

Community Development Department
 Building | Planning | Code Enforcement
 P.O. Box 9, 230 Davidson Avenue
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Staff Report & SEPA DNS

Logan's Landing

Site Plan Review, Critical Area Permit & SEPA DNS

Land Use Application Nos.:	SPR 22-001 (Site Plan Review), CAP 22-001 (Critical Areas Permit), SEP 22-003 (SEPA Checklist) NOW WLD-2023-006
Applicant & Property Owner:	Belmont-Lewis Holdings, LLC Attn. Shayne Olsen PO Box 1940 Bend, Oregon 97709
Additional Representative:	Wyndham Enterprises, LLC Attn. Ed and Judy Greer 13023 NE Hwy 99, STE 7-126 Vancouver, WA 98686
Site Location:	Franklin Loop off of Belmont Loop in Woodland, WA 98674.
Parcel No. & Size:	50680023, 50729, and 50730. Parcel 50714 will also be impacted. Approximately 20 acres.
Zoning Designation:	Highway Commercial (C-2), Light Industrial (I-1)
Date Application Received:	January 27, 2022 (March 22, 2022 original fully complete date) Modified Application: August 14 th , 2023
Notice of Complete Application Issued:	Last submittal on August 22 nd , 2023
Notice of Application & Likely DNS issued:	NOA issued September 6, 2023
Comment Period & SEPA Appeal Period Ended:	Published September 13, 2023 Comments due September 27 th , 2023 for SEPA
Staff Report Issued:	December 21, 2023
DRC Recommendation:	Approve with Conditions

I. DESCRIPTION OF REQUEST

Applicant proposes the phased construction of a mixed use that will provide approximately 40,640 sq ft of speculative commercial space for office and/or retail use, as well as a total of 272 residential units on approximately 19.3 acres. The building area is currently vacant, with several mapped wetlands present, primarily within the northeast corner of the site, which the applicant is not proposing to impact. Each of the eight proposed buildings will include two ground floor commercial spaces for lease (one being 3,140 Sq Ft and the second being 1,940 Sq Ft), as well as 23 parking spaces within the garage, as well as two floors of residential uses, with 17 units per floor.

The construction of the first phase of the building, including buildings A and B for a total of 10,160 Sq Ft of commercial space and 68 residential units and associated improvements, is expected to start in the summer of 2025 and be completed in 2026, with each additional phase (consisting of one building each) being completed each year based on market demand. Partial construction of the extension of Franklin Loop that has been identified as a part of the City's Transportation Improvement Program (TIP), along with other associated civil improvements will be completed alongside the development, and the proposed development will include designation of 4.1 acres of open space, including one acre of active open space located behind buildings F and G.

Location:

The development is proposed on multiple unaddressed lots that are located at the end of the existing Franklin Loop stub. The primary parcels have been identified as parcel numbers 50680023, 50729, and 50730, which are approximately 19.3 acres in total and are zoned for Highway Commercial (C-2) uses. Additionally, the extension of Franklin Loop may include half-street construction that will be constructed on parcel # 50714, which is zoned for Light Industrial (I-1) uses.

Note: It must be noted that this application was initially submitted in 2022 and a SEPA determination of significance was issued. An appeal of that DS was filed and with subsequent discussion and revisions, the DS was withdrawn. The resulting revised submission is analyzed herein. However, it must be noted that the revisions did not include revisions to the critical area report, or most of the ancillary studies. As a result, this staff report combines review of some of the original information, and the revised submittals, but also had to accommodate for staff comments that were not incorporated into the revised project proposal. Staff specifically points to the presence of ground floor parking within the building and the lack of ground floor commercial uses, and how that interpretation is not considered in much of the proposal documentation. That interpretation affects parking, building design, water and sewer demand, and some other related design considerations. As a result, staff is recommending the project for approval but had to defer much of the detailed evaluation of those impacts until final engineering.

II. FINDINGS OF FACT

Development impact Fees – School District | WMC 3.40

Finding 1: School District Impact Fees (SIF) are assessed on for residential dwelling units. School District impact fees for multi-family dwellings are based on a per-unit fee schedule as set by the Woodland City Council as outlined in WMC 3.40.

The current fee schedule calls for school district impact fees to be paid at building permit issuance equal to \$5,900 per multi-family dwelling unit of two or more units, and \$2,000 per studio or one bedroom unit, up to 800 SF in size.

The development proposes 272 new residential units and there is no clear indicator of the proposed unit size or type of unit that will be built with the final plan

If all proposed units exceed the 800 SF maximum for a 1 bedroom or studio apartment rate the School Impact Fees would be \$5,900 per unit x 272 units, which will be an estimated total School District Impact Fee of \$1,604,800. But that estimate can change based on the final number of units and their size. A condition regarding the need to pay impact has been added but it is noted that impact fees are assessed at the time of building permit issuance so the actual amount of fees can depend on the total number of units built and the size of the units. Impact fee rates are also subject to change so this is only an estimate. (See Conditions #1 and 2.)

Development impact Fees – Fire, Parks and Recreation | WMC 3.41

Finding 2: Fire Impact Fees (FIF): Fire impact Fees will be required. Fire impact Fees for multi-family dwellings are based on a per-unit fee schedule as set by the Woodland City Council which is \$1,426 per unit. Impact fees are to be paid at building permit issuance and the estimated fee (\$1,426 per multi-family dwelling unit * 272 units = \$378,872. (See Conditions #1 and 2.)

Finding 3: Parks and Recreation impact Fees (PIF): Parks and Recreation impact Fees will be required. Parks and recreation impact fees for multi-family dwellings are based on a per-unit fee schedule as set by the Woodland City Council as outlined in WMC 3.41.

The current park impact fee resolution (#766) calls for Parks and Recreation impact Fees to be paid at building permit issuance equal to \$4,580 per multi-family dwelling unit. \$4,580 per unit * 272 units = \$1,245,760. (See Conditions #1 and 2.)

Development Impact Fees - Transportation | WMC 3.42

Finding 4: Transportation Impact Fees (TIF), or mitigation provided in lieu of charged Transportation impact fees approved by the City of Woodland Public Works Director, will be required. As required by RCW 82.02.060, transportation impact fees for residential developments are based on a “square foot of gross floor area” rate. The city opted to phase these rates in over the next three years (per Ordinance 1542).

For multi-family residential developments, the TIF rate is calculated based on the amount of heated space within a building including hallways, lobby space, recreation space, and other living space used by residents, in the building. The rates are as follows:

- \$3.64 per square foot (until November 6, 2024)
- \$4.09 per square foot (between November 7, 2024, and November 6, 2025)
- \$4.54 per square foot (after November 6, 2025)

Based on this, using Building C as a typical sample, the site plan says the building will be 60’ by 244’ with two levels of residential space for an estimate of 14,640 per floor or 29,280 square feet total for the second and third floor. At a 2024 TIF rate of on \$3.64 per sq. ft., each building would have an estimated TIF of \$106,579.20. A similar building in 2025, at \$4.09 per sq. ft. would have an estimated TIF of \$119,755.20, and in the years thereafter with the full TIF rate of \$4.54 per sq. ft. the estimated TIF would increase to \$132,931.20 per building. (With all 8 buildings being estimated at \$1,023,921.60.) (See Conditions #1 and 2.)

NOTE: As discussed above, the estimated impact fee amount is subject to change based on the building size, final unit count and the impact fee resolution in effect when a building permit is issued as impact fees are calculated at the time building permits are issued. The condition of approval reflects the fact that these are estimates.

Streets and Sidewalks | WMC Title 12 | *Ryan Walters, Gibbs & Olson*

Finding 5: Frontage improvements along Old Pacific Highway will require construction of half-street improvements, attached sidewalk, landscaping, and street lighting consistent with City of Woodland Engineering Standards (Standards) and applicable Woodland Municipal Code (WMC). The Franklin Street extension and any private roads and driveway approaches shall be designed per the Standards and WMC. A condition is added that all improvements in the public right-of-way shall be completed in accordance with the Standards and WMC. Additionally, dedication of Right-of-Way shall comply with the Standards and WMC. (See Condition #3.)

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

Finding 6: Existing 12-inch water and 10-inch sewer is available to tie into on Franklin Street. The applicant has proposed to extend 10-inch sewer through the development if feasible, based upon approximated existing ground and invert elevations of the ex. sewer that runs from Franklin Street to Lift Station #12.

The proposed development and its associated flows and impact on the existing force main sewer and Lift Station No. 4 were not considered within the adopted General Sewer Plan as these parcels are designated as Highway Commercial. The remaining capacity of the ex. force main sewer between Lift Station #12 and Lift Station #4 is approximately 585 gallons per minute (gpm) and the remaining capacity of the ex. pumps in Lift Station #4 is 144 gpm. The proposed development's peak hour flows are described to be 42 gpm based upon the sewer analysis provided by Windsor Engineers. The proposed development is required to bond for its proportional impact to the force main sewer between Lift Station #12 and Lift Station #4 and improvements to Lift Station #4 once the capital projects are to be constructed. (See Condition #4.)

The applicant has proposed to extend 12-inch water throughout the development. The layout of these utilities as shown in the current preliminary engineering plans appears to meet the requirements of the Standards and WMC. Backflow devices must be installed on the domestic and fire supply lines to the building. If irrigation is desired, it is recommended to install a separate water meter and backflow device to comply with backflow and cross-connection requirements of WMC 13.28, as well as all other applicable WMC. (See Conditions #5 and #6.)

Finding 7: The fire mains shall be public mains with a 15 ft wide easement to the City. The layout of these utilities as shown in the current engineering plans appear to meet the requirements of the Standards and WMC. (See Condition #7.)

Finding 8: Water and Sewer Assessment Fees: Connection charges and assessments for water and sewer will be assessed in accordance with the applicable rate schedule.

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

Critical Areas Regulation - Wetlands | WMC 15.08

Finding 9: Critical Area Reports – Requirements: Applicant has provided a Critical Area Report prepared by Schott & Associates that has identified the critical areas onsite and identified potential impacts to the documented critical area(s) and their associated buffers.

The report finds that there are seven Category IV wetlands on site, two of which are exempt (Wetlands 2 and 3).

The provided report generally meets the statutory requirements of the Woodland SMP Appendix B (Section 4.1, 5.3, and 9.2). Schott & Associates is an established Environmental Consulting agency operating out of Aurora, Oregon and Kim Cartwright appears to meet the City's definition of a Qualified Professional. The report provides a methodology that utilizes the Best Available Information to analyze the proposal and all probable impacts to the critical areas on the site.

Finding 10: Critical Area Reports – Identified Impacts: The report finds that no wetlands will be impacted by the development as submitted. However, wetlands 5 and 6, and their buffers on Parcel 50714 will be impacted given that the development will be required to build at least a half-width city street across the site. (See condition #8.)

Finding 11: The construction of access and/or a city street on Parcel 50714 will impact wetland buffers and potentially wetlands themselves. These impacts can be completed with mitigation. A condition has been added that requires a revised wetland critical area report and mitigation plan be submitted to account for those impacts, as part of the final engineering process. The report will need to include any proposed fill and grading work as expected for the temporarily and permanent impacts that will occur from the street. Other minor impacts include the construction of a recreational open space and pedestrian trail system and the placement of a stormwater facility within the buffer area. This review will be done as part of the final engineering process and no additional critical area permit will be need by the city. (See condition #8.)

Markers and Signs

Finding 12: Critical area boundaries shall be permanently delineated using iron or concrete markers in accordance with survey standards. A condition of approval has been added that the applicant shall permanently delineate critical area boundaries present on site in accordance with survey standards. (See condition #8.)

Finding 13: The outer boundary of a critical area buffer on the development site shall be identified with brightly colored construction fencing and temporary signs prior to any site development or alteration. Permanent signs may be required by the Director upon completion of the project. A condition of approval has been added to comply with these requirements during all construction activities. (See condition #8.)

Conclusion: As conditioned, proposed development can meet this standard.

Erosion Control | WMC 15.10 | *Ryan Walters, Gibbs & Olson*

Finding 14: Applicants are required to install and maintain erosion control measures per the Best Management Practices as outlined in the 2012 Stormwater Management Manual for Western Washington during site excavations and grading. A construction stormwater general Permit (CSGP) from the Washington State Department of Ecology is required where more than one acre is being disturbed. A fill and grade permit is required. (See Conditions #9 and #10.)

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

Stormwater Management | WMC 15.12 | *Ryan Walters, Gibbs & Olson*

Finding 15: The applicant will be required to submit a Final stormwater TIR addressing the following comments.

- Per Woodland Municipal Code 15.12, the City of Woodland follows the 1992 Puget Sound Manual. If the applicant chooses to design per current Ecology standards, this meets or exceeds City requirements and is acceptable.
- WMC 15.12.080(B)(3) requires the predevelopment runoff calculation to assume undisturbed forest if the developed site discharges to Burris Creek.
- A downstream analysis of the conveyance system will be required.
- The preliminary site plan indicates the discharge from the proposed stormwater treatment and detention facility is to an existing flow control facility. The stormwater runoff from the site must be discharged to a natural drainage way or discharged to the City's storm drain system, not a downstream flow control facility.
- Figure 3 of the preliminary stormwater report indicates the POC for the stormwater pond to be at the discharge to the adjacent existing stormwater facility, however, it also indicates the proposed discharge from the stormwater pond is to the I-5 ditch. Please clarify.
- WSDOT approval for all work within the WSDOT right of way, including stormwater, will be required.
- The MGS modeling results in Attachment 3 lists the Ksat Safety Factor for the bioretention facilities as "none". For bioretention facilities, a Ksat safety factor must be applied to the modeling. Per BMP T7.30: If the contributing area is greater than 5,000 sf of PGIS or 10,000 sf of impervious surface or 3/4 acres of lawn and landscape, use 4 as the Ksat safety factor; if the contributing area is less than all the above, use 2 as the Ksat safety factor.
- The stormwater runoff from the frontage improvements needs to include treatment. The MGS modeling results in Attachment 3 show the basins from the ROW going directly to the detention pond.

- The City of Woodland requires any conveyance system to be designed for the 100-year storm event.

A condition of approval has been added that a final stormwater TIR be provided addressing these comments. (See Condition #11.) (This TIR will also need to be reviewed by the Washington State Department of Transportation. See below)

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

Permitted Uses | WMC 17.36.020 and Off-Street Parking | WMC Chapter 17.56

WMC 17.36.020(29) currently says “Uses permitted in the C-1 central business district except for residential uses which shall not be permitted in the C-2 district”. However, this application was vested prior to the city adopting Ordinance #1505. At the time of vesting, the code read “Uses permitted in the C-1 central business district”.

WMC 17.32.020 is the C-1 Permitted use section and it has four uses which involve residential uses in the C-1 zone that are applicable to the vesting noted above. They are:

- 10. Dwelling units; provided residential uses are located above a permissible C-1 commercial use and adequate off-street parking is provided pursuant to chapter 17.56. Lobbies for residential uses on upper floors may be located on the ground floor.;*
- 24. Live-work units;*
- 52. Residential use is allowed on the bottom floor of any building in the C-1 zone that does not share a property line with Davidson Avenue or Goerig Street;*
- 47. Single-family dwellings existing at the time of passage of the ordinance codified in this title shall be allowed to remain, and any additions or improvements thereto shall meet the standards of the LDR-6 district;*

Finding 16: The proposal does not propose any live-work units per se, but the narrative does acknowledge that there could be a number of residents who could be employed by the commercial component of the buildings to be built. But the proposal does not incorporate live-work units under subsection (10) which is defined as:

"Live-work unit" means a structure or portion of a structure: (1) that combines a commercial or manufacturing activity that is allowed in the zone with a residential living space for the owner of the commercial or manufacturing business, or the owner's employee, and that person's household; (2) where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed; and (3) where the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

Finding 17: Subsection (25) restricts ground floor, or bottom floor residential uses on Davidson Avenue and Goerig Street, to ensure that those streets have commercial uses as a primary street level use. Otherwise, in the C-1 district, residential use can be allowed on the ground floor.

This is relevant because in subsection (10) of the code allows for residential uses like a ground floor lobby or access for the residences located above the commercial in the building. As seen, in these photos:



In this case, the stairs for the residential use above, is located on the ground floor immediately adjacent to the entrance of the ground floor commercial use.



In this case, the residential use is above the commercial use. The gate to the left is to a second ground floor commercial space which holds the office of an attorney. The next photo shows the back side of the building with the staircase and 2nd story deck for the residence that can be see above the commercial uses.





In this photo you can see a set of stairs that access the residential use to the left, while the door right next to the stairs leads to the residential units in the building with the stairs.

These are presented because there is a disagreement about subsection (10) - Dwelling Units and staff's interpretation of the language.

Staff interprets subsection (10) to say residential uses are permitted if the "*residential uses are located above a permissible C-1 commercial use...*" provided there is adequate off-street parking. And that *residential uses* in the form of a lobby may be located on the ground floor. This is consistent with the city's intent to allow for upper floor residential units above the ground floor commercial uses in the C-1 downtown business district (i.e., the downtown core along Davidson Avenue and Goerig Street)

The photos above show the examples of "ground floor" residential uses in buildings where the ground floor is occupied by commercial uses.

Finding 18: In this case, the applicant has designed buildings that have ground floor commercial spaces at either end of the building, but include parking on bulk of the ground floor between the two commercial spaces.

Finding 19: During the initial review of this case in 2022, staff indicated that having parking on the ground floor did not constitute a ground floor commercial use for the purposes of building residential uses above.

Parking as a use

Finding 20: The applicant counter argues that the parking in the building is commercial in nature and that the apartments on the second and third floor are therefor above a commercial use.

Finding 21: The applicant further argued that in the C-1 zone under “(37) *Public and private off-street parking facilities*” is a permitted use in the zone. Again, making those residential units above a commercial use.

Finding 22: Staff does not agree with this interpretation. Staff interprets (37) to apply to public parking facilities like those for City Hall and Horseshoe Lake, which are located in the C-1 district and allowed as a permitted use. Furthermore, (37) could allow for a commercial parking facility like a commercial garage structure or a commercial surface lot. Something like:



Or,



In both those cases, the parking facility is a commercial use.

Parking required under WMC 17.56 is not a commercial use. It is a development standard for the use of the property for which it is intended.

For illustration purposes, in the C-2 district, other uses like a restaurant are required to have parking at a ratio of one space per 300 square feet of gross floor area under WMC 17.56.030(B).

When reviewing a site plan for development of a site as a restaurant, the required parking is incidental to the restaurant use. For planning and land use purposes, the site plan is not for a restaurant with a commercial parking facility. Otherwise, we would have to calculate the parking required for the restaurant, AND we would have to calculate parking for the parking lot. I.E., the 10 required parking spaces that are 8' by 20' in size, or 1,800 square feet of parking, would trigger an additional number of parking spaces under WMC 17.56.030(B). Not to mention that residential parking in a residential zone, would likewise become a commercial parking facility if the tenant operated a home occupation in the residence. And since commercial uses are not permitted in a residential zone, the commercial parking would by association, prohibit home occupations in the residential zone.

Finding 23: The applicant proposes commercial spaces on portions of each ground floor with the provision that the ground floor parking within the building will be the parking associated with those commercial spaces.

Finding 24: Again, staff disagrees with this interpretation of commercial parking as a commercial parking structure under (37) as discussed above. The fact that the plan earmarks those spaces for commercial users instead of for the residential uses, does not make it meet the subsection (37).

Finding 25: Those parking spaces could be specifically designed for use as a separate commercial parking facility. But that is counter-productive for this proposal because those parking facility spaces could not count toward parking for the other uses on the site.

In other words, using Building C as an example, if the 23 parking spaces identified in Building C were operated as a commercial parking facility, they would have to be excluded from the overall parking calculations for the site because they could not be counted twice. And, as absurd as it sounds, under WMC 17.56.030(B), those 23 parking spaces (at 180 square feet in size) would require an additional parking 13.8 parking spaces. (23x180 sq. ft. = 4,140 sq. ft. of commercial space x a ratio of 1 space per 300 sq. ft. = 13.8 spaces of required parking)

Note: In practice, subsection (37) is really only practical for public parking lots in the C-1 zone because under WMC 17.56.030(A), no parking is required for uses that generate less than 30 PM Peak Hour Trips. Beyond that, parking would be triggered at a rate of 1 space per 400 sq. feet. This would seem to support the idea that our downtown business core is designed to minimize the construction of parking in favor of on-street parking and use of the four existing city parking lots located in the C-1 district. Meanwhile, it is highly impractical in the Highway Commercial (C-2) district, because it leverages parking spaces upon parking spaces, for highway and auto oriented commercial activities.

Finding 26: Required parking also cannot be considered as a commercial parking facility because as a listed use in the C-1 zone, it would automatically be an unlisted use in all other zones and become a prohibited use by default in those zones. It seems highly illogical that the intent of the city was to only allow for parking to be a permitted use in the C-1 zone. This alone seems to exclude the idea that parking required by the development regulations, should be interpreted as a stand-alone use.

Finding 27: Based on the above analysis, the parking spaces within the building cannot be counted toward the required parking spaces for either the commercial or residential units. A condition of approval has been added requiring that the parking be recalculated without those spaces. (See Condition #12)

Finding 28: With the loss of commercial parking within the structure, the proposal can no longer claim that the units above the parking are compliant with subsection (10) above. The entire ground floor will need to be converted to commercial space for a commercial use permissible by zoning. This will further change the parking calculations for the site. A condition of approval has been added requiring that the parking be recalculated with a full ground floor of commercial space. (See Condition #12)

Finding 29: Flexibility in the parking code is allowed under WMC 17.56.020 if the applicant can show the residential development is irrevocably oriented toward the elderly, or if a business is primarily oriented to walk in trade.

Additional parking comments are located below.

Conclusion: As Conditioned, the proposal can be modified to meet the use standards in this zone.

Minimum Lot Size | WMC 17.36.050

Finding 30: The site is larger than 10,000 square feet.

Conclusion: The development complies with this standard.

Lot Width and Depth | WMC 17.36.060

Finding 31: Per WMC 17.20.060 there are no limitations on lot width or depth in the C-2 zone.

Conclusion: As proposed, the development complies with this standard.

Setbacks | WMC 17.36.070

In front yard and street side yard setbacks, buildings shall be set as close as possible to fronting public streets.

Finding 32: As proposed, all the structures offer setbacks ranging from 4 feet to approximately 7 feet at their closest points. Given the design constraints for the site, this meets the front and side yard standard.

Side and rear yard setbacks have no limitations except where it abuts a residential district where the setback would be 20 feet.

Finding 33: The proposed structures offer setbacks ranging from 95 feet to approximately 119 feet from Interstate-5. Staff does not consider Interstate-5 as a “fronting” or “side street” as applied by the city code so that setback is therefore acceptable as it exceeds the 20-foot requirement.

Zero setback requirement on state highways, major arterials, and minor arterials – When such conditions exist, there shall be a requirement for 40% of the building façade to abut fronting sidewalks.

Finding 34: The proposed development has frontage on Interstate-5 which is an interstate highway not a state highway. So, this standard does not apply.

Conclusion: As proposed, the development meets these standards

Building Height | WMC 17.36.080

The maximum height in the C-2 zone is 45 feet with a minimum of 15 feet in height. (There are further regulations for height where the lot abuts residential zoning. Those sections do not apply in this case because the site does not abut a residential zone.)

Finding 35: Preliminary elevation plans show a typical three-story structure with a proposed height of 36 feet and 8 inches. This meets this standard and has additional room in the event rooftop equipment needs screening. An advisory condition of approval regarding height has been added. (See Condition #13)

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

Lot Coverage | WMC 17.36.090

Finding 36: Per WMC 17.36.090 there is no limitation on lot coverage in the C-2 zone.

Building and Yard Maintenance | WMC 17.36.120

Finding 37: Per WMC 17.36.120 all buildings and yards shall be maintained in a neat and orderly manner including keeping landscaping in a healthy and presentable state. No outside storage is proposed in the plan. (See Condition #13)

Architectural and Site Design Standards | WMC 17.36.130

The purpose of the architectural and site design standards is to produce development that:

- Creates a physical environment that emphasizes buildings and landscaping, rather than parking lots, driveways, or large signs.
- Maintains the scale, texture, and architectural context of development.

- Encourage creative and innovative designs for sites and building designs.
- Allow for infill development that is sensitive to the existing urban design context.
- Protect and enhance the business environment and property values within the city in manners that support and stimulate business and industry.

Standards in WMC 17.36.130 regard orientation to the street; plazas, courtyards, and seating areas; entrances, weather protection, articulation/massing, materials and colors, ground level details, transparency, blank wall treatments, roofline, screening rooftop equipment, sidewalks and street trees, curbs cuts and driveways, location of parking lot, pedestrian and bicyclist connections, site screening and buffers, parking lot landscaping, screening of trash and service areas, lighting, and sign design.

Finding 38: Building Prominence - Per WMC 17.36.130.E, buildings, along with trees and landscaping shall be predominant rather than parking lots. The application packet does include a landscaping plan and the buildings are generally located at the front line of the building in accordance with code. However, by design, the elevations show long unbroken buildings with minimal openings to the street. The proposal also includes parking on the bottom floor which does not meet code. As discussed in this report, the bottom floor will need to be converted to commercial uses in order for residential uses to be built above them. As a result, the entire first floor frontage will be oriented towards street activity. The plan also does not clearly show plazas so plaza features should be shown on the final site plan. The addition of ground floor commercial activity, including entryways, landscaping, and plazas, the bulk of the structures will be broken up and can meet the predominant landscaping standard. (See Condition #32.a)

Finding 39: Entrances - Entrances must be easily identifiable from the street and sidewalk and have weather protection per WMC 17.36.130.(G)(1) and (2). This includes weather protection along a minimum of 60% of facades that give access to the building. The building elevations do not show either Group A or Group B entrance treatments, nor weather protection measures that meet this standard so a condition of approval has been added to ensure that the final engineering incorporates the treatments to meet WMC 17.36.130.(G)(1) and (2). (See Condition #32.b)

Note: The applicant and staff discussed weather protection. This protection may be towards the parking lot side of the structure and not the street side of the structure. The final site plan should provide additional detail showing that there will be weather protection that meets this standard.

Finding 40: Articulation and Massing – In an effort to reduce the apparent bulk of structures over twenty feet in height, and to maintain pedestrian scale, buildings are required to meet standards for:

1. Façades
2. Materials and Color standards
3. Ground level details

4. Transparency
5. Blank wall Treatments
6. Roofline

The building elevations provide marginally successful use of these standards but fall subject to the repetition of vertical and horizontal features that accentuate the mass of the building. Additionally, there is a repetitive use of building materials and a lack of canopies, plus window and door treatments that, when added, will reduce the mass of the structure. The elevations do not show any lighting features that can be used to help make the structure more pedestrian scale friendly.

Note: As discussed with staff, the plan does show architectural features that break up the mass and roofline, but the question was whether they are repetitive and whether they break up the mass. This will be reviewed again with the final site plan and during the appeal if there is one. One contention is whether the front of the building faces the street or the parking lot since the commercial entrance features would be on the parking lot side of the structure. Staff opined that effective entrance treatments like those shown in code would face the parking lot and would meet the intent of the code for massing, even if the side of the building facing the street may not be affected by those treatments.

For transparency, there is a requirement for 30% of the ground floor façade to be windows with clear vision glass. The proposal does not include any calculations for the building frontage or the window presence on the buildings that can be seen from streets or public open spaces. With the conversion of the ground floor to commercial, this standard will need to be revisited. Final architectural designs will need to accompany the final engineering submittal in order to ensure that the final designs meet these standards.

Roofline articulation should also be incorporated to reduce the mass of the structure. (See Condition #32.c)

As conditioned, the buildings can meet the articulation and massing standards in WMC 17-36-130(H).

Finding 41: Rooftop Equipment Screening – The proposed building elevations show no rooftop equipment and there does not appear to be ground mounted equipment on the site plan, therefore staff assumes that the buildings show screening for this equipment. An advisory condition for this has been added in the event that building is modified during the final design process. (See Condition #13)

Finding 42: Sidewalks and Street Trees – The proposed plan includes sidewalks and street trees. As part of the final engineering process, the size and location of the sidewalks will be approved. Street tree species will be checked against the city approved street tree list as part of the final engineering process when the final landscape plan,

stamped by a qualified professional, is submitted. An advisory condition for this has been added. (See Condition #32.d)

Finding 43: Curb Cuts and Driveways (WMC 17.36.130(K)) and (WMC 17.36.130(L)) Location of Parking Lot – To enhance pedestrian safety and activity, driveway access and parking lot circulation while also providing for adequate vehicular and service vehicle access. Accordingly, the preliminary site plan does include adequate information for pedestrian circulation routes, bike routes. Turning movements appear to provide for safe circulation of service vehicles, including garbage trucks and emergency vehicles but additional information may be needed as part of the final engineering process. The final engineering plan shall include a striping and circulation plan that would allow for proper evaluation of turning movements and safe pedestrian circulation given the intense parking lot design and distribution of the buildings. (See Condition #32.e)

Finding 44: Clearly defined pedestrian and bicycle connections are required per WMC 17.36.130 (M). Connections are required between the public street and building entrances, between the parking lots and building entrances, and around the buildings in a way that connects all tenants on the site. Provisions for bicycle parking are shown by a note on the plan but shall also be clearly identified for each building, on the final site plan. (See Condition #32.f)

Finding 45: Site Screening and Buffers – Street frontage landscaping is required but clear vision triangles must be maintained at all entrances. The submittal package does include a landscaping plan but it is not stamped by a qualified professional and it is not of a scale to properly review the specifics of this standard. Therefore, conditions have been added that will ensure that the landscaping can meet the standards of WMC 17.36.130 (N) as part of the final engineering review process. (See Condition #32.g)

Finding 46: Site Screening and Buffers – Street frontage landscaping is required to screen parking areas. The submittal package does include a landscaping plan but does not have the detail necessary to properly review the specifics of this standard. Therefore, conditions have been added that will ensure that the landscaping can meet the standards of WMC 17.36.130 (N)(4) as part of the final engineering review process. (See Condition #32.g)

Finding 47: Site Screening and Buffers – Fencing and the use of walls are not shown on the site plan or landscaping plans. Any of these features which are added shall be placed in accordance with WMC 17.36.130 (N). (See Condition #32.g)

Finding 48: Parking Lot Landscaping – Parking lot screening shall be in accordance with WMC 17.36.130 (O) as part of the final engineering review process. (See Condition #32.h)

Finding 49: Screening of Trash and Service Areas – All mechanical equipment, loading docks, garbage receptacles, and recycling containers shall be fully screened from public view. Information showing the final design can meet WMC 17.36.130 (P) is required as part of the final engineering review process. (See Conditions #24, 25, and 32.i)

Finding 50: Lighting – Lighting is required to contribute to the character of the streetscape and not disturb adjacent development. The site plan notes that lighting will avoid conflicts and symbols for light poles are shown on the site plan, but there is no photometric or design information in the record. A full lighting plan will be required as part of the final engineering review process. (See Conditions #13, 30 and 32.j)

Finding 51: Sign Design – No sign information is included in the application submittal. A condition requiring a note be placed on the face of the final site plan has been added. The note shall read: “Signs for this site shall comply with the Master Sign Plan developed for this project.” Per WMC 17.36.130(D) a condition requiring a coordinated master sign plan which allocates the permitted signage on a predetermined basis and in context of the mixed-use nature of the site, has also been attached. The master plan shall be developed for review as part of the final engineering review process and signs will be reviewed for compliance when sign permits are submitted. (See Conditions #13 and 32.k)

Finding 52: For new developments, a landscape plan shall be submitted for review by the city’s development review committee. The final landscape plan must show:

- Location of all proposed vegetation;
- The common and botanical name of all proposed vegetation;
- The initial planting size (height or gallon) and the mature planting size; and
- Proposed methods of irrigation, if any.

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

Off-Street Parking | WMC Chapter 17.56

Number of parking spaces required are set by WMC 17.56.

Required Spaces

WMC 17.56.030(B) requires one parking space for each three hundred square feet of gross floor area with a minimum of four spaces.

Finding 53: The revised ground floor plan shows a building footprint of approximately 244 feet by 60 feet for a gross foot print of 14,640 and a 3-story total building mass of

43,920. Per code, at ratio of 1 space per 300 gross square feet, each building would require 146.4 spaces per building.

As stated above, the proposal includes parking within the building, which is a point of disagreement between the staff and the applicant.

The proposal does not give a total space count, nor does the site plan include a complete parking analysis.

Finding 54: WMC 17.56.020 allows for flexible administration of the code. The applicant is requesting that compact spaces be allowed for the proposal. Staff accepts that compact spaces would be a reasonable accommodation and should be allowed to count towards required parking spaces.

Finding 55: WMC 17.56.020 for flexible administration of the parking code is intended to consider that the inadequate provision of parking could lead to traffic congestion or parking violations on adjacent streets as well as unauthorized parking in nearby private lots. In this case, the neighboring streets are Old Pacific Highway which has no on-street parking, and Belmont Loop which is a commercial street. Belmont loop is already subject to complaints about on-street parking and the number of residential units could further compound this problem.

Finding 56: The site is functionally isolated and the lack of connectivity for this property to any adjacent residential neighborhoods or recreational uses, will further compound the isolated nature of the development, when it comes to both parking and the ability of the site's users to use multi-modal transportation methods.

Finding 57: The applicant's narrative proposes using a residential parking rate for the residential units in the building. They use a rate of 1.5 spaces per unit, for a total of 51 spaces for the 34 units per building. (2 floors with 17 units per floor)

Finding 58: Staff finds that using the multi-family residential ratio of 1.5 parking spaces per unit is acceptable provided that none of the units are 3-bedroom units. Per multi-family parking code, units that are 3-bedroom or larger, require two parking spaces per unit. A condition limiting units to up-to 2-bedrooms, unless an additional parking is provided, has been added. (See Condition #13)

Finding 59: The applicant's narrative proposes using a residential parking rate for the residential units in the building. They use a rate of 1.5 spaces per unit, for a total of 51 spaces for the 34 units per building. (2 floors with 17 units per floor) This ratio is acceptable and can be applied for any qualified number of units, if the number of units changes as a result of changes made to the plan as part of the final engineering process.

Finding 60: The applicant's narrative further notes that each building will have 5,080 square feet of commercial space. Using the ratio of 1:300 sq. ft. this would require approximately 17 spaces for that commercial space.

However, as discussed above, the code specifically states that residential uses may only be located above commercial uses. Therefore, the entire ground floor will have to be dedicated to commercial space in order for the entire above-ground floors to be occupied by residential uses.

This means the parking calculation should be based on 14,640 square feet of commercial space, which would result in 48.8 spaces per building, for the commercial uses.

Finding 61: The revised parking count means that each building would have to have 49 parking spaces for the commercial use, and 51 parking spaces for the residential units, for a total of 100 parking spaces needed per building.

The proposal appears to propose 47 parking spaces per building.

Staff could not consider this request to be reasonably flexible under WMC 17.56.020.

Finding 62: The final site plan must be revised to accommodate compliance with the parking standard as part of the final engineering review process. (See Condition #12.)

Parking spaces are required to have a minimum area of 180 sq ft and be 9 ft wide per WMC 17.56.060.

Finding 63: The provided site plan identifies proposed parking spaces but does not clearly identify dimensions. The preliminary site plan includes compact spaces which are not allowed in the commercial zone. In this case, flexibility in administration of the parking code should accommodate the use compact parking spaces. (See Condition #12.)

Finding 64: A final site plan will be required as part of the final engineering process. This site plan shall clearly identify dimensions for parking spaces, and the overall number of spaces. (See Condition #12.)

Finding 65: The ground floor of each structure shall have parking calculated using full ground floor commercial uses, unless a commercial parking facility is being proposed in the building in which case, the spaces within the building itself will be excluded from the required parking calculations. Those commercial spaces can be considered a separate use and may include compact or be smaller by design. In that case, those spaces must be subtracted from the total calculation as discussed above. (See Condition #12.)

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

NOTE: ADA and Electrical Charging parking spaces are assessed at the time of building permit review, and notes from Debi Cler with Townzen & Associates has been included in this report addressing those topics.

Performance Standards - General | WMC 17.48

Finding 66: 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. If x-ray equipment is to be installed, the building plans will need to clearly define this area so the Building Official can ensure the building code can be met. (See Condition #13.)

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

Phasing & Time Requirements | WMC 19.10.100 through .120

Finding 67: WMC 19.10.100 allows for three years from the date of approval for submittal of complete building permits and up to one additional year in which to start construction. The applicant has three years from the date of this decisions to apply for building permits for Buildings A and B as proposed, and one additional year to begin construction of the buildings, before the site plan approval expires. A phasing plan is null and void if these conditions are not met. (See Condition #14.)

Finding 68: WMC 19.10.120(A) permits a phasing plan, not to exceed a total time period for all phases be greater than eight years without reapplying for site plan review so long as they meet with the criteria listed in WMC 19.10.120.B (1-3).

Applicant has proposed to construct the development in phases, with the first phase to include Buildings A & B, the stormwater facility, and 600 feet of Franklin Street (to Belmont Loop) to be completed by 2026, with market demand driving an anticipated one building per year, with final completion by 2031. (See Condition #15)

Finding 69: WMC 19.10.120(B)(1) Requires all public facilities necessary to serve a phase shall be completed prior to or with the development of the phase. As proposed, it is unclear whether the public facilities necessary to serve each phase will be properly phased so a condition of approval has been added requiring phasing be clearly identified as part of the final engineering process. (See Condition #15)

Finding 70: WMC 19.10.120(B)(2) requires that the development and occupancy of any phase is not dependent on the use of temporary public facilities. (See Condition #15)

Finding 71: WMC 19.10.120(B)(3) requires that the phased development will not result in the city, other property owners, or latecomers, constructing public facilities that were required as part of the approved development proposal.

As conditioned, no proposed phase will result in the city or other property owner having to construct public facilities required by the approved development proposal.

Fire Review

Finding 72: Applicant has submitted the proposed site plan to CCFR for their review. Applicant is responsible for ensuring compliance with all comments and/or conditions provided by Clark Cowlitz Fire Rescue through their independent fire/life safety review. Revisions to the original site plan review from September 25, 2023, must be submitted and approved prior to final engineering application. (See Condition #16.)

Finding 73: As requested by CCFR, revisions to the original site plan review from September 25, 2023, must be submitted and approved prior to final engineering application. (See Condition #16.)

Finding 74: Building construction plans shall be submitted to CCFR separately, along with any fire alarm and/or fire sprinkler alterations. (See Condition #17.)

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

Building

The city has adopted the 2018 edition of the International Building Code (IBC) through WMC Title 14. The city expects to adopt the 2021 edition of the IBC by the month of March 15, 2024. Please contact the permit clerk with any questions. All commercial building review is conducted by Townzen & Associates.

Finding 75: Debi Cler, who serves as the City of Woodland's primary commercial plans reviewer with Townzen & Associates, has provided comments that should be address prior to building permit application:

1. Each building will be subject to building plan review separately, under the current adopted commercial building and energy code at the time of building package submittal to the City of Woodland.

Note: *Effective March 15, 2024, Washington State will be adopting the 2021 Building and Energy Codes, including A117.1-2017. (Subject to change per SBCC).*

2. Each building will be required to meet accessible parking requirements (IBC / A117.1). Currently, the requirements have been met on the proposed site plan based on the 2018 IBC.

(Subject to change based on #1 above at time of each building package submittal.)

3. Each building will be required to meet EV Infrastructure Charging requirements based on the current adopted building code, and Washington state amendments at the time of each building package submittal. (Currently, EV charging is required for this project based on 2018 WAC 51-50-0429, Washington Amended Code.) Note that the project will be required to meet 2021 IBC EV Infrastructure Section 429 for building packages submitted on or after October 29, 2023, up and until a new Washington Amendment is published or a new code cycle is adopted in the State of Washington.

See link below for EV Infrastructure requirements before and after March 15, 2024 for clarification.

[WAC 51-50-0429:](#)

5. All Geotech recommendations and requirements will be required to be implemented into the design of the structures.

NOTE: The 2021 Code cycle change is effective on March 15, 2023. All building package submittals after that date will need to meet the current code at the time of submittal.

The applicant is responsible for providing updating building plans to comply with the above criteria at time of application for a commercial building permit. (See Condition #18.)

Utility Services

The city maintains certain standards and specifications required for connection to the water and sewer system(s). The following comments have been provided regarding the site plan:

Finding 76: Woodland Water Treatment Plant: RPBA (Reduced pressure backflow assembly) will be installed on the connection(s) to the city water supply. The RPBA is required for the swimming pool and elevated plumbing in the buildings. Please contact the City of Woodland Public Works department with any questions. (See Condition #19.)

SEPA Agency Comments

Finding 77: Department of Ecology provided two sets of comments regarding the project. A summary of comments:

- **Shorelines & Environmental Assistance:** Comments provided on the proposed development. The comments included:
 - Placement of fill in wetlands may require a permit from the US Army Corps of Engineers. The Corps should be contacted in the event fill is placed in wetlands. See the attached comment letters.
- **Solid Waste:** Use only clean fill or obtain a solid waste permit. Dispose of all debris at an approved site.
- **Water Resources:** Any construction resulting in impoundment of water that exceeds 10 acre-feet or more of water or other liquids above ground a dam permit from Ecology will be required under RCW 90.03.350.
- **Water Quality:** Install erosion control measures prior to clearing, grading, construction. Do not discharge into waters of the state. Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW (Water Pollution Control) and WAC 173-201A. Report any soil/groundwater contaminants found.
- **Construction Stormwater General Permit:** The following activities require coverage under the Construction Stormwater General Permit:
 - Clearing, grading and/or excavation that results in disturbance of one or more acres and discharges stormwater to surface waters of the state; and
 - Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more and discharge stormwater to surface waters of the state.
 - Any size of construction activity discharging stormwater to waters of the State that ecology:
 - Determines to be a significant contributor of pollutants to waters of the State of Washington; or
 - Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Evan Wood at evan.wood@ecy.wa.gov, or by phone at (360) 706-4599.

Finding 78: A condition of approval has been added that the applicant is responsible for complying with the Department of Ecology's comments regarding solid waste management and water quality/watershed resources and applying for all applicable permit(s). (See Condition #20.)

Finding 79: Stephanie Jolivette with the Washington State Department of Archaeology & Historic Preservation (DAHP) provided comments indicating that the site had very high risk for finding archaeological resources and recommended that an Archaeological survey be performed by a professional prior to ground disturbing activities. However, due to the highly disturbed nature of the site, a condition has been added requiring that an inadvertent discovery plan be developed and put into place prior to ground disturbing activity. A Condition of Approval has been added to require the applicant to work with DAHP and local tribes and to provide the City with either a discovery plan or an archaeological report that meets DAHP's Standards for Cultural Resource Reporting. (See Condition # 21.)

Finding 80: Dylan Bass, development review planner with the Washington State Department of Transportation (WSDOT) provided comments outlining WSDOT's full comments regarding the development of the site. WSDOT's concerns/comments included:

- WSDOT has reviewed a Traffic Impact Analysis (TIA) and notes that the size and type of commercial uses on the ground floor will have an effect on the number of trips generated by this project. They note that it is unlikely that there will be significant amounts of traffic based on the redesign discussed above, that would affect level of service changes at any of the analyzed state route intersections. So, no additional mitigation is warranted for those intersections at this time.
- WSDOT notes the preliminary stormwater proposal shows the stormwater detention pond discharging to an existing stormwater facility to the west of the site which means that stormwater from this site might be entering into Interstate 5.
- The location of the stormwater outfall will need to be shown in the final stormwater plans which will also need to meet WSDOT drainage policy as noted in their comments dated September 26, 2023.
- WSDOT notes that lighting will be required that lighting installed by the applicant will be required to be of an appropriate wattage and be shielded

and/or directed according to RCW 47.36.180 to avoid any glare to motorists on the highway.

These comments provided were done so following a preliminary review, and WSDOT wanted to note that as the project progresses there may be additional information for further review, and other issues that may be found. Their preliminary review is not final approval by WSDOT.

Finding 81: The city notes that WSDOT concerns about drainage are similar to, and related to the concerns raised by Cowlitz Consolidated Diking Improvement District #2 below. (See Condition #11.)

Finding 82: A condition of approval has been added that it is the applicant's responsibility for applying for all/any permits and/or approvals required by WSDOT and adhering to their requirements regarding stormwater treatment in the RoW, RoW dedication, WSDOT inspections, and materials utilized in WSDOT RoW. (See Condition #22.)

Finding 83: Patrick Harbinson, P.E., from the Cowlitz Consolidated Diking Improvement District #2 (CDID #2), noted concern about the preliminary stormwater assessment and that the final stormwater report include modeling of the stormwater system after showing water quality and quantity that meets Woodland's stormwater requirements and that a complete downstream analysis from Logan's Landing to its discharge into a CDID No. 2 facility. (Section 7.1 of the preliminary TIR provided by Windsor Engineering and dated July 11, 2023 indicates that no off-site analysis has been completed to this stage. It also does not include parcel #50714 which is largely wetland and wetland buffer but will be impacted by the half-street road improvement that will connect the site to Old Pacific Highway.) (See Conditions #11 and #23.)

Finding 84: CDID #2 further requests that the entire stormwater report for Pacific Park Center, be include as an appendix and that if infiltration is proposed, that groundwater mounding analysis be done and a characterization study per section 3.3.5 of the Western Washington Manual, including monitoring of groundwater level through at least one wet season which approximately November through July, inside the diked areas of woodland. (See Condition #25.)

Public Comment

Jason McManus, a local resident provided comments that included concerns regarding traffic and infrastructure

Finding 85: Traffic and infrastructure concerns are addressed throughout this report. The applicant will be required to pay impact fees and meet city development codes as a means to mitigate for the impacts from the development.

Diane Williams, a local resident provided comments challenging the number of residential units that are being contemplated and the traffic that will result from the development.

Finding 86: Traffic and infrastructure concerns are addressed throughout this report. The applicant will be required to pay impact fees and meet city development codes as a means to mitigate for the impacts from the development.

Todd Cloud, a local resident provided comments questions the benefits of adding additional residential units to the city.

Finding 87: As noted above, the project will be required to pay impact fees and meet city development codes as a means to mitigate for the impacts from the development.

Conclusion: As conditioned, the project can address these concerns.

III. ENVIRONMENTAL REVIEW

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. This Determination of Non-significance (DNS) is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

IV. DECISION

Per WMC 19.08.030, the above application for the preliminary Site Plan Review and the Critical Area Permit is hereby **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) subject to the conditions below.

V. CONDITIONS OF APPROVAL

1. The following impact fees have been estimated based on the preliminary application and will be due at time of building permit issuance and are subject to change:
 - a. School District Impact Fees:
 - i. Multi-Family:
 1. One Bedroom Units (Up to 800 SF): \$2,000/Unit x 0 units = \$0.00
 2. Two- and Three-Bedroom Units: **\$5,900/Unit x 272 Units = \$1,604,800**
 3. Estimated total School District Impact Fees: \$1,604,800.

- b. Fire Impact Fees:
 - i. Multi-Family: Estimated to be \$378,872 (\$1,426/unit)
 - ii. Commercial: Estimated by square feet at \$.51 per sq. ft.
 - c. Park/Recreation Impact Fee:
 - i. Multi-Family: Estimated to be \$1,245,760 (\$4,580/unit)
 - d. Transportation Impact Fees:
 - i. Per square foot of heated space:
 - \$3.64 per sq. ft. (until November 6, 2024)
 - \$4.09 per sq. ft. (between November 7, 2024, and November 6, 2025)
 - \$4.54 per square foot (after November 6, 2025)
2. Pay all impact fees when building permits are issued per WMC 3.42.
 3. All improvements in the public right-of-way shall be completed in accordance with City of Woodland standards per Title 12. This will include street trees and improvements along Old Pacific Highway.
 4. The proposed development is required to bond for its proportional impact to the force main sewer between Lift Station #12 and Lift Station #4 and improvements to Lift Station #4 once the capital projects are to be constructed.
 5. Construct proposed utilities in accordance with applicable WMC.
 6. Comply with water supply backflow and cross-connections requirements of WMC 13.28.
 7. The fire mains shall be public mains with a 15-foot-wide easement to the City.
 8. A revised critical area report and mitigation plan will be required as part of the final engineering process. This report shall consider the impacts from the road that will be built on parcel #50714 as approved by the final engineering plans. Applicant is responsible for complying with the following conditions of approval related to their critical areas permit:
 - a. Mitigation shall be implemented in accordance with the Woodland critical areas ordinances and shall be implemented as presented within the approved mitigation plan.
 - b. Mitigation shall not be implemented until all applicable land use, and building permits are approved and issued, and directly following identified impact(s) to the critical area (prior to construction of the road).
 - c. As necessary, the applicant shall provide the City with a copy of the monitoring reports outlined within the approved Critical Area Report and Mitigation Plan. The monitoring plan shall be updated to specifically note this requirement.
 - d. Applicant shall delineate critical area boundaries present on site in accordance with survey standards.
 - e. Applicant shall identify the outer boundary of critical area buffers on the development site with brightly colored construction fencing and temporary signs prior to any site development.
 - f. Applicant is responsible for recording a deed restriction stating that limitations to development may exist due to the presence of a critical area and/or buffer prior to final project approval. This boundary shall be delineated with some type of permanent means.

- g. Applicant shall provide an updated Critical Areas Report and Mitigation plan alongside the civil engineering noting that the contractor will be required to use the best management practices from the Washington State Department of Fish and Wildlife should a protected species is discovered on the site during construction. The same statement shall be noted on the provided final site plan.
9. Install and maintain on-site erosion control throughout the duration of construction of the project. Include a Construction SWPPP report as well as an erosion control plan with the final engineering submittal.
 10. Apply for a fill and grade permit and CSGP permit, as applicable.
 11. Submit a final, revised stormwater TIR that addresses comments on the Plans and Preliminary TIR.
 - a. This TIR must be submitted to the Department of Transportation and Consolidated Diking Improvement District #2 for concurrent review.
 12. A final site plan showing parking calculations shall be submitted with the final engineering plans. Said calculations shall consider the findings above and reflect the exclusion of parking that is internal to the buildings as discussed above. The site plan shall show the size and number of spaces, as well as the location, phase and/or building for which they are dedicated to. The use of up to 17% of compact spaces may be accepted for the final parking plan. The plan must show how ADA parking standards can be met by phase.
 13. Applicant and/or property owner is responsible for complying with the following conditions during the life of the development and notes reflecting these standards should be added to final site plan:
 - a. Maximum height for the zone is 45 feet with a minimum height of 15 feet. All rooftop equipment will be screened to meet WCM 17.36.080.
 - b. Applicant is responsible for maintaining all buildings and yards in an orderly manner including the keeping of landscaping in a healthy and presentable state. This shall include all plazas and any balconies visible from a public street or right-of-way.
 - c. The project will include no 3-bedroom units or larger unless it can be shown that parking has been provided for such units at a rate of 2 parking spaces per unit.
 - d. All exterior mechanical devices shall be screened from surrounding properties and streets and shall be operated in such a manner that they do not disturb the peace.
 - e. Lighting shall not cast glare on to adjacent properties. Lighting shall not rotate, glitter, and/or flash per WMC 17.46.140.
 - f. Proposed signage will require a separate sign permit and must comply with WMC Chapter 17.52.
 - g. 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).
 - h. Signage throughout the site shall be in compliance with the approved signage master plan approved for this project. A copy of the master plan must be submitted with each sign application on this site.
 14. The approval of this site plan is good for three years. During that time, per WMC 19.10.100 complete building permit applications for Buildings A & B must be submitted. Construction

must be commenced within four years of this decision or the site plan shall become null and void.

15. Provide As part of the final engineering plan review, a complete phasing plan will be required. The phasing plan must include exact phasing lines outlining the timing of public improvements including streets and utilities, bonding, parking and landscaping, and the timing for each phase.
16. Submit site plan to CCFR for review. Include any required revisions with the civil engineering submission. 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.
17. Building/construction plans must be submitted to CCFR separately, along with fire alarm and/or fire sprinkler alterations. It is the responsibility of the applicant to comply with any and all conditions placed upon the development by CCFR as the City of Woodland will not approve any proposed development without CCFR approval.
18. The applicant is responsible for providing updating building plans to comply with the above criteria at time of application for a commercial building permit.
19. Applicant is required to install a RPBA (Reduced pressure backflow assembly) on the connection(s) to the city water supply. Call this out on provided utility plan(s) submitted for civil review.
20. The applicant is responsible for complying with the Department of Ecology comments and obtaining all required permits prior to final approval of the engineering and commencement of construction.
21. Provide the City and the Washington State Department of Archaeology & Historic Preservation an archaeological report meeting DAHP's Standards for Cultural Resource Reporting or an approved inadvertent discovery plan, prior to building permit issuance.
22. As noted in the Washington State Department of Transportation comments, the applicant is responsible for getting the stormwater plan reviewed and approved by the WSDOT and any permits obtained prior to final approval of the final engineering plans.
23. As noted in the Consolidated Diking Improvement District #2 comments, the applicant is responsible for getting the stormwater plan reviewed by CDID #2 prior to approval of final engineering. Addressing the concerns of CDID #2 and WSDOT will be required prior to final approval of the final engineering plans.
 - a. The stormwater submittal to CDID #2 must include the stormwater report for Pacific Park Center.
 - b. The stormwater submittal must address the groundwater mounding analysis and monitoring concerns requested by the district.
24. The applicant is responsible for coordinating the final stormwater review between the city, WSDOT, and CDID #2 to ensure that all the parties are reviewing the same information and that correspondence is coordinated during the review. Please contact the project planner for the city if assistance in this coordination is needed.
25. Provide architectural elevations of all proposed trash enclosure(s) and specifications of all container(s) proposed, including capacity, dimensions, and height of proposed receptacle, as well as dimensions and height of screening measures proposed.

26. Provide a Final Landscaping plan prepared by a qualified landscape professional alongside civil engineering submittal that meets the following conditions:
- a. The final landscaping plan shall indicate that street trees will be provided along street frontages by the applicant and/or their designee.
 - b. All trees identified in the landscaping plan must identify their caliper size at the time of planting measured at four feet above grade.
 - c. All street trees identified on the final landscaping plan must have a caliper measurement of at least two inches at the time of planting.
 - d. Add a note to the final landscaping plan that acknowledges that the property owner is responsible for maintaining on-site landscaping shall be permanently maintained in a neat and orderly condition per WMC 17.20.090 (B).
 - e. Add a note to the final landscaping plan that street trees shall be maintained in a manner consistent with WMC 12.28.060.
 - f. Trees shall be selected from the City's approved street tree list whenever possible. The approved street tree list may be found on the City's website here: <https://www.ci.woodland.wa.us/publicworks/page/street-trees>.
27. Provide a final engineering plan set for Civil review that includes updated utility plan(s) that demonstrates compliance with the following conditions:
- a. Construct proposed utilities in accordance with applicable WMC and submit an analysis of anticipated peak hour sewer discharge and water consumption for this development for review by the City. Upgrades to existing water and sewer infrastructure may be required of the developer.
 - b. Comply with water supply backflow and cross-connections requirements of WMC 13.28.
 - c. The fire mains shall be public mains with a 15-foot-wide easement to the City.
 - d. Pay all water and sewer connection fees and assessments at time of connection.
28. Provide a final engineering plan set for Civil review that includes a final erosion control plan that demonstrates compliance with the following conditions:
- a. Install and maintain on-site erosion control throughout the duration of construction of the project.
 - b. A fill & grade and NPDES permit will be required.
29. Provide a final stormwater TIR alongside civil engineering submittal that demonstrates compliance with the WMC and engineering standards. Final stormwater TIR shall address the City's comments as outlined within this report:
- a. Per Woodland Municipal Code 15.12, the City of Woodland follows the 1992 Puget Sound Manual. If the applicant chooses to utilize the design practices and guidelines in the newer versions of the SWMMWW, all elements of the design for this project must meet the current Ecology manual.
 - b. Ensure the contents of the final TIR includes all information as outlined in Section 15.12.180 of the woodland municipality code.
 - c. Provide conveyance calculations for all storm pipes. The City of Woodland requires the conveyance system to be designed for the 100-year storm event.
 - d. Downstream analysis to the CDID #2 pumping facility.

30. Provide a final photometric plan for both onsite lighting and proposed streetlights alongside civil review.
 - a. Provide final photometric plan demonstrating compliance with WMC 17.36.130(Q) and RCW 47.36.180.
31. Applicant is responsible for submitting a revised site plan alongside proposed final civil engineering plan(s) at Civil Review. Civil review packet should include all documents required to document the applicant's compliance with listed conditions of approval, as well as all revised engineering plans reflecting provided engineering comments. The civil review application can be found: <https://www.ci.woodland.wa.us/planning/page/civil-review-submission>.
32. The revised site plan shall include revisions which address how the project meets the Architectural and Site Design Standards in WMC 17.36.130, as follows:
 - a. Building elevations and site plan details showing and how each building will meet the "building prominence" section (E).
 - b. Building elevations and site plan details showing and how each building will meet the "building entrance" section (G).
 - c. Building elevations and site plan details showing and how each building will meet the "Articulation and Massing" section (H).
 - d. Building elevations and site plan details showing and how each building will meet the "sidewalks and street trees" section (J)
 - e. Building elevations and site plan details showing and how each building will meet the "Curb Cuts and Driveways" section (K).
 - f. Building elevations and site plan details showing and how each building will meet the "Pedestrian & Bicyclist Connections" section (M).
 - g. Building elevations and site plan details showing and how each building will meet the "Site Screening and Buffers" section (N).
 - h. Site plan and landscaping details showing and how the site will meet the "Parking Lot Landscaping" section (O).
 - i. Building elevations and site plan details showing and how each building will meet the "Screening of Trash and Service Areas" section (P).
 - j. Building elevations and site plan details showing and how each building will meet the "Site Screening and Buffers" section (Q).
 - k. Building elevations and site plan details showing and how each building will meet the "Sign Design" section (R). This will need to include a master sign plan to ensure that signage is distributed and standardized throughout the project.
33. Following final, civil review and engineering approval, submit two (2) copies of full sized and one (1) copy of reduced size (11" x 17") of the approved civil plans (including the final site plan and landscaping plan). In addition, submit an electronic version of the approved plans including AutoCAD and .pdf formats.
34. Payment shall be made to the City for any outstanding Professional Consulting Services per WMC 19.02.110.

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., January 4th, 2024.**

Staff Contact: Travis Goddard, Community Development Director
City of Woodland
P.O. Box 9
230 Davidson Ave
Woodland, WA 98661
goddardt@ci.woodland.wa.us

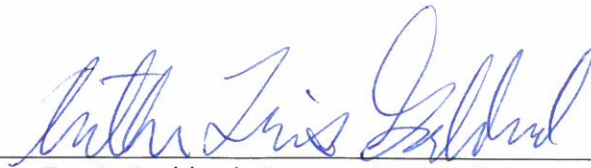
VII. NEXT STEPS

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. The details can be found at www.ci.woodland.wa.us/departments/public-works/standards.php.
- Pay any outstanding professional consulting services per Woodland Municipal Code 19.02.110
- Submit for grading, right-of-way, and when applicable, any building and sign permits.
- 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 three copies of 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.

12/21/2023

Signature:



Travis Goddard, Community Development Director

cc:

Applicant
Property Owner
Ryan Walters, P.E., Gibbs & Olson
Parties of Record
Department Heads
Building Official

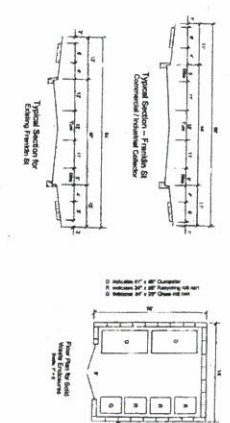
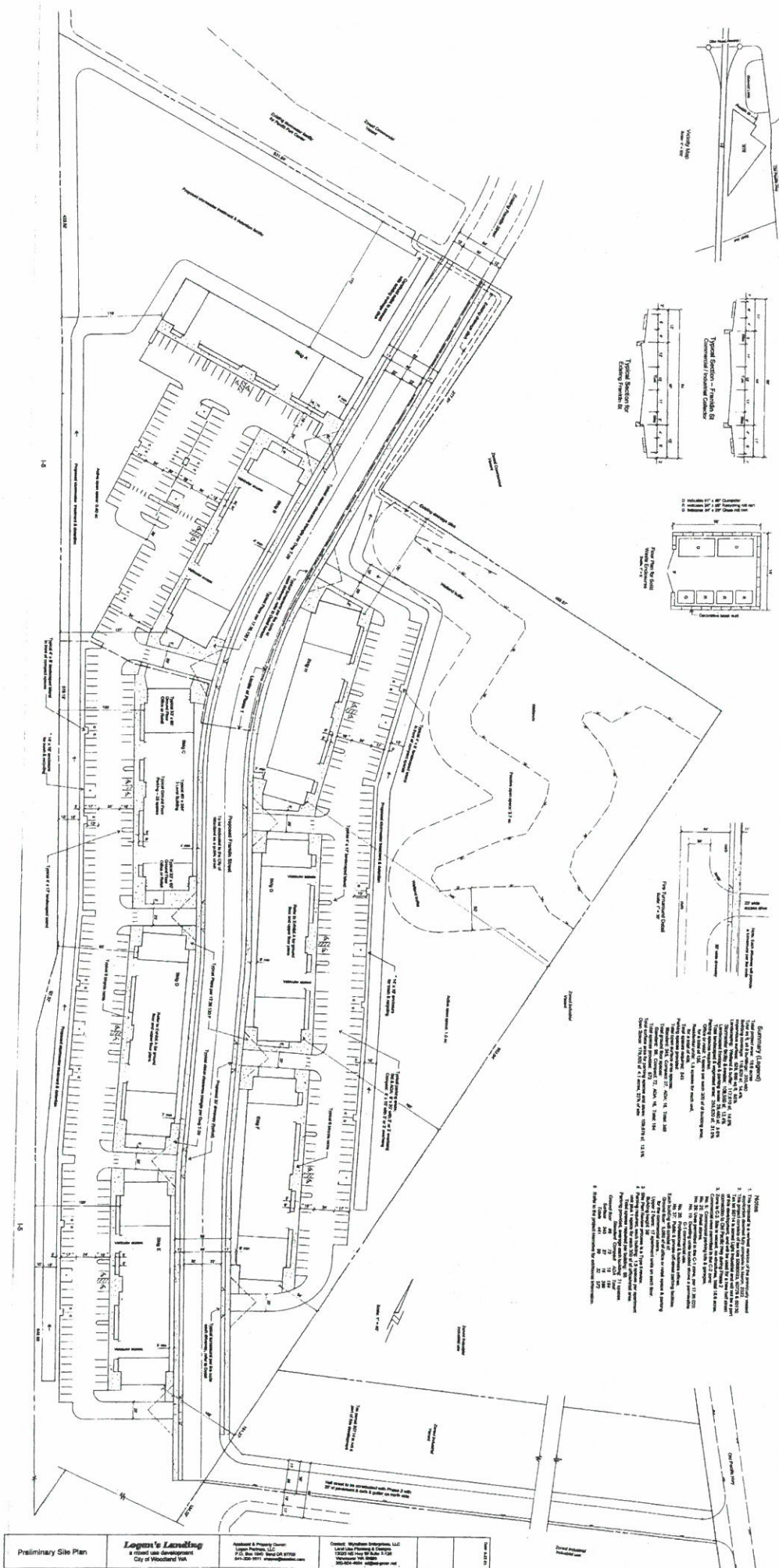
Fire Marshal
Planning Commission
City Council
Mayor
File

Counter Copy
Website

ATTACHMENTS

- A. Site Plan
- B. Landscaping & lighting plan
- C. Revised ground floor plan
- D. Preliminary building elevations
- E. Agency comments

A Site Plan



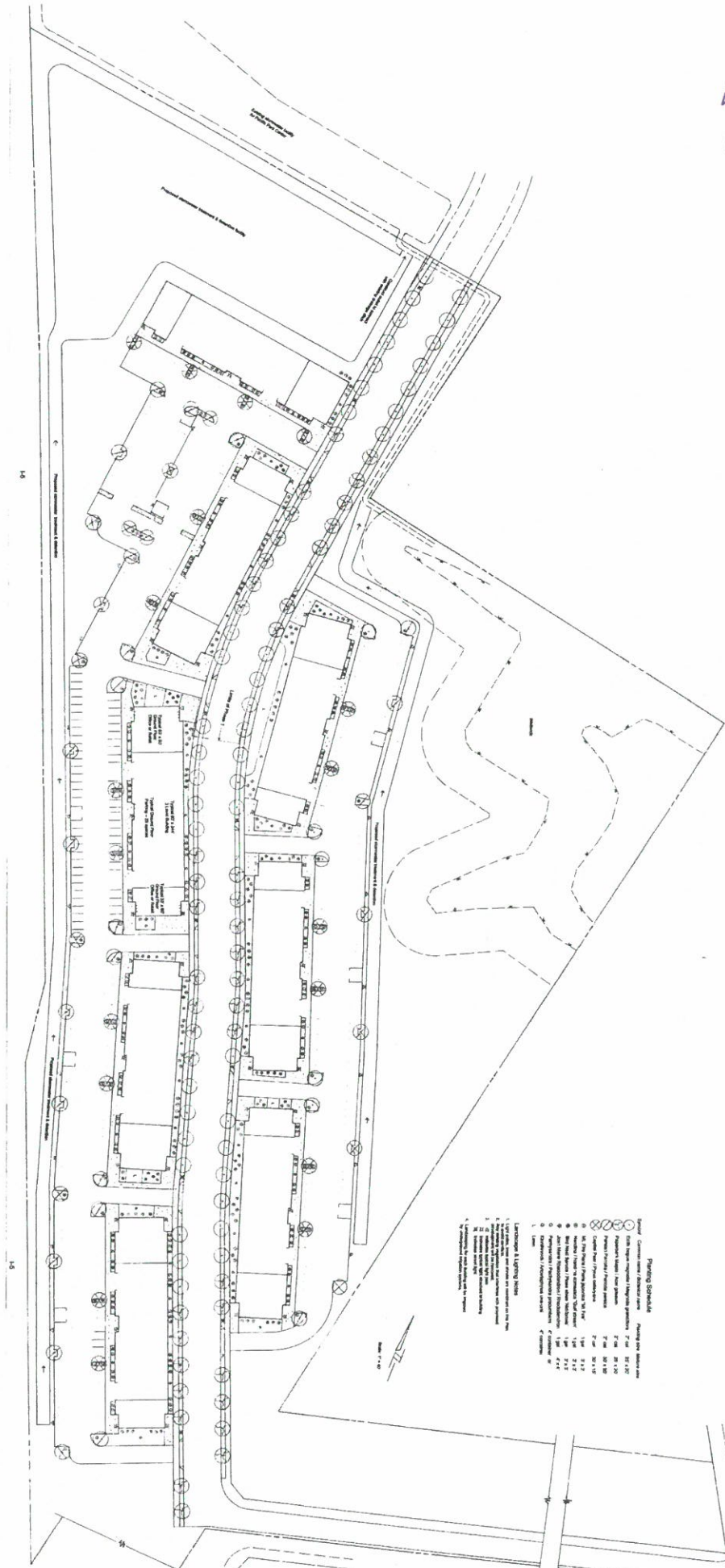
GENERAL NOTES:

1. This site plan is a preliminary site plan and is not to be used for construction purposes.
2. All dimensions are in feet and inches.
3. All areas are in square feet.
4. All areas are in square feet.
5. All areas are in square feet.
6. All areas are in square feet.
7. All areas are in square feet.
8. All areas are in square feet.
9. All areas are in square feet.
10. All areas are in square feet.

NOTES:

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8. All areas are in square feet.
9. All areas are in square feet.
10. All areas are in square feet.

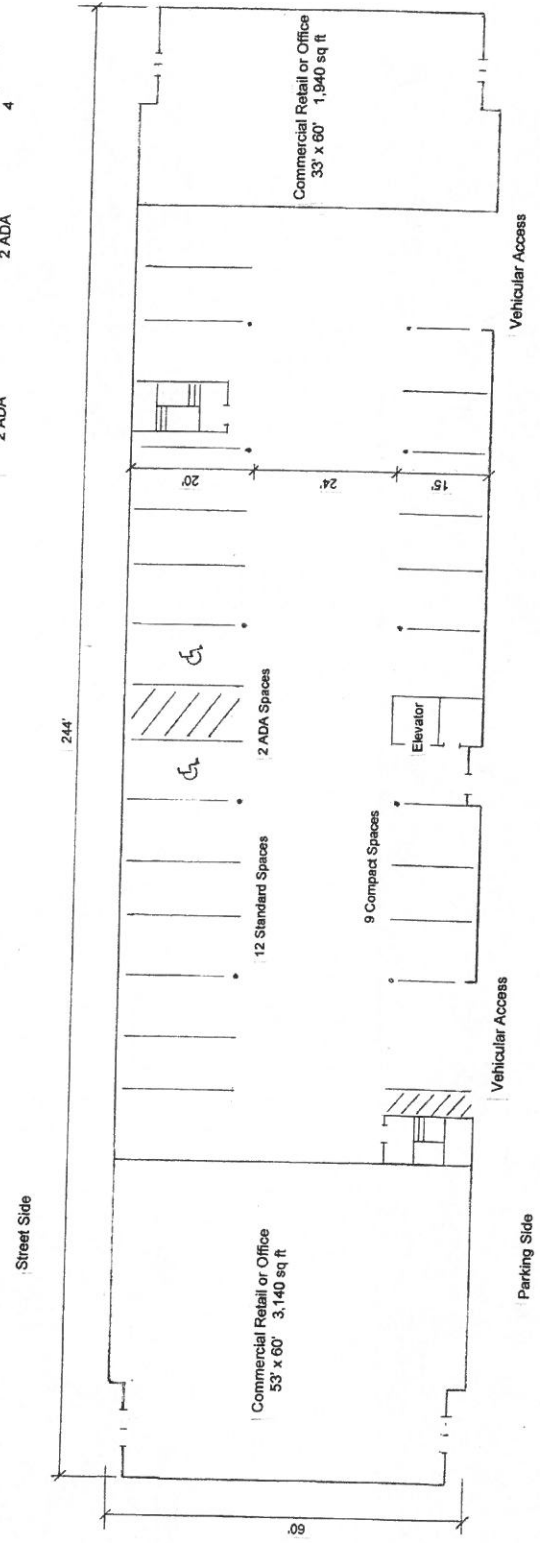
B
Landscape &
Lighting Plan



- Planting Schedule**
- | Planting Schedule | Planting per 1000 sq ft |
|-----------------------|-------------------------|
| Planting Schedule 1 | 100 |
| Planting Schedule 2 | 150 |
| Planting Schedule 3 | 200 |
| Planting Schedule 4 | 250 |
| Planting Schedule 5 | 300 |
| Planting Schedule 6 | 350 |
| Planting Schedule 7 | 400 |
| Planting Schedule 8 | 450 |
| Planting Schedule 9 | 500 |
| Planting Schedule 10 | 550 |
| Planting Schedule 11 | 600 |
| Planting Schedule 12 | 650 |
| Planting Schedule 13 | 700 |
| Planting Schedule 14 | 750 |
| Planting Schedule 15 | 800 |
| Planting Schedule 16 | 850 |
| Planting Schedule 17 | 900 |
| Planting Schedule 18 | 950 |
| Planting Schedule 19 | 1000 |
| Planting Schedule 20 | 1050 |
| Planting Schedule 21 | 1100 |
| Planting Schedule 22 | 1150 |
| Planting Schedule 23 | 1200 |
| Planting Schedule 24 | 1250 |
| Planting Schedule 25 | 1300 |
| Planting Schedule 26 | 1350 |
| Planting Schedule 27 | 1400 |
| Planting Schedule 28 | 1450 |
| Planting Schedule 29 | 1500 |
| Planting Schedule 30 | 1550 |
| Planting Schedule 31 | 1600 |
| Planting Schedule 32 | 1650 |
| Planting Schedule 33 | 1700 |
| Planting Schedule 34 | 1750 |
| Planting Schedule 35 | 1800 |
| Planting Schedule 36 | 1850 |
| Planting Schedule 37 | 1900 |
| Planting Schedule 38 | 1950 |
| Planting Schedule 39 | 2000 |
| Planting Schedule 40 | 2050 |
| Planting Schedule 41 | 2100 |
| Planting Schedule 42 | 2150 |
| Planting Schedule 43 | 2200 |
| Planting Schedule 44 | 2250 |
| Planting Schedule 45 | 2300 |
| Planting Schedule 46 | 2350 |
| Planting Schedule 47 | 2400 |
| Planting Schedule 48 | 2450 |
| Planting Schedule 49 | 2500 |
| Planting Schedule 50 | 2550 |
| Planting Schedule 51 | 2600 |
| Planting Schedule 52 | 2650 |
| Planting Schedule 53 | 2700 |
| Planting Schedule 54 | 2750 |
| Planting Schedule 55 | 2800 |
| Planting Schedule 56 | 2850 |
| Planting Schedule 57 | 2900 |
| Planting Schedule 58 | 2950 |
| Planting Schedule 59 | 3000 |
| Planting Schedule 60 | 3050 |
| Planting Schedule 61 | 3100 |
| Planting Schedule 62 | 3150 |
| Planting Schedule 63 | 3200 |
| Planting Schedule 64 | 3250 |
| Planting Schedule 65 | 3300 |
| Planting Schedule 66 | 3350 |
| Planting Schedule 67 | 3400 |
| Planting Schedule 68 | 3450 |
| Planting Schedule 69 | 3500 |
| Planting Schedule 70 | 3550 |
| Planting Schedule 71 | 3600 |
| Planting Schedule 72 | 3650 |
| Planting Schedule 73 | 3700 |
| Planting Schedule 74 | 3750 |
| Planting Schedule 75 | 3800 |
| Planting Schedule 76 | 3850 |
| Planting Schedule 77 | 3900 |
| Planting Schedule 78 | 3950 |
| Planting Schedule 79 | 4000 |
| Planting Schedule 80 | 4050 |
| Planting Schedule 81 | 4100 |
| Planting Schedule 82 | 4150 |
| Planting Schedule 83 | 4200 |
| Planting Schedule 84 | 4250 |
| Planting Schedule 85 | 4300 |
| Planting Schedule 86 | 4350 |
| Planting Schedule 87 | 4400 |
| Planting Schedule 88 | 4450 |
| Planting Schedule 89 | 4500 |
| Planting Schedule 90 | 4550 |
| Planting Schedule 91 | 4600 |
| Planting Schedule 92 | 4650 |
| Planting Schedule 93 | 4700 |
| Planting Schedule 94 | 4750 |
| Planting Schedule 95 | 4800 |
| Planting Schedule 96 | 4850 |
| Planting Schedule 97 | 4900 |
| Planting Schedule 98 | 4950 |
| Planting Schedule 99 | 5000 |
| Planting Schedule 100 | 5050 |
- Lighting Schedule**
- | Lighting Schedule | Lighting per 1000 sq ft |
|-----------------------|-------------------------|
| Lighting Schedule 1 | 100 |
| Lighting Schedule 2 | 150 |
| Lighting Schedule 3 | 200 |
| Lighting Schedule 4 | 250 |
| Lighting Schedule 5 | 300 |
| Lighting Schedule 6 | 350 |
| Lighting Schedule 7 | 400 |
| Lighting Schedule 8 | 450 |
| Lighting Schedule 9 | 500 |
| Lighting Schedule 10 | 550 |
| Lighting Schedule 11 | 600 |
| Lighting Schedule 12 | 650 |
| Lighting Schedule 13 | 700 |
| Lighting Schedule 14 | 750 |
| Lighting Schedule 15 | 800 |
| Lighting Schedule 16 | 850 |
| Lighting Schedule 17 | 900 |
| Lighting Schedule 18 | 950 |
| Lighting Schedule 19 | 1000 |
| Lighting Schedule 20 | 1050 |
| Lighting Schedule 21 | 1100 |
| Lighting Schedule 22 | 1150 |
| Lighting Schedule 23 | 1200 |
| Lighting Schedule 24 | 1250 |
| Lighting Schedule 25 | 1300 |
| Lighting Schedule 26 | 1350 |
| Lighting Schedule 27 | 1400 |
| Lighting Schedule 28 | 1450 |
| Lighting Schedule 29 | 1500 |
| Lighting Schedule 30 | 1550 |
| Lighting Schedule 31 | 1600 |
| Lighting Schedule 32 | 1650 |
| Lighting Schedule 33 | 1700 |
| Lighting Schedule 34 | 1750 |
| Lighting Schedule 35 | 1800 |
| Lighting Schedule 36 | 1850 |
| Lighting Schedule 37 | 1900 |
| Lighting Schedule 38 | 1950 |
| Lighting Schedule 39 | 2000 |
| Lighting Schedule 40 | 2050 |
| Lighting Schedule 41 | 2100 |
| Lighting Schedule 42 | 2150 |
| Lighting Schedule 43 | 2200 |
| Lighting Schedule 44 | 2250 |
| Lighting Schedule 45 | 2300 |
| Lighting Schedule 46 | 2350 |
| Lighting Schedule 47 | 2400 |
| Lighting Schedule 48 | 2450 |
| Lighting Schedule 49 | 2500 |
| Lighting Schedule 50 | 2550 |
| Lighting Schedule 51 | 2600 |
| Lighting Schedule 52 | 2650 |
| Lighting Schedule 53 | 2700 |
| Lighting Schedule 54 | 2750 |
| Lighting Schedule 55 | 2800 |
| Lighting Schedule 56 | 2850 |
| Lighting Schedule 57 | 2900 |
| Lighting Schedule 58 | 2950 |
| Lighting Schedule 59 | 3000 |
| Lighting Schedule 60 | 3050 |
| Lighting Schedule 61 | 3100 |
| Lighting Schedule 62 | 3150 |
| Lighting Schedule 63 | 3200 |
| Lighting Schedule 64 | 3250 |
| Lighting Schedule 65 | 3300 |
| Lighting Schedule 66 | 3350 |
| Lighting Schedule 67 | 3400 |
| Lighting Schedule 68 | 3450 |
| Lighting Schedule 69 | 3500 |
| Lighting Schedule 70 | 3550 |
| Lighting Schedule 71 | 3600 |
| Lighting Schedule 72 | 3650 |
| Lighting Schedule 73 | 3700 |
| Lighting Schedule 74 | 3750 |
| Lighting Schedule 75 | 3800 |
| Lighting Schedule 76 | 3850 |
| Lighting Schedule 77 | 3900 |
| Lighting Schedule 78 | 3950 |
| Lighting Schedule 79 | 4000 |
| Lighting Schedule 80 | 4050 |
| Lighting Schedule 81 | 4100 |
| Lighting Schedule 82 | 4150 |
| Lighting Schedule 83 | 4200 |
| Lighting Schedule 84 | 4250 |
| Lighting Schedule 85 | 4300 |
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| Lighting Schedule 87 | 4400 |
| Lighting Schedule 88 | 4450 |
| Lighting Schedule 89 | 4500 |
| Lighting Schedule 90 | 4550 |
| Lighting Schedule 91 | 4600 |
| Lighting Schedule 92 | 4650 |
| Lighting Schedule 93 | 4700 |
| Lighting Schedule 94 | 4750 |
| Lighting Schedule 95 | 4800 |
| Lighting Schedule 96 | 4850 |
| Lighting Schedule 97 | 4900 |
| Lighting Schedule 98 | 4950 |
| Lighting Schedule 99 | 5000 |
| Lighting Schedule 100 | 5050 |

Summary per Building
 5,080 sf of Commercial Space requires 17 parking spaces
 34 Second & third floor Residential Units requires 51 parking spaces
 Total Required = 68 parking spaces Total provided = 70

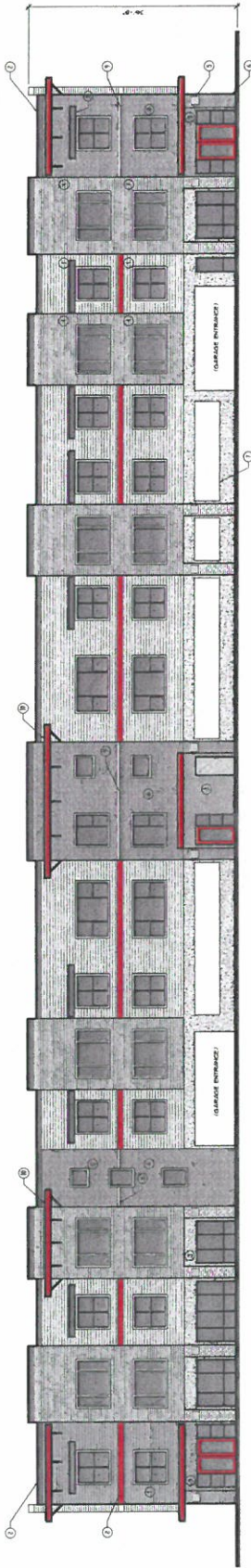
Parking provided:	Surface parking:	Totals
Ground floor parking:	43 Standard	55
12 Standard	2 Compact	11 (15.7%)
9 Compact	2 ADA	4
2 ADA		



S

Logan' Landing
 Revised Ground Floor Plan

Date: 4-12-23

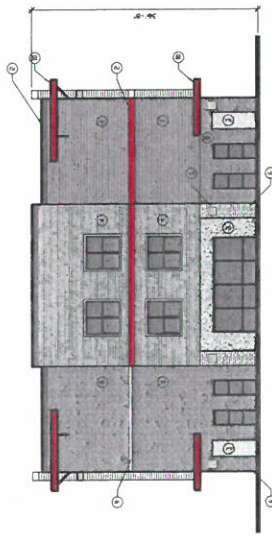


3 REAR ELEVATION

SCALE: 1" = 10'-0"

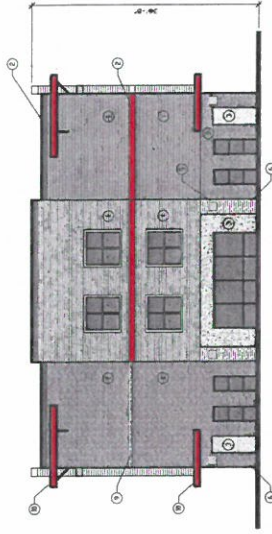
KEYNOTES

- 1 SPRING #1, 6" x 1" W. COLOR #1
- 2 12" TRIM BAND
- 3 SMOOTH CONCRETE
- 4 SPRING #2, 6" x 1" W. COLOR #2
- 5 BACK-LIT "MEDALION"
- 6 STONE VEEHER COLUMN
- 7 GARAGE VENT OPENING
- 8 STONE VEEHER FIELD
- 9 STONE VEEHER BAND
- 10 METAL CANOPY
- 11 METAL FRAMED TRELLIS



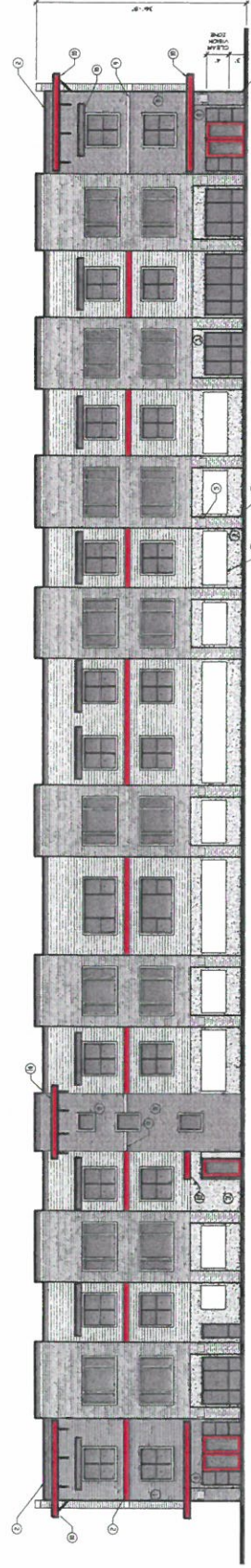
4 LEFT SIDE ELEVATION

SCALE: 1" = 10'-0"



2 RIGHT SIDE ELEVATION

SCALE: 1" = 10'-0"



1 FRONT ELEVATION

SCALE: 1" = 10'-0"



Southwest Region
11018 Northeast 51st Circle
Vancouver, WA 98682-6686
360-905-2000 / FAX: 360-905-2222
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 27, 2023

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

RE: Logan's Landing—SEPA ODN/NOA (File No. SEP-22-006)
Interstate 5 MP 22 Vicinity

Dear Mr. Lukaczer:

Washington State Department of Transportation (WSDOT) staff have reviewed the application materials submitted for the proposed Logan's Landing development. Approval of subsequent permits will result in the construction of 272 apartment units and 40,640 sq. ft. of commercial space between eight three-story buildings, off-street parking, and associated infrastructure. WSDOT staff would like to address our concerns and offer the following comments for your consideration.

A Traffic Impact Analysis (TIA) has been submitted for this proposal which included trip generation calculations for two distinct scenarios: all ground floor commercial being used as retail and a 50/50 retail/office split. If the all-retail scenario is under consideration, the trip generation figures from this scenario should be used in the overall analysis as the traffic impacts are the greater of the two scenarios. It should also be noted that the peak-hour trip differences between the two scenarios are minor and would not trigger LOS failure at any of the analyzed state route intersections.

The site plan submitted for this proposal shows the stormwater detention pond discharging to an existing stormwater facility to the west of the site. However, per the Preliminary Stormwater Report, the stormwater runoff from this development would outfall to the existing ditch along Interstate 5. Please confirm the location of the proposed stormwater outfall.

WSDOT's drainage policy states that there will be no net gain in the storm water runoff transported to the WSDOT right of way from adjacent property. Proposed changes to storm water runoff will require the proponent to contact WSDOT directly, or through the permitting agency, to obtain WSDOT approval. 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).

Due to the proximity of this proposal to Interstate 5, 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.

City of Woodland
September 26, 2023
Page 2

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. *This review does not constitute final approval by WSDOT.*

Thank you for the opportunity to comment on this Notice of Application. If you have any questions or need additional information, please contact me at 360-831-5829 or at BassD@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink that reads "Dylan M. Bass". The signature is written in a cursive, flowing style.

Dylan Bass
Development Review Planner

CONSOLIDATED DIKING IMPROVEMENT DISTRICT NO. 2
of Cowlitz County, Washington

Engineer's Office

1600 – 13th Avenue South
Kelso, WA 98626
(360) 577-3030
Washington Relay Service 711 or (888) 833-8633

Maintenance Building

526 North Dike Road
P.O. Box 461
Woodland, WA 98674
(360) 225-8935

March 30, 2022

Travis Goddard
Community Development Director
City of Woodland
230 Davidson Ave
Woodland, WA 98674

**SUBJECT: Logans Landing Comments
 Stormwater Proposal**

Dear Mr. Goddard,

We have had an opportunity to review the Logans Landing stormwater proposal. The applicant submitted a "Preliminary Stormwater Assessment" dated July 14, 2021 by Windsor Engineers that states the site will have a stormwater facility, will be treated and detained and then released to the north. It also states "The existing storm facility to the north will become part of the strategy for Logan's Landing stormwater discharge. The retention features of Logan's Landing will ensure that peak discharge rates are appropriate." The assessment goes on to say that a 'Preliminary Technical Information Report' will be prepared after field work is performed in late July.


Consolidated Diking Improvement District No. 2 has noticed the storm system around Belmont Loop creates a lot of flood risk for some of its tenants. We recommend any water sent to this area, be carefully evaluated to prevent increasing the problems.

We recommend that a Preliminary TIR be required that includes the following:

- Model Logans Landing's proposed stormwater system showing water quality and quantity will meet Woodland stormwater requirements.
- Complete a downstream analysis from Logans Landing to its discharge into a CDID No. 2 facility.
- Include the entire stormwater report and plan set for Pacific Park Center as appendices.
- If infiltration of the stormwater is proposed, the applicant should be required to:
 - Conduct a characterization study per section 3.3.5 of the Western Washington Manual, including monitoring the groundwater level through at least one wet season which is approximately November through July, inside the diked areas of Woodland.
 - Perform a Groundwater Mounding Analysis.

If you have any questions, please contact our Diking Engineer Patrick Harbison at 360-577-3030 extension 6536 or harbisonp@co.cowlitz.wa.us.

Sincerely,



PATRICK HARBISON, P.E.
Diking Engineer

PH:ec

Travis Goddard

From: Debi Cler <debi@townzen-consulting.com>
Sent: Tuesday, December 12, 2023 10:44 AM
To: Travis Goddard
Subject: Fwd: SPR-22-001 Logan's Landing

Travis,

Here are the comments I sent to David for Logan's Landing in September of 2023 for the revised site plan review. Please note that all references to October 29, 2023 code change should be revised to read March 15, 2024.

Thank you,

Debi Cler – Plans Examiner

Townzen & Associates, Inc.

221 Kenyon St. NW, Suite 102, Olympia, WA 98502 | P: 360-890-2747

debi@townzen-consulting.com | www.townzen-consulting.com

From: **Debi Cler** <debi@townzen-consulting.com>
Date: Wed, Sep 13, 2023 at 2:03 PM
Subject: SPR-22-001 Logan's Landing
To: David Lukaczer <lukaczerd@ci.woodland.wa.us>

Hi David,

Here are the building notes for SPR-22-001 Logan's Landing:

1. Each building will be subject to building plan review separately, under the current adopted commercial building and energy code at the time of building package submittal to the City of Woodland.

Note: *Effective October 29, 2023, Washington State will be adopting the 2021 Building and Energy Codes, including A117.1-2017. (Subject to change per SBCC).*

2. Each building will be required to meet accessible parking requirements (IBC / A117.1). Currently, the requirements have been met on the proposed site plan based on the 2018 IBC.

(Subject to change based on #1 above at time of each building package submittal.)

3. Each building will be required to meet EV Infrastructure Charging requirements based on the current adopted building code, and Washington state amendments at the time of each building package submittal. (Currently, EV charging is required for this project based on 2018 WAC 51-50-0429, Washington Amended Code.) **Note** that the project will be required to meet 2021 IBC EV Infrastructure Section 429 for building packages submitted on or after October 29, 2023, up and until a new Washington Amendment is published or a new code cycle is adopted in the State of Washington.

See link below for EV Infrastructure requirements before and after October 29, 2023 for clarification.

[WAC 51-50-0429:](#)

4. All Geotech report recommendations and requirements will be required to be implemented into the design of the structures.

Thank you,

Debi Cler – Plans Examiner

Townzen & Associates, Inc.

221 Kenyon St. NW, Suite 102, Olympia, WA 98502 | P: 360-890-2747

debi@townzen-consulting.com | www.townzen-consulting.com



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STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

September 26, 2023

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

Dear David Lukaczer:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the Logan's Landing Project (SEP-22-006) as proposed by Belmont-Lewis Holdings, LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials.

WATER RESOURCES: Charlotte Lattimore (360) 407-6066

Under RCW 90.03.350, a Dam Safety construction permit is required for those dams or ponds that can impound a volume of 10 acre-feet or more of water or other liquids above ground level. If The Logan's Landing project includes an impoundment that meet or exceeds the above referenced criteria, you will need to apply for a dam construction permit. To determine if a Dam Safety construction permit is required for your project, the applicant must submit a set of construction plans to:

WA Department of Ecology
Dam Safety Office
P.O. Box 47600
Olympia, WA 98504-7600

For more information, please contact Charlotte Lattimore by e-mail at clat461@ecy.wa.gov or by telephone at (360) 407-6066.

David Lukaczer
September 26, 2023
Page 2

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(JKT:202304267)

cc: Derek Rockett, SWM
Charlotte Lattimore, WR



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

March 29, 2022

Travis Goddard, Director
City of Woodland
Community Development Department
PO Box 9
Woodland, WA 98674

Dear Travis Goddard:

Thank you for the opportunity to comment on the scoping for the Logan's Landing Project (SEP-22-003) as proposed by Logan Partners, LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SHORELANDS & ENVIRONMENTAL ASSISTANCE: Nate Brown, (360) 628-7166

Any placement of fill in wetlands may require an individual or general (nationwide) permit from the U.S. Army of Corps of Engineers (Corps) in addition to local critical areas authorization. The applicant should contact the Corps to determine whether a permit is needed.

Should an individual Corps permit be required, a water quality certification will also be required from Ecology. If the wetland is determined to be not subject to the Corps jurisdiction, it remains a jurisdictional wetland for Ecology and will require permitting by this agency and potentially the local jurisdiction in regards to applicable critical areas requirements.

The applicant should submit the wetland delineation report, wetland mitigation report, site plans, and vicinity maps. For more information, please contact Wetland Specialist Lori White at lowh461@ECY.WA.GOV.

Washington Department of Ecology
Attention Federal Permit Unit
PO Box 47600
Olympia WA 98504-7600
or email to: ecyrefedpermits@ecy.wa.gov

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be

disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.

**WATER QUALITY/WATERSHED RESOURCES UNIT:
Greg Benge (360) 690-4787**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at Carol.Serdar@ecy.wa.gov, or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

Travis Goddard
March 29, 2022
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The applicant may apply online or obtain an application from Ecology's website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> - [Application](#). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

WATER RESOURCES: Charlotte Lattimore (360) 407-6066

Under RCW 90.03.350, a Dam Safety construction permit is required for those dams or ponds that can impound a volume of 10 acre-feet or more of water or other liquids above ground level. The Logan's Landing project references the construction of a detention pond, if this impoundment meet or exceeds the above referenced criteria, you will need to apply for a dam construction permit. To determine if a Dam Safety construction permit is required for your project, the applicant must submit a set of construction plans to:

WA Department of Ecology
Dam Safety Office
P.O. Box 47600
Olympia, WA 98504-7600

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202201011)

cc: Nate Brown, SEA
Derek Rockett, SWM
Greg Bengel, WQ
Charlotte Lattimore, WQ



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

David Lukaczer
Associate Planner
City of Woodland

September 19, 2023

In future correspondence please refer to:
Project Tracking Code: 2023-09-05912
Property: City of Woodland SEP-22-006 Logan's Landing Mixed Use
Re: Archaeology - Survey Requested

Dear David Lukaczer:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. As a result of our review, our professional opinion is that the project is in an area determined to be at very high risk of finding archaeology according to the DAHP predictive model and contains a freshwater stream which would have increased the likelihood of historic use of the area. The scale of the proposed ground disturbing actions would destroy any archaeological resources present. Therefore, we recommend a professional archaeological survey of the project area be conducted prior to ground disturbing activities. If significant quantities of fill (> 3 ft) have previously been added to the property, then archaeological monitoring may be utilized in place of the survey. However, if discoveries are made during monitoring, then work must be halted in those areas until the archaeological resources can be assessed.

We also recommend continued consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Washington State law. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment on this project and we look forward to receiving the survey report. The survey report should be uploaded directly into the DAHP Online WISAARD system by the cultural resource consultant to expedite DAHP review. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,

Stephanie Jolivette
Local Governments Archaeologist
(360) 628-2755
Stephanie.Jolivette@dahp.wa.gov



