

## Building & Planning Department

P.O. Box 9, 230 Davidson Avenue  
Woodland, WA 98674  
www.ci.woodland.wa.us

Building: (360) 225-7299 / Planning: (360) 225-1048 / Fax: (360) 225-7336

# NOTICE OF DECISION

## SITE PLAN REVIEW / CRITICAL AREAS PERMIT

### SEPA FINAL DETERMINATION OF NON-SIGNIFICANCE

**ISSUE DATE: January 7, 2016**

**Lead Agency: City of Woodland, WA**

**Project Title: Columbia River Carbonates rail spur extension**

**Land Use Application No.: 215-934.SPR.CAP.SEPA**

Applicant/Property Owner:	Joerg Bleeck Columbia River Carbonates 300 N Pekin Woodland, WA 98674	Larry Shatuck Columbia River Carbonates 300 N Pekin Woodland, WA 98674
Site Location:	245 & 242 N Pekin Road Woodland, WA 98674 Parcel Nos.: 50755, 507350105, and 507350112	
Parcel Size:	10.18 acres (all parcels combined)	
Zoning Designation:	Heavy Industrial (I-2)	
Date Application Received:	November 23, 2015	
Date Notice of Complete Application Issued:	December 11, 2015	
Notice of Application & Likely DNS issued:	December 11, 2015	
Comment Period & SEPA Appeal Period Ended:	December 30, 2015	
<b>DRC Decision</b>	<b>Approve with Conditions</b>	

#### I. DESCRIPTION OF PROPOSAL:

Columbia River Carbonates proposes to install a new switch on the existing CRC spur track just north of the existing main line and new spur track to run from this switch due west along the southern side of the existing CRC plant site, across North Pekin Road on a railroad crossing, fully equipped with automatic signal lights and barrier gates.

The site is zoned Heavy Industrial (I-2) and the proposed uses are permitted.

#### II. DECISION:

Per WMC 19.08.030, the above application for preliminary Site Plan Review and Critical Areas Permit have been **approved with conditions** by the City Development Review Committee

(DRC) based on the criteria and standards outlined in Woodland Municipal Code (WMC). See Section IV for conditions of approval.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

**Responsible official:**

Amanda Smeller  
City of Woodland  
Building and Planning Department  
230 Davidson Ave., PO Box 9  
Woodland, WA 98674

Email: [smellera@ci.woodland.wa.us](mailto:smellera@ci.woodland.wa.us)  
Fax: 360-225-7336

**III. Findings of Fact - Development Standards Compliance**

**Title 12 – Streets and Sidewalks**

**Finding:** In the area of the rail spur crossing, N. Pekin has 60' of ROW, about 34' of paved width, and no sidewalks. Travel lane widths are 12' for each lane with 5' of shoulder.

**Conclusion:** The proposal complies with standards given certain conditions. A Right-of-Way permit through the City of Woodland Public Works Department is required for this crossing. The concrete slabs of the crossing should extend a minimum of 5' beyond the existing paved edge so that sidewalks could be tied in with the crossing in the future.

Per Woodland Municipal Code 3.42, the City of Woodland assesses Traffic Impact Fees on new development to help pay for future transportation improvements within the City. The City Traffic Impact Fee is \$838 per PM peak hour trip. PM Peak Hour Trips are based on the size of the building developed and the PM Peak Hour Trip rate is based on the usage of the building. The proposed development does not include a building so Traffic Impact Fees will not be required for this phase of the project. Future phases may require Traffic Impact Fees.

**Title 13 – Water and Sewage**

**Finding:** There are no water and sewer mains under N. Pekin in the area of the proposed rail crossing.

**Conclusion:** The proposal can comply with City standards with certain conditions. The City will require CRC to install a 12" water main underneath the rail crossing as a dry line that would be used in the future when growth extends water to that area. The water line should be extended to both sides and be capped. The line should be extended on both sides far enough so future connections/work on the line will not affect the right-of-way/crossing. No sewer line is required.

Water and Sewer Assessment fees are required to hook up to the water and sewer systems. This phase of the project does not have any water or sewer connections so no fees will be required.

### **Chapter 15.08 – Critical Areas Regulation**

**Finding:** The National Wetland Inventory shows potential wetland on site and so the application included the submittal of a Critical Areas Permit and a Critical Areas Report prepared by Ecological Land Services. The report identified a category III depressional wetland on site of approximately 2.36 acres. With the standard 80' wetland buffer, the total wetland and wetland buffer are approximately 2.55 acres. The proposed project will affect approximately .20 acres of this buffer. There will be no direct or indirect wetland impacts with the construction of the project. Impacts to the wetland buffer will be mitigated using banking credits at the Columbia River Wetland Mitigation Bank operated by Clark County Mitigation Partners LLC. Clark County Mitigation Partners issued a notice on April 10, 2015 that the Columbia River Wetland Mitigation Bank had transferred .04 wetland credits to Columbia River Carbonates.

**Conclusion:** All impacts to the wetland buffer are mitigated through the banking credits and no further impact is anticipated. There is no alternative to the impact the wetland buffer will experience with the extension of the rail spur. The Critical Areas Report includes an assessment of the wetland, required buffer, and mitigation plan. The following conditions will apply:

1. The outer perimeter of the wetland buffer area and the limit of the wetland buffer area to be disturbed pursuant to an approved permit, shall be marked in the field in such a way as to prevent unauthorized disturbance of the wetland and buffer area. Temporary markings shall be maintained throughout the permitted activity and shall not be removed until final inspections are completed and approved permanent signs are in place. The location of temporary markers shall be shown on all site plans. Temporary markers shall be composed of one-half inch galvanized pipe or equivalent monument, at least eighteen inches long, and shall show above the surface at least two inches. Temporary markers shall be spaced no more than fifty feet apart.
2. Install permanent fencing and permanent signage around the wetland buffers. Fencing shall not be sight-obscuring and shall not prevent animal movement. The purpose of the fencing and signage is to identify the areas on site and notify workers and the public of the critical area.
3. Submit proof of deed restriction related to the existence of critical areas on property prior to final project approval as per WMC 15.08.290.

### **Chapter 15.10 – Erosion Control Ordinance**

**Finding:** Applicants are required to install and maintain erosion control measures per the Best Management Practices as outlined in this section (2005 Stormwater Management Manual for Western Washington) during site excavations and grading. An NPDES permit from the Department of Ecology is required only if more than one acre is being disturbed.

A preliminary erosion control plan was not submitted.

**Conclusion:** The proposal can comply with City standards. Please submit a final erosion control plan as part of the civil packet. The applicant will be required to include Woodland standard details for erosion control in the final submittal to support the civil design.

### **Chapter 15.12 – Stormwater Management**

**Finding:** The applicant's submittal included a preliminary stormwater report.

**Conclusion:** A final stormwater report is needed for this proposal and the drawings must be revised as shown in the conditions of approval to fully meet the stormwater management requirements.

### **Chapter 17.46 – Heavy Industrial District**

#### 1. Permitted Uses (Section 17.46.030)

**Finding:** The applicant is extending the existing rail spur to support the existing industrial business at CRC. No new use is proposed under this application.

**Conclusion:** The project is allowable in this zone as a new use is not proposed.

#### 2. Building Setbacks (Section 17.46.070)

**Finding:** While the Heavy Industrial district does have setback requirements, the proposed use is not considered a building or structure for this purpose, so this section does not apply for Phase 1 of this project.

**Conclusion:** This criteria does not apply to Phase 1 of the project.

#### 3. Building Height (Section 17.46.080)

**Finding:** There are no limitations on building height in the I-2 zoning district. The proposed use is not considered a building or structure for this purpose, so this section does not apply for Phase 1 of this project.

**Conclusion:** This criteria does not apply; however as there are no height limitations in this zone, the proposal is acceptable.

#### 4. Lot Coverage (WMC 17.46.090)

**Finding:** There are no limitations for lot coverage, provided where the I-2 use abuts a residential zone, the supplementary provisions of this chapter shall be observed for screening and landscaping in front, side and rear yard.

**Conclusion:** The proposal is to extend an existing rail spur on property that does not abut a residential zone. There is existing vegetation and the main rail line between these properties and any property zoned residential. This criteria is met.

5. Off-street Parking – Heavy Industrial District (WMC 17.56.045)

**Finding:** All developments in the heavy industrial district shall provide adequate off-street parking for employees, delivery vehicles, and visitors. The number of off-street parking spaces for developments in this district shall be determined by the public works director and based upon information in the proponent's SEPA checklist or impact statement.

The property is already developed with the existing Columbia River Carbonates industrial building and parking already exists. No new parking spaces are required for Phase 1 of this project.

**Conclusion:** The proposal complies with this standard.

**Chapter 17.48 – Performance standards**

**Finding:** The requirements of this section cover hazards and nuisances including sound level, vibration, air emissions, smoke, dust, odors, industrial wastes, fire hazards, heat, glare, radioactivity and radio transmitters. There are no indications within the applicant's submittal that show a need for concern over potential for high levels of these hazards or nuisances. Further, nothing has been raised to the attention of staff that indicates concerns that are not already covered by existing law that the applicant must comply with.

**Conclusion:** The proposal complies with this standard. A condition of approval is that in areas where noise and vibration from construction activities is an irritant or nuisance to the surroundings that these activities be limited to the hours of 7:00 am to 8:00 pm Monday through Saturday, and prohibited on Sundays.

**IV. CONDITIONS OF APPROVAL:**

Prior to final land use/civil approval:

1. The outer perimeter of the wetland buffer area and the limit of the wetland buffer area to be disturbed pursuant to an approved permit, shall be marked in the field in such a way as to prevent unauthorized disturbance of the wetland and buffer area. Temporary markings shall be maintained throughout the permitted activity and shall not be removed until final inspections are completed and approved permanent signs are in place. The location of temporary markers shall be shown on all site plans. Temporary markers shall be composed of one-half inch galvanized pipe or equivalent monument, at least eighteen inches long, and shall show above the surface at least two inches. Temporary markers shall be spaced no more than fifty feet apart.
2. Submit proof of deed restriction related to the existence of critical areas on property prior to final project approval as per WMC 15.08.290.
3. Include a final erosion plan with the civil packet.
4. Include Woodland standard details for water, sewer, erosion control, etc. as required to support the civil design when you submit drawings for final civil approval. The details can be found at [www.ci.woodland.wa.us/departments/public-works/standards.php](http://www.ci.woodland.wa.us/departments/public-works/standards.php).
5. The concrete x-ing x-section on drawing 342 does not indicate the depth of concrete above the ties or where the concrete and pavement ends outside the rails. It shows a total width of 16' from sawcut to sawcut but the plan drawing below shows a crossing width of 8'. Please identify on the x-section where the concrete ends and asphalt begins

and depth of concrete and asphalt. The City does not have a railroad crossing detail but suggests an 8" thick pad with reinforcing mesh that matches our commercial driveway standard.

6. The concrete x-ing is shown as 56' long. It crosses Pekin at an angle so the width across Pekin is less than that. Pekin is an industrial collector which has a standard of 66' of ROW, 44' of asphalt, 4' planting strip, and sidewalk. The new road access near this rail spur will require ROW Dedication, road widening, and sidewalk along the east side. Please show a plan detail of the road access, rail crossing, and Pekin to ensure the 56' long crossing is long enough to accommodate the sidewalk needed for the road access on the eastside. If the westside ever develops, the sidewalk may end up farther out than the 56' crossing as well. As a suggestion, not a requirement, you might want to consider extending the concrete portion a couple feet to the west to ensure there is enough room for future sidewalk.
7. The casing for the water line needs to be 24", not 18". See the attached detail W-16. This detail should be included in the drawings.
8. The top of the waterline casing is shown at 6' deep, which is significantly deeper than typical waterlines. If this depth is a requirement for railroad crossings please explain that in the drawings. If not, please raise the casing up a couple feet. It looks like the casing could be 4' deep and not interfere with any other pipes based on the drawings provided.
9. The stormwater report identifies an Infiltration Facility #1 and Infiltration Facility #2. On the drawings, the Infiltration Facility #1 is identified as proposed Stormwater Facility #2 and Infiltration Facility #2 is Stormwater Facility #1. Please revise to be consistent between the report and the drawings.
10. The geotechnical information is in draft form and does not include conclusions by the geotechnical engineer. Please provide a final, signed geotechnical report as part of the final stormwater report.
11. The site plan drawing indicates that Stormwater Facility #2 will be constructed with the new road access. This is problematic because an application for the road has not been made. If this storm pond is not built until the road is built, the proposed stormwater facilities would not comply with stormwater regulations. Either Stormwater Facility #2 needs to be built with the rail spur or this application needs to be revised to include the road access project in order to approve the site plan of the rail spur.
12. As part of comment 7 above, the site plan of the road should show how Stormwater Facility #2 connects with the culverts under the road and rail spur. Since the road project will require sidewalks and road widening a culvert from north of the rail spur to south of the road may be needed with the overflow weir for Stormwater Facility #2 connecting to that culvert.

#### Site Work Requirements:

13. The City will require CRC to install a 12" water main underneath the rail crossing as a dry line that would be used in the future when growth extends water to that area. The water line should be extended to both sides and be capped. The line should be extended on both sides far enough so future connections/work on the line will not affect the right-of-way/crossing.

#### General Requirements (after final approval):

14. In areas where noise and vibration from construction and business activities is an irritant or nuisance to the surroundings, these activities shall be limited to the hours between seven a.m. and eight p.m. weekdays, and prohibited on Sundays.

15. A Right-of-Way permit through the City of Woodland Public Works Department is required for this crossing. All work in the ROW will need to meet City of Woodland Construction Standards.
16. Obtain a fill & grade permit.
17. Install permanent fencing and permanent signage around the wetland buffers. Fencing shall not be sight-obscuring and shall not prevent animal movement. The purpose of the fencing and signage is to identify the areas on site and notify workers and the public of the critical area.

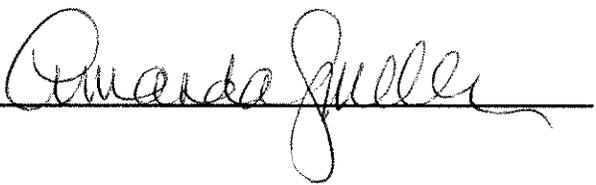
**APPEAL PROCEDURE:**

As per WMC 19.08.020 and 19.08.030, this Notice of Decision may be appealed to the Hearing Examiner within fourteen (14) days of the date this decision is issued. The appeal with grounds for appeal in writing shall be submitted to the City Planning Department **by 5:00 p.m., January 21, 2016.**

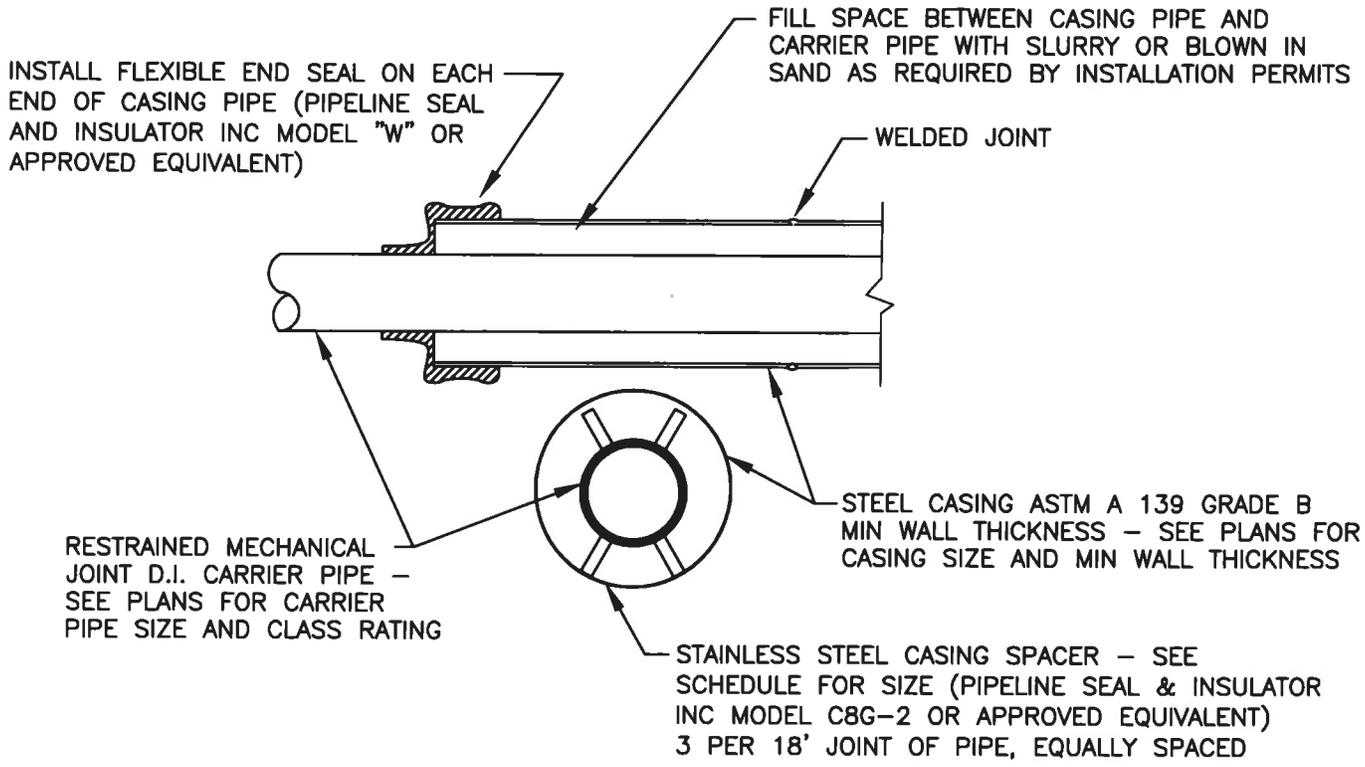
Any person may appeal this threshold determination in accordance with WMC 15.04.225 and then by filing such appeal in writing with the Clerk-Treasurer for the City of Woodland, WA, for service to the SEPA responsible official within fourteen (14) calendar days of the SEPA determination being final. Per WMC 19.08.030, appeals of SEPA Threshold Determinations shall be reviewed by the Hearing Examiner at open record predetermination hearings.

**Appeals must be submitted no later than 5:00 P.M. on January 21, 2016.**

**Responsible Official: Amanda Smeller, Community Development Planner**  
**City of Woodland**  
**PO Box 9**  
**230 Davidson Ave**  
**Woodland, WA 98661**  
**smellera@ci.woodland.wa.us**

**Date: 1/7/2016**                      **Signature** 

- cc:
- |                              |                     |
|------------------------------|---------------------|
| Joerg Bleeck                 | Planning Commission |
| Larry Shatuck                | City Council        |
| Karey Bock, ELS              | Mayor               |
| Those who submitted comments | City Administrator  |
| Department Heads             | File LU#: 215-934   |
| Building Official            | Website             |



CASING SIZING REQUIREMENTS

CARRIER PIPE	MINIMUM CASING REQUIREMENTS	WALL THICKNESS
4"	16" A36 STEEL	3/8"
6"	16" A36 STEEL	3/8"
8"	24" A36 STEEL	3/8"
10"	24" A36 STEEL	3/8"
12"	24" A36 STEEL	3/8"
16"	36" A36 STEEL	5/8"
24"	48" A36 STEEL	5/8"

NOTES:

1. CASING TO BE EXTENDED 5' BEYOND ANY CURBS, WALLS, STRUCTURES, OR FOOTINGS.
2. PUBLIC AND PRIVATE MAINS SHALL BE PLACED IN SEPARATE CASINGS.
3. FOR CASINGS UNDER RAILROAD TRACKS, WRITTEN PERMISSION FOR THE OWNER OF THE RAILROAD TRACKS IS REQUIRED PRIOR TO OBTAINING CITY OF WOODLAND PERMITS TO PROCEED.
4. NO PRIVATE UTILITIES SHALL BE ALLOWED IN CITY OF WOODLAND CASINGS.

PIPE CASING DETAILS					W-16
APPROVED	REVISIONS	DATE	DRAWN	DESIGNED	
<i>Barbara Wallis</i>					
PUBLIC WORKS DIRECTOR	DATE				

