

Community Development Department

Building | Planning | Code Enforcement

P.O. Box 9, 230 Davidson Avenue

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

NOTICE OF DECISION

Kirkland Maker Space - Site Plan Review

Land Use Application Nos.:	SPR 21-004 (Site Plan Review), SEP 21-003 (SEPA)
Applicant:	Kirkland Light Industrial & Business Park LLC 2370 E Loop, Suite 100 Vancouver, WA 98661
Property Owner:	Kirkland Light Industrial & Business Park LLC 2370 E Loop, Suite 100 Vancouver, WA 98661
Parcel & Size:	5042302 (2 acres)
Zoning Designation:	Light Industrial, I-1
Date Application Received:	September 14, 2021
Notice of Application & Likely DNS issued:	September 16, 2021
Comment Period & SEPA Appeal Period Ended:	October 6, 2021
Notice of Decision Issued:	December 2, 2021
DRC Decision:	Approve with Conditions

I. DESCRIPTION OF PROPOSAL

Applicant proposes to develop a light industrial business park for small, individual manufacturers and product development. Proposal is for three small and medium-sized buildings totaling approximately 36,500 square feet with associated parking, access lanes, landscaping and utilities, including water, sanitary sewer and storm water systems.

II. LOCATION OF PROPOSED DEVELOPMENT

The development is proposed at 600 Mitchell Ave in the light industrial district.

III. REVIEW AUTHORITY

Per Woodland Municipal Code (WMC) 19.08.030, site plan reviews shall be approved, approved with conditions, or denied by the Development Review Committee and decisions shall be issued by the Community Development Department.

IV. FINDINGS

Development Impact Fees – Fire | WMC 3.41

Finding 1: Fire Impact Fees are required for new development projects. Fees are calculated based on \$.51 per sq ft of commercial and industrial buildings. Fees are calculated and due at the time of building permit issuance. Fees for the proposed project are estimated to be $(36,500 \times \$0.51) = \$18,615$ for the project. A condition of approval has been added which requires the fees be calculated and paid at the time of building permit issuance. *See Conditions #1 and #2.*

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

Development Impact Fees – Transportation | WMC 3.42

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

Finding 3: For this proposal, a TIA was submitted that used the ITE land use code “#140 –Manufacturing”. The resulting calculation presented in the TIA using this code resulted in 23 PMPHT. Given the unique nature of the proposal and the fact there will be 26 separate “maker space” units, each of which is likely to have one or more employees associated with it, use of ITE land use code #140 likely significantly underestimates the true trip generation potential project the project.

Finding 4: Per previous correspondence with the City Engineering Consultant, ITE land use code #710 – General Office Building may be used instead. The applicant may submit a revised TIA that assumes the use of ITE land use code #710. Preliminary calculations using ITE land use code suggest approximately 42 PMPHT may be associated with the project. Alternately, the applicant may choose to submit additional evidence from other similar “maker space” projects to justify the trip generation projections provided in the TIA.

Finding 6: Per previous correspondence with the City Engineering Consultant, the revised TIA should incorporate study of two additional intersections, including obtaining current traffic counts. The two intersections are West Scott Avenue at Downriver Drive and Glenwood Street at Beechwood Street.

Finding 7: Unless a new TIA is provided, the estimated number of peak hour trips results in an estimated Transportation Impact Fee of $(42 \times \$838) = \$35,196$ for the project. *See Conditions #1 and #3.*

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

Streets and Sidewalks | WMC 17.44.210 & WMC 12

Finding 8: Public improvements shall be designated and constructed in accordance with the City Engineering Standards. The restoration detail shown on Sheet STD-01 of the submitted plan set is for Woodland, California, not Woodland, Washington.

Finding 9: Mitchel Avenue / Glenwood Street is generally fully developed at the frontage for the site. Site Access and driveway shall be in accordance with the City Engineering Standards and Clark-Cowlitz Fire Rescue (CCFR) requirements. *See Condition #4.*

Conclusion: As conditioned, the project can comply with these requirements.

Water and Sewage | WMC 13

Finding 10: The proposal shows 4-inch and 6-inch sewer mains on site serving multiple units. Use of minimum 8-inch diameter sewer main and manholes is required in accordance with the City Engineering Standards. Public sewer mains shall be placed in a 15-foot-wide easement dedicated to the City. *See Condition #5.*

Finding 11: Available capacity within the City's sewer collection system is limited. The extent of the potential impacts to the City's sewer system from the proposed development are unclear at this time but could be significant. Off-site improvements to the City's sewer system may be needed in order to accommodate the additional flows generated by the proposal. Necessary off-site sewer improvement shall be as determined by the City, with consideration given to the proposed development as well as other in-process development in the City. As part of final engineering, the applicant will need to provide flow projections and any other relevant engineering information as requested by the city. The applicant may be required to contribute an equitable proportional share to upgrades to downstream sewer capacity that may be necessary in order to accommodate the proposal. All required financial contributions made for said improvements must be paid prior to issuance of building permits. *See Condition #6.*

Finding 12: On site fire hydrants are required. The fire mains shall be public mains with a 15-foot-wide easement dedicated to the City and locations shall be coordinate with Clark-Cowlitz Fire Rescue.

Finding 13: Water and sewer assessment fees: Connection charges and assessments for water and sewer will be assessed in accordance with the applicable rate schedule. *See Condition #7.*

Finding 14: A looped water main connection to the east, connecting to the water main in the Safeway lot is highly recommended.

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

Erosion Control Ordinance | WMC 15.10

Finding 15: A preliminary erosion control plan was submitted as part of the preliminary site plan submittal. The applicant is required to install and maintain erosion control measures per the Best Management Practices as outlined in this section (current Stormwater Management Manual for Western Washington) during site excavations and grading. An NPDES permit from the Department of Ecology is required where more than one acre is being disturbed. A condition of approval is added to meet all erosion control requirements of WMC 15.10 and follow the Woodland Design Standards for the erosion control plan. *See Condition #8.*

Finding 16: A fill and grade permit from the City's building division is required. *See Condition #9.*

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

Stormwater Management | WMC 15.12

Finding 17: Stormwater standards for the site development are based on the DOE "Puget Sound Manual" and adoption criteria is included in WMC 15.12. The applicant's submittal included a preliminary stormwater technical information report (TIR). The general approach to stormwater management proposed for the project is to use a combination of storm filter catch basins and corrugated metal pipe (CMP) infiltration facilities. This approach appears to be viable. The applicant shall prepare and submit a final TIR and stormwater design for detailed review with final engineering. *See Condition #10.*

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

Permitted Uses | WMC 17.46.020

Finding 18: No uses are proposed with the application in order to assure flexibility for tenants. This decision will affect the amount of traffic, parking, water use, sewage generation, and building construction standards. See below for more information.

Finding 19: The potential number of businesses on the buildings will be affected by signage regulations. See below for more information.

Conclusion: As proposed, the project can comply with this standard. However, pending the resolution of the issues herein, difficulties may need to be solved at the time of building permit application. Approval of the site plan does not mean that the project will not have to address additional concerns in the future in order to continue to meet Woodland Municipal Codes.

Building Setbacks | WMC 17.44.070

Finding 20: The required setbacks in light industrial zones are:

- Front yard setback: 25 ft.
- Side yard setback: 10 ft.
- Rear yard setback: 10 ft.

Where I-1 abuts a residential zone, the side and rear yard setbacks shall be a minimum of 25 ft. In this case the property does not abut a residential zone.

Finding 21: The existing buildings and proposal meet the setback requirements.

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

Building Height | WMC 17.44.080

Finding 22: On lots greater than one acre in the I-1 zoning district, building height is limited to 45 ft. eave height.

Finding 23: The proposal meets this requirement. Additional review for height will be completed with building permits to ensure continued compliance.

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

Landscape Design and Screening | WMC 17.46.133 – WMC 17.46.136

Finding 24: A landscaping plan guaranteeing the healthy growth of proposed landscaping in compliance with WMC 17.44 and signed by a certified landscaping professional is required prior to issuance of the preliminary site plan approval.

Finding 25: A landscaping plan was submitted with this preliminary site plan review application.

Finding 26: A combination of deciduous and evergreen trees, shrubs, and groundcovers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions per WMC 17.44.135 (C). All landscaped area, whether or not required, that is not planted with trees and shrubs or not covered with nonplant material, shall have groundcover plants that are designed to achieve 50% coverage of the area not covered by tree canopy and shrubs per WMC 17.44.135 (D).

Finding 27: The proposed landscaping plan shall include tabulation showing the area and percentage of the following, per WMC 17.44.134:

- A. Entire site;
- B. Total landscaping areas;
- C. Areas covered by groundcover;
- D. Areas covered by nonplant materials;
- E. Areas covered by tree canopy and shrubs;
- F. Each required setback area;
- G. Total parking area;
- H. Parking landscaping; and
- I. Other landscaping areas.

Finding 28: The landscaping plan set does not include information regarding species, numbers, size, and location of the plants. There is also no detail for the landscaping island landscaping. A condition has been added requiring this information as part of a final landscaping plan to be submitted with the final engineering submittal. See *Condition #11*.

Finding 29: Ten percent of the entire site must be landscaped per WMC 17.44.135. Sheet C-01 has a table showing that the landscaping area will be 10,598 square feet which is 16.3 % of the site. The proposed plan meets this standard provided the landscaping is installed as proposed.

Finding 30: Proposed landscaping species must be appropriate for the Pacific Northwest and achieves at least 50% coverage in areas not covered by tree canopy.

Finding 31: Per WMC 17.44.15 (E), trees shall have a minimum diameter or caliper measured at four feet above grade of two inches or greater at time of planting and shall be densely planted as certified by a certified landscaping professional.

Finding 32: Not all trees indicated on the landscaping plan meet the size requirement. Revise the landscaping site plan to indicate that the size of trees to be planted is 2-inch caliper or more. *See Condition #13.*

Finding 33: Per WMC 17.44.135 (F), shrubs shall be planted from a five-gallon container or larger at the recommended spacing as certified by a certified landscaping professional.

Finding 34: Not all shrubs are indicated to be 5-gallons or larger. A condition is added to include the size of the shrubs (at least 5-gallon) on the landscaping plan. *See Condition #14.*

Finding 35: Per 17.44.135 (I), the use of drought-tolerant plant species is encouraged and shall be required when irrigation is not available. Irrigation shall be provided for plants that are not drought tolerant. If the plantings fail to survive, the property owner shall replace the with an equivalent specimen.

Finding 36: A plant survival guarantee was not included on the landscaping plan. A condition is added to include a guarantee on the site plan stating that the owner will replace plantings that fail to survive. *See Condition #15.*

Finding 37: Per WMC 17.44.136 (B), in the front yard landscaping area, trees, shrubs, and plant ground cover should be planted along the entire road frontage area and meet the requirements of WMC 17.44. This area can be counted toward the coverage requirements calculations in WMC 14.44.135 (B).

Finding 38: The plantings in the front yard setback meet the requirements of WMC 17.44.135 (B).

Finding 39: Per WMC 17.44.136 (F), a minimum of ten percent of the total surface area of all proposed parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of "evenly distributed" shade trees with shrubs and/or groundcover plants that conform to the criteria in this chapter. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. These requirements can be included in the coverage requirement outlined in Section 17.46.125(B). At a minimum, one tree per five parking spaces shall be planted.

Finding 40: The parking lot consists of over 60 parking spaces. The percent coverage of the parking lot and parking lot trees must be added to the landscaping as stated in the conditions.

Finding 41: At a minimum, one tree per five parking spaces shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than twenty spaces shall include landscape islands with trees at both ends and in between to break up the parking area into rows of not more than ten contiguous parking spaces. All parking area landscape islands shall have dimensions of not less than 24 sq. ft. of area or not less than 4 ft. by 6 ft. in length per WMC 17.44.136 (F)(2).

Finding 42: A total of 13 Trees (approximately) is required by WMC 17.44.136 (F)(2). A condition is added to revise the site plan showing calculations for the parking area, parking landscaping and number of parking spaces and number of trees. *See Conditions #11 through #16.*

Screening

Finding 43: Per 17.44.136 (G), all mechanical equipment, outdoor storage and manufacturing areas, service and delivery areas, garbage receptacles and recycling containers shall be fully screened from view from all public streets and adjacent nonindustrial zoning district(s) and/or use(s) in a manner which is architecturally integrated with the structure. Such screening shall be a minimum of six feet provided by a decorative wall (i.e., masonry or similar quality material), evergreen hedge, opaque fence complying with the standards of this section, or a similar feature that provides an opaque barrier.

Finding 44: The project proposes a screening fence but there is nothing to indicate where mechanical equipment will be placed. There is also no garbage and recycling containers indicated on the site plan, nor outside storage and manufacturing areas show. A condition has been added requiring that all mechanical equipment, outside activity areas, and garbage/recycling containers be screened as required by WMC 17.44.136(G). *See Condition #17.*

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

Lighting | WMC 17.44.140

Finding 45: The operator shall be responsible for ensuring that lighting is installed and arranged to ensure that no reflection or glare shall conflict with the readability of traffic signs or control signs. Lighting shall also not rotate, glitter, or flash per WMC 17.44.140. *See Condition #18.*

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

Site Standards | WMC 17.44.160

Finding 46: All buildings and yards shall be maintained in a neat and orderly manner. Landscaping shall be maintained in a healthy, presentable state. *See Condition #19.*

Finding 47: All structures, buildings, fences, and walls shall be kept free of rust, corrosion, peeling paint, and other surface deterioration. *See Condition #20.*

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

Performance Standards | WMC 17.48

Finding 48: The requirements of this section cover hazards and nuisances including sound level, vibration, air emissions, smoke, dust, odors, industrial wastes, fire hazards, heat, glare, radioactivity and radio transmitters.

The applicant will be responsible for ensuring that their operation is complying with all performance standards. *See Condition #21.*

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

Sign Requirements | WMC 17.52

Finding 49: No signs are proposed as part of this application.

Finding 50: A separate building permit is required for sign approval and all signs must conform with the requirements of WMC 17.52. *See Condition #22.*

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

Parking | WMC 17.20.060 & WMC 17.56 & International Building Code (IBC)

Finding 51: Worker Density Calculation - Developments in the I-1 zone shall provide off-street parking at a rate of one space per 700 square feet for manufacturing spaces, and one space per 400 sq. ft. of office space. In this case the spaces are flexible and the 1:700 ratio would require 52 parking spaces. The proposed plan shows 62 spaces.

Finding 52: Personnel Density Calculation – As alternative, developments in the I-1 zone shall provide off-street parking at a rate of one space per two plant employees, and one space per manager, and one visitor space per 10 managerial personnel. The applicant’s narrative calculates that to be 55 required spaces. The proposed plan shows 62 spaces.

Finding 53: Parking Density Calculation – Based on the standards, staff finds the following:

Using the personnel density method

- 26 businesses x 1 manager each = 26 manager spaces
- 26 businesses x 2 employees each x .5 spaces per employee = 26 worker spaces
- 26 managers x 1 space per 10 managers = 2.6 visitor spaces

For a total of 54.6 required spaces.

Using the worker density method

- 36,000 sq. ft. / 700 sq. ft. = 51.42 spaces for manufacturing
- 36,000 sq. ft. / 400 sq. ft. = 90 spaces for office space

Assuming that each business will have a manager/owner office space for the business, you could assume there will be 26 office spaces. Accordingly, you could assume that 26 office spaces x 400 sq. ft. of office space to correspond to those 26 manager parking spaces. That would be enough parking for 10,400 sq. ft. of space.

36,000 sq. ft. – 10,400 sq. ft. = 25,600 sq. ft. of net manufacturing space

25,600 sq. ft. of manufacturing space / 700 sq. ft. = 36.6 additional parking spaces

So, 36.6 employee spaces plus 26 parking spaces for office workers means there needs to be 62.6 parking spaces using a mix of office and manufacturing parking space rates. Only 62 are proposed.

Given that there is likely to be one or more of the tenants who could rent more than one space in the building, the result would be less than 26 business. If the site is occupied by only 25 businesses (or less) the calculations would result in parking demand of 62.14 parking spaces. Using rounding that would be 62 spaces, which matches the number of spaces proposed.

Accordingly, staff has attached a condition of approval that limits the potential number of tenants to 25, unless an additional parking space can be identified. *See condition #23.*

Finding 54: Per IBC Section 1106.1, three accessible parking spaces are required, one of which must be van accessible per IBC 1106.5.

Finding 55: The applicant proposes three accessible parking spaces and they have one van accessible spot. However, each building has to have one accessible parking spot. *See condition #24.*

Finding 56: Per IBC Section 429, 5% of parking spaces shall be equipped with electric vehicle charging stations. At least 3 parking spaces (5% of 62 parking spaces) must have charging stations.

Per IBC Section 429.2 (Effective 8-6-21) Required electric vehicle charging infrastructure. Where parking is provided, ten percent of parking spaces shall be provided with electric vehicle charging infrastructure in compliance with Sections 429.3, 429.4 and 429.5. At least 7 parking spaces (10% of 62 rounded up) must have charging stations.

Finding 57: Per IBC Section 429.5, when electric vehicle charging infrastructure is required, one accessible parking space shall be served by electric vehicle charging infrastructure.

429.5 Electric vehicle charging infrastructure for accessible parking spaces. When electric vehicle charging infrastructure is required, ten percent of accessible parking space, rounded to the next whole number, shall be provided with electric vehicle charging infrastructure. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of ten percent rounded to the next whole number, of the accessible parking spaces are allowed to be included in the total number of electric vehicle parking spaces required under Section 429.2.

Finding 58: No vehicle charging stations are indicated on the site plan. A condition of approval is added to update the site plan with the civil engineering submission and building plans submission to include vehicle charging stations. *See condition #24.*

Finding 59: Electrical room(s) serving parking areas shall be designed to accommodate the electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp electric vehicle charging infrastructure. A condition of approval is added to demonstrate electrical capacity with the building application submittal. *See Condition #25.*

429.3 Electrical room(s). Electrical room(s) serving buildings with on-site parking spaces must be sized to accommodate the potential for electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp, circuit or equivalent electric vehicle charging infrastructure.

Finding 60: Each parking space shall be 180 square feet in area and at least 9 feet in width or 7.5 feet wide by 15 feet deep for compact spaces per WMC 17.56.060. Compact spaces may be used as necessary to accommodate ADA and electrical vehicle charging spaces. Accessible van parking spaces shall be 132 inches minimum width (96 inches minimum width is allowed where adjacent access aisle is 96 inches minimum in width (ICC-A117.1-2006 Sec 502.2). *See condition #26.*

Finding 61: Each parking space is proposed to be at least 9 ft. by 20 ft and compact spaces are at least 7.5 feet wide by 15 feet deep. Additional compact spaces may be used to accommodate ADA and electrical vehicle charging spaces. *See condition #26.*

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

Fire Safety

All buildings must be constructed in accordance with WA Building and Fire Codes. Plan revisions and building plans must be submitted directly to Clark Cowlitz Fire Rescue (CCFR) for fire review.

Finding 62: CCFR reviewed the site plans for compliance with fire code. Compliance with CCFR approvals overrides conditions of approval for the City's site plan. Building construction plans shall be submitted separately, along with any fire alarm and/or fire sprinkler alterations. *See Condition #27.*

Finding 63: All work subject to field inspection and correction as identified at the time of the on-site inspection; all work shall be compliant with the applicable standards and codes; to include the adopted edition of the International Fire Code and the City's Municipal Code. *See Condition #28.*

Finding 64: Approved access road shall be a minimum clear width of 20' (26' where a hydrant is located). CCFR finds that location marked on CCFR's review is less than 20 ft. in width. Fire Apparatus Access roads shall be at a minimum 20 ft. in width. A condition is added to revise the site plan to meet the minimum access road width and resubmit to the City and CCFR. *See Condition #29.*

Finding 65: Road surface shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with all-weather driving surface per IFC 503/Appendix D. A condition is added to show how driving surface requirements will be met with the final engineering submission. *See Condition #30.*

Finding 66: Hydrants must be provided on fire access roadways so that average spacing does not exceed 500 ft. (400 ft. for Dead-end roads) and the maximum distance from any point on the street frontage to a hydrant is no more than 250 ft. (200 ft. for dead-end roads). A condition is added to revise the site plan to indicate location of fire hydrants in accordance to fire code. *See Condition #31.*

Finding 67: Per IFC C102, hydrants shall be installed with a 5" Storz connection adapter. Additionally, a Storz connection adapter must be installed on the hydrant east of the

office at the main entrance. A condition is added to add a note to the site plan that hydrant will be installed with 5" Storz connections. *See Condition #32.*

Finding 68: During construction, hydrants shall continue to be accessible for emergency response. A condition is added to include a note on the site plan that hydrant shall remain accessible during construction. *See Condition #33.*

Finding 69: Turning radius for fire apparatus access roads shall be a minimum of 28 ft. or greater. The outside turning radius for access roads shall be 48 ft. or greater. A condition is added to meet CCFR turning radius requirements. *See Condition #34.*

Finding 70: "NO PARKING – FIRE LANE" shall be signed or marked at locations designated on the plan reviewed by CCFR. A condition is added to indicate No Parking/Fire Lane areas on the site plan. *See Condition #35.*

Finding 71: Locations at the NE and NW of the parking lots shall be kept free at all times for emergency response access as indicated on the plans reviewed by CCFR. A condition is added to include a note on the site plan to keep the NE and NW parking lots clear at all times for emergency response access. *See Condition #29.*

Conclusion: As conditioned, the proposal can comply with Fire Code provided the approval by CCFR is obtained and the project complies with those additional conditions (as applicable).

Building

Building comments are based upon the proposed land use site plan proposal. Building code and building permit approval is not part of this land use review process. These findings are based on the proposed land use application and subject to change based on additional review with the submittal of building permit applications.

Finding 72: ADA parking spaces are required as discussed in the parking section above.

Finding 73: Sprinklers are required for buildings A and B. Both buildings are over 5,000 sq. ft. as required by WMC.

Finding 74: Each unit will require 1 unisex restroom (IBC Ch 2902)

Finding 75: The Building Official has indicated that "The proposed buildings will be permitted as a shell only, because the buildings are small in nature it really doesn't matter what the proposed occupancy is, because whether it is a F or S occupancy, the buildings will meet the code requirements for allowable area. We will review the permit submittal for occupancy at the time of review. We may or may not agree on the occupancy based on the information submitted at that time."

Finding 76: Each tenant space will be permitted as a separate project with occupancy to be determined at the time of building permitting.

Finding 77: Additional waste lines are suggested for the buildings based on the proposed tenant improvement nature of the buildings. There may also be requirements for oil/water separators, floor drains, or some other plumbing issues, due to the nature of the design. *See advisory Condition #36.*

Finding 78: HVAC, storefront and plumbing are required to be included at plan submittal and are not deferrable items. A condition is added to meet these requirements. *See Condition #37.*

Finding 79: Project must comply with Washington State Commercial Energy Code (WSEC). *See Condition #38.*

Conclusion: As conditioned, the proposal can comply with Building Code.

SEPA Comments

Finding 80: The Department of Ecology provided comments regarding solid waste management and water quality. Staff provided the comment letter to the applicant. A summary of comments:

- **Solid Waste:** Use only clean fill or obtain a solid waste permit. Dispose of all debris at an approved site
 - *See Condition #40.*
- **Water Quality:** Install erosion control measures prior to clearing, grading, construction. Do not discharge into waters of the State. Obtain a Construction Stormwater General Permit. Report any soil/groundwater contaminants found.
 - *See Condition #41.*

The applicant is responsible for working with Ecology and the Cowlitz County Health Department to ensure compliance.

Finding 81: Southwest Clean Air Agency (SWCAA) provided comments regarding asbestos, controlling construction dust, and air pollution sources. Staff provided the comment letter to the applicant. A summary of comments:

- Applicant must implement measures to control dust from earthmoving and construction.

See Condition #42.

The applicant is responsible for working with SWCAA to ensure compliance.

Conclusion: As conditioned, the project can comply with the SEPA issues raised.

Preliminary Site Plan Approval | WMC 19.10.070

Finding 82: The applicant submitted a preliminary site plan. Per WMC 19.10.070, the applicant is required to submit for final civil plan approval and submit a final site plan application. *See Condition #39.*

Conclusion: The preliminary site plan can be approved as conditioned.

V. DECISION

Per WMC 19.08.030, the above application for the preliminary Site Plan Review has been **APPROVED WITH CONDITIONS** by the City of Woodland's Development Review Committee (DRC) based on the criteria and standards outlined in Woodland Municipal Code (WMC). *See Section VI for conditions of approval.*

VI. CONDITIONS OF APPROVAL

1. Impact fees shall be paid when building permits for this project are issued per WMC 3.41 and WMC 3.42.
2. Fire impact fees are calculated at the time of building permit issuance and are based on \$.51 per sq. ft. of structure. Fee is estimated to be \$331.50 (\$.51 per square foot of commercial space).
3. The number of peak hour trips results in a calculated Transportation Impact Fee of (42 trips X \$838) = \$35,196 for the project.
4. All public improvements shall be designed and constructed in accordance with Woodland Development Standards. Include Woodland standard details for water, sewer, erosion control, etc. as required to support the civil design when you submit drawings for final civil approval. The details can be found at www.ci.woodland.wa.us/departments/public-works/standards.php.
5. Public sewer mains shall be 8-inch diameter and located within a 15-foot-wide easement dedicated to the City.
6. As part of final engineering, the applicant will need to provide flow projections and any other relevant engineering information as requested by the city. The applicant will be required to contribute an equitable proportional share to upgrades to downstream sewer capacity necessary to accommodate the proposal. All required financial contributions made for said improvements must be paid prior to issuance of building permits.

7. Water and sewer assessment fees: Connection charges and assessments for water and sewer will be assessed in accordance with the applicable rate schedule.
8. final erosion control plan will be required with final engineering. Applicant is required to install and maintain erosion control measures per the Best Management Practices as outlined in WMC 15.10.
9. Obtain a fill and grade permit from the city building department.
10. As part of the final engineering process the applicant will need to submit a final stormwater TIR. Applicant will need to prepare a final design that is consistent with the adopted development standards for managing water quality and quantity.
11. Revise the landscaping plan to show area and percentage for:
 - a. Entire site;
 - b. Total landscaping areas;
 - c. Areas covered by groundcover;
 - d. Areas covered by nonplant materials;
 - e. Areas covered by tree canopy and shrubs;
 - f. Each required setback area;
 - g. Total parking area;
 - h. Parking landscaping;
 - i. Other landscaping areas.

Add these calculations to the landscaping plan and resubmit with the civil review submission.

12. Add a landscape island design to the landscaping plan prior to submittal for civil review.
13. Revise the landscaping site plan to indicate that the size of trees to be planted is 2-inch caliper or more.
14. Revise the landscaping site plan to indicate that the size of shrubs to be planted is 5-gallons or more.
15. Add a note to the landscaping plan that the owner is required to replace plantings that fail to survive.
16. Calculate the number of trees and parking spaces on the landscaping plan for all parking areas and show how WMC 17.44.136 (F)(2) is met. Trees proposed in the new parking area may count toward the total requirement.
17. Per 17.44.136 (G), all mechanical equipment, outdoor storage and manufacturing areas, service and delivery areas, garbage receptacles and recycling containers shall be fully screened from view from all public streets and adjacent nonindustrial zoning district(s) and/or use(s) in a manner which is architecturally integrated with the structure. Such screening shall be a minimum of six feet provided by a decorative wall (i.e., masonry or similar quality material), evergreen hedge, opaque fence complying with the standards of this section, or a similar feature that provides an opaque barrier.
18. The operator shall be responsible for ensuring that lighting is installed and arranged to ensure that no reflection or glare shall conflict with the readability of traffic signs or control signs. Lighting shall also not rotate, glitter, or flash per WMC 17.46.140.
19. All buildings and yards shall be maintained in a neat and orderly manner. Landscaping shall be maintained in a healthy, presentable state per WMC 17.44.160.

20. All structures, buildings, fences, and walls shall be kept free of rust, corrosion, peeling paint, and other surface deterioration per WMC 17.44.160.
21. The applicant will be responsible for ensuring that their operation is complying with all performance standards of WMC 17.48 (hazards and nuisances including sound level, vibration, air emissions, smoke, dust, odors, industrial wastes, fire hazards, heat, glare, radioactivity and radio transmitters).
22. A separate building permit is required for sign approval and all signs must conform with the requirements of WMC 17.52.
23. Due to parking constraints, the maximum number of separate units that can be permitted will be 25 unless provisions can be made to accommodate one additional parking space. The additional space must be demonstrated during the final engineering review process, otherwise the 25-tenant limit will automatically be triggered.
24. Each building must have an accessible parking spot as required by IBC Section 1106.1. Per IBC Section 429.5, 5% of parking space shall be equipped with electric vehicle charging stations. At least 3 parking spaces (5% of 62 parking spaces) with charging stations must be shown on the site plan as part of the final engineering process.
25. Electrical room(s) serving parking areas shall be designed to accommodate the electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp electric vehicle charging infrastructure. Building application submittals must be able to demonstrate electrical capacity.
26. Additional compact spaces may be added if it can be shown that the compact size is needed to accommodate accessible or electric vehicle charging spaces.
27. Building construction plans shall be submitted separately, along with any fire alarm and/or fire sprinkler alterations. Compliance with FCFR approvals overrides conditions of approval for the City's site plan.
28. All work subject to field inspection and correction as identified at the time of the on-site inspection; all work shall be compliant with the applicable standards and codes; to include the adopted edition of the International Fire Code and the City's Municipal Code.
29. Approved access road shall be a minimum clear width of 20' (26' where a hydrant is located). CCFR finds that location marked on CCFR's review is less than 20 ft. in width. Fire Apparatus Access roads shall be at a minimum 20 ft. in width. Revise the site plan to meet the minimum access road width and resubmit to the City and CCFR.
30. Road surface shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with all-weather driving surface per IFC 503/Appendix D. Show how driving surface requirements will be met with the final engineering submission.
31. Revise the site plan as required by CCFR to indicate location of fire hydrants in accordance to fire code.
32. Add a note to the site plan that hydrant will be installed with 5" Storz connections.
33. Include a note on the site plan that hydrant shall remain accessible during construction.
34. Turning radius for fire apparatus access roads shall be a minimum of 28 ft. or greater. The outside turning radius for access roads shall be 48 ft. or greater. Revise the site plan to meet CCFR turning radius requirements.

35. Indicate “NO PARKING – FIRE LANE” on the site plan as instructed by CCFR.
36. Building permits for the structure shells and each tenant improvement will be required to have individual restrooms and meet fire code. (Advisory at the time of the site plan approval.)
37. HVAC, storefront and plumbing are required to be included at plan submittal and are not deferrable items.
38. Project must comply with Washington State Energy Code (WSEC).
39. Per WMC 19.10.070, the applicant is required to submit for final civil plan approval and submit a final site plan application.
40. Per Department of Ecology, use only clean fill or obtain a solid waste permit. Dispose of all debris at an approved site.
41. Per Department of Ecology, install erosion control measures prior to clearing, grading, construction. Do not discharge into waters of the State. Obtain a Construction Stormwater General Permit. Report any soil/groundwater contaminants found.
42. Per SWCAA, applicant must implement measures to control dust from earthmoving and construction.

VI. APPEAL PROCEDURE

As per WMC 19.08.020 and 19.08.030, this Notice of Decision may be appealed to the Hearing Examiner within 14 days of the date this decision is issued. The appeal with grounds for appeal in writing shall be submitted to the Community Development Department **by 5:00 p.m., December 16, 2021.**

Staff Contact: Travis Goddard, Director
City of Woodland
PO Box 9
230 Davidson Ave.
Woodland, WA 98674
goddardt@ci.woodland.wa.gov

VII. NEXT STEPS

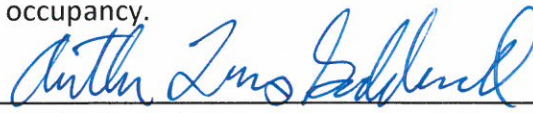
If there is no appeal to the decision, the applicant may move forward to develop the site.

- Submit final civil plans addressing the conditions above. Include Woodland standard details for water, sewer, erosion control, etc. as required to support the civil design when you submit drawings for final civil approval.
 - a. The details can be found at www.ci.woodland.wa.us/departments/public-works/standards.php.
 - b. Submit final civil plans to: https://woodlandwa.seamlessdocs.com/f/civil_review
- Once civil plans are approved:
 - a. Upload approved plans to Clark County Fire and Rescue for electronic signature: www.clarkfr.org. Print the plans once signed.

- b. Contact Public Works to arrange for signature: 360-225-7999. Then, bring plans signed by Clark County Fire and Rescue to Public Works for signature.
- c. Provide a .pdf to Public Works of signed plan set.
- Submit building, grading, and sign permits online: www.ci.woodland.wa.us/documents/
 - a. Contact Janice Fisher, Permit Technician, for assistance: 360-225-7299.
 - b. Pay any outstanding professional consulting services per Woodland Municipal Code, Ordinance 1097.
- Schedule a pre-construction meeting before beginning any construction activities. Contact Public Works at 360-225-7999 to schedule.
- Install all required landscaping and irrigation prior to applying for final occupancy.
- Submit one full-sized and one copy of reduced size (11" x 17") as-built drawings. In addition, submit a CD/thumb drive containing the as-built drawings in AutoCAD and pdf formats prior to applying for final occupancy.

Date: December 2, 2021

Signature: _____



Travis Goddard,
Community Development Director

cc: Applicant
Parties of Record
File
Website
Mayor
City Administrator

ATTACHMENTS
A. Site Plan



TITLE	DATE	DESCRIPTION
NO. DRAWING	CHECKED BY	
STATUS	DATE	
PROJECT NUMBER		
G-01		
© 2016 OTAK, INC.		

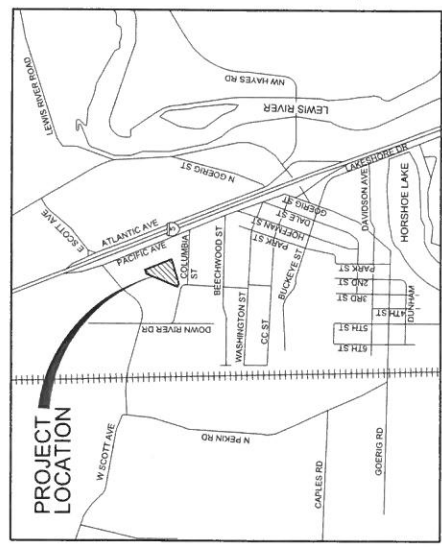
**EROSION CONTROL
 INSPECTION REQUIRED**
 CONTACT INSPECTION SERVICES
 BEFORE YOU BEGIN ANY
 SITEWORK.



MAKERS SPACE-KIRKLAND

PRELIMINARY ENGINEERING - LAND USE SUBMITTAL

CITY OF WOODLAND



PROJECT MAP
SCALE: NTS

Sheet Number	Sheet Title
G-01	COVER SHEET
G-02	GENERAL NOTES AND LEGEND
E-01	EXISTING UTILITIES
DEM-01	DEMOLITION AND EROSION CONTROL
C-01	CIVIL SITE PLAN
C-02	SIGNING AND STRIPING PLAN
GR-01	GRADING AND EROSION CONTROL PLAN
UT-01	UTILITY PLAN
FSP-01	FIRE SERVICE PLAN
STW-01	STORMWATER PLAN
STD-01	STANDARD DETAILS I
STD-02	STANDARD DETAILS II
STD-03	STANDARD DETAILS III
L-01	PLANTING PLAN
L-02	PLANTING DETAILS AND NOTES
LL-01	SITE LIGHTING PLAN

PROPERTY OWNERS
 NAME: TERRY WELNER
 ADDRESS: 804 SW THIRD AVE., SUITE 300
 LAKE OSWEGO, OR 97044
 PHONE: 503.265.1100
 EMAIL: twelner@otak.com

DEVELOPER
 NAME: RUTH KODA
 ADDRESS: 1814 E 8TH STREET
 VANCOUVER, WA 98661
 PHONE: 360.910.3488
 EMAIL: rthkoda@otak.com

ARCHITECT
 NAME: OTAK ARCHITECTS, INC.
 ADDRESS: 600 MITCHELL AVE.
 VANCOUVER, WA 98660
 PHONE: 360.996.6782

LANDSCAPE ARCHITECT
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 PHONE: 360.996.6782

EXISTING CONDITIONS
 TAX PARCEL: 5942302
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 VANCOUVER, WA 98660
 TAX PARCEL AREA: 2 ACRES
 TOTAL # IMPROVEMENTS: 0
 ZONING: HIGHWAY COMMERCIAL

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 VANCOUVER, WA 98661
 NUMBER: 360.996.1385

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TYPICAL WHEEL STOP
 SCALE: 1/4" = 1'-0"

NOTES:
 1. USE PRECAST CONCRETE WHEEL STOP WITH REINFORCING BARS.
 2. INSTALL WHEEL STOP FOR REFERENCE ONLY. ACTUAL WHEEL STOP GEOMETRY AND INSTALLATION REQUIREMENTS MAY VARY.

CONCRETE CURBS:
 1. CONCRETE SHALL BE 3000 PSI MIN. (CL. 3000), 3-1/2" SLUMP (MAX).
 2. CONTACT SURFACE AND ADHERE TO SIDE OF MAXIMUM DRY ROCKET (1" MIN.).
 3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PROJECTION. THICKNESS DIMENSIONS DIRECTED.
 4. MATCH EXISTING FINISH.
 5. SEE CONCRETE JOINT DETAIL T-11 FOR SURFACE, CONNECTION, AND EXPANSION JOINTS.
 6. ALL EXISTING CURBS SHALL BE SAVED.
 7. CURBS MUST BE PLACED WITHIN 10' OF THE INTERSECTION.

MAJOR COMMERCIAL DRIVEWAY
 SCALE: 1/4" = 1'-0"

CONCRETE CURBS:
 1. CONCRETE SHALL BE 3000 PSI MIN. (CL. 3000), 3-1/2" SLUMP (MAX).
 2. CONTACT SURFACE AND ADHERE TO SIDE OF MAXIMUM DRY ROCKET (1" MIN.).
 3. FINISH SHALL BE MEDIUM BROOM PERPENDICULAR TO PROJECTION. THICKNESS DIMENSIONS DIRECTED.
 4. MATCH EXISTING FINISH.
 5. SEE CONCRETE JOINT DETAIL T-11 FOR SURFACE, CONNECTION, AND EXPANSION JOINTS.
 6. ALL EXISTING CURBS SHALL BE SAVED.
 7. CURBS MUST BE PLACED WITHIN 10' OF THE INTERSECTION.

CONCRETE CURBS
 SCALE: 1/4" = 1'-0"

NOTES:
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 6. ALL EXISTING CURBS SHALL BE SAVED.
 7. CURBS MUST BE PLACED WITHIN 10' OF THE INTERSECTION.

SIDEWALK DETAIL
 SCALE: 1/4" = 1'-0"

CONCRETE CURBS:
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 4. MATCH EXISTING FINISH.
 5. SEE CONCRETE JOINT DETAIL T-11 FOR SURFACE, CONNECTION, AND EXPANSION JOINTS.
 6. ALL EXISTING CURBS SHALL BE SAVED.
 7. CURBS MUST BE PLACED WITHIN 10' OF THE INTERSECTION.

PERPENDICULAR RAMP
 SCALE: 1/4" = 1'-0"

CONCRETE CURBS:
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 2. CONTACT SURFACE AND ADHERE TO SIDE OF MAXIMUM DRY ROCKET (1" MIN.).
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 4. MATCH EXISTING FINISH.
 5. SEE CONCRETE JOINT DETAIL T-11 FOR SURFACE, CONNECTION, AND EXPANSION JOINTS.
 6. ALL EXISTING CURBS SHALL BE SAVED.
 7. CURBS MUST BE PLACED WITHIN 10' OF THE INTERSECTION.

DETECTABLE WARNING PATTERN DETAIL
 SCALE: 1/4" = 1'-0"

CONCRETE CURBS:
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 2. CONTACT SURFACE AND ADHERE TO SIDE OF MAXIMUM DRY ROCKET (1" MIN.).
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