

Revised Narrative for Site Plan Review

Logan's Landing

a mixed use development

City of Woodland WA

Revised Date: August 1, 2023

Revised: September 14, 2023

Introduction

This proposal is a revised version of the previously vested application deemed fully complete in March, 2022. This 19.3 acre project consists of tax parcels 50680023, 50729 and 50730. Tax lot 50714 will be used for a new half street to connect Franklin Street to Old Pacific Highway during Phase 2 construction. The site is vacant with some wetlands. All three parcels are zoned Highway Commercial, C-2. The site is generally flat and slopes to the northwest. Vehicular access is from the south end of existing Franklin Street.

Proposal

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

No. 5: Commercial parking lots and garages.

No. 25: Retail stores.

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

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

No. 35: Professional and business offices.

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

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

Construction Phasing. The project proposes a phased development consisting of 8 similar buildings located on both sides of the proposed southerly extension of existing Franklin Street.

Phase 1 consists of Bldgs A and B, the stormwater facility, 0.4 acre of active open space, and an approximately 600 feet of southerly extension of Franklin Street, within the limits indicated on the Preliminary Site Plan. Subsequent phases will be determined by market demand.

Construction schedule for Phase 1 infrastructure is summer of 2025. The Phase 1 buildings, A and B, consisting of 68 units, will not be completed or occupied until 2026 or 2027. It is anticipated that market demand will allow approximately one new building every year. Total buildout is estimated to be completed in 2031 or 2032.

Each building will consist of:

Ground floor: Two commercial spaces for office or retail use, totaling 5,080 sf. The remaining portion is a parking garage/structure with 23 parking spaces for the commercial retail or office, and some of the apartment users. Total office or retail space is 40,640 sq ft.

Upper two floors: 17 apartment units on each floor, for a total of 272 residential units upon complete buildout.

Residential density is 14.1 units per acre.

A Ground Level Floor Plan is included with this application package.

Off-street Parking 17.56.030

Number of parking spaces required: The 5,080 sq ft of commercial retail or office spaces in each building requires 17 parking spaces, based upon 1 space per 300 sq ft. The apartment units require a minimum of 1.5 spaces per unit, for a total of 51 spaces per building.

Number of parking spaces provided per each building:

Ground floor: 12 standard parking spaces, 9 compact spaces, and 2 ADA spaces with a loading space, for a total of 23 parking spaces.

Open surface parking: an average of 40.5 standard parking spaces, 5.5 compact spaces, and 2 ADA spaces with a loading space, for a total of 48 parking spaces.

Standard spaces are 9' x 20', compact spaces are a minimum of 8' x 15', ADA spaces are 9' x 20', for a total of 71 parking spaces per building.

Request: Since 7.5' x 15' compact parking spaces are code permitted in the Industrial zone only, not in Commercial or Residential zones, we hereby request staff to approve the use of 8' x 15' compact spaces per the Flexibility in Administration Allowed, section 17.56.020 to allow 7.7% of the total number of parking spaces to be a minimum of 8' x 15' compact.

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

Loading spaces are not necessary or required for office and small retail businesses.

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

Electric vehicle charging stations 17.56.160 B. No minimum number of charging station spaces is required; therefore, no charging spaces are provided at this time. Some charging stations may be installed at time of construction.

Wetlands and Critical Areas Determination

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

No Critical Areas Permit is necessary, as there will be no impacts to jurisdictional wetlands.

For the half street improvements for the connection from Franklin Street to Old Pacific Highway during Phase 2 construction, the buffers for jurisdictional exempt per WMC 15.08.400 L.1 and 2, Wetland number 5 (0.05 acre) and number 6 (0.03 acre) will be slightly impacted.

Open Space

Though not required in the C-2 zone, the project proposes 2.7 acres of passive open space which contains the wetlands and buffers, 1.0 acre of active open space behind Bldgs F and G, and 0.4 acre of active open space near Bldgs A and B, for a total of 4.1 acres, approx. 22% of the site. Open space amenities will be determined with the Final Site Plan.

Building Setbacks 17.36.070

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

1. & 2. Buildings cannot be placed adjacent to the sidewalk for several reasons:
 - a. The sidewalk is required to be one foot clear of the right of way lines of Franklin Street, per T-25A.
 - b. Buildings too close to the street could interfere with the Vision Clearance Triangle, per T-29.
 - c. Building entrances must comply with ADA grades. Buildings will be placed as close as practical to the sidewalks, however distances will vary due to the necessary horizontal curves in the street design.
 - d. Buildings too close to the public sidewalk could interfere with mature street trees.
3. Generous landscaping between the buildings and the sidewalk will soften the effect of the large buildings.
4. There are no buildings near street corners.
5. No setback limitation, as there are no residential zones adjacent.

Architectural & Site Design Standards 17.36.130

- A. Title and Purpose.
 1. A physical environment has been created by emphasizing buildings and landscaping rather than parking lots. Parking areas are located behind the buildings, except parking is located along the side of Bldg A.
 2. Buildings will feature modern designs of scale and texture.
 3. The buildings will feature a variety of architectural features and colors.
 4. The project protects the business environment by not overbuilding the retail and office aspect, as that market has dramatically declined during the last few years, and by not providing commercial spaces that would be difficult or impossible to lease or rent.
- B. Submittal Requirements. All plans and documents are included in this application package for the City to issue an approval of the Site Plan Review application.
- C. Variance from Standards. This application does not seek any variance from standards.
- D. Master Plan. The Preliminary Site Plan is the Master Plan. The development will be constructed in several phases depending upon market demand. Phase 1 will consist of Bldgs A and B, and the stormwater facility. All 8 buildings are similar except for colors and certain architectural features. A Covenant for City review and recording will be provided prior to any construction commencement.
- E. Orientation to the Street.
 1. Buildings and landscaping will be predominant along both sides of Franklin Street. All parking areas are located behind buildings, except parking will be to the side of Bldg A.
 2. The project is not located on state highways, major or minor arterials.
 3. There are no buildings at public street intersections or alleys.
 4. Parking areas are not located between buildings and the public street.
 5. Buildings are sited so windows are not blocked by an adjacent building.

F. Plazas, Courtyards & Seating Areas.

1. Each building will contain two retail or office spaces at 3,140 sf and 1,940 sf, which this code requires a minimum of 314 sf and 194 sf of plaza or courtyard areas at or near the main entrance to each space. Each plaza will exceed the minimum requirement.
2. Each plaza will provide the following 3 amenities: a. special interest landscaping; b. accent lighting; e. seating, details to be indicated on the Final Site Plan.

G. Entrances.

1. The principal entrance to the office/retail portion is visible from the fronting public street.
From Group A: large entry doors and recessed entry.
From Group B: canopy and overhang.
2. Weather protection. The entry portion of the office/retail and the central lobby will be protected from weather by the upper floor overhang and a canopy.

H. Articulation/Massing. All buildings will comply with this code section.

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

To reinforce the character of the streetscape, buildings will incorporate the following elements: (iii) pedestrian scale signs, (v) plinths, (vi) containers for seasonal plantings, (ix) lighting or hanging baskets.
4. Transparency.
 - a. A minimum of 30% of the ground floor façade between 3 feet and 7 feet above grade visible from the public street will be comprised of clear glass.
 - b. The buildings do not front on any state highway or a major or minor arterial.
 - c. The buildings do not front on any state highway or a major or minor arterial.
 - d. A minimum of 20% of the upper floors visible from the public street will be comprised of clear glass.
 - e. Not applicable (facades with no windows).
 - f. Energy efficient windows will be used.
5. Blank Wall Treatments.

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

6. Roofline.

The extended parapets and projecting cornices will feature a different color than the predominant building siding.
- I. Rooftop Screening. Any rooftop mechanical equipment will be fully screened by extended parapet walls.
- J. Sidewalks and Street Trees.
 1. The sidewalks along both sides of Franklin Street will be 6' wide.
 2. Street trees will be planted between driveways, one every 30' in the continuous 4' wide planter strip, refer to the Preliminary Lighting & Landscape Plan.
 3. Proposed street trees will be a minimum of 1.5" in caliper and are from the City's approved Tree List.
- K. Curb Cuts & Driveways.
 1. The site is not located on a state highway, or a major or minor arterial.
 2. There are no obstructions to pedestrian or bicycle movements.
 3. Proposed driveways are staggered to eliminate turning movement conflicts.
- L. Parking Location.
 1. All outside parking areas are located behind or to the side of the buildings.
 2. Parking areas are not located on corners of public streets.
 3. There are no parking facilities near the secondary street.
- M. Pedestrian & Bicyclist Connections.
 1.
 - a. Concrete pedestrian walkways are provided from all entry points to the public sidewalk along Franklin Street. Pedestrian connections will be adjacent to a raised 6" curb and a continuous adjacent minimum 5' wide landscaped area.
 - b. Pedestrian walkways are provided from the rear entry points to the parking spaces.
 - c. The pedestrian walkways clearly connect all tenants on the site.
 2. Pedestrian connections will be defined by the following ways:
 - a. A 6" curb with a raised walkway.
 - g. A minimum 5' wide landscape area adjacent to the pedestrian walkways.
 3. A public street does exist. The Site Plan has created a system to enhance the flow of vehicles, pedestrians and bicycles throughout the site.
 4. Each building will provide 6 bicycle spaces/racks near the center rear entry point. This rear location will assist in keeping bicycles in a safe location and will provide easy access to the building's entry points.
- N. Site Screening & Buffers.
 1. Street Frontage Landscaping. A 4' wide planter strip will be provided between the curb and sidewalk, and a minimum 5' wide landscaped area will be provided between the building and the back of the public sidewalk.
 2. There are no abutting residential or PQPI zones, therefore no walls or fences are required.
 3. Vision Clearance Areas. Vision clearance areas per Dwg T-29 are provided where each driveway connects to Franklin Street, as indicated on the Preliminary Site Plan.
 4. Parking areas are not located between buildings and Franklin Street.
 5. There are no drive-through lanes, auto repair bay openings, etc, located between the public street and the buildings.

6. There are no walls or raised planters proposed.
7. There are no walls proposed.
8. No fences are proposed.
9. No fences are proposed.

O. Parking Lot Landscaping.

1. Parking area landscaping will reinforce pedestrian and vehicular circulation and at parking entry points, aisle ends, and pedestrian walkways through parking areas.
2. a. No parking spaces are located between the public street and a building.
b. A minimum 4' wide landscaped island will be provided for at least every 6 parking spaces for parking areas to the side of Bldg A, 4 landscaped islands for 18 spaces, for a ratio of 4.5 spaces per island.
c. A minimum 4' wide landscaped island will be provided for at least every 7 parking spaces for parking areas behind Bldgs B through H, a total of 57 landscaped islands for 368 spaces, for a ratio of 6.4 spaces per island.
d. Landscape islands are provided at the ends and in between parking spaces.
3. Islands are evenly distributed throughout the site and will be landscaped with trees and shrubs.
4. To protect trees and shrubs from vehicle overhang, all trees will be planted at least 4' behind the barrier curb of compact spaces and located between parking spaces for additional protection. Islands in front of compact spaces are 4' x 8'.
5. Low Impact design may not be feasible due to unacceptable soil infiltration rates.

P. Screening of Trash Areas.

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

Q. Lighting.

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

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

Performance Standards 17.48

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

Signs 17.52

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

Transportation

The proposed southerly extension of existing Franklin Street is classified as a Commercial/Industrial Collector per Dwg No. T-25A, with a 66' right of way, a 44' curb section, with a 12' center turn lane and two 11' travel lanes, 5' bike lanes on each side, no on-street parking, 6' wide sidewalk on each side, and 4' wide planter strips for street trees.

The Applicant is not responsible for rebuilding the roadway for existing Franklin Street, therefore the existing Franklin Street curb section of 40' will transition to the proposed 44' wide section, as indicated on the Preliminary Site Plan. Existing 40' wide Franklin Street will be striped per Dwg No. T-25A, to match new Franklin St, except for deleting the bike lane on the west side.

Phase 1 will provide less than 100 residential units, therefore a secondary access is not required until Phase 2 is constructed. At that time a half street connection to Old Pacific Highway will be constructed as shown on the Preliminary Site Plan.

Fire code compliant hammerhead turnarounds are provided for emergency vehicles at every driveway along Franklin Street, as the curb section is 44 feet wide and no parking allowed. Refer to the Fire Turnaround Detail on the Preliminary Site Plan.

Traffic

A complete Traffic Impact Analysis was prepared by Heath & Associates, Inc, Transportation and Civil Engineering, dated July 28, 2023 and is included in this application package.

Fire Protection

Phase 1 will construct 68 residential dwelling units. Since subsequent phases will add additional residential units, Phase 2 will construct a half street connection from the end of proposed Franklin Street to existing Old Pacific Highway on tax parcel 50714, also owned by Belmont-Lewis Holdings, LLC. Also, each driveway will provide a turnaround in compliance with the fire code, refer to the Detail on the Preliminary Site Plan.

Stormwater

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

Additional stormwater swales will be constructed to collect runoff from the surface parking areas. A Preliminary Stormwater Report was prepared by Windsor Engineers, dated July 11, 2023, and is included in this application package.

Sanitary Sewer

The existing 10" sanitary sewer line terminates at the south end of Franklin Street. The existing sewer line between the manhole and cleanout will be replaced at a lower grade. The 10" sewer line will be extended south in the proposed southerly extension of Franklin Street to serve the 8 proposed buildings. A Sewer Service Analysis has been conducted by Windsor Engineers, dated July 12, 2023, and is included in this application package.

Woodland Comprehensive Plan

Chapter 3, Land Use (LU)

Table 3-1 Planning Targets

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

Phase 1 projection, adds 68 units, a 3% growth increase (approximately 120 residents).
Upon full buildout in 2031, adding the remaining 204 units, approximately 1.5% per year.

Projected new commercial jobs: 20 per acre (an overall city projection, not site specific);
therefore, not required for each site. This isolated location is not ideal for office and retail
uses. It is hoped that the proposed commercial spaces can be timely leased. Additionally,
retail and office demand has dramatically decreased and many commercial buildings are
currently vacant.

3.3 Goals and Policies:

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

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

Policies:

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

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

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

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

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

The project will provide innovative residential development techniques that will fulfill the demand for rental housing needs, integrate land uses to reduce sprawl, promote physical activity with the open space provided, and to foster neighborhood and community identity.

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

Wetlands and buffers will be preserved as passive open space. Additional active open space is provided, for a total of approximately 4.1 acres of open space.

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

Wetlands and buffers will be preserved as passive open space. Additional active open space is provided, for a total of approximately 4.1 acres of open space.

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

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

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

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

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

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

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

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

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

The proposal promotes physical activity by providing passive and active open space.

Chapter 4, Housing (H)

H 4.3: Statement of Policies that Encourage Affordable Housing

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

H 4.4: Growth Management Act

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

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

The project design provides more on-site parking than required by code. No on-street parking is necessary or allowed by the Commercial/Industrial Collector street standard.

Chapter 5, Economic Development (EC)

E 5.1: Workforce Data

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

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

Comprehensive Plan Summary

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

Project Summary

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

The project will provide more than 40,000 square feet of office or retail spaces. It is estimated that the total project will provide from 50 to 150 jobs onsite and workers working from home. The City of Woodland continues to grow and should continue to review the long-term stability for land development by protecting and enhancing the character of it's community.