 inches minimum width is allowed where adjacent access aisle is 96 inches minimum in width (ICC-A117.1-2006 Sec 502.2).

Finding 61: Each parking space is proposed to be at least 9 ft. by 20 ft.

Conclusion: As conditioned, the proposal can comply with the development standards.

Property Development Standards | WMC 17.20.070

Finding 62: Minimum lot area per building site is 7,500 sq. ft.

Finding 63: The proposal is for 11 buildings on 9.89 acres (parcel 508630100) which exceeds the minimum lot area per building.

Finding 64: Maximum development density allowed is 25 units per net acre. A net square feet of lot area of 1,740 per unit is required.

Finding 65: The proposal is for 186 units on a 9.89 parcel which totals about 19 units per acre and over 2,000 sq. ft. per unit.

Finding 66: Minimum lot width allowed is 75 ft.

Finding 67: Lot width of all parcels exceed 75 ft.

Finding 68: The required setbacks in light MDR zones are:

- **Front Yard:** 20 ft.
- **Interior Side Yard:** 5 ft.
- **Street Side Yard:** 10 ft.
- **Rear Yard:** 25 ft.

Finding 69: Building I is greater than 20 ft. from Green Mountain Road (front yard setback).

Finding 70: Building H is greater than 10 ft. from Green Mountain Loop Road (street side yard setback).

Finding 71: Maximum building height allowed is 35 ft. Per WMC 17.08.110, "Building height" means the vertical distance from the grade to the highest point of the coping of a flat roof, or the deck line of a mansard roof, or the average height of the highest gable of a pitch or hip roof.

Finding 72: The proposed buildings are 44.5 ft. in height according to the building elevations. A condition of approval is added to revise the building elevations to be within the height limit or apply for and obtain approval for a height variance prior to issuance of building permits. *See Condition #40.*

Finding 73: Maximum lot coverage allowed of net area is 35%. "Lot coverage" means the maximum allowable coverage of a lot by buildings and structures per WMC 17.08.420.

Finding 74: The proposed site plan has approximately 65,550 sq ft. of building area (8,100 sq. ft. x 7 buildings + 5,700 sq. ft. x 1 building + 3,150 sq. ft. x 1 building) which accounts for approximately 15% lot coverage on parcel 508630100.

Finding 75: The minimum street frontage required is 30 ft.

Finding 76: The proposed street frontage is greater than required is 30 ft.

Finding 77: Minimum setback from an arterial is 25 ft.

Finding 78: Building I is set back over 25 ft. from Green Mountain Road.

Conclusion: As conditioned, the project can comply with these standards.

Performance Standards | WMC 17.20.090

Finding 79: Exterior mechanical devices: Air conditioners, heating, cooling, ventilating equipment, swimming pool pumps and heaters and all other mechanical devices shall be screened from surrounding properties and streets and shall be so operated that they do not disturb the peace.

Finding 80: The location of exterior mechanical devices is not described in the proposal. A condition of approval is added to meet the screening requirements with the building permit submittal. *See Condition #41.*

Finding 81: Landscaping and open space shall be provided per WMC 17.20.090 (B). A landscape plan is required and is reviewed by the City's development review committee. All required landscaping shall be permanently maintained in a neat and orderly condition.

Finding 82: A landscaping plan was submitted and approved by the review committee. A condition of approval is added to include a note on the site plan that all trees and planted areas will be permanently maintained and any plants that do not survive shall be replaced. *See Condition #42.*

Finding 83: Per WMC 17.20.090 (I), trash receptacles and recycling receptacles must be screened by an opaque visual barrier no lower than the height of the receptacles. Recycling receptacles must be included with the trash receptacles in each enclosure.

.15 cu. yds. of garbage capacity per dwelling unit per week is recommended. Garbage dumpster capacity should total at least 28 cu. yds. An 8-9 cu. yd. garbage container serviced weekly (or 4-5 cu. yd. serviced twice weekly) is recommended for each enclosure.

.15 cu yds of recycling capacity per dwelling unit per week. Recycling container capacity should total at least 28 cu. yds. total. A cardboard cage and mixed recycling carts totaling 8-9 cu. yds. capacity should be provided in each enclosure.

Additional enclosure space is recommended for glass recycling and food waste collection for when these services become available in Woodland.

Finding 84: Three trash/recycling enclosures are proposed. A condition of approval is added to specify the volume (cubic yards) of the garbage and recycling receptacles and container dimensions (in feet) on the site plan and building elevations for each enclosure. Service frequency should be addressed in the narrative or a note on the building elevations. Each enclosure should accommodate at least 28 cu. yds. of garbage and 28 cu. yds. of recycling weekly. Additionally, garbage and recycling signs should be installed in each enclosure prior to final occupancy. Contact Waste Control for additional information. See *Condition #43*. <https://wcnorthwest.com/multifamily>

Finding 85: Applicant must comply with required sight distances, WMC 17.20.070 (L).

See

Conditions #4 and #10.

Criteria and Standards for Accessory Uses | WMC 17.20.090

Finding 86: Accessory uses are not proposed as part of this application. Staff recommends that the apartment owner/manager incorporates these standards in the lease agreements with the tenants.

Sign Requirements | WMC 17.52

Finding 87: No signs are proposed as part of this application.

Finding 88: A separate building permit is required for sign approval and all signs must conform with the requirements of WMC 17.52. See *Condition #44*.

Conclusion: As conditioned, the proposal can comply with this standard.

Fire Safety

All buildings must be constructed in accordance with WA Building and Fire Codes.

Finding 89: Clark-Cowlitz Fire Rescue (CCFR) reviewed the site plan and provided a comment letter to the applicant. A summary of comments includes:

- All work is subject to field inspection and correction.
- General fire safety precautions shall be maintained during construction.
- Move hydrants per CCFR instructions.
- See CCFR comment letter for fire apparatus access roads comment. (*Final access design shall be coordinated with CCFR/Cowlitz County/City of Woodland.*)

- Required access roadways must be completed and unobstructed prior to combustible construction.
- Buildings over 30 ft. in height must be provided with aerial apparatus access 26 feet wide located within 15 to 30 feet of the building.
- Turning radius shall comply with inside radii of 28 ft. and outside of 40 ft.
- Approved access road shall be a minimum clear width of 20 ft. (26 ft. where a hydrant is located). Road surfaces shall be all-weather driving surface and support fire apparatus.
- Submit all private onsite underground fire suppression water supply to CCFR.
- Required hydrants shall be serviceable and unobstructed.
- All fire sprinkler applications shall be submitted to CCFR.
- Any dead-end required access road longer than 150 ft. shall be provided with an approved cul-de-sac or turn-around.
- Approved fire apparatus access roads shall be provided for every facility. Building B and G access requires revision.
- A KNOX/key switch is required for access gates.
- Fire hydrants are required along access roads. Install hydrants along Green Mountain RD. and Green Mountain Loop RD, additional at entrance to apartments, and relocate the hydrant in front of Building G approximately 100 ft.
- Any structures larger than 5,000 sq. feet. Must be equipped with an automatic fire sprinkler per WMC 14.32.130.
- Two means of fire apparatus access will be required after 100 units are constructed. One access must be to Green Mountain Road and the second access must be to Old Pacific Highway.
- Required roadways shall have signage or markings for parking restrictions in accordance with IFC D 103.6.

A condition is added to comply with all CCFR-provided comments. *See Condition #45.*

Conclusion: As conditioned, the proposal can comply with Fire Code.

SEPA Comments

Finding 90: Department of Ecology provided comments regarding solid waste management and water quality. Staff provided the comment letter to the applicant. A summary of comments:

- **Shorelands & Environmental Assistance:** Ecology recommends that the applicant seek a wetland boundary verification.
 - **Staff Response:** *The City of Woodland conducted a pre-application site visit with WDFW and accepts the wetland boundaries as described by Ecological Lands Services in the critical areas report.*

- **Solid Waste:** Use only clean fill or obtain a solid waste permit. Dispose of all debris at an approved site.
 - *See Condition #46.*
- **Water Quality:** Install erosion control measures prior to clearing, grading, construction. Do not discharge into waters of the State. Obtain a Construction Stormwater General Permit. Report any soil/groundwater contaminants found.
 - *See Condition #47.*

Finding 91: Southwest Clean Air Agency (SWCAA) provided comments regarding asbestos, controlling construction dust, and air pollution sources. Staff provided the comment letter to the applicant. A summary of comments:

- Applicant must implement measures to control dust from earthmoving and construction.

See Condition #48.

Finding 92: Department of Archaeology and Historic Preservation (DAHP) provided a comment letter regarding cultural resources. Staff provided the comment letter to the applicant. A summary of comments:

- The project is located in an area determined to be at high to very high risk of containing archaeology according to the DAHP predictive model.
- A professional archaeological survey of the project area should be conducted prior to ground disturbing activities.
 - **Staff Response:** An archaeological survey will be required before issuance of grading or building permits. Additionally, staff will require Inadvertent Discovery Plan (IDP) language to the final site plan.
- DAHP recommends consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.
 - **Staff Response:** SEPA notification was sent to the Cowlitz Tribe and Yakama Nation. Additional mailing may be required based the survey results.

See Condition #49.

Finding 93: David Simpson, resident, provided a comment letter regarding project impacts. Staff provided the comment letter to the applicant. A summary of comments:

- Upgrade the culvert to prevent flooding of Green Mountain RD.

- **Staff Response:** Applicant is required to manage stormwater onsite. See *Conditions #34-#36*. Culvert replacement will be considered as part of future development projects. Traffic from this development will not typically cross the creek and the provision of Burris Lane, which will connect to Old Pacific Highway is south of the culvert, so replacement of the culvert is not proportional at this time.
- Geotech, cultural, and environmental hazard studies needed.
 - **Staff Response:** A Geotech report and archaeological study are required. See *Conditions #24 and #49*.
- Half street improvements should include water.
 - **Staff Response:** Water and sewer are required as part of the half-street improvements. See *Conditions #11 and #12*.
- Need a fire hydrant at the emergency entrance.
 - **Staff Response:** Fire hydrants are required along Green Mountain RD. See *Condition #45*.
- Left turn lane needed at Pacific Highway southbound to Green Mountain RD.
 - **Staff Response:** A left turn lane is required at Burris Lane and Old Pacific Highway. See *Condition #5*.
- Double yellow lines and parking signs needed on Green Mountain RD.
 - **Staff Response:** That is a traffic control decision that is not within city control. Staff recommended that the commenter contact Cowlitz County Public Works to discuss their standards.

Finding 94: WDFW provided a comment letter regarding project impacts. Staff provided the comment letter to the applicant. These comments are discussed above.

Finding 95: The Diking District provided a comment letter regarding project impacts. Staff provided the comment letter to the applicant. See *Condition #45* above.

Finding 96: The County's Public Works department provided a comment letter regarding project impacts. Staff provided the comment letter to the applicant. See *Findings #10-#12, #15-#16, and #18* above.

Conclusion: As conditioned, the project can comply with the SEPA comments imposed by staff.

Comprehensive Plan & Housing Needs Assessment

Finding 97: The Housing Needs Assessment finds that multifamily housing (20+ Units), accounts for only 6% of Woodland's current housing stock.

Finding 98: Woodland’s Comprehensive plan adopted a goal of 25% multifamily housing units and 75% single family housing units. According to the Housing Needs Assessment, only 22% of housing units are multifamily (6% 3-4 units, 10% 5-19 units, 6% 20+ units).

Finding 99: According to Woodland’s Housing Needs Assessment (2021), over 65% of dwellings have three or more bedrooms while the average household size is 2.94 people. The greatest increases in housing units between 2010 and 2018 were in 4-bedroom and 5-bedroom housing units. More one-two bedroom housing units are needed.

Finding 100: The applicant proposes constructing 1-2 bedroom apartments, which are currently needed based on the findings of the Housing Needs Assessment.

Conclusion: The proposal meets goals set in the Comprehensive Plan and helps meet needs identified in the Housing Needs Assessment.

Preliminary Site Plan Approval | WMC 19.10.070

Finding 101: The applicant submitted a preliminary site plan. Per WMC 19.10.070, the applicant is required to submit for final civil plan approval and submit a final site plan application. *See Condition #50.*

Conclusion: The preliminary site plan can be approved with conditions.

V. ENVIRONMENTAL REVIEW

The lead agency for this proposal has determined that it 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)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This Mitigated Determination of Non-significance (MDNS) is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

VI. DECISION

Per WMC 19.08.030 and WMC 19.08.020 (consolidated review), the above application for the Site Plan Review (SPR) and Critical Areas Permit (CAP) has been **APPROVED WITH CONDITIONS** by the City of Woodland’s Development Review Committee (DRC) based on the criteria and

standards outlined in Woodland Municipal Code (WMC). See Section V for conditions of approval.

V. CONDITIONS OF APPROVAL

1. Impact fees shall be calculated and paid when building permits are issued per WMC 3.41 and WMC 3.42.
2. Fire impact fees are calculated at the time of building permit issuance and are based on \$.51 per sq. ft. of structure. Fee is estimated to be \$98,032.71 (\$.51 per square foot of commercial space).
3. The number of peak hour trips results in an estimated Transportation Impact Fee of $(80 \times \$838) = \$67,040.00$ for the project.
4. All improvements in the public right-of-way shall be completed in accordance with City of Woodland and Cowlitz County standards, as applicable. Include Woodland standard details for water, sewer, erosion control, etc. as required to support the civil design when drawings are submitted for final civil approval. The City's details can be found at www.ci.woodland.wa.us/departments/public-works/standards.php. The County's details can be found at <https://www.co.cowlitz.wa.us/915/Design-Standards>.
5. The final alignment for Burriss Lane will be shifted from the 3A alignment to an alignment similar to the 3B alignment. The final alignment shall be shown as part of the final engineering approval for the phase that includes the majority of Burriss Lane, or with future land use and engineering approval for development on the properties to the south. A left-turn lane on southbound Old Pacific Highway shall be included with the construction of Burriss Lane. Submit an updated site plan with the final engineering submission or provide a new site plan submittal for the updated road location.
6. Construct Burriss Lane with full-width improvements for its entire length, when constructed. Burriss Lane should be constructed as a commercial/industrial collector, T-25A standards. ADA ramps are required at all intersections.
7. Construction of the proposed Burriss Lane in the 3B alignment, along with Old Pacific Highway intersection improvements and associated southbound Old Pacific Highway left turn lane, is required prior to the issuance of building permits for dwelling units in excess of 100.
8. As part of Final Engineering, the applicant shall submit a revised Traffic Impact Analysis meeting the requirements of Finding 7.
9. Applicant shall install a 5-ft. wide ADA-compliant access between Green Mountain Road and the proposed access driveway near the southern boundary of Parcel 508630100. Consideration shall be given to locating the sidewalk and crosswalk so as to maximize pedestrian safety. A public access easement is required as necessary, and the applicant shall be responsible for maintenance of all pedestrian improvements located on the applicant's property.
10. Per WMC 17.20.070 (L), street design shall comply with sight distance requirements as described in the Woodland Municipal Code (WMC) and the City Engineering Standards.

11. Design and construct a street light system along Burris Lane, Green Mountain Road, and Green Mountain Loop Road in accordance with City of Woodland engineering standards.
12. Green Mountain Road shall have street frontage improvements along Green Mountain Road equal to 20 ft. half-width asphalt, curb and gutter, a 3.5 ft. planting strip and a 5 ft. sidewalk in accordance with Cowlitz County Road and Street Design Standards and Cowlitz County Standard Plans. ADA ramps are required at all intersections. The reconstruction of the asphalt shall be the entire 20 ft half-width from the centerline of the existing road. The applicant shall dedicate sufficient ROW along Green Mountain Road equal to 30 ft. half-width ROW to the County.
13. Green Mountain Loop Road shall have street frontage improvements along the apartment site frontage equal to 16 ft. half-width asphalt, curb and gutter, and a 7.5 ft. planting strip and a 5 ft. sidewalk in accordance with the Cowlitz County Road and Street Design Standards and Cowlitz County Standard Plans. ADA ramps are required at all intersections. The reconstruction of the asphalt shall be the entire 16 ft half-width from the centerline of the existing road. The applicant shall dedicate sufficient ROW along Green Mountain Loop Road to equal 30 ft. half-width ROW to the County.
14. The applicant accepts deferment of Green Mountain Road frontage improvements along Parcel #508620100, plus that remainder of the frontage of parcel #508630000
15. Revise the civil engineering plans to include street trees from the Woodland Street Tree list. Use the small/med tree list (PG 2) for Green Mountain Loop RD. and the small tree list (PG 1) for Green Mountain RD. and Burris Lane.
16. Obtain a right-of-way permit from both City of Woodland and Cowlitz County.
17. Obtain an approach permit from Cowlitz County. Failure to obtain a permit may require a new site plan review. Coordinate with the City and County staff regarding a road approach permit during the final engineering process.
18. Where the water and sewer mains are located outside of public right-of-way on parcels #508610100 and #508620100, these utilities shall be placed in a minimum 30-ft. wide easement dedicated to the City by the applicant, and that a minimum 15-ft. wide utility access road is also constructed within said easement in order to allow for utilities access by City public works staff. The location of the water and sewer mains as shown on the site plan will need to be adjusted in order to avoid Parcel #508580100 (unless this property is purchased by the applicant).
19. Water and sewer mains along the Green Mountain Road and Green Mountain Loop Road frontage of Parcel #508630100 are required. These utilities can utilize the proposed driveway bridge to cross Burris Creek as proposed by the applicant, but they shall be installed along the entire length of parcel 508630100 fronting Green Mountain Road and Green Mountain Loop Road. Water and sewer mains located in Cowlitz County right of way shall be installed in accordance with County standard drawing CC-1801. Water and sewer mains on private property shall be located within a minimum 30-ft. wide access and utilities easement dedicated to the City. Update the civil engineering plans with required changes to the water and sewer line locations.
20. Water mains (excluding on-site fire loops) shall be 12-inch diameter.

21. Sewer main size shall be as approved by the City during Final Engineering. Applicant shall provide flow projections and hydraulic calculations justifying the proposed sewer main sizing.
22. The applicant will need to finance potential upgrades to Lift Station #10 that will be necessary to accommodate the proposal. Applicant must provide flow projections and any other relevant engineering information as requested by the city. All required financial contributions made for said improvements must be paid prior to issuance of building permits.
23. The fire mains shall be public mains with a 15-ft. wide easement to the City and locations shall be coordinated with CCFR.
24. Water and Sewer Assessment Fees: Connection charges and assessments for water and sewer will be assessed in accordance with the applicable rate schedule.
25. Submit a Geotech report with the building application submittal.
26. Building permits will be required for each apartment building, one building permit for the clubhouse, and one for each separate continuous section of retaining wall.
27. The three-story buildings will fall under the WSEC residential energy code. A separate Prescriptive Credit Worksheet, glazing worksheet, and heat sizing worksheet will be required for each apartment type. For help with this, contact: 360-956-2042. Further info: www.energy.wsu.edu, energycodes@energy.wsu.edu.
28. The clubhouse will fall under the WSEC commercial energy code. Therefore, WSEC commercial compliance documentation will need to be submitted with the building permit application package. For help with this, contact: 360-539-5300. Further info: <https://waenergycodes.com>, techsupport@waenergycodes.com.
29. Permanent buffer demarcation and temporary signs for the outer boundary of critical area and buffer shall installed prior to grading activities. See Findings 31 and 32.
30. Indicate the location of the permanent wood fence on the civil plans. Include sign locations on the plans at 100-foot intervals along the buffer.
 - a. A fence permit will be required.
 - b. Signs shall read: "the area beyond this sign is a Critical Area or Buffer. Alteration or disturbance is prohibited by law. No dumping allowed. WMC 15.08: Critical Areas."
 - c. Habitat buffer signage is exempt from sign permit requirements.
31. Critical Areas Conditions - Implementation of the mitigation plan submitted by Ecological Land Services (original submittal and August 3rd, 2021 supplemental submittal) is required, with the addition of the following:
 - a. Include the two large tandem oak trees in the conservation covenant.
 - b. Protect all remaining trees within a recorded conservation covenant per WDFW's recommendation.
 - c. Include a "no tree topping" instruction in the conservation covenant for all trees in the conservation area and the landscaped project area.
 - d. Follow WDFW's above recommendations for felling and girdling trees. Revise the mitigation plan to include these practices.

- e. Obtain a Hydraulic Project Approval prior to work within the Burris Creek riparian area.
 - f. The mitigation plan as discussed in Finding 35, 36 and 37, shall be implemented
32. The applicant/property owner/apartment complex manager will responsible for submitting a Critical Areas monitoring report to the City by December 15 of every year starting the year following the acceptance of mitigation planting.
 33. Include a tree protection plan and narrative in the Final Engineering Plans. The tree protection plan shall be signed by an ISA certified arborist. Prior to construction, tree protection shall be installed according to the approved tree protection plan.
 34. Applicants are required to install and maintain erosion control measures per the Best Management Practices as outlined in the 2012 Stormwater Management Manual for Western Washington during site excavations and grading. Include an erosion control plan with the final engineering submittal. Additionally, a fill and grade permit is required.
 35. Applicant shall prepare and submit a final TIR and stormwater design for detailed review; design shall comply with Finding 50 and 51.
 36. The final stormwater design shall result in no increase to predeveloped flow rates for the 2, 10, 25, and 100 year storms.
 37. Maintenance of stormwater facilities constructed as part of the project shall be the responsibility of the applicant, as detailed in a Stormwater Maintenance Agreement to be completed between the Applicant and the City prior to issuing occupancy.
 38. Update the site plan with the civil engineering submission and building plans submission to include vehicle charging stations. (See Findings 56, 57, & 58)
 39. Electrical room(s) serving parking areas shall be designed to accommodate the electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp electric vehicle charging infrastructure. Demonstrate electrical capacity with the building application submittal.
 40. Revise the building elevations or apply for and obtain approval for a height variance prior to issuance of building permits.
 41. Demonstrate compliance with screening requirements for equipment with the building permit submittal.
 42. Update the landscaping plan to meet requirements of WMC 17.20.090 (B), show required street trees, and place a note on the plan that all landscaping shall be permanently maintained.
 43. Specify the volume (cubic yards) of the garbage and recycling receptacles and container dimensions (in feet) on the site plan and building elevations for each enclosure. Additionally, garbage and recycling signs should be installed in each enclosure prior to final occupancy. Contact Waste Control for additional information.
 44. A separate building permit is required for sign approval and all signs must conform with the requirements of WMC 17.52.
 45. Comply with CCFR-provided comments. Update the site plan per CCFR's comments and resubmit directly to CCFR and submit revisions with final engineering to the city.
 - All work is subject to field inspection and correction.
 - General fire safety precautions shall be maintained during construction.

- Hydrant numbers and locations as approved by CCFR instructions. (Coordinated with Public Works.)
 - See CCFR comment letter for fire apparatus access roads comment. (*Final access design shall be coordinated with CCFR/Cowlitz County/City of Woodland.*)
 - Required access roadways must be completed and unobstructed prior to combustible construction.
 - Buildings over 30 ft. in height must be provided with aerial apparatus access 26 feet wide located within 15 to 30 feet of the building.
 - Turning radius shall comply with inside radii of 28 ft. and outside of 40 ft.
 - Approved access road shall be a minimum clear width of 20 ft. (26 ft. where a hydrant is located). Road surfaces shall be all-weather driving surface and support fire apparatus.
 - Submit all private onsite underground fire suppression water supply to CCFR.
 - Required hydrants shall be serviceable and unobstructed.
 - All fire sprinkler applications shall be submitted to CCFR.
 - Any dead-end required access road longer than 150 ft. shall be provided with an approved cul-de-sac or turn-around.
 - Approved fire apparatus access roads shall be provided for every facility. Buildings B and G access requires revision.
 - A KNOX/key switch is required for access gates.
 - Fire hydrants are required along access roads. Install hydrants along Green Mountain FD. And Green Mountain Loop RD, additional at entrance to apartments, and relocate the hydrant in front of Building G approximately 100 ft.
 - Any structures larger than 5,000 sq. feet must be equipped with an automatic fire sprinkler per WMC 14.32.130.
 - Two means of fire apparatus access will be required after 100 units are constructed; One access must be to Green Mountain Road and the second access must be to Old Pacific Highway.
 - Required fire apparatus accesses shall have signage or markings for parking restrictions in accordance with IFC D 103.6.
46. Per Department of Ecology, use only clean fill or obtain a solid waste permit. Dispose of all debris at an approved site.
47. Per Department of Ecology, install erosion control measures prior to clearing, grading, construction. Do not discharge into waters of the State. Obtain a Construction Stormwater General Permit. Report any soil/groundwater contaminants found.
48. Per SWCAA, applicant must implement measures to control dust from earthmoving and construction.
49. An archaeological survey is required before issuance of grading or building permits. Include Inadvertent Discovery Plan (IDP) language to the final site plan. Additional Tribe notification may be required dependent on results of the survey.

50. Per WMC 19.10.070, the applicant is required to submit for final civil plan approval and submit a final site plan application. Include all above conditions in the final civil plan approval submission.

VI. APPEAL PROCEDURE

As per WMC 19.08.020 and 19.08.030, this Notice of Decision may be appealed to the Hearing Examiner within 15 days of the date this decision is issued. The appeal with grounds for appeal in writing shall be submitted to the Community Development Department **by 5:00 p.m., November 18, 2021.**

Any person may appeal this threshold determination in accordance with WMC 19.06.050 and then by filing such appeal in writing with the Clerk-Treasurer for the City of Woodland, WA, for service to the SEPA responsible official within 15 calendar days of the SEPA determination being final. Per WMC 19.08.030, appeals of SEPA Threshold Determinations shall be reviewed by the Hearing Examiner at an open record predetermination hearing. Appeals must be submitted no later than **by 5:00 p.m., November 18, 2021.**

Staff Contact: Travis Goddard, Community Development Director
City of Woodland
P.O. Box 9
230 Davidson Ave
Woodland, WA 98661
goddardt@ci.woodland.wa.us

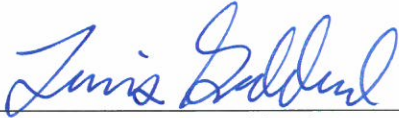
VII. NEXT STEPS

If there is no appeal to the decision, the applicant may move forward to develop the site.

- Submit final civil plans addressing the conditions above. Include Woodland standard details for water, sewer, erosion control, etc. as required to support the civil design when you submit drawings for final civil approval.
 - a. The details can be found at www.ci.woodland.wa.us/departments/public-works/standards.php.
 - b. Submit final civil plans to: https://woodlandwa.seamlessdocs.com/f/civil_review
- Once civil plans are approved:
 - a. Upload approved plans to Clark County Fire and Rescue for electronic signature: www.clarkfr.org. Print the plans once signed.
 - b. Contact Public Works to arrange for signature: 360-225-7999. Then, bring plans signed by Clark County Fire and Rescue to Public Works for signature.
 - c. Provide a .pdf to Public Works of signed plan set.
- Submit building, grading, and sign permits online: www.ci.woodland.wa.us/documents/
 - a. Contact Janice Fisher, Permit Technician, for assistance: 360-225-7299.

- b. Pay any outstanding professional consulting services per Woodland Municipal Code, Ordinance 1097.
- Schedule a pre-construction meeting before beginning any construction activities. Contact Public Works at 360-225-7999 to schedule.
- Install all required landscaping and irrigation prior to applying for final occupancy.
- Submit one full-sized and one copy of reduced size (11" x 17") as-built drawings. In addition, submit a CD/thumb drive containing the as-built drawings in AutoCAD and pdf formats prior to applying for final occupancy.

Date: 11/03/2021

Signature: 
Travis Goddard, Com. Dev. Director

cc: Applicant
Parties of Record
File
Website
Mayor
City Administrator

ATTACHMENTS

- A. Site Plan
- B. Building Elevation