



**Community Development Department**

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## CHEHALIS PLANNING COMMISSION AGENDA

Regular meeting of June 11, 2019  
6:00 PM - Chehalis City Hall – Council Chamber  
350 N Market Boulevard

Scott Blinks, Chairperson

Jeff Mecca, Commissioner

Kyle McKerricher, Commissioner

Dave Fitzpatrick, Commissioner

Jerry Lord, Commissioner

Pat Soderquist, Commissioner

### AGENDA ITEMS:

1. Call to Order
2. Roll Call
3. Approval of the Agenda for June 11, 2019.
4. Approval of Meeting Minutes from March 12, 2019.
5. Citizen Business (this is an opportunity for members of the audience to address the Commission on matters not listed elsewhere on the agenda).
6. Old Business (items not resolved from previous meetings).
7. New Business: Preliminary review of proposed 2019 amendments as follows:
  - a. Right-of-Way permit requirements. CMC 12.56 and Appendix A
  - b. Appendix C & L – Industrial Development District designation.
  - c. CMC 17.23 and Appendix N – Washington State Wetlands Rating System Manual
  - d. UGA boundary expansion requests: Widgeon Hill
  - e. Rezone for North End Avenue area.
8. Other Business / Open Commissioner Comment:
9. Adjourn Meeting

# ***City of Chehalis Planning Commission***

## ***Meeting Minutes***

March 12, 2019

### **I. Call to order**

Scott Blinks called to order the regular meeting of the City of Chehalis Planning Commission to order at 6:00 PM, on March 12, 2019, at the City of Chehalis Council Chambers room at 350 N. Market Blvd., Chehalis, WA.

### **II. Roll call**

The following persons were present: Scott Blinks, Gerald Lord, Kyle McKerricher, Jeff Mecca, and Pat Soderquist.

Absent: Dave Fitzpatrick

This meeting included a workshop that is open to the public for comments. No members of the public were present and no public comments were received.

### **III. Agenda items:**

- a) Approval of the Agenda: Jerry Lord made a motion to approve the agenda as written. Kyle McKerricher seconded the motion. Motion passed 5 ayes 0 nays
- b) Approval of the February 12, 2019, meeting minutes: Jeff Mecca made a motion to approve the meeting minutes as written. Pat Soderquist seconded the motion. Motion passed 5 ayes 0 nays.
- b) Citizens Business – none.
- c) Old Business – none.
- d) New Business - workshop.
- e) Other Business / Open Commissioner Comment - none.
- f) Close the regular meeting and open the workshop: Kyle McKerricher made a motion to close the regular meeting and open the public workshop. Jerry Lord seconded the motion. Motion passed 5 ayes 0 nays
- g) Public workshop on the Shoreline Master Program update commenced and lasted approximately 15 minutes.
- h) Adjourn workshop and reconvene regular meeting.

### **IV. Adjournment**

Kyle McKerricher made a motion to adjourn the regular meeting. Jerry Lord seconded the motion. Motion passed 5 ayes 0 nays

Minutes submitted by: Hillary Hoke, Planning and Building Department Manager

## Chapter 12.56

### RIGHT-OF-WAY OPERATION AND REGULATION

#### Sections:

- 12.56.010 Purpose.
- 12.56.020 Definitions.
- 12.56.030 Responsibility for right-of-way.
- 12.56.040 Permit requirements.
- 12.56.050 Additional permits.
- 12.56.060 Right-of-way use permits.
- 12.56.070 Applications and processing of permits.
- 12.56.080 Specifications.
- 12.56.090 Revocation of right-of-way use permits.
- 12.56.100 Renewals of permits.
- 12.56.110 Performance deposits/insurance.
- 12.56.120 Hold harmless.
- 12.56.130 Guarantee.
- 12.56.140 Inspections.
- 12.56.150 Correction and discontinuance of unsafe, nonconforming, or unauthorized conditions.
- 12.56.160 Warning and safety devices.
- 12.56.170 Trees prohibited from the rights-of-way.
- 12.56.180 Debris, spilled loads, and personal property located in the rights-of-way.
- 12.56.190 Liens, billings, and collections.
- 12.56.200 Adoption of procedures.
- 12.56.210 Appeal of right-of-way use procedures, and related requirements.
- 12.56.220 Liability.
- 12.56.230 Violation.
- 12.56.240 Severability.

#### **12.56.010 Purpose.**

A. It is the purpose of this chapter to provide for the issuance of right-of-way use permits in order to regulate activities that involve construction, disturbance, modification, or certain uses and maintenance within the right-of-way in the city in the interest of public health, safety, and welfare; and to provide for warranties and procedures required to administer the permit process. This chapter and the procedures adopted hereunder shall be in effect throughout the city.

B. It is the express purpose of this chapter and any procedures adopted hereunder to provide for and promote the health, safety, and welfare of the general public, ~~and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this chapter or any procedures adopted hereunder.~~

C. It is the specific intent of this chapter and any procedures adopted hereunder to place the obligation of complying with the requirements of this chapter upon the permittee, and no provision is intended to impose any duty upon the city, or any of its officers, employees, or

agents. Nothing contained in this chapter or any procedures adopted hereunder is intended to be or shall be construed to create or form the basis for liability on the part of the city, or its officers, employees, or agents, for any injury or damage resulting from the failure of the permittee to comply with the provisions hereof, or by reason or in consequence of any act or omission in connection with the implementation of enforcement of this chapter or any procedures adopted hereunder by the city, its officers, employees, or agents. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

### **12.56.020 Definitions.**

The following words and phrases when used in this chapter shall have the meanings ascribed to them in this section:

“Abandoned personal property” means any item of property other than real property left in, upon, or under a city right-of-way, which shall be presumed to be owned or under the control of the abutting property owner.

“Citation and notice” means a written document initiating a criminal proceeding and issued by an authorized peace officer in accordance with the municipal court rules.

“Complaint” means a written document certified by the prosecuting attorney initiating a criminal proceeding in accordance with the municipal court rules.

“Directive memorandum” means a letter from the city to a right-of-way use permittee notifying the recipient of specific nonconforming or unsafe conditions and specifying the date by which corrective action must be taken.

“Franchised utilities” means utilities that have city approval to use city rights-of-way for the purpose of providing their services within the city, whether by written franchise granted by the city or otherwise.

“Notice of violation” means a document mailed to a permittee or unauthorized user and posted at the site of a nonconforming or unsafe condition.

“Oral directive” means a directive given orally by city personnel to correct or discontinue a specific condition.

“Parkway” means the portion of the right-of-way on each side of the developed street, lying between the street curb or edge of street pavement and the edge or line of the right-of-way.

“Permit” means a document issued by the city granting permission to engage in an activity not allowed without a permit.

“Private use” means use of the public right-of-way for the benefit of a person, partnership, group, organization, company, or corporation, other than as a thoroughfare for any type of vehicles or pedestrians.

“Procedure” means a procedure adopted by the public works director to implement this chapter, or to carry out other responsibilities as may be required by this chapter or by other ordinances or resolutions of the city or other agencies.

“Rights-of-way” means all public streets and property granted or reserved for, or dedicated to, public use for streets, together with public property granted or reserved for, or dedicated to, public use for walkways, sidewalks, and bikeways, whether improved or unimproved, including the air rights, subsurface rights and easements related thereto.

“Stop-work notice” means a notice posted at the site of activity that requires all work to be stopped until the city approves continuation of work.

“Underground storage tank” means any tank or other container of any kind whatsoever which has or continues to be used for the storage, dispensing, or holding of any substance or material, abandoned or currently in use, located within the right-of-way.

“Unsafe condition” means any condition which the public works director determines is a hazard to health, or endangers the safe use of the right-of-way by the public, or does or may impair or impede the operation or functioning of any portion of the right-of-way, or which may cause damage thereto.

“Use” or “use of right-of-way” means any activity, occupancy or use that takes place within the right-of-way that involves any construction, disturbance, maintenance, modification or other work, or any activity, occupancy, or use that interferes with or may interfere with public use of the right-of-way. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

#### **12.56.030 Responsibility for right-of-way.**

A. The city manager or authorized designee, is responsible for: the establishment of procedures needed to implement this chapter; the administration and coordination of the enforcement of this chapter; the development of standards or guidelines to be used in reviewing requests and making decisions on applications to use the right-of-way; and monitoring use of the right-of-way by right-of-way use permittees. The city manager may delegate authority and responsibility to other city staff for review and decisions on permit applications and enforcement of permit conditions.

B. The right-of-way use permittee is responsible to carry out and comply with all instructions and conditions of the right-of-way use permit, right-of-way procedures, all other city ordinances, and all other federal, state, or local laws and regulations. The permittee is also responsible for any and all liability, damage, injury, and impact that is a result of any activity, use, or action, or lack of action or omission, on the part of the permittee or representative of the permittee, or by any other person acting on behalf of the permittee.

C. The owner of the property abutting the right-of-way is responsible for the routine and general maintenance, upkeep, and condition of the parkway including sidewalks, vegetation, grass areas, plantings, landscaping, and parking areas, except as to how the condition may be affected by permitted right-of-way use by others. The owner of the property abutting the right-of-way is also responsible for any and all liability, damage, injury, and impact that is a result of any activity, use, or action, or lack of action or omission, on the part of the owner or representative of the owner, relating to routine and general maintenance, upkeep, and condition of the parkway. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

#### **12.56.040 Permit requirements.**

A. It is unlawful for anyone to make private use of any public right-of-way without a right-of-way use permit issued by the city manager or authorized designee or to use any right-of-way without complying with all the provisions of a permit issued by the city.

B. General and specific permit requirements are defined in the procedures referenced in this chapter. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

#### **12.56.050 Additional permits.**

Additional permits for any use may be required by other city ordinances. The city does not waive its right to use the right-of-way by issuance of any permit. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

#### **12.56.060 Right-of-way use permits.**

The city manager or the manager's designee may issue permits for use of the city right-of-way. The following constitute types of right-of-way uses that require permits:

##### **A. Disturbance of Right-of-Way.**

1. Right-of-way use permits may be issued for use of rights-of-way for activities that will alter the appearance of or disturb the surface, supersurface, or subsurface of the right-of-way on a temporary or permanent basis. The responsibility for adoption of policies relating to issuance, control, regulation, and enforcement of "disturbance" right-of-way use permits is vested with the public works director.

2. Disturbance of city right-of-way use permits may be for either single uses or multiple uses. Single-use permits will be issued to approved applicants who are planning a single activity or use at a single location in a short period of time. Multiple-use permits will be issued to approved applicants who are planning many activities or uses at several different locations in a short period of time.

3. Disturbance of city right-of-way use permits include, but are not limited to: boring, painting, culverts, sidewalks, curb cuts/driveways, street trenching, drainage facilities, landscaping, and utility installation.

##### **B. Short-Term and Temporary Use of Right-of-Way Not Requiring Street Closure.**

1. Right-of-way use permits for short-term and temporary use of rights-of-way may be issued for activities that will not physically disturb or alter the right-of-way during such periods of time. The responsibility for adoption of policies relating to the issuance, control, regulation, and enforcement of short-term and temporary right-of-way use permits is vested with the city's police services.

2. The use of rights-of-way for structures and activities that involve short-term and temporary uses requires this type of permit.

3. The short-term and temporary uses include, but are not limited to: **festivals**, displays, **parades**, dances, concerts, public or private gatherings, and community event signs (such as sandwich boards or freestanding signs) and shall not exceed 12 square feet per side.

**C. Short-Term and Temporary Use of Right-of-Way Requiring Street Closure.**

1. Right-of-way use permits for short-term temporary use of rights-of-way may be issued for activities that will not physically disturb or alter the right-of-way, but require the closure of a public street, during such periods of time. The responsibility for adoption of policies relating to the issuance, control, regulations and enforcement of such permits is vested with the city's police services.
2. The use of rights-of-way for structures and activities that involve short-term and temporary uses that require the closure of a public street must obtain this type of permit.
3. The short-term and temporary uses requiring a public street closure include, but are not limited to: festivals, parades, street dances, concerts, etc.

**D. Long-Term and Permanent Use of Rights-of-Way.**

1. Right-of-way use permits for long-term and permanent use of rights-of-way may be issued for uses and activities during such periods of time. The responsibility for adoption of policies relating to issuance, control, regulation, and enforcement of long-term and permanent right-of-way use permit is vested with the public works director.
2. The use of rights-of-way for structures and activities that involve long-term uses requires this type of permit.
3. Long-term and permanent uses include but are not limited to: construction site/haul roads, waste containers, seasonal sidewalk cafes, utility facilities, and special and unique structures, such as fountains, clocks, flag poles, awnings, marquees, banners, street furniture, and decorations. [Ord. 921B §§ 2, 3, 2014; Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.070 Applications and processing of permits.**

- A. To obtain a right-of-way use permit for disturbance of rights-of-way, long-term and permanent uses, or short-term and temporary uses, the applicant shall file an application with the public works department.
- B. Every application shall include the location of the proposed right-of-way use, a description of the use, the planned duration of the use, applicant contact information, and all other information which may be required as specified in procedures adopted hereunder, and shall be accompanied by payment of any fees as may be required.
- C. Certain applicants such as utilities and contractors may be involved in frequent use of the right-of-way for repair, maintenance, and construction in a short period of time. To avoid the issuance of a new permit for each use, the city may issue a permit for a period up to, but not exceeding, 90 days for multiple uses.
- D. The city manager or authorized designee shall examine each right-of-way application submitted for review and approval to determine if it complies with the applicable provisions of this chapter and procedures adopted hereunder. If he finds that the application conforms to the requirements of this chapter and procedures adopted hereunder, that the proposed use of such

right-of-way will not unduly interfere with the rights and safety of the public, and if the application has not been disapproved by a jurisdiction with higher authority, he may approve the permit, and may impose such conditions thereon as are reasonably necessary to protect the public health, welfare, and safety, and to mitigate any impacts resulting from the use.

E. All applications for right-of-way use permits should be submitted 15 business days or more before the planned need for the permit, to allow for adequate review time. Inadequate time to review an application before the time of the desired use may be grounds for denying it. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

#### **12.56.080 Specifications.**

A. All work to be performed under any right-of-way use permit shall conform to all other city ordinances, the current development standards of the public works department, and all other standards used by the city in the administration of this chapter.

B. A right-of-way use permit shall not be required of franchised utilities or city contractors when responding to emergencies that require work in the right-of-way, such as water or sewer main breaks, gas leaks, downed power lines, or similar emergencies; provided, that the department shall be notified by the responding utility or city contractor verbally or in writing, as soon as practicable following onset of an emergency. Nothing herein shall relieve a responding utility or contractor from the requirement to obtain a right-of-way use permit after beginning emergency work in the right-of-way.

C. Permits shall not be required for routine maintenance and construction work performed by city utilities and city maintenance crews, or routine activities performed by other city departments that may take place within the city right-of-way. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

#### **12.56.090 Revocation of right-of-way use permits.**

A. The city manager or authorized designee may revoke or suspend any right-of-way use permit issued under CMC 12.56.060 whenever:

1. The work does not proceed in accordance with the plans as approved, or conditions of approval, or is not in compliance with the requirements of this chapter, or other city ordinances or state law;
2. The city has been denied access to investigate and inspect how the right-of-way is being used;
3. The permittee has made a misrepresentation of a material fact in applying for a permit;
4. The progress of the approved activity indicates that it is or will be inadequate to protect the public and adjoining property or the street or utilities in the street, or any excavation or fill endangers or will endanger the public, the adjoining property or street, or utilities in the street.

B. Upon suspension or revocation of a permit, all use of the right-of-way shall cease, except as authorized or directed. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]



### **12.56.100 Renewals of permits.**

Each permit shall be of a duration as specified on the permit and may not be renewed. If continued use of the right-of-way is desired by the permittee after expiration of a permit, he/she must apply for a new permit. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

### **12.56.110 Performance deposits/insurance.**

Commercial General Liability insurance of at least \$1,000,000 per occurrence and no less than \$2,000,000 general aggregate, and \$2,000,000 products-completed operations aggregate limit, naming the City as an additional insured using endorsement CG 20 26 or at least as broad coverage.

~~A. If the city manager determines that there is a potential for injury, damage, or expense to the city as a result of damage to persons or property arising from an applicant's proposed use of any right-of-way, the applicant may be required to make a cash deposit with the finance department or to provide a security device or insurance in a form acceptable to the director for the activities described in the subject permit. The amount of the cash deposit, security device, or insurance shall be determined by the city manager.~~

~~B. The requirements for performance deposits and insurance are based on consideration of applicants' prior performance, nature of the proposed use, cost of the activity, length of use, public safety, potential damage to right-of-way, and potential liability or expense to the city. [Ord. 831B, 2007; Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]~~

### **12.56.120 Hold harmless.**

As a condition to the issuance of any permit under this chapter, the permittee shall agree to defend, indemnify, and hold harmless the city, its officers, employees, and agents, for any and all suits, claims, causes of action, or liabilities caused by, or arising out of, any activities conducted by the permittee resulting from issuance of the permit. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

### **12.56.130 Guarantee.**

When there is a need to ensure conformance with the city's development standards, city or state construction standards, or other requirements, the applicant may be required to provide a guarantee of workmanship and materials for a period of one or more years as determined by the public works director. Such guarantee may be in the form of a cash deposit or a security device in a form and amount approved by the director. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

### **12.56.140 Inspections.**

As a condition of issuance of any permit or authorization which requires approval of the city, each applicant shall be required to consent to inspections by any appropriate city department. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

### **12.56.150 Correction and discontinuance of unsafe, nonconforming, or unauthorized conditions.**

A. Whenever the city manager or authorized designee determines that any condition on any right-of-way is in violation of, or any right-of-way is being used contrary to, any provision of this policy or procedures adopted hereunder or other applicable codes or standards, or without a

right-of-way use permit, he may order the correction or discontinuance of such condition or any activity causing such condition.

B. The city manager or authorized designee is authorized to order correction or discontinuance of any such condition or activities following the methods specified in procedures adopted pursuant to this chapter.

C. The city manager or authorized designee shall also have all powers and remedies which may be available under state law, this chapter, and procedures adopted hereunder for securing the correction or discontinuance of any condition specified in this section.

D. The city manager or authorized designee is authorized to use any or all of the following methods in ordering correction or discontinuance of any such conditions or activities as the city manager determines appropriate:

1. Serving of oral or written directives to the permittee or other responsible person requesting immediate correction or discontinuance of the specified condition;
2. Service of a written notice of violation, ordering correction or discontinuance of a specific condition or activity within 10 days of notice, or such other reasonable period as the director may determine;
3. Revocation of previously granted permits where the permittee or other responsible person has failed or refused to comply with requirements imposed by the city related to such permits;
4. Issuance of an order to immediately stop work until authorization is received from the city to proceed with such work;
5. Service of summons and complaint certified by the prosecuting attorney or a citation and notice to appear by a peace officer upon the permittee or other responsible person who is in violation of this chapter or other city ordinances.

E. Any object or thing which shall occupy any right-of-way without a permit is declared a nuisance. The public works department may attach a notice to any such object or thing stating that if it is not removed from the right-of-way within 24 hours of the date and time stated on the notice, the object or thing may be taken into custody and stored at the owner's expense. The notice shall provide an address and phone number where additional information may be obtained. If the object or thing is a hazard to public safety, it may be removed summarily by the city. Notice of such removal shall be thereafter given to the owner, if known. This section does not apply to motor vehicles.

F. All expenses incurred by the city in abating the condition or any portion thereof shall constitute a civil debt owing to the city jointly and severally by such persons who have been given notice or who own the object or thing or placed it in the right-of-way, which debt shall be collectible in the same manner as any other civil debt.

G. The city shall also have all powers and remedies which may be available under law, this chapter and procedures adopted hereunder for securing the correction or discontinuance of any conditions specified by the city. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.160 Warning and safety devices.**

A. Warning lights, safety devices, signs, and barricades shall be provided on all rights-of-way when at any time there might be an obstruction or hazard to vehicular or pedestrian traffic. All obstructions on rights-of-way shall have sufficient barricades and signs posted in such a manner as to indicate plainly the danger involved. Warning and safety devices may be removed when the work for which the right-of-way use permit has been granted is complete and the right-of-way is restored to the conditions directed by the public works department.

B. As a condition for the issuance of any right-of-way use permit, the city may require an applicant to submit a traffic detour plan showing the proposed detour routing and location and type of warning lights, safety devices, signs, and barricades intended to protect vehicular or pedestrian traffic at the site for which the right-of-way use permit is requested. If a traffic plan is required, no right-of-way use permit will be issued until the traffic plan is approved by the city.

C. Unless otherwise specified in adopted right-of-way use procedures, the current editions of the following standard manuals shall apply to the selection, location, and installation of required warning and safety devices; provided, that the city may impose additional requirements if site conditions warrant such enhanced protection of pedestrian or vehicular traffic:

1. Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the Federal Highway Administration;
2. Development standards, city public works department;
3. Part VIII, "Regulations for Use of Public Streets and Projections over Public Property," Uniform Building Policy.

D. Any right-of-way use permit that requires a partial lane or street closure will require a licensed, properly attired flagperson or an off-duty police officer for the purpose of traffic control during the construction.

E. All decisions of the city shall be final in all matters pertaining to the number, type, locations, installation, and maintenance of warning and safety devices in the public rights-of-way during any actual work or activity for which a duly authorized right-of-way use permit has been issued.

F. Any failure of a permit holder to comply with the oral or written directives of the director related to the number, type, location, installation, or maintenance of warning and safety devices in the public rights-of-way shall be handled as provided for in CMC 12.56.150. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.170 Trees prohibited from the rights-of-way.**

A. Certain varieties of trees are prohibited from being planted within the city rights-of-way. Such prohibited trees have been excluded from the city rights-of-way to protect utilities and infrastructure or provide for less visual obstructions or interference. Trees not to be planted within the city rights-of-way specifically include the following: alder; apple (fruiting); ash,

mountain; birch, white; cherry (fruiting); chestnut; cottonwood; elm, American; hawthorne; London plane; maple, big leaf; maple, Oregon; maple, silver; oak, pine; pagoda; pear (fruiting); plum (fruiting); poplar; sycamore; walnut; willow; and any other species of tree with a propensity of producing large or extensive root systems that may interfere with or damage underground utilities or any infrastructure including but not limited to: streets, curbing, street gutters, sidewalks, parking lots, sanitary sewer lines, sanitary side sewers, storm sewer lines, water lines, water service lines, or other city facilities located within the city rights-of-way.

B. Also prohibited from being planted within the city rights-of-way are any other species of plants and tree that pose an obstruction or potential obstruction to traffic or pedestrian visibility or safe public use of the rights-of-way. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.180 Debris, spilled loads, and personal property located in the rights-of-way.**

A. Whenever it is necessary for the safety of the public, the city may remove any obstructions, hazards, or nuisances from rights-of-way; and anyone causing the obstructions, hazards, or nuisances shall be responsible for reimbursing the city for the expense of such removal.

B. The owner or operator of any vehicle which has spilled, dropped, dumped, or in any manner whatsoever deposited any matter upon the rights-of-way shall cause the rights-of-way to be cleaned to the satisfaction of the public works department. Upon failure to do so, the department may cause to have cleaned the rights-of-way and the cost thereof shall be charged to the person or persons so responsible. Any personal property located in, upon, or under the rights-of-way, whether currently in use or abandoned, including, but not limited to, underground storage tanks and other storage facilities, is hereby determined to be owned by the abutting property owner, and shall be the abutting property owner's responsibility. Should the department, in its sole discretion, determine that said abandoned or currently used personal property constitutes a hazard or nuisance, or otherwise violates any law or regulation imposed by the city, the department shall notify the abutting property owner of their responsibility to have the same removed. Upon failure to do so, the department may cause to have the abandoned or currently used property so removed from the rights-of-way and the cost thereof shall be charged to the person or persons owning the abutting property. Said charges may become a lien upon the abutting property.

C. The department has the authority to designate all routes and time of day for operations involving hauling over public rights-of-way.

D. Earth-hauling contractors, builders, or anyone else utilizing vehicles upon rights-of-way shall provide persons or equipment to keep the rights-of-way clean at all times to the satisfaction of the department. Upon failure to do so, the department may issue an immediate stop-work order, revoke city permits, and the responsible person or persons may be directed to immediately clean the rights-of-way to the satisfaction of the department. Upon failure to do so, the department may cause to have cleaned the rights-of-way and charge the costs thereof to the person or persons so responsible. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.190 Liens, billings, and collections.**

The public works department, jointly with the finance department, may establish administrative rules and procedures pertaining to the billing and collection of fees and charges adopted pursuant to this chapter. Any liens imposed upon real property for the failure to compensate the city for

charges incurred which are the responsibility of adjoining property owners shall be foreclosed and enforced in the manner and as provided by the laws of the state of Washington pertaining to lien foreclosures. [Ord. 831B, 2007; Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.200 Adoption of procedures.**

The city manager may prepare and adopt procedures for the purpose of implementing this chapter or to carry out other responsibilities as may be required by this chapter or other ordinances of the city or other agencies. Such procedures do not require approval by the city council. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.210 Appeal of right-of-way use procedures, and related requirements.**

Any applicant who questions a decision or the specific procedures, requirements, or directives related to the private use of the public right-of-way may request in writing that the city manager grant relief from the requirement or grant an alternative interpretation of the requirement. The city manager will decide upon such written requests within 10 days. Changes to requirements may be granted if they will improve safety, reduce costs, reduce schedule, or improve quality. Any party aggrieved by the approval, denial, or conditioning of any right-of-way use permit may appeal such action to the city council if time allows. The decision of the council will be considered final. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.220 Liability.**

The city staff charged with the enforcement and administration of this policy, acting for the city in good faith and without malice in the discharge of their duties, shall not thereby render themselves liable personally for any damages which may accrue to persons or property as a result of any act required or by reason of any act or omission in the discharge of such duties. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.230 Violation.**

Any person violating any provision of this chapter shall be guilty of a criminal infraction, which carries a monetary penalty not to exceed \$1,000 for each offense. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

**12.56.240 Severability.**

A. If any one or more sections, subsections, or sentences of this chapter are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portions of this code and the same shall remain in full force and effect.

B. In the event of any conflict with any provision of this policy by any prior policy, ordinance, or resolution adopted by the city, the provisions of this policy shall prevail. [Ord. 760B, 2003; Ord. 749B, 2003; Ord. 574B, 1995.]

Uniform Development Regulations  
Appendix Chapter "A"  
Schedule of Fees and Charges

**Community Development Fees**

Most plans for which a development permit is required will be assessed a plan review fee in addition to any permit fees. The plan review fee is based on the construction cost or value of the development project, or projected staff review time; and may be a percentage of the development permit fee from the applicable code. Generally, the following formulas are used for the identified type of plan review.

Renewal of an Issued Permit that has expired without being finalized shall be applicable only when there is no change in scope of work and no code changes since the permit was issued - \$50.

- **Manufactured structure** – \$200 (per assembled structure)
- **Land Use/Zoning Plan Review**  
No plan review fee, unless variance or conditional use permit is required  
Variance permit fee                   \$200.00 deposit plus up to \$500 in pass-through costs  
Conditional Use permit fee       \$200.00 deposit plus up to \$500 in pass-through costs
- **Public Works Variance** – \$50.00
- **Fee to restore water service** - \$50.00
- **Civil Plan Review associated with Development – 1<sup>st</sup> review** - \$50.00
- **Civil Plan Review associated with Development – each additional review** - \$25.00
- **Joint Aquatic Resource Permit Application (JARPA)**  
If Shorelines Management Act permit   \$200.00 deposit plus up to \$500 in pass-through costs  
Otherwise                                       \$200

***Plan review fees must be submitted with the application before any city plan review or approval process will be initiated. Other county, state, and federal agencies with jurisdiction may charge additional review or permitting fees.***

- **Building Permit Fee**

Value	'97 UBC Table 1-A	Fee
1 million+1 and up	\$5,608.75/1 <sup>st</sup> million	\$4.22 per thousand
500k+1 - 1 mill	\$3,233.75/1 <sup>st</sup> \$500k	\$5.50 per thousand
100k+1 - 500k	\$993.75/1 <sup>st</sup> \$100k	\$6.48 per thousand
50k+1 - 100k	\$643.75/1 <sup>st</sup> \$50k	\$7.00 per thousand + \$215.00
25k+1 - 50k	\$391.25/1 <sup>st</sup> \$25k	\$10.10 per thousand + \$197.00
2k + 1 - 25k	\$69.25/1 <sup>st</sup> \$2k	\$14.00 per thousand + \$33.00
500 + 1 - 2k	\$23.50/1 <sup>st</sup> \$500	Same fee as '97 UBC
1 - 500	\$23.50	Same fee as '97 UBC

**Plan Review Fee:**

25% of Building Permit Fee for Residential

65% of Building Permit Fee for Commercial and Industrial

- **State surcharge fee** - ~~\$4.50~~ \$6.50 per residential building permit, \$25.00 per commercial building permit, plus \$2.00 per additional residential unit.

- **Demolition Permit** - \$28.00
- **Fire Permit**  
Occupancy - \$15.00 initial application  
Annual Inspection - \$25.00
- **Fireworks Stand** - \$100 annual fee. A fee will be assessed for any clean-up or site damage required after fireworks stand closes.
- **Underground Storage Tank** - \$25.00 per tank installed or removed
- **Sign Permit - For Project Cost**  
\$1 through \$2,000                 \$20.00  
\$ 2,001 or more                    \$75.00
- **Earth Disturbing Permit (Stormwater)** -1997 UBC Table A-33-B 'Grading Permit Fees unless associated with a building permit, then no fee.
- **Right-of-Way Permit\***  
For construction activity - \$50.00  
For short-term and temporary occupancy not requiring a public street closure - ~~\$50.00~~ No fee  
For short-term and temporary occupancy requiring a public street closure - \$100.00 per occurrence  
For permanent occupancy associated w/adjacent business - \$100.00 annual fee  
\*There is no fee for City sponsored events, non-profit organizations or the Farmer's Market.
- **House Moving Permit Plan Review Fee** - \$50.00
- **House Moving Permit** - \$200.00 plus performance bond or damage deposit of \$5,000
- **Mechanical Permit** - \$35.00
- **Plumbing Permit** - \$26.00
- **Occupancy Permit** - \$30.00
- **Occupancy Permit (No construction or R/W)** \$50.00
- **Joint Aquatic Resources Permit**  
If Shoreline Management Act permit, flood hazard zone-permit, local wetland development permit; or slope/slide/unstable soil permit - no permit fee  
If other agency involved - Other agency requirements State of Washington surcharge - \$4.50 + \$2.00 per residential unit over one. (attached to any building permit issued)

**Appeal Fees**

Appeal from decision of Responsible Official (SEPA) to Hearing Examiner - \$200.00 deposit plus pass-through fees up to \$500\*

Appeal from decision of Development Review Committee member to Hearing Examiner - \$200.00 deposit plus pass-through costs up to \$500\*\*

Appeal from decision of Shorelines Administrator to Hearing Examiner - \$200.00 deposit plus pass-through costs up to \$500\*

\* 80% of the appeal fee may be refunded to a prevailing party (appellant) upon written request, at the discretion of the Hearing Examiner.

\*\* 100% of the appeal fee shall be refunded to a prevailing party (appellant).

## **Planning/Zoning Fees**

Comprehensive Plan amendment application - no fee for first form; \$20.00 thereafter  
Comprehensive Plan amendment/PUD/Rezone - \$300.00  
Development Regulation Text Amendment (Title 17) - \$125.00  
Subdivision (preliminary plat application) - \$200.00 plus \$5.00 per lot  
Subdivision (final plat application) - \$200.00 (includes filing fees at county auditor)  
Short-plat application - \$200.00 (includes filing fees at county auditor)  
Boundary line adjustment application - \$250.00 (includes filing fees at county auditor) State  
Environmental Policy Act checklist - \$200.00  
Environmental Impact Statement - \$200.00 (review only - EIS by applicant)  
Preliminary site plan review (Development Review Committee) - no fee  
Pre-submission conference (Development Review Committee) - no fee  
Preconstruction conference (Development Review Committee) - no fee  
Binding site plan fee - \$150.00, no fee for amendment

## **Business License Fees**

General business license  
Initial application fee - \$50.00  
Annual renewal fee - \$20.00  
Temporary business fee - \$25 per day

## **Other (Miscellaneous) Fees**

NSF or returned (for any reason) check or ACH fee -\$30.00  
Bicycle license - no fee  
Concealed weapons permit - \$55.25  
Fingerprinting - \$10.00 for two cards; additional \$5.00 each  
Parking permits: residential \$7.50 per month, business \$15 per month  
Sale of class A biosolids (loaded at CRWRF by city on buyer's vehicle) - \$1.00 per cubic yard  
Certified copies - \$5.00 first page, \$1.00/page thereafter for same document (may be waived if associated with city business)  
Photocopies - \$0.15 (may be waived if associated with city business and less than 50 copies)  
Copy of audio Compact Disk (CD) or audio tape - \$15.00 (may be waived if associated with city business)  
Scanned copy \$.10 (may be waived if associated with city business and less than 50 copies)  
Copy of digital photos on CD - \$10.00  
Copy of DVD on video disc - \$15.00  
Copy of non-digital photo - \$1.00  
Copy of map or public data file on Compact Disk (CD) - \$6.00  
Copy of ordinance - \$3.00  
City map, small - \$2.00  
Blueprint/Map copies (black/white):

- up to 24x36 - \$4.00/sheet
- 24x36 - \$11.00/sheet
- over 36 x 42 \$11.00/sheet

Blueprint/Map copies (color):

- up to 24x36 - \$11.00/sheet
- 24x36 - \$17.00/sheet
- over 36 x 42 - \$22.00/sheet



Installation of Hydrant Meter - \$100.00 plus \$100.00 deposit  
 Notary - no fee if city business; \$6.00 otherwise  
 Organic Dump Pass - \$40.00  
 Police department clearance letter – \$15.00  
 RV Dump Fee - \$3.00  
 RV Nightly Camping Fee (Including Dump Fee) - \$20.00 RV  
 Showers - \$.25

**Swimming Pool Fees**

Admission for all ages - \$5.00  
 Swimming Pool Private Rental for 1 hour – includes 8 staff & use of common room \$200.00  
 Swimming Pool Private Rental for 1 hour - \$3.00 per participant up to 201  
 Swimming Pool Rental – Room plus 25 admit during open swim \$125.00  
 Swimming Lessons - \$40.00  
 Swimming Lessons, extra, after 2 - \$35.00  
 Senior Citizen and Military Discount - \$1.00  
 Season Pass - \$40.00

**Building Rental Fees**

VR Lee Community Building

Time of Day	Monday-Thursday	Friday	Saturday/holiday	Sunday
Daytime	\$65	\$65	N/A	\$130
Evening	\$65	\$90	N/A	\$130
All Day	\$130	\$150	\$150	\$130

Fred Hess Kitchen

Time of Day	Monday-Thursday	Friday	Saturday/holiday	Sunday
Daytime	\$35	\$35	N/A	N/A
Evening	\$45	\$50	N/A	N/A
All Day	\$80	\$85	\$85	\$80

Stan Hedwall Park Covered Shelter (all day) \$100

Stan Hedwall Park Covered Shelter (all day) including grass area \$200

Robert E. Lintott / Alexander Park Covered Shelters (all day) \$100

Robert E. Lintott / Alexander Park Covered Shelters (all day) including grass area \$200

### Airport Fees

Fuel Overhead & Profit (Per Gallon)    Profit (100LL Self-Service - \$.10  
Profit (Jet A) – Market Rate  
Overhead (Full Service Fuels, includes \$.10 per gallon for labor - \$.28  
Overhead (Self=Service Fuels) - \$.14  
Call out fees - \$75.00  
Catering – (base fee + actual costs + 10% for additional services) - \$25.00

### Hangar Rents

Hangar B, C, D Units - \$102.25  
Hangar E Units - \$56.63  
Hangar F Units - \$ 70.79  
Hangar G Units - \$295.24  
Hangar J Units 1, 2 - \$102.25  
Hangar S1 12 Units - \$220.00  
Hangar N (has not been rented) - \$2,400.00  
Hangar Waiting List deposit - \$25.00  
Replacement hangar lock - \$ 25.00  
Extra hangar key - \$5.00

### Ramp Tie Down Fees

Daily - \$5.00  
Monthly - \$35.00

### Property Fees

Ground lease assignment fee - \$200.00

### Rental Vehicles

Sienna per day - \$103.30  
Sienna weekly rate - \$464.85  
Camry per day - \$72.31  
Camry weekly rate - \$353.39  
Fuel - \$9.29 per gallon or \$.422 per mile driven  
Cleaning fee (based on condition of vehicle when returned plus actual damage fees) - \$50.00

### Animal Control Fees

Initial license, unsterilized dog	\$30.00
Renewal license, unsterilized dog	\$15.00
Initial license, sterilized dog	\$10.00
Renewal license, sterilized dog	\$5.00
Late license, add	\$10.00 to any required license fee
Other animal, initial license	\$5.00
Replacement licenses	\$5.00
Registration, potentially dangerous dog	\$150.00
Registration, dangerous dog	\$250.00
Registration, other animal:	
Dangerous/potentially dangerous	\$250.00

Registration for micro-chipped animal	
Not otherwise categorized	no fee
Registration, other animal	\$5.00
Late Registration, add	\$25.00 to any required registration fee
Detainment (impound) per day or part of day at municipal impound kennel	\$35.00
Detainment (impound) per day or part of day at county I impound kennel	\$50.00
Quarantine, per day or part of day	\$20.00
Disposal fee (relinquished animal)	\$50.00
Rabies testing	actual cost

[Ord. 988B §§ 2, 5, 2018; Ord. 971B § 1, 2017; Res. 07-2015; Res. 11-2014.]

**RESOLUTION NO. 2018-06**

A RESOLUTION OF THE PORT COMMISSION OF THE PORT OF CHEHALIS, MAKING NECESSARY FINDINGS, ESTABLISHING AN INDUSTRIAL DEVELOPMENT DISTRICT ("IDD") AND FIXING THE BOUNDARIES OF SAID INDUSTRIAL DEVELOPMENT DISTRICT.

WHEREAS, the Port of Chehalis (the "Port") has adopted and approved a Comprehensive Scheme of Harbor Improvements ("Comprehensive Scheme") in the manner provided by law; and

WHEREAS, the Port duly published a notice of public hearing on the proposed formation of an Industrial Development District for the purpose of identifying certain marginal lands within the Port which the Port proposes to define as the Port of Chehalis Industrial Development District; and

WHEREAS, the Port of Chehalis Industrial Development District is suffering from: lands within an industrial area which are not devoted to industrial use but which are necessary to industrial development within the industrial area; inadequate streets, open spaces, and utilities; the existence of lots or other areas which are subject to being submerged by water; by a prevalence of depreciated values, impaired investments, and social and economic maladjustment to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered; in some parts of marginal lands, a growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare; and

WHEREAS, the development of an Industrial Development District provides for the redevelopment of marginal lands in accordance with the powers granted to the Port under RCW 53.25; and

WHEREAS, the Port currently has two (2) existing industrial development districts within the proposed boundaries of the proposed Port of Chehalis Industrial Development District, which the Port intends to terminate; and

WHEREAS, at said public hearing this Port Commission heard from all persons desiring to speak upon such matters, and the Port Commission considered plans pertaining to the area proposed to be included in the IDD;

NOW, THEREFORE, BE IT RESOLVED BY THE PORT COMMISSION OF THE PORT OF CHEHALIS, WASHINGTON, as follows:

Section 1.     Findings. The Port Commission hereby finds and determines that an area within the Port (including the property described on Exhibit A hereto) consists of marginal lands, because the following conditions exist with respect to this area:

  X         (1) The existence of inadequate utilities.

  X         (2) By a prevalence of depreciated values, impaired investments, and social and economic maladjustment to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered.

  X         (3) In other parts of marginal lands, a reduction of proper utilization of the area, resulting in its further deterioration and added costs to the taxpayer for the creation of new public facilities and services elsewhere.

  X         (4) Lands within an industrial area which are not devoted to industrial use but which are necessary to industrial development within the industrial area.

  X         (5) The existence of lots or other areas which are subject to being submerged by water.

Having heard all the testimony from the public hearing held on this date, the Port Commission hereby finds that the creation of an industrial development district to include the marginal lands within the area described on Exhibit A attached hereto is proper and desirable in establishing and development of improvements and industrial development within the Port.

Section 2. Termination of Previous IDD's and Formation of IDD. The Port Commission hereby terminates the two (2) previously established industrial development districts and establishes an industrial development district to be designated as the Port of Chehalis Industrial Development District ("IDD"). The boundaries of this IDD are shown in Exhibit A attached hereto.

Section 3. Development Regulations. Only industrial and commercial zoned property specifically designated by the Port Commission will be governed by the port's property development standards as adopted and approved by the Port Commission from time to time. The property governed by those standards is designated on Exhibit B attached hereto.

Section 4. Powers of the IDD. The IDD shall enjoy those powers granted to industrial development districts by chapter 53.25, specifically, RCW 53.25.100, as the same shall be amended from time to time. All Port of Chehalis improvements undertaken within the IDD shall be included within and consistent with the Port's Comprehensive Plan.

Section 5. Immediate Effect. This resolution shall take effect immediately upon its adoption.

ADOPTED AND APPROVED at a regular meeting of the Commission of the Port of Chehalis, Washington held this 11th day of October, 2018.

PORT OF CHEHALIS, WASHINGTON

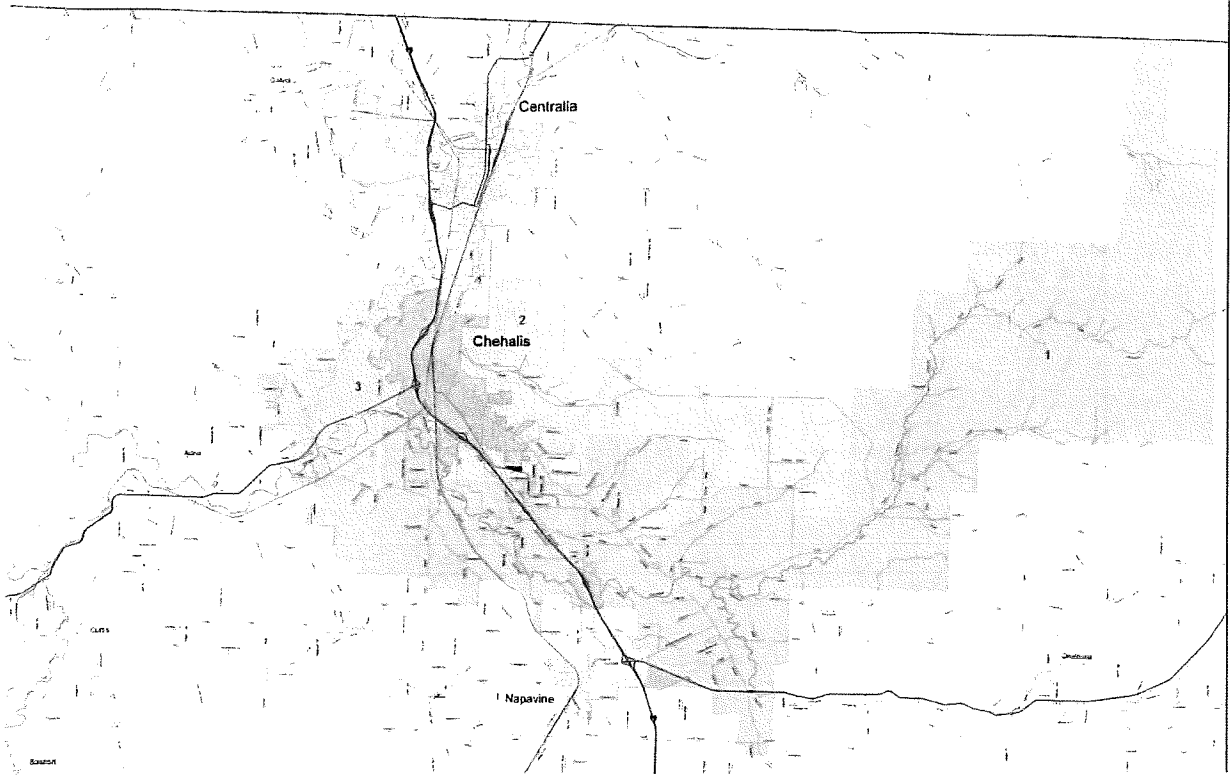
By Mark Collins  
President and Commissioner

By [Signature]  
Vice President and Commissioner

By Mark Gipe  
Secretary and Commissioner

**EXHIBIT A**

**DESCRIPTION OF BOUNDARIES OF  
PORT OF CHEHALIS INDUSTRIAL DEVELOPMENT DISTRICT**



The boundaries of the Port of Chehalis Industrial Development District shall be the same boundaries as that of the Port of Chehalis port district, as of the date of adoption of this resolution.

See Board of County Commissioners of Lewis County resolution 1986-192 for formation document, and Port of Chehalis Commission resolutions 1996-15 and 2008-11 for subsequent approved annexations.



EXHIBIT B

INDUSTRIAL AND COMMERCIAL PROPERTIES COVERED BY  
PORT OF CHEHALIS PROPERTY DEVELOPMENT STANDARDS



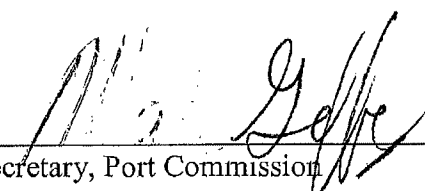
CERTIFICATE


I, the undersigned, Secretary of the Port Commission (the "Commission") of the Port of Chehalis, Washington (the "Port"), DO HEREBY CERTIFY:

1. That the attached resolution numbered 2018-06 (the "Resolution"), is a true and correct copy of a resolution of the Port, as finally adopted at a meeting of the Commission held on the 11th day of October, 2018, and duly recorded in the port offices.

2. That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a quorum of the Commission was present throughout the meeting and a legally sufficient number of members of the Commission voted in the proper manner for the adoption of said Resolution; that all other requirements and proceedings incident to the proper adoption of said Resolution have been duly fulfilled, carried out and otherwise observed, and that I am authorized to execute this certificate.

IN WITNESS WHEREOF, I have hereunto set my hand this 11th day of October, 2018.

  
Secretary, Port Commission

Attested:   
Port Auditor  
10/11/2018







2018

# Comprehensive Scheme of Harbor Improvements



321 Maurin Rd. \* Chehalis, WA 98532  
(360)748-9365 \* [portofchehalis.com](http://portofchehalis.com)  
2/8/2018

## Port of Chehalis Comprehensive Scheme of Harbor Improvements

This document is an update of the preceding plan published in 2013. It defines the Port of Chehalis's direction for economic development and job creation over the next 5 years.

Adopted by the Port Commission of the Port of Chehalis on February 8th, 2018.

X

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Mark Anders, President

X

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Ken Kostick, Vice President

X

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Mark Giffey, Secretary

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## **A. Purpose of the Plan**

This Comprehensive Scheme of Harbor Improvements (Comprehensive Plan) has been prepared to meet the following Port needs:

- Establish short- and long-term planning and development goals.
- Provide a plan to develop and enhance the economic diversity of Lewis County. This plan will be a flexible guideline for the Port Commissioners to make sound fiscal policy and planning decisions.
- Provide a strategy for retaining existing business and attracting new business and industry to enhance local economic diversification efforts.
- Adopt a Capital Improvement Plan.
- Provide the community and potential customers with an overall understanding of the Port of Chehalis.
- Comply with state law (RCW 53.20) that requires that the Port prepare and adopt a “comprehensive scheme of harbor improvements” prior to expenditure of funds for improvement of property.

## **B. Guiding Principles**

### **Mission**

The mission of the Port of Chehalis is to grow and diversify the local economy, and to foster high quality job creation.

### **Vision**

The Port will work to preserve and improve the high quality of life historically enjoyed by area residents, recognizing that this feature is one of the Port’s strongest marketing assets. The Port will work to achieve increased employment opportunities, a reduction in unemployment, and increases in real incomes to improve the overall quality of life in the area. The Port will focus its primary business efforts on industrial and commercial development. The Port will pursue projects that provide benefits to the port district, including added tax revenues to provide services within the community.

The Port will always be a leader and a team player in local economic development efforts. The Port will be proactive and timely in its work, recognizing that delays mean lost opportunities. It will promote growth and development in a responsible, planned manner, always remembering the public’s interests and needs in its decisions. The Port will promote new business investments and opportunities that will assist the local economy in becoming diverse and non-seasonal, and will provide family-wage opportunities.

## Values

Commissioners and staff of the Port of Chehalis will strive to always maintain the following values while conducting their activities.

- Everyone working as a team toward common goals.
- Always managing public resources prudently.
- Always conducting our business with complete fairness and honesty.
- Maintaining a high-quality workforce at the Port.
- Appropriately advancing our environmental responsibility and sustainability.
- Acting as a responsible governmental agency in the best interests of the public.
- Striving for total customer satisfaction.
- Seeking innovative solutions that benefit the community.
- Communicating effectively with the community and our partners.

## Goals and Objectives

The following is a summary of the goals and objectives that support the Port's mission and vision. Although these goals are non-specific requests each will be taken into consideration in all decisions.

### Goal 1: Increase the Economic Vitality of the Port and Lewis County

Objective 1.1: Provide an inventory of shovel-ready development sites, including a mix of site sizes (i.e., 5-acre to 50-acre) to meet market conditions.

Objective 1.2: Provide an inventory of leasable industrial and office buildings of all sizes, to meet market conditions.

Objective 1.3: Continue prudent land and facility acquisitions, in order to offer a complete portfolio of land and facilities for sale and lease.

Objective 1.4: Recruit businesses whose wage structure will be higher than the current countywide average, and/or projecting employment of 5-7 jobs per acre or more.

Objective 1.5: Develop and implement marketing plans to aggressively pursue new tenants for development of Port property.

Objective 1.6: Work to retain and enhance existing port district businesses.

Objective 1.7: Aggressively engage local, state and federal funding sources to obtain maximum leveraging of Port funds.



## Goal 2: Be a Visible Economic Development Leader within the Region

Objective 2.1: Participate in local, county, regional, state, Tribal, and federal land use, environmental, and transportation projects or other issues that may impact or influence the Port. Demonstrate leadership by advancing community issues which improve the local business climate and community, where appropriate.

Objective 2.2: Partner with stakeholders like the EDC, the Industrial Commission, the Chamber of Commerce, other ports, Centralia College, private industry, local governments and others as appropriate to advocate legislative priorities.

Objective 2.3: Through effective marketing and communication, clearly demonstrate that the Port is positioned to expeditiously deliver shovel-ready sites to accommodate economic development and job creation projects.

## Goal 3: Increase Level of Constituent Support for the Port and Its Initiatives

Objective 3.1: Communicate regularly with Port stakeholders to educate them on the Port's mission, goals, and objectives; keep them updated on Port activities; and seek input on key issues and initiatives as appropriate.

Objective 3.2: Maintain and improve the working relationship of the Port District with other governmental agencies, economic development organizations and the community.

Objective 3.3: Develop new partnerships that will increase the level of support for the Port's initiatives and improve the community.

## Geographic Areas of Operation

The Port of Chehalis is the name of this organization, not of any particular place. The Port collects property taxes from all private property owners within the port district boundaries, and they are the true citizen-owners of the Port. The Port works to leverage those dollars into larger returns on those investments, much as a private Real Estate Investment Trust (REIT) takes the investments of shareholders and invests into developments offering an attractive Return On Investment (ROI). The exception being that private investments generally provide strictly financial returns, while the Port's investments provide financial, social, and environmental returns known as the Triple Bottom Line. The Port will work to spread the benefits of its investments (jobs, additional tax base, and public amenities) as equally as possible around the entire port district boundaries.

The Port will make those investments in the geographic areas of the port district that make the most sense for each particular type of land use, on a case by case basis. Manufacturing and distribution uses will be developed in industrial parks or industrial areas where negative impacts from those uses (e.g., sound, lights, odor) are most appropriately dealt with. Commercial properties will be developed in office parks or downtown areas where appropriate, based on the underlying local and

state land use plans. Investments in infrastructure will be made inside and outside the port district boundaries as appropriate, to advance organizational goals and objectives.

## **Types of Employment and Activity**

The Port of Chehalis mission speaks of growing and diversifying the local economy, and fostering high quality job creation. To this end, there are many different types of employment and activity that the port could undertake, and the port will use different approaches for each of these uses.

**Manufacturing and Distribution Businesses.** Manufacturing and distribution jobs have been a historic staple of the Port of Chehalis, and the port wishes to continue bringing these jobs to the area.

**Professional and Service Businesses.** Professional and Service jobs have also been a historic staple of the Port of Chehalis, and the port also wishes to continue bringing these jobs to the area.

**Agricultural Businesses.** Historically, the port has not developed or operated property for agricultural uses, and the port will continue this approach. Exceptions to this may be when the port is farming property for maintenance purposes, or agricultural uses that are part of a larger industry cluster that included value-added products. Illustrative examples: dairy operations that are supplying specialty cheeses, grape productions supporting local wineries, hemp farms supplying local hemp product manufacturers.

**Retail Businesses.** The port has not historically developed or operated property for retail use, and the port will continue this approach. Exceptions to this may be when the retail use is part of a larger mixed-use project that does meet the port's employment goals. Illustrative example: ground floor retail space in a larger multistory building with professional office space.

**Infrastructure projects.** The installation of infrastructure has been a historic staple of the Port of Chehalis, and the port will continue to pursue opportunities to build needed community infrastructure. Illustrative examples: roads, water, sewer, electrical, and telecommunications infrastructure.

**Recreation and Parks Uses.** The port has not historically developed or operated property for recreational or parks use, and the port will continue this approach. Exceptions to this may be when the recreational or park use is part of a larger mixed-use project that does meet the port's employment goals. Illustrative example: a public park space adjacent to a large employment center.

**Residential Uses.** The port has not historically developed or operated property for residential use, and the port will continue this approach. Exception to this may be when the

residential use is part of a larger mixed-use project that does meet the port's employment goals. Illustrative example: live/work spaces with professional offices at street level and housing upstairs.

**Nonprofit Uses.** The port has a long history of working with nonprofit organizations on projects and activities that make the port district community a better place to live, work, and play. Much of the good work done by these nonprofits makes the port district a more attractive place for employers to site their businesses, and the work these groups do indirectly contributes to the port's success in our own economic development efforts. The port will continue working with nonprofits on efforts that improve the port district community. Illustrative examples: Industrial Commission, Chehalis Community Renaissance Team, Lewis EDC, Centralia-Chehalis Chamber of Commerce, Chehalis Foundation.

**Environmental Cleanup and Blight Removal.** Environmental contamination and blighted properties (defined as substandard housing, buildings in disrepair, and vacant lots) negatively affect the properties around them. Property values are lowered, and the area is less appealing for new investments in jobs or housing. The port, as part of our work to make the community better and more attractive, may choose to pursue environmental cleanup or blight removal projects in the port district. Illustrative example: purchasing an old gas station, remediating any environmental contamination, and then developing or selling the clean, bare parcel of land.

**Wetland Mitigation, Habitat Restoration and Flood Prevention.** The port has a long history of work on mitigating wetland impacts, restoring wildlife habitat, and efforts that reduce the damages caused by flooding. The port will continue this work as appropriate, developing properties in an environmentally sound manner that results in a net positive impact on our community and environment.

## C. Five-Year Plan Update Summary

The Port will continue to be an active leader in economic development within the region with an aggressive focus on development of the Chehalis Industrial Park and implementation of the Port's Capital Improvement Plan. Specific tasks to be undertaken over the next five years include:

- Maintain the status of the Port of Chehalis as a highly competitive economic development partner. Participate in local, county, regional, state, tribal, and federal land use, environmental, and transportation projects or other issues that may impact or influence the Port of Chehalis.
- Find opportunities to leverage the resources of the Port of Chehalis with those of other public and private regional economic development partners to better coordinate strategies and implement projects.

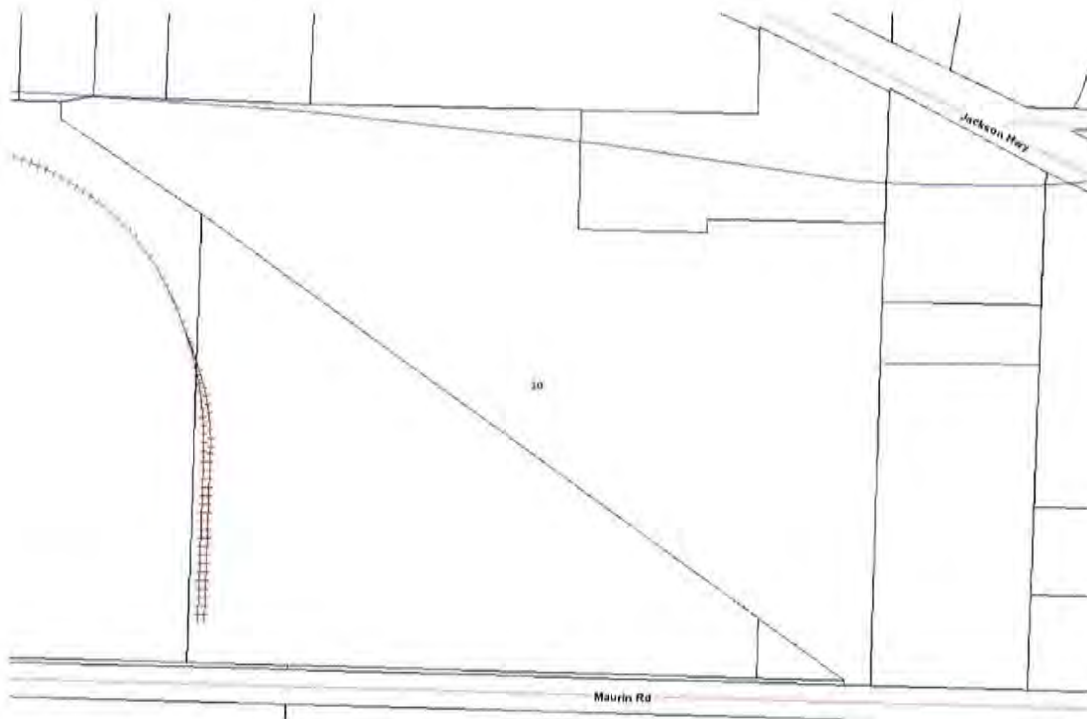
- Provide inventory of shovel-ready development sites, including a mix of site sizes (i.e., 5-acre to 50-acre).
- Provide an inventory of leasable industrial and office buildings of all sizes to meet market conditions.
- Recruit businesses whose average wages will be equal to or higher than the “MIT Living Wage for two adults with two children” figure for Lewis County, and with a projected range of 5-7 jobs per acre or more (in 2017 that figure was \$15.22/hr and is adjusted annually).
- Further develop and implement marketing strategies to aggressively pursue new tenants for development of Port property.
- Communicate regularly with Port stakeholders to educate them on the Port’s mission, goals, and objectives and keep them updated on Port activities seeking input on key issues and initiatives as appropriate.
- Support local tourism projects, as appropriate.
- Participate in the legislative process to further the interests of the Port, its tenants, partners, and taxpayers.
- Continue site preparation and development of port owned properties through the USACE Regional General Permit process or other appropriate processes.

## **D. Port Properties and Plans of Improvement**

The following pages identify properties owned by the Port of Chehalis and set forth the general plan for improvements for each location as the term “improvement” is defined per RCW 53.20.

Parcel numbers and boundaries are accurate as of the date of adoption but may change subsequently.

## Maurin Road Industrial Site 1



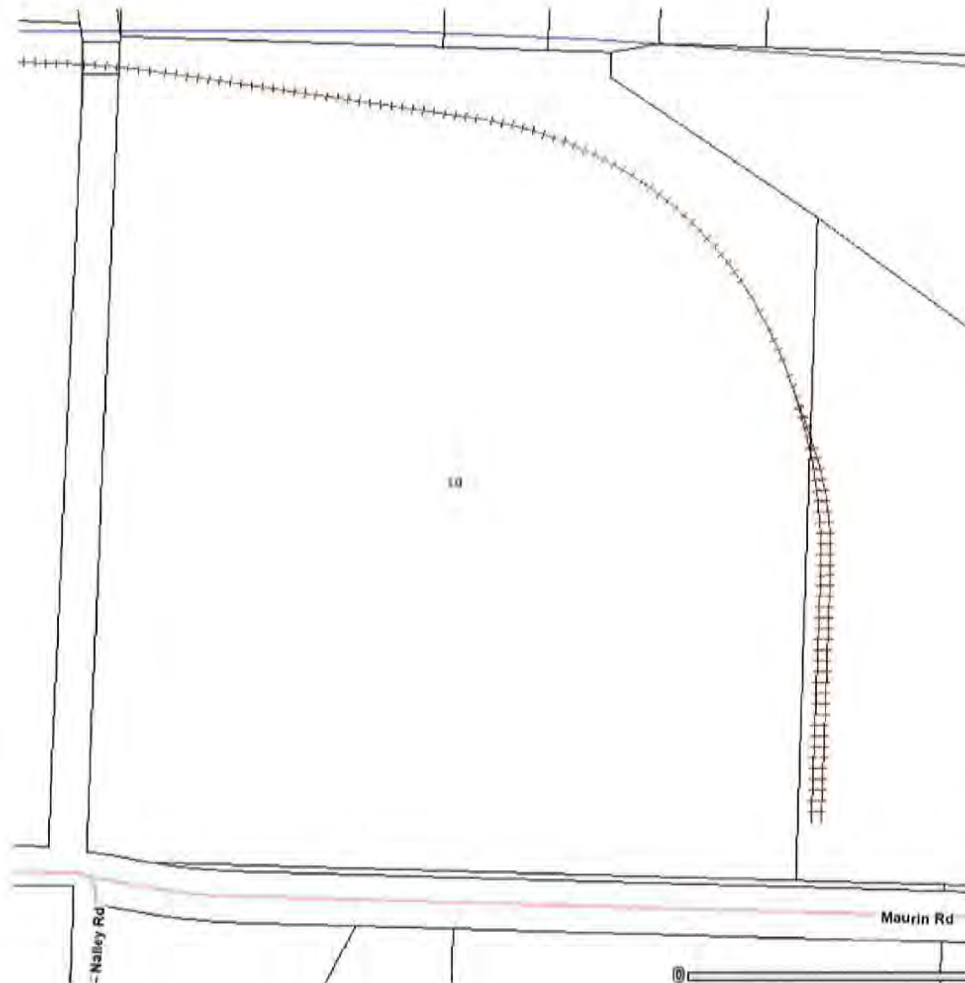
### Lewis County parcel numbers:

017743005000, 017756002005, 017744004000, 017744001002, 017743004000

### General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Maurin Road Industrial Site 1" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Maurin Road Industrial Site 2



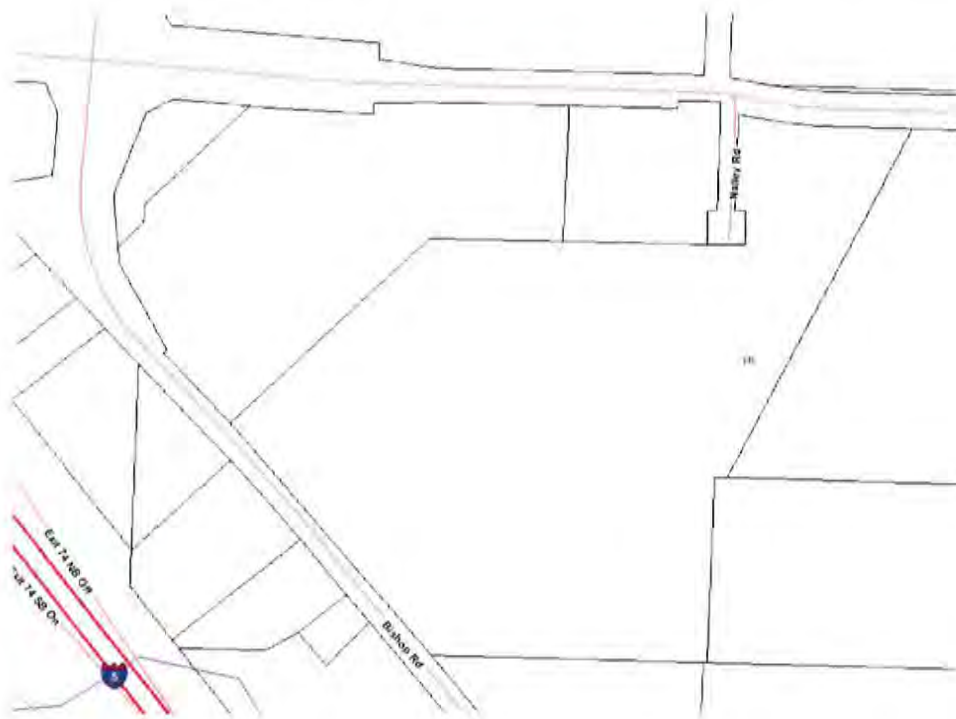
Lewis County parcel number(s):

017756002003, 017755001001

General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Maurin Road Industrial Site 2" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. Additional uses may include a regional stormwater facility and an extension of Downie Road. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Bishop Road Commercial Site



Lewis County parcel number(s):

017764000000, 017760002000, 017758002000, 017727002000

General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Bishop Road Commercial Site" project. The improvements to the property shall be those needed to develop industrial, commercial, retail, mixed-use, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Bishop Road Industrial Site 1



Lewis County parcel numbers:

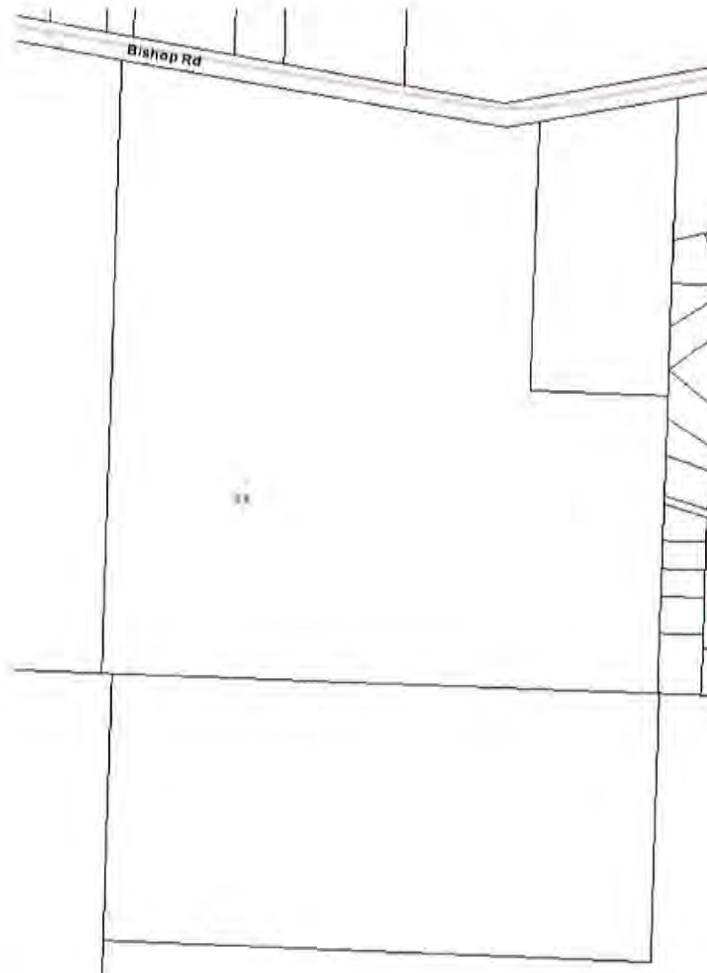
017857002002, 010736000000, 010735000000, 017801000000

General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Bishop Road Industrial Site 1" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.



## Bishop Road Industrial Site 2

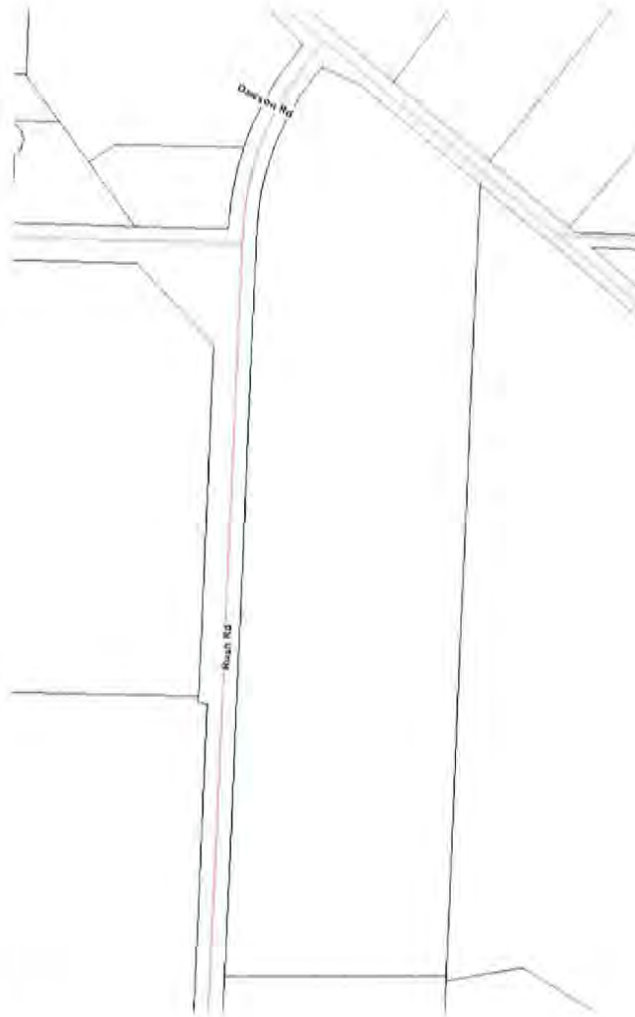


Lewis County parcel numbers:  
017857003004, 017857003002

General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Bishop Road Industrial Site 2" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Rush Road Industrial Site



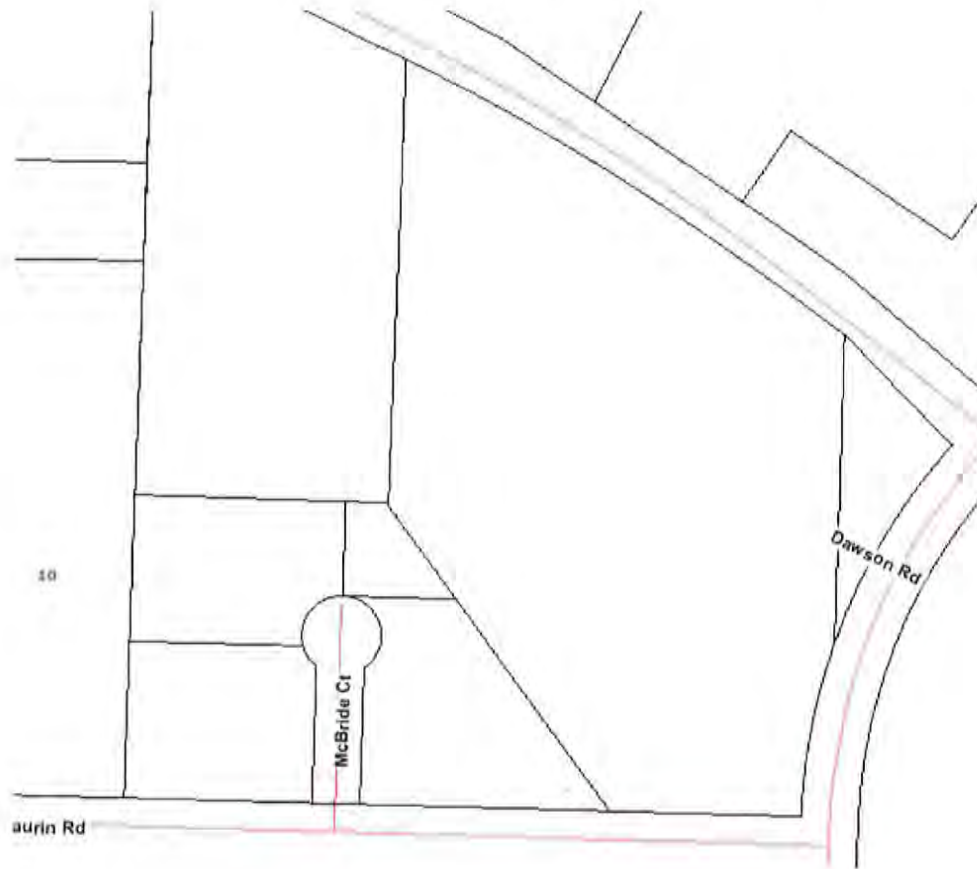
Lewis County parcel numbers:

017800014003

General plan of improvement:

This parcel, as well as any the port subsequently acquires adjacent to this parcel, is part of the port's "Rush Road Industrial Site" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

**Dawson Road Commercial Site, McBride Court parcels,  
& Port of Chehalis Professional Building**



Lewis County Parcel Number(s):

017744002012, 017800014004, 017744002001, 017744002004, 017744002003, 017744002002

General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Dawson Road Commercial Site" project, the "McBride Court parcels", and the "Port of Chehalis Professional Building". The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Habein Road Industrial Complex



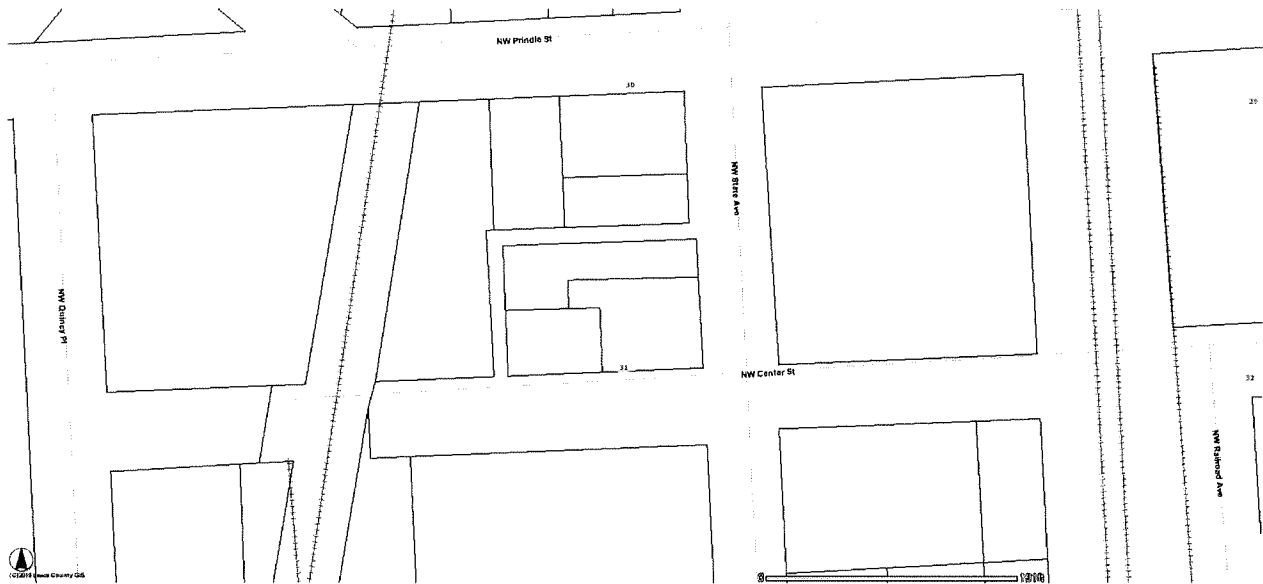
Lewis County Parcel Number(s):

017539006000, 017543002000, 017504001001, 017504009001

General plan of improvement:

These parcels, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "Habein Road Industrial Complex" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## State Street property



Lewis County Parcel Number(s):

003705000000

General plan of improvement:

This parcel, as well as any the port subsequently acquires adjacent to these parcels, are part of the port's "State Street property" project. The improvements to the property shall be those needed to develop industrial, commercial, and other similar or compatible uses, as well as nonprofit organizations or activities serving the community. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Downtown Chehalis



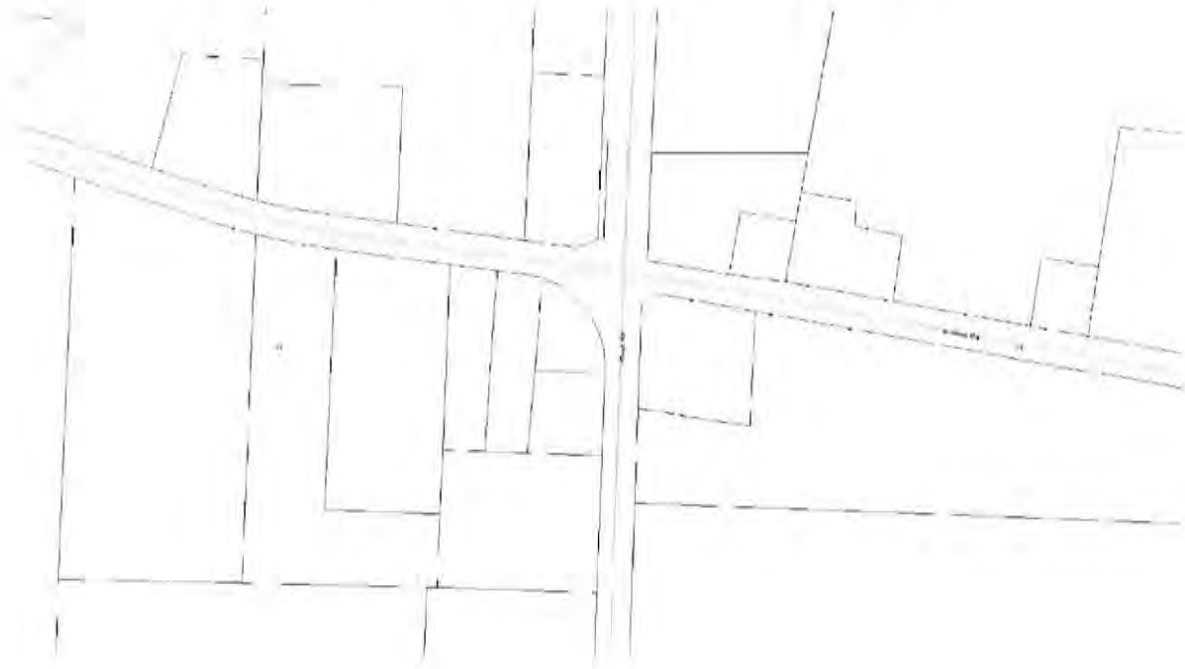
Lewis County Parcel Number(s):

004589000000

General plan of improvement:

This parcel, as well as any the port subsequently acquires near this parcel, are part of the port's "Downtown Chehalis" project. The improvements to the property shall be those needed to develop commercial office, retail, or nonprofit organization uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## Bishop and Rush Intersection property



Lewis County Parcel Number(s):

017886000000, 017800014001

General plan of improvement:

These parcels, as well as any the port subsequently acquires near these parcels, are part of the port's "Bishop and Rush Intersection property" project. The improvements to the property shall be those needed to develop industrial or commercial uses, or to construct transportation or utility infrastructure. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.



## Wetland Mitigation Sites



Lewis County Parcel Number(s):

017775001000, 017800014002, 017887002000, 017800014005, 017800014001, 018798000000,  
018797000000, 018788001000

General plan of improvement:

This property consists of port-owned tax parcels throughout the port district, on which are located either existing wetland mitigation sites or are designated for future wetland mitigation activities. The improvements to the property shall be those needed to construct and maintain those wetland mitigation sites. The property may be subdivided or boundary lines adjusted as needed to best meet the needs of the port. Some or all of the property may be sold or leased, if allowed by the terms of the mitigation agreement and all applicable governmental regulations.



## **Curtis Rail Line**

### General plan of improvement:

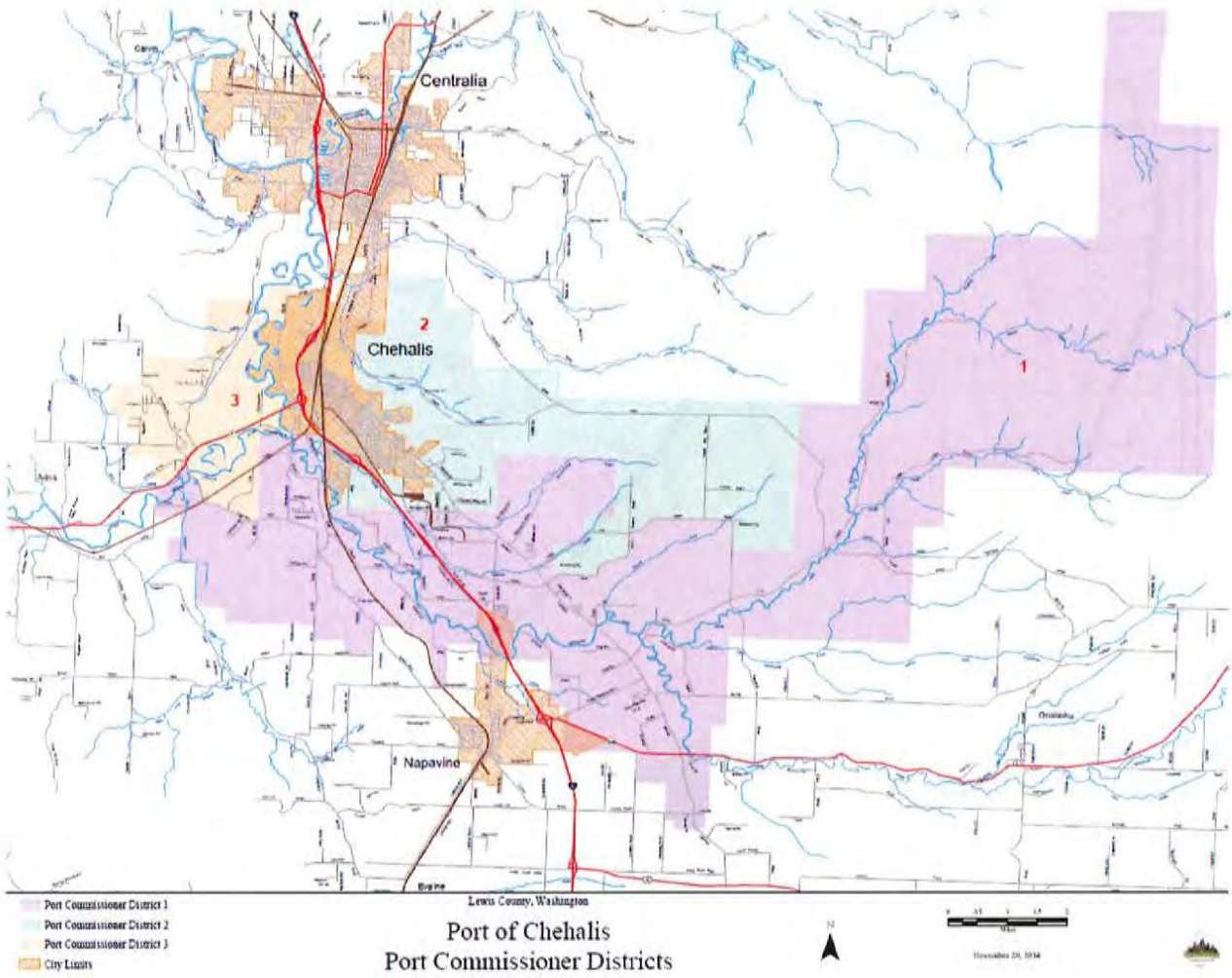
This property consists of a number of separate tax parcels and easements, acquired from the Weyerhaeuser Company as listed on recorded quit claim deed numbered AFN 3011558. This property makes up the port's "Curtis Rail Line." The improvements to the property shall be those needed to operate rail services, outdoor recreational uses, and to develop adjacent industrial or commercial uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

## **Chehalis Industrial Park Rail Lines**

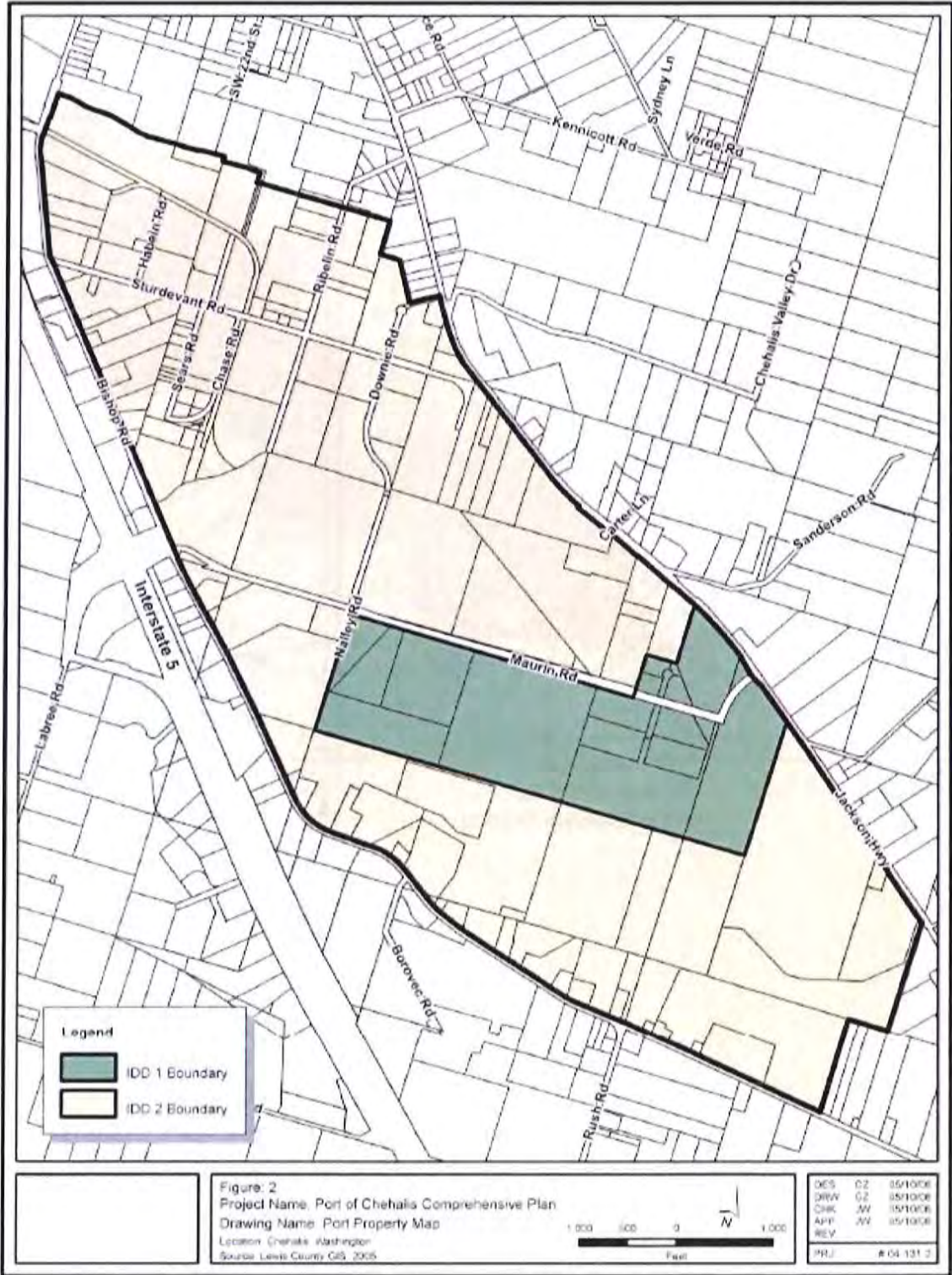
### General plan of improvement:

This property consists of port-owned tax parcels and easements throughout the predominantly industrial zoned areas of Chehalis, on which is located port-owned rail infrastructure. This property makes up the "Chehalis Industrial Park Rail Lines." The improvements to the property shall be those needed to operate rail service and to develop adjacent industrial or commercial uses. The property may be subdivided or boundary lines adjusted as needed to best develop the property. Some or all of the property may be sold or leased, or the port may develop facilities on the property to then sell or lease.

# APPENDIX A. Port District Map

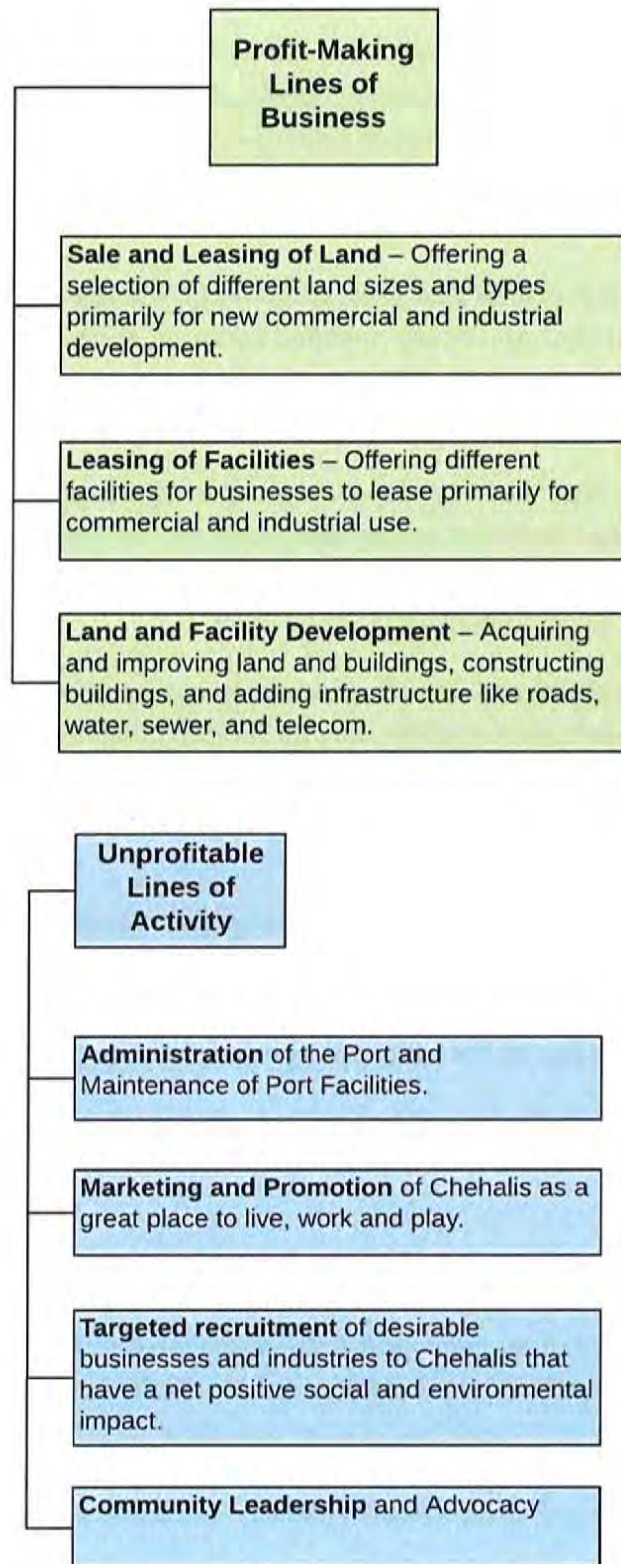


# APPENDIX B. IDD Map





## APPENDIX C. LINES OF BUSINESS AND ACTIVITY



# **APPENDIX D. Development Standards & Guidelines**

## **A. Introduction**

The Port of Chehalis Industrial Park is mostly outside the Chehalis city limits but lies within the City’s Urban Growth Area (UGA). In 2009 the City of Chehalis updated the City’s Development Regulations to adopt the Port’s development standards & guidelines by reference to allow more flexibility by the City of Chehalis in permitting projects. The City’s development code relies on the standards outlined in the Port’s master plan.

Developments within the industrial park must comply with the relevant provisions of the Chehalis Municipal Code (CMC) unless specifically modified by these design standards. Together with the City’s development regulations and the Port’s comprehensive plan, these design standards will help establish consistency throughout the industrial park.

These design standards have been prepared to ensure high quality site planning, architecture, engineering, and landscape architecture are developed and maintained throughout the industrial park. Implementation of these design standards promotes growth and development which is consistent with the Port’s comprehensive plan and vision.

This Appendix has been structured so each general topic is introduced with one or more general objectives, and the standards which follow provide detailed guidance for design to be addressed in each project.

## **B. General Development Objectives**

The following general development objectives are intended to guide the development of individual parcels, unless superseded by state or local ordinances. Individual parcels within the Port of Chehalis Industrial Park are available for sale or lease to individual users. Site development shall be guided by specific criteria with respect to the nature of land uses and the character of design.

The planning for the Port of Chehalis Industrial Park includes design considerations to ensure an emphasis on a quality site and architectural and landscape design.

### **1. Site Planning**

Thoughtful site planning will help to achieve efficiency and compatibility throughout the development, which is conducive to economic development and recruitment. The site planning of individual lots within the Port of Chehalis Industrial Park is intended to provide for a wide range of employment and development opportunities. Key site planning elements which will be addressed in this section include uses, site coverage, setbacks, parking and loading, access and drive location, sidewalks, storage and loading areas, screening, fences and walls, utilities, grading, and nuisances.

### **2. Architecture**

High quality architectural design with a quality theme shall be incorporated into all developments to strengthen the image of the Port of Chehalis Industrial Park as a unique business environment. Designs shall create consistency between architectural elements, as well as cohesive relationships between buildings and the landscape setting. Building design shall strive to be an integrated part of the overall site design concept.

### **3. Landscape**

Landscaping shall be designed to complement and enhance the existing streetscapes and buildings within the district while providing a cohesive transition between adjacent buildings and landscapes. Landscape plans shall create a pleasant and harmonious relationship between built facilities, the natural and agricultural landscape, and adjacent development. The streetscape design and construction shall be completed by the Port to provide the framework of elements and materials that lay the groundwork for achieving this goal. Elements, including monumentation and signage throughout the park and site-specific signage, shall utilize the palette of materials and thematic design features to visually link the entire park. Landscaping shall provide effective screening where required and, to the extent possible, existing native trees and vegetation shall be retained and enhanced as part of the design.

### **4. Signage**

Signs are an important element contributing to the identity of the Port of Chehalis Industrial Park and are intended to add to the aesthetic appeal of the area. The use of signage shall be coordinated with landscape and building elements and shall complement the overall design of the project. Appropriate scale and consistent colors, materials, and typography for all signs shall contribute to the high-quality image of the industrial park.

### **5. Lighting**

Location of lighting fixtures shall be designed to enhance site security and on-site lighting shall be designed to highlight, not dominate, the design of the building. Lighting in industrial areas may require clusters of lights on taller poles to efficiently light outdoor storage and work areas. To promote efficiency and maneuverability in these outdoor storage areas, the number of poles shall be the minimum number required to achieve an effective illumination of the storage/maneuvering areas. All lighting shall be specified to ensure consistent fixtures and illumination levels throughout the industrial park and shall prevent excessive lighting from casting glare onto adjacent lots and streets. See following Section VII for specific lighting standards.

### **6. Administration of Standards**

All developments within the project shall meet the minimum requirements established by these design standards. The Port of Chehalis reserves the right to adjust or vary these standards to the limit allowed by state and local ordinances and administrative rules and regulations. This includes

modifications or variance relief allowed under applicable jurisdictions, when it is solely determined by the Port that such an adjustment or variance is in the best interest of the public and will not impair the quality of the overall project.

The Port will review all plans to ensure development in the Port of Chehalis Industrial Park meets the requirements of the design standards. The Port shall evaluate the proposed plans based upon the intent of the standards, available facts regarding the project, and the best interests of all property owners. The review process shall consider the unique aspects of each of the tenant's requirements and is designed to assist individual tenants in following the proper procedures to avoid delay or inconveniences in the execution of plans.

The Port recognizes situations arise which may warrant modification to these standards. A written request for an exception shall be submitted to Port staff stating the reason for the request and the applicable section of the standards. The Port shall evaluate each request and notify the tenant in writing of the decision.

## **7. Adding property to the Port of Chehalis Industrial Park**

As the Port continues their mission to promote economic development in the region, properties may be added to the Port's industrial park. Designating a property as being within the industrial park and applying these design standards to the industrial park shall promote cohesive character within Port projects and provide for consistent development regulations on all Port properties. A decision to include property in the industrial park shall be forwarded to the City of Chehalis to be included in the Port's industrial park standards. Properties to be added need not be contiguous to other Port-owned properties.

## **C. Site Development Standards**

### **1. Permitted Uses**

#### **a. Standards**

- According to Section 17.40.030(D) of the Chehalis Municipal Code, uses submitted in any development permit application located within an IDD and submitted by the Port of Chehalis shall be considered permitted uses for permit review.
- Given the variety of uses permitted within the Port of Chehalis Industrial Park and the Port's goal to provide for flexibility, compatibility, and efficiency between sites, all services within the industrial park shall be consistent with an integrated development plan approved by the Port Commission.
- A minimum of five to seven jobs per acre is required for tenants within the Port's industrial park. This standard can be varied by the Port Commission after careful consideration of the Port's mission and goals.

- Retail support services such as restaurants, data processing, child care, job training, banks, and recreational facilities shall be evenly spread throughout the industrial park.
- “Flex” buildings may be constructed to accommodate a variety of tenants provided the land use mix is consistent with these standards.
- All site development shall preserve the “business park like” environment.
- Parking ratios shall average for the following uses:
  - General Office: One space for 200 SF (5/1,000) to one space for 300 SF (3.3/1,000)
  - Retail/Commercial: One space for 200 SF (5/1,000)
  - Restaurant: One space for 150 SF (6.6/1,000)
  - Manufacturing/Light: One space for 200 SF (5/1,000) to one space for 500 SF (2/1,000)
  - Industrial and Warehousing: One space for 1,000 SF (1/1,000) to one space for 2,000 SF (0.5/1,000)

## **2. Site Coverage**

### **a. Standards**

- Meet pervious surface requirements for the Port of Chehalis Industrial Park through a combination of on-site pervious surface requirements and common open space.
- The maximum area that may be covered by the principal building, accessory building, and future additions shall not exceed 50% of the total lot area.
- A minimum of 15% of the area within property lines of each development parcel shall be landscaped.

When two or more parcels are aggregated by a single occupant, the aggregate parcels may be considered as one parcel for calculating site coverage.

- Wetland buffers can be included as landscape areas as provided below in the landscape standards.
- Stormwater treatment facilities, when landscaped and planted, can be included as landscaped areas.
- Hardscaped pedestrian plazas and common areas, walkways, pathways, and/or common areas can be counted towards the landscaping requirement but should not comprise more than 25% of the required landscape area.

## **3. Building Heights**

### **a. Standards**

- All buildings shall conform to the building height limitation of 100 feet as established for the I-L (Light Industrial) zone, and 50 feet as established for the C-G (General Commercial) zone.



- Exceptions to these height standards shall require approval by the Port. Building heights shall be reviewed based on responsiveness to the heights of surrounding tenants, appropriate architectural scaling elements, and view corridors.

#### **4. Building Setbacks**

##### **a. Standards**

- Minimum building yard setbacks:
  - Front yard setback abutting an internal street: 0 feet
  - Front yard setback abutting a collector or arterial street: 10 feet
  - Side yard setback, interior: 0 feet
  - Rear yard setback: 0 feet
  - Abutting a residential zone: 50 feet
- Additional setbacks may be required to promote compatibility between uses or provide a transition between incompatible uses. If additional setbacks are likely to be required, the Port shall notify the tenant during the site selection process. Additional buffering shall be approved by the Port, if required.
- Fire codes may require additional building setbacks or separation of uses.
- All setback areas not devoted to parking or access shall be planted and maintained in a manner compatible with the on-site landscape design concepts to provide a landscaped setting between street and building and provide a buffer between parking areas and the adjacent street.
- The land within setback areas may be used for utility easements, stormwater facilities, landscaping, walks, drives, and other similar items that are not regulated by the City as “buildings,” subject to other applicable sections of these standards.
- Screening within setbacks may be modified to address appropriate separation between compatible and incompatible uses.
- Setbacks shall provide vehicular site lines which allow safe ingress and egress to properties, safe movement along roadways, and visual discrimination of one building from another.

#### **5. Parking and Loading**

##### **a. Standards**

- Off-street parking areas used to fulfill the requirements of the parking code shall not be used for loading and unloading.
- No parking within access easements, drive isles or roadways. If parking spaces are proposed within rights of way or within or adjacent to access easements, the design shall ensure safe passage of vehicles and maintain emergency vehicle access.
- Parking and loading setbacks:
  - Front yard: 20 feet

- Side yard: 5 feet
- Rear yard: 5 feet
- Subject to review and approval by the Port, side and rear yard parking and loading setbacks may be reduced if the setbacks on the adjacent property are used for the same purposes, such as truck loading docks and maneuvering areas.
- Where the Port approves joint parking, loading, or maneuvering areas, the setback requirement shall not apply. An alternate requirement for landscaping and screening acceptable to the Port shall be required in these cases.
- See Parking Table 17.84A in the Chehalis Municipal Code for parking dimension requirements.
- The use of compact car spaces for up to 33% of the required parking is permitted.
- Handicapped accessible parking shall be provided as required by the International Building Code, Washington State Amendments standards.
- Parking areas shall include planting areas as described in the landscape standards.
- Programs and policies which favor the use of mass transit and car and van pools by employees are encouraged.
- The Port shall maintain regular contact with the local transit agency and shall coordinate appropriate bus stop locations within the Port's industrial park. The Port has designated areas for possible future stops in the master plan. These locations shall be re-evaluated for tenants employing more than 100 employees or proposing mass transit as part of a vehicle reduction program to minimize traffic impacts.
- Designated "cycle parking" areas should be considered for the convenience of employees using bicycles or motorcycles. Cycle parking areas shall be located in areas convenient to employee entrances and should be provided with racks having security locking capabilities.
- All parking areas shall be contained by an extruded or poured-in-place concrete curb at least six-inches high and, where appropriate, set back from the edge of the parking lot to serve as a wheel bumper.
- All main driveways required for heavy truck traffic shall have a poured-in-place curb at least six-inches high and a ten-inch embedment (minimum sixteen-inch total height).
- Parking location and design shall facilitate safe and convenient pedestrian access.

## **6. Access and Drive Location**

### **b. Standards**

- Common driveways and joint accesses are encouraged to improve traffic flow and access to individual parcels and promote efficient uses of property.
- Each parcel shall have at least two ways of access wherever possible.
- Driveways and accesses should maintain the continuity of street-side planting and utilities located in the landscaped street setbacks, with only minimal disruption by access drives.

- All drives shall not be less than twelve feet in width for one-way traffic, and not less than twenty-four feet in width for two-way traffic. The direction of traffic flow shall be suitably designed and clearly marked on the paved surface or with signs.
- Curb cuts for driveway accesses shall account for the types of vehicles planned to use the access. Truck entrances shall be wider and have a more gradual turning radius than passenger vehicle accesses.

## **7. Sidewalks**

### **a. Standards**

- On-site pedestrian circulation system shall be provided on a site-by-site basis and shall be an integrated part of the overall architectural and site design concept.
- On-site pedestrian walks must be hard surfaced and be at least five feet wide. A pedestrian walk must be increased to seven feet wide when bordering parking spaces. Where any designated pedestrian circulation route crosses a vehicle maneuvering area, the crossing shall, at a minimum, be striped to notify drivers of the potential presence of pedestrians. Tenants may provide more enhanced markings for pedestrian crossings, such as a different color surface or different surface type.
- Connections shall be made between the on-site and public pedestrian circulation systems, and to focal points for the transportation system.
- Pedestrian circulation systems shall provide a safe, all-weather, efficient, and aesthetically pleasing system to serve each site, including connecting parking areas with building entries, connecting buildings to one another, and connecting each building site to the open space amenities and pedestrian circulation systems provided in landscape and common area easements.

## **8. Storage, Service, and Loading Areas**

### **a. Standards**

- Service and loading areas shall be designed and located on the site so service vehicle activities and movements do not disrupt the efficient flow of on-site and off-site traffic.
- Outside storage of materials, supplies, or equipment, including trucks or other motor vehicles, shall be permitted only if:
  - The material, equipment, or objects stored outside are incidental to the activities regularly conducted on the premises.
  - The area devoted to outside storage must include screening to promote compatibility between adjacent uses. Screening shall not be required when abutting another outdoor storage area.
  - The area is screened in harmony with the architecture, design, and appearance of neighboring structures and other surroundings.

- Provisions shall be made on each parcel for any necessary vehicle loading, and no on-street vehicle loading shall be permitted.
- Service and loading dock areas shall be recessed or screened or located on the sides or rear of the building to reduce visibility from adjacent lots, streets, pedestrian ways, and open space areas.
  - No front yard storage is allowed.
  - All outdoor storage areas shall be paved with asphalt, concrete, or a pervious surface approved by the Port.
  - All storage tanks shall comply with federal, state, and city requirements.

## **9. Refuse Collection Areas**

### **a. Standards**

- A refuse collection area shall be provided on each lot, within or directly adjacent to the building.
- Ensure refuse and refuse containers are not visible from areas within buildings, streets, pedestrian circulation ways, open space areas, and adjacent lots and buildings.
- All refuse enclosures shall be a minimum of six feet in height. Trash enclosure doors must have the same parallel alignment and close completely without a gap.
- Ensure refuse collection vehicles have clear and convenient access to refuse collection areas, and do not have to cross adjacent properties to access a trash enclosure.
- Refuse container screening shall be of a material and design compatible with the overall architectural theme of the associated structure.
- No hazardous or toxic materials shall be permitted in refuse collection areas.
- Refuse collection areas may be in rear or side yards. All refuse collection areas shall be fully enclosed.
- Refuse collection areas must be designed to contain all refuse generated on site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.
- Each development shall comply with City code with respect to solid waste recycling.

## **10. Screening of Exterior Mechanical Equipment**

### **a. Standards**

- Screening is required to minimize the visual impact of all exterior components of communications, plumbing, power, processing, heating, cooling, and ventilating systems from adjoining streets, parcels, buildings, and open space areas.
- All rooftop mechanical equipment shall be screened or hidden by a parapet. Rooftop equipment shall be placed away from the edge of the roof.

- Roof-mounted mechanical equipment, such as ventilators and ducts, shall be contained within a completely enclosed structure that may include louvers, latticework, etc. If not feasible, the Port may approve an alternative if the equipment is painted the body color of the building.
- Ground-mounted mechanical equipment shall be sited at the rear of a building and will be substantially screened from public view.
- Ground-mounted mechanical equipment shall have a sight obscuring fence (brick, split face block, or painted concrete), or an additional ten feet of landscaping width with required tall coniferous planting. All ground-mounted mechanical equipment, location, height, and screening shall be reviewed by the Port.
- Screening devices for mechanical equipment shall appear as an integrated part of the architectural design and must be constructed of materials with finishes and colors which are compatible and complementary to the overall architectural design. All screening devices shall have a non-glare surface.
- Any roof-mounted mechanical equipment that will be visible from upper floors of adjacent buildings shall be kept to a visual minimum, shall be installed in a neat and compact fashion, and shall be painted a color to allow blending with the visual background.
- No exterior components of communications, power, plumbing, processing, heating, cooling, and ventilating systems shall be mounted on any building wall, unless they are an integrated architectural design feature and, in any case, shall be permitted only with the written approval of the Port.

## **11. Screening of Exterior Electrical Equipment**

### **a. Standards**

- Transformers shall be screened by landscaping or an enclosure of a material, color, and design compatible with the overall architectural theme of the associated structure and painted the body color of the building.
- Electrical equipment shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be mounted in a location where it is substantially screened from public view. In no case shall exterior electrical equipment be mounted on the street side or primary exposure side of any building.
- Exterior-mounted electrical equipment and conduits shall not be located on the side of any building and, where visible, shall be installed in a neat and orderly fashion and painted to blend with its mounting background.

## **12. Fences and Walls**

### **a. Standards**

- Although the construction of walls and fences within the industrial park should be minimized, and used only as necessary to screen outside storage, loading, and service areas, the Port shall allow for the installation of fences and walls within a parcel for site security, sound attenuation, separation of functional activities, and screening of unsightly functions and activities.
- Fences and walls shall not, because of their height, location, or design, contribute to a decrease in the safety or efficiency of traffic flows on site or in fronting streets.
- Fences and walls shall be installed as inconspicuously as possible or designed as an integrated and complementary architectural design element, adding interest to the overall architectural design concept
- No fence or wall shall be constructed within a front yard setback.
- No fence or wall shall exceed a height of eight feet, except to screen mechanical and storage equipment.
- Walls and fences between buildings and fronting streets are discouraged.
- Wall and fence design, color, and materials must complement the landscaping and building architecture. Landscape materials used as an integral part of the fencing shall be encouraged. All materials used shall be durable and finished in textures and colors complementary to the overall architectural design.
- Where chain link fencing is approved by the Port, it shall be coated with a dark color vinyl or similar non-porous material to prevent leaching of zinc into surrounding areas. Uncoated galvanized fencing is generally not permitted in Port projects.

### **13. Utilities and Communication Devices**

#### **a. Standards**

- All exterior on-site utilities including, but not limited to, drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment shall be installed and maintained underground.
- On-site underground utilities shall be designed and installed to minimize the disruption of offsite utilities, paving, and landscaping during construction and maintenance.
- Developers or tenants requiring utility services in excess of those provided, or that exceed the capacity of off-site utilities, are solely responsible for the cost of upsizing and upgrading of those services necessary to meet specific developer or tenant requirements.
- Antennas for the transmission or reception of telephone, television, microwave, or radio signals shall be placed on the lot, and appropriately screened to have minimum visual impact on surrounding streets, public spaces, and common open space. The final location and configuration of such antenna must be approved in writing by the Port.
- Temporary overhead power and telephone facilities are permitted during construction.

### **14. Grading**

a. Standards

- Site grading shall complement and reinforce the overall architectural and landscape design character.
- Berming is encouraged along streets to screen parking and outdoor storage areas.
- Each site shall be graded to direct stormwater to an on-site stormwater collection system which conveys the stormwater to a regional storm sewer and/or water quality facility, as may be required by the Port of Chehalis.

**15. Nuisances**

b. Standards

- No nuisance shall be permitted to exist or operate upon any parcel or site so as to be offensive or detrimental to any adjacent parcel, site, or neighboring property or to its occupants. A “nuisance” may include, but not be limited to, vibration, sound, electro-mechanical disturbances, radiation, air or water pollution, dust, emission of odorous, toxic, or noxious matter.
- Air and water quality and noise impacts are regulated by the State of Washington Department of Ecology.
- The radiation or discharge of intense light, glare, heat, atomic, electro-magnetic, microwave, ultrasonic, laser, or other radiation, and any operation producing intense glare, heat, or such other radiation emitted shall not be discernable from any point exterior to the site or parcel upon which the operation is conducted.
- Buildings and other structures shall be constructed, and machinery and equipment installed, and insulated on each parcel so the ground vibration inherently and recurrently generated is minimized to insignificant levels at any point exterior to any parcel.

**D. Architectural Standards**

**1. Standards**

- High-quality architectural design with a quality theme is encouraged for all facilities within the industrial park, thus strengthening the image of the Port of Chehalis Industrial Park as a unique business campus. Building architecture shall visually integrate all aspects of the overall site design concept, and consideration shall be given to the relationship between buildings and adjacent open space.
- The use of contemporary architectural styles is strongly encouraged. The use of unusual or eccentric architectural elements, or “period building,” which would detract from the quality image of the industrial park, shall not be allowed.
- High-quality building materials of a permanent low-maintenance type shall be used on all exterior walls of a building. Design and color shall be used consistently throughout each site.

The use of two or more natural exterior colors is strongly encouraged to enhance the building. Reflective glass or metallic materials should be avoided. All exterior colors and materials shall be approved by the Port.

- The use of parapets and canopies is encouraged to break up large uniform wall surfaces. Such features shall be in proportion to wall and building height.
- All exterior walls shall be finished in masonry, concrete, face brick or stone, painted steel, or equivalent. Wood exterior construction, where permitted by code, may be used for office structures or other similar uses upon approval by the Port.
- Design consideration should be given to:
  - Views and vistas.
  - Solar orientation and climate.
  - Orientation toward major streets and thoroughfares.
  - Vehicular and pedestrian flows.
  - The character of surrounding developments.
  - Expressions of a facility's functional organization.
  - Expressions of the individual character of each business.
  - The satisfaction of physical, psychological, social, and functional needs of facility users.
  - Energy conservation through facility design.
  - Potential environmental hazards.
  - Enhancement of the overall landscape.
- Consideration should be given to the incorporation of design features such as:
  - Highlighted visitor entrance and entry plazas.
  - Focal theme towers.
  - Enriched employee lunch areas.
  - Accent lighting.
  - Dynamic building and roof forms.
  - Jogs or offsets in long walls.
  - Reveals, material changes, or accent paints in tall walls.
  - Striking window patterns.
  - Light and shadow patterns.
  - Color accents.

## **E. Landscape Standards**

### **1. Standards**

- Landscaping shall typically consist of trees, shrubs, groundcover, and/or lawn for plant materials. Provide plant materials that are adapted or native to the local environment.
- The landscape design shall provide shading and visually break up the parking lot.



- Each site development plan package that is submitted for approval by the Port must include a landscape plan.
- Plants selected shall be suited to the climate, soils, and topographic conditions of the landscape area, and shall be drought tolerant or low water use plants to encourage water conservation.

#### a. Streetscape Standards

- The landscape design and construction of the streetscape zone (right-of-way and easements) has been completed by the Port. The goal of the streetscape landscape is to create the overall landscape framework for the park. Meandering sidewalks and street trees alternating between large canopy deciduous trees and columnar conifer trees create a rhythm for motorists and pedestrians. Understory shrub and groundcover plantings are tiered from low at the sidewalk edge to high at the easement or property lines to enhance the rhythm set up by the street trees.
- In some cases, the streetscape landscaping extends onto development sites. The streetscape landscape easement areas can be counted towards the landscape area and buffering requirements of the sites at which they occur.
- At areas where new vehicular entry points are created, the affected areas of streetscape shall be repaired to pre-existing condition on both sides of the new driveway.

#### b. Development Site Standards

- The development site includes all landscape areas from the building façade to the property and easement lines. Uses and activities within the development sites shall vary according to the tenant. It is the intention of these standards to provide a base level of landscaping that shall contribute to the overall landscape character of the Port of Chehalis Industrial Park.
- The development site shall, in most cases, consist primarily of parking lot landscaping. Other landscape areas of consideration include, but are not limited to, building entrances, building foundation planting, outdoor gathering areas, service areas, and vehicle entry points. All new landscape areas shall be irrigated by a fully automatic underground irrigation system, except for future expansion areas which are covered by field grass.

#### c. Street Frontage Standards

- The street frontage is that area between the property or easement line and areas of use on the site that are visible from the street.
- Grading
  - Finish grading for each parcel shall meet the existing grade at the property or easement line, with a transition slope not exceeding 3:1.
  - Existing berms at street corners shall be protected and incorporated into site landscape design.

- Service Areas
  - Screen service areas with a combination of evergreen or densely branched deciduous shrubs, with a minimum mature height of six feet, and conifer trees.
  - Solid walls may be used, provided they are of a character deemed by the port to be in keeping with the overall Port of Chehalis Industrial Park theme.
- Parking
  - Surface parking areas abutting street frontage areas shall be screened by evergreen or densely branched deciduous shrubs with a minimum mature height of four feet. Berming (3:1) should be considered in the front landscape setback.
- Building Façades
  - At areas where extended stretches of the building façade have no surface penetrations, provide a design to visually break up the exterior of the building. Treatment may include plant material which at time of maturity sufficiently provides the size and variety to visually break up the exterior of the building.

#### d. Parking Lot Landscape Standards

- The auto parking area shall have large canopy deciduous trees planted in a regular and evenly spaced pattern.
- Surface parking areas abutting street frontage areas shall be screened by evergreen or densely branched deciduous shrubs with a minimum mature height of four feet.
- If an outdoor parking area contains twelve or more parking stalls, not less than 10% of the interior of such area shall be landscaped. The use of earth berms in these landscaped areas is encouraged.
- Tree islands and planter areas within paved parking areas shall provide a minimum five-foot clear planting space.
- Planting areas shall have a six-inch continuous concrete curb on all sides.
- All parking lot planting beds, in addition to trees, shall be planted with low shrubs and/or groundcover. Mulch shall not be considered groundcover. The size and spacing shall conform to these standards.
- Planting beds shall be a minimum of twenty-five square feet.
- Parking lot tree species shall be hearty canopy trees that do not produce an overabundance of berries, branches, or leaf drop (see recommended plant list below for examples).

#### e. Parcel Landscape Area Standards

- General Requirements
  - Finish grading for each parcel shall meet the existing grade at the property line, with a transition slope not exceeding 3:1.
  - Meet all Port of Chehalis applicable requirements for setback and landscape.
- Landscape Requirements

- Groundcover, shrub, and/or tree plantings as specified below shall be required as a minimum in the interior landscape area.
- Trees: Minimum two-inch in caliper deciduous trees and/or minimum six-foot tall conifer trees, thirty feet on center, or a mixture thereof, at landscape areas abutting adjacent properties.
- Shrubs: Not less than twelve to fifteen inches in height for low shrubs and eighteen to twenty-one inches in height for tall shrubs, located and spaced according to species. Plant half-mature plant width from property lines and/or curbs.
- Groundcover: Three feet on center maximum triangular spaced for one-gallon material, eighteen inches on center maximum triangular spaced for four-inch pots.
- Planting and Irrigation Details and Specifications
  - All planting and irrigation details and specifications shall conform to all applicable plumbing standards and codes or these landscape standards, whichever pose the highest standards. Plants selected shall be suited to the climate, soils, and topographic conditions of the landscape area, and shall be drought tolerant or low water use plants to encourage water conservation.

f. Landscape Coverage Standards

- A minimum of 15% of the area within the property lines shall be devoted to landscape materials. Where lots include wetland buffers, the buffers can be included in the required 15%, if they are planted. The planting of the buffer must meet or exceed the wetland buffer planting requirements. Stormwater treatment facilities, when landscaped and planted, can be included as landscaped areas. Hardscaped pedestrian plazas and common areas, walkways, pathways, or common areas can be counted towards the landscaping requirement but shall not comprise more than 25% of the required landscape area.

g. Recommended Plant List

- The following plants are strongly recommended for use within the Port of Chehalis Industrial Park:
  - Parking Lot/Interior Trees
    - Japanese maple
    - Patmore Green Ash
    - Oregon White Oak
  - Small Accent Trees
    - Flowering Red Plum
    - Yoshino Cherry
  - Coniferous Trees
    - Douglas Fir (only 20% of total coniferous count)
    - Western Red Cedar

- Incense Cedar
- Grand Fir
- Noble Fir
- Western Hemlock
- Western Larch
- Tall Evergreen Shrubs
  - Boxwood
  - Pacific Wax Myrtle
  - English Laurel
  - Emerald Green Arborvitae
- Low Evergreen Shrubs
  - Japanese Holly
  - Oregon Grape
  - Western Spiraea

## **2. Sign Standards**

### **a. Standards**

- Allow on each parcel sufficient, though not excessive, business identification devices so that the name of each business locating in the Port of Chehalis Industrial Park is clearly and individually associated with the facilities it occupies, when viewed by motorists passing by on streets.
- All signage and identification devices shall not, because of their height, location, or design, reduce the safe flow of vehicles or pedestrians.
- Ensure compliance with the applicable building codes.
- No more than one detached business identification sign shall be permitted on each street frontage of a development parcel.
- All detached business identification signs shall be permanent signs and shall not exceed a height of six feet above the underlying finish grade.
- All detached business identification signs shall be of such materials and design to be compatible with and complementary to the on-site design concept, as well as landscape and physical design features.
- Detached business identification signs may be illuminated by continuous and uniform internal illumination, backlighting, or ground lighting. No flashing or moving lights or animated signs shall be permitted. No unprotected lamp providing sign illumination shall be directly visible when viewed at any angle from a distance of twenty feet or more. No sign illumination shall cast a glare which shall be visible from any street or access drive.

- Detached business identification signs must be located within twenty feet of a fronting street and the access drive but shall not exceed thirty inches in height when located in the first ten feet adjacent to an access drive closest to the street.
- Detached signs in excess of one-hundred square feet shall not be erected in the first ten feet measured from the property line and side setback area. This standard does not apply to directional or temporary signs.
- Building-mounted business or building identification signs shall be limited to the display of the building name or the name and/or symbol of the business occupying the site. No message or advertising of any kind including, but not limited to, the advertising of products, services, or job openings shall be permitted.
- No more than one building-mounted sign shall be permitted for each street frontage of a development parcel.
- Business or building identification signs may be mounted to any vertical surface of a building or building association wall provided such signs appear as an integral part of the overall architecture and site design concept.
- The sign area of building-mounted business or building identification signs shall not exceed one-hundred twenty-five square feet in area per face. An additional twenty square feet shall be allowed for each additional business conducted on the site. The building-mounted sign area is defined as the area of the surface or surfaces which displays letters or symbols identifying the business or businesses occupying the site. When the sign consists of freestanding letters the single rectangular area which fully encloses all letters or symbols identifying the business or businesses occupying the site shall be used to calculate the building-mounted sign area.
- All signs attached to the building shall be flush mounted and no signs shall extend above the roof line of the building to which they are attached.
- Building-mounted business or building identification signs may be illuminated by internal illumination or backlighting, provided the color or intensity of such lighting appears as an integral part of the overall architectural and site design concept. No sign illumination shall cast a glare which shall be visible from any street or access drive. No flashing or moving lights or animated signs shall be permitted.
- One temporary construction or development sign (maximum size of four feet by eight feet) shall be permitted per development parcel for parcels under five acres in size. Two signs shall be permitted for parcels over five acres in size. No additional individual signs shall be permitted. The Port, or its representatives, has the right to remove unpermitted signs and charge the individual tenant the cost of such removal. Temporary construction or development signs shall be allowed for a period of up to one year and shall be removed at occupancy.

### **3. Lighting Standards**

a. Standards

- All street lighting shall meet the minimum requirements established in Section 12.04.300 (Illumination) of the City of Chehalis Engineering Development Code.
- Lighting design that is in conformance with energy saving guidelines is encouraged.
- Light poles shall be required in the front parking areas. Wall-mounted lights shall not be mounted in the front parking area.
- Wall-mounted lights shall only be allowed in the rear of the building, out of view from the front street.
- Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur outside the service area.
- Building illumination and architectural lighting shall be indirect in character (no light source visible). Indirect wall lighting or “wall washing” overhead down lighting, or interior illumination which spills outside, is encouraged. Architectural lighting shall articulate and animate the particular building design, as well as provide the required functional lighting for safety and clarity of pedestrian movement.
- Pedestrian zone lighting for outdoor areas such as courtyards, entry ways, etc., shall achieve a uniformity ratio of 3.5:1 average to a minimum, with an average illumination of .60 foot candles and a minimum of .18 foot candles.
- Pedestrian walk lighting, where point-to-point lighting is acceptable and no specific illumination levels are required, shall clearly identify the pedestrian walkway and direction of travel.
- Buildings and private plazas shall use low profile lights with an incandescent or color corrected mercury vapor source. The luminaries or fixture shall have a metal housing with clean details and be free of exposed hardware.
- Exterior lighting shall be controlled by photo electric switch, clock switch, or both in accordance with the Washington Energy Code.
- Lighting levels, colors, and fixture types shall be consistent throughout the site and shall complement the architecture and landscaping.
- All lighting shall use cut-off type fixtures. No lighting shall cast glare onto adjacent parking lots, buildings, and streets.



## Chapter 17.23

### WETLANDS

#### Sections:

- 17.23.010 Designation.
- 17.23.020 Review and reporting requirements.
- 17.23.030 Buffers.
- 17.23.040 Provisions for small isolated wetlands.
- 17.23.050 Buffer averaging.
- 17.23.051 Buffer increase.
- 17.23.052 Allowed activities in wetlands and buffers.
- 17.23.053 Mitigation.
- 17.23.054 Mitigation plan.
- 17.23.055 Mitigation monitoring.
- 17.23.056 Development standards.

#### **17.23.010 Designation.**

A. Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Swamps, marshes, bogs, and wet meadows/pastures are examples of wetland. Some riparian areas adjacent to streams are also wetland.

B. Wetlands shall be identified in accordance with the requirements of RCW 36.70A.175 and 90.58.380. Unless otherwise provided for in this chapter, all areas within the city meeting the criteria in the Washington State Wetland ~~Identification and Delineation Manual~~ Rating System for Western Washington (Ecology Publication ~~96-94 14-06-029, or as amended hereafter~~), regardless of any formal identification, are hereby designated critical areas and are subject to the provisions of this chapter.

C. The approximate location and extent of known or suspected wetlands are shown on the city's critical area maps. Other, unmapped wetlands may exist within the city. These maps are to be used as a guide and do not provide a definitive critical area designation.

D. Wetlands shall be rated based on categories that reflect the functions and values of each wetland. Wetland categories shall be based on the criteria provided in the Washington State Wetland Rating System for Western Washington, revised ~~August 2004~~ (Ecology Publication No. ~~04-06-025 14-06-029~~). These categories are generally defined as follows:

1. Category I Wetlands. Category I wetlands are those wetlands of exceptional value in terms of protecting water quality, storing flood and storm water, and/or providing habitat for wildlife as indicated by a rating system score of ~~70~~ 23 points or more. These are wetland communities of infrequent occurrence that often provide documented habitat for critical, threatened or endangered species, and/or have other attributes that are very difficult or impossible to replace if altered.

2. Category II Wetlands. Category II wetlands have significant value based on their function as indicated by a rating system score of between ~~54~~ 20 and ~~69~~ 22 points. They do not meet the criteria for Category I rating but occur infrequently and have qualities that are difficult to replace if altered.

3. Category III Wetlands. Category III wetlands have important resource value as indicated by a rating system score of between ~~30~~ 16 and ~~50~~ 19 points. Category III wetlands can often be adequately replaced with a well planned mitigation project. These wetlands are often disturbed and less diverse or more isolated from other natural resources.

4. Category IV Wetlands. Category IV wetlands are wetlands of limited resource value as indicated by a rating system score of less than ~~30~~ 16 points. They typically have vegetation of similar age and class, lack special



habitat features, and/or are isolated or disconnected from other aquatic systems or high quality upland habitats. [Ord. 849B § 4, 2009.]

**17.23.020 Review and reporting requirements.**

A. If the project site is within 300 feet of a National Wetland Index mapped area, the director shall require a site evaluation (field investigation) by a qualified professional to determine whether or not a regulated wetland is present and if so, its relative location in relation to the proposed project area on site. If the director determines that a wetland is more likely than not present, the director shall require a critical area study. If no regulated wetlands are present, then wetland review will be considered complete.

B. A critical area study (wetland assessment study) describes the characteristics of the subject property and adjacent areas. The assessment shall be completed pursuant to CMC 17.21.082 and include the following:

1. Existing physical features of the site including buildings, fences, and other structures, roads, parking lots, utilities, water bodies, etc.;
2. Determination of the wetland category and wetland buffers;
3. Field identification and delineation of wetland boundaries. For on-site wetlands, the assessment shall include the dominant and subdominant plant species; soil type, color and texture; sources of hydrology (patterns of surface and subsurface water movement, precipitation, etc.), topography, and other pertinent information;
4. Identification of critical areas and buffers within 300 feet of the site and an estimate of the approximate acreage for each. The assessment of off-site wetlands shall be based on available information and shall not require accessing off-site properties;
5. A detailed description of the effects of the proposed development on wetland and buffer function and value, including the area of direct wetland disturbance; area of buffer reduction or averaging including documentation that functions and values will not be adversely affected by the reduction or averaging; effects of storm water management; proposed hydrologic alteration including changes to natural drainage or infiltration patterns; effects on fish and wildlife species and their habitats; clearing and grading impacts; temporary construction impacts; and effects of increased noise, light or human intrusion;
6. A mitigation plan, if applicable. [Ord. 849B § 4, 2009.]

**17.23.030 Buffers.**

A. Wetland buffer zones shall be required for all regulated activities adjacent to regulated wetlands. Any wetland created, restored or enhanced as compensation for approved wetland alterations shall also include the standard buffer required for the category of the created, restored or enhanced wetland. All buffers shall be measured from the wetland boundary as surveyed in the field. The width of the wetland buffer zone shall be determined according to wetland category. Buffers shall not include areas that are functionally and effectively disconnected from the wetland by a road or other substantially developed surface of sufficient width and with use characteristics such that buffer functions are not provided.

B. The buffer standards required by this chapter presume the existence of a dense vegetation community in the buffer adequate to protect the wetland functions and values. When a buffer lacks adequate vegetation, the director may increase the standard buffer, require buffer planting or enhancement, and/or deny a proposal for buffer reduction or buffer averaging.

C. Buffer Dimensions.

	Low Wildlife Function (less than <del>20</del> <u>5</u> points)	Moderate Wildlife Function ( <del>20-26</del> <u>5-19</u> points)	High Wildlife Function ( <del>27-20</del> or more points)
Wetland Category	Buffer Width (feet)		
Category IV	50	50	501

Category III	80	100	1501
Category II	100	150	See table in subsection (D) of this section
Category I	100	150	See table in subsection (D) of this section

1. Habitat scores over ~~26~~ 20 points would be very rare for Category III wetlands and almost impossible for Category IV wetlands that have a total rating of ~~30~~ 16 or less.

D. Buffers for Wetlands with High Wildlife Function (~~27~~ 20 Points or More).

Wetland Category	Points for Habitat from Wetland Rating Form									
	<del>27</del> <u>20</u>	<del>28</del>	<del>29-</del>	<del>30-</del>	<del>31</del>	<del>32</del>	<del>33</del>	<del>34</del>	<del>35</del>	<del>36</del>
Category I and II	<del>165</del> <u>225</u>	<del>180</del>	<del>195</del>	<del>215</del> <u>225</u>	<del>225</del>	<del>225</del>	<del>225</del>	<del>225</del>	<del>225</del>	<del>225</del>

E. Where lands within the wetland buffer have an average continuous slope of 20 percent to 35 percent, and the required buffer width is less than 100 feet, the buffer shall extend to a 30 percent greater dimension. In all cases, where slopes within the buffers exceed 35 percent, the buffer shall extend 25 feet beyond the top of the bank of the sloping area or, if a buffer associated with a geological hazard is present, to whichever extent is greater.

F. Where other critical areas defined in this chapter fall within the wetland buffer, the buffer dimension shall be the most expansive of the buffers applicable to any applicable critical area. [Ord. 849B § 4, 2009.]

**17.23.040 Provisions for small isolated wetlands.**

A. All wetlands shall be regulated regardless of size; provided, that the director shall assure that preservation of isolated wetlands and associated buffers of less than 10,000 square feet of combined wetland and buffer shall maintain effective wetland functions, or be mitigated as provided below.

B. Wetlands and associated buffers of less than 1,000 square feet may be displaced when the wetland meets all of the following criteria, as documented in a wetland critical area study:

1. The wetland is not associated with a riparian corridor;
2. The wetland is not part of a wetland mosaic;
3. The wetland does not contain habitat identified as essential for local populations of priority species identified by Washington Department of Fish and Wildlife; and
4. Impacts of displaced wetlands are mitigated pursuant to CMC 17.21.087.

C. Category III and IV wetlands between 1,000 and 4,000 square feet may be displaced without meeting the provisions of CMC 17.21.087 regarding avoidance, minimization, rectification, and reducing and eliminating the impact over time; provided, that the criteria in subsection (B) of this section are met and the wetland does not score ~~20~~ 5 points or greater for habitat in the ~~2004~~ 2014 Western Washington Rating System.

D. Preservation of isolated wetlands with a total area of the combined wetland and buffer of 10,000 square feet or less shall meet the following provisions, or if the said provisions cannot be demonstrated, as specified by the director, they may be displaced and shall be mitigated as specified in CMC 17.23.053:

1. Depressional wetlands recharged only by precipitation, interflow or groundwater shall be assured a source of recharge to maintain its hydrologic character through storm water infiltration, or other means.
2. Wetlands that have a potential to reduce flooding or erosion or has the potential and opportunity to maintain or improve water quality as evidenced by a score of at least ~~40~~ 20 points on the applicable criteria of the wetland rating form for Western Washington shall maintain a hydraulic connection to surface water that

maintains effective wetland function for flood or erosion reduction or water quality and does not substantially alter the existing hydroperiod of the wetland.

3. Wetlands that achieve a score of at least 20 points on the habitat functions criteria of the wetland rating form for Western Washington shall maintain a connection to a linear corridor maintained as a stream buffer, a buffer associated with a geological hazard or other designated open space buffer sufficient to allow movement of terrestrial wildlife to and from the wetland and buffer complex without interruption by roads, paved areas or buildings within 50 feet. [Ord. 849B § 4, 2009.]

**17.23.050 Buffer averaging.**

The permit approval authority may average wetland buffer widths on a case-by-case basis when the applicant demonstrates through a critical area study to the satisfaction of the director that all the following criteria are met:

A. Averaging to improve wetland protection may be permitted when all of the following conditions are met as demonstrated by a wetland assessment study pursuant to CMC 17.23.020:

1. The wetland has significant differences in characteristics that affect its habitat functions, such as a wetland with a forested component adjacent to a degraded emergent component or a “dual-rated” wetland with a Category I area adjacent to a lower rated area.
2. The buffer is increased adjacent to the higher-functioning area of habitat or more sensitive portion of the wetland and decreased adjacent to the lower-functioning or less sensitive portion.
3. The total area of the buffer after averaging is equal to the area required without averaging and all increases in buffer dimension for averaging are generally parallel to the wetland edge.
4. The buffer at its narrowest point is never less than three-fourths of the required width.

B. Averaging to allow reasonable use of a parcel may be permitted when all of the following are met as demonstrated by a wetland assessment study pursuant to CMC 17.23.020:

1. There are no feasible alternatives to the site design that could be accomplished without buffer averaging;
2. The averaged buffer will not result in degradation of the wetland’s functions and values;
3. The total buffer area after averaging is equal to the area required without averaging and all increases in buffer dimension for averaging are generally parallel to the wetland edge;
4. The buffer at its narrowest point is never less than three-fourths of the required width except where the director finds that there is an existing feature such as a roadway that limits buffer dimension, or an essential element of a proposed development such as access that must be accommodated for reasonable use and requires a smaller buffer.

C. The applicant implements all reasonable measures to reduce the adverse effects of adjacent land uses and ensure no net loss of wetland functions and values in conjunction with a wetland assessment study and mitigation plan. The specific measures that shall be implemented include, but are not limited to, those in CMC 17.23.056. [Ord. 849B § 4, 2009.]

**17.23.051 Buffer increase.**

The permit approval authority may increase the width of the standard buffer width on a case-by-case basis, based on a critical area study, when a larger buffer is required to protect critical habitats as outlined in CMC 17.25.010, or such increase is necessary to:

- A. Protect the function and value of that wetland from proximity impacts of adjacent land use, including noise, light and other disturbance, not sufficiently limited by buffers provided above;
- B. To maintain viable populations of priority species of fish and wildlife; or

C. Protect wetlands or other critical areas from landslides, erosion or other hazards. [Ord. 849B § 4, 2009.]

**17.23.052 Allowed activities in wetlands and buffers.**

The following uses and activities may be allowed in wetlands or buffer areas subject to the priorities, protection, and mitigation requirements of this section:

A. Utility lines and facilities providing local delivery service, not including facilities such as electrical substations, water and sewage pumping stations, water storage tanks, petroleum products pipelines and not including transformers or other facilities containing hazardous substances, may be located in Category II, III, and IV wetlands and their buffers and/or Category I wetland buffers if the following criteria are met:

1. There is no reasonable location or route outside the wetland or wetland buffer based on analysis of system needs, available technology and alternative routes. Location within a wetland buffer shall be preferred over a location within a wetlands.
2. The utility line is located as far from the wetland edge as possible and in a manner that minimizes disturbance of soils and vegetation.
3. Clearing, grading, and excavation activities are limited to the minimum necessary to install the utility line, which may include boring, and the area is restored following utility installation.
4. Buried utility lines shall be constructed in a manner that prevents adverse impacts to subsurface drainage. This may include the use of trench plugs or other devices as needed to maintain hydrology.
5. Impacts on wetland functions are mitigated in accordance with CMC 17.23.053.

B. Public and private roadways and railroad facilities, including bridge construction and culvert installation, if the following criteria are met:

1. There is no reasonable location or route outside the wetland or wetland buffer based on analysis of system needs, available technology and alternative routes. Location within a wetland buffer shall be preferred over a location within a wetland.
2. Facilities parallel to the wetland edge are located as far from the wetland edge as possible and in a manner that minimizes disturbance of soils and vegetation.
3. Clearing, grading, and excavation activities are limited to the minimum necessary, which may include placement on elevated structures as an alternative to fill, where feasible.
4. Impacts on wetland functions are mitigated in accordance with CMC 17.23.053.

C. Access to private development sites may be permitted to cross Category II, III, or IV wetlands or their buffers, pursuant to the criteria in subsection (B) of this section; provided, that alternative access shall be pursued to the maximum extent feasible, including through the provisions of Chapter 8.24 RCW. Exceptions or deviations from technical standards for width or other dimensions, and specific construction standards to minimize impacts may be specified, including placement on elevated structures as an alternative to fill, if feasible.

D. Maintenance, repair, or operation of existing structures, facilities, or improved areas, including minor modification of existing serviceable structures within a buffer zone where modification does not adversely impact wetland functions, and subject to the provisions for nonconforming use and facilities.

E. Storm water conveyance or discharge facilities such as dispersion trenches, level spreaders, and outfalls may be permitted within a Category II, III, or IV wetland buffer on a case-by-case basis if the following are met:

1. Due to topographic or other physical constraints, there are no feasible locations for these facilities to discharge to surface water through existing systems or outside the buffer. Locations and designs that infiltrate water shall be preferred over a design that crosses the buffer.

2. The discharge is located as far from the wetland edge as possible and in a manner that minimizes disturbance of soils and vegetation and avoids long-term rill or channel erosion.

F. On-site sewage disposal system conventional drainfields may be permitted in the outer 25 percent of a Category II, III and IV wetland buffer when accessory to an approved residential structure, if the following conditions are met:

1. It is not feasible to connect to a public sanitary sewer system;
2. There is no reasonable location outside the wetland buffer based on analysis of conditions within the contiguous property owned by the applicant;
3. The facility is located as far from the wetland edge as possible and is designed and constructed in a manner that minimizes disturbance of soils and vegetation, and no trees in excess of four inches in diameter are removed or disturbed;
4. Clearing, grading, and excavation activities are limited to the minimum necessary and the area is restored following installation.

G. Outdoor recreational or educational activities which do not significantly affect the function of the wetland or regulated buffer (including wildlife management or viewing structures, outdoor scientific or interpretive facilities, trails, hunting blinds, etc.) may be permitted within a Category II, III, or IV wetlands or their buffers and within a Category I wetland buffer if the following criteria are met:

1. Trails shall not exceed four feet in width and shall be surfaced with gravel or pervious material, including boardwalks;
2. The trail or facility is located in the outer 50 percent of the buffer area unless a location closer to the wetland edge or within the wetland is required for interpretive purposes;
3. The trail or facility is constructed and maintained in manner that minimizes disturbance of the wetland or buffer. Trails or facilities within wetlands shall be placed on an elevated structure as an alternative to fill;
4. Wetland mitigation in accordance with CMC 17.23.053. [Ord. 849B § 4, 2009.]

#### **17.23.053 Mitigation.**

Activities that adversely affect wetlands and/or wetland buffers shall include mitigation sufficient to achieve no net loss of wetland function and values in accordance with CMC 17.21.087 and this section.

A. Wetland Alterations. Compensatory mitigation shall be provided for all wetland alteration and shall reestablish, create, rehabilitate, enhance, and/or preserve equivalent wetland functions and values. Compensation for wetland alterations shall occur in the following order of preference:

1. Reestablishing wetlands on upland sites that were formerly wetlands.
2. Rehabilitating wetlands for the purposes of repairing or restoring natural and/or historic functions.
3. Creating wetlands on disturbed upland sites such as those consisting primarily of nonnative, invasive plant species.
4. Enhancing significantly degraded wetlands.
5. Preserving Category I or II wetlands that are under imminent threat; provided, that preservation shall only be allowed in combination with other forms of mitigation and when the director determines that the overall mitigation package fully replaces the functions and values lost due to development.

B. Mitigation Ratios. Compensatory mitigation for wetland alterations shall be based on the wetland category and the type of mitigation activity proposed. The replacement ratio shall be determined according to the ratios provided

in the table below; provided, that replacement ratio for preservation shall be determined by the director on a case-by-case basis. The created, reestablished, rehabilitated, or enhanced wetland area shall at a minimum provide a level of function equivalent to the wetland being altered and shall be located in an appropriate landscape setting.

<b>Wetland Mitigation Type and Replacement Ratio*</b>				
<b>Wetland Category</b>	<b>Creation</b>	<b>Reestablishment</b>	<b>Rehabilitation</b>	<b>Enhancement Only</b>
Category IV	1.5:1	1.5:1	2:1	3:1
Category III	2:1	2:1	3:1	4:1
Category II	3:1	3:1	4:1	6:1
Category I	6:1	6:1	8:1	Not allowed

\* Ratio is the replacement area:impact area.

C. Compensation for wetland buffer impacts shall occur at a minimum 1:1 ratio. Compensatory mitigation for buffer impacts shall include enhancement of degraded buffers by planting native species, removing structures and impervious surfaces within buffers, and other measures.

D. Mitigation banks shall not be subject to the replacement ratios outlined in the replacement ratio table in subsection (B) of this section, but shall be determined as part of the mitigation banking agreement and certification process.

E. Buffers. Replacement wetlands established pursuant to these mitigation provisions shall have adequate buffers to ensure their protection and sustainability. The buffer shall be based on the category in CMC 17.23.030; provided, that the director shall have the authority to approve a smaller buffer when existing site constraints (such as a road) prohibit attainment of the standard buffer.

F. Adjustment of Ratios. The director shall have the authority to adjust these ratios when a combination of mitigation approaches is proposed. In such cases, the area of altered wetland shall be replaced at a 1:1 ratio through reestablishment or creation, and the remainder of the area needed to meet the ratio can be replaced by enhancement at a 2:1 ratio. For example, impacts to one acre of a Category II wetland requiring a 3:1 ratio for creation can be compensated by creating one acre and enhancing four acres (instead of the additional two acres of creation that would otherwise be required).

G. Location. Compensatory mitigation shall be provided on site or off site in the location that will provide the greatest ecological benefit and have the greatest likelihood of success; provided, that mitigation occurs as close as possible to the impact area and within the same watershed sub-basin as the permitted alteration.

H. Protection. All mitigation areas whether on or off site shall be permanently protected and managed to prevent degradation and ensure protection of critical area functions and values into perpetuity. Permanent protection shall be achieved through deed restriction or other protective covenant in accordance with CMC 17.21.085.

I. Timing. Mitigation activities shall be timed to occur in the appropriate season based on weather and moisture conditions and shall occur as soon as possible after the permitted alteration. [Ord. 849B § 4, 2009.]

**17.23.054 Mitigation plan.**

In addition to meeting the requirements of CMC 17.21.087, a compensatory mitigation plan for wetland and wetland buffer impacts shall meet the following requirements:

A. The plan shall be based on applicable portions of the Washington State Department of Ecology’s Guidelines for Developing Freshwater Wetland Mitigation Plans and Proposals, 2004, or other appropriate guidance document that is consistent with best available science.

B. The plan shall contain sufficient information to demonstrate that the proposed activities are logistically feasible, constructible, ecologically sustainable, and likely to succeed. Specific information to be provided in the plan shall include:

1. The rationale for site selection;
2. General description and scaled drawings of the activities proposed including, but not limited to, clearing, grading/excavation, drainage alterations, planting, invasive plant management, installation of habitat structures, irrigation, and other site treatments associated with the development activities and proposed mitigation action(s);
3. A description of the ecological functions and values that the proposed alteration will affect and the specific ecological functions and values the proposed mitigation area(s) shall provide, together with a description of required or recommended mitigation ratios and an assessment of factors that may affect the success of the mitigation program;
4. Overall goals of the plan, including wetland function, value, and acreage;
5. Description of baseline (existing) site conditions including topography, vegetation, soils, hydrology, habitat features (i.e., snags), surrounding land use, and other pertinent information;
6. Field data confirming the presence of adequate hydrology (surface and/or groundwater) to support existing and compensatory wetland area(s);
7. Nature of mitigation activities, including area of restored, created, enhanced and preserved wetland, by wetland type;
8. Detailed grading and planting plans showing proposed post-construction topography; general hydrologic patterns; spacing and distribution of plant species, size and type of proposed planting stock, watering or irrigation plans, and other pertinent information;
9. A description of site treatment measures including invasive species removal, use of mulch and fertilizer, placement of erosion and sediment control devices, and best management practices that will be used to protect existing wetlands and desirable vegetation;
10. A demonstration that the site will have adequate buffers sufficient to protect the wetland functions into perpetuity.

C. Specific measurable performance standards that the proposed mitigation action(s) shall achieve together with a description of how the mitigation action(s) will be evaluated and monitored to determine if the performance standards are being met and identification of potential courses of action, and any corrective measures to be taken if monitoring or evaluation indicates that project performance standards are not being met. The performance standards shall be tied to and directly related to the mitigation goals and objectives.

D. Cost estimates for the installation of the mitigation program, monitoring, and potential corrective actions if project performance standards are not being met. [Ord. 849B § 4, 2009.]

**17.23.055 Mitigation monitoring.**

A. All compensatory mitigation projects shall be monitored for a period necessary to establish that performance standards have been met, but generally not for a period less than five years. Reports shall be submitted annually for the first three years following construction and at the completion of years five, seven, and 10 if applicable to document milestones, successes, problems, and contingency actions of the compensatory mitigation. The director shall have the authority to modify or extend the monitoring period and require additional monitoring reports for up to 10 years when any of the following conditions apply:

1. The project does not meet the performance standards identified in the mitigation plan.
2. The project does not provide adequate replacement for the functions and values of the impacted critical area.

3. The project involves establishment of forested plant communities, which require longer time for establishment.

B. Mitigation monitoring reports shall include information sufficient to document and assess the degree of mitigation success or failure as defined by the performance standards contained in the approved mitigation plan. Information to be provided in annual monitoring reports shall include the following:

1. Number and location of vegetation sample plots used to document compliance with performance standards;
2. Measurements of the percent survival of planted material, plant cover, stem density, presence of invasive species, or other attributes;
3. For sites that involve wetland creation, re-establishment or rehabilitation, hydrologic observations of soil saturation/inundation as needed to demonstrate that a site meets the wetland hydrology criterion;
4. Representative photographs of the site;
5. A written summary of overall site conditions and recommendations for maintenance actions if needed;
6. Other information that the director deems necessary to ensure the success of the site. [Ord. 849B § 4, 2009.]

**17.23.056 Development standards.**

A. Development standards for adjacent development shall minimize adverse effects on the wetland, and shall include:

1. Subdivision of land shall assure that each lot has sufficient building area outside wetlands and buffers. Lots in subdivisions shall be oriented whenever feasible to provide a rear yard of at least 20 feet between the buffer area and buildings.
2. Fencing shall be provided at the perimeter of residential development to limit domestic animal entry into wetlands and buffer areas.
3. Activities that generate noise shall be located as far from the wetland and buffer as feasible. Roads, driveways, parking lots and loading areas, mechanical or ventilating equipment shall be located on sides of buildings away from the wetland, or separated by noise attenuating walls.
4. Light penetration into buffer areas and wetlands shall be limited by locating areas requiring exterior lighting away from the wetland boundary, or limiting light mounting heights to a maximum of four feet. Windows that will be lit at night should be minimized on the side of buildings facing wetlands and buffers, or screened as provided for in subsection (C) of this section.

B. Management of surface runoff from adjacent land shall minimize adverse effects on wetland ecological functions and shall include:

1. Control of surface water peak flow and duration of flow should be maintained at rates typical of native forest cover.
2. Runoff should be routed to infiltration systems, to the maximum extent feasible, to provide groundwater interflow recharge to wetlands and/or water bodies and to limit overland flow and erosion.
3. Surface or piped storm water should be routed to existing conveyances or to other areas, wherever hydraulic gradients allow. Where storm water is routed to wetlands, system design shall assure that erosion and sedimentation will be avoided to the maximum extent feasible.
4. To prevent channelized flow from lawns and other landscaped areas from entering the buffer, and to prevent washing of fertilizers, herbicides and pesticides into the buffer, if slopes adjacent to the buffer exceed 15 percent, a 10-foot-wide swale to intercept runoff or other effective interception facility approved by the director shall be provided at the edge of the buffer.



5. Adopt and implement an integrated pest management system including limiting use of fertilizers, herbicides and pesticides within 25 feet of the buffer.

C. In order to maintain effective buffer conditions and functions, a vegetation management plan shall be required for all buffer areas, to include:


1. Maintaining adequate cover of native vegetation including trees and understory; if existing tree cover is less than a relative density of 20, planting shall be required consisting of seedlings at a density of 300 stems per acre or the equivalent;
2. Provide a dense screen of native evergreen trees at the perimeter of the buffer. If existing vegetation is not sufficient to prevent viewing adjacent development from within the buffer. Planting shall be required equivalent to two rows of three-foot-high stock of native evergreens at a triangular spacing of 15 feet, or three rows of gallon containers at a triangular spacing of eight feet. Fencing may be required if needed to block headlights or other sources of light or to provide an immediate effective visual screen;
3. Provide a plan for control of invasive weeds, and remove existing invasive species;
4. Provide for a monitoring and maintenance plan for a period of at least five years, except this provision may be waived for single-family residential lots. [Ord. 849B § 4, 2009.]

**Appendix Chapter N**  
**2014 Washington State Wetlands Rating System**  
**Manual For Western Washington**

The subject manual, Department of Ecology Publication No. 14-06-029, as amended  
hereafter, is on file at the Community Development office. [Ord. 810B § 6, 2006.]



**TO:** Trent Lougheed, Community Development Director  
City of Chehalis

**FROM:** Dan Penrose, Planning Manager, SCJ Alliance 

**DATE:** March 26, 2019

**SUBJECT:** Raindrop Properties LLC Centralia/Chehalis UGA transfer

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### **Request:**

Raindrop Properties LLC owns approximately 677 acres of undeveloped forested lands on Widgeon Hill, currently located within the City of Centralia's Urban Growth Area. The property is bordered to the north by other properties in the Centralia UGA, to the west by incorporated Chehalis, and to the east and south by unincorporated Lewis County.

The property owners have requested removal from the Centralia Urban Growth Area and filed a corresponding request with the City of Chehalis to add the same property into the Chehalis Urban Growth Area. This request is made in order to take advantage of the property's closer proximity to Chehalis utility connections and infrastructure.

This transfer from one City's UGA to another is being treated as a map amendment in each city's UGA and must comply with the Lewis Countywide Planning Policies (CWPP) and Washington's Growth Management Act. The current Centralia land use designation is Very Low-Density Residential, with Zoning at R5A (1 unit/5 acres). The proposed land use and zoning designation in Chehalis is RUGA (Residential in UGA) at 1 unit/5 acres.

The end result would increase Chehalis' 20-year population forecast by 135 units or 393 people if permitted to develop at the 1 per 5 acre. This amount could either be added to the County total or reduced from Centralia's. Annexation and zoning at urban densities would not be achieved until a plan was in place that details the future mix of residential dwellings and the required infrastructure, and following assessment of steep slopes or any other critical areas present on the land itself.

### **Rationale:**

The transfer of the UGA from one city (Centralia) to another (Chehalis) will not result in any change to the proposed land use. As shown on the maps, there will not be an expansion of the overall UGA and the County's overall population forecast does not change as the underlying densities are identical (Very Low-Density Residential is equivalent to RUGA).

This move is being requested to respond to the difficulty and costs of extending Centralia sewer service to the property. The nearest Centralia sewer line is over 7,000 feet from the corner of the property

(located at the Kresky Avenue/Fair Street intersection). While the 8" line is sufficient to accommodate the future buildout of the Raindrop property, there are significant capacity limitations further up the line toward the treatment plant that would require prohibitively expensive upgrades. The probable Chehalis sewer connection at Hampe Way and Kresky Ave. is 4,500 feet away from the property, but the system does not have similar capacity limitations.

Future street access for this development is also expected to connect primarily along Kresky Ave at both Hampe Way and near Grove Street. Any forecasted traffic impacts and improvements would need be addressed through the Chehalis Public Works department.

Further, the scarcity of available residential properties within Chehalis' boundaries is well documented in their Comprehensive Plan.

"The city of Chehalis is virtually built out. Most of the undeveloped land within the city contains significant constraints to development due to the presence of wetlands, steep slopes, or floodways. Lesser constraints, such as location within a flood plain, require more costly design than properties without such constraints. In addition, properties located in proximity to the airport may face additional restrictions to ensure that future development does not conflict with current airport uses or activities. Simply put, almost all of the most easily developable land has already been developed. While the higher densities and intensities of land uses promoted by GMA will result in more compact development patterns, the need to expand beyond the existing corporate boundaries of the city, especially to accommodate needed economic expansion, will become clear. In other words, Chehalis will need to continue to annex additional areas in order to meet projected growth." (Ch 3, pg. 26)

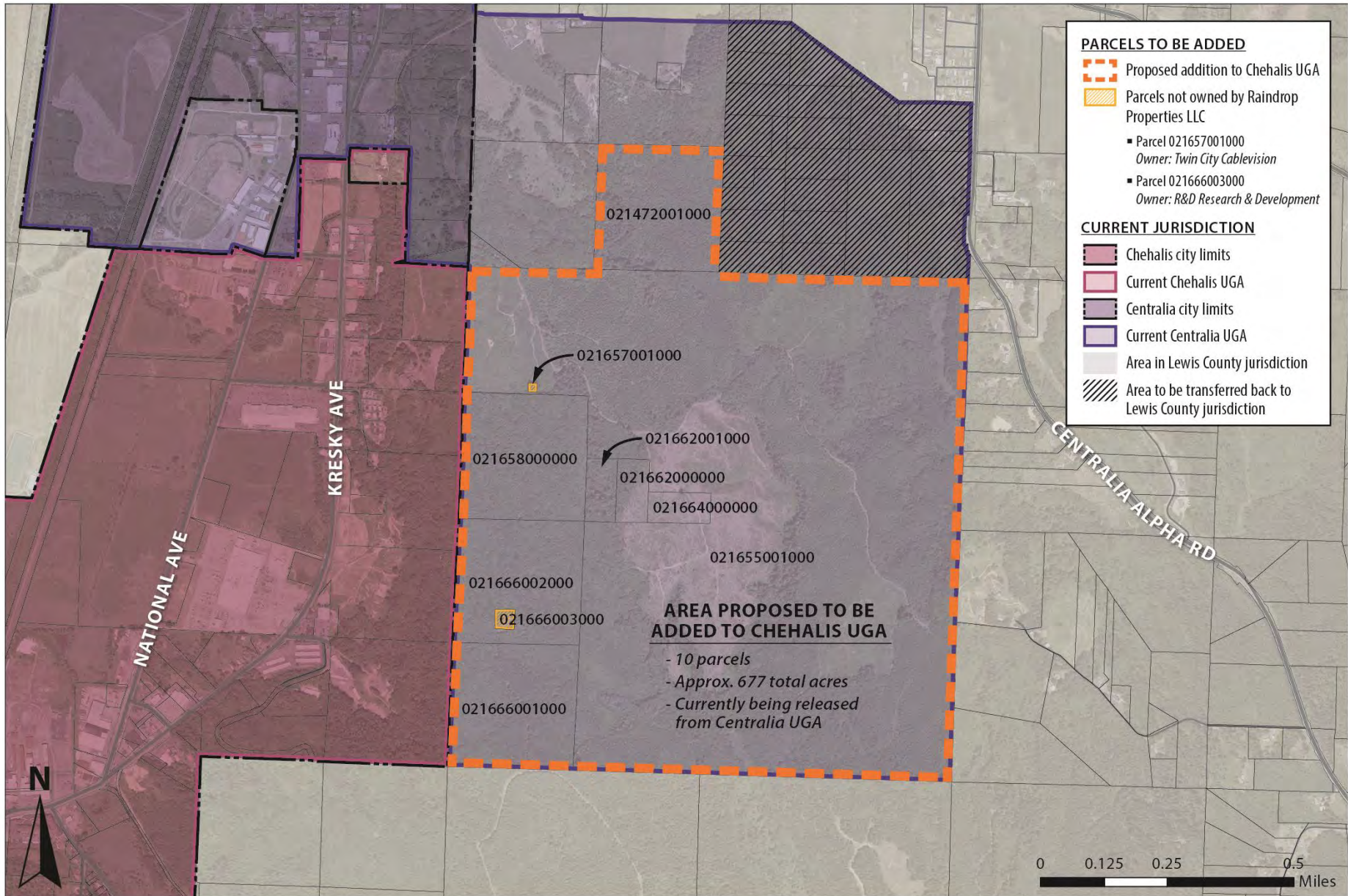
Chehalis' 2017 Comprehensive Plan estimates a need to accommodate an additional 11,320 people, which translates into 1,134 single family and 510 multi-family dwelling units by the year 2040. No land currently within the city limits of Chehalis is available for new housing construction. A small portion of 179 acres of undeveloped residentially zoned land exists within the Chehalis UGA but the Comprehensive Plan states that due to its proximity to transit routes, most of this land will accommodate multi-family development during the planning period. The calculated deficit for residential land is 230.87 net acres.

Revising the UGA boundary will allow for new residential units to be developed and offer new housing options to meet the Chehalis's future growth projections. With the proposed amendment in place, the addition of 677 acres will increase the amount of residential property within Chehalis and provide building lots to help the City meet its future growth.

The future potential buildout of the property within the UGA will need to assess critical areas, traffic impacts and access points, water providers, sewer service, number and type of residential units and many other development details. These important factors will be considered as part of a Master Plan or Planned Development for the property, which would need to be completed prior to annexation and connection to City utilities. Full development of the property is not expected to occur without an approved Master Plan.

Existing Public Services (per City of Centralia July 2017 staff report)		Proposed Provider when transferred to Chehalis
<b>Police</b>	Currently the Centralia Police Department services this area only as a courtesy to Lewis County Sheriff's Department. The interlocal agreement gives Lewis County Sheriff's jurisdiction within the urban growth areas.	Coverage per Chehalis interlocal
<b>Fire</b>	This area is serviced by the Riverside Fire Authority.	No Change
<b>Water</b>	There is no city water service in this area. The closest water is located along Kresky and Hampe St.	No Change
<b>Sewer</b>	There is no city sewer in this area. This area would be served by on-site septic systems. The closest sewer is located in Kresky and Fair Street.	Chehalis Public Works
<b>Solid Waste</b>	Currently there are no requirements to have a solid waste collection within the urban growth area.	No Change
<b>Streets</b>	Any streets would be Lewis County jurisdiction as per the interlocal agreement and they maintain them	No Change
<b>Stormwater</b>	Currently the city does not provide stormwater services in this area.	No Change
<b>Electric Power</b>	There is no City Light power serving this area.	No Change
<b>Animal Control</b>	Animal control services are currently handled by Lewis County Sheriff as per the interlocal agreement.	Coverage per Chehalis interlocal
<b>Planning</b>	Planning services are currently handled by the City of Centralia Community Development Department as per the interlocal agreement with Lewis County.	Coverage per Chehalis interlocal
<b>Building</b>	Building Inspections and permits are currently handled by the City of Centralia Community Development Department as per our local agreement.	Coverage per Chehalis interlocal
<b>Public Health</b>	Lewis County as a whole is served by the Lewis County Health Department	No Change
<b>Parks/Recreation</b>	This area utilizes City Parks and Recreation.	Chehalis Parks & Recreation
<b>Library Services</b>	Library services are currently provided by Timberland Regional Library	No Change
<b>Schools</b>	This area is currently contained within the Centralia School District.	No Change





# PROPOSED ADDITION TO UGA

PETITION FOR CITY OF CHEHALIS COMPREHENSIVE PLAN AMENDMENT  
 RAINDROP PROPERTIES LLC





**Permit Application**

**Submit this form and any required attachments to:**

**City of Chehalis  
Community Development Department  
1321 S. MARKET BLVD.  
CHEHALIS WA 98532  
(360) 345-2229**

**APPLICANT FILL OUT AND SIGN UPPER SECTION:**

**JOB ADDRESS:** 195 NE Taylor Way Chehalis WA 98532

**APPLICANT:**

**NAME:** James Klamm  
**ADDRESS:** P.O. Box 554  
**CITY/ST/ZIP:** Chehalis WA 98532  
**PHONE#:** (360) 508-1408  
**EMAIL:** James@Klamm.com

**PROPERTY OWNER** (Same as Applicant? Yes  No  )

**NAME:** Carl Ray Klamm  
**ADDRESS:** P.O. Box 554  
**CITY/ST/ZIP:** Chehalis WA 98532  
**PHONE#:** (360) 508-1053  
**EMAIL:** Ray@Klamm.com

**CONTACT PERSON** (Same as Applicant? Yes  No  )

**COMPANY NAME:** \_\_\_\_\_  
**NAME:** James Klamm  
**ADDRESS:** P.O. Box 554 / 195 NE Taylor Way  
**CITY/STATE/ZIP:** Chehalis WA 98532  
**PHONE #:** (360) 508-1408  
**EMAIL:** James@klamm.com

**CONTRACTOR** (Same as Property Owner? Yes  No  )

**COMPANY:** New Homes INC.  
**CONTRACTOR REGISTRATION #:** \_\_\_\_\_  
**ADDRESS:** 842 Washington Way #150  
**CITY/STATE/ZIP:** Lacey WA 98623  
**PHONE #:** 360 423 5151  
**EMAIL:** lisa@newrockhomes.com

**DETAILED PROJECT DESCRIPTION:**

Property owner would like to slip off section of property and gift it to son (above) for the purpose of building a single family dwelling for himself.

**PROJECT VALUE:** < \$200,000.00

Verbal comments made during discovery are not binding. Only the plan(s) submitted will be reviewed for compliance with applicable codes. By signing below, I grant permission for City of Chehalis employees to enter and remain on the property for the purpose of review and approval of this proposal and to conduct inspections related to this proposal.

<b>Signature:</b> <u>James Klamm</u>	<b>Date:</b> <u>3/14/2019</u>
<b>Name (print):</b> <u>James Klamm</u>	<b>Telephone #:</b> <u>(360) 508-1408</u>

**OFFICE USE ONLY:** Rec # 8371 Cash

Date Received: 3-18-19 By: HH Date Reviewed: \_\_\_\_\_ By: \_\_\_\_\_  
Parcel #: 5550-1-0 Zoning: CG Flood Zone: NO  
Permit #: R2-19-0001

RZ-19-0001

./2018)

**PETITION FOR AMENDMENT**

*(check only one)*

- Chehalis Comprehensive Plan (July 12, 1999)
- Chehalis Uniform Development Regulations (March 25, 2002)
- Chehalis Public Works Standards (July, 2005)
- Chehalis Zoning Map (Rezone)
- Other (specify): \_\_\_\_\_

To: The Honorable Mayor and City Council  
Chehalis Planning Commission  
Chehalis Development Review Committee

From: [The undersigned]

Date: 3/01/2019

**Subject: Request for Formal Review and Decision on a Proposed Change to the Indicated Document.**

1. The specific location (page number, section number or other identification) of the referenced text or map to be considered for amendment:

Section 29 Township 14N Range 02W LTS 2-8 BLK 3 North End Add.

2. The specific text proposed to be changed. Use ~~strikethrough~~ format to indicate text proposed to be deleted, and underline format for text proposed to be added. If lengthy, attach additional pages:

Proposal is to rezone from commercial to residential. For the purpose of dividing land to build (1) one single family dwelling for current owner's son to build a house and become care-taker for current property owner.

Currently other home & land owner's in the immediate area are also interested in re-zoning as well (see section #6 for additional signatures).

3. Submit a map for the alternative to the existing map. (Attach). Use dashed lines to indicate new lines proposed to be added or moved, and 'X's on removed or revised lines.



4. The specific reason (in detail) why this change is necessary:

Currently it is not possible to build a single family dwelling with the current zoning. There is no known commercial interest at this time. The land is better suited for residential construction.

5. The anticipated/expected effect of this change on the location, vicinity and/or overall community:

The city has recently added residential sewer lines. All other infrastructure exists to build residential housing. The proposal is to build a middle-class dwelling that will improve the neighborhood, tax base and provide a caretaker for the rest of the adjacent property.

6. By my signature hereon, I hereby certify that I have a full understanding of the implications of the above proposal, and request an opportunity to present testimony at any public hearing(s) held on this petition. I further understand that the Chehalis city council will consider this and any other similar petitions only during the second quarter of a calendar year.

X

Signature (x): James Klamm <sup>①</sup> Steven G McCulloh  
Printed name: James Klamm Steven G McCulloh  
Mailing address: P.O. Box 554 1113 Woodland ave  
centralia wa  
98531  
Phone #: (360) 508-1408 3603888026

\* See back of page for additional signatures

OFFICE USE ONLY:

Received MAR 18 2019 By HHH File # RZ-19-0001  
Fee paid on \_\_\_\_\_ Check #: \_\_\_\_\_ Receipt # \_\_\_\_\_  
Submit to the Development Review Committee on: \_\_\_\_\_  
Submit to the Planning Commission on: \_\_\_\_\_  
Submit to the City Council on: \_\_\_\_\_

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SEPA. 19. 0003

## **SEPA ENVIRONMENTAL CHECKLIST**

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### ***Use of checklist for nonproject proposals:***

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

## **A. Background**

1. Name of proposed project, if applicable:

*Klamn SPD project.*

2. Name of applicant:

*James C Klamn*

3. Address and phone number of applicant and contact person:

*P.O. Box 554, Chehalis WA 98532*

*James Klamn*



4. Date checklist prepared: 03/01/2019
5. Agency requesting checklist: City of Chehalis
6. Proposed timing or schedule (including phasing, if applicable): Beginning in Summer of 2019 project to be completed in (1) year.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. NO
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. NO
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. NO
10. List any government approvals or permits that will be needed for your proposal, if known. NO
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) Proposed to build (1) Single Family Dwelling on site Approx 1800 sq ft structure.
12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. 195 NE Taylor way - Chehalis WA 98532 Section 29 Township 14N Range 02W LTS 2-8 BIK 3 North End Add.

## B. Environmental Elements

### 1. Earth

a. General description of the site:

(circle one): Flat rolling hilly, steep slopes, mountainous, other \_\_\_\_\_

b. What is the steepest slope on the site (approximate percent slope)?

Approx 2% at building site.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The soil is clay with a top layer of peat.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. *No, land in this area is stable.*
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. *Site will be cleaned, and surface excavated for footings & stem walls. Approx 30 yards of crushed rock will be brought in for base.*
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. *NO project plan calls for natural vegetation to be planted*
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? *Approx 10%*
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: *project plans call for planting natural vegetation (trees, grasses & shrubs)*

## 2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. *None*
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. *None*
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: *None.*

## 3. Water

### a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. *No*
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. *No*
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. *None*
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. *No*

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

*No*

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

*No*

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

*No*

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

*Note - City sewer currently exists at location.*

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow?

Will this water flow into other waters? If so, describe.

*Water from roofs & downspouts will be routed to city storm drainage system.*

2) Could waste materials enter ground or surface waters? If so, generally describe.

*No*

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. *No*

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: *None*.

#### 4. Plants

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?  
*some vegetation directly around building site - minimal*
- c. List threatened and endangered species known to be on or near the site.  
*None*
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:  
*project plans calls for replanting native trees, shrubs & grass on/at building site.*
- e. List all noxious weeds and invasive species known to be on or near the site.  
*None.*

## 5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. *deer, shunks, porcupines & possums, birds*

Examples include:

birds: hawk, heron, eagle, songbirds, other:  
 mammals: deer, bear, elk, beaver, other:  
 fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

- b. List any threatened and endangered species known to be on or near the site. *None.*
- c. Is the site part of a migration route? If so, explain. *NO*
- d. Proposed measures to preserve or enhance wildlife, if any: *None.*
- e. List any invasive animal species known to be on or near the site. *None.*

## 6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. *electric & possibly propane - used for heating & light for dwelling detected will be used for construction.*

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. *NO*

c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

*Dwelling will be energy efficient. Insulation & Appliances & windows & fixtures will be energy efficient.*

## 7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. *NO*

1) Describe any known or possible contamination at the site from present or past uses.

*NONE*

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. *NONE*

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. *NONE*

4) Describe special emergency services that might be required. *NONE.*

5) Proposed measures to reduce or control environmental health hazards, if any: *NONE.*

### b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? *NONE.*

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. *Some normal construction noise between hours of 7AM to 7PM*

3) Proposed measures to reduce or control noise impacts, if any: *project plan calls for noise abatement where possible.*

## 8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.  
*Current use is residential neighborhood, NO negative effects expected.*
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? *NO -*
- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: *NO*
- c. Describe any structures on the site. *NONE*
- d. Will any structures be demolished? If so, what? *NO*
- e. What is the current zoning classification of the site? *Commercial*
- f. What is the current comprehensive plan designation of the site? *Re-zone to residential & build a single family dwelling*
- g. If applicable, what is the current shoreline master program designation of the site? *NONE*
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. *NO*
- i. Approximately how many people would reside or work in the completed project? *4 to 5*
- j. Approximately how many people would the completed project displace? *NONE.*
- k. Proposed measures to avoid or reduce displacement impacts, if any: *NONE*



- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: *Have met with other land owner in general vicinity & discussed long-range plans -*
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: *NONE -N/A*

### 9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. *One, middle income housing.*
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. *NONE.*
- c. Proposed measures to reduce or control housing impacts, if any: *NONE.*

### 10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? *Less than 13' 9"*
- b. What views in the immediate vicinity would be altered or obstructed? *NONE*
- b. Proposed measures to reduce or control aesthetic impacts, if any: *project plans calls for planting of natural vegetation - trees, shrubs & grasses.*

### 11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? *Normal House Lighting*
- b. Could light or glare from the finished project be a safety hazard or interfere with views? *No*
- c. What existing off-site sources of light or glare may affect your proposal? *NONE.*
- d. Proposed measures to reduce or control light and glare impacts, if any: *NONE.*

**12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?  
*None*
- b. Would the proposed project displace any existing recreational uses? If so, describe.  
*No*
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: *None,*

**13. Historic and cultural preservation**

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe. *NO*
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. *NO*
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.  
*NONE*
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.  
*NONE.*

**14. Transportation**

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.  
*Access will be from existing street - Taylor Way NE*
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?  
*NONE*
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? *NONE,*

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). *No - will be private driveway off of current gravel road.*
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. *NO*
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? *41 trips per day. 25% truck volume data collected from contractor proposal*
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. *NO*
- h. Proposed measures to reduce or control transportation impacts, if any: *None.*

### 15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. *Yes*
- b. Proposed measures to reduce or control direct impacts on public services, if any. *Dwelling will include alarm system for fire & theft.*

### 16. Utilities

- a. Circle utilities currently available at the site: *electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_*
- c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. *power, sewer, water, telephone & refuse services are currently on building site - general hook-up will be required to complete installation.*

### C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: James Klamm

Name of signee James Klamm

Position and Agency/Organization 3/14/2019

Date Submitted: 3/14/2019

### D. Supplemental sheet for nonproject actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

N/A

Proposed measures to avoid or reduce such increases are:

N/A

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

It will not affect the above

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

N/A

3. How would the proposal be likely to deplete energy or natural resources?

It will not affect the above

Proposed measures to protect or conserve energy and natural resources are:

N/A

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks,

It will not affect the above.

wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

N/A

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

It will not affect the above

Proposed measures to avoid or reduce shoreline and land use impacts are:

N/A

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

It will have very little affect on public services & utilities.

Proposed measures to reduce or respond to such demand(s) are:

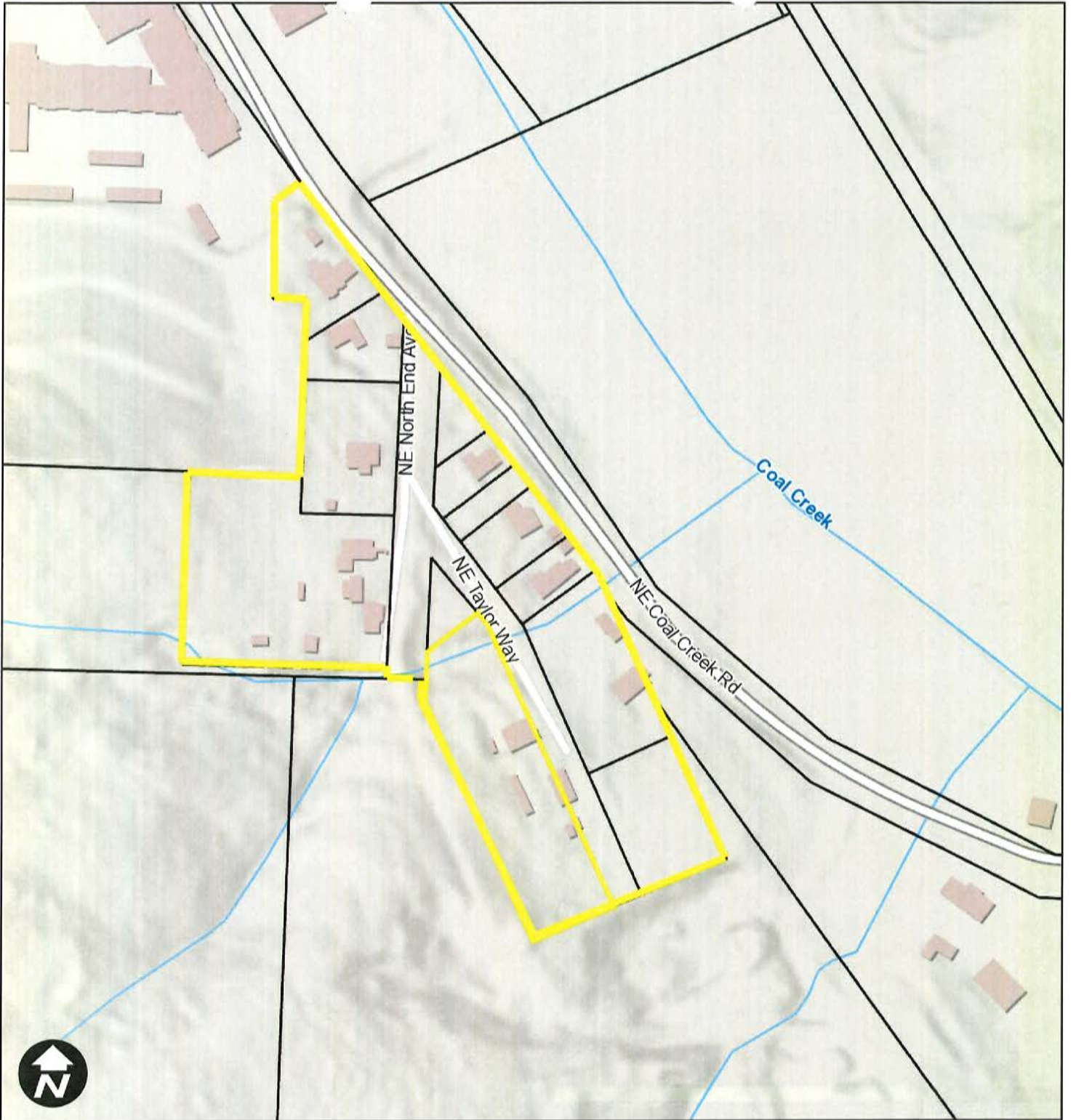
project plan calls for a new high-efficiency low energy home

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

None



# Lewis County GIS Web Map




3/18/2019, 10:13:16 AM

1:2,257

## Search Results: Parcels

 Override 1

 Parcels

0 100 200 400 ft  
NAD 1983 StatePlane Washington South FIPS 4602 Feet

