



**Community Development Department**

Building | Planning | Code Enforcement

P.O. Box 9, 230 Davidson Avenue

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

# Notice of Decision

## Trailer Sales Site Plan Review

<b>Land Use Application Nos.:</b>	SPR 20-008 (Site Plan Review) SEP 20-011 (SEPA)
<b>Applicant:</b>	Jeff Zimmerman T2 Investments LLC PO Box 2128 Woodland, WA 98674
<b>Property Owner:</b>	James Chumbley 11804 Marine View Dr. Edmunds, WA 98026
<b>Site Location:</b>	2250 Robinson Road Woodland, WA 98674
<b>Parcel No. &amp; Size:</b>	507670100, 2.77 acres
<b>Zoning Designation:</b>	C-2, Highway Commercial
<b>Date Application Received:</b>	September 4, 2020
<b>Notice of Complete Application Issued:</b>	September 8, 2020
<b>Notice of Application &amp; Likely DNS issued:</b>	September 8, 2020
<b>Comment Period &amp; SEPA Appeal Period Ended:</b>	September 16, 2020 (Comment deadline) October 20, 2020 (SEPA deadline)
<b>Notice of Decision Issued:</b>	June 15, 2021
<b>DRC Decision</b>	Approve with Conditions

### I. DESCRIPTION OF REQUEST

Applicant proposes relocating their current business, Trailer Sales, to 2250 Robinson Road. There is an existing structure on the property, a pole barn, which the applicant proposes to remove and construct a new building. Proposal includes office space for Trailer Sales and office space for three future business tenants. Employee and trailer parking spaces would be located around the property. The primary drive aisles and parking around the proposed building will be paved. Eastern portion of the site would have additional parking areas covered with gravel.

## II. FINDINGS OF FACT

### Development Impact Fees | WMC 3.21 & WMC 3.42

**Finding 1:** Impact fees are collected at the time of building permit issuance. A condition of approval has been added which requires the fees be paid at the time of building permit issuance. *See Condition #1.*

**Finding 2:** Transportation Impact Fees (TIF) are required on new development to support future transportation improvements within the city per WMC 3.42. The TIF is calculated based on \$838 per PM peak hour trip (PMPHT) generated by the project based on the project Traffic Study or where no study is prepared, based on trip generation in accordance with Institute of Transportation Engineers (ITE) published data.

**Finding 3:** For this proposal, a traffic profile was provided by the applicant. Trip generation was evaluated under the use classification “#140 – Manufacturing” from the ITE 10<sup>th</sup> Edition manual. The classification calls for 0.67 peak hour trips, per 1,000 square feet.

**Finding 4:** The proposed building is 12,000 square feet for the construction trailer sales user and up to 3 future users. Peak hour trips are 0.67 x 12 or 8.04 trips. The number of peak hour trips results in a calculated Transportation Impact Fee of (8.04 X \$838) = \$6,737.52 for the project. *See Condition #2.*

**Finding 5:** Fire Impact Fees are required on new development. Fees are calculated based on \$.51 per sq ft of building. Fees are calculated and due at the time of building permit issuance. Fee is estimated to be \$6,120 (\$.51 per square foot of commercial space). *See Conditions #1 & #3.*

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

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### Streets and Sidewalks | WMC Title 12

**Finding 6:** Robinson Road is fully developed to the end of the cul-de-sac. An existing driveway drop provides access to the subject parcel.

**Finding 7:** Between the north end of the cul-de-sac and the site there is approximately 130 feet of existing 40-foot wide public right of way. Street improvements will be required within this section of Robinson Road right of way and shall consist of a 28-foot wide paved road with vertical curb and gutter and 5-foot wide attached concrete sidewalk as shown on the preliminary site plan. *See Conditions #4 and #7.*

**Finding 8:** One streetlight is required to be installed along with the sidewalk improvements. The recommended location is just to the south of the existing gravel access road to Parcel #508050100 and east of the proposed sidewalk. Location of the streetlight must be approved by the Public Works director during civil engineering review. *See Condition #5.*

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

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## Water and Sewage | WMC Title 13

**Finding 9:** City water and sewer mains have are present in Robinson Road and terminate at the location of the driveway.

**Finding 10:** Public mains shall be extended the length of the Robinson Road right of way to the extent that it is feasible (sewer depth may not be adequate and may conflict with culverts). Minimum main size shall be 8-inch diameter for both water and sewer. The applicant will be required to design and install the water and sewer connections in accordance with Woodland standards. *See Conditions #6 and #7.*

**Finding 11:** System Development Charges (SDC's) were originally owed on this parcel as part of the Woodland Industrial LID from 1995. The parcel was part of Roll #21 of the LID. The records show that the SDC was paid off for the entire original parcel in 2007 and that no additional SDC is owed.

**Finding 12:** Payment of connection charges for water and sewer shall be per the current rate schedule. *See Condition #8.*

**Finding 13:** Application for development must address whether backflow devices are required on the water service in accordance with Woodland Municipal Code and the Uniform Plumbing Code. *See Condition #9.*

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

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## Erosion Control | WMC 15.10

**Finding 14:** Applicants are required to install and maintain erosion control measures per the Best Management Practices as outlined in the current version of the 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.

**Finding 15:** A preliminary erosion control plan was not included as part of the site plan submittal. It is anticipated the plan will at minimum require use of a construction entrance, sediment fencing and inlet protection in accordance with City standards. The disturbed area shown in the plan is more than one acre, thus coverage under the statewide NPDES permit will be required. A condition of approval is added to meet all erosion control requirements of WMC 15.10 and follow the Woodland Design Standards for the erosion control plan. *See Condition #10.*

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

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### **Stormwater Management | WMC 15.12**

**Finding 16:** The applicant's submittal includes a preliminary stormwater technical information report, which demonstrates that the site development will utilize a wetpond for management of runoff quality and quantity. A final TIR should be submitted with final engineering. *See Condition #11.*

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

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### **Permitted Uses | WMC 17.36.020**

**Finding 17:** The proposal is for retail sales of trailers and related truck equipment and services. Three business offices for future tenants is also proposed.

**Finding 18:** Uses permitted in the C-2 (highway commercial) zoning district include automobile, truck, motorcycle, bicycle, recreational boat, recreational vehicle, and mobile home sales dealerships with related equipment, services, repair and parts facilities per WMC 17.36.020 (4). Professional and business offices are also permitted in the C-2 zone.

**Conclusion:** The proposed use is a permitted use in this zone.

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### **Setbacks | WMC 17.36.070**

The intent of setbacks in the C-2 zoning district is to establish active, vibrant, and lively C-2 uses within close proximity to the public streets and sidewalks.

**Finding 19:** Buildings in the C-2 zone are meant to be set as closely as possible to fronting streets per WMC 17.36.070. However, when the applicant demonstrates that

locating close to the fronting street is not possible or proposes to locate pedestrian-friendly space and generous landscaping between the building and fronting street, the building may be set back from the street. This may be permitted at the discretion of the approving authority without a variance being obtained.

**Finding 20:** The proposed building is located beyond the north end of a culdesac down a 130 ft. driveway. Locating near the fronting street is not possible and the requirement is waived. *See Attachment A – Site Plan.*

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

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### **Building Height | WMC 17.36.080**

**Finding 21:** The minimum height allowed for buildings in the C-2 zone is 15 ft. and the maximum height is 45 ft.

**Finding 22:** The proposed building is 20 ft. tall, eave height.

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

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### **Off-Street Parking | WMC 17.36.100, WMC 17.36.130, WMC 17.56**

Off-street parking must meet the landscape design standards in WMC 17.36.130 (L), WMC 17.36.130 (N)(4) & (5) and WMC 17.36.130(O) Number of parking spaces required are set by WMC 17.56.

#### **Required Spaces**

**Finding 23:** One parking space is required for each 300 sq. ft. of gross floor area per WMC 17.56.030 (B). Based on the size of the proposed building (12,000 sq. ft.), 40 parking spaces are required.

**Finding 24:** The proposal includes a total of 25 parking spaces. An additional 15 parking spaces for trailers is provided in a gravel lot. The spaces in the gravel lot may not be counted toward the parking total because the lot is not paved and because this area will be used for trailer storage. A condition is added to include 40 paved parking spaces on the site plan and submit the revision with the civil engineering review. Alternatively, submit a parking study demonstrating the adequacy of 25 parking spaces and requesting the Community Development Director to apply flexible parking standards to the project. *See Condition #12.*

**Finding 25:** To meet International Building Code sections 1106.1, 1106.5, 1106.6 & 1106.7 for required accessible parking spaces, a parking lot of 40 spaces will require two accessible spaces of which one must be van accessible. Accessible parking spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance. Where buildings have multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. A condition is added to include accessible spaces on a revised site plan and submit for civil review. *See Condition #13.*

**Finding 26:** The minimum dimensions for parking spaces are 180 sq. ft. and 9 ft. wide per WMC 17.56.060.

**Finding 27:** Each proposed parking space is at least 9 ft. wide and has a minimum area of 180 sq. ft.

## Screening

**Finding 28:** Parking lots shall be located behind or beside buildings when physically feasible per WMC 17.36.130 (L)(4).

**Finding 29:** The parking lot is to the side of the proposed building.

**Finding 30:** Where parking lots are located between the building a public street or in an area that is visible from a public street or space, the parking lot must be screened per WMC 17.36.130 (N)(4). A minimum 10 ft. wide planting strip is required. The planting strip must contain a low wall, raised planter bed, 80% evergreen shrubs, or 80% deciduous trees, or a combination of these treatments.

**Finding 31:** A 10 ft. wide landscaping strip is proposed between I-5 and the parking lot and contains Weeping Alaskan Cedar. *See Attachment A – Site Plan.*

**Finding 32:** The minimum number of trees required interior landscape area in parking lots depends on the location of the parking lot in relation to the building and public right-of-way per WMC 17.36.130 (O). Where the parking lot is located to the side of the building and partially abuts the public street, a minimum of one tree for every six spaces shall be provided (1:6).

**Finding 33:** The parking lot contains 40 spaces and 8 Dogwood trees in the parking area.

**Conclusion:** As conditioned, the project can comply with off-street parking and landscaping standards.

## Architectural and Site Design Standards | WMC 17.36.130

The purpose of the architectural and site design standards is to produce development that:

- Creates a physical environment that emphasizes buildings and landscaping, rather than parking lots, driveways, or large signs.
- Maintains the scale, texture, and architectural context of development.
- Encourage creative and innovative designs for sites and building designs.
- Allow for infill development that is sensitive to the existing urban design context.
- Protect and enhance the business environment and property values within the city in manners that support and stimulate business and industry.

Standards in WMC 17.36.130 regard orientation to the street; plazas, courtyards, and seating areas; entrances, weather protection, articulation/massing, materials and colors, ground level details, transparency, blank wall treatments, roofline, screening rooftop equipment, sidewalks and street trees, curbs cuts and driveways, location of parking lot, pedestrian and bicyclist connections, site screening and buffers, parking lot landscaping, screening of trash and service areas, lighting, and sign design.

**Finding 34:** Per WMC 17.36.130.E, buildings, along with trees and landscaping shall be predominant rather than parking lots.

**Finding 35:** While the building is set back from the fronting streets, landscaping is predominant rather than the parking lot.

**Finding 36:** Buildings larger than 4000 sq. ft. shall have plazas, courtyards, or other pedestrian amenities per WMC 17.36.130 (F). The Plaza/Courtyard shall be 1 sq. ft. per 100 sq. ft. of building.

**Finding 37:** The proposal is for a 12,000 sq. ft. building. Pedestrian amenities are required. A plaza or courtyard for the business complex is required and must be at least 120 sq. ft. in size. A condition is added to revise the site plan with pedestrian amenities per WMC 17.36.130 (F) and include in the civil submittal. *See Condition #14.*

**Finding 38:** Entrances must be easily identifiable from the street and sidewalk and have weather protection per WMC 17.36.130 (G)(1) and (2).

**Finding 39:** The building entries are easily identifiable from the parking lot and it is not feasible for the entries to be easily identifiable from the street. Weather protection is lacking and a condition is added to add weather protection to the building elevations meeting requirements of WMC 17.36.130 (G)(1) and (2) and resubmit with the final engineering.

**Finding 40:** The proposed site plan and building elevations meet the articulation/massing standards of WMC 17.36.130 (H) (1, 2, & 3). The east elevation faces the interstate and requires 20% transparency for the façade between 3 ft. and 7 ft above grade.

**Finding 41:** The transparency standard, WMC 17.36.130 (H)(4), is not met. A condition is added to meet the transparency standard by providing additional windows or blank wall treatments to the east elevation per WMC 17.36.130 (H) (5). *See Condition #15.*

**Finding 42:** Provision of safe pedestrian and bicycle connections throughout the site between is required around the buildings in a way that connects all tenants on the site per WMC 17.36.130 (M). Clear pedestrian connections are also required between parking lots and building entrances and between the abutting public street and building entrances.

**Finding 43:** Pedestrian connections between tenants and the parking lot are lacking on the proposed site plan. A condition is added to include sidewalk along the east elevation that connects all tenants, parking, and accessible parking spaces on the site plan. Pedestrian connections shall be not less than five feet wide should be clearly defined using two or more of the options listed in WMC 17.36.130 (M)(2). *See Condition #16.*

**Finding 44:** A landscape strip, minimum 5-ft. wide, consisting of trees, shrubs, and plant ground cover is required along the entire public street frontage area excluding entrances and pedestrian-oriented space per WMC 17.36.130 (N). Where drive aisles, drive-through lanes, auto repair bay openings, car-wash openings, display areas, and outside storage area are allowed to be located between the building and public street or in an area that is visible from a public street or space, such an area shall be substantially screened with walls and/or evergreen trees and shrubs from the adjacent public street or space with a minimum of 10-ft. wide planting between such an area and the public street or space.

**Finding 45:** There is a 10 ft. wide landscaping strip shown on the site plan between the parking lot and I-5. *See Attachment A – Site Plan.*

**Finding 46:** Garbage and Recycling areas must be screened from the public view per WMC 17.36.130 (P) using a decorative wall, evergreen edge, or opaque fence (chain link with slats and barbed wire do not qualify).

**Finding 47:** An enclosure is indicated for this area on the site plan but the materials to be used for screening are not described in the narrative or building elevation. A condition is added to include the enclosure in the building elevation document and describe method chosen for meeting WMC 17.36.130 (P) and resubmit with civil engineering plans. *See Condition #17.*



**Finding 48:** Per WMC 17.36.130 (Q), lighting elements throughout and surrounding the site should be complementary, shielded from the sky, evenly distributed, and comply with the Illuminating Engineering Society of North America's Recommended Practices and Design Guidelines, latest editions. Lighting shall not reflect or cast glare into any residential zone, glitter or flash, or conflict with the readability of traffic signs and control signals. A condition of approval is added that lighting must not cast glare on to adjacent properties and roadways. *See Condition #18.*

**Finding 49:** A separate permit must be obtained for all signs per WMC 17.36.130 (R) that meets the requirements WMC 17.52. A condition of approval is added to obtain sign permits for all proposed signage. *See Condition #19.*

**Conclusion:** As conditioned, the project can comply with these architectural and site design standards.

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## Performance Standards | WMC 17.48

**Finding 50:** The requirements of this section cover hazards and nuisances including sound level, vibration, air emissions, smoke, dust, odors, industrial wastes, fire hazards, heat, glare, radioactivity and radio transmitters. The applicant will be responsible for ensuring that their operation is complying with all performance standards. A condition of approval is added to comply with performance standards of WMC 17.48. *See Condition #20.*

**Conclusion:** The proposal can comply with the development standards.

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## Fire Review

**Finding 51:** The application was reviewed for Fire Line Safety by Clark County Fire and Rescue. A summary of comments:

- All work subject to field inspection and correction as identified at the time of the on-site inspection.
- Required access roadways and hydrants shall be serviceable and unobstructed prior to combustible construction.
- Building Address (Suite) Numbers shall be clearly visible from the street where it is accessed. IFC 505.1.
- Inspection of work and acceptance testing to be scheduled directly with Clark County Fire & Rescue

A condition is added to meet all requirements of Clark County Fire and Rescue. *See Condition #21.*

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

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## Building Review

**Finding 52:** The 2018 IBC and WSEC Energy Codes have changed since the site plan review application was originally submitted and these changes will apply to the building permit applications:

- a) IBC Sec 429 for Electrical Vehicle Charging Infrastructure for "B" occupancies.
- b) Sec 411 in the commercial energy code for Solar Readiness of new construction buildings.

**Finding 53:** ADA standards require an accessible route to trailers that will be accessed or viewed by customers. An ADA path to the trailers should be added on the site plan or an explanation of how the trailers will be accessible to customers should be added to the narrative. *See Condition #22.*

**Finding 54:** A demolition permit is required for the existing building. *See Condition #23.*

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

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## SEPA Review

**Finding 54:** Southwest Clean Air Agency issued the following comments:

- **Construction Dust:** Applicant is instructed to control particulate matter during construction per SWCAA Regulation 400-040.
- **Asbestos:** The existing building may contain asbestos. Prior to demolition, a thorough asbestos inspection must be conducted by an AHERA-certified inspector in order to determine the presence of asbestos.

*See Condition #24.*

**Finding 55:** Department of Ecology provided comments regarding solid waste management and water quality. A summary of comments:

- **Wetland:** Applicant should retain a qualified professional to conduct a wetland delineation in order to ensure that unpermitted impacts to waters of the state

and/or their buffers do not occur as a result of the project. Placement of fill in wetlands may require a permit from the U.S. Army Corps of Engineers.

- **Solid Waste:** Use only clean fill or obtain a solid waste permit. Dispose of all debris at an approved site.
- **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 if required. Report any soil/groundwater contaminants found.

*See Condition #25.*

**Finding 56:** Washington Department of Transportation responded with pre-application comments. A summary includes:

- Due to the proximity of this proposal to Interstate 5, WSDOT will require that lighting installed by the applicant is of an appropriate wattage and is shielded and/or directed according to RCW 47.36.180 to avoid any glare to motorists.
- Any future filling and grading work will change the drainage characteristics of the site. WSDOT's drainage policy states that there will be no net gain in the stormwater runoff transported to the WSDOT right of way from adjacent property. All stormwater runoff from the site shall be treated and detained in accordance with the requirements of the State of Washington Department of Ecology's "Stormwater Management Manual for the Puget Sound Basin," February 1992 Edition and no stormwater shall be discharged into the WSDOT right of way.

*See Condition #26.*

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

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## Comprehensive Plan

**Finding 57:** In Woodland's 2019 Comprehensive Plan, nearly 124 acres of vacant land are dedicated for commercial development. The City prioritizes future expansion of commercial economic opportunities to attract family-wage jobs in the community and commercial services for residents (Vision Principle V 3). A trailer sales business and office complex help meet the following economic policies adopted in the Comprehensive Plan.

- **EC 1.** Support a diverse and balanced local economy to ensure sustained growth, locally available commercial services, and varied employment opportunities.
- **EC 1.2.** Develop Woodland's position as the commercial center serving southern Cowlitz County and the recreation trade of the upper Lewis River and Mount St. Helens area

- **EC 3.5.** Require new commercial development to minimize off-site impacts on adjacent users and neighborhoods, provide access for persons of all abilities, and enhance ease of use for customers.
- **EC 3.6.** Cluster commercial uses near intersections of major and/or secondary arterials or adjacent to existing commercial land uses.
- **EC 3.7.** Develop areas classified for commercial use on the Land Use Plan Map before other areas are reclassified for commercial use.

### III. DECISION

Per WMC 19.08.030, the above application for the preliminary Site Plan Review 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 IV for conditions of approval.*

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 DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

### IV. CONDITIONS OF APPROVAL

1. Pay all impact fees when building permits are issued per WMC 3.41 & WMC 3.42.
2. The number of peak hour trips results in a calculated Transportation Impact Fee of  $(18.3 \times \$838) = \$6,737.52$  for the project.
3. Fire impact fees are calculated at the time of building permit issuance and are based on \$.51 per sq ft of commercial space. Fee is estimated to be \$6,120 (\$.51 per square foot of commercial space).
4. Between the north end of the cul-de-sac and the site there is approximately 130 feet of existing 40-foot wide public right of way. Street improvements will be required within this section of Robinson Road right of way and shall consist of a 28-foot wide paved road with vertical curb and gutter and 5-foot wide attached concrete sidewalk as shown on the preliminary site plan.
5. One streetlight is required to be installed along with the sidewalk improvements. The recommended location is just to the south of the existing gravel access road to Parcel #508050100 and east of the proposed sidewalk. Location of the streetlight must be approved by the Public Works director during civil engineering review.

6. Public mains shall be extended the length of the Robinson Road right of way to the extent that it is feasible (sewer depth may not be adequate and may conflict with culverts). Minimum main size shall be 8-inch diameter for both water and sewer. The applicant will be required to design and install the water and sewer connections in accordance with Woodland standards. Design and construct water and sewer services in compliance with City of Woodland Public Works – Engineering Standards for Construction.
7. All improvements in the public right-of-way shall be completed in accordance with City of Woodland standards per Title 12. Final design for public street, drainage, lighting and utility improvements shall comply with the current edition of City of Woodland Public Works – Engineering Standards for Construction.
8. Connection charges for water and sewer will be based on meter size and the current rate schedule.
9. Install water service backflow devices where required by WMC 13.28 and the Uniform Plumbing Code.
10. Meet all erosion control requirements of WMC 15.10 and adhere to the submitted erosion control plan. Include an erosion control plan with the final engineering submittal.
11. Submit a final Stormwater Technical Information Report (TIR) for this project.
12. Include 40 paved parking spaces on the site plan and clearly indicate the location and size of the parking spaces. Submit the revised site plan with the civil engineering plans. Alternatively, submit a parking study demonstrating a need for less parking spaces and seek approval from the Community Development Director.
13. To meet International Building Code sections 1106.1, 1106.5, 1106.6 & 1106.7 for required accessible parking spaces, two accessible spaces are needed of which one must be van accessible. Accessible parking spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance. Where buildings have multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. Include accessible spaces on a revised site plan and submit for civil review.
14. Revise the site plan with pedestrian amenities per WMC 17.36.130 (F) and include in the civil submittal. A 120 sq. ft. plaza/courtyard is required with pedestrian amenities.
15. Meet the transparency standard, WMC 17.36.130 (H)(4), for the east elevation by providing 20% transparency for the façade between 3 ft. and 7 ft above grade by providing additional windows or blank wall treatments per WMC 17.36.130 (H)(5). Revise the site plan and include with the engineering review submittal.
16. Include sidewalk/walkway along the east elevation that connects all tenants, parking, and accessible parking spaces on the site plan. Pedestrian connections shall be not less than five feet wide should be clearly defined using two or more of the options listed in WMC 17.36.130 (M)(2).
17. Include the enclosure in the building elevation document and describe method chosen for meeting WMC 17.36.130 (P). Resubmit with civil engineering plans.
18. Lighting shall be directed or shielded so as not to cast glare onto adjacent properties or roadways.

19. Obtain a permit for all signs prior to installation and comply with the standards of WMC 17.52.
20. The applicant will be responsible for ensuring that their operation is complying with all performance standards of WMC 17.48.
21. Address all requirements of Clark County Fire and Rescues and submit revised plans as requested.
22. An ADA path to the trailers should be added on the site plan or an explanation of how the trailers will be accessible to customers should be added to the narrative.
23. Obtain a demolition permit from the City building department for demolition of the existing structure.
24. Based on SWCAA comments, applicant is required to:
  - Control particulate matter during construction per SWCAA Regulation 400-040.
  - Prior to demolition, a thorough asbestos inspection must be conducted by an AHERA-certified inspector in order to determine the presence of asbestos.
25. Comply with Ecology Comments during construction:
  - Use only clean fill or obtain a solid waste permit for fill.
  - Dispose of all debris at an approved site
  - Install erosion control measures prior to clearing, grading, construction.
  - Do not discharge into waters of the state.
  - Obtain a Construction Stormwater General Permit if required.
  - Report any soil/groundwater contaminants found.
26. Comply with WSDOT Comments during construction:
  - Lighting installed by the applicant must be of appropriate wattage and shielded and/or directed according to RCW 47.36.180 to avoid any glare to motorists.
  - No net gain of stormwater runoff transported to the WSDOT right-of-way is allowed.
  - No landscaping is allowed in the WSDOT right-of-way.

## V. APPEAL PROCEDURE

As per WMC 19.08.020 and 19.08.030, this Notice of Decision may be appealed to the Hearing Examiner within 14 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., June 30, 2021.**

Any person may appeal this threshold determination in accordance with WMC 15.04.225 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 14 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 **5:00 p.m., June 30, 2021.**

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## VI. 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](http://www.ci.woodland.wa.us/departments/public-works/standards.php).
  - b. Submit final civil plans in the document center on the City of Woodland website: [https://woodlandwa.seamlessdocs.com/f/civil\\_review](https://woodlandwa.seamlessdocs.com/f/civil_review)
- Once civil plans are approved:
  - a. Upload approved plans to Clark-Cowlitz Fire Rescue for electronic signature: [www.clarkfr.org](http://www.clarkfr.org). Then, print the signed plans.
  - 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 for building, demolition, grading, and sign permits: [www.ci.woodland.wa.us/documents/](http://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 to schedule: 360-225-7999.
- 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:** 6/15/2021

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



*Melissa Johnston, Associate Planner*

cc:

Applicant  
Property Owner  
City Engineer  
Parties of Record  
Department Heads  
Building Official  
Fire Marshal

Planning Commission  
City Council  
Mayor  
File  
Counter Copy  
Website

**ATTACHMENTS**

A. Site Plan



# **Attachment A**

Site Plan













