WOODLAND PLANNING COMMISSION AGENDA

Planning Commission Regular Meeting – 7:00 PM

THURSDAY, DECEMBER 17, 2015

Woodland City Council Chambers
200 E Scott Avenue, Woodland, Washington

CALL TO ORDER – 7:00 PM

APPROVAL OF MINUTES

- November 19, 2015 meeting minutes

WORKSHOP/DISCUSSION

- Meriwether Phase 2 Final Plat (215-928)
    - Staff Report
    - Final Plat (Signature of Planning Commission Chair and Planning Commission Secretary required)

- Meriwether Hilltop Phase 1A Final Plat (215-929)
    - Staff Report
    - Final Plat (Signature of Planning Commission Chair and Planning Commission Secretary required)

- Meriwether PURD Phase 1 Final Plat (215-927)
    - Staff Report
    - Final Plat (Signature of Planning Commission Chair and Planning Commission Secretary required)

- C-1 Parking
    - Staff Report
    - Draft Code

- Comprehensive Plan Update
    - Draft plan review

- Citizen Institute and Rural Design (CIRD) Design and Planning Workshop
    - Discussion

UPDATE

- Project status – Report

ADJOURN

cc: Post (City Hall Annex, Library, Post Office, City Hall)
City of Woodland website
Planning Commission (4)
City Council (7)
Mayor
Department Heads

WOODLAND PLANNING COMMISSION MEETING MINUTES

Planning Commission Regular Meeting – 7:00 PM

THURSDAY, NOVEMBER 19, 2015

Woodland City Council Chambers
200 E Scott Avenue, Woodland, Washington

DRAFT

CALL TO ORDER – 7:00 PM

Roll Call.
Present: David Simpson, Tel Jensen, Sharon Watt, Paula Bosel, Amanda Smeller (Not voting), Kasey Smith (Not voting).
Absent: Bart Stepp.

APPROVAL OF MINUTES

- October 15, 2015 meeting minutes **Motion:** Agenda Approval, **Moved by** Sharon Watt, **Seconded by** Paula Bosel.
- **Motion passed unanimously.**

PUBLIC HEARING

- Meriwether Phase 2 Subdivision Extension Request (LU #215-930)
    - Staff Report given by Amanda Smeller
    - Kurt Stonex, Engineering Representative gave project status update.

        - Public Comment opened at 7:03pm
            - Richard Brown, resident expressed opposition to the extension due to truck driver issues. Mr. Brown indicated he had collected resident signatures in opposition. Requested specific terms, as approved by the City Council for the original PURD phase to be enforced if the extension is approved.

        Public Comment closed 7:09pm

    - Dave Simpson requested to add the same condition to the Phase II Preliminary Plat. Mr. Simpson reinforced to the developers representatives, the importance of the truck drivers adhering to the resident safety concerns.

Motion: Send to City Council with recommendation for approval of extension with conditions
Moved by Tel Jensen, **Seconded by** Paula Bosel.
Motion passed.

WORKSHOP/DISCUSSION

- C-1 Parking Requirements
  - Staff Report given by Amanda Smeller
    - Tom Gollick, President of Downtown Revitalization expressed his opinion to re-establish the parking moratorium.
    - Erica Rodman, would prefer permanent exemption.
    - Darlene Johnson also prefers a permanent exemption. Would like to have fees looked at to be lowered.
    - Scott Perry spoke in support of permanent exemption as well as expansion. Would like fees reduced as well.
    - Michann Bond, spoke in support of permanent exemption.
  - Commission had discussion regarding possibly extending the exemption to the C-2 District as well. Commission will focus on C-1 only at this time but will discuss other zones further at future meetings.

UPDATE

- Project status – Report given by Amanda Smeller
  Comprehensive Plan Update Calendar

Motion: Adjourn, **Moved by** Sharon Watt, **Seconded by** Tel Jensen.
Motion passed unanimously.

ADJOURN 8:20pm

DRAFT

Staff Report: Meriwether Subdivision Phase 2 Final Plat

Date: December 9, 2015
To: Planning Commission
From: Amanda Smeller, Community Development Planner
Re: Meriwether Subdivision Phase 2 Final Plat

Meriwether Subdivision Phase 2 is a 35 lot subdivision adjacent to Meriwether Subdivision Phase 1 off Insel Road. All lots in phase 2 are currently vacant.

Meriwether Subdivision Phase 2 recently received an extension approved by the City Council. The preliminary plat was set to expire on November 21, 2015. The new expiration date is November 21, 2016. However, Meriwether Subdivision Phase 2 is ready for recording. All conditions of approval have been met and improvements have either been bonded or constructed on site.

Attached is the Resolution 665 that was approved by City Council on December 7, 2015 extending the preliminary plat expiration. Also is attached is Resolution 529, which was the original conditions of approval for Meriwether Subdivision phases 1 and 2. Lastly, the final plat for phase 2 is also attached.

RESOLUTION NO. 529

A RESOLUTION relating to subdivisions and approving the preliminary plat for the Meriwether subdivision, subject to certain provisions and conditions more particularly described herein.

WHEREAS, the owners of certain property comprising what is now denominated the Meriwether Subdivision Phase I & II 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,

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, on November 21, 2005, after due consideration of the Planning Commission's recommendation and the recommendations of staff, the City Council by motion approved the preliminary plat for the Meriwether Subdivision Phase I & II subject to the following conditions:

1. Detailed construction drawings for the proposed road, drainage and utility facilities shall be submitted to the city's public works department for review prior to the pre-construction meeting.

2. The applicant shall construct or bond all interior streets as well as partial street improvements at Insel Road including base, paving, curb and gutter, sidewalks and street lights to city standards prior to final plat approval.

3. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads.

4. Erosion control measures shall be in place prior to any clearing, grading, or construction. Such measures may include hay bales, silt fences or other appropriate measures.

5. The applicant shall construct or bond for drainage, water and sewer systems, telephone, electrical and telecommunication systems prior to final plat approval.

6. Fire hydrants must be installed to city standards. The City of Woodland's Fire Chief, prior to final plat approval, shall approve the number, type and location of the hydrants.

7. Compliance with all applicable city codes and ordinances and all necessary federal, state and local permits shall be met prior to construction.

8. The applicant shall dedicate land for a park. Or, the developer may choose to reach an agreement with the city to make a payment to the City's Park fund in lieu of park land dedication. This requirement shall be waived in the event that Park Impact Fees have been adopted prior to recording the final plat.

9. The applicant shall comply with Department of Ecology requirements to secure permits associated with stormwater discharge during construction.

10. The existing 12-inch water main that crosses the site east to west shall be properly abandoned and replaced with water mains laid in street right of way.

11. All conditions as identified in the MDNS dated August 19, 2005.

12. Erosion control measures, runoff, watering for dust control, as well as the need for a State Waste Discharge General Permit for Stormwater Discharges associated with construction activities per NPDES.

13. All development will meet with Woodland Municipal Code and FEMA requirements for work in floodplains.

14. Prior to the placement of any fill material a Fill and Grade permit shall be obtained from the City of Woodland.

15. Stormwater detention and treatment facilities shall comply with 1992 DOE Stormwater Management Manual for the Puget Sound Basin. Design of improvements shall mitigate for impacts to downstream conveyance system, as determined by the Public Works Director.

16. Insel Road, Hillshire Drive, Sycamore Street and Willow Street shall be constructed to Residential Collector Standards.

17. Applicant shall analyze capacity of downstream sewer pumping stations for adequacy to carry the additional flow and shall construct upgrades as necessary.

18. The realigned drainage ditch shall have side slopes not steeper than 3 to 1. There shall be a ten foot setback from the top of the ditch slope to all structures. The applicant shall provide calculations which demonstrate that the ditch and associated improvements are adequate to pass a 100 year storm event without flooding or property damage. The analysis shall assume development of the contributing basin as allowed under current zoning. The applicant shall demonstrate that each lot adjacent to the ditch has adequate room for a residence without need of a variance. An easement shall be provided to the city for access to the water course.

19. Design of the proposed roundabout will comply with the recommendation of the March 2005 Traffic Impact Study by Lancaster and Federal Highway Administration Publication FHWA – RD – 00-067.

20. Hours of construction shall be limited to 7:00 a.m. to 8 p.m. on weekdays and prohibited on Sundays.

21. To mitigate traffic impacts on State Route 503 (Lewis River Road) applicant shall contribute $150,000 for Phases I and II to the City SR 503 Improvement Project Fund. In the event that traffic impact fees have been adopted by the city prior to recording of the plat, thereby providing for collecting of such fees, on the lots created thereby, this requirement for the contribution shall be waived.

22. As proposed by the applicant, a stormwater pipe shall be installed in Insel Road, which shall be a minimum of 42-inches in diameter and a maximum of 48-inches in diameter. The stormwater pipe shall be installed in the first phase of the project.

NOW, THEREFORE, BE IT RESOLVED that the preliminary plat for the Meriwether Subdivision Phase I & II is hereby approved subject to the terms and conditions as set forth above, and incorporated herein as if fully set forth.

PASSED this 21st day of November, 2005.

CITY OF WOODLAND

Douglas A. Monge, Mayor

ATTEST:

Mari E. Ripp, Clerk/Treasurer

APPROVED AS TO FORM:

Paul Brachvogel, City Attorney

RESOLUTION NO. 665

A RESOLUTION TO EXTEND THE PRELIMINARY PLAT APPROVAL FOR THE MERIWETHER SUBDIVISION PHASE 2 FOR ONE YEAR THROUGH NOVEMBER 21, 2016.

Recitals

WHEREAS, the preliminary plat approval for the Meriwether Subdivision Phase 2 was given on November 21, 2005; and

WHEREAS, the preliminary plat approval for the Meriwether Subdivision Phase 2 expired on November 21, 2015; and

WHEREAS, the Woodland Municipal Code 16.08.290 allows for a one year extension for preliminary plat approval provided an application for such extension is received at least 30 days prior to expiration;

WHEREAS, the application for extension request was submitted on October 19, 2015;

WHEREAS, the Planning Commission held an open record public hearing on November 19, 2015 regarding the extension request; and

WHEREAS, testimony was given during this open record public hearing from neighboring property owner in regards to construction noise and neighborhood disruption; and

WHEREAS, the Planning Commission accepted this testimony and proceeded with a recommendation to City Council to approve the Meriwether Subdivision Phase 2 plat extension request; and

WHEREAS, the City Council considered this request at an open public meeting on December 7, 2015 and decided to approve the preliminary plat extension request to allow an additional year for the Meriwether Subdivision Phase 2 final plat to be recorded by November 21, 2016; and

WHEREAS, the original preliminary plat conditions as listed below still apply to this project and are not changed by this resolution:

1. Detailed construction drawings for the proposed road, drainage and utility facilities shall be submitted to the city's public works department for review prior to the pre-construction meeting.
2. The applicant shall construct or bond all interior streets as well as partial street improvements at Insel Road including base, paving, curb and gutter, sidewalks and street lights to city standards prior to final approval.

3. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads.
4. Erosion control measures shall be in place prior to any clearing, grading, or construction. Such measures may include hay bales, silt fences or other appropriate measures.
5. The applicant shall construct or bond for drainage, water and sewer systems, telephone, electrical and telecommunication systems prior to final plat approval.
6. Fire hydrants must be installed to city standards. The City of Woodland's Fire Chief, prior to final plat approval, shall approve the number, type and location of the hydrants.
7. Compliance with all applicable city codes and ordinances and all necessary federal, state and local permits shall be met prior to construction.
8. The applicant shall dedicate land for a park. Or, the developer may choose to reach an agreement with the city to make a payment to the City's Park fund in lieu of park land dedication. This requirement shall be waived in the event that Park Impact Fees have been adopted prior to recording the final plat.
9. The applicant shall comply with Department of Ecology requirements to secure permits associated with stormwater discharge during construction.
10. The existing 12-inch water main that crosses the site east to west s hall be properly abandoned and replaced with water mains laid in street right of way.
11. All conditions as identified in the MDNS dated August 19, 2005.
12. Erosion control measures, runoff, watering for dust control, as well as the need for a State Waste Discharge General Permit for Stormwater Discharges associated with construction activities per NPDES.
13. All development will meet with Woodland Municipal Code and FEMA requirements for work in floodplains.
14. Prior to placement of any fill material a Fill and Grade permit shall be obtained from the City of Woodland.
15. Stormwater detention and treatment facilities shall comply with 1992 DOE Stormwater Management Manual for the Puget Sound Basin. Design of improvements shall mitigate for impacts to downstream conveyance system, as determined by the Public Works Director.
16. Insel Road, Hillshire Drive, Sycamore Street and Willow Street shall be constructed to Residential Collector Standards.
17. Applicant shall analyze capacity of downstream sewer pumping stations for adequacy to carry the additional flow and shall construct upgrades as necessary.
18. The realigned drainage ditch shall have side slopes not steeper than 3 to 1. There shall be ten foot setback from the top of the ditch slope to all structures. The applicant shall provide calculations which demonstrate that the ditch and associated improvements are adequate to pass a 100 year storm event without flooding or property damage. The analysis shall assume development of the contributing basin as allowed under current zoning. The applicant shall demonstrate that each lot adjacent to the ditch has adequate room for a

residence without need of a variance. An easement shall be provided to the city for access to the water course.

19. Design of the proposed roundabout will comply with the recommendation of the March 2005 Traffic Impact Study by Lancaster and Federal Highway Administration Publication FHWA-RD-00-067.
20. Hours of construction shall be limited to 7:00 a.m. to 8 p.m. on weekdays and prohibited on Sundays.
21. To mitigate traffic impacts on State Route 503 (Lewis River Road) applicant shall contribute $150,000 for Phases 1 and 2 to the City SR 503 Improvement Project Fund. In the event that traffic impact fees have been adopted by the city prior to recording of the plat, thereby providing for collection of such fees, on the lots created thereby, this requirement for the contribution shall be waived.
22. As proposed by the applicant, a stormwater pipe shall be installed in Insel Road, which shall be a minimum of 42-inches in diameter and a maximum of 48-inches in diameter. The stormwater pipe shall be installed in the first phase of the project.
23. Follow construction access guidelines as per the October 13, 2015 letter from Public Works Director Bart Stepp.

NOW, THEREFORE, BE IT RESOLVED that the preliminary plat approval for the Meriwether Subdivision Phase 2 has been extended one year with a new expiration date of November 21, 2016 and is subject to the terms and conditions as set forth above, and incorporated herein as if fully set forth.

PASSED this 7th day of December, 2015.

CITY OF WOODLAND

_____

Grover B. Laseke, Mayor

ATTEST:

_____

Mari E. Ripp, Clerk-Treasurer

APPROVED AS TO FORM:

_____

William J. Eling, City Attorney

MERIWETHER PHASE 2

A SUBDIVISION IN THE J.S. BOZARTH DONATION LAND CLAIM AND LOCATED IN THE SW 1/4 SW 1/4 OF SECTION 7, T5N, R1E, W.M., CITY OF WOODLAND, COWLITZ COUNTY, WASHINGTON
OCTOBER 2015

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT

_____

THE UNDERSIGNED, AS THE OWNER(S), IN FEE SIMPLE OF THE LAND HEREBY SUBDIVIDED, HEREBY DECLARE(S) THIS SUBDIVISION AND DEDICATE(S) IN FEE TO THE USE OF THE PUBLIC FOREVER, ALL STREETS AND EASEMENTS OF WHATEVER PUBLIC PROPERTY THERE IS SHOWN ON THE PLAT AND THE USE THEREOF FOR ANY AND ALL PUBLIC PURPOSES; ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS OR FILLS UPON THE LOTS, BLOCKS, TRACTS, ETC., SHOWN ON THIS PLAT IN THE REASONABLE ORIGINAL GRADING OF ALL STREETS, SHOWN HEREON.

IN WITNESS THEREOF WE HAVE HEREUNTO SET OUR HAND(S) AND SEAL(S) THIS _____ DAY OF _____, 2015.

(SIGNED)_____

ACKNOWLEDGMENT:

STATE OF WASHINGTON)

SS)

COUNTY OF _____)

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2015, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, PERSONALLY APPEARED

_____,

TO ME KNOWN TO BE THE PERSON(S) WHO EXECUTED THE FOREGOING DEDICATION AND ACKNOWLEDGED TO ME THAT _____ (HE/SHE/THEY) SIGNED AND SEALED THE SAME AS _____ (HIS/HER/THEIR) FREE AND VOLUNTARY ACT AND DEED FOR THE USES AND PURPOSES THEREIN MENTIONED.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR LAST ABOVE WRITTEN

_____

NOTARY PUBLIC IN AND FOR THE OF _____
RESIDING AT _____

MY COMMISSION EXPIRES: / /

TREASURER:

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO DATE, INCLUDING THE YEAR _____.

DATED: _____

(SIGNED)_____
COWLITZ COUNTY TREASURER

(SIGNED)_____
DEPUTY TREASURER

AUDITOR:

FILED FOR RECORD AT THE REQUEST OF _____

THIS _____ DAY OF _____ 2015, AT _____ AM/PM.

AND RECORDED IN VOLUME _____ OF PLATS, ON

PAGE _____, RECORDS OF COWLITZ COUNTY, WASHINGTON.

(SIGNED) _____
COWLITZ COUNTY AUDITOR

(SIGNED) _____
DEPUTY AUDITOR

LEGAL DESCRIPTION:

A PARCEL OF PROPERTY IN THE J.S. BOZARTH DONATION LAND CLAIM AND LOCATED IN SECTION 7, TOWNSHIP 5 NORTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, COWLITZ COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID J.S. BOZARTH DONATION LAND CLAIM;
THENCE NORTH 88° 46' 06" WEST, ALONG THE NORTH LINE OF SAID J.S. BOZARTH DONATION LAND CLAIM, 1006.64 FEET;
THENCE SOUTH 01° 13' 52" WEST, PERPENDICULAR TO THE NORTH LINE OF SAID J.S. BOZARTH DONATION LAND CLAIM, 2933.36 FEET TO A POINT ON THE CENTERLINE OF INSEL ROAD AND THE TRUE POINT OF BEGINNING;
THENCE NORTH 75° 09' 00" WEST 79.13 FEET TO A POINT ON A 122.00-FOOT RADIUS CURVE TO THE LEFT;
THENCE AROUND SAID 122.00-FOOT RADIUS CURVE TO THE LEFT AN ARC DISTANCE OF 29.48 FEET;
THENCE NORTH 88° 50' 17" WEST 256.70 FEET;
THENCE SOUTH 09° 42' 20" EAST 354.05 FEET TO A POINT ON THE NORTHEASTERLY PROJECTION OF THE NORTHERLY BOUNDARY LINE OF THE PLAT OF MERIWETHER PHASE 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, AT PAGES 50 THROUGH 55, INCLUSIVE, RECORDED UNDER AUDITOR'S FILE NUMBER 3346566, RECORDS OF COWLITZ COUNTY, WASHINGTON;
THENCE THE FOLLOWING FIVE COURSES ALONG THE NORTHERLY BOUNDARY LINE, AND THE NORTHEASTERLY PROJECTION THEREOF, OF SAID PLAT OF MERIWETHER PHASE 1;
THENCE SOUTH 80° 17' 40" WEST 119.76 FEET TO THE EASTERLY RIGHT-OF-WAY MARGIN OF LOLO TRAIL STREET;
THENCE NORTH 85° 01' 04" WEST 58.05 FEET TO THE WESTERLY RIGHT-OF-WAY MARGIN OF LOLO TRAIL STREET;
THENCE NORTH 88° 40' 01" WEST 872.06 FEET;
THENCE NORTH 01° 19' 59" EAST 36.75 FEET;
THENCE NORTH 39° 32' 37" WEST 106.86 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID PLAT OF MERIWETHER PHASE 1;
THENCE LEAVING THE NORTHERLY BOUNDARY LINE OF SAID PLAT OF MERIWETHER PHASE 1 NORTH 49° 42' 36" EAST 168.75 FEET;
THENCE NORTH 49° 42' 41" EAST 174.19 FEET;
THENCE NORTH 57° 43' 34" WEST 60.70 FEET;
THENCE NORTH 32° 29' 38" EAST 109.00 FEET;
THENCE SOUTH 57° 43' 34" EAST 44.28 FEET;
THENCE NORTH 32° 16' 26" EAST 50.00 FEET;
THENCE SOUTH 57° 43' 34" EAST 97.72 FEET TO A POINT ON A 122.00-FOOT RADIUS CURVE TO THE LEFT;
THENCE AROUND SAID 122.00-FOOT RADIUS CURVE TO THE LEFT AN ARC DISTANCE OF 66.26 FEET;
THENCE SOUTH 88° 50' 47" EAST 215.49 FEET;
THENCE NORTH 01° 09' 13" EAST 138.43 FEET TO A POINT ON THE SOUTH LINE OF THAT TRACT OF LAND CONVEYED TO HAROLD F. KOISTINEN AND PHYLLIS KOISTINEN, HUSBAND AND WIFE, BY DEED RECORDED IN VOLUME 697 OF DEEDS, AT PAGE 237, RECORDS OF COWLITZ COUNTY, WASHINGTON;
THENCE SOUTH 89° 02' 10" EAST, ALONG SAID KOISTANEN SOUTH LINE AND THE EASTERLY PROJECTION THEREOF, 527.07 FEET TO A POINT ON THE CENTERLINE OF INSEL ROAD;
THENCE SOUTH 01° 25' 37" WEST, ALONG THE CENTERLINE OF INSEL ROAD, 218.68 FEET TO THE TRUE POINT OF BEGINNING.

DEED REFERENCES

GRANTOR: GREO CORP.
GRANTEE: HOLT DISTRESSED PROPERTY FUND, 2010, L.P.
A.F. # 3444066
DATE: SEPTEMBER 30, 2011

CONDITIONS, COVENANTS AND RESTRICTIONS (CC&R'S)

SEE THAT DOCUMENT RECORDED UNDER AUDITOR'S FILE NO. _____ RECORDS OF COWLITZ COUNTY, WASHINGTON.

SURVEY REFERENCES

1. PLAT OF MERIWETHER PHASE 1 BY OLSON ENGINEERING, INC. RECORDED IN VOLUME 14, PAGES 50-55 SEPTEMBER 2007.
2. PLAT OF HILLSHIRE MANOR BY OLSON ENGINEERING, INC. RECORDED IN VOLUME 14, PAGES 19-21 NOVEMBER 2005
3. RECORD OF SURVEY BY BARBERI & ASSOCIATES FOR PACIFIC WESTERN HOMES RECORDED IN VOLUME 26, PAGE 88 MAY 2005.
4. PLAT OF WOODLAND PARK ESTATES BY OLSON ENGINEERING, INC. RECORDED IN VOLUME 13, PAGES 44-46 RECORDED OCTOBER 1996.
5. PLAT OF HEARTWOOD ESTATES BY OLSON ENGINEERING, INC. RECORDED IN VOLUME 13, PAGES 14-16 RECORDED OCTOBER 1995.
6. SURVEYED SHORT PLAT BY GERMUNSON FOR BLAINE PATTY (5/273) RECORDED OCTOBER 1987.
7. RECORD OF SURVEY BY RAPER FOR RICHARD CARPENTER (2/160) RECORDED JULY 1977.

EXISING EASEMENT NOTE

10.00' COMMUNICATIONS EASEMENT RECORDED UNDER: AFN 3088155, MAY 2002, DESCRIBED AS BEING CONTAINED WITHIN THE EAST HALF OF THE GAS LINE EASEMENT (VOL. 560, PG. 586). FIELD TIES TO THE ACTUAL LOCATION OF THE COMMUNICATION LINE FOUND PORTIONS OF SAID LINE TO BE EAST OF THE DESCRIBED EASEMENT AREA. THEREFORE, WE ARE CENTERING SAID COMMUNICATIONS EASEMENT ON THE EAST LINE OF SAID GAS EASEMENT (BEING 5.00' ON EACH SIDE) TO CONTAIN THE ACTUAL LINE LOCATION.

EASEMENT PROVISIONS

A PUBLIC UTILITY EASEMENT IS HEREBY RESERVED OVER, UNDER, AND UPON THE EXTERIOR TEN (10) FEET OF ALL LOTS AND TRACTS ADJACENT TO AND PARALLEL WITH THE RIGHT-OF-WAY OF ALL PUBLIC AND PRIVATE ROADS SHOWN HEREON FOR THE PURPOSE OF LAYING, CONSTRUCTING, RENEWING, OPERATING AND MAINTAINING PUBLIC UTILITIES. ALL UTILITY AGENCIES, THEIR SUCCESSORS AND ASSIGNS, SHALL HAVE A CONTINUING RIGHT OF INGRESS AND EGRESS OVER, UNDER, ALONG, AND UPON THE EASEMENT AREA AT ANY TIME AND THE EASEMENT AREA SHALL REMAIN UNOBSTRUCTED BY NON-UTILITY FACILITIES.

IN THE EXERCISE OF SAID EASEMENT RIGHTS, ANY PERSON OR AGENCY ENGAGED IN THE INSTALLATION, MAINTENANCE AND/OR REPAIR OF UTILITIES, OR CAUSING SUCH INSTALLATION, MAINTENANCE AND/OR REPAIR OF UTILITIES, SHALL IMMEDIATELY THEREAFTER RESTORE ANY LAND DISTURBED TO THE CONDITION THAT THE LAND WAS IN PRIOR TO ANY SUCH INSTALLATION, MAINTENANCE AND/OR REPAIR OF UTILITIES, AS NEARLY AS PRACTICABLE GIVEN THE NATURE OF THE INSTALLATION, MAINTENANCE AND/OR REPAIR OF UTILITIES. ALL INSTALLATION, MAINTENANCE AND/OR REPAIR OF UTILITIES SHALL BE IN ACCORDANCE WITH ANY APPLICABLE CONDITIONS OF ANY GOVERNING LAND USE APPROVAL IMPOSED BY THE CITY OF WOODLAND.

TRACT NOTES

TRACT "B" IS A COMMON LAND OPEN SPACE TRACT AND IS TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION.

ROAD DEDICATION

ALL ROADS DEPICTED ON THIS PLAT ARE PUBLIC STREETS, UNLESS NOTED AS "PRIVATE ROAD", AND ARE HEREBY GRANTED TO THE CITY OF WOODLAND WITH THIS PLAT.

WOODLAND PLANNING COMMISSION:

EXAMINED AND APPROVED:

THIS _____ DAY OF _____ 2015.

ATTEST:

(SIGNED) _____
SECRETARY

(SIGNED) _____
CHAIR

PUBLIC WORKS:

EXAMINED AND APPROVED:

THIS _____ DAY OF _____ 2015.

(SIGNED)_____ (SEAL)
PUBLIC WORKS DIRECTOR

WOODLAND CITY COUNCIL:

EXAMINED AND APPROVED:

THIS _____ DAY OF _____ 2015.

(SIGNED) _____
MAYOR

ATTEST:

(SIGNED) _____
CITY CLERK / TREASURER

SURVEYOR:

I HEREBY CERTIFY THAT THE SUBDIVISION OF MERIWETHER PHASE 2 IS BASED ON AN ACTUAL SURVEY AND SUBDIVISION OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 1 EAST, W.M., THAT THE DISTANCES AND COURSES AND ANGLES ARE SHOWN THEREON CORRECTLY; THAT PROPER MONUMENTS AS NOTED HAVE BEEN SET AND LOT AND BLOCK CORNERS HAVE BEEN STAKED ON THE GROUND.

(SIGNED) _____
BRUCE D. TOWLE, PLS # 17686

BRUCE D. TOWLE
STATE OF WASHINGTON
17686
REGISTERED
PROFESSIONAL LAND SURVEYOR

PRELIMINARY

OCT 06 2015

PG. 1 OF 4 JOB# 8009.01.01

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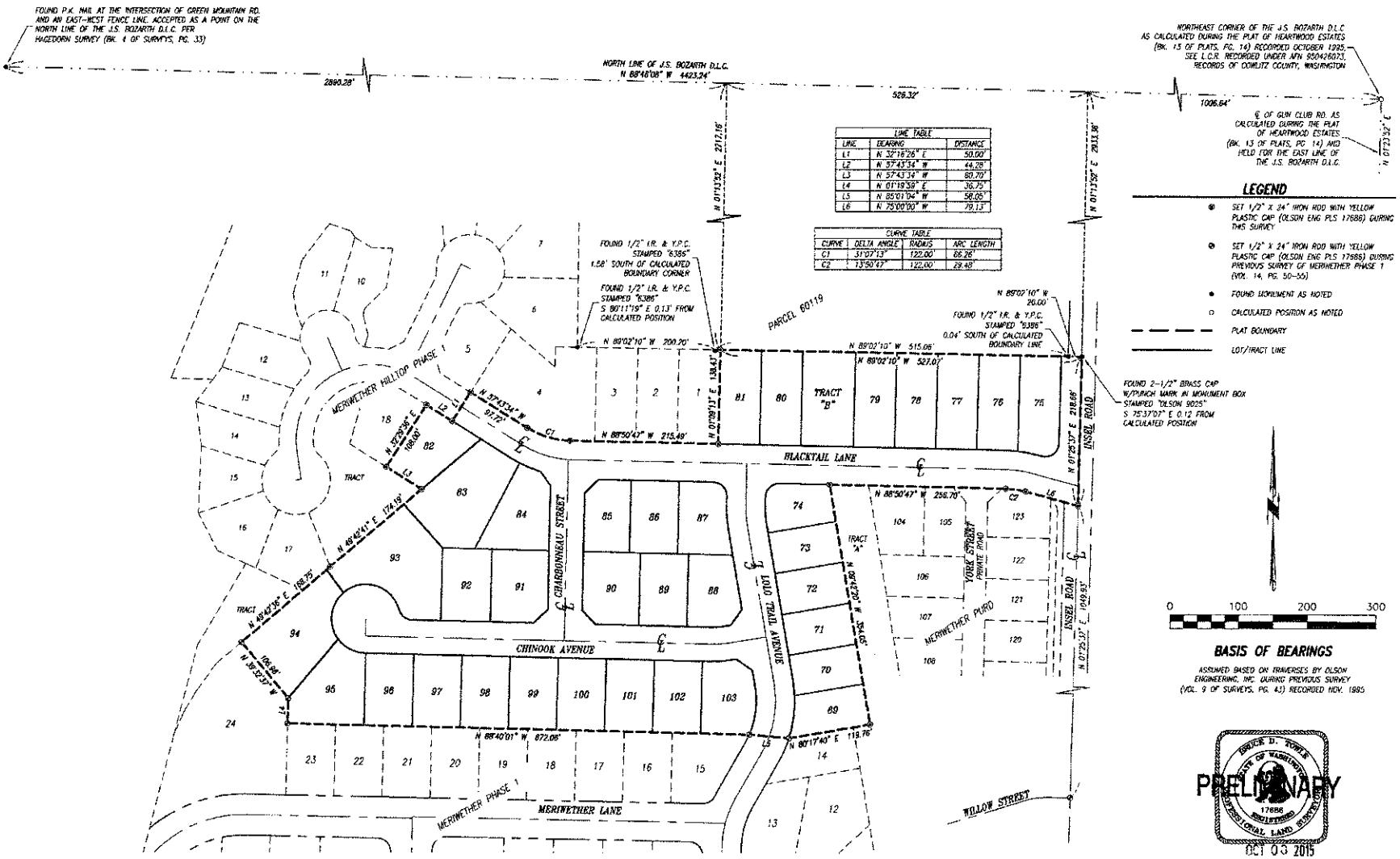
OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN BLVD., VANCOUVER, WA 98660
(360) 695-1385
(503) 289-9538

SCALE		DRAWN BY	T.D.H.
JOB NO.	8009.01.01	CALC. BY	H.S.R./T.D.H.
DATE	OCT. 2015	SHEET	1 OF 4

MERIWETHER
PHASE 2

A SUBDIVISION IN THE J.S. BOZARTH DONATION LAND CLAIM AND LOCATED IN THE SW 1/4 SW 1/4 OF SECTION 7, T5N, R1E, W.M., CITY OF WOODLAND, COWLITZ COUNTY, WASHINGTON
OCTOBER 2015



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 32°18'26" E	50.00'
L2	N 37°43'34" W	44.26'
L3	N 57°43'34" W	80.70'
L4	N 01°19'33" E	36.75'
L5	N 85°01'04" W	56.05'
L6	N 75°00'00" W	79.13'

CURVE TABLE			
CURVE	DELTA ANGLE	RADIUS	ARC LENGTH
C1	31°07'13"	122.00'	66.26'
C2	13°50'47"	122.00'	29.48'

LEGEND

- SET 1/2" X 24" IRON ROD WITH YELLOW PLASTIC CAP (OLSON ENG PLS 17686) DURING THIS SURVEY
- SET 1/2" X 24" IRON ROD WITH YELLOW PLASTIC CAP (OLSON ENG PLS 17686) DURING PREVIOUS SURVEY OF MERIWETHER PHASE 1 (VOL. 14, PG. 50-55)
- FOUND MONUMENT AS NOTED
- CALCULATED POSITION AS NOTED
- PLAT BOUNDARY
- LOT/TRACT LINE

BASIS OF BEARINGS

ASSUMED BASED ON TRAVERSES BY OLSON ENGINEERING, INC. DURING PREVIOUS SURVEY (VOL. 9 OF SURVEYS, PG. 43) RECORDED NOV. 1995

BRUCE D. POWLE
STATE OF WASHINGTON
17686
REGISTERED PROFESSIONAL LAND SURVEYOR

PRELIMINARY
OCT 05 2015

PG. 2 OF 4 JOB# 8009.01.01

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FILE: J:\DATA\8000\8000\8009\SURVEY\PLATS\8009.1PLAT.MERIWETHER_PHS2.DWG

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN BLVD. VANCOUVER WA 98660
(360) 695-1385
(503) 289-9935

SCALE	1" = 100'	DRAWN BY	T.D.H.
JOB NO.	8009.01.01	CALC. BY	H.S.R./T.D.H.
DATE	OCT. 2015	SHEET	2 OF 4

MERIWETHER PHASE 2

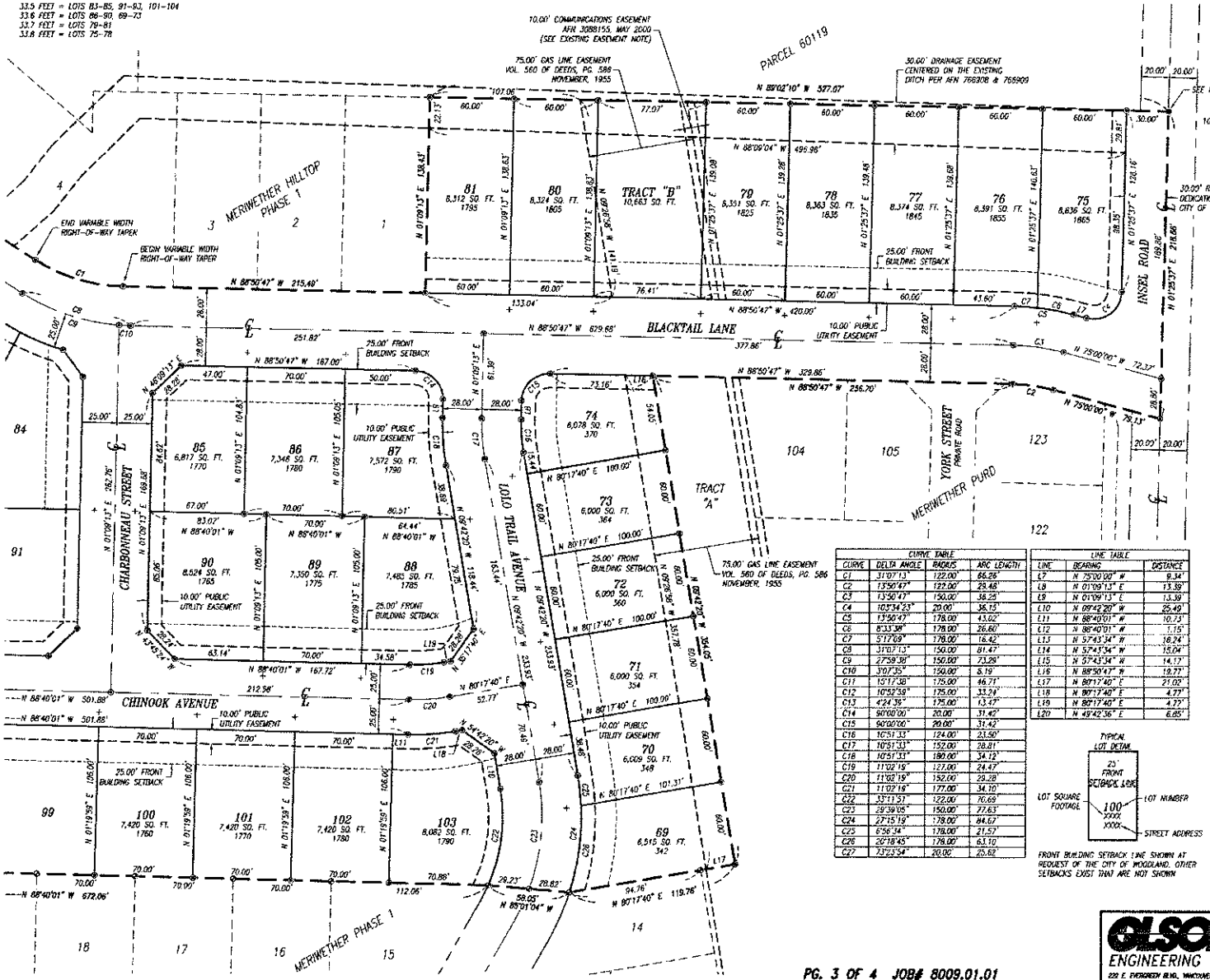
A SUBDIVISION IN THE J.S. BOZARTH DONATION LAND CLAIM AND LOCATED IN THE SW 1/4 SW 1/4 OF SECTION 7, T5N, R1E, W.M., CITY OF WOODLAND, COWLITZ COUNTY, WASHINGTON
OCTOBER 2015

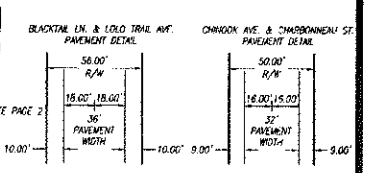
ELEVATION AND FLOODPLAIN NOTE

ELEVATIONS SHOWN WERE DERIVED FROM A DIFFERENTIAL LEVEL LOOP FROM BENCHMARK RM4 (35.08 FEET NGVD 1929) AS SHOWN ON THE CITY OF WOODLAND F.E.M.A. MAP NO. 530035 0001C, REVISED SEPT. 4,1985.

THIS PARCEL IS IN A FLOODPLAIN. F.E.M.A. MAPS USED WERE COWLITZ COUNTY NO. 530030 0285D, REVISED SEPT. 20, 1985, AND CITY OF WOODLAND NO. 530085 0001C, REVISED SEPT. 4, 1985. THE BASE FLOOD ELEVATIONS (BFE) WERE DETERMINED BY SCALING BETWEEN THE SHOWN BFE NORTH AND SOUTH OF THE PARCEL AND PROPORTIONING THE RATE OF CHANGE IN ELEVATION THEREOF.

THE BFE FOR EACH LOT IS AS FOLLOWS:
33.4 FEET = LOTS 95-100
33.5 FEET = LOTS 83-85, 91-93, 101-104
33.6 FEET = LOTS 86-90, 69-73
33.7 FEET = LOTS 79-81
33.8 FEET = LOTS 75-78





PAVEMENT WIDTH NOTE

PAVEMENT WIDTHS DEPICTED ON THIS PLAT WERE DERIVED FROM THE APPROVED ENGINEERING DRAWINGS AND ARE SHOWN AT THE REQUEST OF THE CITY OF WOODLAND.

LEGEND

- SET 1/2" X 24" IRON ROD WITH YELLOW PLASTIC CAP (OLSON ENG PLS 17686) DURING THIS SURVEY
- SET BRASS SCREW AND WASHER (OLSON ENG PLS 17686) SET ON CURB AT A PROJECTION OF THE LOT LINE (GOOD FOR LINE ONLY - NOT DISTANCE)
- SET 1/2" X 24" IRON ROD WITH YELLOW PLASTIC CAP (OLSON ENG PLS 17686) DURING PREVIOUS SURVEY OF MERIWETHER PHASE 1 (VOL. 14, PG. 50-55)
- FOUND MONUMENT AS NOTED (SEE PAGE 2)
- PLAT BOUNDARY
- LOT/TRACT LINE
- EASEMENT

0 50 100 150

BASIS OF BEARINGS

ASSUMED BASED ON TRAVERSES BY OLSON ENGINEERING, INC. DURING PREVIOUS SURVEY (VOL. 9 OF SURVEYS, PG. 43) RECORDED NOV 1995

CURVE TABLE			
CURVE	DELTA ANGLE	RADIUS	ARC LENGTH
C1	31°07'13"	122.00'	66.26'
C2	13°50'47"	122.00'	29.48'
C3	13°50'47"	150.00'	36.25'
C4	10°34'23"	20.00'	36.15'
C5	13°50'47"	178.00'	43.02'
C6	8°33'38"	178.00'	26.60'
C7	5°17'09"	178.00'	16.42'
C8	31°07'13"	150.00'	81.47'
C9	27°59'38"	150.00'	73.29'
C10	3°07'35"	150.00'	8.19'
C11	15°17'38"	175.00'	46.71'
C12	10°52'59"	175.00'	33.24'
C13	4°24'39"	175.00'	13.47'
C14	90°00'00"	20.00'	31.42'
C15	90°00'00"	20.00'	31.42'
C16	10°51'33"	124.00'	23.50'
C17	10°51'33"	152.00'	28.81'
C18	10°51'33"	180.00'	34.12'
C19	11°02'19"	127.00'	24.47'
C20	11°02'19"	152.00'	29.28'
C21	11°02'19"	177.00'	34.10'
C22	33°11'51"	122.00'	70.69'
C23	29°39'05"	150.00'	77.63'
C24	27°15'19"	178.00'	84.67'
C25	6°56'34"	178.00'	21.57'
C26	20°18'45"	178.00'	63.10'
C27	73°23'54"	20.00'	25.62'

LINE TABLE		
LINE	BEARING	DISTANCE
L7	N 75°00'00" W	9.34'
L8	N 01°09'13" E	13.39'
L9	N 01°09'13" E	13.39'
L10	N 09°42'20" W	25.49'
L11	N 88°40'01" W	10.73'
L12	N 88°40'01" W	1.15'
L13	N 57°43'34" W	16.24'
L14	N 57°43'34" W	15.04'
L15	N 57°43'34" W	14.17'
L16	N 88°50'47" W	19.77'
L17	N 80°17'40" E	21.02'
L18	N 80°17'40" E	4.77'
L19	N 80°17'40" E	4.77'
L20	N 49°42'36" E	6.05'

TYPICAL LOT DETAIL

FRONT BUILDING SETBACK LINE SHOWN AT REQUEST OF THE CITY OF WOODLAND. OTHER SETBACKS EXIST THAT ARE NOT SHOWN

PRELIMINARY

OCT 06 2015

PG. 3 OF 4 JOB# 8009.01.01

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OLSON ENGINEERING INC.
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SCALE	1" = 50'	DRAWN BY	T.D.H.
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DATE	OCT. 2015	SHEET	3 OF 4

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L9	N 01°09'13" E	13.39'
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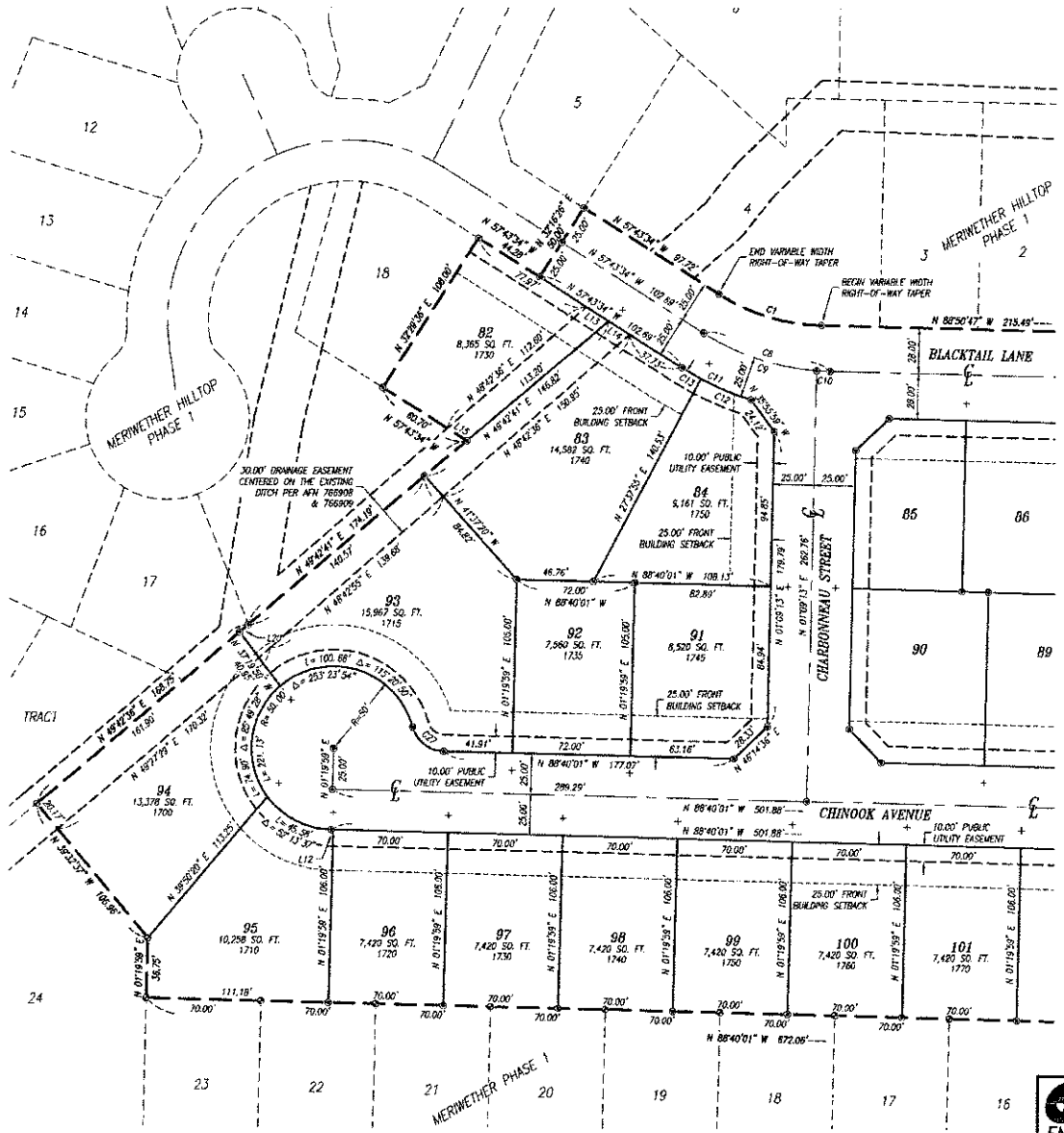

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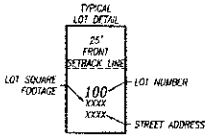
TYPICAL LOT DETAIL



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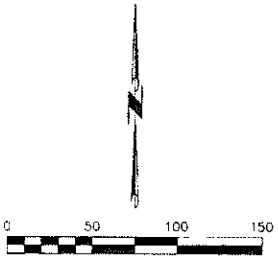

BASIS OF BEARINGS

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PRELIMINARY

OCT 03 2015

PG. 4 OF 4 JOB# 8009.01.01

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DATE	OCT. 2015	SHEET	4 OF 4

Staff Report: Meriwether Hilltop Phase 1A Final Plat

Date: December 9, 2015
To: Planning Commission
From: Amanda Smeller, Community Development Planner
Re: Meriwether Hilltop Phase 1A Final Plat

Meriwether Hilltop Phase 1A is an 18 lot two phase subdivision adjacent to Meriwether Subdivision Phase 2 off of Insel and Hillshire roads. Earlier this year, the Development Review Committee approved a phasing proposal for the Meriwether Hilltop Subdivision. Hilltop was originally a three phase development. However, phases 2 and 3 are cancelled as this is where the Scott Hill Park is proposed. Phase 1 is still in effect, and a request was made to the City to split phase 1 into two phases. Phase 1A will contain 6 lots to be constructed in conjunction with Meriwether Subdivision Phase 2. Phase 1B will contain the remaining 12 lots and will be constructed in 2016 or 2017.

Meriwether Hilltop Phase 1A is ready for recording. All conditions of approval have been met and improvements have either been bonded or constructed on site.

Attached is the final plat for phase 1A. Also attached is Resolution 548 adopting the Meriwether Hilltop subdivision and conditions of approval as listed.

RESOLUTION NO. 548

A RESOLUTION relating to subdivisions and approving the preliminary plat and variance as reflected in the staff report for the Meriwether Hilltop subdivision, subject to certain provisions and conditions more particularly described herein.

WHEREAS, the owners of certain property comprising what is now denominated the Meriwether Hilltop Subdivision 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,

WHEREAS, said application for preliminary plat and variance 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, on March 19, 2007, after due consideration of the Planning Commission's recommendation and the recommendations of staff, the City Council by motion approved the preliminary plat and variance as reflected in staff report for the Meriwether Hilltop Subdivision subject to the following conditions:

1. Detailed construction drawings for the proposed road, drainage and utility facilities shall be submitted to the city's public works department for review prior to the pre-construction meeting.

2. The applicant shall construct or bond all interior streets including base, paving, curb and gutter, sidewalks and street lights to city standards prior to final plat approval.

3. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads.

4. Erosion control measures shall be in place prior to any clearing, grading, or construction. Such measures may include hay bales, silt fences or other appropriate measures.

5. The applicant shall construct or bond for drainage, water and sewer systems, telephone, electrical and telecommunication systems prior to final plat approval.

6. Fire hydrants must be installed to city standards. The City of Woodland's Fire Chief, prior to final plat approval, shall approve the number, type and location of the hydrants.

7. Compliance with all applicable city codes and ordinances and all necessary federal, state and local permits shall be met prior to construction.

8. The applicant shall comply with Department of Ecology requirements to secure permits associated with stormwater discharge during construction.

9. The applicant shall comply with all conditions as identified in the MDNS dated July 26, 2006.

10. All development will meet with Woodland Municipal Code and FEMA requirements for work in floodplains.

11. Stormwater detention and treatment facilities shall comply with 1992 DOE Stormwater Management Manual for the Puget Sound Basin. Design of improvements shall mitigate for impacts to downstream conveyance system, as determined by the Public Works Director. To determine the nature and extent of the mitigation under this condition 11, the applicant may take into account mitigation to the downstream conveyance system that will be provided as part of the applicant's prior approved Meriwether subdivision and PURD projects.

12. Applicant shall analyze capacity of downstream sewer pumping stations for adequacy to carry the additional flow and shall construct upgrades as necessary.

13. The applicant shall ensure that fill adjacent to the drainage ditch shall have side slopes not steeper than 3 to 1. Retaining wall heights shall not exceed 4 feet. A 6 foot tall fence which is owned and maintained by the home owner association shall be constructed along the side of the ditch adjacent to residential lots. There shall be a ten foot setback from the top of the ditch slope to all structures. The applicant shall provide calculations which demonstrate that the ditch and associated improvements are adequate to pass a 100 year storm event without flooding or property damage. The analysis shall assume development of the contributing basin as allowed under current zoning. The applicant shall demonstrate that each lot adjacent to the ditch has adequate room for a residence without need of a variance. An easement shall be provided to the city for access to the water course.

14. Hours of construction shall be limited to 7:00 a.m. to 8 p.m. on weekdays, between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays and prohibited on Sundays.

15. The applicant shall verify the structure setback in the field, consistent with the Geotechnical report (including letter modifications to the report), and show the final surveyed setback line on the final plat. The applicant shall construct all proposed structures outside of the final structure setback line, as determined by the final geotechnical report. Construction within the setback area may occur with

a lot or site specific geotechnical evaluation and must comply with the requirements of the Woodland Critical Area Ordinance.

16. To mitigate traffic impacts on State Route 503 (Lewis River Road) applicant shall contribute $242,000 to the City SR 503 Improvement Project Fund. In the event that traffic impact fees have been adopted by the city prior to recording of the plat, thereby providing for collecting of such fees, on the lots created thereby, this requirement for the contribution shall be waived.

17. The applicant shall prepare a project report for the water system booster station in conformance with WAC 246-290 and shall work with the City of Woodland to secure approval of the proposal from the State of Washington Department of Health. The project report shall contain a zone analysis that identifies the needs of the service area that will be served by the booster station in a manner acceptable to the Public Works Director.

18. Secure WDOH approval for water system improvements as required by WAC 246-290 and as necessary to provide reliable water supply to the project. Coordinate water system improvements with City of Woodland prior to WDOH submittal to ensure COW requirements are enforced for operability, maintainability and standards of construction.

19. Water system improvements shall include a minimum 8-inch water main on the low pressure side of the system (water does not pass through the booster pump station) that connects to the distribution system in Meriwether Phase 1 and 2.

20. The applicant shall complete the connection of the sewer line within Scott Hill Road to the existing sewer near the intersection of Scott Hill and Old Pacific Hwy.

21. The applicant shall complete the second lift of asphalt paving on the Scott Hill Road project between the Southwest boundary of the subdivision and the approximate mid-point of Scott Hill Road in a manner acceptable to the Public Works Director.

22. Access easements where shown on the preliminary plat associated with Bozarth Heights Road (vicinity of lots 116 to 119) shall be public access and utility easements.

23. The applicant shall either construct a temporary turnaround or hammerhead within a temporary access easement at the end of "R" Street either off-site or on-site, install sprinklers in the houses served by "R" Street or implement any other measure approved by the Fire Chief to address emergency access and response.

24. Establish a home owner association for the maintenance and management of the commonly owned properties and facilities. Home owner association documents shall be subject to review and approval by the Public Works Director.

25. Storm water treatment areas shall be enclosed by a 6-foot chain link fence. Fences shall be vinyl coated with commercial grade materials subject to approval by the Public Works Director.

26. Install permanent, full lane width, reflective traffic barriers at dead end streets.

27. Negotiate with City of Woodland for RIGHT of WAY dedication, and final improvements to the water production facility fence, security gate and access road prior to plan approval.

28. The applicant shall include standards for fencing height and materials in the CC&R's in order to provide an aesthetically pleasing atmosphere surrounding the proposed development by having consistent fencing standards.

29. Benchmarks shall be established and referenced on the face of the plat, prior to final plat approval.

30. The preliminary plat approval shall expire three years from the date of said approval unless extended pursuant to WMC 16.08.290.

31. The applicant shall dedicate in fee to the City of Woodland the public right-of-way for all streets within the project.

32. The applicant shall construct half street improvements in the existing right-of-way serving proposed lots 43, 45 and 47 consisting of a 20 foot wide surface with curb, gutter and sidewalk on one side and a thickened pavement edge on the other side. Guard rail shall be installed where necessary as determined by the Director of Public Works. Lot layout shall be reconfigured so that all lots have the required minimum frontage.

33. The applicant shall reference the variance number and date of approval on the face of the plat prior to final recording.

34. Should the variance request be granted approval, the applicant shall contribute to the City of Woodland an amount necessary to purchase a sand spreader attachable to a truck with a 3 yard container, similar to the equipment presented by the applicant at the hearing, in an amount not to exceed $75,000 to the City of Woodland for maintenance of the steeper road grade during ice and/or snow thus providing emergency vehicles safer and more rapid service to those areas on the hilltop.

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

PASSED this 16th day of April, 2007.

CITY OF WOODLAND

Douglas A. Monge, Mayor

ATTEST:

Mari E. Ripp, Clerk/Treasurer

APPROVED AS TO FORM:

Paul Brachvogel, City Attorney

MERIWETHER HILLTOP PHASE 1
PHASE 1A

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SEPTEMBER 2015

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33.5 FEET = LOT 18
33.6 FEET = LOTS 3-5
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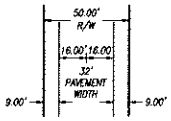
FLINTLOCK STREET PAVEMENT DETAIL



PAVEMENT WIDTH NOTE

PAVEMENT WIDTHS DEPICTED ON THIS PLAT WERE DERIVED FROM THE APPROVED ENGINEERING DRAWINGS.

EASEMENT PROVISIONS

A PUBLIC UTILITY EASEMENT IS HEREBY RESERVED OVER, UNDER, AND UPON THE EXTERIOR TEN (10) FEET OF ALL LOTS AND TRACTS ADJACENT TO AND COINCIDENT WITH THE RIGHT-OF-WAY OF ALL PUBLIC AND PRIVATE ROADS SHOWN HEREON FOR THE PURPOSE OF LAYING, CONSTRUCTING, RENEWING, OPERATING AND MAINTAINING PUBLIC UTILITIES. ALL UTILITY AGENCIES, THEIR SUCCESSORS AND ASSIGNS, SHALL HAVE A CONTINUING RIGHT OF INGRESS AND EGRESS OVER, UNDER, ALONG, AND UPON THE EASEMENT AREA AT ANY TIME AND THE EASEMENT AREA SHALL REMAIN UNOBSTRUCTED BY NON-UTILITY FACILITIES.

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C7	24°14'51"	135.00'	57.13'
C8	4°17'15"	110.00'	8.23'
C9	27°28'16"	110.00'	52.74'
C10	31°45'31"	110.00'	60.97'
C11	36°24'25"	85.00'	54.01'
C12	9°59'01"	85.00'	14.81'

LINE TABLE		
LINE	BEARING	DISTANCE
L7	N 15°49'02" W	25.72'
L9	N 16°49'47" W (R)	50.00'
L10	N 26°05'30" E	25.01'

TYPICAL LOT DETAIL

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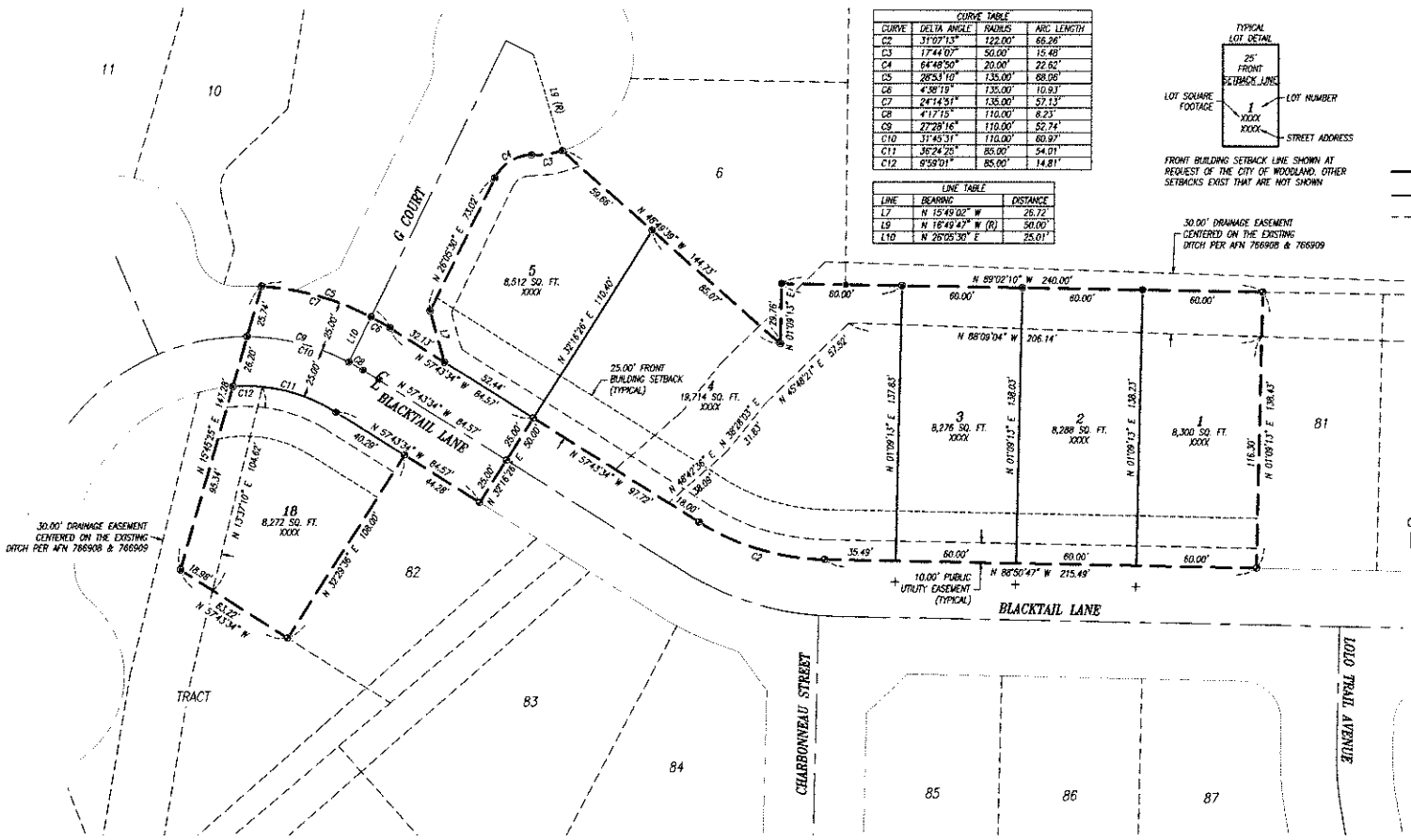

0 40 80 120

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PG. 3 OF 3 JOB# 8009.01.01

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DATE	SEPT. 2015	SHEET	3 OF 3

Staff Report: Meriwether PURD Phase 1 Final Plat

Date: December 9, 2015
To: Planning Commission
From: Amanda Smeller, Community Development Planner
Re: Meriwether PURD Phase 1 Final Plat

Meriwether Planned Unit Residential Development (PURD) is a two phase development, consisting of 20 lots total. Earlier this year, the Development Review Committee approved a phasing plan for the PURD which divided up the approved preliminary plat into two phases. Phase 1 consists of 3 lots that will be constructed in conjunction with Meriwether Subdivision Phase 2. Phase 2 consists of the remaining 17 lots and will be constructed in 2016. In addition, the PURD received a preliminary plat extension approval by City Council. The original preliminary plat expiration for the PURD was July 7, 2016. City Council approved the extension request with a new date of July 7, 2017.

Meriwether PURD is ready for recording. All conditions of approval have been met and improvements have either been bonded or constructed on site.

Attached is the Resolution 661 that was approved by City Council on October 5, 2015 extending the preliminary plat expiration. The conditions of approval listed in this approved resolution were taken directly from the Hearing Examiner Final Order, dated July 7, 2006, in regards to the Meriwether PURD SEPA appeal. Lastly, the final plat for PURD Phase 1 is also attached.

RESOLUTION NO. 661

A RESOLUTION TO EXTEND THE PRELIMINARY PLAT APPROVAL FOR THE MERIWETHER PLANNED UNIT RESIDENTIAL DEVELOPMENT FOR ONE YEAR THROUGH JULY 7, 2017.

Recitals

WHEREAS, the preliminary plat approval for the Meriwether Planned Unit Residential Development (PURD) was given on July 7, 2006; and

WHEREAS, the preliminary plat approval for the Meriwether PURD expires on July 7, 2016; and

WHEREAS, the Woodland Municipal Code 16.08.290 allows for a one year extension for preliminary plat approval provided an application for such extension is received at least 30 days prior to expiration;

WHEREAS, the application for extension request was submitted on July 15, 2015, almost a full year prior to preliminary plat expiration;

WHEREAS, the Planning Commission held an open record public hearing on September 17, 2015 regarding the extension request; and

WHEREAS, testimony was given during this open record public hearing from neighboring property owner in regards to construction noise and neighborhood disruption; and

WHEREAS, the Planning Commission accepted this testimony and proceeded with a recommendation to City Council to refuse the Meriwether PURD plat extension request; and

WHEREAS, the City Council considered this request at an open public meeting on October 5, 2015 and decided to approve the preliminary plat extension request to allow an additional year for the Meriwether PURD final plat to be recorded by July 7, 2017; and

WHEREAS, the original preliminary plat conditions as listed below still apply to this project and are not changed by this resolution:

PURD CONDITIONS:

Construction standard for all structures shall comply with the following standards:

1. PERIMETER FENCING
   A minimum four (4) foot tall sight-obscuring privacy fence constructed primarily of stone and/or brick shall be installed continuously along the entire Insel Road frontages of all lots and shall be installed on the inside of the property line of each lot, prior to any construction of any single-family residential structure on lots abutting Insel Road. Columns or physical indentations in the fence shall occur at

least every 50 lineal feet to reduce the massing effect of the fence material. Maintenance and operation of the privacy fence shall be the responsibility of a homeowners association or the developer.

2. LANDSCAPE BUFFER
   A minimum five (5) foot wide planter, contained within a separate tract, shall be installed between the back edge of the sidewalk and the property lines of abutting parcels. Planting of vegetation within this planter shall be required to comply with following standards:
   a. The planter shall be planted with a diverse mixture of evergreen trees, native shrubs and groundcovers.
   b. An in-ground irrigation system shall he installed to ensure the growth and long-term viability of planted materials. Costs of irrigation shall be borne by a homeowners association or the developer.
   c. Maintenance and operation of the five (5) foot wide planter strip shall be the responsibility of a homeowners association or the developer.
   d. The applicant proposes the combination of a brick or masonry wall and an additional landscape buffer to provide an attractive transition from the proposed development to Insel Road.
3. ARCHITECTURAL DESIGN FEATURES
   Architectural design Features. The rear elevations of all residential structures on lots abutting the public rights-of-ways of Insel Road shall include the following architectural design features:
   a. Alternating siding materials (shake, lap, board and bat).
   b. Alternating exterior paint color.
   c. All windows are to be trimmed.
   d. No less than twenty (20) percent of the total rear facade square footage shall be transparent windows or doors.
   e. Mixture of roof types (hipped, gabled).

   In addition to the above requirements, at least (1) one of the following architectural design features shall also be required:
   f. French doors or similar decorative door type having a minimum width of six (6) feet.
   g. Minimum 100 square foot-covered deck/patio with roof material matching the residential structure roof and two (2) wood or brick or stone decorative supports.
   h. Minimum 100 square foot pergola covered deck/patio constructed of wood or iron.
   i. Corbels.
   j. Articulated chimneys.

PLAT CONDITIONS:

1. Detailed construction drawings for the proposed road, drainage and utility facilities shall be submitted to the city's public works department for review prior to the pre-construction meeting.

2. The applicant shall construct or bond all interior streets including base, paving, curb and gutter, sidewalks and street lights to city standards prior to final plat approval.
3. Provisions shall be made to minimize the tracking of sediment by construction vehicles onto paved public roads.
4. Erosion control measures shall be in place prior to any clearing, grading, or construction. Such measures may include hay bales, silt fences or other appropriate measures.
5. The applicant shall construct or bond for drainage, water and sewer systems, telephone, electrical and telecommunication systems prior to final plat approval.
6. Fire hydrants must be installed to city standards. The City of Woodland's Fire Chief, prior to final plat approval, shall approve the number, type and location of the hydrants.
7. Compliance with all applicable city codes and ordinances and all necessary federal, state and local permits shall be met prior to construction.
8. The applicant shall comply with Department of Ecology requirements to secure permits associated with stormwater discharge during construction.
9. The applicant shall meet all conditions as identified in the original MDNS dated August 19, 2005 and as adopted with an addendum dated March 10, 2006.
10. The applicant shall address all erosion control measures, runoff, watering for dust control, as well as the need for a State Waste Discharge General Penult for Stormwater Discharges associated with construction activities per NPDES.
11. All development will meet with Woodland Municipal Code and FEMA requirements for work in floodplains.
12. Prior to the placement of any fill material a Fill and Grade permit shall be obtained from the City of Woodland.
13. Stormwater detention and treatment facilities shall comply with 1992 DOE Stormwater Management Manual for the Puget Sound Basin. Design of improvements shall mitigate for impacts to downstream conveyance system, as determined by the Public Works Director.
14. Hours of construction shall be limited to 7:00 a.m. to 8 p.m. on weekdays and prohibited on Sundays.
15. Insel Road shall be constructed to Residential Collector Standards. Power lines and utilities along Insel Road shall be relocated underground as part of the Insel Road improvement.
16. Applicant shall analyze capacity of downstream sewer pumping stations for adequacy to carry the additional flow and shall construct upgrades as necessary.
17. Design of the proposed roundabout shall comply with the recommendation of the March 2005 Traffic Impact Study by Lancaster and Federal Highway Administration Publication FHWA-RD-00-067.
18. To mitigate traffic impacts on State Route 503 (Lewis River Road) applicant shall contribute $28,320 to the City SR 503 Improvement Project Fund. In the event that traffic impact fees have been adopted by the city prior to recording of the plat, thereby providing for collecting of such fees, on the lots created thereby, this

requirement for the contribution shall be waived. [Note: Condition 18 is the mitigation contained in the March 10, 2006 SEPA MDNS]

19. An authorized Williams' representative shall be at the site of operations for the inspection and approval of all phases of construction activities that may impact its facilities that are located within the 75-foot wide right of way easement.
20. In the event that the Meriwether Hilltop subdivision has yet to receive preliminary plat approval, the applicant shall designate an alternative site (within Phase I, II, or III and outside any critical area) for the location of club house/pool facility, prior to final approval.

NOW, THEREFORE, BE IT RESOLVED that the preliminary plat approval for the Meriwether Planned Unit Residential Development has been extended one year with a new expiration date of July 7, 2017 and is subject to the terms and conditions as set forth above, and incorporated herein as if fully set forth.

PASSED this 5th day of October, 2015.

CITY OF WOODLAND

_____

Grover B. Laseke, Mayor

ATTEST:

_____

Mari E. Ripp, Clerk-Treasurer

APPROVED AS TO FORM:

_____

William J. Eling, City Attorney

MERIWETHER PURD
PHASE 1

A SUBDIVISION IN THE J.S. BOZARTH DONATION LAND CLAIM AND LOCATED IN THE SW 1/4 SW 1/4 OF SECTION 7, T5N, R1E, W.M., CITY OF WOODLAND, COWLITZ COUNTY, WASHINGTON
SEPTEMBER 2015

ELEVATION AND FLOODPLAIN NOTE

ELEVATIONS SHOWN WERE DERIVED FROM A DIFFERENTIAL LEVEL LOOP FROM BENCHMARK RM4 (35.08 FEET NGVD 1929) AS SHOWN ON THE CITY OF WOODLAND F.E.M.A. MAP NO. 530035 0001C, REVISED SEPT. 4,1985.

THIS PARCEL IS IN A FLOODPLAIN. F.E.M.A. MAPS USED WERE COWLITZ COUNTY NO. 530030 0285D, REVISED SEPT. 20, 1985, AND CITY OF WOODLAND NO. 530085 0001C, REVISED SEPT. 4, 1985. THE BASE FLOOD ELEVATIONS (BFE) WERE DETERMINED BY SCALING BETWEEN THE SHOWN BFE NORTH AND SOUTH OF THE PARCEL AND PROPORTIONING THE RATE OF CHANGE IN ELEVATION THEREOF.

THE BFE FOR EACH LOT IS AS FOLLOWS:
33.7 FEET = LOTS 104-105 & 123

TRACT NOTES

TRACT "A" IS A COMMON LAND TRACT AND IS TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION.

TRACT "D" IS A BUFFER STRIP TRACT AND IS TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION. THIS BUFFER STRIP IS RESERVED FOR SCREENING. THE PLACEMENT OF ANY STRUCTURE THEREON IS PROHIBITED.

TRACT "E" IS A PRIVATE ROAD TRACT AND IS TO BE OWNED AND MAINTAINED BY THE HOME OWNERS ASSOCIATION.

EASEMENT PROVISIONS

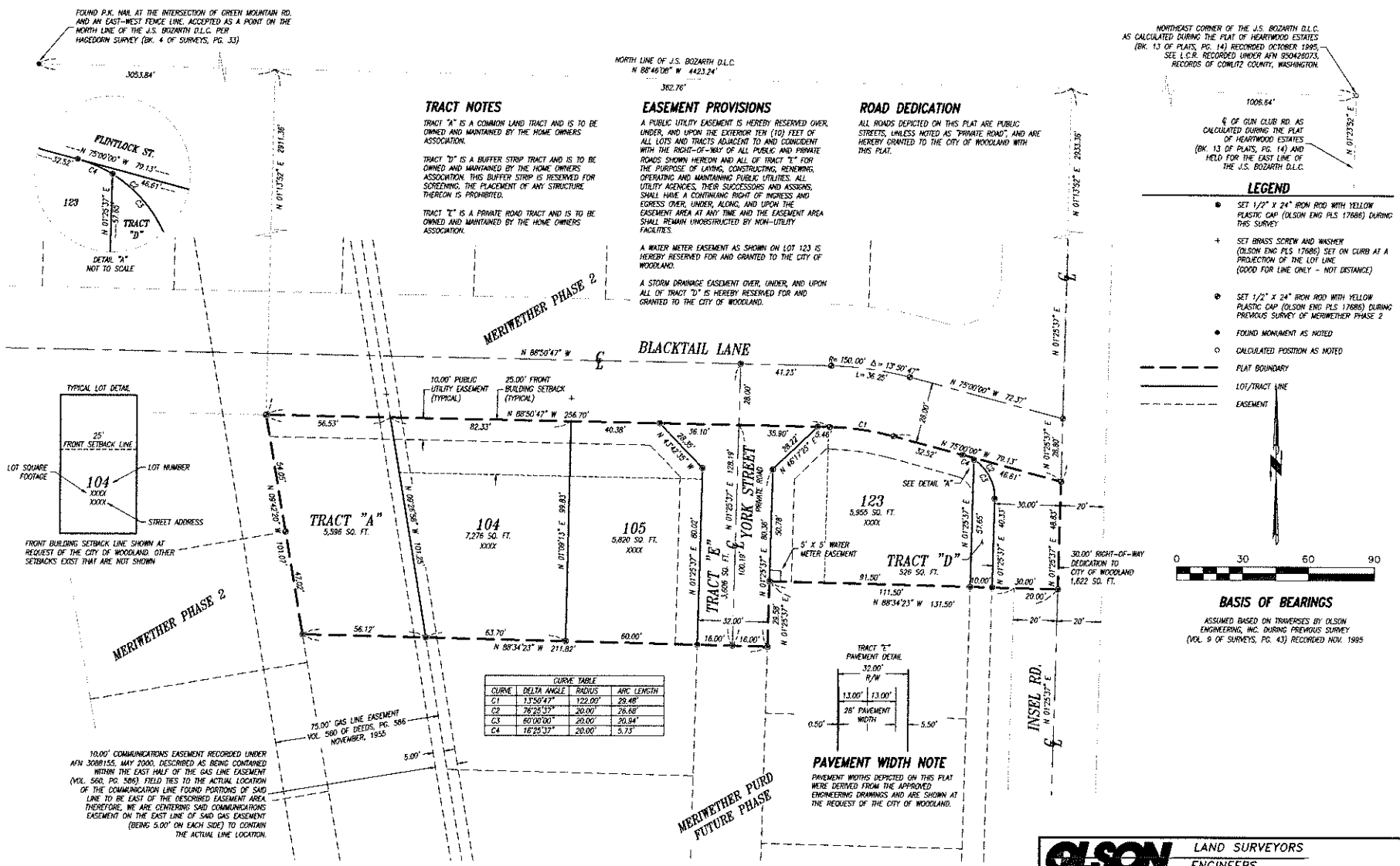
A PUBLIC UTILITY EASEMENT IS HEREBY RESERVED OVER, UNDER, AND UPON THE EXTERIOR TEN (10) FEET OF ALL LOTS AND TRACTS ADJACENT TO AND COINCIDENT WITH THE RIGHT-OF-WAY OF ALL PUBLIC AND PRIVATE ROADS SHOWN HEREON AND ALL OF TRACT "E" FOR THE PURPOSE OF LAYING, CONSTRUCTING, RENEWING, OPERATING AND MAINTAINING PUBLIC UTILITIES. ALL UTILITY AGENCIES, THEIR SUCCESSORS AND ASSIGNS, SHALL HAVE A CONTINUING RIGHT OF INGRESS AND EGRESS OVER, UNDER, ALONG, AND UPON THE EASEMENT AREA AT ANY TIME AND THE EASEMENT AREA SHALL REMAIN UNOBSTRUCTED BY NON-UTILITY FACILITIES.

A WATER METER EASEMENT AS SHOWN ON LOT 123 IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF WOODLAND.

A STORM DRAINAGE EASEMENT OVER, UNDER, AND UPON ALL OF TRACT "D" IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF WOODLAND.

ROAD DEDICATION

ALL ROADS DEPICTED ON THIS PLAT ARE PUBLIC STREETS, UNLESS NOTED AS "PRIVATE ROAD", AND ARE HEREBY GRANTED TO THE CITY OF WOODLAND WITH THIS PLAT.



CURVE TABLE			
CURVE	DELTA ANGLE	RADIUS	ARC LENGTH
C1	13°50'47"	122.00'	29.48'
C2	76°22'37"	20.00'	26.66'
C3	60°00'00"	20.00'	20.94'
C4	16°23'37"	20.00'	5.73'

PAVEMENT WIDTH NOTE

PAVEMENT WIDTHS DEPICTED ON THIS PLAT WERE DERIVED FROM THE APPROVED ENGINEERING DRAWINGS AND ARE SHOWN AT THE REQUEST OF THE CITY OF WOODLAND.

BASIS OF BEARINGS

ASSUMED BASED ON TRAVERSES BY OLSON ENGINEERING, INC. DURING PREVIOUS SURVEY (VOL. 9 OF SURVEYS, PG. 43) RECORDED NOV. 1995

PG. 2 OF 2 JOB# 8009.01.01

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OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN BLVD., VANCOUVER, WA 98660
(360) 695-1385
(503) 285-9936

SCALE	1" = 30'	DRAWN BY	T.D.H.
JOB NO.	8009.01.01	CALC. BY	H.S.R./T.D.H.
DATE	SEPT. 2015	SHEET	2 OF 2

Staff Report: Downtown Parking Regulations

Date: December 10, 2015
To: Planning Commission
From: Amanda Smeller, Community Development Planner
Re: Downtown (C-1) Parking – Code Amendment

At the November 2015 meeting, the Planning Commission directed staff to remove the code requirement for C-1 parking. Attached are three different draft codes, depending on the direction for particular uses. In the existing code, there is a table (WMC 17.56.050) that lists specific parking requirements for particular uses and it applies to all zones.

Option 1 assumes that C-1 will have no off-street parking requirements at all, regardless of the use (commercial, residential, etc.). The table in WMC 17.56.050 would not apply to the C-1 district.

Option 2 assumes that C-1 will have no off-street parking requirements with the exception of those uses listed in the table in WMC 17.56.050.

Option 3 assumes that C-1 will have no off-street parking requirements with the exception of residential uses as listed in the table in WMC 17.56.050.

The main discussion item is if there should still be off-street residential parking requirements for the C-1 district. Several folks who have discussed mixed use developments downtown would still include parking for the residential element of their development whether it was required or not. Does the City want to require off-street parking for the residential portion of a commercial/mixed use development? Does the City want to include off-street parking requirements for any uses?

Existing code – Includes C-1 requirements

17.56.030 - Off-street parking—Commercial districts.

Off-street parking requirements in commercial districts shall be as follows:

A. C-1 Central Business District. One parking space for each four hundred square feet of the total floor area within all buildings to be served.
B. C-2 Highway Commercial District. Food stores, markets, and shopping centers having a gross floor area of less than three thousand square feet, exclusive of basement areas, one parking space for each three hundred square feet of total floor area of the building(s). Food stores, markets, and shopping centers having a gross floor area of three thousand square feet or more, exclusive of basement areas, one parking space for each two hundred square feet of total floor area of the building(s). For all other C-2 uses, one parking space for each three hundred square feet of gross floor area with a minimum of four customer parking spaces per use.
C. C-3 Neighborhood Commercial District. One parking space for each two hundred square feet of gross floor area with a minimum of five customer parking spaces.
D. The foregoing shall not apply to the Davidson Street, at blocks 100, 200, 300 and Park Street at block 500. This exemption shall be in effect for five years from the effective date of this ordinance, and shall be revisited for reconsideration in five years by the city council.
E. This code change will supersede the current WMC for off-site parking requirements in WMC 17.20.060, except for the residential portion. In the residential portion of the downtown Commercial (C-1) blocks identified in "D" above, one parking space will be required for each unit.

17.56.050 - Off-street parking—Requirements for designated uses.

The following uses, wherever located, shall provide off-street parking facilities as follows:

A. Bowling alleys	Five parking spaces per alley.
B. Churches	One parking space for each five seats in the principal place of assembly or worship, including balconies, and choir loft. Where fixed seats consist of pews or benches, the seating capacity shall be computed upon not less than twenty lineal inches of pew or bench length per seat. If there is no fixed seats, then one parking space for each forty square feet of gross floor area in such principal place of assembly or worship shall be provided.
C. Commercial recreation excluding floor area bowling alleys; community clubs and community recreation centers	One parking space for every four hundred square feet of gross facilities.
D. Dance halls	One parking space for every forty square feet of gross floor area.
E. Dwellings	
1. Single-family dwellings and duplex dwellings	Two parking spaces per unit including the garage or carport space.

2. Multifamily dwellings	One and one-half parking spaces per one and two-bedroom apartment/condominium unit; two parking spaces per three or more bedroom apartment/condominium unit.
3. Mobile home dwellings	Two parking spaces per unit, including the garage or carport space.
F. Hospitals, sanitariums	One parking space for every three patient beds, plus one space for each staff doctor and one space for every three employees.
G. Hotels/motels	One parking space for each sleeping or dwelling unit.
H. Libraries	One parking space for each two hundred fifty square feet of gross floor area.
I. Lodges, rooming houses and boarding houses containing sleeping quarters; fraternities; sorority and group student housing	One parking space for each two sleeping rooms or one parking space for each four beds, whichever is greater.
J. Medical-dental offices and clinics	One parking space for each two hundred square feet of gross floor area.
K. Mortuaries	One parking space for each forty square feet of floor area within the chapel.
L. Museums	One parking space for each two hundred fifty square feet of gross floor area.
M. Pleasure craft moorage	One parking space for each two moorage stalls.
1. Boat launching facilities	Area and design for vehicle and boat trailer parking shall be reviewed and determined by the planning commission on a case-by-case basis; in no case shall there be fewer than six parking spaces per launch site.
N. Rest homes, nursing and convalescent homes; homes for the retired; children's institutions	One parking space for each four beds, plus one space for every three employees.
O. Retreat center	One parking space for every guest bedroom plus one parking space per employee including the owner/proprietor.
P. Schools: Day care centers, preschools, elementary and junior high, public and/or parochial	One parking space for each employee and each faculty member plus one space for each twenty students of design capacity with a minimum of two parking spaces.
Q. Schools: High schools, public, private or parochial	One parking space for every five students and one parking space for each employee. Where parochial schools and churches are on the same site, the required church parking facilities shall be considered as contributing to the school parking requirement.
R. Stadiums, sports arenas, auditoriums (including school auditoriums) and other places of public assembly (other than churches) and clubs and lodges having no sleeping quarters	One parking space for each three fixed seats in all parking-generating areas used simultaneously for assembly purposes. Where fixed seats consist of pews or benches, the seating capacity shall be computed upon not less than twenty lineal inches per pew or bench length per seat. If there are no fixed seats, there shall be provided one parking

	space for each forty square feet of gross floor area used for assembly purposes. For school facilities, parking spaces needed to meet the number for subsections O and P of this section can also be used to meet with requirement provided they are on the same school grounds.
S. Storage and warehousing, comprising employees on maximum working shift only activity on premises	One parking space for each terminals: (freight) One parking space for each two employees on maximum working shift. (passenger) One parking space for each one hundred square feet of waiting room.
T. Theaters	One parking space for each three seats.
U. Bed and breakfast inns	For establishments with three or fewer sleeping units, no off-street parking space. For establishments with four sleeping units, one parking space for the fourth sleeping unit in addition to those parking spaces otherwise required for primary use of the structure.
V. Unspecified uses	The parking requirements for a use not provided for in this section shall be determined by the city's development review committee to be the requirements for the most comparable use specified in this section. In the case of conflicting use determinations by the applicant and development review committee, or if the use is to be allowed by rezone procedure, the planning commission shall determine what use and their requirements are most similar.

Proposed Code

17.56.030 – Off-street parking – Commercial Districts

Off-street parking requirements in commercial districts shall be as follows:

A. C-1 Central Business District. There shall be no off-street parking requirements for the Central Business District. This includes any use located in the C-1 zone.
B. C-2 Highway Commercial District. Food stores, markets, and shopping centers having a gross floor area of less than three thousand square feet, exclusive of basement areas, one parking space for each three hundred square feet of total floor area of the building(s). Food stores, markets, and shopping centers having a gross floor area of three thousand square feet or more, exclusive of basement areas, one parking space for each two hundred square feet of total floor area of the building(s). For all other C-2 uses, one parking space for each three hundred square feet of gross floor area with a minimum of four customer parking spaces per use.
C. C-3 Neighborhood Commercial District. One parking space for each two hundred square feet of gross floor area with a minimum of five customer parking spaces.

-OR-

A. C-1 Central Business District. There shall be no off-street parking requirements for the Central Business District, with the exception of the uses listed in WMC 17.56.050.
B. C-2 Highway Commercial District. Food stores, markets, and shopping centers having a gross floor area of less than three thousand square feet, exclusive of basement areas, one parking space for each three hundred square feet of total floor area of the building(s). Food stores, markets, and shopping centers having a gross floor area of three thousand square feet or more, exclusive of basement areas, one parking space for each two hundred square feet of total floor area of the building(s). For all other C-2 uses, one parking space for each three hundred square feet of gross floor area with a minimum of four customer parking spaces per use.
C. C-3 Neighborhood Commercial District. One parking space for each two hundred square feet of gross floor area with a minimum of five customer parking spaces.

-OR-

A. C-1 Central Business District. There shall be no off-street parking requirements for the Central Business District, with the exception of residential uses as listed in WMC 17.56.050(E).
B. C-2 Highway Commercial District. Food stores, markets, and shopping centers having a gross floor area of less than three thousand square feet, exclusive of basement areas, one parking space for each three hundred square feet of total floor area of the building(s). Food stores, markets, and shopping centers having a gross floor area of three thousand square feet or more, exclusive of basement areas, one parking space for each two hundred square feet of total floor area of the building(s). For all other C-2 uses, one parking space for each three hundred square feet of gross floor area with a minimum of four customer parking spaces per use.

C. C-3 Neighborhood Commercial District. One parking space for each two hundred square feet of gross floor area with a minimum of five customer parking spaces.

E² Land Use Planning LLC.

Memo

To: Members of the Woodland Planning Commission

Cc: Amanda Smeller and Bart Stepp, City of Woodland

From: Eric Eisemann, E² Land Use Planning

Date: December 10, 2015

Subject: 2016 Comprehensive Plan Update – Review Draft

On December 17th the Planning Commission will discuss the 2016 Comprehensive Plan update 'Review Draft'. The document contains materials the Commission reviewed, discussed and approved earlier, such as, the update format, the revised goals and policies, and planning assumptions. In addition, the Review Draft contains introductory text and/or new data for each chapter for each of the eleven chapters.

On December 17th I am hopeful that the Commission will provide substantive feedback on the Plan text and will offer suggestions as to how the Plan can be improved. I encourage each Commissioner to sharpen a pencil and edit the text itself, particularly looking for grammar, spelling, subject agreement, spacing and other fine-grade edits. There are sure to be many; therefore, please provide Amanda Smeller with your edited versions of the Review Draft so we may compile them all at one time.

Because this is a review draft, you will notice:

- Not all the Tables are numbered,
- There are inadvertent font changes,
- The fire, police and local government elements of Chapter 8 are incomplete, and
- From Chapter 4 through Chapter 11 all of the phots are placeholders and will change with the next iteration. (We welcome suggestions!)

On December 17th we will also discuss and confirm the following schedule.

	Woodland	
Dec		
11	City	Send 60-day notice to Commerce
17	PC- Meeting	Review Draft of the complete Plan and Capital Facilities
21	CC – Work Session	Review Draft of the complete Plan and Capital Facilities
Jan		
14	Open House	To discuss on 12/17
18	CC – Work Session	Final Draft of the Plan
21	PC - Hearing	Final Draft of the Plan
Feb		
1	CC-Hearing 1	Final Draft of the Plan
15	CC-Hearing 2	Adoption (Can fall back if necessary)

215 W. 4th Street, # 201, Vancouver, WA 98660 –503.705.3806 – edecker@jetplanning.net

WOODLAND COMPREHENSIVE PLAN HEARING DRAFT:

December 17, 2015

ACKNOWLEDGEMENTS

Mayor

Will Finn

Grover Laseke (former)

City Council

Jennifer Heffernan, Position #1

Al Swindell, Position #2

Marilee McCall, Position #3

Karl Chapman, Position #4

Susan Humbyrd, Position #5

Benjamin Fredricks, Position #6

Matt Jacobs, Position #7

Marshall Allen (former)

Mike Benjamin (former)

Scott Perry (former)

Planning Commission

David Simpson, Chair

Paula Bosel

Tel Jensen

Sharon Watt

City Staff

Amanda Smeller,
Community Development Planner

Bart Stepp, P.E. Public Works Director

Mari Ripp, City Clerk Treasurer

Phillip Crochet, Chief of Police

Gina Anderson, Deputy Clerk Treasurer

Prepared by:

E2 Land Use Planning Services, LLC,
Eric Eisemann

Jet Planning, Elizabeth Decker

Adopted: xx, February, 2016; Resolution # xxx

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CHAPTER 1

INTRODUCTION & COMMUNITY VISION (V)

1.1. Woodland Guiding Principals

The Woodland Comprehensive Plan (The Plan) is intended to guide future land use growth and development over the next twenty years, through 2035. The Plan is based on several foundational layers:

- The statutory goals and regulations relating to the Washington Growth Management Act (GMA), RCW 36.70A, et seq.;
- A long-term vision of how our citizens want Woodland to function and to look as it grows over the next twenty years;
- A framework of local goals and policies to guide future growth and development;
- A projection of anticipated growth during the planning period; and

An inventory of current public services and facilities and a projection of what changes to such services and facilities might be needed to meet the future growth of the city.

1.2. Woodland Community Vision

Woodland has a profound commitment to community values, prudent planning, and careful execution that preserves resources and maintains the integrity of family neighborhoods. Woodland is a community rich in history and proud of its rural heritage. Its vision reflects its history and deep commitment to the preservation of those attributes that have made it a successful and welcoming place to live and work.

Woodland will experience continued population growth, greater diversity, higher

citizen expectations, and increased demand for essential public services. These challenges will be met through the innovative use of technology, internal process improvement, creative programs, and careful planning. The city will seek new and broader strategic partnerships, invest more in economic development, and establish integrated services that ensure safe, balanced, wholesome, and harmonious neighborhoods.

Over the next twenty years Woodland will grow to a population of 9,274 resident. A moderate growth rate of 2.3% annually will allow Woodland to remain a community where local and regional services are readily accessible.

Woodland Welcomes

Woodland is a safe, diverse and welcoming community for current and new residents, business, and tourists. Its small-town atmosphere and prime location relative to larger metropolitan areas and recreation areas make it an attractive destination. While we value and respect our heritage, we are committed to adapting to changes in the regional economy, responding to the rapid regional growth pressures, and responsibly managing our local natural and historic resources.

Woodland is Diverse

Woodland is committed to serve all of its citizens and has facilitated the development of more diverse housing opportunities than any nearby city. The city will continue its commitment to provide housing opportunities for a wide variety of personal and family needs at various income levels. The city will encourage construction of well planned, integrated, and affordable housing that while preserving Woodland's close-knit community and commitment to families and harmonious neighborhoods.

Woodland Grows

Woodland has a rich agricultural and resource heritage and a burgeoning industrial Port, both of which can provide cornerstones for Woodland's economic future. Because of our location along the Interstate 5 corridor and access to rail and river transportation, Woodland is, and will continue to be, a commercial service center for southern Cowlitz County and northern Clark County. Woodland will develop and maintain a magnetic, highly active and vibrant business community that generates consistent, stable and sustainable economic growth and local jobs.

Woodland Engages

Woodland residents are highly engaged in community events and festivals, and the city aims to increase engagement in city government. The city believes public participation is

essential to good government and is committed to open and transparent governance and will actively reach out to its citizens to participate in the public processes.

Woodland Coordinates

The city will dedicate additional effort to developing local and regional partnerships and strategic alliances that help facilitate coordination and land use consistency among jurisdictions and agencies.

Woodland Moves

The city will improve and expand its transportation and pedestrian infrastructure. Interstate 5 is a boon and a barrier to mobility. The Scott Avenue reconnection and sidewalks from downtown to the Intermediate School will improve mobility. Improved bicycle and pedestrian connections will facilitate cross-town movement.

Woodland Serves

Woodland's school system is an asset that will draw families to the community. Residents enjoy the city's parks, trails and other recreational opportunities. Residents value and fund police, fire and emergency response services. Proficient government agencies maintain existing city assets and coordinate future development.

Woodland Protects and Manages

Woodland values its natural setting, defined by its relationship with places like Horseshoe Lake, the Lewis River, and Mt. St Helens. Future development will be managed to minimize impacts to the City's natural amenities. Parks and trails provide public access to these natural amenities and ensure they are available to future generation.

Vision Principles

V 1 Woodland is a small, relatively affordable, full-service community enhanced by proximity to regional outdoor and metropolitan resources.

V 2 The City will maintain small-town community identity based around livable neighborhoods and quality schools while accommodating moderate growth.

V 3 The City will prioritize future expansion of industrial and commercial economic opportunities to attract family-wage jobs in the community and commercial services for residents.

V 4 The City will expand infrastructure to serve planned development and will maintain adequate levels of service to support the current and future community.

V 5 The City will cultivate environmental assets like Horseshoe Lake and the Lewis River for both recreational use in the form of parks and trails, and environmental protection.

1.3 Statutory & Regulatory Framework

Growth Management Act (GMA)

The Washington State Growth Management Act (GMA), 36.70A RCW, requires counties which meet population and growth criteria to develop, adopt and maintain a comprehensive land use planning process consistent with the requirements of the GMA. Among other requirements, comprehensive plans must ensure that projected growth in urban areas be accommodated through a range of urban densities, that capital facilities keep pace with the growth, and that critical natural resource areas be protected and managed.

Woodland is in an unusual situation in that it is partially in Clark County, which is required to fully-plan under the Act, and largely in Cowlitz County, which is only required to partially-plan under the Act.[1] The City crafted this Comprehensive Plan to be consistent with RCW 36.70A, the Clark County Countywide Planning Policies, and the Planning Assumptions adopted by the Clark County Board of Councilors.

What's in the Comprehensive Plan?

Chapter 1, Introduction and Community Vision describes the 20-year visions for Woodland.

Chapter 2, Public Participation reaffirms the city's commitment to open and transparent government and its desire to engage and listen to the community.

Chapter 3, Land Use, describes the planning assumptions underlying the Plan, the housing and employment targets, and respect for the city's past.

Chapter 4, Housing, describes what will be done to ensure that adequate housing will be available for all economic segments of the community.

Chapter 5, Economy, describes what will be done to enhance job growth and retention.

Chapter 6, Transportation, describes the vision for transportation and transportation facilities within the City Limits and Urban Growth Area (UGA).

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[1] See Western Washington Growth Management Hearings Board, Case No. 95-2-0068, finding Woodland must full plan under the GMA.

Chapter 7, Energy and Utilities, reflects the city's commitment to ensure that public and private utilities are available to accommodate future growth and ensure its long term sustainability.

Chapter 8, Capital Facilities and Utilities, describes how roads, water, sewer, parks, and other public facilities and services will be provided.

Chapter 9, Parks, Recreation and Open Space, describes community-wide goals and standards for parks and recreation facilities.

Chapter 10, Environment, describes how critical environmental resources will be managed and protected.

Chapter 11, Growth Management, identifies how the city will comply with the Growth Management Act over time and work cooperatively with other agencies and districts.

Woodland Supporting Plans and Regulations

The GMA requires jurisdictions planning under the Act to implement the goals and policies of the local comprehensive plan. Woodland implements The Plan, thereby achieving compliance with the Act, through implementation of the Woodland Capital Facilities Plan and the Woodland Municipal Code, particularly Chapters 15, Environment, 16, Subdivisions, 17, Zoning, 18 Annexation, and 19, Development Code Administration.

This Comprehensive Plan adopts the following plans by reference:

- Woodland Capital Facilities Plan, including specific elements for:
  - Transportation
  - Sanitary Water
  - Potable Water
  - Parks and Recreation
  - General Administration

CHAPTER 2

PUBLIC INVOLVEMENT (PI)

Woodland residents are highly engaged in community events, festivals and actively participate in community-based volunteer activities. However, citizen participation in the land use planning process is less active. The city has a very strong desire to increase engagement in city government. The city believes public participation is essential to good government and is committed to open and transparent governance and will actively reach out to its citizens to participate in the public processes.

The public process for the 2016 update to The Plan began with the creation of a Public Participation Plan. The Planning Commission conducted work session on the content and scope of the Public Participation Plan and forward their recommendation to the City Council in 2014 which the Council subsequently adopted. The Public Participation Plan provide a range of opportunities for public engagement including, public notices of events, speaking engagements to community groups, posting on information on the city's web site, public work session before the Planning Commission and City Council, and public hearing before both bodies on all elements of The Plan.

The city government is committed to implement The Plan in an open and transparent public process. The city will: broadly disseminate information about land use planning proposals and development review through traditional and electronic media; provide ample opportunity for

written and oral public comment; provide early and effective notice of public meetings, including work session, regular meetings and hearings of the Planning Commission and City Council; provide meaningful opportunity for public discussion before the Planning Commission and City Council, as appropriate; consider and respond to public comments offered during the land use review process and public hearings; and strive to maintain the city's web pages and web presence current.

Goal

PI 1 The city government will continue to ensure that citizens have full opportunity to be heard and to participate in city governmental affairs.

Policies

PI 1 Early and Continuous Public Involvement

The City shall develop and implement a process to ensure public participation in the comprehensive planning process, including annual updates, emergency amendments, and periodic update process.

PI 3 Local Coordination

The city will coordinate with agencies providing social services in the city.

PI 4 Local Resources

Woodland should use local resources whenever possible to encourage local involvement in community actions and to enhance community pride. This should include continued encouragement of public and private involvement in community traditions as well as active encouragement of volunteerism and activism.

PI 5 Takings

The City shall develop and implement a process to ensure that regulatory or administrative actions do not result in an unconstitutional taking of private property.

CHAPTER 3

LAND USE (LU)

The Land Use Element considers the general distribution and location of land uses and the appropriate intensity and density of land uses given current development trends. It describes how the City will implement the plan elements and goals through land use policies and regulations. It was developed in accordance with Clark County countywide planning policies and is integrated with all other planning elements to ensure consistency throughout the comprehensive plan.

The Woodland area is located in the physiographic province known as the Puget Sound Willamette Valley Trough. The elevation ranges from about 20 feet near the Columbia River to over 1,200 feet in the hills east of town. The north fork of the Lewis River and its tributaries form the primary drainage system in the area and flow west to the Columbia River. The city itself is located on the former floodplain of the Columbia River with much of it protected by an extensive diking system. However, a substantial portion of the east side of the city remains within the floodplain of the Lewis River.

3.1 Land Use Planning Assumptions

Woodland is an 'Urban' area, as defined by the Growth Management Act. Because county and city plans must be consistent with each other Woodland's planning assumptions align with Clark County's 'Urban' planning assumptions. The city adopts Clark County's 1.12% growth rate for the portion of the city within Clark County and 2.3% for that portion within Cowlitz County. Because Woodland does not have planning jurisdiction over 'Rural' lands, it does not adopt 'Rural' planning

assumptions. Table 1 identifies the planning assumptions underlying the Woodland Comprehensive Plan.[1]

Table 1. Woodland Planning Assumptions and Targets

Planning Assumptions and Targets	2016
2015 Population	5,708
20-Year Population Projection	9,274
Planned Population Growth (new)	3,566
Assumed Annual Population Growth Rate	2.3%
Existing Housing Units	1,933
Person per Household (p/hh)	2.77
Undeveloped residential land	200 acres
Projected Low Density new Housing Starts (4 units/acre)	673
Projected High Density Housing Starts (20 units/acre)	619
Projected Total Housing Units in 2036	3,566
Housing Type Ratio	60% low density, 40% high density
2013 jobs estimate	3,300
Undeveloped Commercial zoned land	120 acres
Undeveloped Industrial zoned land	597 acres
Projected New Industrial Jobs (9/acre)	5,373
Projected New Commercial Jobs (20/acre)	2,400
Current Jobs/Household	1.49:1
Projected Jobs/Household	2.0:1
Infrastructure Deduction	28%

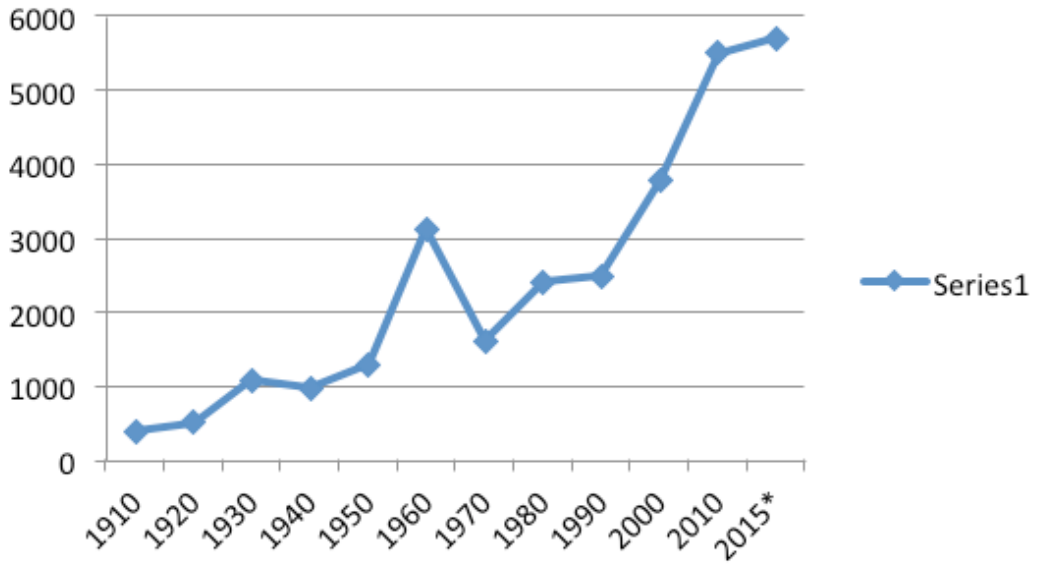
The changes in population in Woodland are closely tied to the economy. During the 1970s the regional economy contracted because of shrinking timber harvests and the population of the city decreased. During the 2008-2010 'Great Recession' the national and regional economy experienced rapid compression and Woodland's population growth relaxed accordingly. In the late 1990s the population began a marked rise which continued dramatically through the mid-2000s. The dramatic rise in population was linked to the rapid growth of Clark County. It is reasonable to project that during this 20-year planning horizon, the city may again see a fluctuation in economic vitality and corresponding population growth.

[1] Sources: www.factfinder.census.gov; www.quickfacts.census.gov; https://fortress.wa.gov; www.city-data.com

Table 2. Woodland Population – 1910-2015

Year	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2015*
Population	384	521	1094	980	1292	3136	1622	2415	2500	3780	5509	5708

* April 1, 2015 Estimate



3.2 Land Use Designations

The Comprehensive Plan Land Use Map classifies all land in the city of Woodland and Woodland UGA. The Comprehensive Plan land use designations are implemented through the Woodland Zoning Map and the Woodland Municipal Code. The land use designations include:

Land Use Designation	Sub-Designation and Description	Implementing Zone
Residential	There is one residential Comprehensive Plan Designation implemented by multiple residential zones.	
	Low Density Residential. Areas intended primarily for single-family dwellings and duplexes. Densities range from 4 to 6 units per acre.	LDR -6, LDR-7.2, LDR-8.5, and LDR-10
	High Density Residential. Areas intended primarily for multifamily dwellings of three or more units. The recommended residential density is up to 35 dwelling units per gross acre.	MDR and HDR
	Mixed Use. Future land uses might create greater opportunity for multiple uses allowed in a zone.	To be determined
Commercial	There is one Comprehensive Plan Land Use Designation implemented by multiple zoning districts. Those districts include:	
	Downtown Commercial -West of I-5, oriented towards smaller retail and office use;	C-1
	Highway Commercial -Primarily oriented to automobile access and convenience	C-2
	Neighborhood Commercial Overlay – Primarily oriented towards outlets providing convenience goods and services to residential neighborhoods	C-3
Industrial	There is one Comprehensive Plan Land Use Designation implemented by two zoning districts. Those districts include:	
	Light Industrial – Designates areas primarily for light manufacturing, distribution, sales and services, research, and office.	L-1
	Heavy Industrial – Designates areas suitable for heavy industry because of good vehicular access, rail access, or proximity to existing heavy industry.	I-2

Land Use Designation	Sub-Designation and Description	Implementing Zone
Public Facilities	The Public Facilities Plan Designation facilitates the zoning of lands for floodways, open space, parks, public and quasi-public institutional uses. The zoning district include:	
	Floodway - Applied to areas shown on the Federal Emergency Management Agency, National Flood Insurance Program, City of Woodland Flood Boundary and Floodway Ma, or its successor. Use is intentionally restricted.	FW
	Public/Quasi-public Institutions – Applied to land in public or quasi-public ownership or are operated for the public benefit, such as, parks, schools, governmental buildings, major utility stations, and cemeteries.	PQPI

3.3 Goals and Policies

Goal

LU 1 Protect and enhance the character and long-term stability of the city through current standards for land development and subdivision.

Policies

LU 1.1 Subdivision streets, sidewalks, alleys, water lines, sewer lines, and other utilities and facilities shall be designed sized and constructed in accordance with city standards, ordinances, and plans.

LU 1.2 If the development of land and its intended use will adversely affect or overload adjacent or nearby public properties, facilities, or services, the proponent of such development or use shall pay their fair and proportionate share of the cost of repair and improvement of the affected properties, facilities, or services.

LU 1.3 Place utilities underground where possible.

LU 1.4 Coordinate with police department, fire department, school district, and other relevant public agency comments during the development review process.

LU 1.5 Encourage innovative residential land development techniques to provide greater housing opportunity and variety of living environments.

LU 1.6 Subdivisions should provide public and/or private open space, consistent with city standards, to fulfill the active and passive recreation needs of new residents.

LU 1.7 Subdivisions shall be sited and designed to preserve natural features to the extent feasible.

LU 1.8 Require appropriate mitigation for any development proposal that results in a reduction of the Level of Service (LOS) standard for the public facilities identified in the Capital Facilities Element.

LU 1.9 Prior to approving a subdivision of land the City shall prepare written findings documenting that the proposed subdivisions provides appropriate provision under RCW 58.17.110(2)(a) for: Streets or roads, sidewalks, alleys, other public ways, transit stops, and other features that assure safe walking conditions for students; potable water supplies [RCW 19.27.097], sanitary wastes, and drainage ways (stormwater retention and detention); open spaces, parks and recreation, and playgrounds; and schools and school grounds.

LU 1.10 Ensure that the character and location of land uses provides the best opportunity for economic benefit and the enjoyment and the protection of natural and cultural resources while minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

LU 1.11 Eliminate incompatible land uses through active code enforcement or available regulatory measures.

LU 1.12 Promote Physical Activity City land use policies and capital facility plans should consider urban planning approaches that promote physical activity.

3.4 Historic Preservation

In 1845 Adolphus Lee Lewis, a retired employee of the Hudson's Bay took up a land claim on property east of the present day city of Woodland. The surrounding area was generally known as "Pekin" for many years but in the early 1880s the first store and post office sprang up in what is now Woodland. The settlement was not platted until 1889 by A.W. Scott and incorporated as a town in 1906. During these early years the steamers "Alarm" and the "Lucy Mason" made daily stops and railroad service soon followed. In 1913, the road bridge crossed the Lewis River which signaled the demise of the ferry service across the river.

Despite the colorful history only one property within the city limits is listed on the National Register of Historic Places, the Hulda Klager Lilac Gardens, 115 S. Pekin Road. (*http://focus.nps.gov/AssetDetail/NRIS/75001847*). Hulda Klager spent her lifetime advancing the varieties of lilacs. The gardens are visited by more than 25,000 people per year.

"Hulda Klager Lilac Gardens water tower" [2]

Several Woodland buildings are potentially eligible for listing as a state or local historic resource, including:

- 608 Davidson, Woodland, law offices, 1889
- 404 Davidson, Woodland, Woodland Grange #178, 1910
- 339 Davidson, Woodland, commercial building, 1900
- 1423 Goerig, Woodland, private residence, 1880
- 1855 Lewis River Road, Woodland, private residence, 1892
- 345 North Pekin Road, private residence, 1852
- 1620 Guild Road, private residence, 1878

Historic resources are an excellent resource for teaching students about the significance of prior personas, places and events. They can be key ingredient to the local tourist industry. Historic resources can play an essential role in the revitalization of an older downtown. More work needs to be done on a local level to inventory and preserve historic buildings and places.

3.5 Goals and Policies

Goal

LU 2 Encourage the protection and preservation of significant historic, archaeological, architectural, aesthetic, and cultural resources.

Policies

LU 2.1 The identification and preservation of local historic properties is a desirable activity, creating public awareness of the city's beginnings, aesthetic appreciation of architecture, maintenance of community identity, and furtherance of tourism and economic activity.

LU 2.2 Encourage owners of qualified properties to preserve, maintain and rehabilitate their properties and should assist them in applying for listing on the State and National Registers of Historic Places.

LU 2.3 Encourage identification and rehabilitation of historically significant buildings in a manner that respects their architectural integrity should be a feature of the downtown renewal program.

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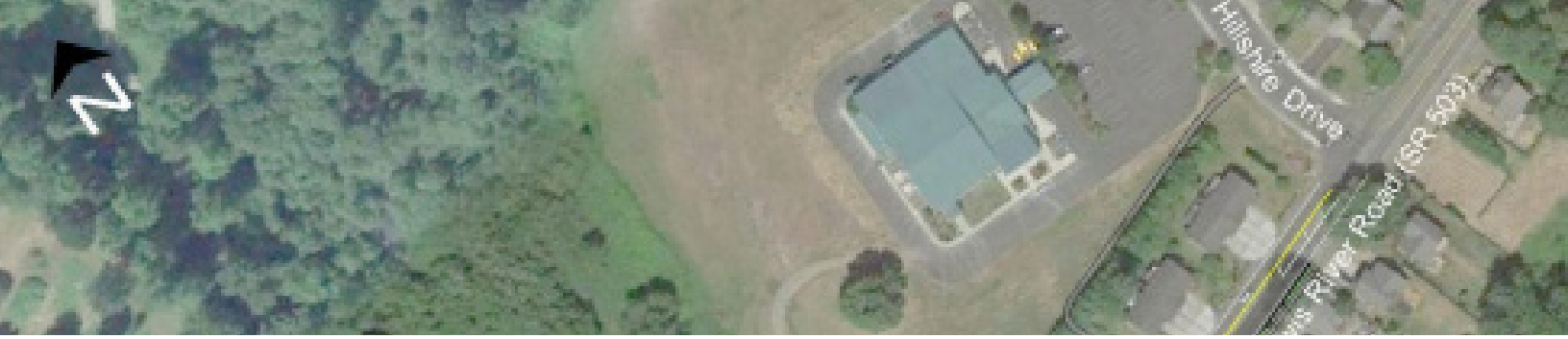
[2] By Ian Poellet - Own work. Licensed under CC BY-SA 3.0 via Wikimedia Commons - https://commons.wikimedia.org/wiki/File:Hulda_Klager_Lilac_Gardens_water_tower_-_Woodland_Washington.jpg#/media/File:Hulda_Klager_Lilac_Gardens_water_tower_-_Woodland_Washington.jpg

LU 2.4 Investigate the potential of establishing a local historic preservation program in consultation with the Washington State Office of Archaeology and Historic Preservation and interested citizens.



CHAPTER 4
HOUSING (H)

Woodland is committed to maintaining and enhancing our existing neighborhoods while accommodating future growth in new quality neighborhoods. Land use goals and policies ensure that the city maintains an adequate supply of residential land. The housing goals and policies emphasize preserving existing residential neighborhoods, creating infill opportunities and identifying where and how new density and medium density low will develop.

4.1 Demographics[1]

In 2014, the population of Woodland was roughly dived between 53% female and 47% male. The median age was 28.8. Only 9.6% of the population was over the age of 65. Racially, 91.4% of the population identified as White, 17.9% of the population identified as Hispanic, a proximately 2.6% self-identified as Asian, and less than 1% as Black or African American.

Approximately 2,530 people are in the local work force. Women represent 45% of the total workforce. Approximately 9.4% of workforce is unemployed. Sixty-seven percent (67%) of the workforce drives to work alone, 25% carpools to work and 4% work at home. The three largest employment sectors are: Education services and health care and social assistance (24.4%) followed by Manufacturing (14.8%), and Retail trade (14.6%). Private sector wage and salary employees represent 78.1% of the workforce followed by Government employees (16.8 %) and Self-employed (11.4%).

[1] Data sources consulted include: 2010-2014 American Community Survey 5-Year Estimates; www.data.wa.gov; www.census.gov; www.factfinder.census.gov unless otherwise indicated.

The median household income is $65,065. Per capita income is $25,885. Poverty is an issue in Woodland; 17.4% of all families and 23.4% of all residents live below the federal poverty level ($11,670 one person/household and $23,850 four persons per household).2 Poverty levels differ dramatically across the city. East of I-5 observed poverty levels range from 6.4% furthest east to 12.2% closer to the freeway. West of I-5 observed property levels range from 5.56% in the southern part of the city to 15.7% near the downtown to 25.5% at the western end of town.3 Approximately 22% of the employed workforce did not have health care in 2014.

4.2 Housing Inventory and analysis[4]

Demographic trends[5] provide a snapshot of the current growth patterns and provide evidence of future activity.

- In 2014, there were 1,933 dwelling units in Woodland, an increase of 9 units above the 2010 housing stock.
- In 2014 approximately 67.9% of the housing units in Woodland were single-family detached units. There were 391 attached dwellings between 2 to 19 units, 73 attached units in complexes of 20 or more units, and 156 mobile homes.
- Woodland's housing stock is fairly new. Approximately 70% of all units were built after 1990 and only 5% of the homes were built prior to 1939. All dwellings have indoor plumbing.
- Sixty-five percent (65%) of all units are owner occupied. Rental vacancy rate was 5.6%.
- The median price of an owner-occupied unit was $170,800; the median mortgage was $1,611 per month, and median rent was $911 per month.
- Over 75% of all mortgages are less than 30% of household income while 53% of all renters pay more than 30% of household income towards monthly rent.
- On average, each unit contains approximately 2.77 persons per household.

The 2015 year-end population is approximately 5,708 and the projected 2036 population is 9,274. To accommodate the addition population 3,566 persons the city will need for an additional 1,288 dwelling units. Woodland has enough vacant buildable lands to accommodate 1,292 new units. By 2036 Woodland may be a city of approximately 3,225 dwellings.

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[2] https://aspe.hhs.gov/2014-poverty-guidelines

[3] http://www.city-data.com/income/income-Woodland-Washington.html

[4] Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; www.data.wa.gov; www.census.gov; www.factfinder.census.gov

[5]

4.3 Statement of policies that encourage affordable housing

- Within the city limits Woodland will strive to maintain a housing stock of 60% detached low density housing and 40% medium to high density units.
- The city residential and future mixed use zoning districts will establish minimum densities.
- Development regulations should lot size 'beveling' to help blend the transition between low density and medium density zoning districts.
- Consistent with state law, 'stick-built' and manufactured housing are allowed in all residential districts.

4.4 Growth Management Act

The GMA requires that a housing element be included in the comprehensive plan. Advanced planning for housing ensures that adequate and affordable housing is available to the community, and helps to plan for needed infrastructure improvements such as parks, schools, roads, water systems, etc. The GMA established the following housing goal:

- Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

The Procedural Criteria for Adopting Comprehensive Plans and Development Regulations for the Act further specifies that the Housing Element of the 20-Year Plan (WAC 365-195-310) shall, at a minimum, contain:

- An inventory and analysis of existing and projected housing needs;
- A statement of goals, policies, and objectives for the preservation, improvement and development of housing;
- An identification of sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, medium density housing and group homes and foster care facilities;
- Adequate provisions for existing and projected needs of all economic segments of the community.

The act further requires inter-jurisdictional coordination and development of county-wide policies considering affordable housing and its distribution regionally.

A 1993 legislative amendment requires that all cities and public agencies develop an inventory of public properties no longer needed for use and which may be available for affordable housing. The inventory identifies individual property locations, size, and current zoning category. Public agencies include all school districts and state departments of natural

resources, transportation, social and health services, correction, and general administration. The inventory is provided by the city to the Washington State Office of Community Trade and Economic Development and is to be updated annually by November 1.

The city is required by the State Housing Act of 1993 to include provisions for accessory housing. Such provisions are subject to regulations, conditions, and limitations as determined by City Council (RCW A.63.230).

4.5 Goals and Policies

Goals

H 1 The city will strive to ensure fair and equal access to housing for all people throughout the city regardless of race, color, national or ethnic origin, religion, creed, age, sex, marital status, or disability.

H 2 Achieve a well-balanced and well-organized combination of open space, commercial, industrial, recreation, and public uses served by a convenient and efficient transportation network while protecting the fabric and character of residential neighborhoods.

Neighborhood Conservation

Goal

H 3 The city will foster promote desirable neighborhoods that support property values by fostering the maintenance and improvement of the physical condition of the existing housing stock and neighborhoods in the city.

Policies

H 3.1 Foster the organization of neighborhood-based groups that encourage housing maintenance and improvement and assist homeowners in improving neighborhood quality.

H 3.2 The city will initiate coordination with neighborhood-based groups or other volunteer organizations to promote rehabilitation and community revitalization efforts.

H 3.3 The city should continue to further the renewal of its neighborhoods through public facility improvements servicing the area (storm drainage, street paving, and recreation). The city should continue to evaluate public facilities and services in redeveloping areas.

H 3.4 Promote the maintenance, rehabilitation and reuse of existing residences and neighborhoods as a priority, and utilize redevelopment only selectively to upgrade badly deteriorated areas.

H 3.5 The city will continue to implement its code enforcement program to ensure basic maintenance of residential properties.

H 3.6 The city will consider incentives to motivate owners to repair and improve maintenance of their structures such as a potential housing rehabilitation program.

Inclusive Housing

Goal

H 4 The city will provide for a variety of housing types and densities, and a range of affordable housing.

Policies

H 4.1 Encourage adequate provision of low and moderate-income housing opportunities to meet inventory goals and the distribution of such housing throughout the city.

H 4.2 The city should act positively on programs and proposals that would increase the availability of low cost housing and assistance to lower income households, including elderly.

H 4.3 The city should participate actively in regional housing planning and coordination programs and work closely with the Longview Housing Authority and other local, regional, state and federal authorities to see that housing needs of lower income persons are met.

H 4.4 The city should work with the Longview Housing Authority and with the state to educate citizens on existing housing programs and other opportunities for housing assistance.

H 4.5 The city will work to increase the opportunity for all residents to purchase or rent affordable safe and sanitary housing. The city will carefully examine the needs of the current and projected residents, in order to direct new housing development, rehabilitated housing, and assisted housing developments to where it is most needed.

H 4.6 To address the needs of the elderly, the city should periodically review the availability of land zoned for high-density housing. The city will encourage the construction of multi-family structures with smaller living units (with one or two

bedrooms) and more compact housing types (cluster, townhouse, apartment, or condominiums). In siting development for the elderly, the city will also review the proximity to shopping, medical facilities, public transportation routes, retail and service centers, and parks.

Planning and Design for Housing

Goal

H 5 The city will strive to create quality residential and neighborhood opportunities, with high-quality designs, and adequate buffers from noise, odors, and other environmental stresses.

Policies

H 5.1 Encourage a development pattern that provides a range of densities and living environments.

H 5.2 Encourage Planned Unit Residential Developments as an alternative form of residential development to promote flexibility and creativity in the layout and design of new residential development, of a size large enough to effectively incorporate natural features and economical provision of services.

H 5.3 Subdivisions shall be developed with adequate access both within the development and to surrounding land uses. Public streets shall serve new development unless alternative access can be provided that is superior.

H 5.4 Minimize impacts of multi-family development by requiring adequate off-street parking to ensure residential on-street parking is not needed.

H 5.5 Achieve average densities for new development as follows to promote efficiency of land use and variety of lot sizes for residents: single-family dwellings at a density of four units per acre and multifamily dwellings at an average density of 20 units per acre.

H 5.6 Consistent with state law, the City may not regulate manufactured housing differently than site built housing.

Location

Goal

H 6 Locate housing in areas with compatible surrounding uses and where residents are able to access needed amenities.

Policies

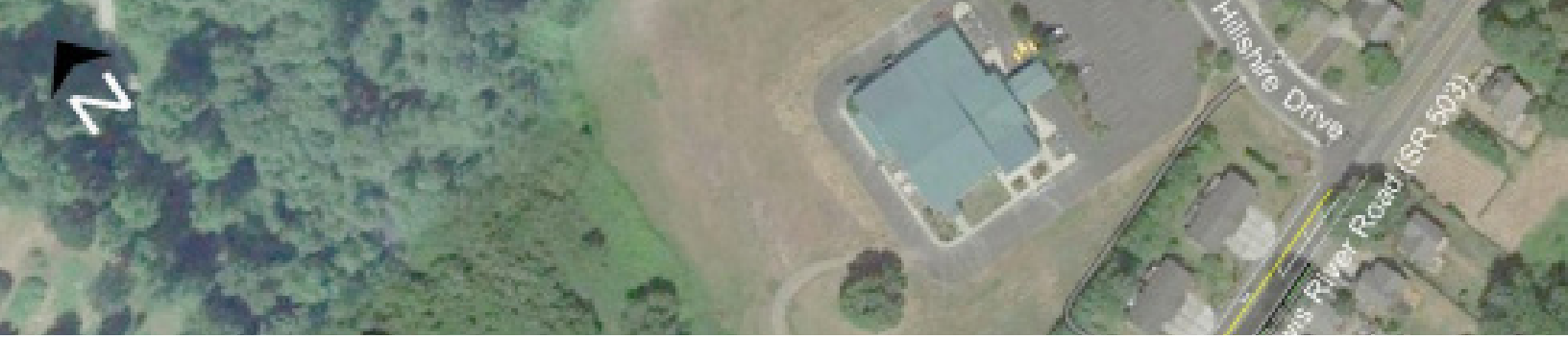
H 6.1 Allow for retirement housing to locate near medical, transportation and shopping facilities.

H 6.2 Site high density residential development in areas that are: (1) located near commercial areas, downtown, schools, employment centers, and parks and recreational facilities; (2) where sewer, water, storm drainage facilities, and streets are capable of a high level of service and access is safe and convenient; and (3) where natural limitations of the land are not significant.

H 6.3 Allow upper story residential uses of downtown buildings.

H 6.4 Encourage appropriately scaled infill development of vacant residentially classified land that is integrated into the neighborhood.

H 6.5 Allow limited opportunities for moderate density in low-density residential areas such as individual duplexes and accessory dwelling units through appropriate review processes to minimize impacts to the neighborhood.



CHAPTER 5

ECONOMIC DEVELOPMENT (EC)

Cowlitz County continues to feel the effects of the 'Great Recession'. Countywide, Cowlitz County experienced a loss of nearly 4,200 jobs between 2007 and 2012. Regionally the unemployment rate has been shrinking as the economy rebounds but Cowlitz County unemployment rate in May 2015 was at 7.6%, a percentage point higher than Clark County and 2.3% higher than the national average at that time. Manufacturing remains the strongest employment sector in the County and has showed stronger gains that the housing industry in the County. In the short-term the County is expected to experience a 1.5% employment growth rate.[1]

5.1 Workforce Data[2]

In 2014 approximately 2,530 people were in the Woodland work force. Women represented 45% of the total workforce. Approximately 9.4% of workforce was unemployed. Sixty-seven percent (67%) of the workforce drove to work alone, 25% carpooled to work and 4% worked at home. The three largest employment sectors were are: Education services and health care and social assistance (24.4%) followed by Manufacturing (14.8%), and Retail trade (14.6%). Private sector wage and salary employees represent 78.1% of the workforce followed by Government employees (16.8 %) and Self-employed (11.4%).

5.2 Inventory and Analysis

Employment opportunities are stronger in Woodland compared to the county as a whole. Based on the ESD's mid- 2013 employment estimates, approximately 3,300 workers were employed in the greater Woodland area. Over a ten-year horizon the Woodland employment

[1] Washington State Employment Security Department

[2] 2010-2014 American Community Survey 5-Year Estimates; www.data.wa.gov; www.census.gov; www.factfinder.census.gov.

growth rate was approximately 2.8%. In North Clark County and South Cowlitz only Ridgefield has experienced a more robust employment rate than Woodland.

Business opportunities in Woodland range from individual home occupations to large-scale manufacturing and warehousing. The largest employment section in the City are manufacturing, retail, food services, and transportation and warehousing, with manufacturing alone representing 30% of the employment in the city. Together, in 2012, these four sectors represented approximately 45% of listed employers.[3] The combined sales of these industries equaled $336,279,000 in 2012. (Note all was disclosed due to privacy issues.)

Employment Sector	**Manufacturing** (NAICS 31033)	**Retail** (NAICS 44-45)	**Accommodation & Food Service** (NAICS 72)	**Transportation & Warehousing** (NAICS 48-49)	**Totals**
# of Employers	29	29	28	12	98 out of 220
# of Employees	1094	482	490	179	2,396
Value of sales, shipments, receipts, revenues or business done	329,926,000	2.668.000	2.125.000	1,560	$336,279/000 out of $495,967.000

Source: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF

The Port of Woodland is located on the Columbia River near the I-5 corridor. The Port has approximately 400 acres of light and heavy industrial property available for development. Port properties are located in close proximity to I-5 off Exit 22 and also provide deep water marine access to the Columbia River. The Port leases space, ranging from 5,000 S.F. to over 100,000 S.F, in three industrial parks Twenty business currently are located in the Woodland Port.

The Woodland market area extends along the I-5 corridor from Kalama south to North Clark County and the La Center area. Employment growth forecasts for the Cowlitz/Clark County area indicate several emerging or stronger local growth sectors between 2014 and 2014: Construction – 5.2%; Information – 3%; Professional Services – 3%; Health & Social Assistance – 2.6%; Wholesale trade – 2.5%; and Education – 2.2%.[4]

5.3 Goals and Policies

The city's 20-year focus is to continue to foster economic growth within those industries that have sustained the community and to foster re-investment in the city center. Balanced economic growth is the goal.

[3] Employment Sources; www.factfinder.wa.gov,
[4] Washington State Employment Security Department.

Goal

EC 1 Support a diverse and balanced local economy to ensure sustained growth, locally available commercial services, and varied employment opportunities

Policies

EC 1.1 Plan for adequate public facilities and services necessary to attract and support economic development.

EC 1.2 Develop Woodland's position as the commercial center serving southern Cowlitz County and the recreation trade of the upper Lewis River and Mount Saint Helens area.

EC 1.3 The city should actively participate in county, state and federal planning and programs for Mount St. Helens related tourism and recreation development to promote consistency with local objectives and policies.

EC 1.4 Work in partnership with downtown businesses, property owners, and community interest groups to maintain and enhance the downtown area as a retail trade, service, professional office, financial office, governmental office, and cultural center of the city.

EC 1.5 Use the advantage of freeway visibility to establish the city as a traveler/tourist service center.

Partnerships

Goal

EC 2 Partner with agencies and organizations to increase opportunities for economic growth.

Policies

EC 2.1 The city should support and participate actively in the work of the Cowlitz Economic Development Council and other local and regional economic development programs, planning, and actions.

EC 2.2 Coordinate with and seek economic development assistance from the Port of Woodland, Cowlitz Economic Development Council, Washington Department of Commerce and private property owners to work towards economic development and diversity.

Commercial Land Use/Central Business District

Goal

EC 3 Encourage expansion and redevelopment of existing industries and business in the community.

Policies

EC 3.1 Work with community groups to continue event programming in Horseshoe Lake Park to bring people downtown.

EC 3.2 Continue to foster downtown redevelopment for the reasons of tourism enhancement and economic development generally, protection of existing public investments, protection and expansion of the tax base, the overcoming of obstacles to privately initiated investments in downtown, maintenance of community identity and appearance, and because only the city can marshal certain financial resources and public improvements.

EC 3.3 Maintain active and cooperative partnership between the city, business and property owners, civic groups, and citizens to promote successful business district redevelopment, including downtown.

EC 3.4 Encourage more professional offices and local services to locate within the Downtown Business District.

EC 3.5 Require new commercial development to minimize off-site impacts on adjacent users and neighborhoods, provide access for persons of all abilities, and enhance ease of use for customers.

EC 3.6 Commercial uses should be clustered near intersections of major and/or secondary arterials or adjacent to existing commercial land uses.

EC 3.7 Areas classified for commercial use on the Land Use Plan Map should be utilized before other areas are reclassified for commercial use. A market factor may be appropriate to ensure sufficient land and price stability.

Industrial Land Use

Goal

EC 4 Attain the highest level of economic well-being possible for all citizens in Woodland through the achievement of a stable and diversified economy offering a wide variety of employment opportunities

Policies

EC 4.1 Support the relocation of nonconforming industries to appropriate industrial areas designated by the plan.

EC 4.2 Preserve prime industrial sites and reserve suitable land for future industrial expansion.

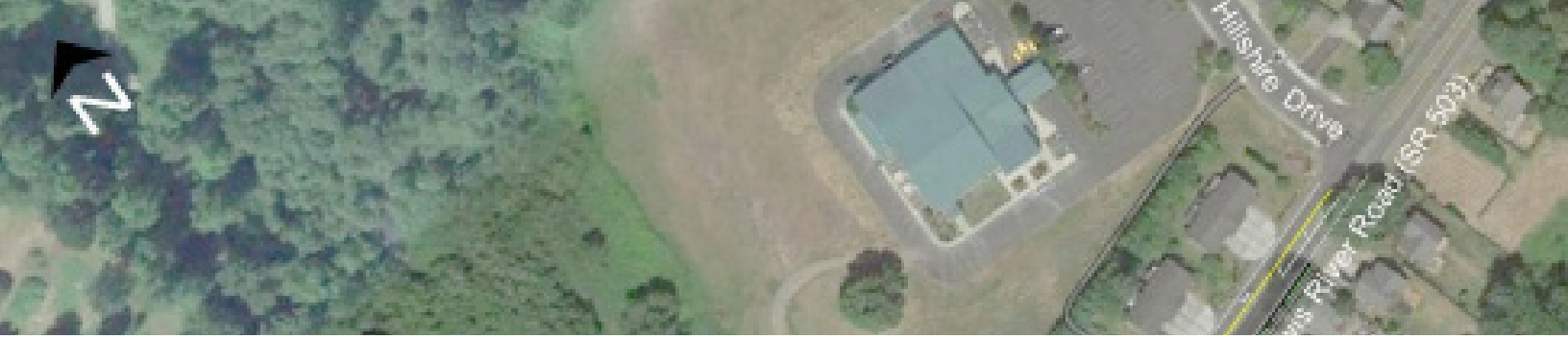
EC 4.3 Manage off-site impacts of industrial development such as lighting, parking, access, utilities, and drainage through the development review process.

EC 4.4 Locate heavy to moderate industrial activities near railroads and/or major arterials adjacent to large land areas that are not adjacent to school properties, commercial and residential areas.

EC 4.5 Industrial activities that discharge pollutants shall adhere to all federal, state and local pollution abatement requirements.

EC 4.6 Allow interim uses like agriculture and open space for vacant industrial sites to prevent encroachment by incompatible non-industrial uses.

EC 4.7 Use techniques such as master plans and binding site plans to facilitate development of professionally designed industrial parks that make efficient use of public services and facilities, maximize compatibility with adjacent non-industrial uses, and maintain the city's overall attractiveness.



CHAPTER 6
TRANSPORTATION (T)

The Transportation Capital Improvement Plan was adopted in December of 2015. The plan uses the conclusions from the 2008 Woodland Transportation Infrastructure Strategic Plan completed by Parametrix as well as the Scott Avenue Reconnection Study, conducted during 2013 – 2015 by BergerABAM. Director Bart Stepp, PE prepared the 20-year Transportation Capital Improvement Plan based on the information from those studies, transportation improvements completed since 2008, and the City's growth rate since 2008.

6.1 Transportation Existing Conditions

The transportation analysis is based on an estimated population of 6,000 persons. Like many cities improvements are needed in the transportation system to ensure people and freight can move efficiently. In 2008 a Transportation Infrastructure Strategic Plan (TISP) was completed that identified a host of recommended improvements. Improvements identified in the TISP that have been completed include the roundabouts at Intersection 22, left turn lanes at Hillshire and Gun Club, and a new roundabout at SR 503 and E. Scott Avenue. The remaining improvements still need to be completed. The TISP was completed prior to the recession starting in 2007 was fully understood and as a result the TISP assumed traffic growth rates of 3% or greater in Woodland. Table 1 below shows the PM peak hour traffic counts taken for 11 intersections prior to completion of the TISP and the corresponding PM peak hour traffic counts in 2012 and 2013.

Table 1 – Intersection Traffic Count Comparisons from 2006 - 2013

Area of Town	PM Peak Hour Traffic Comparison Intersection	Year Counted	Traffic Count	Year Counted	Traffic Count	Annual Growth %
North	Dike Access Road/Robinson Road	2006	73	2012	97	4.1%
North	Dike Access Road/Schurman Way	2006	342	2012	764	9.2%
North	Dike Access Road/I-5 Southbound Ramps	2006	509	2012	829	6.4%
North	Dike Access Road/I-5 Northbound Ramps	2006	460	2012	679	5.4%
Central	W Scott Avenue/Pacific Avenue	2007	478	2013	526	1.5%
Central	E Scott Avenue/Atlantic Avenue	2007	366	2013	389	1.0%
Central	E Scott Avenue/Old Pacific Highway	2007	408	2012	426	0.8%
Central	E Scott Avenue/Lewis River Road	2005	1087	2012	1155	0.8%
South	SR 503/Pacific Ave/I-5 Southbound Ramp	2007	2115	2012	1990	-1.3%
South	SR 503/Atlantic Ave/I-5 Northbound Ramp	2007	2362	2012	2214	-1.3%
South	Lewis River Road/CC Street	2007	1876	2012	1760	-1.3%

Note: 2005 traffic count from Meriwether Subdivision TIA, 2006 traffic counts from Wal-Mart TIA, 2007 traffic counts from TISP, 2012 traffic counts from High School TIA, 2013 traffic counts from Scott Avenue Reconnection Study.

The only part of the City that has seen the growth expected in the TISP is the northern part of town which is primarily due to the construction of the Wal-Mart, which was not constructed in 2006. The rest of the transportation has seen slow or no growth since the TISP was completed.

Because of this lower growth since the 2008 TISP the City has chosen to use the TISP as its basis for its Transportation Capital Improvement Plan for the following reasons:

- Completing the improvements in the TISP would provide acceptable Levels of Service for the Woodland Transportation System.
- The City's 2016 Comprehensive Plan Update is not proposing any expansion of its Urban Growth Boundary. This means the Urban Growth Boundary from the TISP is the same in the Comp Plan Update.
- The 2016 Comprehensive Plan Update lowers the City's projected growth rate from 3.5% in the 2005 Comp Plan to 2.3%. The projected population in 2035 is 9,274 people. The 2005 plan projected a 2025 population of 8,526. The additional 748 people within the City from the 2025 and 2035 populations is not enough to create the need for additional improvements beyond those identified in the TISP.

- The costs of the remaining improvements in the TISP are substantial and the City does not have the financial ability to complete additional improvements.

For more information on the TISP go to *http://www.ci.woodland.wa.us/departments/public-works/transportation.php* where the TISP can be found on the City's website. The TISP provides a detailed analysis of the City of Woodland Transportation System. The TISP also included substantial public outreach to identify the preferred alternatives of the City of Woodland.

6.2 2015 Capital Improvement Plan (CIP)

Figure 1 on the following page, provides an overview of the major focus areas for which recommended improvements were identified in the *Woodland Transportation Infrastructure Strategic Plan (TISP)*. Projects of the magnitude identified in the TISP are typically constructed using a combination of funding and financing over several years or even decades, and they often require a combination of local, state, and federal funding participation. The major focus areas are identified as:

A I-5/Dike Road Roundabouts – The improvements identified in this area have been completed. The 2015 CIP does not identify any needed improvements in this area.

B Scott Avenue Reconnection Area – No improvement have been completed in this area. The City has completed an alternatives analysis and identified raising I-5 and connecting Scott Avenue underneath I-5 as the preferred project alternative.

C I-5/SR 503 Interchange Improvements – No improvements have been completed since the completion of the TISP. The City was awarded $1.47 in federal funds in 2014 to complete the design and ROW for shifting the CC Street traffic onto Millard. Design of this project is expected to start in the fall of 2016 when the federal funds become available.

D SR 503 Widening – Some of the improvements identified in the TISP for this are have been completed. Left turn lanes were installed at the intersections of Hillshire and Gun Club and a roundabout was installed at the E. Scott Avenue intersection. Timing and funding of additional improvements have not been identified.

Recommended Short-Term (0 – 6 years) and Long-Term (6 – 20 years) projects that need to be completed are presented in Table 2 on page 4. The short-term improvements can be found in the Woodland 2016-2021 Six Year Transportation Improvement Program which was approved by City Council on 6/1/15 (Resolution 655). Cost estimates have been updated from the 2008 TISP to 2015 dollars. The names of some projects have been altered from the 2008 TISP to better reflect the projects in their current form.

The three projects identified in the 2016 – 2021 time period are:

- Scott Avenue Reconnection Project – Project would raise I-5 and connect west and east Scott Avenue with signals at Pacific and W. Scott and Atlantic and E. Scott.
- I5/SR 503 Interchange Improvements Project – Project would Shift CC Bridge traffic onto A and Millard to new traffic signal at SR 503 and Millard. The existing traffic signal close at CC Street and SR 503 would be removed and CC Street would be closed off at SR 503.
- E. Scott/Old Pacific Highway Intersection Project – Project would improve intersection through
  re-alignment, traffic signal, medians, or other improvements.

Figure 1. Overview of TISP Improvement Recommendations

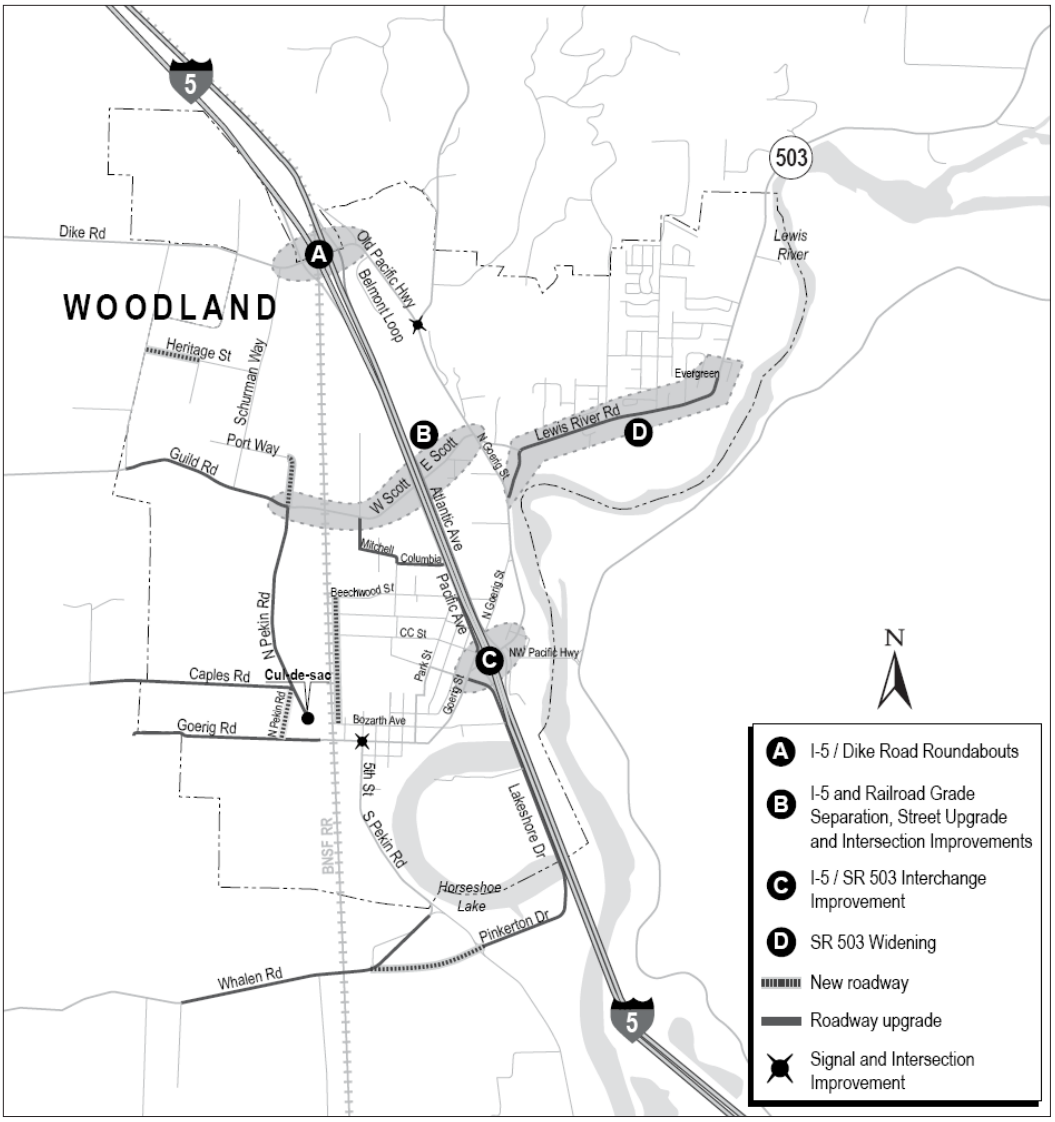


Table 2. Woodland Transportation Capital Improvement Program

Project Name	Location/Limits	Description	Cost Estimate (2015$)	Project Interdependence	Primary Benefits
0 – 6 Years Capital Improvements (2016 TO 2021)					
Scott Avenue Reconnection	I-5 Undercrossing	Construct undercrossing of I-5 (raise I-5 profile) with sidewalks and bicycle lanes, signalize and provide turn lane channelization for interchange ramp termini on Scott,	$75,000,000	Independent project	– Improved access to industrial area – Improved emergency response times – Congestion relief at I-5 interchanges – Provides access to westside growth, industrial and Port access, and major commercial centers – Major street connectivity
I-5/SR 503 Interchange Improvements Project	SR 503 from I-5 NB Off-Ramp/Atlantic to Millard	Shift CC Bridge traffic onto A and Millard to new traffic signal at SR 503 and Millard. Remove existing traffic signal close off CC Street at SR 503.	$8,000,000	Independent Project with some mitigation from Woodland Commerce Center Project	– Congestion relief at I-5/SR 503 Interchange – Improves Safety – Improved pedestrian and bicycle connectivity
E. Scott/Old Pac. Intersection	Scott Ave / Old Pacific Hwy Intersection	Improve intersection with realignment, signal, medians, or other combination.	$3,300,000	Independent project	– Addresses future intersection failure, and sub-standard design – Improves safety – Improves access to City Police and Fire Stations
		Total Short-Term Cost Estimate	**$86,300,000**		

6 – 20 Years Capital Improvements (2022 TO 2036)					
Scott Avenue Railroad Crossing	RR Overcrossing	Construct two lane overcrossing of railroad with sidewalks and bicycle lanes, and at-grade intersection with Down River Drive (Option 4D)	$22,000,000	This improvement must also include the extension of N Pekin Road to connect with Port Way as described below	– Provides access to businesses including industrial property, Port access, and major commercial center – Major street connectivity – Safety of high speed, mainline rail crossing – Emergency response times
Scott Avenue at Pekin Road	Relocation of existing connection	Grade-separate Scott Avenue and N Pekin, connect N Pekin to Schurman via Port Way (Option 1)	$10,000,000	Required as part of railroad overcrossing project	– Replaces connectivity between Pekin Road and Scott Avenue that would be lost when RR crossing is built – Provides major northbound/south backbone transportation network for Westside of city
SR-503	Hillshire Drive to Evergreen Lane	Widen to 3-lane cross-section, install bicycle and pedestrian facilities	$8,000,000	Independent project	– Addresses existing High Accident Corridor – Improves traffic operations at intersections – Provides improved bicycle and pedestrian circulation – Addresses stormwater treatment – Can enhance street appearance
I-5 at SR-503	Buckeye/Goerig to SR 503/Atlantic Street	Add turn lanes at SR 503 intersections with I-5, add lane under I-5, and add eastbound through lane from Atlantic to past A Street (Option 6)	$10,000,000	Independent project	– Addresses future interchange area failure including expected periodic traffic queuing onto I-5 northbound – Enhances safety – Provides improved pedestrian and bicycle connectivity
		Total Long Term Cost Estimate	**$50,000,000**		
		TOTAL PROJECT COSTS			

Streets and Highways

Goal

T 1 The City of Woodland shall provide a convenient, safe, and efficient multi-modal transportation system that promotes the mobility of people and goods within and through the city.

Policies

T 1.1 Develop and improve the city's arterial and collector road system to link residential, commercial, and industrial areas of the city with each other and with the regional highway system.

T 1.2 LOS C or better is the desired standard for the I-5 mainline within the city, consistent with the regional CWCOG/SWRTPO standard. A LOS standard of LOS D or better is established for arterial state highways (SR 503), major arterials, and minor arterials. Acceptable levels of traffic on collector roads and local streets should be established through street design standards. The levels of service shall be calculated according to the most recent Highway Capacity Manual or approved alternative method.

T 1.3 Review and update the city's street design standards and development requirements as needed to support cost-effective implementation of arterial, collector, and local streets and facilities for pedestrian and bicycle travel. The standards should require new developments, to provide a grid of collector and local roads to serve residential and commercial areas of the city to minimize the impact on adjacent arterials. New developments should provide fully improved streets to provide access and circulation to support their increased traffic.

T 1.4 Access to properties along state highways, and major and minor arterials should be consolidated whenever possible to maximize the capacity of the facilities and reduce potential safety conflicts. New accesses to state highways and major and minor arterial should be restricted, whenever practical. The city should work with WSDOT to adopt and implement standards for access permitting on state highways within the city boundaries as per Revised Code of Washington (RCW) 47.50.030.

T 1.5 Work with WSDOT to provide signing and improvements to the arterial system to encourage use of Dike Road interchange for travel between I-5 and SR 503.

T 1.6 Include and fund a comprehensive maintenance and operations program for capital projects.

T 1.7 Local and collector street system improvement projects should include, where possible, provisions of curbs, storm drainage, sidewalks, street lights, and landscaped planting/utility strips, as well as adequate roadway widths and surfaces.

Subdivision Streets

Goal

T 2 The city will review Preliminary plats and consider internal traffic circulation patterns and potential impacts on nearby streets and highways to ensure adequate transportation facilities are built to serve new development.

Policies

T 2.1 Subdivision streets should be laid out and designed so as to plan for future connection to adjoining subdivisions when possible.

T 2.2 Intersections of local and collector streets with principal and minor arterials should be kept to a minimum in the design of new subdivisions.

T 2.3 Access to residential lots in new subdivisions should be from an interior street system rather than from major and minor arterials. Direct driveway access onto major and minor arterials should be kept to minimum.

T 2.4 Sidewalks (on both sides where possible), curbs, and drainage gutters should be installed along arterials, collector streets, and local streets to enhance pedestrian safety and control surface water runoff.

T 2.5 Streets should be designed and laid out to follow the more gradual natural contours of the land and to avoid steep grades.

Truck Routes

Goal

T 3 Enhance truck access to/from I-5 and other regional facilities to minimize the impact of trucks on residential and commercial areas of the city.

Policies

T 3.1 Roadways designated as truck routes should be designed to meet the capacity and safety needs of heavy vehicles.

Pedestrian and Bicycle

Goal

T 4 Develop facilities to provide safe pedestrian and bicycle travel to promote alternative transportation modes and to support recreational activity.

Policies

T 4.1 Include sidewalks and bicycle lanes, where feasible, as part of identified improvements to SR 503 and other arterials within the UGA.

T 4.2 A grid of local streets should be provided to support pedestrian and bicycle travel within and between neighborhoods.

T 4.3 New developments should be required to provide adequate pedestrian access to adjacent roads and/ or trails.

T 4.4 Develop and sign a system of bicycle routes providing for travel within the city with connections to regional and major local destinations.

Transit and Transportation Demand Management

Goal

T 5 Enhance use of transit and carpools by providing park-and-ride facilities and coordinated regional services.

Policies

T 5.1 Encourage ridesharing programs by working with major employers to establish transportation coordinators and ride matching services.

T 5.2 Support and cooperate with WSDOT on retaining and upgrading the existing park-and-ride lot at the SR 503/I-5 interchange.

Rail, Air, and Water Transportation

Goal

T 6 Support Burlington Northern Santa Fe Railroad, Port of Woodland, and the Washington State Department of Transportation Aviation to maintain and enhance operations of rail and air transportation in the City of Woodland and connections to water transportation on the Columbia River.

Policies

T 6.1 Coordinate regularly with providers and operators of the railroad, airport, and port facilities to ensure compatibility of improvements with city goals and implementation programs. Work with providers to help fund safety and access/circulation improvements to support economic development and recreation associated with rail, air, and water transportation.

T 6.2 Airport Land Use Compatibility.

The City will create zoning districts and development regulations that discourage the siting of incompatible uses adjacent to general aviation airports. Note: The zoning regulations must be filed with the Aviation Division of WSDOT.

6.3 Financing and Implementation

Goal

T 7 Work with multiple agencies to secure funding to implement transportation improvements in a timely manner.

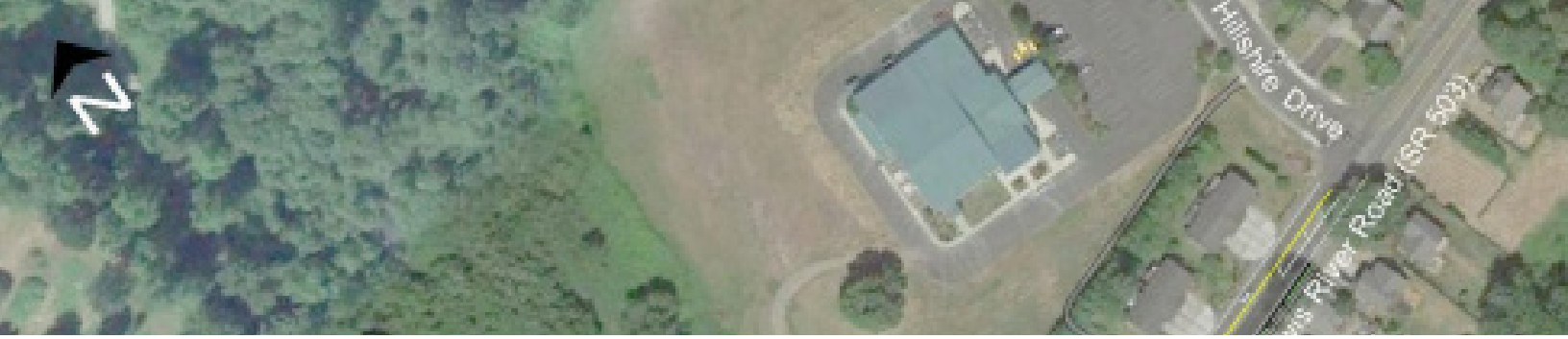
Policies

T 7.1 Identify and update costs of future transportation system improvement needs required to provide acceptable levels of service and safety as part of the six-year Transportation Improvement Program.

T 7.2 Annually update and adopt a six-year Transportation Improvement Program to support timely implementation of the Transportation Plan. Priorities should be reviewed based on updated traffic conditions and development patterns. The program should be based on realistic funding capabilities of the city and other agencies.

T 7.3 Regional, state and grant funding should be used to help fund improvements to SR 503, I-5, and arterials serving regional traffic and economic development.

Developers shall construct or pay a proportionate share of arterial, collectors, and local streets needed to serve new developments.



CHAPTER 7
ENERGY & UTILITIES (EU)

The City of Woodland provides potable water and sanitary sewer service. The city contracts with a private company to provide recycling and garbage collections.

7.1 Electricity[1]

Clark Public Utilities serves that portion of the city within Clark County. Public Utility District No. 1 of Cowlitz County, WA (better known as Cowlitz PUD) provides electric service to 48,200 residential, commercial, industrial and street lighting customers through Cowlitz County, including the City of Woodland. The PUD buys the majority of its wholesale power from Bonneville Power Administration (BPA). The primary BPA power source is the Columbia River hydroelectric system. The balance of the PUD's hydro power comes from its Swift No. 2 Hydroelectric Project on the Lewis River (near Cougar, WA). The power sources the PUD uses include: Hydro (84.64%), Nuclear (9.7%), Wind (2.66%), Coal (2.08%), and Other (1.4%). Source: Washington State Department of Community, Trade and Economic Development.

Residential customer use accounts 30% of the PUC revenue source while major industrial uses represent approximately 56% of its revenue source. In 2013 Cowlitz PUD invested $9.5 million in a variety of residential, commercial and industrial energy conservation programs. The PUD also participates in the BPA conservation program funding programs. The PUD offers a 'Senior and Disabled Discount Rate' for qualified low-income customers age 65 and over. In 2013 1,073 persons participated in the program.

The PUD is investing in the federal and state 'Smart Grid' technology to bring utility electricity delivery

[1] Source: www.cowlitzpud.ord.

systems into the 21st century, using computer-based remote control and automation. Two-way communication technology and computer processing are the heart of the 'Smart Grid' system. The intent is to improve efficiency on the electricity grid and in the energy users' homes and offices.

When projections show that future demand may exceed available supply the PUD will evaluate a range of options including conservation, system improvements and purchasing additional power from hydro or other sources. Consequently, the utility anticipates that it has adequate capacity to meet the anticipated service demands.

7.2 Natural Gas[2]

Cascade Natural Gas Corporation provides natural gas service to the city of Woodland. The district office is located in Longview. There are an estimated 913 natural gas customers in Woodland who consumed an estimated 2 million cubic feet of natural gas in September 2015. Woodland consumes less than 1% of the natural gas used in the State of Washington. Approximately 33% of all homes in the State of Washington are heated by natural gas. The average Woodland residential gas rate was $11.61/cubic foot in 2015, approximately 28% less than the U.S. average. Because of the low price of natural gas the trend is to add natural gas as an option for new house construction.

Northwest Pipeline owns and operates more than 7,000 miles of interstate pipeline including those in Cowlitz County. Distribution lines to serve new residential or industrial development are provided on an as-needed basis in accordance with local, state and federal regulations. In August 2015 the Federal Energy Regulatory Commission (FERC) issued a draft Environmental Impact Statement relating to the construction of a 36 inch liquefied natural gas pipeline from Woodland, WA to Sumas, WA.[3] The primary purpose of the projects is to export an equivalent of about 456 billion cubic feet per year of natural gas to foreign markets.

7.3 Telecommunications

Cellular and fiber optic technologies are transforming the way service is delivered worldwide and locally. The physical barriers that separate data, video and voice technologies are rapidly disappearing. The increase3d power and capability of handheld devices is transforming how people communicate and conduct business. There are multiple phone and internet service providers operating in SW Washington. Land line, wireless, broadband, DSL and other services are available in the city. Comcast, Frontier, and Verizon are the primary providers of wireless telecommunication service in Woodland.

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[2] Source: http://www.cngc.com/ , http://naturalgaslocal.com/states/washington/woodland/ , http://apps1.eere.energy.gov/states/renewable_energy.cfm/state=WA

[3] https://www.federalregister.gov/articles/2015/08/11/2015-19686/lng-development-company-llc-oregon-pipeline-company-llc-northwest-pipeline-llc-notice-of

7.4 Implement Timely Processes

Goal

EU 1 Process permits and approvals for utility facilities in a fair and timely manner and in accord with development regulations.

Policies

EU 1.1 Provide timely effective notice to private utilities prior to new construction and maintenance and repair of existing roads, to coordinate trenching activities.

Goal

EU 2 Woodland will facilitate the development of all utilities at the appropriate levels of service to accommodate growth that is anticipated to occur in the city, and ensure utilities are safe, reliable, aesthetically compatible with surrounding land uses, and available at reasonable economic costs.

Policies

EU 2.1 Encourage provision of an efficient, cost effective and reliable utility service by ensuring land will be made available for the location of utility lines, including location within transportation corridors.

EU 2.2 Promote, when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions and reduce the cost of utility delivery.

EU 2.3 Promote the extension of utility distribution lines to and within the Urban Growth Area.

EU 2.4 Ensure that all maintenance, repair, installation, and replacement activities by utilities are consistent with the city's critical areas ordinances.

EU 2.5 Encourage communication among the WUTC and utilities regulated by the WUTC regarding the requirements of the Growth Management Act, especially the requirement that service be provided concurrently with or in advance of demand.

EU 2.6 Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

Goal

EU 3 Encourage the development of modern telecommunication technologies (e.g., high-speed internet) vital for a thriving business community and add to the quality of life for area residents.

Energy Conservation and Conversion

Goal

EU 4 Woodland will manage and upgrade city infrastructure to conserve resources.

Policies

EU 4.1 Encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

EU 4.2 The city will facilitate the conversion of city infrastructure to cost-effective and environmentally sensitive alternative technologies and energy sources, such as LED lighting.

EU 4.3 Evaluate potential for conversion of the city fleet to cleaner fuels.

EU 4.4 Facilitate the provision of utilities that are environmentally sensitive, safe and reliable, aesthetically compatible with the surrounding land uses, and available at reasonable economic costs.

Coordination with the Land Use Element

Goal

EU 5 Woodland will coordinate city land use planning with the utility providers' planning and encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

Policies

EU 5.1 Use maps of the existing and proposed utility facility corridors to determine consistency of such designations with the elements of the comprehensive plan.

EU 5.2 Assure that the comprehensive plan designates areas available for the location of utility facilities.

EU 5.3 Allow electric vehicle charging stations in all zoning districts of the city.

EU 5.4 Establish bicycle routes.

EU 5.5 Improve and provide for sidewalks and safe pedestrian movement throughout the city.

Energy

Goal

UE 6 Woodland will reduce energy demands by developing and implementing energy conservation measures.

Policies

EU 6.1 Support and encourage residents to participate in efforts by the Cowlitz Public Utility Districts and local governments in the Cowlitz-Wahkiakum region to develop and carry out energy conservation and renewable resource development activities and programs.

EU 6.2 Encourage and work with the commercial and industrial sectors in efforts to investigate and apply energy efficient technologies and methods,

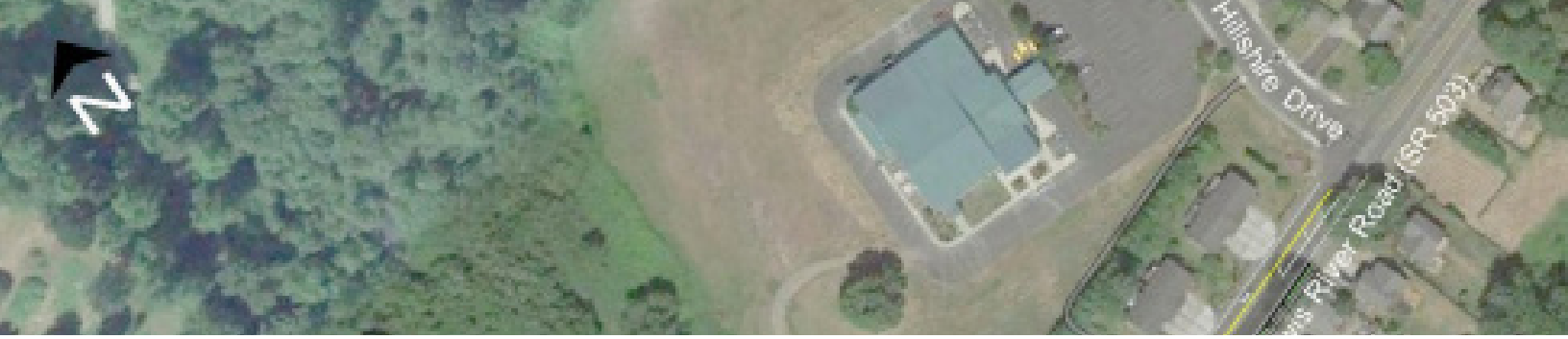
EU 6.3 Encourage and work with home builders and residents in efforts to weatherize houses and apply energy efficient home building, heating, and cooling techniques.

EU 6.4 Provide information to developers, builders, and others concerning techniques for energy efficient land development, subdivision and building design.

EU 6.5 Provide information to developers, builders, and others concerns location of vacant, serviced land.

EU 6.6 Cooperate with large employers in establishing ride sharing, van pool, or park-and-ride programs.

EU 6.7 Improve and provide for sidewalks and safe pedestrian movement throughout the city.



CHAPTER 8

CAPITAL FACILITIES (CF)

SANITARY SEWER

8.1 Sanitary Sewer Existing Conditions

Sewer Service Area

The City of Woodland's current sewer service area includes approximately 2,625 acres within its corporate limits and 2,967 acres within its Urban Growth Area (UGA), as shown on Figure XXX. The City's sewer service boundary coincides with the UGA. The collection system is primarily conventional gravity sewer systems and consists of an estimated 129,500 feet of mainline gravity sewers and approximately 16,460 feet of force main with 14 lift stations. There are no adjacent water/sewer systems to the Woodland system. The nearest sewer system to the City is the City of St. Helens, which is directly across the Columbia River

The City of Woodland has its own designated sewer service area. Woodland Wastewater Treatment Plant (WWTP) treats all Woodland sanitary waste. Table XX-XX provides an estimate of the average number of Woodland sewer connections in 2013.

Table XX-XX. Average Sewer Service Connections by Customer Class for 2013

Customer Class	2013
Single-Family Residential	1,510
Multi-Family Residential(1)	78
Commercial(2)	339
Industrial	7
Total	1,933

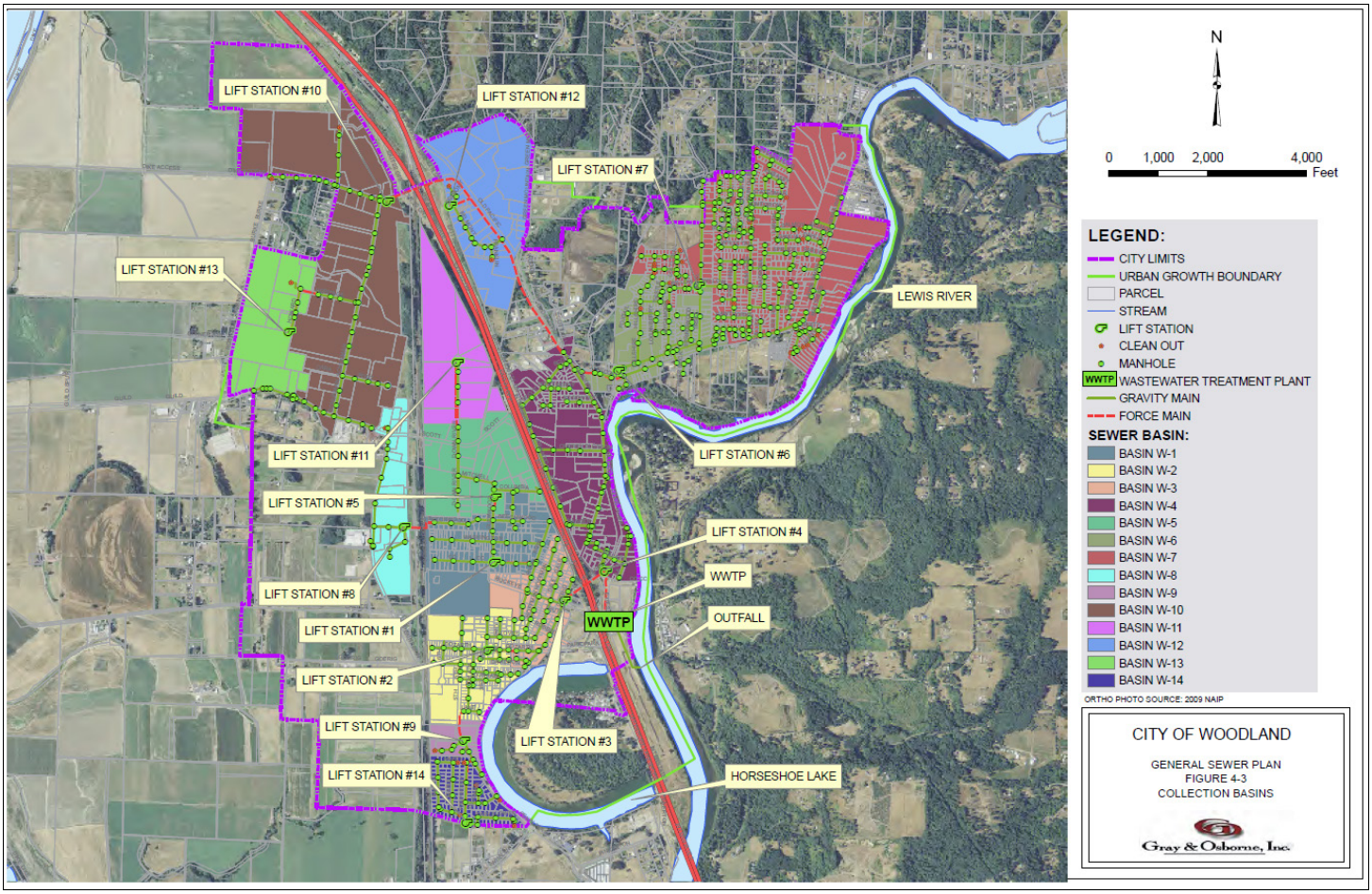
Based on City of Woodland billing data.
(1) Multi-family connections include apartments, recreational vehicle parks, and mobile home parks.
(2) Commercial connections also include churches, schools, City accounts, and motels.

Woodland provides sewer service to several significant. They include: Columbia River Carbonate, Northwest Pet Products, Pacific Seafood, Walt's Wholesale Meats, Applied Plant Science, Clean Wash Laundromat, Hamilton Materials, and USNR.

WASTEWATER COLLECTION SYSTEM

The City of Woodland wastewater collection and treatment systems includes pressure and gravity sewers, pump stations, the wastewater treatment plant, and river outfall. (See Figure xx-xx.)

Figure xx-xx. Woodland Sanitary Sewer System



Lift Stations

The City of Woodland operates fourteen lift stations. Currently, all flow passes through Lift Station 4, located. Five stations, including Lift Station 4, are located on the east side of Interstate 5, and convey flow from the east side of Woodland generally southward. Lift Station 10, located on Dike Access Road on the west side of Interstate 5, conveys flow under Interstate 5 to Lift Station 4. The remaining eight stations are located on the west side of Interstate 5. All of Woodland's lift stations are equipped with submersible pumps and all are duplex stations, except Lift Station 4, which is a triplex station.

Depending on the age of the station and space constraints, the physical layout of the equipment differs slightly, but the stations are generally similar. Stations generally consist of a wet well with rail-mounted submersible pumps, a discharge valve vault with check valve and isolation valve for each pump, and an unsheltered rack for electrical power, control, and telemetry equipment.

Most stations are equipped with a bypass connection and valving to allow the pumps and/or wet well to be bypassed for maintenance or in an emergency. All stations are equipped with plugs and a manual transfer switch arrangement to allow the use of portable generators in the event of a power failure. The City has one larger portable generator that is sized to operate Lift Station 4 and is generally assigned to Lift Station 4 in an emergency, due to its critical position in the conveyance network. The

City also has two smaller portable generators. One of the smaller generators is typically assigned to Lift Station 3 due to its central location and the other is moved between other affected lift stations as required.

Collection System

The components of the collection system consist of:

- Major Gravity Lines
- Force Mains
- Sewage Lift stations

Gravity sewer lines in downtown Woodland were first constructed in the 1950s and are mainly constructed of 8-inch concrete pipe. Much of this original sewer pipe is still in place today. As the City has grown and replaced pipe, PVC pipe has been installed to reduce infiltration and improve the condition of the sanitary sewer system. In 2013, 13,521 feet of concrete mains and 3,959 feet of transite mains were relined and 257 feet of main was replaced with PVC.

Wastewater is discharged to the City's wastewater treatment facility, which has an outfall in the Lewis River. The sewer system service area is generally flat and gradually slopes toward the Lewis River, where the treatment facility is located. Most of the collection system consists of gravity sewers, which drain to pump stations, and force mains. The current system consists of 4-inch to 16-inch diameter pipe, constructed of concrete, PVC and transite.

The Woodland sanitary sewer system contains a total of approximately 566 manholes which vary in construction material from all-brick to the newer precast concrete manholes. The older, all-brick and concrete block manholes present a greater opportunity for infiltration to occur than the newer precast manholes.

Collection Areas

The Woodland collection system is divided into a total of fourteen collection areas, or drainage basins. These collection areas predominantly follow the natural drainage patterns of the service area and each area drains to a pump station. (See City of Woodland General Sewer Plan, 2015.)

Wastewater Treatment Plant

The City constructed the first wastewater treatment plant at the present location in 1954. Major improvements to the plant were completed in 1974. In 1993, the City added a submerged biological contactor (SBC) to increase capacity. In 1996, the City Installed a new rotary fine screen at the headworks and a new generator. The 1999 City of Woodland General Sewer and Facility Plan (1999 Sewer Plan) recommended upgrades to the WWTP to accommodate the then-current and projected future influent flows and loadings which were approaching and exceeding design criteria and NPDES limits. At the direction of the City Council, the 1999 Sewer Plan used an annual growth rate of 5.0 percent. In 2001 the City converted the WWTP from an RBC/SBC plant to a sequencing batch reactor (SBR) plant. The NPDES permit was issued on April 1, 2012, and expires on March 31, 2017. The monthly average influent WWTP flows range from 0.41 mgd to 0.64 mgd. The 2009 to 2013 dry season average of 0.47 mgd includes dry season infiltration.

In Woodland, the water service area and the sewer service area are very similar in size. The majority of the sewer service connections are single-family residential customers. The total number of sewer connections for the City in 2013 was 1,933. Equivalent Residential Unit (ERU) Use of ERUs is a way to express the amount of water consumption or sewage produced by non-residential customers as an equivalent number of residential customers. The average daily single-family residential winter water use from 2010 to 2014 ranged from a low of 140 gpd/SFR to a high of 145 gpd/SFR. The wastewater ERU value is calculated based on winter water use (in order to exclude water used for irrigation). Based on the average of historical water use records for the years 2010 to 2014, average winter residential water use is 142 gallons per household. However, based on analysis of the data, it is estimated that only 95 percent of the winter water use makes it into the wastewater system. **Thus, the average wastewater ERU value is 135 gpd/ERU.**

Expressed as a percentage of total sewer processed the following land use activity occurs: Single-Family Residential = 39%; Multi-Family Residential = 14%; Commercial = 22%; Industrial = 16%; Churches/Schools/City = 2%; and Motels/RV/Mobile Home Parks = 6%

8.2 Sanitary Sewer Projected Needs

Projected Service Area Population, ERUS and Flows

The Woodland estimated 2013 population is 5,625. Currently the city services 3.474 ERUs. The projected 20-year ERUs are 6,188. The average design flow of the treatment plant is 0.71 mgd with two basins operating or 1.42 with three, and the peak design flow is 1.62 mgd with two basins and 3.24 with three, which correspond to the annual average flow and the peak day flow, respectively. The projected average annual flow and the projected peak day flow are well within the existing treatment plant capacity for the 20-year planning horizon as long as three basins are used when necessary.

The 2014 General Sewer Plan concludes the City of Woodland WWTP is presently operating successfully at loadings well below the permitted and design loading limits. There is no compelling basis to recommend immediate improvements to the WWTP to improve energy efficiency.

8.3 Water Existing COnditions

The City of Woodland owns and operates a water system consisting of one Ranney well that is directly connected to the Lewis River, a water treatment plant with pump station, two reservoirs, and a distribution system. The water system serves the entire corporate limits and UGA. Service can be provided to any location within the UGA, provided it agrees to annexation prior to service being installed. The City of Woodland currently has municipal water rights issued by Department of Ecology (Ecology) for a maximum instantaneous withdrawal of 2,800 gallons per minute (gpm) from its well at the Lewis River.

Water Service Area

The City of Woodland's current water service area includes approximately 2,625 acres within its corporate limits and 2,967 acres within its Urban Growth Area (UGA). The City's water service boundary coincides with the UGA. There are no adjacent water systems to the Woodland system. There are several small water systems within one mile of the UGA, in addition to numerous private wells around the service area.

Table XX-XX. Water System Connections by Customer Class for 2012

Single-Family Residential	1,379
Multi-Family Residential	520
Commercial	761
Total	2,660

Water Production and Distribution System

The City of Woodland system produces an average of 664,000 gallons per day (gpd), to serve an average water use of 618,294 gpd. Water is sourced from the Lewis River, treated at the water treatment plant, and distributed throughout the city via system of reservoirs and distribution pipe.

Source

The City of Woodland owns and operates a Ranney Well on the Lewis River. The Ranney includes intake laterals located east of the Ranney Well under the Lewis River. The City is currently using laterals 2, 3B, and 4B to produce water and they include only 143 lineal feet of screen (total) since the first 49-56 feet of each line is blank pipe. At design entrance velocities of 1-2 feet per minute, this means that the mechanical capacity of the well should be something between 550-1,100 gallons per minute (gpm). The testing following the maintenance work in 2007 indicated that yields up to 3.4 million gallons per day (mgd) or about 2,400 gpm, should be possible, indicating that additional well screen would be needed to match the mechanical capacity to the projected yields.

Treatment

In 1999 the City completed construction of a surface water treatment plant (WTP). The primary purpose of the water treatment plant is to remove the high levels of iron that exist in the source water pumped from the Ranney Well. The 1999 plant had a design capacity of 2 MGD with a 1 MGD (700 gpm) capacity from each treatment train. In 2007 the treatment plant was expanded to 3 MGD by adding a third treatment train.

Raw water is pumped to the WTP from the Ranney Well located along the Lewis River. The raw water is pretreated by pH adjustment and chlorine addition to oxidize iron present in the raw water supply. The filtration system consists of three Microfloc filtration units with upflow clarifiers. Prior to entering the filtration units the City's chemical feed system can provide sodium hypochlorite to oxidize iron, polymer for primary coagulation, aluminum sulfate for secondary coagulation and a Non-Ionic polymer as a filter aid. Filtration of the raw water occurs through the treatment units to remove both turbidity and oxidized iron. Post filtration chlorine is added for disinfection with adequate contact time to achieve the required Giardia and virus reductions through filtration and inactivation. The finished water is fluoridated and also receives pH adjustment with soda ash to provide distribution system corrosion control. Finished water flows into the 169,000 gallon clearwell designed to maintain a minimum of 155,000 gallons for chlorine contact. Baffling of the clearwell was provided to increase contact time.

Storage

The City of Woodland has three existing reservoirs with a total capacity of 1,600,000 gallons. Reservoir No.1 was constructed in 1912 and is not used. Reservoir No. 2 was constructed in 1962 has an overflow elevation of 179 and has a capacity of 500,000 gallons. Reservoir No. 2 is a concrete reservoir with a newer roof that was constructed in 2005.

Reservoir No. 3 was constructed in 1990 also has an overflow elevation of 179 and has a capacity of 1,100,000 gallons. Reservoir No. 3 is a glass-lined bolted steel reservoir with an aluminum geodesic roof that was constructed in 1990. Reservoir No. 3 is still in good condition and does not require improvements.

Distribution

The City of Woodland has a total of 184,666 linear feet of water system pressure pipe. Pipe materials include PVC pipe, AC pipe, cast iron, steel and ductile iron, with PVC the most common pipe materials comprising 80.2% of the distribution system. Pipes range in diameter from 2 inches to 16 inches. See Figure XX-XX for a map of the distribution system.

Figure xx-xx

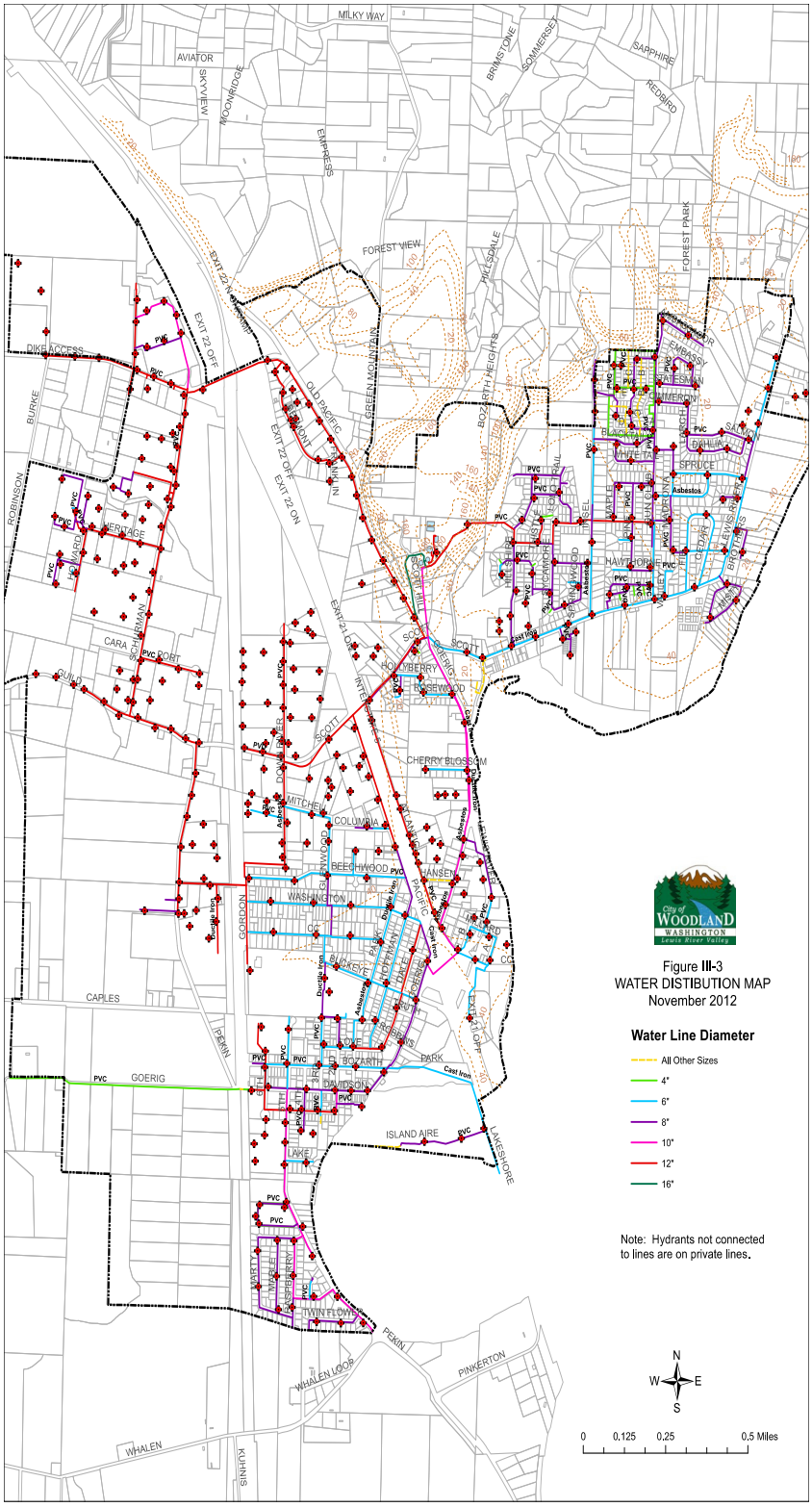


Figure III-3
WATER DISTIBUTION MAP
November 2012
Water Line Diameter
All Other Sizes
4"
6"
8"
10"
12"
16"
Note: Hydrants not connected to lines are on private lines.
0 0.125 0.25 0.5 Miles
N
W
E
S
City of WOODLAND
WASHINGTON
Lewis River Valley
MILKY WAY
AVIATOR
SKYVIEW
MOONRIDGE
EMPRESS
BRIMSTONE
SOMMERSET
SAPPHIRE
REDBIRD
FOREST VIEW
FOREST PARK
HILLSDALE
GREEN MOUNTAIN
BOSARTH HEIGHTS
EXIT 22 OFF
EXIT 22 ON
DIKE ACCESS
BURKE
ROBINSON
HERITAGE
CARA
GUILD
OLD PACIFIC
SCOTT
CHERRY BLOSSOM
COLUMBIA
BEECHWOOD
WASHINGTON
GORDON
CAPLES
PENN
GOERIG
BOSARTH
DAVIDSON
ISLAND AIRE
LAKESHORE
TWIN FLOWER
PEKIN
PINKERTON
WHALEN LOOP
WHALEN
KUHNS
SPRUCE
HAWTHORNE
PACIFIC
PARK
Asbestos
Cast Iron
Ductile Iron
PVC

8.4 Projected Water Service Area, ERUs and Demand

The estimated 2012 population used to develop the Water System Plan (WSP) was 5,590 people, and the City serviced 3,757 ERUs in 2012 including 278 unaccounted for ERUs. An average of 185 gallons per ERU will be used to project future demand.

The 2012 WSP estimated a future service area population of 6,725 in 2018 and 10,847 in 2032 based on an annual growth rate of 3.5 percent. Future ERUs to serve the projected population are summarized in Table XX-XX. Future waster system improvements will need to meet a projected average daily demand of 0.84 mgd and maximum daily demand of 1.12 mgd by 2018.

Table XX-XX. Future Water System Needs by Customer Class

	2012	2018	2032
Total ERUs	3,757	4,520	7,264
Single-Family Residential	1,292	1,591	2,556
Multi-Family Residential	482	544	874
Commercial	1,705	2,051	3,296
Unaccounted for	278	334	538
Average Daily Demand (mgd)	0.70	0.84	1.34
Maximum Daily Demand (mgd)	0.93	1.12	1.80

8.5 Law, Fire, Library & School

(TBD)

8.6 Goals and Policies

Public Facilities and Services

Goal

CF 1 Ensure that public facilities and services are provided, operated and maintained effectively and efficiently and that new or extended public facilities and services in Woodland and the urban growth area are made available in a logical, timely and equitable manner.

Policies

CF 1.1 Encourage development of areas currently served, prior to opening new areas for development.

CF 1.2 Design and construct public facilities and services to handle the anticipated growth of the service area, and to minimize future maintenance and repair costs.

CF 1.3 The developer or local improvement district shall provide public sanitary sewer, water and related facilities services necessary to adequately serve a proposed development, unless otherwise provide by the city.

CF 1.4 Consider impacts on future city development and land use patterns regarding the timing and location of new facilities and the improvement of existing facilities.

Goal

CF 2 The City will locate public facilities and services to provide maximum benefit and minimum harm to property owners and citizens.

Policies

CF 2.1 Allow the location and construction of public facilities (e.g., public works shop, pump house, parks, etc.) in any zoning district.

CF 2.2 Public facilities and utilities shall be located to: (a) maximize the efficiency of services provided; (b) minimize their costs; and (c) minimize their impacts upon the natural environment, particularly to critical areas.

CF 2.3 Essential Facilities. Consistent with state law, the City will adopt and implement a process and criteria for identifying and siting essential public facilities (EPFs). EPFs may include: State education facilities, State or regional; State and local correctional facilities; Solid waste handling facilities; In-patient facilities, including substance abuse facilities; and mental health facilities.

Law, Fire and Emergencies

Goal

CF 3 Provide for police, fire and emergency service protection that creates a safe environment to residents and visitors alike.

Policies

CF 3.1 Encourage operational long-range planning by the city Police and Fire Departments to ensure continued adequate manpower, equipment and facilities.

CF 3.2 Encourage continued volunteer and paid staff emergency training programs to maintain high status of efficiency.

Educational Facilities

Goal

CF 4 Coordinate with the Woodland School District on capital facilities planning efforts and facilities plans.

Policies

CF 4.1 Coordinate school site selection with the city's comprehensive plan.

CF 4.2 Schools should not be located in areas with incompatible land use and should generally not be located near existing or potential intensive commercial or industrial areas.

CF 4.3 School sites should be located to provide the best possible access to the student population served, on or convenient to a collector or higher functional class.

CF 4.4 Develop school sites in conjunction with parks and recreational areas whenever possible to allow joint acquisition of both school and recreation facilities. The school district should coordinate with the city Park Board.

Coordination

Goal

CF 5 The city will coordinate planning and provision of capital facilities and services with other agencies.

Policies

CF 5.1 Work with federal, state, county, and other agencies toward maintenance of adequate dikes and flood prevention measures along the Lewis River.

CF 5.2 Actively participate in the regional community and in furtherance of intergovernmental coordination, planning, and sharing of public facilities.

CF 5.3 Coordinate with other agencies regarding the planning, siting and improvement of road, educational, and other public facilities which might affect Woodland but are outside of the City's **jurisdiction.**

CF 5.4 Maintain and when possible, enhance the levels of police and fire protection, ambulance and emergency response, public library, and solid waste collection services available to city residents.

CF 5.5 Continue active participation with county-wide and/or regional solid waste and hazardous waste management programs.

CF 5.6 Continue active involvement with the Cowlitz County Health Department.

Funding

Goal

CF 6 The City shall fund capital facilities adequately to fulfill the expectations of the Comprehensive Plan.

Policies

CF 6.1 Conduct long-range capital improvements programming and financing to ensure that facilities and services are available to meet future needs and that existing facilities and services are maintained and improved.

CF 6.2 Apply for state and federal grants and other funds to assist development and improvement of sewer, water, and other public facilities and services.

CF 6.3 Re-assess the Land Use Element if probable funding for capital facilities falls short or take other measures to ensure that the Land Use Element, the Capital Facilities Element and the financing plan in the Capital Facilities Element are coordinated and consistent.

Concurrency

Goal

CF 7 The city shall ensure that facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established standards.

Policies

CF 7.1 Concurrency means that public facilities and infrastructure are either in place or committed before new development can be approved. Committed projects are those which are funded and will be completed within a six year time period.

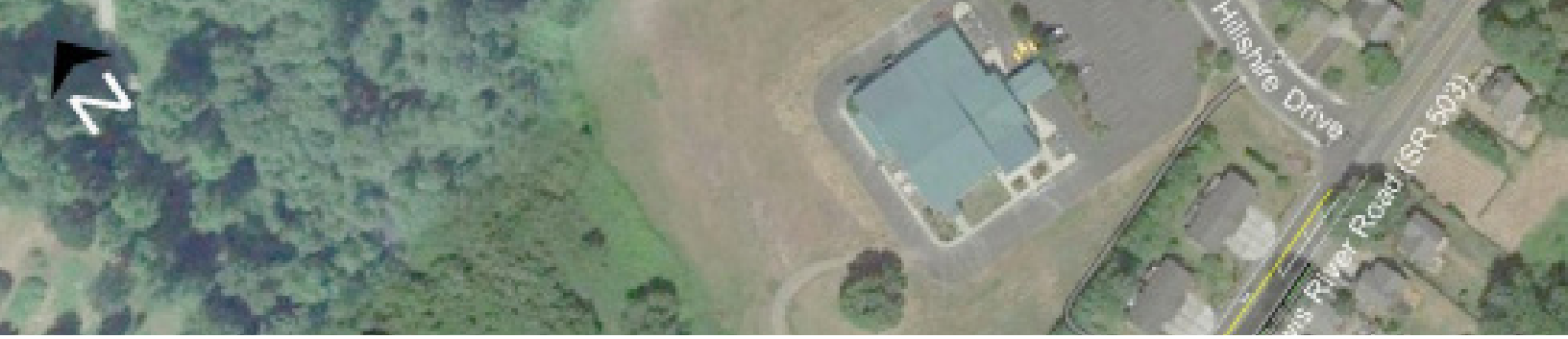
CF 7.2 Development projects must meet minimum LOS thresholds for transportation facilities or the city shall deny the proposal or condition its approval on reasonable measures.

CF 7.3 A development can satisfy concurrency requirements in any of three ways: (a) by a finding that LOS will exceed minimum LOS thresholds after the project is completed (i.e. full build out); (b) by negotiating a binding plan between the applicant and the service provider that assures adequate public/private funding of necessary facilities to satisfy minimum LOS thresholds within a six year time period; or (c) by constructing a development in phases, with the first phase to be completed within current minimum LOS thresholds and subsequent phase(s) to be approved after negotiating a binding plan for funding of additional capital facilities needed to maintain minimum LOS threshold standards.

CF 7.4 The City of Woodland, Clark County, and Cowlitz County may establish procedures for expedited negotiation, review and approval of development projects which exceed LOS thresholds, as well as for projects requiring binding plans for funding

of additional improvements that will be needed to maintain LOS thresholds over a time period not exceeding ten years.

CF 7.5 The service provider (e.g. City of Woodland) shall complete the facilities within the time frame stipulated by the binding plan. Failure to complete construction of identified facilities subject to concurrency within the schedule stipulated could result in reimbursement of developer impact fees) and other contributions allowed by the Growth Management Act.



CHAPTER 9

PARK & RECREATION (PR)

A park and recreation plan is an important part of a Comprehensive Plan. As Woodland grows in population, demands on parks and recreational facilities increase. Recreation opportunities are one important measurement of community livability in that they also help to build strong neighborhoods and promote a high quality of life. The Woodland Comprehensive Plan update provides an opportunity to review community needs and identify the city's park and recreation needs for the next 20 years.

In September the City Council adopted "The City of Woodland Parks and Recreation Plan." City staff developed the plan with the help of the Woodland Park Board and Woodland Planning Commission. Public outreach and planning efforts included a mailer and an open house. The park and recreation plan is designed to meet or exceed all Washington State requirements as listed in the Interagency Committee for Outdoor Recreation (IAC) Planning Policy Guidelines. The plan was designed to meet the city's obligations under GMA for park and recreation planning and capital facilities planning.

9.1 Parks and Recreation Existing Conditions

The principal facilities highlighted are under the jurisdiction of the City of Woodland. However, other providers including the Woodland School District, Cowlitz County, and the Port of Woodland provide significant recreational opportunities to residents of Woodland.

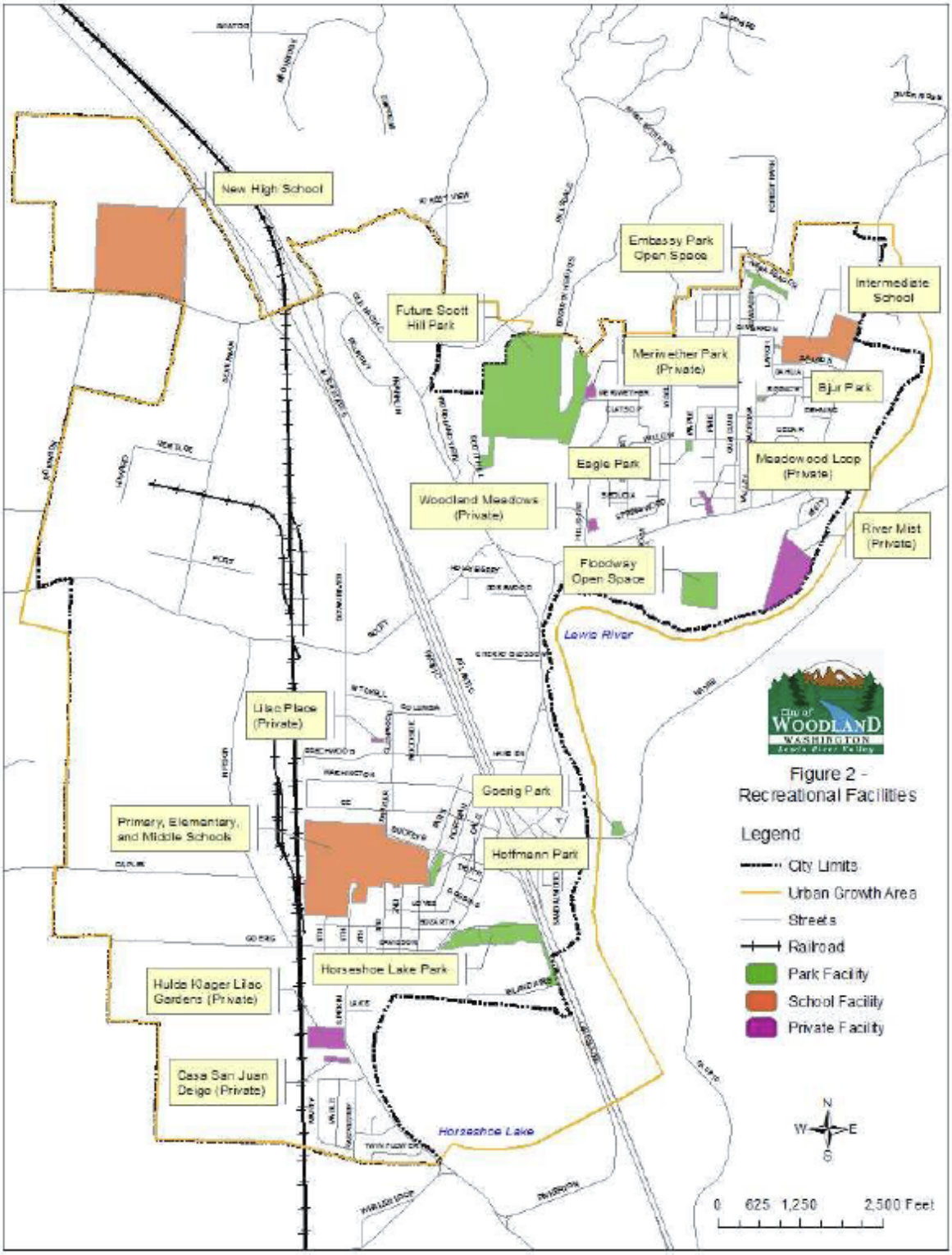
CITY-OWNED FACILITIES

Name:	**Horseshoe Lake Park**
Location:	200 Park Road: North bank of Horseshoe Lake, east of downtown Woodland
Size:	6.5 acres
Classification:	Community Park
Features Description:	This 6.5 acre park is located on the north bank of Horseshoe Lake, just east of the city's business district. It is the largest developed city park in Woodland and is used frequently for community events, including Planter's Days. Facilities include covered picnic areas, gazebo, an open lawn for field games, a playground, skate park, paved walking trail, a beach, restrooms, a parking lot and a boat launch. Adjacent to the park is Hoffmann Memorial Plaza. The lake is open for swimming (no lifeguard on duty), fishing, and boating. The lake is a "no wake" lake. The large covered picnic area can be rented by the general public. Since the last park plan, the skate park and walking trail around the park have been completed. The skate park was constructed in 2007 and the walking trail in 2014. Horseshoe Lake is an important resource for the residents of Woodland and to visitors traveling on Interstate 5. The lake is heavily utilized for recreation, including fishing, boating, and swimming. Surface area is 86 acres, its average depth is around 12 feet and its maximum depth is around 24 feet. Horseshoe Lake was created in 1940 when a meander in the North Fork of the Lewis River was isolated from the river during construction of Highway 99 (now Interstate 5). The watershed of the lake (approximately 339 acres) includes agriculture, residential, and business uses.
Misc. Notes:	The Horseshoe Lake trail system was partially completed in 1991. The 2.5 mile semi-developed trail loops around the Horseshoe Lake area. Approximately 1.4 miles of the trail network is within the city, while the remaining segments are outside of Woodland's City Limits. The developed portion of the trail, which includes a paved path with road striping and one trailhead sign, begins at the intersection of Park Road and Lake Shore Drive, goes south along Lake Shore Drive, west along Pinkerton Drive, and north along South Pekin Road to the Woodland city limit line. The undeveloped portion continues north on 5th Street, east on Davidson Avenue (downtown area), north along Goerig Street, and east on Park Street, terminating at Lake Shore Drive.

Photos:	

Name:	**Hoffmann Park**
Location:	782 Park Street; adjacent to Library & Community Center
Size:	.50 acres
Classification:	Neighborhood Park
Features Description:	Hoffmann Park contains the Woodland Community Center, playground equipment, swing set, landscaping, and open/grassy play areas. The Community Center is located at 782 Park Street and is available for rent. The building includes a full kitchen, has wheelchair-accessible restrooms, and a maximum occupancy of 98 people.
Misc. Notes:	Hoffmann Park is located next the Woodland Community Library and across the street from the Woodland School District main complex. Although small by traditional "neighborhood park" standards, Hoffmann Park does serve as a neighborhood park because of its relative location and diverse offerings.
Photos:	

Figure 2. City of Woodland Recreational Facilities



WOODLAND SCHOOL DISTRICT FACILITIES

The Woodland School District complex is located in the central part of the city, between Park Street and the railroad tracks, covering approximately 20 acres. The facilities include three gymnasiums, three tennis courts, two baseball fields, two softball fields, one stadium (football/soccer/track and field), one track (which the school district lights in the evening for track users part of the year), a concession stand and a playground. Although the city does not manage the school grounds, city residents may use the gyms and outdoor facilities for recreation when not in use by the school.

Woodland Intermediate School is located on the northeastern edge of the city and it features large grassy fields, baseball diamonds, a walking path and playground equipment. The approximately four-acre open portion of the site meets some of the recreational needs for area residents and is within walking distance of several neighborhoods.

A new high school opened the fall of 2015. The new school is located at 1500 Dike Access Road in the northwest corner of the City. It will include two gyms, a stadium (football/soccer/track and field), 2 baseball fields, 2 softball fields, and other open space.

MISCELLANEOUS LOCAL & REGIONAL FACILITIES

Goerig Park

This 1.5 acre parcel is located outside city limits, on the east bank of the Lewis River, just north of the bridge to Clark County and is owned by the City of Woodland. The site has one undeveloped boat launch site and is primarily used for pedestrian access to the Lewis River bank. The city closed off the area to automobiles in 2013 but the park is still open to pedestrian traffic.

Paradise Point State Park and Boat Launch

Paradise Point State Park is located three miles south of Woodland off Exit 16 (I-5) outside of La Center. The regional park is located on the south side of the Lewis River and includes RV camp sites, picnic tables, hiking trails, a boat launch, parking and restrooms. The park also provides access to the East Fork Lewis River for swimming, fishing and boating.

Lewis River Golf Course

East of Woodland (5.5 miles), along the Lewis River Road, is the privately owned and operated 18-hole Lewis River Golf Course and club house. Open all year, it attracts golfers from the local area and from the Portland-Vancouver and Longview-Kelso areas.

Lewis River Little League Fields

This facility is located on Green Mountain Road and is owned and operated by Lewis River Little League and includes approximately two acres of developed land west of Green Mountain Road and 11 acres of land to the east. Facilities include one softball, one T-ball, one minor and one major ball field.

Hulda Klager Lilac Gardens

The Hulda Klager Lilac Gardens are located at the southern end of the city along South Pekin Road. The property contains a two story frame house constructed in 1903 by the father of Hulda Klager, "The Lilac Lady". A small barn and several outbuildings are located on the northwest corner of the property. The remainder of the property is comprised of the as well as over 100 other species of trees, shrubs and plants. The home and gardens are open to the public for several weeks in the spring and on other occasions. The Hulda Klager Lilac Gardens property is listed on the National Register of Historic Places and on the Washington State Heritage Register.

Cowlitz County

The Finn Hall Wayside (Memorial Park) is located a few miles east of Woodland on SR-503 and is managed as a cultural and historic area. The wayside is four acres in size and includes picnic and open space areas.

9.2 Parks and Recreation Projected Needs

The 2015 Woodland Parks and Recreation Plan projected that, based on adopted Level of Service standards; the City will need the following parks and recreation facilities over the 20-year planning horizon:

- Additional parks on the east side of I-5. Multiple parks could be supported by the existing population and the spatial distribution of residents.
- Additional land and types of recreational offerings at Horseshoe Park. Construction of Scott Hill Park & Sports Complex would provide a new community park that could help to serve the neighborhood park needs of eastside residents and provide citizens with a broader array of activities.
- Additional mini-parks to meet the needs of residents, particularly in underserved neighborhoods. The two areas most in need are the south end of town (Raspberry Park) and the neighborhood east of I-5 around E. Scott Ave. and N. Goerig.
- Additional trails - the Lewis River Floodway provides an ideal location for trail improvements along with the area surrounding Horseshoe Lake.
- Improved and additional access (e.g., boat launch) to the Lewis River.

- Numerous smaller-scale park improvements including those related to access, parking, landscaping, and facility offerings.
- The City can assist and coordinate with groups including the Woodland Rotary, Woodland School District, Lewis River Little League, and the Woodland Community Swimming Pool Committee to meet community needs for other types of facilities.

9.3 Project Capital Improvement Costs

Six-Year Capital Improvement Program

Scott Hill Park & Sports Complex

Scott Hill Park & Sports Complex is designed to be a 46 acre sports complex that includes walking trails and play areas. It will be located on property already owned by the City. The estimated cost to develop this park is $10,000,000. The Woodland Rotary organization has signed an MOU with the City to complete funding and development of the park with the City's assistance.

Southwest Woodland Mini-Park

A mini-park is needed in southwest Woodland for that residential area. Land needs to be secured for this park. There are a few undeveloped lots left in this area. Woodland should look at possibly purchasing property in 2016 for this park.

East-Central Mini-Park

A mini-park is needed in east-central Woodland for that residential area. The north end of the City Property at 300 E. Scott Avenue could be used as the park property.

Horseshoe Lake Park Improvements

Since the 2007 plan Horseshoe Lake Park Improvements included the skate park on the east end and the paved trail around the park that connects with the Mascot Plaza. Additional improvements could include parking improvements, an amphitheater for gatherings west of the playground area, boat docks into the lake, or other desired improvements.

Lewis River Recreational Development (Trails, Floodway Open Space, boat launch)

The 2015 survey completed indicated a high demand for access to the Lewis River. This capital project could include a number of items from completing a boat launch, to gaining legal access to the floodway open space the City owns, to completing walking trails along the river.

Development of Recreational Trails

This project would include development of recreational trails not associated with the Lewis River. This could be around Horseshoe Lake, along the bottom of Scott Hill, or other potential areas.

Woodland Parks and Recreation Six-Year Capital Improvement Program

Project	Possible Funding Source(s)	Facility Type	2015	2016	2017	2018	2019	2020
1) Scott Hill Park & Sports Complex (eastside community/ neighborhood park)	Rotary, CY, IAC	CP				$5,000,000	$5,000,000	
2) SW Woodland mini-park	IAC, CY, P, CV	MP		$100,000	$150,000			
3) East Central Woodland mini-park	IAC, CY, P, CV	MP				$150,000		
4) Horseshoe Lake Park Improvements (e.g., parking, amphitheater, facilities, etc.)	CY, IAC, P	CP						$400,000
5) Lewis River Recreational Project (Trail, Floodway Park, and boat launch)	CY, IAC, CV, TAP, WDFW	T, SU					$300,000	$500,000
6) Development of recreational trails	CY, IAC, CV, TAP	T						$200,000

Funding Source: CY – City, CV – Civic Organization, P – Private Individual/Organization, CC – Cowlitz County, IAC – IAC Outdoor Rec. Grants, WDFW – State Fish and Wildlife, TAP – Transportation Alternatives Program

Facility Type: CP – Community Park, T – Trail , NP – Neighborhood Park , MP – Mini-Park, SU – Special Use, SC – Sports Complex

9.4 Goals and Policies

Goal

PR 1 Create and preserve park and recreation opportunities for all residents within the City of Woodland and surrounding area.

Policies

PR 1.1 Provide a variety of parks and landscaped open space areas and recreation opportunities throughout Woodland.

PR 1.2 Continue to upgrade parks to keep pace with changes in recreational demand and citizen needs.

PR 1.3 Require all residential single-family subdivisions and multi-family development projects to (a) dedicate land for park areas, (b) provide for improvements to existing facilities or (c) provide monetary compensation (e.g., impact fees) to the city of Woodland for the acquisition and development of park lands or for the needed capital improvements to existing park and recreation areas.

PR 1.4 Continue to cooperate with other public, quasi-public, and private organizations, agencies and groups to jointly provide needed recreation facilities and programs.

Tourism

Goal

PR 2 Make recreation a cornerstone of Woodland's economic and tourism development.

Policies

PR 2.1 Work with the Woodland Chamber of Commerce to support tourism programs through active facility management and park development.

Funding

Goal

PR 3 Provide continued funding for city park land acquisition and development programs.

Policies

PR 3.1 Maintain the park land acquisition budget in the proposed Capital Improvements Program and Budget.

PR 3.2 Explore possible grant programs geared toward water quality improvement projects.

PR 3.3 Encourage the parks department and the Woodland School District to work in concert when purchasing new lands and developing playground activity programs, whenever possible

Trails

Goal

4 Provide for year round use of walking, biking and jogging trails throughout Woodland.

Policies

PR 4.1 Link the existing downtown business district and Horseshoe Lake Park, with the objective of making the park an active part of the business community.

PR 4.2 Develop and implement an open space and trail plan along portions of Horseshoe Lake, the Lewis and Columbia rivers, and within major developed areas of the city by using city-owned property, land dedication, recreation easements and critical area buffers.

PR 4.3 Identify open space corridors that might be useful for recreation, wildlife habitat, trails, and connection of critical areas.

Waters

Goal

5 Provide additional public access to the banks of the Lewis River, Horseshoe Lake and other regional facilities.

Policies

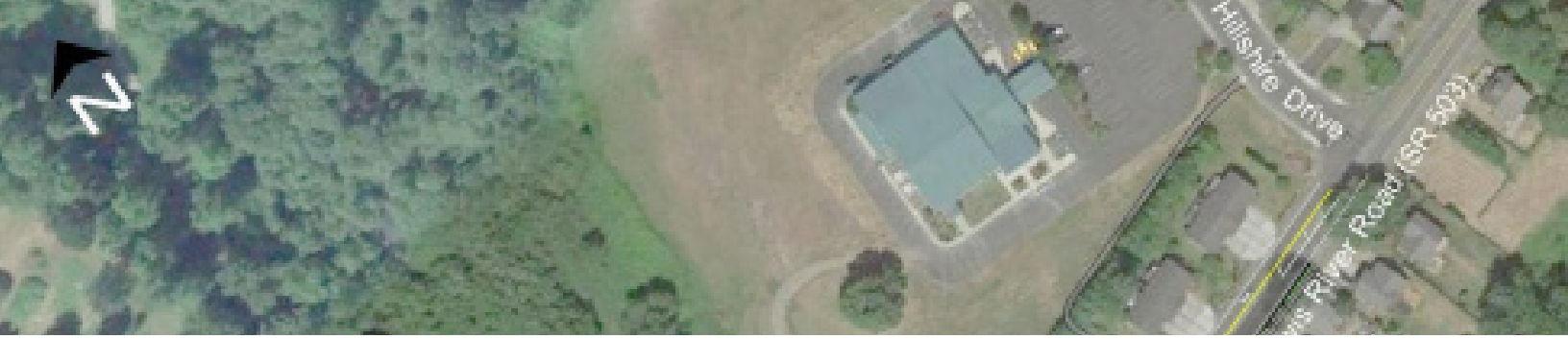
PR 5.1 Provide and encourage adequate boat launch and handicapped fishing access sites at Horseshoe Lake and on the Lewis River and other regional facilities.

PR 5.2 Continue to acquire and create more park lands around Horseshoe Lake.

PR 5.3 Encourage the Washington State Department of Fish and Wildlife and local sportsman clubs to identify, acquire and develop access and boat launch sites along the Lewis and Columbia rivers.

PR 5.4 Pursue development of city-owned land within the Lewis River floodway into a primarily passive recreation area in partnership with state agencies.

PR 5.5 Update the city's park and recreation plan and incorporate appropriate elements of the plan into the city's comprehensive plan.



CHAPTER 10
ENVIRONMENT (E)

Lewis and Clark passed through Lewis River drainage on November 5, 1805. Just upriver, near the present site of the Ridgefield Wildlife Refuge, William Clark wrote, *"I slept very little last night for the noise Kept dureing the whole of the night by the Swans, Geese, white and gray Brant Ducks, &c… They were emensely noumerous, and their noise horid."* As they passed by present day Woodland they commented on a large island and two smaller ones, most likely now part of the Lewis River floodplain.

The Environment Chapter provides information about local natural resources. It is the foundation for developing critical area protections and to help property owners and city decision makers make wise and sustainable decisions about where and under what circumstances development will occur. The natural environment of Woodland consists of many interrelated components:

- Geology (earth, soil, minerals),
- Biology (living plants, animals microorganisms),
- Water resources (groundwater, surface water, streams), and
- Air

http://columbiariverimages.com/Images07/lewis_river_floodplain_trees_barn_2007.jpg

Critical areas, identified in state statute (RCW 36.70A. .030.5), and protected under city regulations (WMC 15.08) include the following areas and ecosystems:

a) Wetlands;

b) areas with a critical recharging effect on aquifers used for potable water;

c) fish and wildlife habitat conservation areas[1];

d) frequently flooded areas; and

e) geologically hazardous areas.

10.1 Existing Conditions

Topography and Geology – Some land in the community, is not suitable for development because it is too steep or geologically unstable, such as in the northern end of the city. The Woodland area is located in the physiographic province known as the Puget Sound Willamette Valley Trough. The elevation ranges from about 20 feet near the Columbia River to over 1,200 feet in the hills east of town. The north fork of the Lewis River and its tributaries form the primary drainage system in the area and flow west to the Columbia River. Much of the city is located on the former floodplain of the Columbia River and is protected by an extensive diking system. The hills to the north and east are part of the Cowlitz and Hatchet Mountain Formations. They are comprised of marine and non-marine arkosic sandstone, shale, siltstone and coal beds with inner-bedded basalt flows. They also include pyroclastic rocks, andesite and breccia. The soils of the river plain are mostly silt and sand loams.

Surface Water – Rivers and other surface waters are important means because they provide habitat for wildlife and marine creatures, because of their scenic value, because they convey storm waters away from the land, and because of the transportation function they played historically and today.

The Lewis River is the primary surface water resource in Woodland. Draining from Mt. Adams and Mt. St. Helens through a series of dams, it runs along the east side of the city. It is the city's water source via the Ranney well system, it is used extensively for recreation, it enhances the community, aesthetically, and it provides drainage. Horseshoe Lake was once part of the river, but was sealed off in 1940 when Public Service Highway 1 (now Interstate 5) was constructed. Local streams running through the UGA include Robinson Creek, a tributary of the Lewis River, and Burris Creek, which drains into the Columbia River.

Ground Water – Ground water is replenished from precipitation and surface water filtering through the ground to aquifers. The ground water system is interconnected and pollution in the local area may influence the quality of water used elsewhere. The Critical Areas Ordinance specifies the types of land uses that are acceptable within the aquifer recharge

[1] "Fish and wildlife habitat conservation areas" does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.

area. All proposed developments in the zone will be required to comply with the Critical Areas Ordinance.

Frequently Flooded Areas - The Federal Emergency Management Agency has defined the extent of the 100-year flood boundary (i.e. areas subject to a one percent or greater chance of flooding in any given year) in order to establish actuarial flood insurance rates and assist communities in efforts to promote sound flood plain management. Development on flood plains retards their ability to absorb water, restricts the flow of water from land areas, and causes hazards downstream. The city has passed a Flood Damage Prevention Ordinance with the purpose of limiting damage to individuals, property, and natural systems. The Flood Insurance Rate Map is located at the city hall annex. Approximately 520 acres of land are below the base flood elevation. The city does not allow any residences in the floodway.

From the 1950's, to the mid 1990's flooding was not a major problem in Woodland. However, because of residential development in the East Woodland floodplains and hills surrounding them, the city became concerned that the recent and future development could cause problems. In February 1996, the Lewis River and Robinson Creek overflowed their banks and flooded most of the area east of East Scott Avenue. The City adopted the *City of Woodland Comprehensive Flood Hazard and Drainage Management Plan* in May 2000.

Wetlands - Wetlands are fragile ecosystems that assist in the reduction of erosion, flooding, and ground and surface water pollution. Wetlands also provide an important habitat for wildlife, plants, and fisheries. The city has wetlands inventory information from the National Wetlands Inventory [NWI] maps. The city also has maps showing hydric soils. The NWI and hydric soil maps guide the city in determining where wetlands might exist.

The city's wetlands program includes provisions for acquisition of certain high value wetlands, restoration of degraded wetlands, public education about wetlands values and management, use of innovative land use techniques to minimize impacts of development, and control density around key wetlands. Others include scenic and recreational, agricultural, and water supply recharge. In general, development within delineated wetlands is prohibited.

Air Quality - There is limited information available regarding air quality in the Woodland area. This indicates that no chronic problems exist or events have occurred to warrant investigation by the Southwest Clean Air Agency or the Department of Ecology. There has not been any development in or around the community that causes long-term adverse impacts to the air shed, and we can assume that local residents will continue to enjoy clean air for years to come.

Vegetation and Wildlife - Disturbance of ecological communities and division into isolated habitats are the major cause for the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most effective way of conserving

vegetation and wildlife. Many habitats that are conserved for environmental or scenic reasons cannot survive division into small isolated land parcels.

Fish and Wildlife Habitat Conservation Areas – At this time, the City of Woodland has not classified or designated any fish and wildlife habitat conservation areas. However, the city recognizes that the urban environment is shared with fish and wildlife. The city recognizes that its habitats exists within a regional habitat system and will coordinate the city's management program with other jurisdictions in the bioregion. The city protects fish and wildlife areas through application of the Critical Areas Ordinance.

Open Space

Open spaces perform important functions, such as, buffering different land uses, increasing property values at the edge of open space, and improving the quality of life in the community. Open space can include parks, trails, utility corridors, critical areas and their buffers. One mechanism the city uses to create open space is by application of the Critical areas Ordinance during the development review process. The interconnection of open spaces is lacking, especially in East Woodland. In West Woodland, with its extensive sidewalk system, persons can safely walk to Horseshoe Lake Park or the Woodland school complex.

10.2 Environmental Regulations

Many local decisions are affected by state and federal environmental regulations. They include: The federal Clean Water Act of 1972, the federal Water Pollution Control Act of 1972, the federal Endangered Species Act of 1973, the Washington State Environmental Policy Act (SEPA) the Washington state Shoreline Management Act (SMA) and the Washington State Growth Management Act (GMA). The city has adopted development regulations relating to SEPA (WMC 15.04) and the SMA (WMC 15.06). The city's Critical Areas Ordinance is based on Best Available Science as required by RCW 36.70A.172. (WMC 15.08)

10.3 Goals and Policies

Goal

E 1 The city will be an effective steward of the environment, protect critical areas, and conserve land, air, water, cultural, and energy resources.

Policies

E 1.1 Best available science. The City shall develop critical areas policies and regulations which use the best available science (BAS) to protect the functions and values of critical areas, and give "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

E 1.2 Critical Areas. The City will designate critical areas and the adoption of regulations for the protection of such areas. Critical areas that must be protected include the following areas and ecosystems:

1. Wetlands;
2. Areas of critical recharging effect on aquifers used for potable water;
3. Fish and wildlife habitat conservation areas;
4. Frequently flooded areas; and
5. Geologically hazardous areas.

E 1.3 Adopt development regulations which limit future development within critical areas and their buffers consistent with the functions and values of those resources.

E 1.4 Ensure development is compatible with other environmental factors, such as ground water**,** climate, scenic, historic and cultural resources, and wildlife.

E 1.5 Achieve no net loss of wetland values and functions through the development review process and develop programs to increase wetlands functions, values, and acreage in the long-term.

E 1.6 Develop creative mechanisms for protecting critical areas on-site.

E 1.7 Coordinate with other jurisdictions in the region on resource use, protection, and management issues that cross jurisdictional boundaries, such as, stormwater management, water supply, non-point water quality, and shoreline management.

E 1.8 Implement measures design to improve the water quality of Horseshoe Lake, enhance natural resources and/or encourage preservation in and around the lake area.

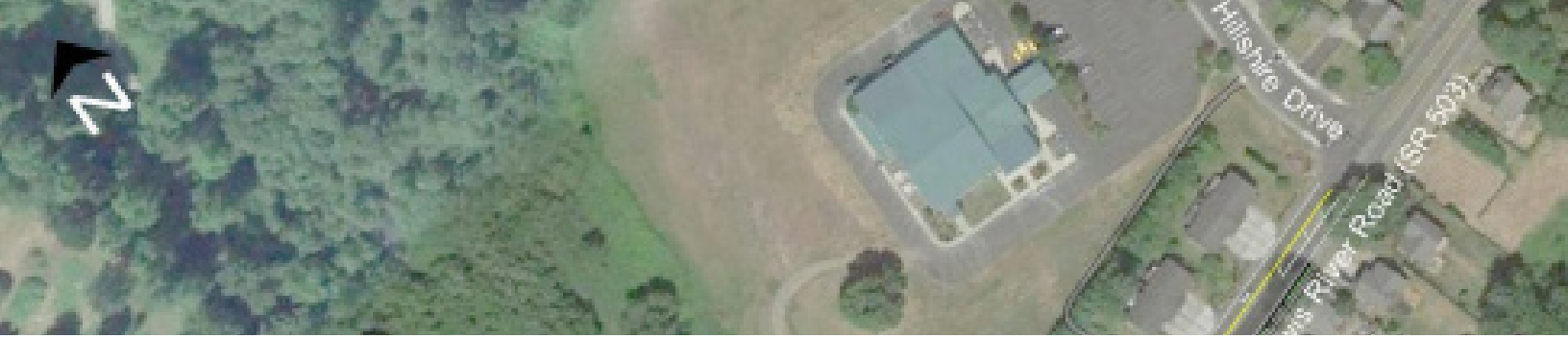
Shorelands

Goal

E 2 The goals and policies of the City's shoreline master program approved under RCW 90.58 are elements of the comprehensive plan. See RCW 36.70A.480 and WAC 365-196-580.

Policy

E 2.1 Adopt development regulations which limit future development within shorelines and associated critical areas and their buffers consistent with the functions and values of those resources.



CHAPTER 11
GROWTH MANAGEMENT (GM)

11.1 Consistency

Woodland is a local jurisdiction required to plan under RCW 36.70A.040. This Comprehensive Plan addresses all mandatory plan elements required under RCW 36.70A.140. At the outset of the Plan update process the City Council adopted a public participation process to ensure early and continuous opportunities for public participation as required by RCW 36.70A.140. City staff coordinated the development of the Comprehensive Plan with Clark County as required by RCW 36.70A.100. The Plan establishes Urban Growth Areas and ensures an adequate supply of land necessary to meet the anticipated residential growth of the city as required by RCW 36.70A.110 and .36.70A.115. The Plan ensures the designation of Critical Areas (RCW 36.70A.170) and employs Best Available Science methodologies to manage and protect critical areas (RCW 36.70A.172). The Plan includes a process for sting essential public facilities consistent with RCW 36.70A.200. The Plan fulfills Woodlands obligation to plan consistent with RCW 36.70A.040 and 36.70A.130.

11.2 Plan Amendments

Following adoption of the GMA comprehensive plan and related development regulations, the city shall continually monitor their effectiveness and document needed amendments. The comprehensive plan shall be amended no more frequently than one time per calendar year. The Planning Commission and the City Council shall consider all amendment proposals concurrently and shall consider the cumulative effects of all proposals simultaneously.

The comprehensive plan may be revised or amended outside the annual schedule if the City Council finds the amendment is necessary because of a pending emergency or because of a court order. The City may amend an element of its capital facilities plan annually or in conjunction with a budget amendment.

11.3 Urban Growth Areas

The Urban Growth Area Boundary establishes the geographic boundaries of the Woodland planning jurisdiction. Because the city straddles two counties, it has urban growth areas with Clark and Cowlitz counties. The Urban Growth Area boundary is represented on the Comprehensive Plan Map. The location of the boundary is based on factors, such as, environmental constraints, the concentrations of existing development, the existing infrastructure and services, past urban designations and the location of designated agricultural resource lands.

New development requiring urban services will be located in the Urban Growth Area. Central sewer and water, stormwater facilities, utilities, telecommunication lines, and local roads will be extended to development in these areas and be built to city standards. The city shall not provide urban level services outside of its growth boundary except as provided by state law. The city shall coordinate public services with both Clark and Cowlitz counties, as necessary.

11.4 Essential Public Facilities

Essential public facilities (e.g. airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and inpatient facilities including substance abuse facilities, mental health facilities, and group homes), as defined by the state Office of Financial Management, shall be allowed in Woodland. Neither the Comprehensive Plan nor the Woodland Municipal Code shall prohibit the siting of essential public services.

When essential public facilities are proposed, the city will appoint an advisory City-Wide Site Evaluation Committee composed of citizen members selected to represent a broad range of interest groups and expertise. The committee, at a minimum, shall include one member with technical expertise relating to the type of facility proposed and two members of the Planning Commission. The committee will develop specific siting criteria for the proposed project and identify, analyze, and rank potential project sites. The committee will establish a reasonable work schedule for completion of this task.

The City-Wide Site Evaluation Committee will at a minimum consider the following:

- Existing city standards for siting such facilities.
- Existing public facilities and their effect on the community.
- The relative potential for reshaping the economy, environment, and the community character.
- The location of resource lands or critical areas.
- Essential public facilities should not be located beyond the Urban Growth Area unless they are self-contained and do not require the extension of urban governmental services.

The city will use timely press releases, newspaper notices, public information meetings, and public hearings to notify citizens in all relevant jurisdictions. The city will notify adjacent jurisdictions of the proposed project and will solicit review and comment on the recommendations of the City-Wide Site Evaluation Committee.

11.5 Goals and Policies

Goal

GM 1 Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the city.

Policies

GM 1.1 Require development and land use proposals within the Woodland Urban Growth Area to be consistent with the Woodland Comprehensive Plan and applicable elements of the Clark or Cowlitz county comprehensive plans.

GM 1.2 Require proposed development within the Urban Growth Area to either annex to the city of Woodland or the county or require applicants to enter into a binding agreement with the city for future annexation.

GM 1.3 The city should be the only purveyor of sewer and water services within the Urban Growth Boundary.

GM 1.4 Development within the Urban Growth Area must connect to the city sewer and water systems unless connection is not possible. When connection is not possible the county should require that applicants enter into a binding agreement with the city for future connection and annexation.

GM 1.5 Do not extend City sewer and water services beyond the Woodland Urban Growth Boundary unless it is necessary to meet a public health or safety issue.

GM 1.6 Design sewage collection and water distribution systems within the Urban Growth Area to serve the anticipated future growth of that.

GM 1.7 The developer is responsible to extend sewer and water lines in the Urban Growth Area not the city.

GM 1.8 Apply City standards, or county standards if more restrictive, to all street/road development within the UGA.

GM 1.9 Apply City standards, or county standards if more restrictive, to drainage facility development within the Urban Growth Area.

GM 1.10 Apply city standards to all sewer or water system development.

GM 1.11 Allow annexations to the city which meet the city's development objectives and form logical extensions of city boundaries.

Goal

GM 2 Ensure coordinated planning and decision-making among general and special purpose governments with respect to urban services, development, and other appropriate programs and activities in the Woodland area.

Policies

GM 2.1 Coordinate urban service planning, such as for sewer, water, roads, and parks, in and immediately adjacent to the Urban Growth Area among all affected jurisdictions.

GM 2.2 Coordinate long-range comprehensive planning and decision-making on current land use proposals within and immediately adjacent to the Urban Growth Area among all affected jurisdictions, including Clark and Cowlitz counties

GM 2.3 Cooperate with applicable federal, state, and local environmental agencies in the review and approval of development proposals within the adopted Urban Growth Area.

The Citizens' Institute on Rural Design™ (CIRD) provides communities access to the resources they need to convert their own good ideas into reality. CIRD works with communities with populations of 50,000 or less, and offers annual competitive funding to as many as four small towns or rural communities to host a two-and-a-half day community design workshop. With support from a wide range of design, planning and creative placemaking professionals, the workshops bring together local leaders from non-profits, community organizations, and government to develop actionable solutions to the community's pressing design challenges. The community receives additional support through webinars, conference calls, and web-based resources. 6 workshops will be awarded this year. Washington has never held a workshop. CIRD is a collaboration between the NEA, USDA and the Orton Family Foundation.

Design and Planning can focus around:

- Cultural and Recreational Trail development
- Development of Age Friendly Communities
- Development of Youth Friendly Communities – attracting young adults back to the community
- Transportation and Transit Planning for specific populations
- Main Street Revitalization

Key Programs Facts:

- CIRD only serves rural towns and counties. Town applicants cannot be larger than 50,000 in population. County applicants cannot have one town within the city can have more than 50,000 people. That means that County wide applications could not come from King, Spokane, Pierce, Clark, Yakima, Whatcom, Benton, Franklin, Snohomish, or Thurston County. Applications could still come from a town under 50,00 in one of those counties.
    - In the last 5 years, CIRD has held workshops in cities with a population average of 5,600 people, but have funded workshops as small as 879 people and as large as 26,000 people.
- Workshops include between 35 to 100 community participants and partners – including at least one elected official from that area (Mayor, Council Member, County Exec)
- Workshops must have either and Art or Design element
- CIRD awards a $10,000 stipend to towns and requires a 1:1 match that can be in kind donations or space and food, etc. $7,500 is used for the actual workshop and $2,500 is reserved for follow up activities through May 2017.
- Workshops are for communities that have the need, capacity, and desire for design planning but do not have the financial or technical ability to

Applications are due January 12th Please let me know if there are communities in your areas that we can initiate a conversation with for this opportunity. Thanks!

Workshops hosted recently:

- Coos Bay Oregon: Downtown Revitalization of Seven Towns in Coos County, OR. http://rural-design.org/workshop/coos-bay-oregon
- City of Seguin, TX Waterfront Trail to Promote Health of Low Income Population http://rural-design.org/workshop/seguin-texas
- Recreational Trail Development in Houston, Mississippi http://rural-design.org/workshop/houston-ms

- Lancaster County, NE Design Techniques for a Sense of Place in 12 towns surrounding the state capitol http://rural-design.org/workshop/lancaster-county-ne

Building & Planning Project Update (highlights)

(As of December 10, 2015 – supplement to DRC notes)

- Comprehensive Plan Update:
  - City Council will hold a public hearing on the proposed Comprehensive Plan update on December 21, 2015.
  - Staff has sent the draft document to the Department of Commerce to start the 60-day review period.
  - An open house is tentatively scheduled for January.
  - The anticipated City adoption date is February 15, 2015.

- Shoreline Master Program Update:
  - The 30 day public comment period ended on October 1, 2015. Comments received during this process were from the Consolidated Diking Improvement District. The Department of Ecology will also be responding to said comments and integrating these with the City's response. DOE continues to review the City's draft and the City is preparing response to CDID's comments.

- One single-family residence permit was issued in November located at 325 Thistle Court.

- Meriwether Subdivision Phase 2 Extension Request was approved by the City Council on December 7, 2015.

- The minor variance request for 1822 Pompey Court was approved by DRC on December 3, 2015.

- The Notice of Decision for the Columbia Pre Cast new industrial development was issued on December 9, 2015.

- Columbia River Carbonates submitted a Site Plan Review for a proposed rail spur extension on their property on N. Pekin.

- Pacificorp submitted updated materials in response to the Notice of Incomplete Application for their proposed fish release ponds on the Lewis River. These materials are currently under review for completeness.

- The Building & Planning Department gave a presentation at the December 1 Chamber of Commerce meeting. Staff provided a quick overview as to department services and proposed improvements in service. Staff also answered audience questions.