

Narrative for Site Plan Review

Logan's Landing

a mixed use development

City of Woodland WA

Revised Date: 3-11-22

Introduction

This 20 acre site consists of tax parcels 50680023, 50714, 50729 and a portion of 50730. Tax lot 50714 will be used for the secondary fire access only. The site is vacant with some wetlands. All parcels are zoned Highway Commercial, C-2, except parcel 50714 is zoned Light Industrial. The site is generally flat and slopes to the northwest. Vehicular access is from the south end of existing Franklin Street.

Proposal

The following commercial uses are permitted in the C-2 zoning district by WMC 17.36.020

No. 5: Commercial parking lots and garages.

No. 25: Retail stores.

No. 29: Uses permitted in the C-1 central business district, which are:

No. 10: Dwelling units located above a permissible C-1 commercial use.

No. 35: Professional and business offices.

No. 37: Public and private off-street parking facilities.

The Site Plan Review will be processed as a Type II review. The proposal is located within the urban area of the City of Woodland where all utilities and other services are currently available; and is designed in accordance with applicable city codes, standards, and ordinances.

The project proposes a phased development consisting of 8 similar buildings located on both sides of the proposed southerly extension of existing Franklin Street. Phase 1 consists of Bldgs A and B, within the limits indicated on the Preliminary Site Plan. Subsequent phases will be determined by market demand.

Construction schedule for Phase 1 infrastructure is summer of 2023. The phase 1 buildings, A and B, consisting of 102 units, will not be completed or occupied until 2024. It is anticipated that market demand will allow approximately one new building every 1.5 years. Total buildout is estimated to be completed in 2033.

Each building will consist of:

Ground floor: a 972 sq ft commercial space for office or retail use, the remaining portion is a parking garage/structure with 37 parking spaces for the commercial retail or office users and the upper floor residents.

Upper three floors: 17 apartment units on each floor.

Refer to Exhibit A for general floor plans for each floor.

Residential density is 20 units per acre.

Off-street Parking 17.56

17.56.010 Number of parking spaces required: Each office/retail space requires a minimum of 4 spaces. The apartment units require a minimum of 1.5 spaces per unit, for a total of 80.5 spaces per building. Each building will provide 37 spaces in the parking structure and an average of 48 surface spaces; 62 standard spaces (9' x 20'), 19 compact spaces (8' x 15'), and 4 ADA spaces (8' x 20'), for a total of 85 parking spaces per building.

7.5' x 15' compact spaces are permitted only in the Industrial zone, not in commercial or residential zones, which makes no sense.

Request: Flexibility in Administration Allowed, section 17.56.020 to allow 22.3% of the parking spaces to be 8' x 15' compact.

Outdoor surface parking spaces adjacent to a 6.5' pedestrian walkway will provide a 2' overhang from the curb to allow a 4.5' wide pedestrian walkway. Parking spaces adjacent to the stormwater swale will allow a 3' overhang with 4' x 8' landscape islands in front of the compact spaces to protect trees, light poles and other landscaping. Along the 6' wide pedestrian walkways, a curb will limit vehicular travel; therefore, wheel stops are not required. Wheel stops will be provided for spaces adjacent to the stormwater swales and in the parking structures.

Bicycle Parking. Each building will provide 6 bicycle racks (2.5' x 6') adjoining the main entrance to the rear of the building.

Electric vehicle charging stations 17.56.160 B. No minimum number of charging station spaces is required; therefore, no charging spaces are provided.

Wetland Determination

A Wetland Delineation was conducted by Schott & Associates, Ecologists & Wetland Specialists. Their Wetland Delineation Report and Critical Area Report are included in this application package. The wetland boundary and buffer are also indicated on the Preliminary Site Plan. Wetland numbers 1, 4, 5, 6 and 7, and their buffers will not be impacted. Wetlands 2 and 3 (total of 0.046 acre) will be impacted, however both small wetlands are jurisdictional exempt per WMC 15.08.400 L.1 and 2.

Open Space

Though not required in the C-2 zone, the project proposes 2.9 acres of passive open space which contains the wetlands and buffers, 1.0 acre of active open space behind Bldgs F and G, and 0.3 acre of active open space near Bldgs A and B, for a total of 4.2 acres, approx. 20% of the site. A 500 square foot Pedestrian Courtyard is proposed in front of Bldg H. Open space amenities will be determined with the Final Site Plan.

Also not required, the project proposes a 6' wide paved, ADA compliant pedestrian trail 1,150 feet in length, beginning at the public sidewalk north of Bldg H and looping adjacent to the wetland buffer, then behind the parking areas of Bldgs F, G, and H, and connecting to the public sidewalk south of Bldg F.

Building Setbacks 17.36.070

The proposal complies with the intent to provide active, vibrant and lively activities adjacent to the new public street, by proposing retail or office uses, generous landscaping, and several pedestrian plazas and courtyards.

1. & 2. Buildings cannot be placed adjacent to the sidewalk for several reasons:
 - a. The sidewalk is required to be one foot clear of the right of way lines of Franklin Street, per T-25A.
 - b. Driveways must adhere to the Vision Clearance Triangle, T-29.
 - c. Building entrances must comply with ADA grades. Buildings will be placed as close as practical to the sidewalks, however distances will vary due to the necessary horizontal curves in the street design.

3. Generous landscaping between the buildings and the sidewalk will soften the effect of the large buildings.
4. There are no street corners.
5. No setback limitation, as there are no residential zones adjacent.

Architectural & Site Design Standards 17.36.130

A. Title and Purpose.

1. A physical environment has been created by emphasizing buildings and landscaping rather than parking lots. Parking areas are located behind the buildings.
2. Buildings will feature modern designs of scale and texture.
3. The buildings will feature a variety of architectural features and colors.
4. The project protects the business environment by not overbuilding the retail and office aspect, as that market has dramatically declined during the last few years, and by not providing commercial spaces that would be difficult or impossible to lease or rent.

B. Submittal Requirements. All plans and documents are included in this application package for the City to issue an approval of the Site Plan Review application.

C. Variance from Standards. This application does not seek any variance from standards.

D. Master Plan. The Preliminary Site Plan is the Master Plan. The development will be constructed in several phases depending upon market demand. Phase 1 will consist of Bldgs A and B, and the stormwater facility. All 8 buildings are similar except for colors and certain architectural features. A Covenant for City review and recording will be provided prior to any construction commencement.

E. Orientation to the Street.

1. Buildings and landscaping will be predominant along both sides of Franklin Street. All parking areas are located behind buildings, except parking will be to the side of Bldg A.
2. The project is not located on state highways, major or minor arterials.
3. There are no public street intersections or alleys.
4. Parking areas are not located between buildings and the public street.
5. Buildings are sited so windows are not blocked by an adjacent building.

F. Plazas, Courtyards & Seating Areas.

1. Each building will cover an area of 14,580 sf., which requires a plaza or courtyard at a minimum of 146 sf per building. Each building will provide a plaza in front of the office/retail space, ranging from 330 sf to 600 sf each.
2. Each plaza will provide the following 3 amenities: a. special interest landscaping; b. accent lighting; e. seating.

G. Entrances.

1. The principal entrance is to the office/retail portion and is visible from the fronting public street, and will feature large entry doors from the plaza entrance and the upper floor overhang.
2. Weather protection. The entire front of the office/retail portion will be protected from weather by the upper floor overhang.

- H. Articulation/Massing. The buildings will comply with this code section.
1. Facade standards. The buildings are taller and longer than 20', and visible from a public street, therefore the following standards apply.
 - a. The buildings have a distinct appearance and architectural interest with use of masonry, stone and other features.
 - b. The top of the buildings will feature extended parapet.
 - c. The middle of the buildings may use color changes, and other features.
 - d. Facade modulations of horizontal offsets are incorporated into the building design.
 - e. Vertical offsets in the cornice lines are featured.
 - f. Horizontal and vertical offsets are not repeated.
 - g. No tilt-up or false front construction proposed.
 - h. Any change in the building plane, changes to color and materials will occur.
 - i. Special articulated window treatments will be featured.
 - j. Additional lighting may be incorporated to enhance the buildings and landscaping.
 2. Materials and Color.
 - a. Building materials will be of high quality and high durability.
 - b. Tasteful colors will be used to not create clutter or detract from the buildings' design.
 3. Ground Level Details.

To reinforce the character of the streetscape, buildings will incorporate the following elements: (iii) pedestrian scale signs, (iv) canopies, (vi) containers for seasonal plantings, (ix) lighting or hanging baskets.
 4. Transparency.
 - a. A minimum of 30% of the ground floor façade visible from the public street will be comprised of clear glass.
 - b. The buildings do not front on any state highway or a major or minor arterial.
 - c. The buildings do not front on any state highway or a major or minor arterial.
 - d. A minimum of 20% of the upper floors visible from the public street will be comprised of clear glass.
 - e. Not applicable (facades with no windows).
 - f. Energy efficient windows will be used.
 5. Blank Wall Treatments.

The end of Bldg A will face Franklin Street, with many windows on each floor.
 6. Roofline.

The extended parapets and projecting cornices will feature a different color than the predominant building siding.
 - I. Rooftop Screening. Any rooftop mechanical equipment will be fully screened by extended parapet walls.
 - J. Sidewalks and Street Trees.
 1. The sidewalks along both sides of Franklin Street will be 6' wide.
 2. Street trees will be planted between driveways, one every 30' in the continuous planter strip, refer to the Preliminary Lighting & Landscape Plan.
 3. Proposed street trees will be a minimum of 1.5" in caliper and are from the City's approved Tree List.

K. Curb Cuts & Driveways.

1. The site is not located on a state highway, or a major or minor arterial.
2. There are no obstructions to pedestrian or bicycle movements.
3. Proposed driveways are spaced approx. 280' apart.

L. Parking.

1. All outside parking areas are located behind or to the side of the buildings.
2. Parking areas are not located on corners of public streets (no corners).
3. There are no secondary streets or alleys.

M. Pedestrian & Bicyclist Connections.

1. a. Concrete pedestrian walkways are provided from the front entries to the public sidewalk. Pedestrian connections will be adjacent to a raised 6" curb and a continuous adjacent 5' wide landscape area.
Each building will have 6 bicycle parking spaces/racks near the primary rear entry point.
b. Pedestrian walkways are provided from the rear entry points to the parking spaces.
c. The pedestrian walkways clearly connect all tenants on the site.
2. Pedestrian connections will be defined by the following ways:
 - a. A 6" curb with a raised walkway.
 - g. A continuous 5' wide landscape area adjacent to the pedestrian walkway.
3. A public street does exist. The Site Plan has created a system to enhance the flow of vehicles, pedestrians and bicycles throughout the site.
4. Each building will provide 6 bicycle spaces/racks near the primary rear entry point. This rear location will assist in keeping bicycles in a safe location.

N. Site Screening & Buffers.

1. Street Frontage Landscaping. A minimum 5' wide landscaped strip will be provided between the building and the back of the public sidewalk.
2. There are no abutting residential or PQPI zones, therefore no walls or fences are required.
3. Vision Clearance Areas. Vision clearance areas are provided where each driveway connects to Franklin Street, refer to the Preliminary Site Plan.
4. Parking areas are not located between buildings and Franklin Street.
5. There are no drive-through lanes, auto repair bay openings, etc located between the public street and the buildings.
6. There are no walls proposed.
7. There are no walls proposed.
8. No fences are proposed.
9. No fences are proposed.

O. Parking Lot Landscaping.

1. Parking area landscaping will reinforce pedestrian and vehicular circulation and at parking entry points, aisle ends, and pedestrian walkways through parking areas.

2. a. No parking spaces are located between the public street and a building.
- b. A 4' wide landscaped island will be provided for at least every 6 parking spaces for parking areas to the side of Bldg A.
- c. A 4' wide landscaped island will be provided for at least every 7 parking spaces for parking areas behind Bldgs B through H.
- d. Landscape islands are provided at the ends of parking spaces.
3. Islands will be landscaped with trees and shrubs.
4. To protect trees and shrubs from vehicle overhang, all trees will be at least 4' behind the barrier curb of compact spaces. Islands in front of compact spaces are 4' x 8'.
5. Low Impact design may not be feasible due to lack of acceptable infiltration rates.

P. Screening of Trash Areas.

1. Decorative block trash & recycling enclosures will be located at the rear of each building at convenient locations for tenants and the collection vehicles. The plan and details are shown on the Preliminary Site Plan.
2. No loading docks are proposed.

Q. Lighting.

1. Street lights will be installed at locations approved by the City.
2. Parking area lights will be less than 30' in height
3. Lighting elements are indicated on the Preliminary Lighting & Landscape Plan.
4. All on-site lighting will be shielded from the sky and adjacent properties.
5. Parking area lighting provides adequate visibility at night and area security.
6. Lighting design will be in accordance with Engineering Society of North America's Recommended Practices and Design Guidelines, latest edition.
7. Proposed lighting will not:
 - a. Reflect or cast glare into a residential zone,
 - b. Glitter or flash,
 - c. Conflict with readability of traffic signs and control signals.

R. Sign Design. No signs are proposed at this time.

Performance Standards 17.48

The proposed project will not inflict smoke, dust, glare, odors, vibration, excessive noise, excessive hazards, or air or water pollution.

Signs 17.52

Any signs proposed will comply with the standards of this section. The design and timing will be determined at a later date. No signage is being proposed at this time.

Transportation

The proposed southerly extension of existing Franklin Street is classified as a Commercial/Industrial Collector per Dwg No. T-25A, with a 66' right of way, a 44' curb section with a 12' center turn lane and 5' bike lanes on each side, a 6' wide sidewalk, and a 4' wide planter strip for street trees. The temporary dead end can be extended southerly when the adjacent property to the south expands or redevelops. The Applicant is not responsible for rebuilding the roadway for existing Franklin Street, therefore the existing Franklin Street curb section of 40' will transition to the proposed 44' wide section. Existing 40' wide Franklin Street will be striped per Dwg No. T-25A, to match new Franklin St, except for deleting the bike lane on the west side.

Fire code compliant hammerhead turnarounds are provided for emergency vehicles at every driveway along Franklin Street, as the curb section is 44 feet wide and no parking allowed.

Tax lot 50714 has extensive wetlands that prohibit the possibility of extending a public street easterly to Pacific Highway. There is however, an existing gravel access drive accessing Pacific Highway that will be connected to the end of proposed Franklin Street for emergency vehicles.

Traffic

A complete Traffic Impact Analysis was prepared by Heath & Associates, Inc, dated March 10, 2022, and is included in this application package.

Fire Protection

Phase 1 will construct 102 dwelling units. Since subsequent phases will add additional residential units, Phase 2 will construct a connection from the end of proposed Franklin Street to the existing access drive along the southerly portion of Parcel 50714 that will connect the temporary end of Franklin Street to Old Pacific Highway.

Stormwater

The proposed stormwater facility is located in the northerly portion of the site. Stormwater will be collected from catch basins along Franklin Street and piped to the stormwater facility, properly treated and detained, then released to the existing stormwater facility adjacent to the north.

Additional stormwater swales will be constructed to collect runoff from the surface parking areas. A Preliminary Stormwater Report was prepared by Windsor Engineers and is included in this application package. A downstream stormwater analysis is being conducted by Windsor Engineers and will be submitted to the City when completed. This analysis was not required to be fully complete.

Sanitary Sewer

The existing 10" sanitary sewer line terminates at the south end of Franklin Street. The 10" sewer line will be extended south in the proposed southerly extension of Franklin Street to serve the 8 proposed buildings. A downstream sewer analysis is being conducted by Windsor Engineers and will be submitted to the City when completed. This analysis was not required to be fully complete.

Woodland Comprehensive Plan

Chapter 3, Land Use (LU)

Table 3-1 Planning Targets

2015 Existing housing units: 1,933 Projected total housing units, by 2036: 3,225
Estimated total housing units, 2024: 2,518

Phase 1 projection, adds 102 units, a 4% growth increase (approximately 180 residents).
Upon full buildout in 2033, adding the remaining 306 units, approximately 2% per year.

Projected new commercial jobs: 20 per acre (an overall city projection, not site specific);
therefore, not required for each site. This isolated location is not feasible or ideal for
commercial retail businesses. Additionally, retail and office demand has dramatically
decreased and many commercial buildings are currently vacant.

3.3 Goals and Policies:

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

The proposal will comply with all current applicable sections of the Woodland Municipal Code and the Comprehensive Plan.

Policies:

LU 1.1: Design, size and construct subdivision streets, sidewalks, alleys, water lines, sewer lines, and other utilities and facilities in accordance with city standards, ordinances, and plans.

The project will construct the southerly projection of existing Franklin Street, including street pavement, concrete curb & gutter, sidewalks, planting strips with street trees and landscaping, and water, sewer and storm lines, in accordance with City standards.

LU 1.2: Proponents of development shall pay their fair and proportionate share of the cost of repair and improvement of affected properties, facilities, or services if the development will adversely affect or overload nearby public properties, facilities, or services.

The developer will pay a fair share of the cost of improvements to streets, utilities, services, and other facilities.

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

The project will provide innovative residential development techniques that will fulfill the demand for rental housing needs, integrate land uses to reduce sprawl, promote physical activity by providing a 1,150' pedestrian trail, and to foster neighborhood and community identity.

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

Wetlands and buffers will be preserved as passive open space. Additional active open space is provided, for a total of approximately 4.2 acres of open space. A 1,150 foot long ADA compliant walking trail will be constructed to promote physical activity.

LU 1.7 Design and site subdivisions to preserve natural features to the extent feasible.

Wetlands and buffers will be preserved as passive open space. Additional active open space is provided, for a total of approximately 4.2 acres of open space.

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

If necessary, provide mitigation for a reduction of Level of Service for public facilities.

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

The project will provide a southerly extension of Franklin Street with sidewalks on both sides, water and sewer lines, stormwater management, and open space with an ADA compliance pedestrian trail.

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

The residential component will not cause any adverse effects or compatibility issues with adjacent properties, as no existing housing type is adjacent. The proposal also will protect the wetlands and buffers, while minimizing the threat to the health, safety and welfare of the development and surrounding area.

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

The proposed project is in compliance with current City codes and regulations, therefore is not incompatible with adjoining land uses.

LU 1.12: Promote physical activity through land use policies and capital facility plans which consider urban planning approaches that promote physical activity.

The proposal promotes physical activity by providing an ADA compliant pedestrian trail connected to the public sidewalk along the east side of Franklin Street.

Chapter 4, Housing (H)

H 4.3: Statement of Policies that Encourage Affordable Housing

The Comp Plan strives to provide a housing stock of 40% medium to high density residential units. This project will help supply that need.

H 4.4: Growth Management Act

The Comp Plan requires that affordable housing be available to the community to supply the high demand for rental units.

H 5.4: Require adequate off-street parking within multi-family developments to ensure residential on-street parking is not needed.

The project design provides 5% more on-site parking than required by code. No on-street parking is necessary or allowed by the street standard.

Chapter 5, Economic Development (EC)

E 5.1: Workforce Data

Less than 10% of Woodland's work force actually live and work in the city of Woodland. According to the Comp Plan, nearly 600 acres are available for industrial job creation and 124 acres are available for commercial uses. Per the US Census Bureau, the 2019 job counts for the top 5 jobs in Woodland, WA are : Manufacturing (34.8%); Educational Services (12.7%); Accommodation & Food Service (11.1%); Retail Trade (9%); Construction (5.7%). In the Comprehensive plan, Table 3-1 shows Projected New Commercial Jobs (20/acre) at 2,480. United States Census Bureau shows in 2019, jobs estimated to be at 2,759. 53% of the jobs pay more than \$3,333 per month. 2021 population for Woodland is estimated to be 6,545; which is an increase over the Assumed Annual Population Growth Rate of 2.3% for 2015.

Residential rental housing is in high demand. This development will assist in providing housing for workers and families to live in the City of Woodland.

Comprehensive Plan Summary

It is the City's responsibility to determine any mitigation requirements for the additional demand for services and facilities.

Project Summary

The City of Woodland has very little available vacant land zoned for high density housing. This project will assist in fulfilling the huge demand for rental housing in the City by providing additional rental housing opportunities.

The project will provide nearly 8,000 square feet of office or retail spaces. It is estimated that the total project will provide from 50 to 150 jobs onsite and workers working from home. The City of Woodland continues to grow and should continue to review the long-term stability for land development by protecting and enhancing the character of it's community.