

March 22, 2023

David Lukaczer, Associate Planner  
City of Woodland Community Development Dept.  
PO Box 9  
Woodland, WA 98674

RE: Lewis River Apartments—SEPA Review (File No. SEP-23-005)

Dear Mr. Lukaczer:

Washington State Department of Transportation (WSDOT) staff have reviewed the application materials submitted for the Lewis River Apartments development proposal. Approval of subsequent permits will result in the construction of 250 apartment units and associated utilities and amenities. WSDOT would like to address our concerns and offer the following comments.

The site plan submitted for the proposed development identified three access connections to the site. While we acknowledge that the jurisdiction over access connections to state highways within incorporated city limits resides with the City, we request the City of Woodland restrict access to SR 503 from this site to two access connections – one full-movement access and one right-in/right-out access. Revised Code of Washington (RCW) Chapter 47.50.010(3) states:

- (a) The access rights of an owner of property abutting the state highway system are subordinate to the public's right and interest in a safe and efficient highway system; and
- (b) Every owner of property which abuts a state highway has a right to reasonable access to that highway, unless such access has been acquired pursuant to chapter 47.52 RCW but may not have the right of a particular means of access.

Per the applicant's submitted TIA, no more than two access connections are justified for this development. Additionally, the eastern access connection does not conform to the access control design standards outlined in Washington Administrative Code (WAC) 468-52-040 and would conflict with eastbound left turn movements onto Gun Club Road. Therefore, WSDOT requests that the City restrict the development to two access connections—the full-movement access connection on the western portion of the site and the right-in/right-out near the middle of the site.

On the site plan submitted for the development, the western full-movement access is offset from the Insel Road intersection. WSDOT requests that this intersection and appurtenant improvements be relocated as to square up with the Insel Road intersection.

Note that the proposed right-in/right-out intersection will require center median curbing or a center median island to prevent westbound to southbound left turns into the site.

The proposed frontage improvements differ in design from those proposed in other projects along Lewis River Road. For other projects along SR 503, planter strips have not been installed between the curb and the sidewalk. To ensure route continuity, WSDOT recommends that the applicant apply frontage improvements in accordance with City of Woodland guidelines. We also suggest that the sidewalk should be continued around the Williams Pipeline compound to connect with the sidewalk installed to the east of the compound.

All stormwater from new impervious surfaces created within WSDOT right of way must be treated for quality and quantity within WSDOT right of way. If sufficient right of way is not available for these facilities the applicant may need to donate additional right of way to WSDOT for them. Hydraulic calculations and plans must be submitted for WSDOT review and approval. The drainage plans and calculations will need to meet the requirements set forth in the WSDOT Hydraulics Manual (Engineer Publication M23-03) and the Highway Runoff Manual (Engineer Publication M31-16). The applicant, prior to being granting final approval for this project, should provide documentation that WSDOT's drainage requirements have been satisfied to the permitting agency.

Please be advised that WSDOT is required to be reimbursed by agreement for our actual direct and related expenses associated with this project. All work performed within the WSDOT right of way will require our technical review, permits, inspection and approval by WSDOT prior to construction. This reimbursable agreement must be in place prior to WSDOT reviewing any plans submitted for approval.

WSDOT will require the following for all work within WSDOT right of way:

- Proposed changes to State facilities must be designed to current WSDOT standards and specifications.
- Plans must be reviewed and accepted by WSDOT prior to beginning work.
- Engineering calculations, plans and reports submitted for review and approval must bear the seal and original signature of a professional engineer licensed in the State of Washington.
- Copies of all environmental documentation required of this project by any local, State, or Federal jurisdiction. Failure to provide this documentation may result in a substantial delay of approval by WSDOT.
- Construction must be done in accordance with the current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction manual.
- Construction inspection will be performed by WSDOT at the developer's expense.

WSDOT only accepts and recognizes donations by means of a Warranty Deed along a State highway, even if property will eventually vest with a local jurisdiction. Conventional plat dedications do not carry the same legal status as Warranty Deeds. The ownership of right of way along a State highway granted only by a plat dedication can cause serious problems in the future if that right of way needs to be certified for a State or Federally funded highway improvement project. The right of way donation process could take

several months to complete and should be started as early as possible to avoid potential delays to the project.

Due to the proximity of this proposal to SR 503, WSDOT will require that lighting installed by the applicant must be of an appropriate wattage and be shielded and/or directed according to RCW 47.36.180 to avoid any glare to the motorists on the highway.

These comments are based on a preliminary review of your project. As this project progresses, there may be need for additional information by this department for further review. There may be other issues and requirements by this department that are not stated here. Other issues or requirements may include, but are not limited to, drainage, illumination, and channelization. *This review does not constitute final approval by WSDOT.*

Thank you for the opportunity to comment on the above referenced project. If you have any questions or need additional information, please contact me at [BassD@wsdot.wa.gov](mailto:BassD@wsdot.wa.gov) or at 360-831-5829.

Sincerely,

A handwritten signature in black ink that reads "Dylan M. Bass". The signature is written in a cursive style with a large initial "D" and a long, sweeping underline.

Dylan Bass  
Development Review Planner