



Gray & Osborne, Inc.
CONSULTING ENGINEERS

MEMORANDUM

TO: Travis Goddard/David Lukaczer
City of Woodland
FROM: Mark Nelson, P.E., City Engineering Consultant
SUBJECT: Singh Development – 1490 Dike Access Road
Notice of Decision Drafting
Engineering Review Comments
G&O PROJECT NO.: 21417.21
DATE: January 21, 2022

Provided below are draft findings to be incorporated into the City’s Notice of Decision for the Singh Development – 1490 Dike Access Road project.

Development Impact Fees – Transportation | WMC 3.42

- Transportation Impact Fees (TIF) are required on new development to support future transportation improvements within the city. The TIF is calculated based on \$838 per PM peak hour trip (PMPHT) generated by the project based on the project Traffic Impact Analysis (TIA) or where no TIA is prepared, based on trip generation in accordance with Institute of Transportation Engineers (ITE) published data.
- Transportation Impact Fees will be required. Transportation fees are based on the number of new trips generated by the proposal and will be calculated either from the results of a transportation study or based on the Institute of Transportation Engineers (ITE) Manual trip generation rates. As an example, if the building were to be used for a medical clinic (ITE Code 630), the impact fee calculation would be:

1,494 sf @ 5.18 peak hour trips per 1,000 sf = 7.74 PM Peak Hour Trips (PMPHT)

At \$838 per PMPHT the fee would be \$6,485.21.

Note that a different proposed use and/or final building size will result in a different Transportation Impact Fee.

Transportation Impact Fees are collected at the time of building permit issuance

- The need for a traffic study will be determined based on the final building size and proposed use. The need for a traffic study is generally triggered by at least 20 new PM peak hour trips. Assuming 7.74 PMPHT based on the medical clinic classification as described previously, a traffic study would not be required. A

different proposed use and/or final building size could trigger the need for a traffic study

Streets and Sidewalks | WMC 12

- Public improvements shall be designed and constructed in accordance with the City Engineering Standards.
- The private road and Schurman Way (private drive) frontage is developed with curb, gutter, planting strip and sidewalk. Curb ramps are provided at the parking lot driveway entrance and at the parking lot. Site access is provided through existing paved parking lot.
- Additional pedestrian site access is required to Schurman Way (private drive) per WMC Chapter 17.36.130M. The sidewalk and curb ramp improvements shall be in accordance with City Engineering Standards.

Water and Sewage | WMC 13

- The submitted site plans shows a 1-inch water service line connection to service line stub and meter on Schurman Way (private drive).
- On-site fire hydrants may be required. The fire mains shall be public mains with a 15 ft wide easement dedicated to the City and locations shall be coordinated with CCFR.
- If required based on the final mechanical design and proposed use of the building, an appropriate backflow device shall be installed in accordance with WMC Chapter 13.28.
- A 10-water main on Schurman Way (private drive) is available for connection.
- The submitted site plans shows a 6-inch sewer line connection to existing 6-inch stub on Schurman Way (private drive).
- If sewer connection is to a private sewer collector line, provide details on the private line and easement to City sewer line.
- The building sewer service connection shall be separate for each building in accordance with WMC chapter 13.12.180.
- Water and Sewer Assessment Fees: Connection charges and assessments for water and sewer will be assessed in accordance with the applicable rate schedule.

Erosion Control Ordinance | WMC 15.10

- 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. A final erosion control plan will be required with final engineering.
- Protect existing curb and sidewalk at stabilized construction entrance

Stormwater Management | WMC 15.12

- Stormwater standards for the site development are based on the DOE “Puget Sound Manual” and adoption criteria is included in WMC 15.12.

- The submitted site plan shows roof drainage connection to a private storm drain line. Connection to and use of the private storm drain line may require permission from the owner.