

RESOLUTION NO. 735

A RESOLUTION RELATING TO SUBDIVISIONS AND APPROVING THE PRELIMINARY PLAT AS REFLECTED IN THE PLANNING COMMISSION RECOMMENDATION FOR THE WOODLAND CREEK PLANNED UNIT RESIDENTIAL DEVELOPMENT ("PURD"), SUBJECT TO CERTAIN PROVISIONS AND CONDITIONS MORE PARTICULARLY DESCRIBED HEREIN.

WHEREAS, the owners of certain property comprising what is now denominated the Woodland Creek PURD made application to the City pursuant to RCW 58.17 and WMC Chapter 16.08 for the establishment of said property as a subdivision, and WMC Chapter 16.22 for the said property as a PURD; and,

WHEREAS, said application for preliminary plat approval was duly considered by City staff and submitted to the Woodland Planning Commission for approval and recommendation to the Woodland City Council; and,

WHEREAS, at a public hearing on December 17, 2020, the planning commission recommended that the project be approved as conditioned by the revised staff report dated December 15, 2020; and

WHEREAS, on January 4, 2021, after due consideration of the Planning Commission's recommendation and the recommendations of staff, the City Council approved the preliminary plat as reflected in the revised staff report for the Woodland Creek PURD Subdivision subject to the following conditions:

1. A final plat application shall be required. The final plat application shall be accompanied by the necessary fees and shall contain the information required by WMC 16.10 and by information necessary to determine that the project meets these conditions of approval. An electronic copy of all final plat application material shall also be required.
2. Base Flood Elevation (BFE) information shall be shown on the face of the final plat. Elevation measurements shall be shown on the survey wherever necessary to facilitate subsequent building permit reviews, using a floodplain review process in lieu of a full floodplain permit for each unit. A note regarding flood elevation information, similar to the one below, describing each BFE marker, shall be required on the face of the plat.

530033 0001 L (09-04 1900), 00002 0010 L (09-04 1900)
9) BENCH MARK:
FEMA REFERENCE MARK 2
FEMA ELEVATION = 27.88 FEET (NGVD 29)
A BRASS PIN IN THE CENTER OF A 9 BY 15 FOOT CONCRETE MANHOLE SLAB, AT THE NORTHEAST
CORNER OF THE INTERSECTION OF BUCKEYE AND GOERING STREETS.

SITE DATUM:
CLARK COUNTY DATUM ELEVATION = 28.10 FEET (NGVD 29-47)

3. The following notes shall be placed on the face of the plat:
 - a. SR 503 predates this development. Washington Department of Transportation (WSDOT) will not be responsible for any traffic noise.
 - b. The PacifiCorp fish hatchery on a nearby property predates this development. Owners acknowledge that PacifiCorp will not be responsible for any noise, odors, or related impacts from the normal operation of the hatchery.
 - c. Construction on each lot will be subject to review under the City's flood hazard reduction standards. An elevation certificate may be required with all building permit applications. (If applicable, the applicant may show compliance with the frequently flooded regulations through a Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision (CLOMR). If so, this note may not be applicable when the plat is recorded.)
 - d. Development on all lots shall be reviewed at the time of building permit approval to determine if they meet the following criteria:
 - Front yard setback in feet: 18
 - Rear yard setback in feet: 7.5
 - Interior side yard setback in feet: 5
 - Street side yard setback in feet: 7.5
 - Maximum building height in feet: 30
 - Maximum lot coverage: 50 percent
 - e. All lots are subject to impact fees for Parks, Fire, Schools, and Traffic. Fees shall be calculated and paid at the time of building permit issuance.
4. Detailed construction drawings for the proposed road, drainage and utility facilities shall be submitted to the City's Public Works Department for review and approval prior to construction of subdivision improvements. Design of improvements shall be in accordance with the City of Woodland Public Works Engineering Standards for Construction.
5. The applicant shall construct or bond all frontage and interior street improvements, including road base, paving, curb and gutter, sidewalks and streetlights to the required standards prior to final plat approval.
6. Frontage half-street improvements for Lewis River Road (State Route 503) shall be constructed to the applicable Arterial standards. Where feasible or as agreed upon by the City engineer, improvements shall include curb, gutter, sidewalk,

street widening, stormwater management and street lighting, in compliance with City standard details, based on a street section of 24' from centerline to face of curb. A right of way dedication to 40' of half width is required. Design and right-of-way conveyance shall meet the requirements of WSDOT. Americans with Disabilities Act ("ADA"), 42 U.S.C. § 12101 et seq, improvements shall be incorporated as approved by WSDOT.

7. Channelization for a left turn lane shall be constructed for the northbound traffic turning west onto McCracken Road.
8. Driveways shall not be permitted directly to Lewis River Road from any of the proposed lots. The driveway to the adjacent lot on the McCracken Road connecting street shall be located the farthest practical distance from the intersection.
9. All interior public streets shall be constructed to Local Access standards based on Standard Detail T-27, with exceptions for street and right of way width and for detached sidewalk. Improvements shall include curb, gutter, sidewalk (sidewalks may be installed with home construction as approved by Public Works), paving of the street and street lighting in compliance with City standards. The extension of the proposed private street, that provides access to lots 109 through 112, shall be designed and constructed in accordance with City standards for Private Streets.
10. The applicant shall construct or bond for drainage, water and sewer systems, telephone, electrical and telecommunication systems prior to final plat approval.
11. Water and gravity sewer mains shall conform to City design standards. Gravity sewer mains and water mains shall be minimum 8-inch diameter and shall extend to all lots with standards laterals. Water and sewer mains shall be extended to the limits of the subdivision where feasible along the SR 503 frontage to serve the Urban Growth Boundary ("UGB") basin. The number and location of fire hydrants must be approved by the fire marshal.
12. A sewer pumping station shall be constructed to acceptable standards, as identified in the findings. Applicant shall prepare an assessment of downstream collection system components as identified in the findings and complete system upgrades where required. Applicant shall be entitled to any system development charge credits (SDC Credits) that may be assigned to any downstream improvements conducted by applicant or latecomer reimbursement for any additional sewer installed for the benefit of adjacent properties within the UGB.
13. Stormwater detention and treatment facilities, for runoff from the interior streets and lots, shall be designed in accordance with adopted standards, which are based on the Department of Ecology (DOE) "Puget Sound Manual" and adoption criteria, which is included in WMC 15.12. Design of improvements shall mitigate for quality and quantity of runoff and for impacts to downstream conveyance systems, as determined by the Public Works Director.

14. The stormwater treatment area shall be placed in an easement or a parcel of land that will be conveyed to the City after the 2-year operation period and thereafter maintained by the City. Stormwater treatment sites shall be enclosed by a 6-foot tall chain link fence. Fences shall be vinyl coated with commercial grade materials. Suitable access shall be provided for maintenance. All aspects of the design are subject to approval by the Public Works Director.
15. Erosion control measures shall comply with WMC 15.10 and shall be in place prior to any clearing, grading, or construction.
16. The applicant shall comply with DOE requirements to secure permits associated with stormwater discharge during construction.
17. The applicant shall submit and obtain approval of a final erosion control plan and a final stormwater Technical Information Report. Design of erosion control and stormwater improvements shall comply with Woodland Development standards.
18. The applicant shall comply with requirements of the Highway Runoff Manual in the design of stormwater facilities to address runoff from the state route. Approval by WSDOT Southwest Region is required prior to construction. The applicant shall convey the dedicated stormwater management site to the State of Washington.
19. An easement to the City will be required for access and for public utilities placed within the private road alignment.
20. Prior to the placement of any fill material, a Fill and Grade permit shall be obtained from the City of Woodland and shall comply with the Flood Damage Prevention Ordinance and FEMA regulations.
21. The applicant shall establish a Home-Owner Association (HOA) for the maintenance and management of the commonly owned properties and facilities. HOA documents, including but not limited to covenants, conditions and restrictions, shall be subject to review and prior approval by the Public Works Director.
22. Hours of construction shall be limited to 7:00 A.M. to 8:00 P.M. on weekdays and Saturdays and prohibited on Sundays.
23. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads.
24. The applicant shall provide evidence of compliance with the proposed points needed for a Basic PURD prior to building permit issuance. A note reflecting this is required on the face of the plat.
25. The minimum lot size for any lot in this subdivision shall be 3,600 square feet. Lots must be adjusted accordingly.

26. A phasing plan for the development may be submitted as part of the final engineering plan process. Final approval of the phasing plan shall be by the Public Works Director.
27. Lots fronting on Lewis River Road shall provide a 10-foot landscaping buffer meeting WMC 16.16.060, or, if the 10-foot buffer is not dedicated, the strip shall be designated on the plat as follows: "This strip is reserved for screening. The placement of any structure hereon is prohibited." Landscaping shall be either installed prior to filing the final plat, or, as part of the landscaping plan. Landscaping may be deferred to final occupancy for each lot.
28. The proposed sound barrier along SR-503 will require a building permit at the time of construction.
29. The sound barrier must be constructed on private property and must be approved for design and location as part of the final engineering process.
30. The sound barrier must provide adequate sight distance at the emergency vehicle approach to SR-503.
31. Maintenance for the sound barrier must be delegated to the property owners or the home-owners association in accordance with approved and recorded covenants, conditions and restrictions. A note reflecting this must be added to the face of the plat.
32. A professional archaeological survey of the areas to be disturbed for the development will be required prior to commencement of development activity. This survey should be done in consultation with the concerned Tribes cultural committees and staff as recommended by the Department of Archaeology and Historic Preservation ("DAHP").
33. The habitat and wetland areas shall be protected in perpetuity by a conservation covenant, deed restriction, or other legally binding mechanism per WMC 15.08.720. This covenant must be reviewed and approved by the Community Development Director prior to filing either the Boundary Line Adjustment ("BLA") or a final plat. The covenants shall include language allowing applicant and/or its successor HOA to have access to maintain the "ditch" to allow unobstructed water flow to Lewis River per the provisions of WMC 15.08.100.B.3 and 5. Such work must be consistent with Washington State Department of Fish & Wildlife standards for such work.
34. The easement for the Cowlitz Public Utility District (as identified above) must be referenced on the face of the plat. The 30' x 60' easement along SR-503 may be adjusted or be vacated prior to the final plat.
35. To ensure the development is consistent with applicable fire codes and Woodland Municipal Codes the following conditions must be met:

- a. Roadways to Structures: The perimeter of all structures must be within 150' of an approved access road with a minimum clearance width of 20' (26' where a hydrant is located). IFC 503.1.1 / D102 / D103
- b. Dead-end Streets: Any dead-end road longer than 150' must be provided with an approved cul-de-sac or hammer-head turn-around in accordance the International Fire Code design criteria. (96' Diameter Cul-de-sac; 120' Hammerhead with 20' clear width and 28'R corners) IFC D103.4
- c. Parking Restrictions: Roadways must have signage for parking restrictions as follows: Signs for no-parking must be provided on both sides of all streets that are less than 26' wide in accordance with local standards for future enforcement. Signs for no-parking must be provided on one side of all streets that are between 26' and 32' wide in accordance with local standards for future enforcement. IFC D103.6
- d. Remote Access Points: One and Two-Family Residential Developments with more than 30 dwelling units must be provided with two separate and remote fire apparatus access roads. Multiple Family Residential Developments with more than 100 dwelling units must be provided with two separate and remote fire apparatus access roads. (remote = min. ½ the overall diagonal of the land area being served) IFC D106/107
- e. Access During Construction: Access roadways must be completed and unobstructed prior to construction of combustible structures.
- f. Gates: Where required access is restricted with a gate, an approved key box or key switch must be provided to allow Fire Department Access. (IFC 506)
- g. Hydrant spacing is assessed based on structures that are non-sprinklered, type V-B Construction and no larger than 4,800 combined square feet. Additional hydrants may be required for streets providing access to structures greater than 4,800 SF. (IFC Table B105.1(2) / C102.1)
- h. Fire Hydrants: Hydrants must be provided on fire access roadways so that average spacing does not exceed 500' and the maximum distance from any point on the street frontage to a hydrant is no more than 250'. (400' and 200' for Dead end roads) IFC C102
- i. Fire Sprinklers: Any structures larger than 5,000 SF must be equipped with an automatic fire sprinkler system in accordance with NFPA 13D. (Woodland Municipal Code 14.32.130)
- j. Water Supply During Construction: Required hydrants must be serviceable and unobstructed prior to construction of combustible structures.
- k. Fire Sprinklers may be considered as an alternate method to increase hydrant spacing or to address access issues.
- l. These standards must be incorporated in the final engineering plan review.

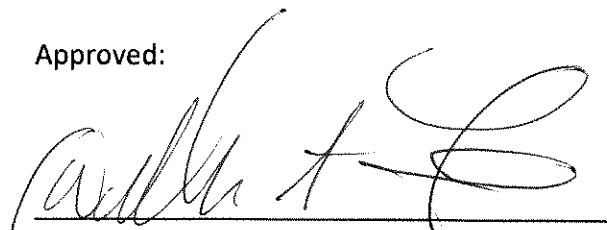
- m. The emergency vehicle access at the end of the access serving Lots 109 through 112 shall be by a gate approved by Clark-Cowlitz Fire Rescue. Bollards are not an acceptable alternative.
 - n. Hydrant spacing and final hydrant location shall be by prior approval of Clark-Cowlitz Fire Rescue during the final engineering process, unless an alternative method for fire protection is approved by CCFR.
 - o. All flag lots will comply with fire code and provide access to all sides of future structures within 150' or provide a fire extinguishing system. A note reflecting this shall be placed on the face of the plat.
36. A general condition of Cowlitz County is that all newly created lots must indicate the addresses for all lots on the face of the plat. Contact Public Works for address assignment as part of the final plat process.
37. Once final approval is given to print the final plat, signatures on three copies of the plat, shall be collected in the following order:
- 1. The owners in fee simple;
 - 2. Notary public in and for the state;
 - 3. Professional land surveyor registered in the state;
 - 4. Public Works Director;
 - 5. Cowlitz County treasurer;
 - 6. Cowlitz County Auditor
38. Three signed copies of the final plat must be submitted to staff for review and approval.
39. The plat shall be filed and recorded with the County Auditor and shall not be deemed approved until so filed. A copy of the approved subdivision plat (after recorded) shall be submitted to the Community Development Department.

NOW, THEREFORE, BE IT RESOLVED that the preliminary plat for the Woodland Creek PURD Subdivision is hereby approved, subject to the terms and conditions as set forth above and incorporated herein as if fully set forth.

PASSED this 4th day of January 2021.

CITY OF WOODLAND, WASHINGTON

Approved:




William A Finn, Mayor

Attest:



Mari E. Ripp, Clerk / Treasurer

Approved as to form:



Frank F. Randolph, City Attorney

**City of Woodland
Council Agenda Summary Sheet**

Agenda Item: Review and approval with conditions of the Woodland Creek PURD 150-lot subdivision (PUD-20-001) as recommended by the Woodland Planning Commission.

Agenda Item #: Action
For Agenda of: 1/4/2021
Department: Community Development
Date Submitted: 12/28/2020

Cost of Item: _____
Amount Budgeted: _____
Unexpended Balance: _____

BARS #: _____
Description: _____

Department Supervisor Approval: Travis Goddard, CD Director / s /

Committee Recommendation: N/A

Agenda Item Supporting Narrative: (list attachments, supporting documents):
1) Planning Commission Determination – Approval with Conditions
2) Ordinance 735
3) Woodland Creek PURD Plat Maps
4) Staff report (dated December 15, 2020)

Summary Statement:
The applicant proposes dividing approximately 41.17 acres into 150-lots ranging in size from 3,600 sq. ft to 10,280 sq. ft and includes a 14-acre open space tract, a sewer pump station tract and two stormwater tracts. The development will include cross connection from Statesman Drive to Lewis River Road at the intersection of McCracken Road as well as a second emergency vehicle connection further North.

At a public hearing on December 17th, 2020 the Woodland Planning Commission considered the proposal and recommended that the project be approved as conditioned by the revised staff report dated December 15th, 2020 which is attached to this packet.

The Planning Commission recommends that PUD 2020-001/CAP-20-002 & 3/FLD-20-002/SEP-20-13 be approved as conditioned. This recommendation was approved with a unanimous 4-0 vote by the commission with the reservation that the proposal be modified during the final engineering process so that it may justify the awarding of PURD points for having a low-impact stormwater component. (This desire is embodied by Condition #24.)

The land use record used by the Planning Commission can be viewed at: December PC Agenda

The applicant held a neighborhood meeting on December 5th, 2020 and at one point there were 29 people logged into the Zoom meeting (though maybe half were staff and the applicant's consultants). Meeting notes were provided by the applicant and the issues raised by neighbors were covered by the staff report.

The major issues raised were:

Traffic - Neighbors were concerned about new traffic resulting from the project.

Staff notes that the project will provide new internal streets, provide a cross-connection to SR-503, and will pay transportation impact fees. All three of these measures will improve overall vehicle circulation that benefits the entire city. In addition, the project will be providing half-street frontage improvements on SR-503 which include intersection turn-lanes and pedestrian connections to the school.

Road conditions - Conditions on Gun Club Road were raised because it lacks sidewalks, is not level, and lacks proper maintenance.

As noted in the staff report, shortcomings in the existing transportation system cannot be blamed on future development nor can future developers be required to fix them. The City's ability to mitigate for new development is limited to the those impacts that result from the proposed development. Therefore, there is no mechanism that would allow the City to force developers to fix existing deficiencies on Gun Club Road. (Please note: Gun Club is already on the City's 6-year Transportation Improvement Program (TIP) though it is unfunded at this time.)

Stormwater/Flooding - Several neighbors raised the issue of standing water in streets, yards, and crawlspaces.

In the staff report, staff notes that much of the East side of the City is a mapped floodplain. Frequent flooding is a normal characteristic of land within a floodplain. In fact, the City's critical areas ordinance dealing with flooding is called the Frequently Flooded Areas ordinance. In short, these regulations require the protection of living space (bedrooms, kitchens, living rooms etc.). Activities that are allowed to occur without concern for flooding are access, storage, and parking. As a result, development that occurs within the floodplain is often designed with the houses at an elevated level, while the streets, driveways, and yards are intentionally left sunken to act as storage space for floodwater. That flood storage is what protects the living space from rising water levels.

The development itself will be raised in elevation but will include a stormwater system that is designed to retain runoff at pre-development levels. As a result, the development should not contribute additional stormwater runoff to the frequently flooded areas of the City. But please note, this is not to say that future flooding will not occur. Nor does it mean that flooding might not be more frequent or that higher levels of flood water will not occur. Areas that were designed to flood, will continue to flood (because they were designed to flood).

Staff is not intending to diminish the concern raised by neighbors however, they are in effect asking the City to protect floodwater storage space from being flooded. The developer cannot be held responsible for accomplishing this. The city would either need to dike the floodplain or use the stormwater utility to create a stormwater flood control project.

Conclusion

The issues raised by the community are the same issues that were raised by staff during the review process. The applicant has proposed a development that they felt best addressed those concerns.

The recommended conditions of approval are intended to hold the proposed development to City standards.

Those conditions require the developer to mitigate their impacts to the fullest extent allowed by code through a mix of public improvements, private dedications, and the payment of impact fees and connection charges.



Community Development Department
Building | Planning | Code Enforcement
P.O. Box 9, 230 Davidson Avenue
(360) 225-7299, www.ci.woodland.wa.us

PLANNING COMMISSION RECOMMENDATION

Woodland Creek Planned Unit Residential Development Subdivision Land Use Applications numbers: PUD-20-001/CAP-20-002 & 003/ FLD-20-002/SEP-20-13

Applicant:	Hinton Development Corp. Joe Melo 14010-A NE 3 rd Court#106 Vancouver, WA 98685
Contact:	Scott Taylor SGA Engineering 2005 Broadway, WA 98663 360-993-0911
Site Location:	2336 Lewis River Road Woodland, WA 98674
Parcel Size:	41.17
Zoning Designation:	LDR-8.5, Low Density Residential
Date of PC Hearings:	December 17, 2020
Projected date for City Council consideration:	January 4, 2021
Recommendation:	Approve with conditions.

I. MOTION AND RECOMMENDATION

On the 17th of December 2020, the Planning Commission held a public hearing in accordance with Woodland Municipal Code. Upon closing the public hearing, the Commission passed by a vote of 4-0 a recommendation that the City Council **Approve with conditions** the Woodland Creek Planned Unit Residential Development Subdivision as described in the Revised Staff Report for PUD-20-001/CAP-20-002 & 3/FLD-20-002/SEP-20-13 with the following emphasis:

1. The applicant shall provide evidence of compliance with the proposed points needed for the Basic PURD prior to building permit issuance. (Condition #24)

II. DESCRIPTION OF PROPOSAL

The applicant proposes dividing approximately 41.17 acres into 150 lots with a 14-acre open space tract with public nature trail, two stormwater tracts, and sewer pump station tract. The

development will include a street connection between Statesman Drive and Lewis River Road (SR-503) at the intersection of McCracken Road. There will also be a secondary emergency vehicle connection to Lewis River Road to north of the electrical substation. Using the Planned Unit Residential code, the proposal will use a variety of lot sizes which range from 3,600 sq. ft to 10,280 sq. ft. and number of other innovative design techniques including pedestrian connectivity, skinny road designs, and recreational/environmental open space.

III. LOCATION OF PROPOSED DEVELOPMENT

The proposed project is located adjacent to 2336 Lewis River Road and consists of ten tax parcels making up three legal lots or record.

IV. REVIEW AUTHORITY

Per WMC 19.08.030, Subdivisions and Planned Unit Residential Developments shall be reviewed by the Planning Commission at an open record public hearing. The Planning Commission shall issue a recommendation to the Woodland City Council, which has the authority to approve, approve with conditions, or deny the application. This document is the written representation of the Planning Commission's recommendation.

Date: December 24, 2020 Signature: _____



Tel Jensen, Planning Commission Chair

Cc: Applicant
Owner
Department Heads
Rob VanderZanden, P.E.
Planning Commission
City Council
Mayor
City Administrator
File
City of Woodland Website

WOODLAND CREEK SUBDIVISION

BEING A PORTION OF SECTION 5, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE
WILKINSON TOWNSHIP, CHARLES COUNTY, MARYLAND

PRELIMINARY

WOODLAND CREEK SUBDIVISION

P.U.R.D. SUBDIVISION

PRELIMINARY PLAT

CITY OF WOODLAND

APPLICANT:
MAYNARD DEVELOPMENT, LLC
4775 JAY WALKER
MANASSAS, VA 20108
PH: (703) 741-2443
OR: (703) 741-2443

PROPERTY ADDRESS:
2145 LINDSEY ROAD
MANASSAS, VA 20108
RECORDING INFORMATION:
MANASSAS COUNTY, VA
OWNER:
MAYNARD DEVELOPMENT, LLC
PROJECT NUMBER: 2145

CONTRACT NUMBER:
SMA PROJECTING, P.L.L.C.
4700 SOUTH JEFFERSON
MANASSAS, VA 20108
PH: (703) 741-1111
OR: (703) 741-1111
OR: (703) 741-1111

ASSISTING SITE ARCHITECTS:
LARRY H. HARRIS, ARCHITECT
1200 S. WILSON AVENUE
MANASSAS, VA 20108
PH: (703) 741-1111
OR: (703) 741-1111

EXISTING UTILITIES:
UNDERGROUND UTILITIES:
ELECTRIC
TELEPHONE
CABLE
GAS
WATER
SEWER

EXISTING ROAD AND DRIVE:
EXISTING ROAD: RICHMOND AVENUE
EXISTING DRIVE: LINDSEY ROAD

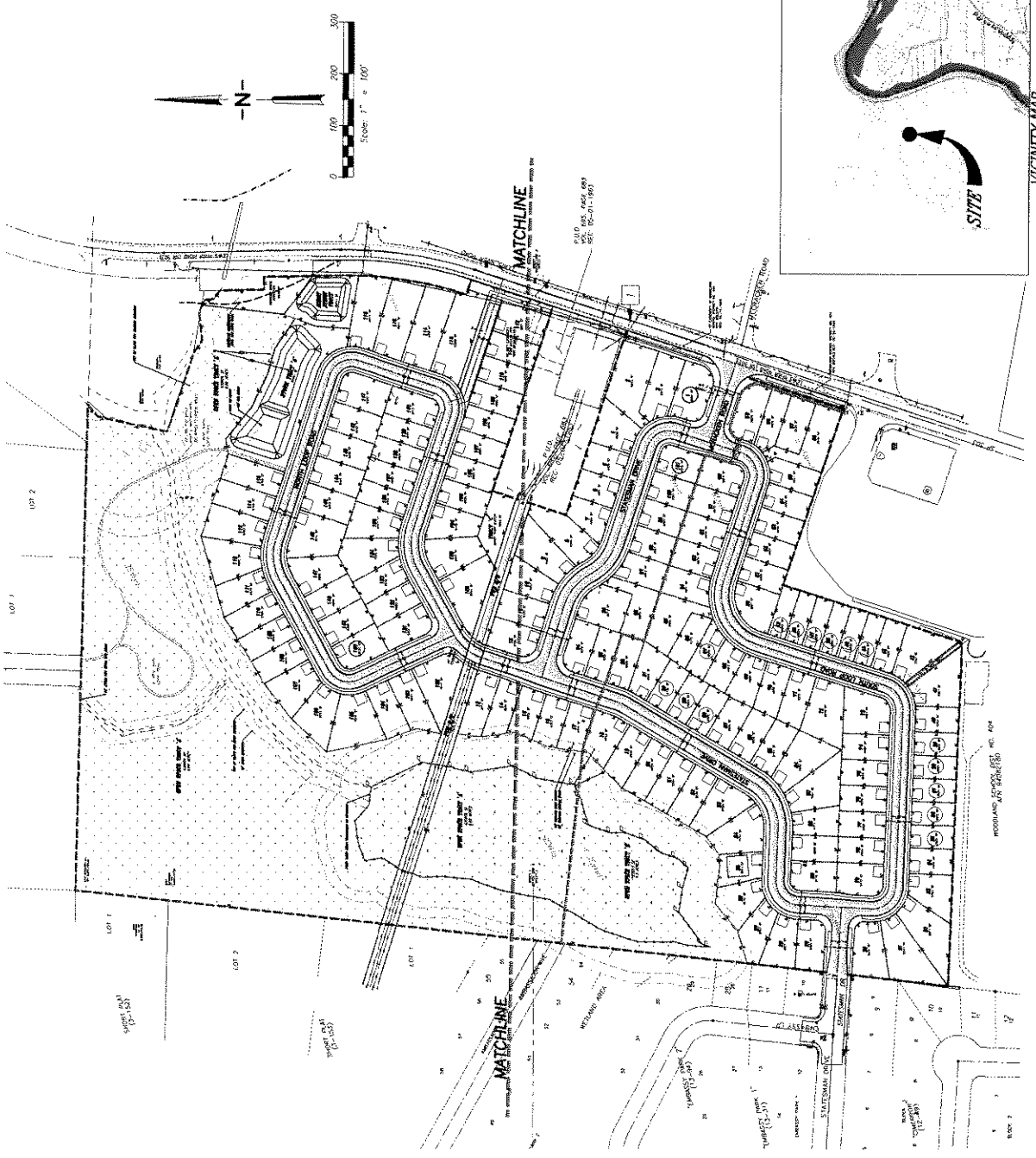
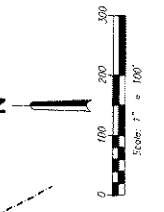
ENVIRONMENTAL CONSIDERATIONS:
NO ENVIRONMENTAL CONSIDERATIONS WERE IDENTIFIED AS A RESULT OF THIS SURVEY.

EXISTING CONDITIONS:
THE SITE IS LOCATED IN AN A-1 ZONING DISTRICT AND IS CURRENTLY UNDEVELOPED. THE SITE IS TO BE DEVELOPED AS A RESIDENTIAL SUBDIVISION.

PROPOSED SITE INFORMATION:
PROPOSED SITE: 2145 LINDSEY ROAD
PROPOSED LOT AREA: 4.13 ACRES

PROPOSED SITE AREA SUMMARY:
GROSS SITE AREA: 4.13 ACRES
NET SITE AREA: 3.15 ACRES
PUBLIC RIGHT-OF-WAY: 0.98 ACRES

NOTES:
1. THIS PLAN SHOWS THE PROPOSED LOTS AND DRIVEWAYS.
2. THE LOTS ARE TO BE DEVELOPED AS SINGLE-FAMILY RESIDENTIAL HOMES.
3. THE DRIVEWAYS ARE TO BE DEVELOPED AS PAVED DRIVEWAYS.



PROPOSED DRIVEWAY:
PROPOSED DRIVEWAY: LINDSEY DRIVE

PROPOSED DRIVEWAY:
PROPOSED DRIVEWAY: WOODLAND DRIVE

PROPOSED DRIVEWAY:
PROPOSED DRIVEWAY: WOODLAND DRIVE

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PROPOSED DRIVEWAY:
PROPOSED DRIVEWAY: WOODLAND DRIVE

PROPOSED DRIVEWAY:
PROPOSED DRIVEWAY: WOODLAND DRIVE

DESIGNED BY: JET, JAI
DRAWN BY: JET, JAI
CHECKED BY: JET, JAI
SCALE: 1" = 100'



SITE ENGINEERING, INC.
 CIVIL ENGINEERING - LAND PLANNING
 DEVELOPMENT SERVICES
 LANDSCAPE ARCHITECTURE

3500 GARDEN ROAD, SUITE 100
 WASHINGTON, DC 20037
 PHONE (202) 899-5911
 FAX (202) 899-5917

WOODLAND CREEK SUBDIVISION
 WASHINGTON

**WOODLAND CREEK
 P.U.R.D. SUBDIVISION**

PRELIMINARY
 DIVISIONS

DRAWN BY: SHI, JAI
 CHECKED BY: JTP, JAI
 SCALE: 1" = 100'

SHEET PREL.0
 JOB NUMBER 2013

WOODLAND CREEK SUBDIVISION
 BEING A PORTION OF SECTION 7, TOWNSHIP 3 NORTH, RANGE 3 WEST OF THE
 BELLEVILLE NORMAL COUNTY, MISSOURI
 PRELIMINARY PLAN
 OCTOBER 2013

APPLICANT:
 WINDY SOUNDS, LLC
 4074 1/2 W. 119TH ST.
 WINDY SOUNDS, LLC
 11911 W. 119TH ST.
 MO, 64041
 816-271-1173
 WINDYSOUNDS.COM

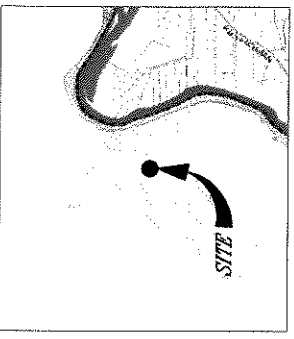
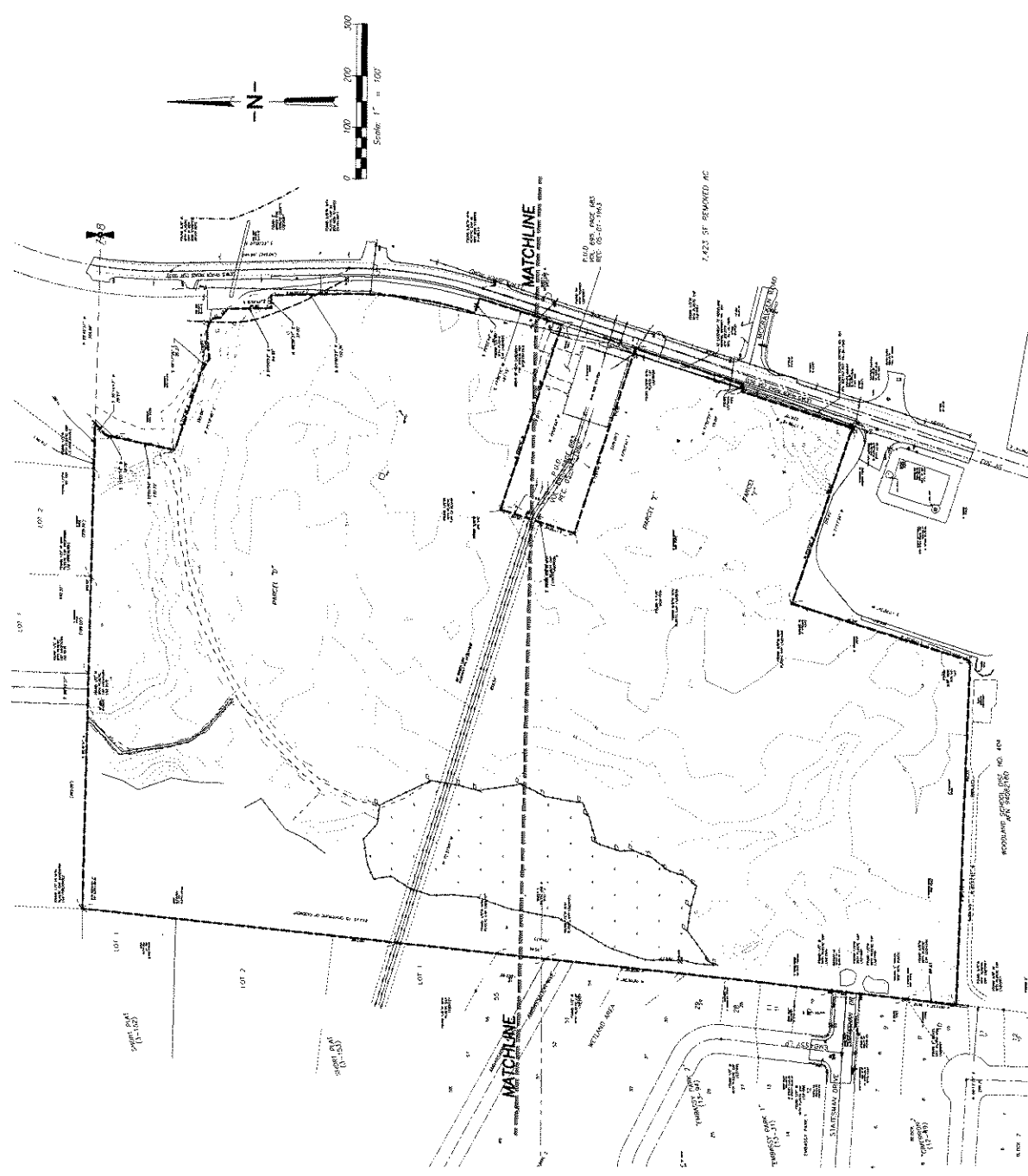
PROPERTY ADDRESS:
 233 LEIP RD
 WINDY SOUNDS, LLC
 11911 W. 119TH ST.
 MO, 64041
 816-271-1173
 WINDYSOUNDS.COM

CONTACT PERSON:
 SSI HIGHLAND, LLC
 2001 N. 119TH ST.
 WINDY SOUNDS, LLC
 11911 W. 119TH ST.
 MO, 64041
 816-271-1173
 WINDYSOUNDS.COM

ENGINEER:
 SHI, JAI
 3500 GARDEN ROAD, SUITE 100
 WASHINGTON, DC 20037
 (202) 899-5911
 SITEENGINEERING.COM

EXISTING SITE INFORMATION:
 EXISTING ROAD: WASHINGTON
 EXISTING SUBDIVISION:
 EXISTING LOTS:
 EXISTING UTILITIES:
 EXISTING ELEVATIONS:
 EXISTING SURFACE:
 EXISTING DRAINAGE:

ENVIRONMENTAL CONDITIONS:
 THE SITE CONTAINS AN ENVIRONMENTAL SENSITIVE AREA (ESA) AS SHOWN ON THE RELEVANT MISSOURI REGULATIONS. THE USE OF THIS AREA SHALL BE LIMITED TO THE USES SPECIFIED IN THE PERMIT.
EXISTING ENVIRONMENTAL DISORDER:
 THERE ARE NO KNOWN ENVIRONMENTAL DISORDERS AT THIS SITE.





R/S ENGINEERING & PLANNING
 CIVIL ENGINEERING SERVICES
 LANDSCAPE ARCHITECTURE

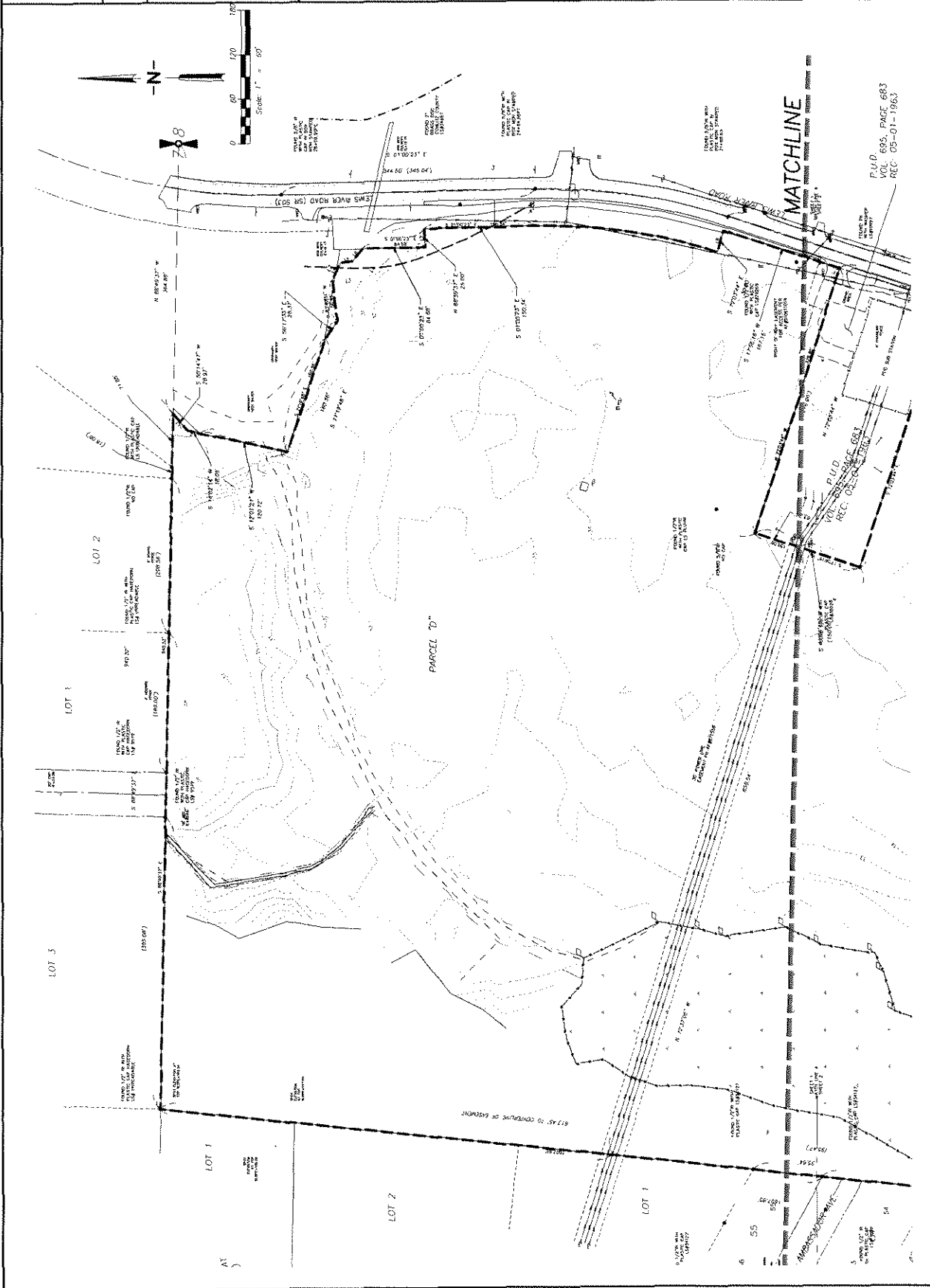
JOHN BRENNAN
 PROJECT MANAGER
 PHONE (360) 993-0911
 FAX (360) 993-0917

CITY OF WOODLAND
 WASHINGTON
**WOODLAND CREEK
 P.U.R.D. SUBDIVISION**
 EXISTING CONDITIONS - NORTH

NO.	DATE	DESCRIPTION
1	05-01-1963	PRELIMINARY

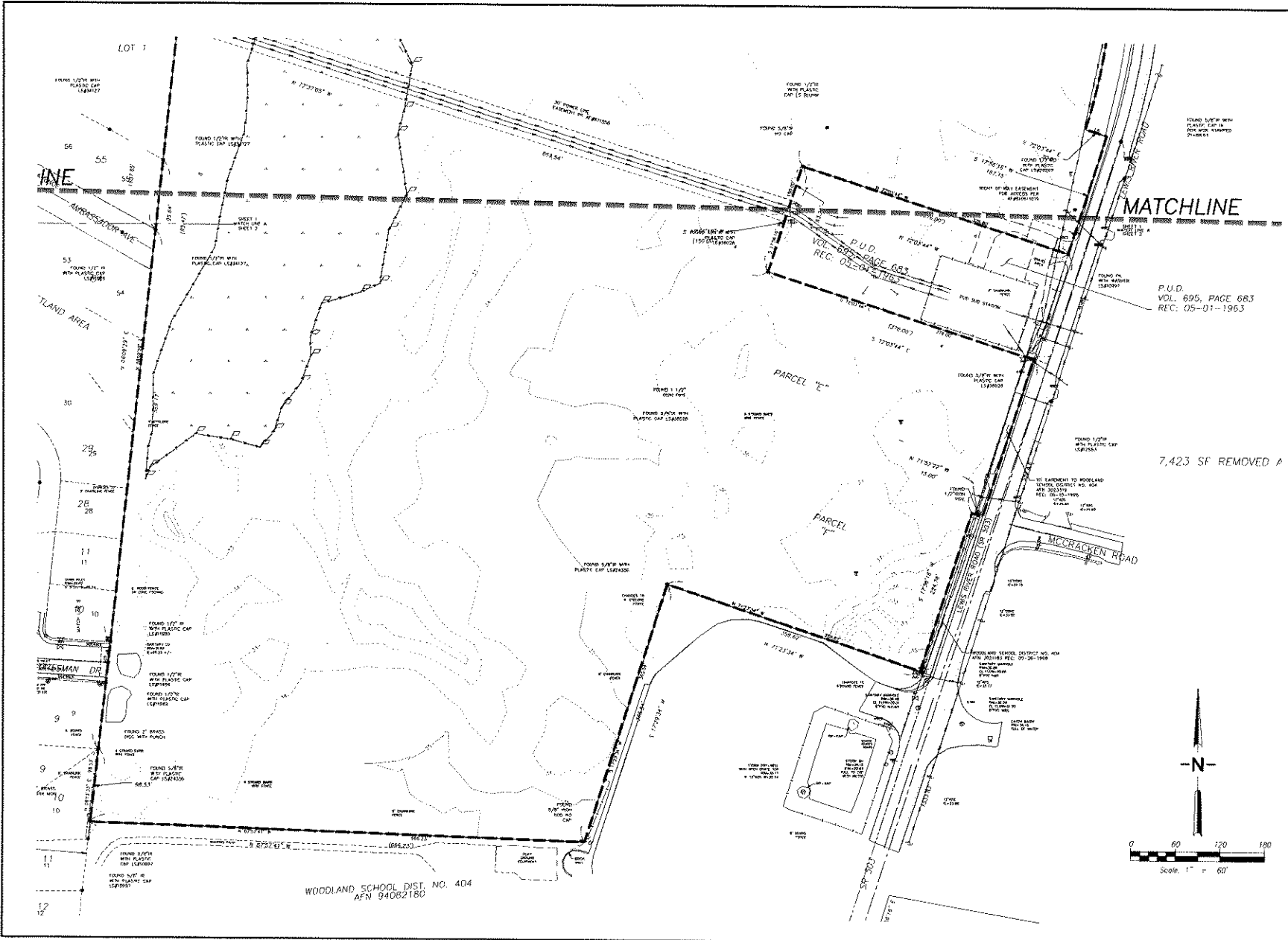
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 CHECKED BY: JTM, AJ
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JOB NUMBER: 2013
 SHEET: PREL.1



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 VOL. 695, PAGE 683
 REC. 05-01-1963

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CIVIL ENGINEERING - LAND PLANNING
DEVELOPMENT SERVICES
LANDSCAPE ARCHITECTURE

2005 BROADWAY
VANCOUVER, WA 98663
PHONE (360)893-0911
FAX (360)893-0912

EXISTING CONDITIONS - SOUTH

WOODLAND CREEK P.U.R.D. SUBDIVISION

CITY OF WOODLAND WASHINGTON

PRELIMINARY

REVISIONS

DESIGNED BY: SAT, JAI
DRAWN BY: SAT, JAI
CHECKED BY: JTM, JAI
SCALE: 1" = 60'

JOB NUMBER: 2013 SHEET: PRE1.2

PRELIMINARY

WOODLAND CREEK P.U.D. SUBDIVISION

PRELIMINARY PLAT - NORTH

CITY OF WOODLAND

WASHINGTON

DESIGNED BY: SVT, PAI
 DRAWN BY: SAT, PAI
 CHECKED BY: JYM, PAI
 SCALE: 1" = 60'

REVISIONS

PRELIMINARY

DATE: 08-01-1983

PROJECT NUMBER: 2013

SHEET: PREZ.1



WOODLAND CREEK P.U.D. SUBDIVISION

PRELIMINARY PLAT - NORTH

WOODLAND CREEK P.U.D. SUBDIVISION

PRELIMINARY PLAT - NORTH

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PRELIMINARY PLAT - NORTH

WOODLAND CREEK P.U.D. SUBDIVISION

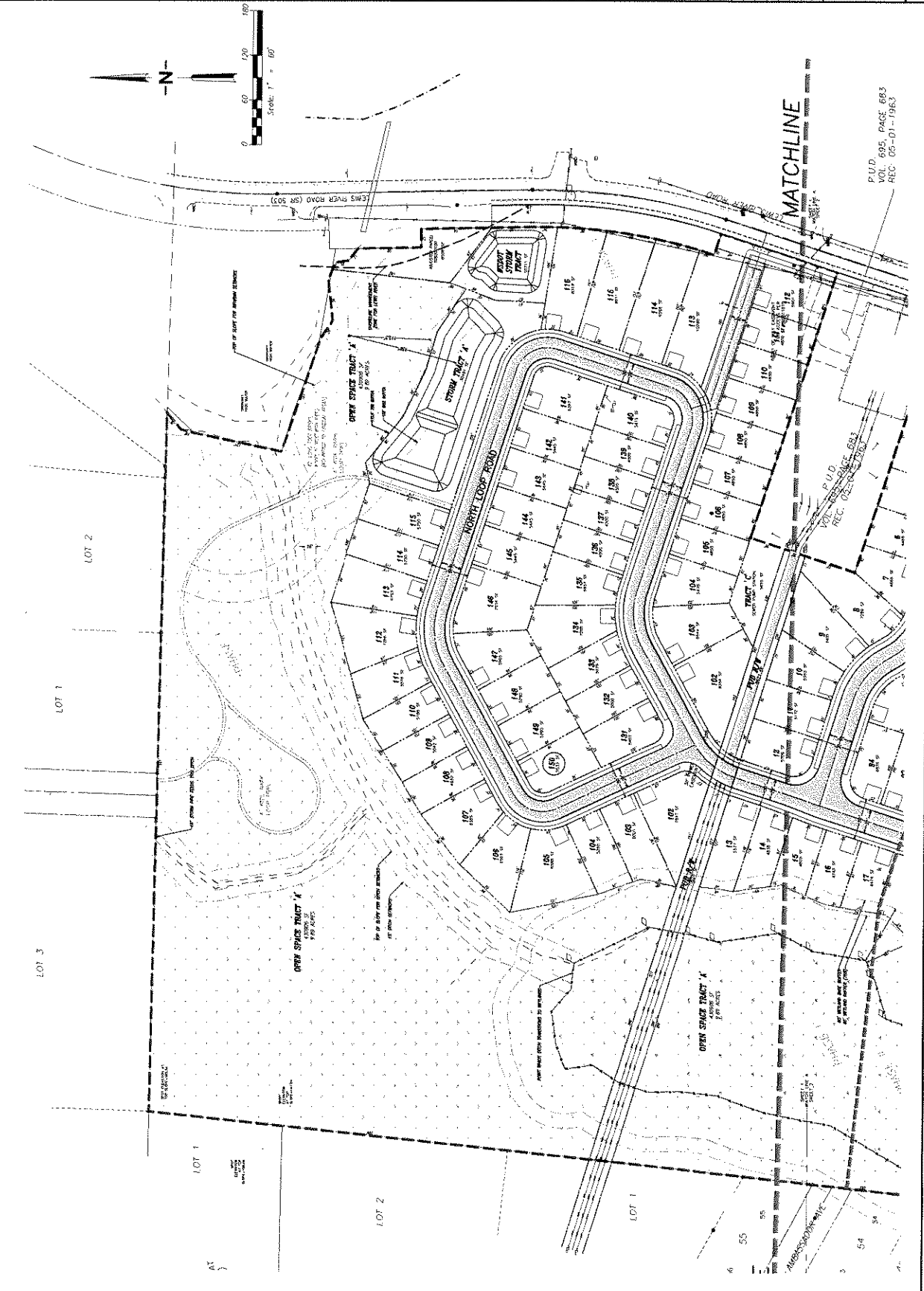
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WOODLAND CREEK P.U.D. SUBDIVISION

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WOODLAND CREEK P.U.D. SUBDIVISION

PRELIMINARY PLAT - NORTH





DESIGNED BY: SAT. JN
 DRAWN BY: JTK. JN
 CHECKED BY: JTK. JN
 SCALE: 1" = 80'

DATE NUMBER: 2013
 SHEET: PRE 2.2

PRELIMINARY PLAT - SOUTH
WOODLAND CREEK
P.U.R.D. SUBDIVISION
 CITY OF WOODLAND
 WASHINGTON

REVISIONS
PRELIMINARY





JOSE BERTOLINO
 LICENSE NO. 19653
 LANDSCAPE ARCHITECT /
 CIVIL ENGINEER



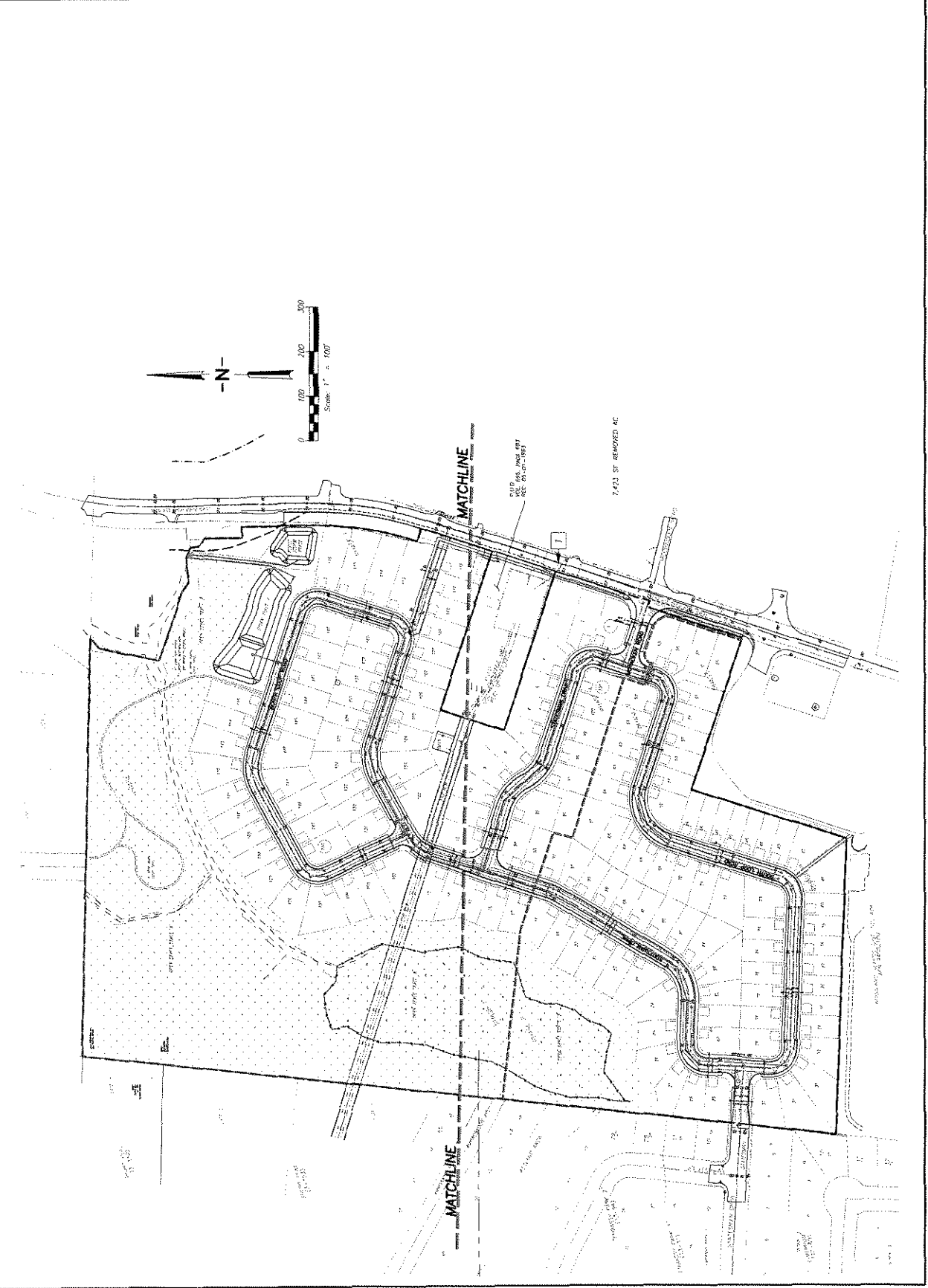
**WOODLAND CREEK
 P.U.D. SUBDIVISION**

STREET AND UTILITY SHEET

CITY OF WOODLAND WASHINGTON

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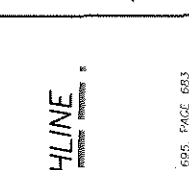
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CIVIL ENGINEERING - LAND PLANNING
LANDSCAPE ARCHITECTURE

2005 ANN ARBOR
MANICORP, INC. 0863
ANN ARBOR MI 48106
PH: (734) 963-0972



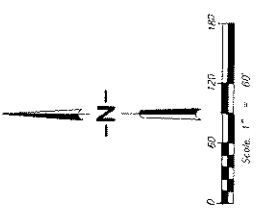
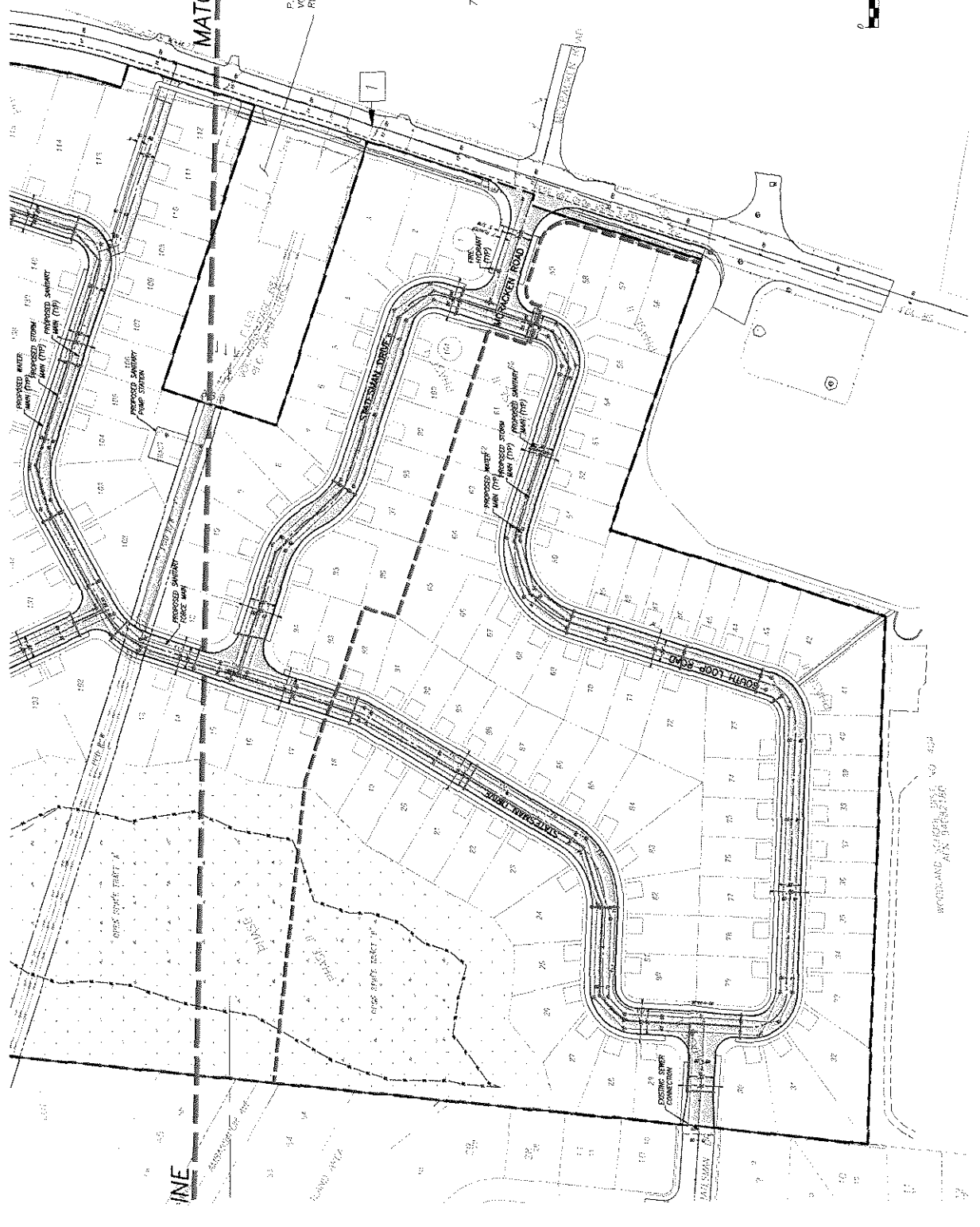
WASHINGTON
*WOODLAND CREEK
P.U.D. SUBDIVISION*
PRELIMINARY PLAT - SOUTH

PRELIMINARY

REVISIONS	

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 DRAWN BY: SAT, JAI
 CHECKED BY: JTM, JAI
 SCALE: 1" = 60'

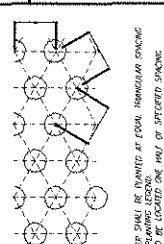
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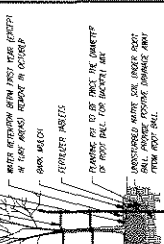
TIMELINE & ANNOTATIVE
 ALL PLANTING SHALL BE INSTALLED AT THE DISCRETION OF THE LANDSCAPE ARCHITECT. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULES PROVIDED HEREIN. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULES PROVIDED HEREIN. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULES PROVIDED HEREIN.

PLANTING LEGEND

SYMBOL	PLANTING	SIZE	SPACING	QUANTITY
○	CONIFER TREES (EUCALYPTUS GLOBULUS)	2" DIA.	AS SHOWN	201
⊗	DECIDUOUS TREES (FRAXINUS VELUTINA)	2" DIA.	AS SHOWN	15
⊙	SHRUBS (LANTANA CAMERA)	1.5" DIA.	AS SHOWN	28



NOTES
 ALL PLANTING SHALL BE INSTALLED AT EQUAL INTERVALS ALONG THE PERIMETER OF THE LOT. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULES PROVIDED HEREIN. PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AND SCHEDULES PROVIDED HEREIN.



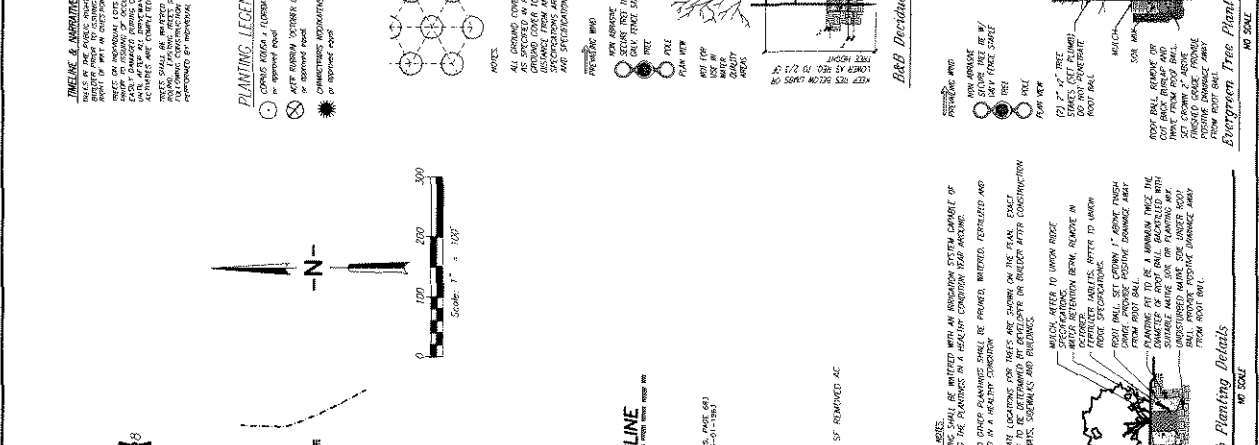
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 NO SCALE

PLANTING AND
 SOIL ANALYSIS
 STAKE SET BY DATE
 SET BY DATE
 SET BY DATE
 SET BY DATE

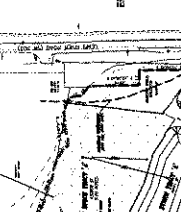


Evergreen Tree Planting Details
 NO SCALE

PLANTING AND
 SOIL ANALYSIS
 STAKE SET BY DATE
 SET BY DATE
 SET BY DATE
 SET BY DATE

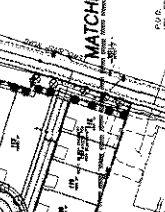


LANDSCAPE NOTES
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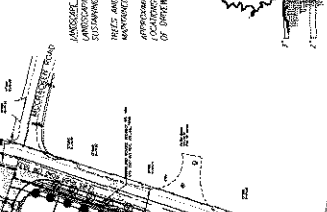
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 NO SCALE

PLANTING AND
 SOIL ANALYSIS
 STAKE SET BY DATE
 SET BY DATE
 SET BY DATE
 SET BY DATE



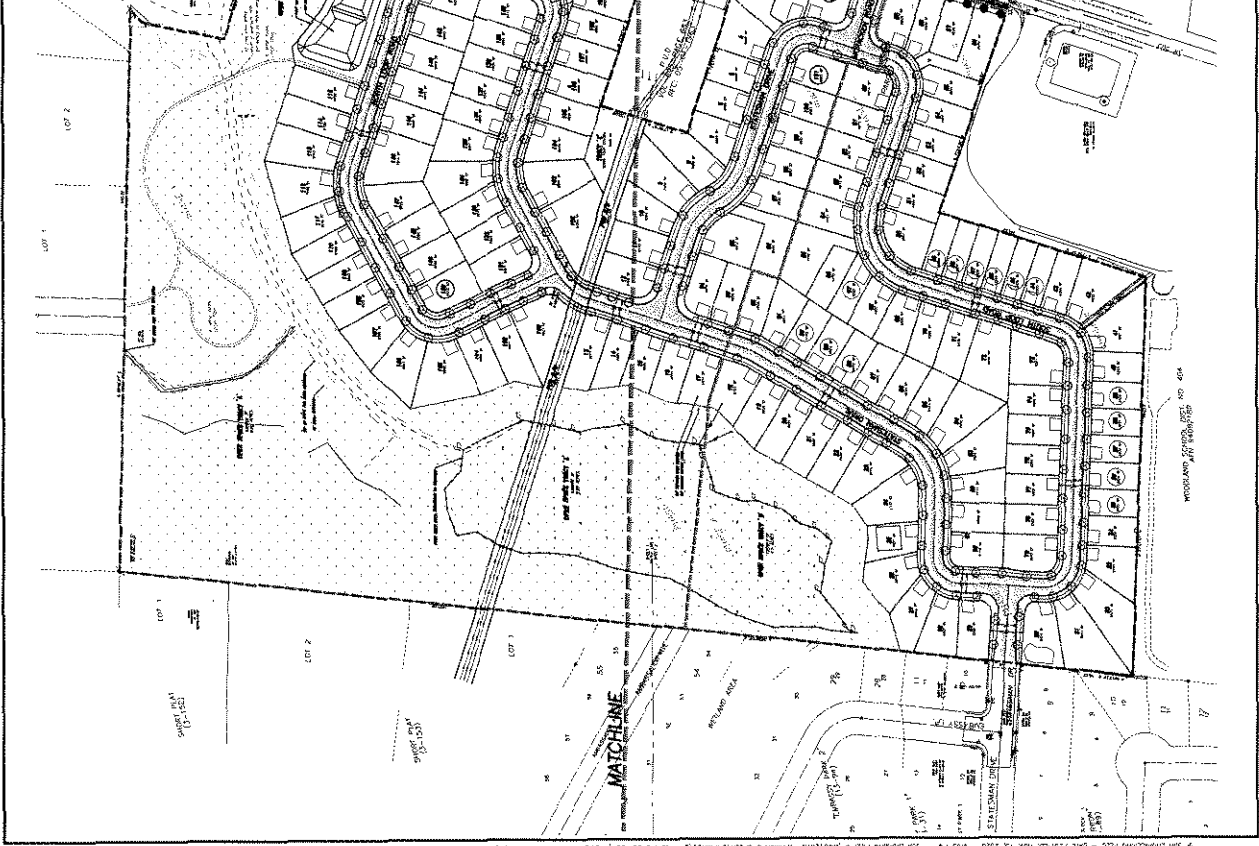
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 NO SCALE

PLANTING AND
 SOIL ANALYSIS
 STAKE SET BY DATE
 SET BY DATE
 SET BY DATE
 SET BY DATE



SHRUB PLANTING DETAILS
 NO SCALE

PLANTING AND
 SOIL ANALYSIS
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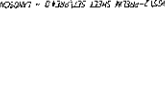


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SHRUB PLANTING DETAILS
 NO SCALE

PLANTING AND
 SOIL ANALYSIS
 STAKE SET BY DATE
 SET BY DATE
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EVERGREEN TREE PLANTING DETAILS
 NO SCALE

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SHRUB PLANTING DETAILS
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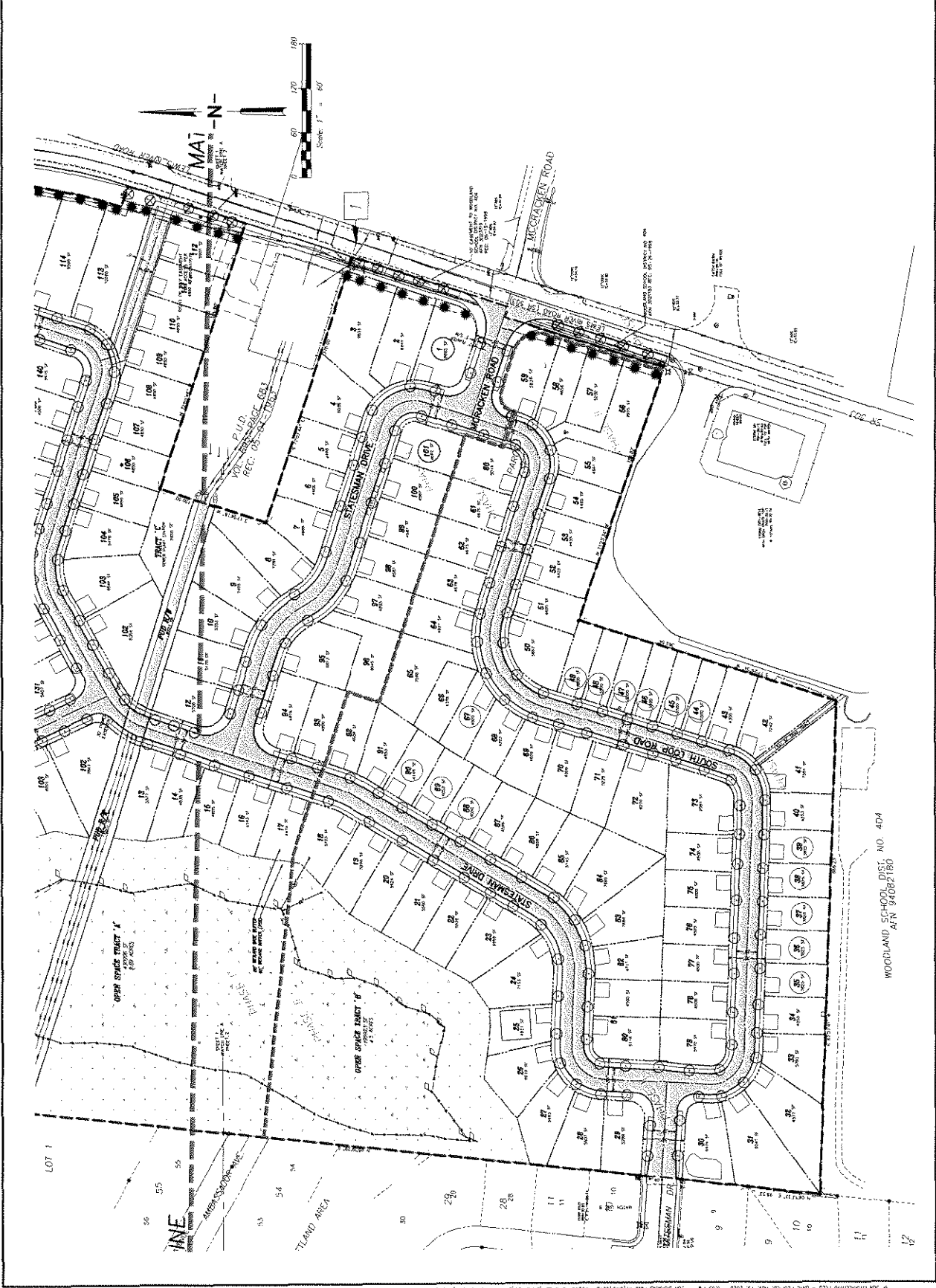
CIVIL ENGINEERING - LAND PLANNING
 DEVELOPMENT SERVICES
 LANDSCAPE ARCHITECTURE
 2025 BRADDOCK
 WASHINGTON, WA 98082
 P: 206.291.1111
 F: 206.291.0811

CITY OF WOODLAND
 WASHINGTON
P.U.D. SUBDIVISION
WOODLAND CREEK
 PRELIMINARY LANDSCAPE PLAN - SOUTH

PRELIMINARY

REVISIONS

DESIGNED BY: SAT, AI
 DRAWN BY: SAT, AI
 CHECKED BY: JTM, AI
 SCALE: 1" = 80'
 SHEET NUMBER: 2013
 SHEET: PREL 2



LOT 1
 WOODLAND CREEK P.U.D. NO. 404
 A.P.N. 94087100
 S&S ENGINEERING ARCHITECTURE - LANDSCAPE ARCHITECTS
 2025 BRADDOCK AVE. SEATTLE, WA 98148
 P: 206.291.1111 F: 206.291.0811
 PRELIMINARY



Community Development Department

P.O. Box 9, 230 Davidson Avenue
 Woodland, WA 98674
www.ci.woodland.wa.us
 (360) 225-1048 / FAX # (360) 225-7336

STAFF REPORT REVISED

ISSUE DATE: December 15, 2020

**Project Title: Woodland Creek Planned Unit Residential Development
 Subdivision (150-lot Subdivision)**

**Land Use Application No.: PUD 2020-001/CAP-20-002 & 3/FLD-20-002/
 SEP-20-13 (BLA-20-004 concurrent review)**

Applicant:	Hinton Development Corp. Joe Melo 14010-A NE 3 rd Court#106 Vancouver, WA 98685
Contact:	Scott Taylor SGA Engineering 2005 Broadway, WA 98663 360-993-0911
Property Owner:	Triangle Holding LLC 2020 SW 4 th Ave Ste 600 Portland, OR 97201-4960
Site Location:	2236 Lewis River Road Woodland, WA 98674
Parcel Number:	508280100, 508300100, 508200100, 508190100, 508210100, 508220100, and 508230100.
Parcel Size:	41.17 acres
Zoning Designation:	Low-Density Residential (LDR-8.5)
Date Application Received:	November 11, 2020
Date Notice of Application Issued:	November 20, 2020
Published:	November 25 th , 2020
Comment Period Ended:	December 4, 2020 (reviewers) December 9, 2020 (SEPA) December 17, 2020 (public hearing for public comment)
Hearing Date & Time:	December 17, 2020 at 7:00 pm
Hearing Location:	The hearing will be conducted online using GoToMeeting. GoToMeeting: https://global.gotomeeting.com/join/336791637 Access Code: 336-791-637 www.ci.woodland.wa.us

I. DESCRIPTION OF PROPOSAL:

The applicant proposes dividing approximately 41.17 acres into 150 lots with a 14-acre open space tract with public nature trail. The development will include a street connection between Statesman Drive and Lewis River Road (SR-503) at the intersection of McCracken Road. There will also be a secondary emergency vehicle connection to Lewis River Road to north of the electrical substation. Using the Planned Unit Residential code, the proposal will use a variety of lot sizes which range from 3,500 sq. ft. (3,600) to 10,280 sq. ft. and number of other innovative design techniques including pedestrian connectivity and recreation open space.

II. REVIEW AUTHORITY:

Per WMC 19.08.030, for Subdivision Preliminary Plats and Planned Unit Residential Developments, staff shall prepare a staff report for an open record pre-decision hearing before the Planning Commission (PC). The commission is responsible for making a recommendation on the subdivision, which is then forwarded, along with the record, to the City Council to decide.

Preliminary subdivisions are reviewed under WMC 16.08.110 which requires a hearing before the PC based on the merits of the proposed subdivision. Planned Unit Residential Developments are reviewed under WMC 16.22.270 which requires a hearing before the PC similar to the subdivision.

Under WMC 16.08.130, the PC shall review the proposal and make a recommendation for approval, disapproval, or approval with conditions, supported by findings of fact. The recommendation is advisory and the authority to approve or disapprove preliminary plats resides with the city council.

The PC recommendation shall be based on a determination that the proposed subdivision satisfies the requirements of city codes; will serve the public interest; conforms to the City's comprehensive plan; and that the lots created by the subdivision conform to the standards of the applicable zoning district.

Per WMC 16.08.140, the city council shall review the preliminary plat materials and the PC recommendation at a public meeting, for which the clerk-treasurer shall set a date, time and location. See below.

III. FINDINGS:

Title 14 Building and Construction

Flood Damage Prevention (Chapter 14.40)

The flood hazard areas of Woodland are subject to periodic inundation which can result in the loss of life, health, and property, so the City is authorized to regulate development within the floodplain as identified within WMC 14.40 and the associated maps adopted by the City. Development within the floodplain is regulated by WMC 14.40 and includes the requirement that a permit be obtained.

Finding 1: The applicant proposes to elevate the site with fill to ensure that the residences will be one-foot above the base flood elevation and submit a FEMA Conditional Letter of Map Revision-Fill (CLOMR-R).

Finding 2: The applicant has submitted for a floodplain permit (FLD-20-002) as part of this project request. That review is concurrent but won't be part of this decision. Staff will issue the FLD decision when either the final engineering, final plat, fill & grade permit, or the FEMA CLOMR-R is approved, as appropriate. (See Conditions #2 and 3c)

Conclusion: As proposed, the applicant can meet flood prevention standards through either the CLOMR-R process or by individual elevation of structures in order for the project to comply with City standards.

Title 15 ENVIRONMENT

Environmental Policy (Chapter 15.04) and Critical Areas (Chapter 15.08)

Finding 3: The applicant has submitted a critical area report (Attachment F) for the use with the Wetland and Habitat permits submitted with this project. (CAP-20-002 and CAP-20-003)

Figure 1 from that report identifies a wetland and Robinson Creek which is mapped as a fish-bearing perennial creek.

Figure 1



Habitat Critical Area Permit

Finding 4: The critical area report indicates that Robinson Creek is connected to the wetland with a ditch. The Washington State Department of Fish & Wildlife (WDFW)

regional biologist reviewed the report and noted that the "ditch" is classified as a creek and is considered a fish-bearing creek because there is a mapped fish-bearing creek in Cowlitz County (northwest of the stream reach in question). Additional discussion regarding the WDFW comments is located below.

Finding 5: Per WMC 15.08.720(G-3) buffer averaging is permitted if it will not reduce habitat or stream functions; will not adversely affect salmonid habitat; is used in conjunction with buffer enhancement, and the total averaged buffer area is not less than contained in the standard buffer; and, the buffer width will not be reduced by more than twenty-five percent (25%).

Finding 6: The proposal includes buffer averaging for the riparian corridor along Robinson Creek. The applicant proposes to reduce the buffer width to approximately 115 feet, a reduction of 23.4%.

Finding 7: The buffer area to be impacted by averaging will be occupied by the applicant's stormwater facility. This facility is considered a low intensity land use within the buffer. The effect of buffer averaging should be minimal given the nominal functional value of the vegetation in the buffer.

Finding 8: The area impacted by the stormwater facility is approximately 19,704 square feet in size and the area to be averaged as shown (in yellow) on Figure 1.

Finding 9: The proposed project will have temporary impacts to the riparian area during construction of the stormwater facility and the pedestrian crossing for the recreational path. The applicant proposes various measures (as outlined in the critical area report) in order to mitigate for the temporary construction impacts. As conditioned, the proposal meets the standards for approval under a habitat critical area permit. (See condition #33)

Wetland Critical Area Permit

Finding 10: Per WMC 15.08.400(G) buffer averaging cannot reduce wetland functions or values; cannot adversely impact the wetland from the narrower buffer; shall not reduce the overall area of the buffer; and the buffer shall not be reduced to less than twenty-five percent (25%) of the standard buffer or fifty-feet, whichever is greater.

Finding 11: The applicant is proposing .33 acres (14,273 sq. ft.) of wetland buffer impact and has identified an equal area for buffer averaging.

Finding 12: The buffer for Wetland A is 80-feet and the applicant is proposing an averaging width that will be 58-feet at its narrowest point. This is a peak buffer reduction of 27.5% which is less than the 75% reduction allowed by code.

Finding 13: The value and function of the wetland buffer is limited given the highly disturbed nature of the vegetation in the buffer.

Finding 14: The applicant is proposing wetland buffer signage and the installation of split-rail fencing as a means for permanent buffer demarcation.

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

Erosion Control Ordinance (Chapter 15.10)

Finding 15: Applicant is required to install and maintain erosion control measures per the Best Management Practices as outlined in this section (current 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 final erosion control plan will be required with final engineering. (See Conditions #4, 5, 15, 16, and 17)

Conclusion: The proposal can comply with City standards. The applicant will be required to demonstrate compliance with Woodland requirements prior to approval for construction.

Stormwater Management (Chapter 15.12)

The proposal includes two stormwater facilities, one for the stormwater collected from SR-503, the other for the Woodland Creek Subdivision. These two facilities are located next to each other at the northeast corner of the property.

Finding 16: Stormwater standards for the site development are based on the Department of Ecology "Puget Sound Manual" and adoption criteria is included in WMC 15.12. The applicant's submittal included a preliminary stormwater technical information report (TIR), which demonstrates that on-site treatment by means of a wet pond is the proposed method of complying with this Chapter. Applicant intends that the stormwater facility will be conveyed to the City for ownership and maintenance. As submitted the approach appears feasible. Applicant shall prepare and submit a final TIR and stormwater design for detailed review. (See Conditions #13 and #14)

Finding 17: Under WMC 15.12, where stormwater facilities will be conveyed to the city, they shall first be maintained by the applicant constructing the facilities for a period of two years in order to insure satisfactory operation. (See Condition #14)

Finding 18: Stormwater runoff from improvements in the SR 503 right-of-way is proposed to be conveyed to a separate dedicated stormwater parcel on the site. The parcel will address treatment and detention of runoff prior to discharge to Robinson Creek. Design of stormwater management facilities for runoff from SR 503 shall comply with the standards contained in the Highway Runoff Manual and shall receive approval from WSDOT Southwest Region prior to construction. The stormwater parcel shall be conveyed to the State of Washington in a manner as required by WSDOT. Operation and maintenance of the stormwater facility shall be by the City of Woodland in accordance with applicable regulations. (See Condition #18)

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

TITLE 16 SUBDIVISION PRELIMINARY PLAT – Chapter 16.08

Open Space, streets and utility provisions (Chapter 16.08.170)

The planning commission and city council shall determine whether appropriate provisions are made for, but not limited to, public health, safety and general welfare; open spaces, parks and

playgrounds; schoolgrounds; drainageways and facilities; streets, alleys, sidewalks and other public ways; water supplies; and sanitary and solid waste disposal.

Finding 19: The applicant is proposing public water mains within all interior streets, connecting at two places to existing mains. One connection is at the end of Statesman Drive and the other in the SR 503 right of way at McCracken Road. Water mains shall be extended to serve each proposed lot and shall be minimum 8-inch diameter. Extension of an 8-inch main will also be required for the full length of the SR 503 frontage where a main does not already exist. (See Condition #11)

Finding 20: A sewer pump station is proposed due to the limitation of grade on existing gravity sewers in the area. Sewer pump station design shall be consistent with pump station standards as approved by the Public Works Director. The site for the sewer pump station shall be owned or have a permanent easement conveyed to the city. Additional standards for the pump station shall include:

- Site shall be fully fenced with site obscuring chain link including three-strand barbed wire.
- Paved drive approach and interior surface fully graveled.
- Duplex Flygt pump station meeting current Woodland standards including standard electrical panel and telemetry.
- Any required licensing fee for telemetry shall be paid by the applicant
- Depth of pump station shall provide service to the limits of the current service area extending to the urban growth boundary on SR 503.
- Force main and discharge to the downstream system, minimum 4-inch diameter.

(See Condition #12)

Finding 21: Gravity sewer shall be extended to all lots within the subdivision and connecting to the proposed pump station. All gravity sewer mains shall be minimum 8-inch diameter. Gravity sewer shall be extended to the limits of the site along the SR 503 frontage. (See Condition #11)

Finding 22: The capacity of the downstream sewage conveyance system to and including the capacity of existing pump station #7 located on Insel Road must be assessed for adequacy to manage the additional flows from this proposal. Applicant shall provide an assessment of the impact of flows from the subdivision and the new pump station on existing infrastructure. Any upgrades to the downstream system that are required to accommodate the proposal shall be constructed as part of this project after approval by the Public Works Director. (See Condition #12)

Finding 23: Fire hydrant spacing and other requirements for fire suppression systems shall be subject to approval by the fire marshal. (See Condition #11)

Finding 24: Project phasing for utilities shall be subject to review and approval by the Public Works Director. Appropriate arrangements are needed for looping of water, for extending the sewer force main and for required easements for public improvements and these issues will be addressed in a phasing plan submittal prepared by the applicant. (See Condition #26)

Conclusion: As conditioned the proposal can meet the development code criteria.

Curb, sidewalk, drainage and roadway improvements (Chapter 16.08.175)

All lots of a subdivision abutting a street shall be improved with curbs, sidewalks, drainage and roadway constructed to standards outlined in this chapter and approved by the public works supervisor to the centerline of such streets.

Finding 25: Public Streets - proposed interior streets include a through street corridor currently named Statesman Drive that will function as a collector. As proposed, Statesman Drive consists of a 32-foot curb to curb roadway within a 56-foot of right of way. The remaining local access roadways are proposed for 28-foot wide curb to curb streets within 50-foot rights of way. The PURD code allows for deviations from standard street geometry with the approval of the Public Works Director. Streets are proposed to be public with the exception of a short section of private street. Streets shall include detached sidewalks on two sides, landscaped planter strips, street lighting and storm drainage systems in conformance with Woodland Development Standards.

Finding 26: Private Street – lots 109 to 112 on the preliminary plat are proposed to be served by a private street with a paved width of 20-feet. This private street will also provide for an emergency access from SR 503 as well as a utility easement for water and sewer. As a result, an access and utility easement to the city will be required for this private road. (See Conditions #9 and 19)

Finding 27: State Route - applicant shall construct half-street widening including curb, gutter, sidewalk, roadway drainage improvements and lighting along Lewis River Road consistent with the adopted Standard Drawing T-24A for improvements to SR-503. The width of right of way required to be dedicated will also be required consistent with this standard. Design of improvements to the state route shall comply with the Highway Design Manual and are subject to approval by WSDOT Southwest Region prior to construction.

The transportation impact analysis (TIA) submitted by the applicant recommends that the primary entrance from SR 503 be striped for a left turn lane with a minimum storage length of 150 feet. Improvements to SR 503 shall include a 2-way left turn lane that addresses both the northbound and southbound left turn movements at McCracken Road consistent with the TIA recommendations and subject to the approval of WSDOT and the Public Works Director. (See Conditions #6 & 7)

Conclusion: As conditioned the proposal can meet the development code criteria.

Physical Site Characteristics (Chapter 16.08.190)

Physical characteristics of the site must be considered including, but not limited to, slope, soil slip potential, flood hazard, inundation, swamp conditions, drainage conditions, and location in or proximity to environmentally sensitive areas.

Finding 28: Portions of the site are within the 100-year floodplain (floodway fringe) and subject to inundation. Site development will be required to comply with the Flood Damage Prevention Ordinance. (As discussed above.)

Finding 29: A geotechnical assessment has been prepared that indicates site soils are suitable for infiltration of stormwater. The recommendations of the report should be incorporated into the final engineering designs and construction be completed as

approved. Proposed erosion control measures have been included as part of the proposal as discussed above.

Finding 30: Flood hazards, inundation, swamp conditions, and drainage conditions area addressed in the flood, wetland/habitat critical areas, and stormwater sections of this report. However, it should be noted that the purpose of this review is to ensure that the proposal can be found consistent with the Woodland Municipal Codes as outlined.

In so far as the existing stormwater and conditions off-site or upstream from this property, staff and the city have limited ability to mitigate or rectify those issues as a part of this review. The proposed subdivision may not further impact these conditions per code and that detailed review will occur during the final engineering review.

Conclusion: As conditioned staff believes the proposal can meet this standard.

Effect on surrounding properties and off-site facilities (Chapter 16.08.220)

The planning commission and council shall consider the effects of a subdivision on surrounding properties and city-wide public facilities and services including parks, recreation facilities, schools, streets, transit facilities, drainageways, and sewer and water systems.

Park impacts

Finding 31: The applicant is required to pay Park Impact Fees in the amounts established by the City Council in the adopted fee ordinance. At the time of this report, park impact fees are set at \$1,116 per single-family dwelling and \$831 per multi-family unit. The payment of impact fees in addition to the proposed open space and trails, serves as impact mitigation for this subdivision.

School impacts

Finding 32: Impacts to the Woodland School District are offset by payment of the School Park Impact Fees in the amounts of \$5,900 for single and multi-family units, and \$2,000 for accessory dwelling units and studios/1-bedroom apartments less than 800 square feet in size. Therefore, the project will mitigate for its impacts to schools.

Transit impacts

Finding 33: The city has no transit service therefore there is no opportunity for transit mitigation commensurate with the impact caused by this subdivision.

Drainage impacts

Finding 34: The applicant is required to design and install a stormwater system as required by local, state and federal standards. These improvements are designed, reviewed, installed and inspected by qualified professionals. Compliance with these standards meets the city's expectation for new development.

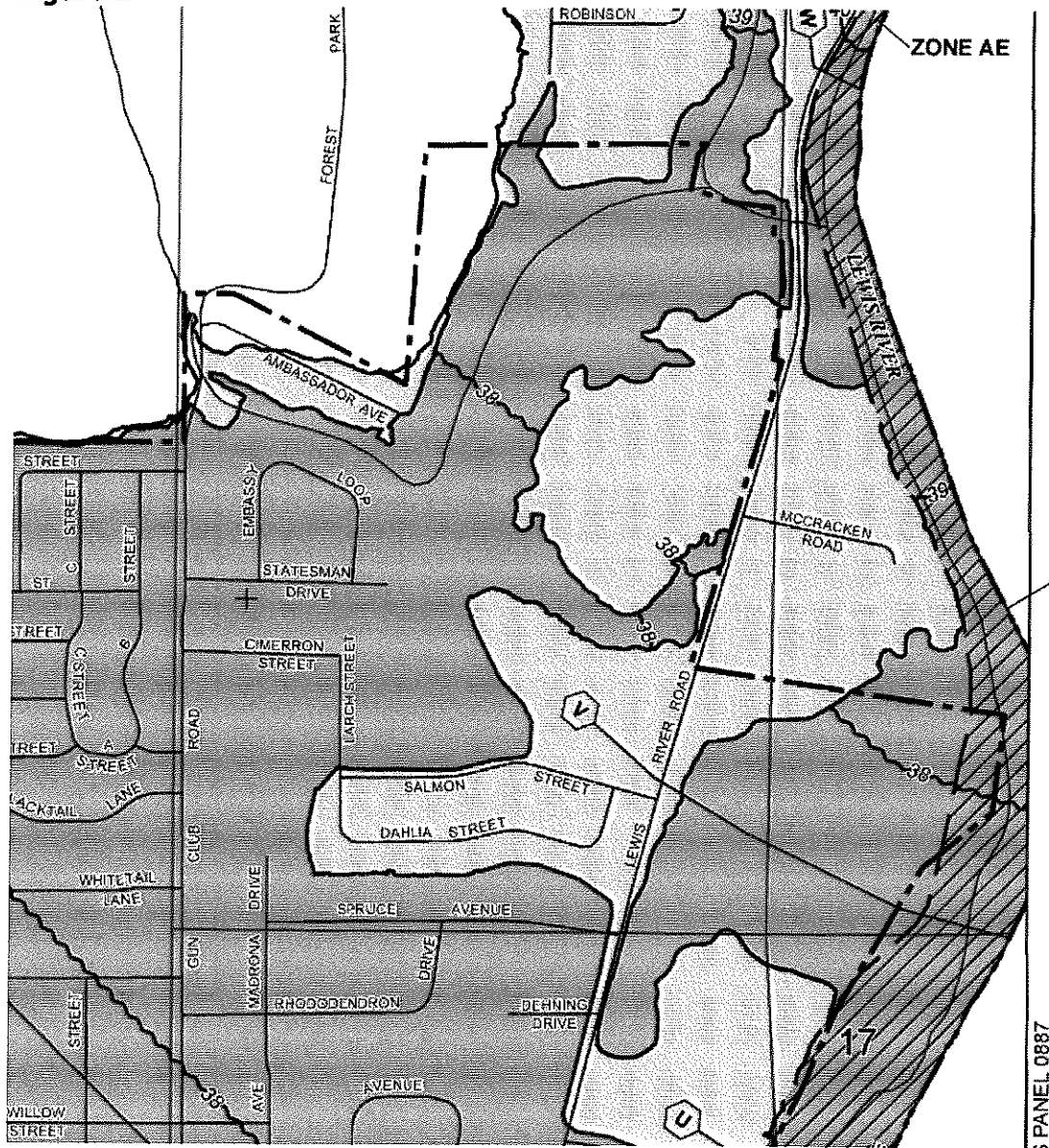
Finding 35: Public comments received by staff and taken at the neighborhood meeting indicates that neighbors are concerned about existing drainage conditions upstream of this development. Staff notes that the applicant is not obligated to resolve existing drainage issues that may exist independent of their project.




Finding 36: Staff also notes that there are significant areas of floodplain off-site from (upstream of) the subject development. Given this condition, the drainage issues raised

by neighbors may in fact be designed conditions. For example, in the floodplain, flooded road conditions may reflect designed flood-storage capacity. The presence of floodwater in the floodplain may be unaesthetic and an inconvenience but it isn't problematic per se. Nor is water in yards or crawlspaces as the builder was only obligated to elevate the living space to one-foot above the base-flood elevation. Such conditions have a function and should be reflected in the value of a property and structure. This condition is understood as part of the underlying need for flood insurance. (See Figure 2)

An expectation that the city can or will be able eliminate flood water from the floodplain may not be achievable. Ultimately, the city has very limited legal authority to ask a developer to address this at the time of a project unless there is a direct impact nexus and even then, the mitigation would need to be proportional to the developer's impact on the problem.

Figure 2



	FLOODWAY AREAS IN ZONE AE
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.	
	OTHER FLOOD AREAS
ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
	OTHER AREAS
ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

Given the scope of the area subject to flooding, staff foresees no proportionate means to address neighbor concerns through mitigation. The applicant has however, proposed mitigation measures that should ensure their future development will be protected from similar flooding concerns and therefore meets city code.

Sewer impacts

Finding 37: The applicant is required to design, and construct sewer system improvements as outlined in this report. Connection fees will be assessed at the time the development connects to the city’s system. These fees in conjunction with system construction costs and ongoing utility payments serves to mitigate the impact of new development on the sewer system.

Water impacts

Finding 38: The applicant is required to design, and construct water system improvements as outlined in this report. Connection fees will be assessed at the time the development connects to the city’s system. These fees in conjunction with system construction costs and ongoing utility payments serves to mitigate the impact of new development on the water system.

Street impacts

Finding 39: The proposal will impact the city’s street network as well as that of State Route 503, also known as Lewis River Road. The city collects Traffic Impact Fees in the amount of \$838 per PM peak hour trip and residential unit. Therefore, the applicant will be expected to pay approximately \$125,700 of impact fees as a result of this project. (150x\$838=\$125,700) However, it needs to be noted that under the Washington State Growth Management Act (GMA), impact fees have limited uses and must be expended on capital improvement projects associated with growth. (Exit 21 improvements are a good example.) Impact fees cannot be used for maintenance or repair projects (like repaving Gun Club Road). Such use would not be consistent with GMA because according to testimony, Gun Club is in disrepair prior to the proposed development having even occurred. (Thus, there’s no nexus between the development and the need for repaving.)

Finding 40: In addition, the applicant is required to design and construct public streets including a cross-connection to SR-503 and frontage improvements to SR-503 which include ADA improvements. These improvements and impact fees serve to mitigation for the impacts from this development.

General notes

Finding 41: Impact fees are estimated at the time of preliminary approval but are officially calculated at the time of building permit application and paid at the time of building permit issuance. (See Condition #3e)

Conclusion: As conditioned staff believes the proposal can meet this standard.

Planned Unit Residential Developments (Chapter 16.22)

These regulations may be invoked at the option of the subdivider. This performance-based system assigns a point value for desired site design and development features. Certain minimum site design criteria need to be satisfied in order for a project to qualify for PURD consideration. A greater accumulation of points provides greater flexibility and permissive variation from zoning and subdivision standards. The intent of Chapter 16.22 is to promote greater flexibility and, consequently, more imaginative design for the development of residential areas than generally is possible under conventional zoning and subdivision regulations. It is further intended to promote more economical and efficient use of land while providing for a harmonious variety and grouping of housing types, a higher level of urban amenities, and preservation of open spaces and areas identified or believed to be hazardous for development.

Finding 42: The project aims to earn the Basic PURD designation.

Finding 43: To qualify for a Basic PURD, a development must accumulate a minimum of 39 points from the following development related categories:

- a) Adhere to one of the affordable housing techniques—Minimum 3 points;
- b) Provide open space & recreation (must include pedestrian connectivity)—Minimum 20 points;
- c) Provide street connectivity—Minimum 4 points;
- d) Provide acceptable structural characteristics—Minimum 12 points.

Finding 44: The proposal scores a total of 47 points including meeting the required minimum scores in the following categories:

- a) Adhere to one of the affordable housing techniques-3 points
 - 3 points earned for Traditional Neighborhood Design
- b) Provide open space & recreation (must include pedestrian connectivity)—21 points
 - 3 points earned for passive open space, minimum of 1500 sq. ft. per lot
 - 4 points for internal circulation
 - 6 points for internal circulation including exterior connectivity
 - 4 points for trail amenities
 - 4 points for preservation of environmentally sensitive lands and preservation of existing trees
- c) Provide street connectivity—7 points
 - 7 points earned for LID Stormwater strategies
- d) Provide acceptable structural characteristics—16 points
 - 6 points earned - Built to Energy Star New Home Standards
 - 4 points earned - Equipped with Energy Star Qualified efficient appliances
 - 2 points for – 100% of homes have garage doors even with or set back behind to dwelling’s living area

- 2 points – At least 75% of the homes have garage doors that occupy less than 50% of the front façade
- 2 points – At least 75% of the homes have covered front porches

Finding 45: The proposal qualifies as a Basic PURD and is eligible for the following development incentives:

- a) Up to 50% reduction in minimum lot size and building setback requirements;
- b) Flexible street standards;
- c) Critical areas density transfer in accordance with the requirements of WMC 16.22.060 (B); and
- d) Increased density in the LDR from six dwelling units per acre (du/ac) to twelve du/ac.

Finding 46: Pedestrian circulation systems must be provided to facilitate movement within the PURD and to ensure pedestrian access to public uses, including schools, parks, open spaces and transit facilities. Per WMC 16.22.220

Finding 47: The proposal includes three connections to the school district property (North Fork Elementary).

Finding 48: Building elevations and energy star documentation are not required at this stage of proposal review. A condition of approval is added to provide evidence of compliance with the proposed points needed for a Basic PURD prior to building permit issuance. (See Condition #24)

Conclusion: As conditioned, the subdivision meets the standards for considering the effects on neighboring properties.

Title 17 ZONING

Low Density Residential (LDR) Zoning District (Chapter 17.16)

The project is located within the LDR-8.5 zoning district.

Finding 49: Per WMC 17.16.020 Principal Uses, "D. Planned unit residential developments according to the subdivision ordinance codified in Title 16 of this code" is a listed principal use. The proposed development is therefore a permitted principal use.

Finding 50: Per WMC 17.16.070 the minimum lot size in the LDR-8.5 zone is 8,500 square feet with a minimum lot width of 80-feet. However, it also says that up to encourage a mix in lot sizes 10% of the lots may be below the minimum lot size. Those substandard lots are permitted to be as small as 7,200 square feet with a lot width of 70-feet.

Finding 51: Incentive for Basic PURDs under WMC 16.22.025 include flexible street standards; critical area density transfer; increased density from 6 to 12 units per acre; and up to a 50% reduction in minimum lot sizes and setbacks.

Finding 52: The applicant is proposing a Basic PURD and is using both the 10% substandard lot size standard and the 50% reduction in lot sizes. Used in combination this would mean that the smallest minimum lot size would be 3,600 square feet. (7,200 x 50% = 3,600)

Finding 53: In all, 15 lots are proposed to be sub-sized however, six of those (Lots 44 through 49) are proposed to be 3,500 square feet which is less than that allowed by code. A condition of approval has been added requiring that the minimum lot size be adjusted to meet the 3,600 square foot minimum. (See Condition #25)

Finding 54: Setbacks are proposed to be reduced as allowed by the PURD standard.

The proposed setbacks are as follows:

- C. Front yard setback in feet: 18
- D. Rear yard setback in feet: 7.5
- E. Interior side yard setback in feet: 5
- F. Street side yard setback in feet: 7.5

The application material shows proposed building setbacks and lot development standards on the face of the plat. These should be included on the final plat for recording. (See Condition #3d)

Finding 55: Per WMC 17.16.070(G) and (H) maximum building height and lot coverage are established. These issues do not come into play until building permits are issued so an advisory note addressing these issues has been added. (See Condition #3d)

Finding 56: Per WMC 17.16.070(J) all lots must have 15 feet of street frontage. With the PURD and using a private drive for Lots 109 through 112, all lots meet this standard.

Finding 57: The preliminary approval is good for a period of three years following the action by the City Council to approve the preliminary plat (per WMC 16.08.290). The applicant has indicated a phasing plan for the subdivision. Phasing is permitted provided the first phase meets the standards of WMC 16.08.290. Therefore, a condition has been added wherein a phasing plan CAN be approved as part of the final engineering plan review provided it adequately allows for the phased extension of utilities (as approved by Public Works) and Clark-Cowlitz Fire Rescue. (See Condition #26)

Finding 58: WMC 16.14.240(I) requires a 10-foot landscaping strip along SR-503. However, the applicant is proposing a sound barrier wall to mitigate sound from the highway. If the 10-foot buffer is not dedicated, the strip shall be designated on the plat as follows: "This strip is reserved for screening. The placement of any structure hereon is prohibited." (See Condition #27)

Finding 59: The proposed sound barrier along SR-503 is a SEPA mitigation proposed by the applicant and not a requirement. The barrier wall will not be subject to the front-yard height limit for fences however, a building permit will be required for construction of the barrier. (See Condition #28)

Finding 60: The sound barrier must be constructed entirely on private property and may be within the with the 10-foot landscape screening buffer discussed above. (See Condition #29)

Finding 61: The barrier must be designed and constructed to ensure that there is sight distance available at the emergency vehicle approach to SR-503. (See Condition #30)

Finding 62: Maintenance for the sound barrier must be delegated to the property owners or home-owners association. A note reflecting this must be added to the face of the plat. (See Condition #31)

Conclusion: As conditioned, the subdivision meets city zoning standards.

Agency Comments

Clark Cowlitz Fire & Rescue Comments

Fire Department Access:

Finding 63: Roadways to Structures: The perimeter of all structures must be within 150' an approved access road with a minimum clear width of 20' (26' where a hydrant is located). IFC 503.1.1 / D102 / D103

Finding 64: Dead end Streets: Any dead-end road longer than 150' must be provided with an approved cul-de-sac or hammer-head turn-around in accordance the International Fire Code design criteria. (96' Diameter Cul-de-sac; 120' Hammerhead with 20' clear width and 28'R corners) IFC D103.4

Finding 65: Parking Restrictions: Roadways must have signage for parking restrictions as follows: Signs for no-parking must be provided on both sides of all streets that are less than 26' wide in accordance with local standards for future enforcement. Signs for no-parking must be provided on one side of all streets that are between 26' and 32' wide in accordance with local standards for future enforcement. IFC D103.6

Finding 66: Remote Access Points: One and Two-Family Residential Developments with more than 30 dwelling units must be provided with two separate and remote fire apparatus access roads. Multiple Family Residential Developments with more than 100 dwelling units must be provided with two separate and remote fire apparatus access roads. (remote = min. 1/2 the overall diagonal of the land area being served) IFC D106/107

Finding 67: Access During Construction: Access roadways must be completed and unobstructed prior to combustible construction.

Finding 68: Gates: Where required access is restricted with a gate, an approved key box or key switch must be provided to allow Fire Department Access. (IFC 506)

Finding 69: Gates: The proposed private road serving Lots 109 through 112 is proposed to provide emergency vehicle access to the looped public street. This access to SR-503 will need to include a gate. Bollards are not an acceptable alternative for access control at this location.

Fire Department Water Supply and Suppression Systems:

Finding 70: Hydrant spacing is assessed based on structures that are non-sprinklered, type V-B Construction and no larger than 4,800 combined square feet. Additional hydrants may be required for streets providing access to structures greater than 4,800 SF. (IFC Table B105.1(2) / C102.1)

Finding 71: Fire Hydrants: Hydrants must be provided on fire access roadways so that average spacing does not exceed 500' and the maximum distance from any point on the street frontage to a hydrant is no more than 250'. (400' and 200' for Dead end roads) IFC C102

Finding 72: Fire Hydrants: Hydrants spacing, and locations must be approved by Clark-Cowlitz Fire Rescue as part of the final engineering process.

Finding 73: Fire Sprinklers: Any structures larger than 5,000 SF must be equipped with an automatic fire sprinkler system in accordance with NFPA 13D. (Woodland Municipal Code 14.32.130)

Finding 74: Fire Sprinklers: This Basic PURD has some non-traditional lot shapes and configurations which present fire protection challenges. As a result, Lot 3, Lot 56, Lot 57, Lot 65, Lot 66, Lot 96, and Lots 109 through 112 will be required to be equipped with sprinklers, regardless of whether they meet the standard in WMC 14.32.130 as noted above. This may not be applicable given revised language for Condition 35(o).

Finding 75: Water Supply During Construction: Required hydrants must be serviceable and unobstructed prior to combustible construction.

Finding 76: FIRE SPRINKLERS May be Considered as an alternate method to increase hydrant spacing or to address access issues.

Conclusion: As conditioned by Condition #35, the project can meet applicable fire code and Woodland Municipal Codes.

Cowlitz County Public Utility District No. 1

Finding 77: Customer Service Planner III Clint Kiser indicated that the PUD can service the project and that the applicant will need to contact Doug Thomas in their Engineering section (360-501-9546).

Finding 78: Doug Thomas submitted a comment which include easement language. The easement should be identified on the face of the plat. (See Condition #34)

Townzen & Associates (Building Review)

Finding 79: Plans Examiner Debi Cler submitted the following comments:

1. The Structural Engineer will need to review the Geotech Report Design Recommendations and incorporate their requirements into the structural design.
2. IRC tables 302.1(1) / 302.1(2) will be used to determine Fire-Resistant Construction Requirements for minimum fire separation distance. The applicant should take this into consideration when determining property line setbacks for each structure.
3. Current Governing Codes: 2015 IRC / 2015 WSEC Residential. Code change to 2018 IRC/WSEC scheduled for Feb 1, 2021 (subject to change by SBCC). Plan design will need to meet current governing codes at the time of application and plan package submittal to the City of Woodland. (Electronic is the preferred format)

Washington State Department of Fish and Wildlife

Finding 80: Department staff noted that the ditch connecting Wetland A and Robinson Creek is mapped as a creek on mapping resources. Staff also noted that there is fish-bearing creek in Cowlitz County upstream of this site.

Washington State Department of Archaeology and Historic Preservation

Finding 81: Dennis Wardlaw, Transportation Archaeologist for DAHP submitted a strongly worded letter noting concern about this site as having a very high sensitivity for archaeological resources and recommends that a professional archaeological survey be required for the property. A condition reflecting this recommendation has been attached. (See Condition #32)

Cowlitz County

Finding 82: Patrick Harbison, P.E. – Utility Manager for Cowlitz County Public Works commented that the project does not connect to the City road system and that the Department of Transportation would be the agency for review of SR-503 impacts.

Washington State Department of Ecology

Finding 83: Ecology staff acknowledged receipt of the application packet. Staff acknowledged that the boundary line adjustment removing the shoreline jurisdiction from the subdivision would mean no shoreline permit is required provided the BLA is completed prior recording the plat.

Washington State Department of Transportation

Finding 84: WSDOT staff had discussions with City staff regarding the department's concerns. The analysis above reflects the comments and concerns expressed to the City. No additional comments were received by the city at the time of this report.

Conclusion: As conditioned, the subdivision can meet the applicable subdivision standards.

Public Comments

Connie Taylor - Neighbor – Requested a copy of the proposed plans.

Nick Little – Citizen – Requested a copy of the traffic study.

Neighborhood meeting – As required by code, the applicant held a neighborhood meeting via Zoom at 10 am on December 5, 2020. Notes from the meeting were entered into the file. In general comments included a desire for pedestrian connections to the school; concerns about Gun Club road (both quality of maintenance and on street parking conditions); flooded conditions in the neighborhoods west of the project; traffic conditions in the neighborhood in general; and traffic conditions on SR-503. As noted above, the applicant has proposed and is required to mitigate for traffic impacts. Runoff for the development will be addressed through a stormwater system for the subdivision. The project will be responsible for meeting the City's frequently flooded area standards however it needs to be noted that regulations are designed to minimize flood damage to new structures and not meant to remedy existing conditions. The applicant cannot be held responsible for fixing pre-existing off-site flood conditions not related to the subdivision. Such efforts would need to be addressed by the City as a community-based effort.

IV. STAFF RECOMMENDATION:

Based upon the analysis herein and the case record for the cases listed, staff hereby recommends that the Planning Commission recommend **APPROVAL of the Woodland Creek Planned Unit Residential Development Subdivision with conditions** as listed below.

Per WMC 16.08.140, the city council shall review the preliminary plat materials and the PC recommendation at a public meeting, for which the clerk-treasurer shall set a date, time and

location. See recommendation section below. This meeting is expected to be completed by a web-based GoToMeeting/FreeConferenceCall platform but the City Council Chambers will be open and staffed by the presenter as advertised. PC members and other staff will attend remotely.

Attendees will be required to use social distancing measures and the use of individual protective masks are requested.

The Commission's recommendation will be documented and sent to the Woodland City Council for review. Staff expects the Council to consider the recommendation at the January 4th, 2021 Council meeting, or the January 18th meeting. Those meetings are held at 7:00 pm and may also be in person or held online.

V. CONDITIONS OF APPROVAL

In order to record a final plat, a final plat application shall be required. The final plat shall meet the following conditions:

1. A final plat application shall be required. The final plat application shall be accompanied by the necessary fees and shall contain the information required under WMC 16.10 and that information necessary to determine that the project meets these conditions of approval. An electronic copy of all final plat application material shall also be required.
2. Base Flood Elevation (BFE) information shall be shown on the face of the final plat. Elevation measurements should be shown on the survey wherever necessary to facilitate subsequent building permit reviews using a floodplain review process in lieu of a full floodplain permit for each unit. A note regarding flood elevation information, similar to the one below, describing each BFE marker shall be required on the face of the plat.

9) BENCH MARK:

FEMA REFERENCE MARK 2

FEMA ELEVATION = 27.88 FEET (NGVD 29)

A BRASS PIN IN THE CENTER OF A 9 BY 15 FOOT CONCRETE MANHOLE SLAB, AT THE NORTHEAST CORNER OF THE INTERSECTION OF BUCKEYE AND GOERING STREETS.

SITE DATUM:

CLARK COUNTY DATUM ELEVATION = 28.10 FEET (NGVD 29-47)

3. The following notes shall be placed on the face of the plat:
 - a. SR 503 predates this development. WSDOT will not be responsible for any traffic noise.
 - b. The PacifiCorp fish hatchery on a nearby property predates this development. Owners acknowledge that PacifiCorp will not be responsible for any noise, odors, or related impacts from the normal operation of the hatchery.
 - c. Construction on each lot will be subject to review under the City's flood hazard reduction standards. An elevation certificate may be required with all building permit applications. (If applicable. If the applicant can show compliance with the frequently flooded regulations through a CLOMR process this note may not be applicable when the plat is recorded.)
 - d. Development on all lots shall be reviewed at the time of building permit approval to determine if they meet the following:
 - Front yard setback in feet: 18
 - Rear yard setback in feet: 7.5
 - Interior side yard setback in feet: 5
 - Street side yard setback in feet: 7.5
 - Maximum building height in feet: 30

Maximum lot coverage: 50 percent

- e. All lots are subject to impact fees for Parks, Fire, Schools, and Traffic. Impact fees are calculated and paid at the time of building permit issuance.
4. Detailed construction drawings for the proposed road, drainage and utility facilities shall be submitted to the City's Public Works Department for review and approval prior to construction of subdivision improvements. Design of improvements shall be in accordance with the City of Woodland Public Works Engineering Standards for Construction.
5. The applicant shall construct or bond all frontage and interior street improvements including road base, paving, curb and gutter, sidewalks and streetlights to the required standards prior to final plat approval.
6. Frontage half-street improvements for Lewis River Road (State Route 503) shall be constructed to the adopted Arterial standards. Where feasible or as agreed upon by the city engineer improvements shall include curb, gutter, sidewalk, street widening, stormwater management and street lighting in compliance with City standard details based on a street section of 24' from centerline to face of curb. A right of way dedication to 40' of half width shall be required. Design and right-of-way conveyance shall meet the requirements of WSDOT. ADA improvements will also be incorporated as approved by WSDOT.
7. Channelization for a left turn lane shall be constructed for the northbound traffic turning west onto McCracken Road.
8. Driveways shall not be permitted directly to Lewis River Road from any of the proposed lots. The driveway to the adjacent lot on the McCracken Road connecting street shall be located the farthest practical distance from the intersection.
9. All interior public streets shall be constructed to Local Access standards based on Standard Detail T-27 with exceptions for street and right of way width and for detached sidewalk. Improvements shall include curb, gutter, sidewalk (sidewalks may be installed with home construction as approved by Public Works), paving of the street and street lighting in compliance with City standards. The extension of the proposed private street that provides access to lots 109 through 112 shall be designed and constructed in accordance with city standards for Private Streets.
10. The applicant shall construct or bond for drainage, water and sewer systems, telephone, electrical and telecommunication systems prior to final plat approval.
11. Water and gravity sewer mains shall conform to city design standards. Gravity sewer mains and water mains shall be minimum 8-inch diameter and shall extend to all lots with standards laterals. Water and sewer mains shall be extended to the limits of the subdivision where feasible along the SR 503 frontage to serve the UGB basin. The number and location of fire hydrants must be approved by the fire marshal.
12. A sewer pumping station shall be constructed to acceptable standards as identified in the findings. Applicant shall prepare an assessment of downstream collection system components as identified in the findings and complete system upgrades where required. Applicant shall be entitled to any system development charge credits (SDC Credits) that may be assigned to any downstream improvements conducted by applicant or latecomer reimbursement for any additional sewer installed for the benefit of adjacent properties within the UGB.
13. Stormwater detention and treatment facilities for runoff from the interior streets and lots shall be designed in accordance with adopted standards, which are based on the DOE "Puget Sound Manual" and adoption criteria, which is included in WMC 15.12. Design of improvements shall mitigate for quality and quantity of runoff and for impacts to downstream conveyance systems, as determined by the Public Works Director.
14. The stormwater treatment area shall be placed in an easement or a parcel of land that will be conveyed to the City after the 2-year operation period and thereafter maintained

by the City. Stormwater treatment sites shall be enclosed by a 6-foot tall chain link fence. Fences shall be vinyl coated with commercial grade materials. Suitable access shall be provided for maintenance. All aspects of the design are subject to approval by the Public Works Director.

15. Erosion control measures shall comply with WMC 15.10 and shall be in place prior to any clearing, grading, or construction.
16. The applicant shall comply with Department of Ecology requirements to secure permits associated with stormwater discharge during construction.
17. Submit a final erosion control plan and a final stormwater Technical Information Report. Design of erosion control and stormwater improvements shall comply with Woodland Development standards.
18. Comply with requirements of the Highway Runoff Manual in the design of stormwater facilities to address runoff from the state route. Approval by WSDOT Southwest Region is required prior to construction. Convey the dedicated stormwater management site to the State of Washington.
19. An easement to the city will be required for access and for public utilities placed within the private road alignment.
20. Prior to the placement of any fill material, a Fill and Grade permit shall be obtained from the City of Woodland and shall comply with the Flood Damage Prevention Ordinance and FEMA regulations.
21. Establish a Home-Owner Association (HOA) for the maintenance and management of the commonly owned properties and facilities. HOA documents shall be subject to review and approval by the Public Works Director.
22. Hours of construction shall be limited to 7:00 A.M. to 8:00 P.M. on weekdays and prohibited on Sundays.
23. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads.
24. The applicant shall provide evidence of compliance with the proposed points needed for a Basic PURD prior to building permit issuance. A note reflecting this is required on the face of the plat.
25. The minimum lot size for any lot in this subdivision shall be 3,600 square feet. Lots must be adjusted accordingly.
26. A phasing plan for the development may be submitted as part of the final engineering plan process. Final approval of the phasing plan shall be the responsibility of the Public Works director.
27. Lots fronting on Lewis River Road shall provide a 10-foot landscaping buffer meeting WMC 16.16.060 or if the 10-foot buffer is not dedicated, the strip shall be designated on the plat as follows: "This strip is reserved for screening. The placement of any structure hereon is prohibited." Landscaping shall be either installed prior to filing the final plat, or, as part of the landscaping plan, landscaping may be deferred to final occupancy for each lot.
28. The proposed sound barrier along SR-503 will require a building permit at the time of construction.
29. The sound barrier must be constructed on private property and should be approved for design and location as part of the final engineering process.
30. The sound barrier must provide adequate sight distance at the emergency vehicle approach to SR-503.
31. Maintenance for the sound barrier must be delegated to the property owners or home-owners association. A note reflecting this must be added to the face of the plat.
32. A professional archaeological survey of the areas to be disturbed for the development will be required prior to commencement of development activity. This survey should be

done in consultation with the concerned Tribes cultural committees and staff as recommended by the DAHP.

33. The habitat and wetland areas shall be protected in perpetuity by a conservation covenant, deed restriction, or other legally binding mechanism per WMC 15.08.720. This covenant will need to be reviewed and approved by the Community Development Director prior to filing the BLA or a final plat. The covenant shall include language allowing applicant and/or its successor HOA to have access to maintain the "ditch" to allow unobstructed water flow to Lewis River per the provisions of WMC 15.08.100.B.3 and 5. Such work must also be consistent with Washington State Department of Fish & Wildlife standards for such work.
34. The easement for the Cowlitz Public Utility District (as identified above) must be referenced on the face of the plat. The 30' x 60' easement along SR-503 may be adjusted or be vacated prior to the final plat.
35. To ensure the development is consistent with adopted fire codes and Woodland Municipal Codes the following conditions are applicable to the application:
 - a. Roadways to Structures: The perimeter of all structures must be within 150' an approved access road with a minimum clear width of 20' (26' where a hydrant is located). IFC 503.1.1 / D102 / D103
 - b. Dead end Streets: Any dead-end road longer than 150' must be provided with an approved cul-de-sac or hammer-head turn-around in accordance the International Fire Code design criteria. (96' Diameter Cul-de-sac; 120' Hammerhead with 20' clear width and 28'R corners) IFC D103.4
 - c. Parking Restrictions: Roadways must have signage for parking restrictions as follows: Signs for no-parking must be provided on both sides of all streets that are less than 26' wide in accordance with local standards for future enforcement. Signs for no-parking must be provided on one side of all streets that are between 26' and 32' wide in accordance with local standards for future enforcement. IFC D103.6
 - d. Remote Access Points: One and Two-Family Residential Developments with more than 30 dwelling units must be provided with two separate and remote fire apparatus access roads. Multiple Family Residential Developments with more than 100 dwelling units must be provided with two separate and remote fire apparatus access roads. (remote = min. ½ the overall diagonal of the land area being served) IFC D106/107
 - e. Access During Construction: Access roadways must be completed and unobstructed prior to combustible construction.
 - f. Gates: Where required access is restricted with a gate, an approved key box or key switch must be provided to allow Fire Department Access. (IFC 506)
 - g. Hydrant spacing is assessed based on structures that are non-sprinklered, type V-B Construction and no larger than 4,800 combined square feet. Additional hydrants may be required for streets providing access to structures greater than 4,800 SF. (IFC Table B105.1(2) / C102.1)
 - h. Fire Hydrants: Hydrants must be provided on fire access roadways so that average spacing does not exceed 500' and the maximum distance from any point on the street frontage to a hydrant is no more than 250'. (400' and 200' for Dead end roads) IFC C102
 - i. Fire Sprinklers: Any structures larger than 5,000 SF must be equipped with an automatic fire sprinkler system in accordance with NFPA 13D. (Woodland Municipal Code 14.32.130)
 - j. Water Supply During Construction: Required hydrants must be serviceable and unobstructed prior to combustible construction.

- k. FIRE SPRINKLERS May be Considered as an alternate method to increase hydrant spacing or to address access issues.
 - l. These standards must be incorporated as part of the final engineering plan review.
 - m. The emergency vehicle access at the end of the access serving Lots 109 through 112 will need to be a gate approved by Clark-Cowlitz Fire Rescue. Bollards are not an acceptable alternative.
 - n. Hydrant spacing and final hydrant location will require prior approval by Clark-Cowlitz Fire Rescue during the final engineering process, unless an alternative method for fire protection can be approved.
 - o. All flag lots will need to comply with fire code and provide access to all sides of future structures within 150' or provide a fire extinguishing system. A note reflecting this shall be placed on the face of the plat if necessary.
36. A general condition of Cowlitz County is that all newly created lots must indicate the addresses for all lots on the face of the plat. Please contact Public Works for address assignment as part of the final plat process.
37. Once final approval is given to print the final plat, signatures on three copies of the plat, shall be collected in the following order:
1. The owners in fee simple;
 2. Notary public in and for the state;
 3. Professional land surveyor registered in the state;
 4. Public Works Director;
 5. Cowlitz County treasurer;
 6. Cowlitz County Auditor
38. Three signed copies of the final plat must be submitted to staff for review and approval.
39. The plat shall be filed with the County Auditor and shall not be deemed approved until so filed. A copy of the approved subdivision plat (after recorded) shall be submitted to the Community Development Department.

VI. SEPA DECISION:

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.

VII. APPEALS:

Appeals are governed by WMC 19.08.030. Appeals of City Council subdivision decisions must be made to county superior court in accordance with RCW 36.70C (Judicial Review of Land Use Decisions). Proceedings for review under this chapter shall be filed within 21 days from the date the land use decision is issued to be considered timely. (RCW 36.70C.040(3))

The staff report is not an appealable action. Parties are invited to submit written comments on the staff report as indicated below and are invited to give testimony at the Pre-Decision Open Record Public Hearing before the Planning Commission.

The recommendation of the Planning Commission is also not appealable.

The City Council is the decision-making body and the adoption of a subdivision is a legislative decision. Legislative decisions to adopt or not adopt ordinances or resolutions are not appealable. Legal council should be consulted for advice regarding legal remedy.

CONTACT PERSON: Travis Goddard, Community Development Director
City of Woodland
PO Box 9
230 Davidson Ave
Woodland, WA 98674
Goddardt@ci.woodland.wa.us

Date: December 15, 2020

Signature: ATG

Attachments

- A. Woodland Creek Preliminary Plans
- B. Woodland Creek Application Packet (including narrative)
- C. SEPA checklist, DNS & Notice of Application
- D. Traffic Study (no data sheets) (Data sheets available upon request)
- E. Stormwater TIR (no data sheets) (Data sheets available upon request)
- F. Critical Areas Reports (no data sheets) (Data sheets available upon request)
- G. Geo-Tech Report (no data sheets) (Data sheets available upon request)
- H. Correspondence (Agency comments/Citizen comments/Neighborhood Meeting Notice and Notes)

Cc: Applicant

Parties of Record
Department Heads
Rob VanderZanden, P.E.
Fire Marshal
Mayor
Parks Board Chair
Woodland School District
Cowlitz County
Cowlitz-Wahkiakum health district
State Department of Transportation
State Department of Ecology
Cowlitz Public Utility District
Cascade Natural Gas Corporation
Zply Fiber