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**TCC Woodland Industrial Project; Site Plan, Variance, and Critical Areas Permit**

Trammell Crow Portland Development, Inc.  
345 N Pekin Rd. Woodland, WA

SUBMITTED December 1, 2023

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## INTRODUCTION

Trammell Crow Portland Development, Inc. (dba Trammell Crow Company or TCC) proposes to construct two industrial buildings with associated vehicle and truck maneuvering, automobile parking, truck and trailer loading and unloading, trailer storage, utilities, stormwater facilities, an extension of Rose Way and frontage improvements along N. Pekin Road. The Project, consisting of two buildings with associated infrastructure, may be constructed in up to two phases. The timing of the phases will depend on market demand and may be constructed at the same time. The Project will be delivered on a speculative basis, offered for sale or for lease; occupants for the proposed buildings will likely be identified after the start of construction. Each building is designed to be a multi-tenant building to allow up to four separate tenant spaces with parking, trailer storage and utilities provided for each tenant.

## SITE INFORMATION

**Applicant:** Trammell Crow Portland Development, Inc.  
Trammell Crow Company  
Kirk Olsen, Principal  
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Portland, OR 97201  
503-946-4980  
email: kolsen@trammellcrow.com

**Property Owner:** Bozarth Ralph M/Shirley E Trust  
201 NW Hayes Rd.  
Woodland, WA 98674

**Applicant's Representative:** TRJ Planning, Inc.  
Attn: Todd Johnson, President | Senior Planner  
360.310.9409  
todd@trjplanning.com

**Project Name:** TCC Woodland Industrial Project

**Associated Case Name:** Trammell Crow Bozarth property BLA

**Site Address:** 345 N. Pekin Rd  
Woodland, WA 98671

**Property Identification Number:** 507350104, 507350102, 507350103

**Site Size:** 67.6 Acres

**Current Zoning Designation:** Light Industrial

**Adjacent Zoning Designations:** North | Light Industrial (I-1)  
South | Heavy Industrial (I-2)  
East | Heavy Industrial (I-2)  
West | Light industrial (I-1)

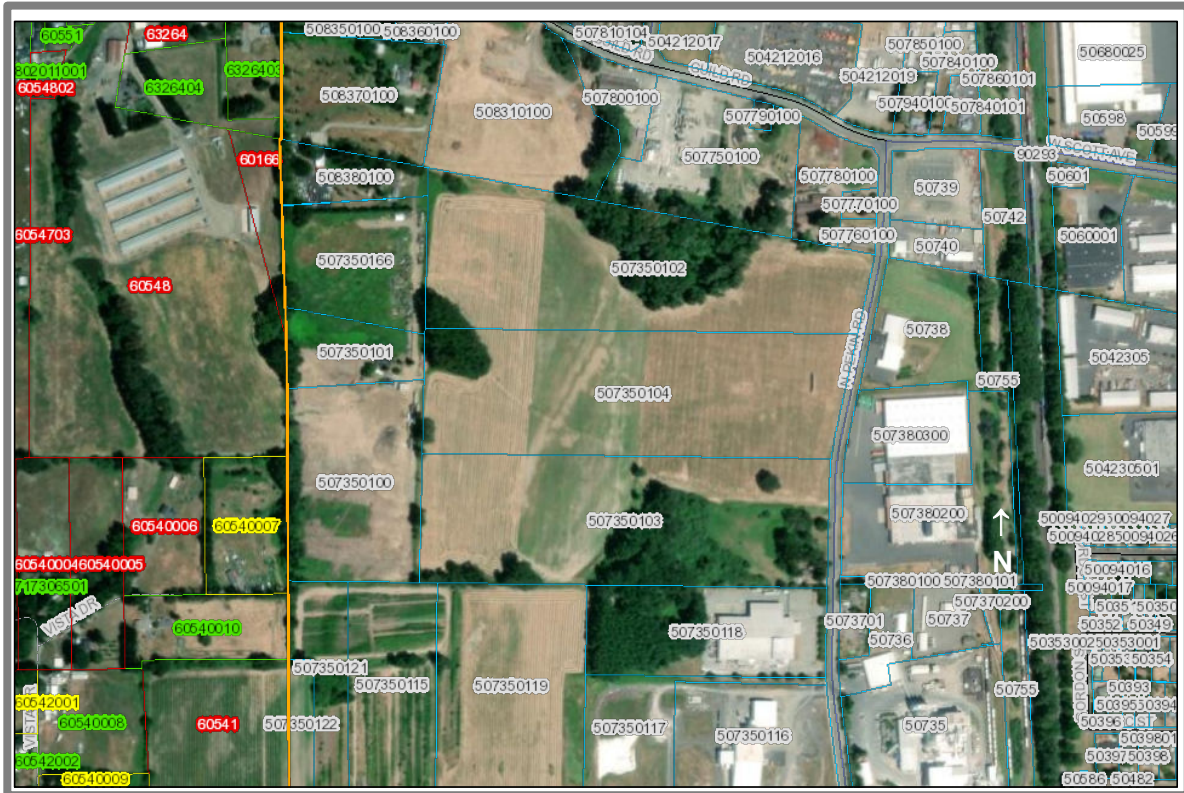
**Existing Conditions:** The subject site is located along N Pekin Road. The Site is currently vacant land. An existing single family residence is adjacent to the site in the SE corner. A previously approved boundary line adjustment modified one of the three existing lots to form a separate parcel for the residence on approximately two acres. The Project site borders the Port of Woodland's Rose Way Industrial Park in the northwest corner at the existing terminus of Rose Way.

Uses to the north and east are industrial and land to the south and west are zoned industrial and are mostly vacant. There appears to be one residential use to the west in the Light Industrial zoned property.

The site is generally flat with minimal slope and mainly consists of pasture that is regularly hayed and periodically tilled. Small stands of deciduous forest are located in the southern, western, and northern portions of the site. Oregon white oak trees (*Quercus garryana*) are also present around the perimeter of the property. Five wetlands were delineated in the forested areas, Wetlands A through E. Wetland B is considered a fish-bearing stream by the Washington State Department of Fish and Wildlife (WDFW) due to historic connectivity to Goerig Slough and will be regulated as a habitat conservation area by the City of Woodland. The Onsite Mitigation and Bank Use Plan with the Wetland Delineation Report appended contains specific information about the characteristics and ratings of the critical areas and habitat onsite.

The existing conditions plan included in the plan set, as well as the reports included in this application all show the existing conditions of the site.

## Vicinity Map:



## DEVELOPMENT SUMMARY

The development proposed under this application includes two buildings and associated site improvements as shown on the attached plans. The plan labels the buildings as A and B.

Building A is a 655,094 square foot building with 146 dock doors, 387 automobile parking spaces, and 131 trailer storage spaces.

Building B is a 276,092 square foot building with 45 dock doors, 159 automobile parking spaces, and 51 trailer storage spaces.

The buildings will each have one connection to public water and sewer.

Since the site and surrounding area is flat, it is necessary to fill the site to achieve certain finished floor elevations to allow for dock-high doors' grade separation and for adequate slope for the wet utilities. The Project includes grading to elevate the site to allow for stormwater drainage and connection to sanitary sewer. This grading will raise the building finish floor by approximately seven feet for Building A and approximately five feet for Building B.

Stormwater from the site will be treated and infiltrated onsite with outfalls to Wetland B on the north side of the site and to the wetland on the south side.

The proposed Project, including the fill and grading for the buildings' functionality and utilities' performance, impact the wetland buffer zones to an extent greater than is allowed by Woodland Municipal code. While the Project avoids the existing wetland and stream, impacts and mitigation

are needed to allow for the industrial building types that support the regional need for industrial space. Because the buffer to the wetland along the south is impacted more than is allowed, the Project requires a variance as allowed by WMC Section 17.44.138. A similar variance was recently granted to the Guild Road Industrial Park to the north for decreased buffer widths to allow for Industrial type development (File No. SPR 22-006). Details on the variance are included below in more detailed responses to WMC Section 17.81.020.B.

## **City of Woodland Code**

Compliance with applicable Development Code criteria and standards is addressed through the response findings, as outlined below.

### **Land Use**

#### ***Chapter 17.44 WMC (Woodland Municipal Code) – Light Industrial District***

##### ***WMC 17.44.020 -- Uses***

Response: The Project will adhere to the limitations of Permitted uses as listed in this chapter, including item number 27: Warehousing, storage, and distribution centers, including freight handling terminals; provided that docking and loading activities do not use any public street, alley, or sidewalk. Warehouse, storage, and distribution is a likely use for this Project, however the buildings are designed to be flexible and to allow many of the permitted uses in this section. Other potential uses for future tenants are also listed in the table. Specific uses in the Project will be confirmed through a tenant improvement permit through the City of Woodland prior to developing any space within the proposed buildings for the intended use. All uses will be consistent with the permitted uses in the list, and applicant acknowledges that specific uses in the I-1 zone are subject to performance standard requirements of Chapter 17.48.

**WMC 17.44.040-17.44.090**

These sections of code provide the lot dimensional requirements as well as the setback and building height limitations in the table below:

Dimensional Standards			
	Required	Provided	Comment
<i>17.44.040 Minimum Area</i>	10 Acres	65 Acres	
<i>17.44.050 Minimum Lot Size</i>	10,000 SF	Lot A Approx. 46 acres Lot B Approx. 21 acres	Lot line will be set in a future BLA application and will comply with lot standards
<i>17.44.060 Minimum Lot width and depth</i>	65' at front property line for width No minimum depth requirement	Both lots exceed these requirements	Lot line will be set in a future BLA application and will comply with lot standards
<i>17.44.070 Building setbacks</i>			
Front setback	25 feet	Building A 142 feet Building B 102 feet	
Side Setback	10 feet	Building A 201 feet (North) and 184 feet (South) Building B 114 feet (South) and 122 feet (North)	
Rear setback	10 feet	Building A 342 feet Building B 221 feet	
<i>17.44.080 Building Height</i>	55 feet maximum	55 feet maximum	The building heights vary but will be 55 feet or less

**Response:** The proposed buildings significantly exceed the minimum building setbacks as shown in the table above. The above shows that the Project can comply with the minimum lot sizes and setbacks. The internal lot line will be adjusted by a separate Boundary Line Adjustment to relocate the line to meet final design requirements upon preliminary approval of the site plan and prior to issuance of building permit for the structures. Similarly, with the building heights the final height will be confirmed prior to issuing a building permit and the building will comply with the height limitation of 55 feet.

**17.44.100 Parking and Loading**

Off-street parking and loading in the I-1 district shall be pursuant to Chapter 17.56.

**Response:** The proposed Project is governed by the standards below from WMC 17.56.040:

*17.56.040 Off-street parking—Light industrial district.*

Off-street parking in the light industrial district shall be as follows:

- A. Parking and loading facilities shall be located at the side or rear of buildings; provided, that necessary parking and loading may be permitted at the front only when appropriately landscaped according to the standards set out in Chapter 17.44.



**Response:** The proposed parking is located between the buildings and the right of ways. Although parking would be allowed within 5 feet of the right of way, the parking is set back from the right of way at least 25 feet to match the setback requirement for the I-1 zoning district with the 25 foot strip being landscaped. By providing the 25 foot setback and landscaping the setback to the required standard, this parking is permitted because the standards of Chapter 17.44 are met.

- B. To insure adequate overall parking facilities, space for parking must be related to both the size of the building and number of expected employees using the same size building, depending on the nature of the operation or building use. Owners must provide parking facilities either on-site or at a satellite facility, based on either subsection (B)(1) or (B)(2) of this section, whichever provides the most parking spaces.
  - 1. Parking in relation to personnel:
    - a. One space for each two plant employees on maximum shift;
    - b. One space for each managerial personnel;
    - c. One visitor parking space for every ten managerial personnel;
    - d. No less than four per plant site.
  - 2. Parking in relation to floor area (worker density):
    - a. One space for each one thousand two hundred fifty square feet of gross floor area used for warehousing and distribution; see Section 17.56.050 if warehousing is the only use;
    - b. One space for each seven hundred square feet of gross floor area used for manufacturing;
    - c. One space for each four hundred square feet of office floor area.

**Response:** The intended uses will be identified with the approval of the tenant improvement permits. For this proposal, warehousing and distribution is the intended, assumed use. The proposed building A is a 655,094 SF building. Based on the required 1 space per 1,250 SF, 524 spaces are required. Building A provides 387 automobile parking spaces at a ratio of 1 space per 1,693 SF.

Building B is a 276,092 SF building. Based on the required 1 space per 1,250 SF, 221 spaces are required. Building B provides 159 automobile parking spaces at a ratio of 1 space per 1,700 SF.

WMC section 17.56.010(B.)(2.) provides that "...Sections 17.56.030 through 17.56.050 are only intended to establish a presumption and should be flexibly administered, as provided in Section 17.56.020." The applicant seeks to optimize the parking area for the buildings. Based on the scale of the proposed building – and the applicant’s extensive industrial development experience – the proposed parking ratios are sufficient for the intended uses of the Project.

WMC section 17.56.020(A.) states:

- A. The city recognizes that, due to the particularities in any given development, the inflexible application of the parking standards set forth in Sections 17.56.030 through 17.56.050 may result in a development either with inadequate parking space or parking space far in excess of its needs. The former situation may lead to traffic congestion or parking violations in adjacent streets as well as unauthorized parking in nearby private lots. The permit-issuing authority may permit deviations from the presumptive standards of Sections 17.56.030 through 17.56.050 and may require more parking or less parking whenever it finds that such deviations are more likely to satisfy the standard set forth in subsection 17.56.010(A).

The proposed warehousing and distribution use provides less parking than the required 1 space per 1,250 SF. This proposed development is based on a model that has been used for this type of development throughout the country. The proposed ratio of 1 space per 1,600-1,700 SF is more typical for the modern warehouse and distribution facility. The warehouse and distribution center is modeled after a high cube warehouse. ITE published a High-cube warehouse vehicle trip generation analysis memo in October of 2016. The memo focused on trip generation and not parking but did show that the trip characteristics tend to show a higher truck volume than car volume, presumably because of the different functions internal to a high cube type warehouse. More automation and efficiency in racking and storage within these modern high cube warehouses decreases the number of automobile parking spaces needed in the type of facility proposed. Because this facility is based on a more typical model for the current trend in warehousing and distribution, the parking ratio meets the needs of the intended use and through the flexibility allowed in section 17.56.020(A.) above, this minor deviation from the stated requirement is justified.

C. Up to thirty-five percent of the employee parking spaces may be compact spaces.

**Response:** The proposed parking spaces are 9' wide by 18' paved with a 2' vehicle overhang into the adjacent landscape or sidewalk areas as shown in the parking details provided on sheet 5.10 of the plan set submitted. These are all standard parking spaces per 17.56.060(A.) with a required width of not less than 9 feet and an area not less than 180 square feet. No compact spaces are proposed.

D. In addition to the standards set forth in subsection B of this section, every owner of a facility in the light industrial district shall maintain enough parking spaces for personnel either on-site or at a satellite parking facility so as to prevent personnel from parking in unauthorized locations either in or adjacent to the light industrial district.

**Response:** As addressed above, the proposal includes sufficient parking for the proposed warehouse and distribution use based on similar developments throughout the United States. No satellite parking is proposed.

#### ***17.56.050 Off-street parking—Requirements for designated uses.***

**Response:** As addressed above the proposed use addresses parking requirements for the warehouse and distribution use with the provisions of WMC 17.56.020(A.)

#### ***17.56.060 Parking space dimensions.***

- A. Subject to subsections B and C of this section, each parking space shall have an area of not less than one hundred eighty square feet exclusive of drives and aisles, and a width of not less than nine feet. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, so long as the parking spaces so created contain within them the rectangular area required by this section.
- B. Where otherwise allowed in this chapter, the allowed percentage of parking spaces need contain a rectangular area of only seven and one-half feet in width by fifteen feet in length. If such spaces are provided, they shall be conspicuously designated as reserved for small or compact cars only.
- C. Wherever parking areas consist of spaces set aside for parallel parking, the dimensions of such parking spaces shall be not less than twenty-two feet by nine feet.

**Response:** Proposed parking spaces are 9 feet in width with 180 square feet of space meeting the requirement of WMC 17.56.060(A.) above. Spaces are 9' by 18' paved with a 2' overhang as shown on sheet C5.10 in the plan set submitted.

**17.56.070 Required widths of parking area aisles.**

Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking:

Aisle Width	Parking Angle				
	0°	30°	45°	60°	90°
One-way traffic	13'	11'	13'	18'	24'
Two-way traffic	19'	20'	21'	23'	24'

**Response:** Drive aisles are 26' as shown on the site plan (sheet C4.0) included with this submittal. All parking is proposed to be 90° spaces with a required 24' minimum. The provided aisles exceed the requirement.

**17.56.080 General design requirements.**

- A. Unless no other practicable alternative is available, vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units, although backing onto arterial streets is discouraged.
- B. Vehicle accommodation areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous or hazardous turning movements.
- C. Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public right-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.
- D. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians and without interfering with parking areas.
- E. Unless specifically allowed in the zoning district, no required yard shall be used to satisfy off-street parking requirements.
- F. The location and design of all entrances, exits and drives shall be subject to the approval of the director of public works and, in the case where the matter is before it, the planning commission.

**Response:** The proposed site plan (sheet C4.0) in the plan set included with this application shows that all the standards listed above are met. All vehicle parking is provided from internal drive aisles and no space backs into a public right of way for entering or exiting. Provisions are made for truck and emergency vehicle access throughout the site with 40 foot drive aisles in many cases and 26 foot drive aisles through the automobile parking areas. In no case does a parking space hang over a property line or public right of way. Although vehicle overhangs will intrude into the landscaping and paved walkways provided, the site is graded, and a curb is provided to prevent damage to the landscaping and sidewalks in front of all spaces. Although the I-1 district does allow parking in the setback areas, the setbacks have been maintained and will be landscaped. This proposal meets the standards above.

**17.56.090 Materials—Design—Lighting.**

- A. Vehicle accommodation areas, including lanes for drive-in windows, shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust. Design of pavement section for vehicle accommodation areas shall be approved by the director of public works. The parking area shall be graded and drained so as to dispose of surface water to the satisfaction of the director of public works.

**Response:** The proposed Project includes paving of all drive aisles. Pavement sections for the drive aisles are shown on sheet C5.10 and are designed for the truck and light vehicle traffic likely for this Project. All pavement sections will be confirmed/refined based on a final recommendations report of the Project geotechnical engineer. Drainage is provided to meet the City of Woodland Stormwater standards with plans included to demonstrate compliance on sheet C4.0. These standards are met.

- B. Parking spaces in areas surfaced in accordance with subsection A of this section shall be appropriately demarcated with painted lines or other markings.

**Response:** Sheet C2.0 includes notes for the typical parking space demarcations. As shown on that sheet a 4" wide stripe will demarcate all parking spaces (Site Construction Note 5.)

- C. Vehicle accommodation areas shall be properly maintained in all respects. In particular, and without limiting the foregoing, vehicle accommodation area surfaces shall be kept in good condition (free from potholes, weeds, dust, trash, and debris, etc.) and parking space lines or markings shall be kept clearly visible and distinct.

**Response:** The Project will be maintained to meet these standards throughout the operation of the Project as a requirement of this code section.

- D. Any lighting used to illuminate any off-street parking facility shall be arranged so as to reflect light away from any adjoining residential area.

**Response:** All lighting is shielded and directed to minimize glare onto neighboring properties. There is no adjacent property that is zoned residential. See the included site Photometric Plan included in the plans prepared by Mackenzie Architects.

**17.56.100 Joint use of required parking spaces.**

- A. One parking area may contain required spaces for different uses, but except as otherwise provided in this section, the required space assigned to one use may not be credited to any other use.
- B. To the extent that developments that wish to make joint use of the same parking spaces operate at different times, the same spaces may be credited to both uses. For example, if a parking lot is used in connection with an office building on Monday through Friday but is generally ninety percent vacant on weekends, another development that operates only on weekends could be credited with ninety percent of the spaces on that lot. Or, if a church parking lot is generally occupied only to fifty percent of capacity on days other than Sunday, another development could make use of fifty percent of the church lot's spaces on those other days.
- C. If the joint use of the same parking spaces by two or more principal uses involves satellite parking spaces, then the provisions of Section 17.56.110 are also applicable.

**Response:** No specific tenants are proposed at this time. At the time that tenants are identified, a building permit review for tenant improvements will include the parking requirements for that tenant. These regulations may apply to future tenant improvement permit approvals.

**17.56.110 Satellite parking.**

**Response:** No satellite parking is proposed.

**17.56.120 Special provisions for lots with existing buildings.**

**Response:** No buildings exist on the site.

**17.56.130 Temporary use of parking spaces for nonparking use.**

**Response:** No temporary use of parking spaces proposed at this time. These regulations may apply to future tenant improvement permit approvals.

**17.56.140 Parking facility plans.**

Site plans for any multifamily (MDR and HDR), commercial, industrial or conditional use (as required by Chapter 17.72) shall include the location, dimension, and number of parking spaces required by this title. Any proposed change to existing buildings or uses in floor area, seating, number of beds, or use shall include with their plans the location, dimension and number of parking spaces required by this title.

**Response:** These regulations in this section apply to industrial uses. The parking spaces are shown on the site plan as required.

**17.56.150 Landscaping—Screening.**

Landscaping and screening of parking facilities shall be those specified in the standards of each appropriate zoning district or conditional use requirements, whichever applies.

**Response:** See the responses in section 14.44.135 that address landscaping and screening for this proposal.

**17.56.160 Electric vehicle charging station spaces.**

**Response:** WMC 17.56.160(B.) states there is no minimum number of charging station spaces required for land use approval. If Applicant elects to install electrical vehicle charging stations, either in its initial deliver of the Project or subsequently upon request by a tenant, these standards would apply and will be followed.

**17.56.170 Loading requirements—Number/area.**

- A. All uses in the C-2 (highway commercial) zone, freight terminals or railroad yards, hospitals, sanitariums, schools and other institutional uses, or any similar use which has or is intended to have an aggregate gross floor area of ten thousand square feet or more, shall provide loading and unloading spaces in accordance with the following table:

**Response:** These regulations in this section apply to industrial uses. The proposed loading spaces are shown on the site plan as required. The proposed Building are shown in the table below with the required and provided loading:

Building	Square feet	Required Loading	Provided Loading
Building A	655,094	20	146
Building B	276,092	9	45

- B. All other commercial, institutional, or similar uses which have or intend to have an aggregate gross floor area of less than ten thousand square feet and requires the loading or unloading of goods and materials shall provide an off-street loading area with access to a public thoroughfare. All uses in the light industrial district (I-1) and heavy industrial district (I-2) shall provide adequate off-street loading to meet the needs of each

use. In no case shall loading/unloading areas abut or have immediate access to any public street right-of-way or private thoroughfare that provides access to other properties.

**Response:** Adequate off street loading zones are provided for a wide variety of uses in the industrial zone. In all cases, this proposal includes internal circulation for all truck loading and trailer storage spaces.

- C. Each loading space shall measure not less than thirty feet by twelve feet and shall have an unobstructed height of fifteen feet and shall be made permanently available for such purpose and shall be surfaced with concrete or asphalt and maintained. Such facilities shall be so located that trucks using same shall not interfere with areas reserved for off-street parking nor project into any public right-of-way, nor block any street or sidewalk, and shall be adjacent to the building to be served thereby. If the loading space located is incorporated with a building, the requirements of this section shall not apply. In all cases, loading spaces and areas shall be of adequate size and area for accommodating the maximum number and size of vehicles simultaneously loading or unloading in connection with the business or businesses conducted in the building or facility.

**Response:** As shown on the Site Plan included in this application, all loading spaces are 13' X 60' (Note 13 on Sheet C2.0).

- D. Any floor area provided by additions to, or structural alterations to a building shall be provided with loading space or spaces as set forth in this chapter, whether or not loading spaces have been provided for in the original floor space. The required loading area(s) shall be the number and area required for the entire building, existing, plus the addition.

**Response:** These regulations in this section would apply to any future modifications. This proposal includes adequate trailer loading for a warehouse and distribution use and many other uses in the permitted uses in chapter 17.44.020. Specific uses will verify compliance with future tenant improvement permit reviews.

#### **17.44.120 Vehicular access.**

Access to I-1 zones and property shall occur via an arterial or system of arterials so that industrial use traffic will not be directed through residential areas. Within the industrial district, access roads intersecting the arterial or arterials will be minimized and shall serve the greatest number of uses possible.

**Response:** The Traffic Impact Analysis prepared by SCJ Alliance dated November of 2023, shows that the Project is proposed to access N Pekin Road and Rose Way. The report details the access routes and analyzes the intersections for functionality. In no case is traffic directed through residential areas. Access drives are designed to provide sufficient circulation, shared by the two buildings to provide alternate internal routes between Rose Way and N Pekin Road.

#### **17.44.133 Landscaping plan requirements.**

**Response:** A landscape plan is required for this site plan approval and is provided with this application. See the Landscape plan by Mackenzie dated November 20, 2023. The plan was prepared by a licensed Landscape Architect.

#### **17.44.134 Landscaping plan submittal requirements.**

The proposed landscaping plan shall be part of the proposed preliminary site plans. When preliminary site plans are not required for the proposed development, eight copies of the full-size and reduced (eleven-inch by seventeen-inch) proposed landscaping plans that are to scale shall be submitted to the city planning department.

The proposed landscaping plan shall, as applicable, include the tabulation showing the area and percentage of the following:

- A. Entire site;
- B. Total landscaping areas;
- C. Areas covered by groundcover;
- D. Areas covered by nonplant materials;
- E. Areas covered by tree canopy and shrubs;
- F. Each required setback area;
- G. Total parking area;
- H. Parking area landscaping; and
- I. Other landscaping areas.

**Response:** A Landscape plan is required as a part of the site plan set. The Table appears on sheet L0.01.

#### ***17.44.135 General landscaping requirements.***

All landscape plans shall comply with the following requirements:

- A. Landscape Materials. The proposed landscaping shall only include the following permitted landscape materials: trees, shrubs, groundcover plants, nonplant groundcovers, and outdoor hardscape features, as described below.

**Response:** Sheet L0.01 shows the plant materials proposed. All landscape and hardscape features are shown to comply with this standard on the sheets included in the landscape plan set.

- B. Coverage. The proposed landscaping shall cover not less than ten percent of the entire site. The landscaping in the required setback areas and parking areas can be counted to satisfy this requirement. "Coverage" is based on the projected size of the plants at maturity, i.e., typically three or more years after planting.

**Response:** As shown on sheet C2.0, 37% of the site is landscaped, greatly exceeding the 10% standard.

- C. Plant Selection. A combination of deciduous and evergreen trees, shrubs, and groundcovers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. When new vegetation is planted, soils shall be amended, as necessary, to allow for healthy plant growth.

**Response:** Sheet L0.01 shows the plant materials proposed. The Planting notes on sheet L0.01 show soils amendments as recommended by the Landscape Architect. All landscape and hardscape features are shown to comply with this standard on the sheets included in the landscape plan set.

- D. Requirements for Groundcover. All landscaped area, whether or not required, that is not planted with trees and shrubs or not covered with nonplant material, shall have groundcover plants that are indigenous as follows: planting pattern that is designed to achieve fifty percent coverage of the area not covered by tree canopy and shrubs.

**Response:** The general landscape and Native and Wetland Buffer planting standards in the plant schedules on sheet L0.01 show how the areas will be landscaped with more than 50% of the areas covered by tree canopy.

- E. Tree Size and Spacing. Trees shall have a minimum diameter or caliper measured at four feet above grade of two inches or greater at time of planting and shall be densely planted as certified by a certified landscaping professional (CLP).

**Response:** the plant schedules on sheet L0.01 show this standard is met with all tree caliper sizes shown at a 2" minimum.

- D. Shrub Size and Spacing. Shrubs shall be planted from five-gallon containers or larger at the recommended spacing as certified by a certified landscaping professional (CLP).

**Response:** The spacing and planting shown in the plant schedules shows a variety of shrub and ground cover sizes. Shrubs are 5 gallon sizes as appropriate for the species, but some of the groundcover shrubbery is shown at less than 5 gallons, as recommended by the Landscape Architect.

- G. Nonplant Groundcovers. Bark dust, chips, aggregate, or other nonplant groundcovers may be used, but shall be confined to areas underneath plants and within the drip lines. Nonplant groundcovers cannot be used to satisfy the coverage requirements.

**Response:** Nonplant groundcover is not included in the planting schedule.

- H. Landscaping for Stormwater Facilities. When such facilities are required for the development, water tolerant and/or native plants may be used to landscape the stormwater treatment facilities (e.g., detention/retention ponds and swales designed for water quality treatment). However, these plants shall not be counted towards the landscaping coverage calculations.

**Response:** The landscaping plan set shows the plant schedule and planting proposed for the stormwater facilities.

- I. Requirements for Maintenance and Irrigation. The use of drought-tolerant plant species are encouraged, and shall be required when irrigation is not available. Irrigation shall be provided for plants that are not drought-tolerant. If the plantings fail to survive, the property owner shall replace them with an equivalent specimen (i.e., evergreen shrub replaces evergreen shrub, deciduous tree replaces deciduous tree, etc.). All man-made features required by this chapter shall be maintained in good condition, or otherwise replaced by the owner. The property owners shall maintain any landscape materials required by this chapter in a way that they do not adversely impact the usage of any off-site solar panels and windmills that exist at the time of issuance of the landscaping plan approvals.

**Response:** Generally native and drought tolerant species are proposed. The Project will also include irrigation with a fully automatic irrigation system per Irrigation note 1 on sheet L0.01.

#### 17.44.136 Landscape design and screening requirements.

All required setback areas, parking lots, and planter strips in the right-of-way shall be landscaped to provide, as applicable, erosion control, visual interest, buffering, privacy, open space and pathway identification, shading, and wind buffering, based on the following criteria (See also WMC Chapter 12.28, Woodland Street Trees):

- A. Required Setback Area Landscaping. To increase the compatibility and appearance of commercial and/or industrial uses with that of other adjacent and nearby uses, all required setback areas, excluding ingress and egress points, shall be landscaped and maintained in a neat and orderly manner as more specifically set forth in this section. Landscaping in required setback areas shall retain natural vegetation and use a combination of plants for year long color and interests.

**Response:** The landscaping plan set shows the plant schedule and planting proposed for the setback areas. Plantings consist of trees, shrubs and groundcover planted at intervals specified by the Landscape Architect.

- B. Required Front Yard Landscaping. Trees, shrubs, and plant groundcover should be planted along the entire road frontage area and shall meet the criteria of this chapter. This area can be counted toward



the coverage requirements calculations in Section 17.44.135(B). Additional landscaping shall be located within the front yard setback area in accordance with the criteria in this chapter, while providing reasonable opportunity for signage, entrance features, parking, and ingress and egress areas.

**Response:** The landscaping plan set shows the plant schedule and planting proposed for the front yard landscaping and for the right of way planting. The right of way planting within the right of way is not included in the 37% provided landscaping, but the onsite setback landscaping is included in the calculation.

- C. Corner Lots. Corner lots requiring or desiring to construct fencing along property lines shall utilize a nonsight-obscuring fence along the front and the appropriate side street property lines according to the following standards: (1) such nonsight-obscuring portion shall be a minimum of twenty feet in length along those property lines from the street corner of the lot, and (2) if a hedge or wall is utilized, such hedge or wall shall be no higher than three feet along the front and side street property lines within twenty feet from the street corner of the lot. Equipment and materials shall not be stored on corner lots so as to create sight obstructions at intersections.

**Response:** The proposed Project is not a corner lot.

- D. Abutting Nonindustrial Zoning District(s) and/or Use(s). Commercial and industrial uses which abut nonindustrial zoning district(s) and/or use(s) on side and rear property lines shall provide a sight-obscuring fence or wall a minimum of six feet in height. A chain link fence containing slats does not qualify as a sight-obscuring fence for the purposes of this section. In addition, evergreen trees, shrubs, and similar vegetation not less than six feet shall be densely planted along the full frontage of the outer side of such fence or wall.

**Response:** The Project does not abut a non-industrial zone. However, the Project is adjacent to a non-conforming residential use in the SE corner. The Project provides a 10 foot setback for the drive aisles along the south property line to increase separation and provide an adequate buffer to the non-conforming residential use.

- E. Industrial Uses Adjacent to Nonindustrial Zoning District(s) and/or Use(s) But Divided by a Street. Such uses shall provide and maintain a landscaped planting strip a minimum of five feet in width along the full length of applicable property lines. The plantings shall be comprised of a largely view-obscuring arrangement of evergreen trees, shrubs, and similar vegetation not less than six feet in height.

**Response:** Landscaped planting strips along street frontages are generally 25 feet along Rose Way and N. Pekin Rd. This exceeds the 5 foot minimum. There are some non-industrial uses along the west property line across the proposed Rose Way extension. The N Pekin Rd. frontage has industrial uses on the opposite, east side of the street.

- F. Landscaping in Parking Areas.

- 1. Coverage Requirements. A minimum of ten percent of the total surface area of all proposed parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of "evenly distributed" shade trees with shrubs and/or groundcover plants that conform to the criteria in this chapter. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. These requirements can be included in the coverage requirement outlined in Section 17.44.135(B).

**Response:** The landscaped parking area includes evenly spaced trees and ground cover. As is shown on the table on sheet L0.01 the landscaping in the parking areas is 26.8%, greater than 10% of the automobile parking areas proposed.

- 2. Tree Requirements. At a minimum, one tree per five parking spaces shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than twenty spaces shall include landscape islands with trees at the both ends and in between to break up the parking

area into rows of not more than ten contiguous parking spaces. All parking area landscape islands shall have dimensions of not less than twenty-four square feet of area, or not less than four feet in width by six feet in length, to ensure adequate soil, water, and space for healthy plant growth.

**Response:** One tree is included for every 5 spaces in the proposed planting. Trees are planted in the front perimeter and in landscape islands to achieve a partial tree canopy over the automobile parking areas. Landscape islands are provided generally every 8 spaces exceeding the 10 space maximum requirement. In all cases islands exceed 24 square feet. Most landscape islands are 8' X 18' with 144 SF. See sheet C2.0 and L0.01 for details.

3. Parking/Maneuvering Area Within Required Setback Areas. Where a parking or maneuvering area is proposed to be located within the required setback areas, such parking/maneuvering area shall not be located within the five feet from the property lines. An evergreen hedge; decorative wall (masonry or similar quality material) with openings; arcade, trellis, or similar partially opaque structure that is a minimum of four feet in height shall be established between the proposed parking/maneuvering area(s) and street. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other vegetative groundcover.

**Response:** No parking is proposed within the required setbacks for the I-1 zone.

- G. Screening Requirements. All mechanical equipment, outdoor storage and manufacturing areas, service and delivery areas, garbage receptacles and recycling containers shall be fully screened from view from all public streets and adjacent nonindustrial zoning district(s) and/or use(s) in a manner which is architecturally integrated with the structure. Such screening shall be a minimum of six feet provided by a decorative wall (i.e., masonry or similar quality material), evergreen hedge, opaque fence complying with the standards of this section, or a similar feature that provides an opaque barrier.

**Response:** Delivery and service areas are screened with landscaping and setbacks at least 25 feet from the street frontages. Generally, the loading areas are located behind the buildings except for the west face of Building A, along the proposed Rose Way extension which has trailer storage spaces and loading.

#### ***17.44.137 Master plan required.***

Every industrial park, industrial subdivision, or binding site plan located within this zoning district shall contain covenants establishing a master landscaping plan so the entire industrial park project, upon completion, exhibits conformity in landscaping style. Any part or phase of the development proposal for the industrial park, industrial subdivision, or binding site plan shall exhibit conformance with the approved master plan. A copy of the recorded covenants shall be submitted with the proposed landscaping plan.

**Response:** A master plan is not required for this Project since each building will be contained on an individual tax parcel. The landscape plan included in this proposal does establish a master landscape plan for the entire site. All landscaping will be completed with each phase as a condition of approval and to maintain compliance with the landscape sections of code above.

#### ***17.44.138 Variance from requirements.***

Whenever there are difficulties that result from physical peculiarities of the property which make it difficult to implement these standards, the hearing examiner or development review committee shall have the authority to grant a variance from strict compliance with specific standards or requirements. The hearing examiner shall review applications for major variances at an open record public hearing in accordance with the procedure outlined in WMC Chapter 17.81 and render decisions based on the criteria outlined in WMC Section 17.81.020.B and provisions in the Woodland Comprehensive Plan. The DRC shall review applications for minor variances based on approval criteria outlined in WMC 17.81.180.B and provisions in the Woodland Comprehensive Plan. Any such deviation so granted shall be specifically identified in the approved site plan and landscaping plan.

**Response:** A variance is required for this application. The riparian habitat buffer areas are allowed to be reduced to 50% of their standard buffer width (WMC section 15.08.730.6) A variance is needed to reduce portions of the southern 200-foot riparian habitat buffer area of Wetland B below the allowed 50% reduction threshold under (WMC 15.08.730.D.6). Responses to the variance criteria in WMC 15.08.260 are below.

### **15.08.260 – Variances**

A. The city may authorize a variance from the requirements of this chapter with the procedures set forth in Chapter 17.81 WMC. The hearing examiner shall review the request and make a determination based on his findings, a staff report, the critical area report, and information presented by the applicant.

B. A variance may be granted only if the following criteria have been met:

1. Circumstances or conditions, particular to the land on which the activity is proposed, exist that are special and are not applicable to other lands in the same area;

**Response:** The property contains riparian habitat and wetland areas at the north and south sides of the property. The northern riparian area, referred to as Wetland B, is considered an historic fish-bearing stream by the Washington Department of Fish and Wildlife (WDFW) therefore is being regulated by the City under WMC 15.08.700 and requires a 200-foot riparian habitat area (RHA) buffer. The wetland requires an 80-foot buffer. These buffers constrain a large portion of the property, narrowing the overall usable width. Other properties without critical areas are not as constrained by critical areas and their buffers.

2. The special circumstances or conditions are not the result of actions of the applicant;

**Response:** The critical areas present onsite were not created by the applicant and the necessity for the larger impact to the buffer is due to the site topography, the need to elevate dock doors to allow the industrial use to function, and the need to provide for stormwater and sanitary sewer service to the buildings. The existing topography and the location and size of the critical areas are special circumstances for this site and were not created by the Project.

The impacts to the buffers are the minimum necessary to achieve the scale of this industrial project as allowed by the zoning code and supported in the comprehensive plan. The impacts to the buffers are mitigated.

3. Literal application of the provisions of this chapter would deny this applicant use and privileges enjoyed by other properties in the immediate vicinity, and the variance requested is the minimum necessary to provide that use and privilege;

**Response:** A similar variance was recently granted to the Guild Road Industrial project to the northwest for decreased buffer widths to allow for similar industrial development (File No. SPR 22-006). Development on the Rose Way Industrial Park property immediately to the north is well within 200 feet of a similar RHA buffer. Avoidance and minimization measures, including a description of alternative site designs, are detailed in the *Onsite Mitigation and Bank Use Plan for the subject development* (ELS 2023). The variance requested is the minimum necessary to achieve the project.

4. No special privilege will be granted to the applicant that is denied other lands or structures under similar circumstances;

**Response:** As stated above, a similar variance was recently granted to the Guild Road Industrial Park to the northwest for decreased buffer widths to allow for Industrial type development (File No. SPR 22-006). Development on the Rose Way Industrial Park property immediately to the north is well within 200 feet of a similar RHA buffer.

5. The variance is consistent with the intent of this chapter;

**Response:** The intent of the chapter is not to prevent use of the industrial zoned property that is well-suited for large industrial development. Few industrial urban parcels exist in Woodland that would support this type of use. The utilization of the large property to its potential supports the intent of this chapter. Additionally, the proposed mitigation measures will result in no net loss of function and value of the riparian habitat area.

6. The variance will not further degrade the functions or values of the critical area or be materially detrimental to the public health, safety and welfare;

**Response:** Approximately 150 to 160 feet of the southern 200-foot RHA consists of regularly mowed pasture grasses providing minimal buffer function. The final proposed southern buffer of Wetland B will range between 20 feet and 200 feet and encompasses the vast majority of existing trees and shrubs in the RHA. The remaining buffer, which currently consist of mowed pasture, will be enhanced with Oregon white oak trees and native shrubs creating an oak woodland and corridor that extends across the northern portion of the property. Habitat features including downed logs, large woody material piles, a vertical snag, bird nest boxes and bat houses will be installed, invasive species will be removed, and trash will be removed from the wetland. Additionally, 0.077 credits will be purchased from the Columbia River Wetland Mitigation Bank to mitigate indirect wetland impacts due to insufficient buffer. Stormwater facilities will also be located in the oak woodland corridor, which, although are utilities, will also provide habitat. Stormwater generated by impervious surfaces will be routed to the stormwater facilities for treatment and detention. Treated stormwater will be released to the wetland in a manner that will not affect the wetland hydroperiod, avoiding adverse impacts to wetland water quantity and quality functions due to runoff from the new development.

Reduction of the buffer will not be detrimental to public health, safety, and welfare. The Project is on private property and the area will not be accessed by the general public. Mitigation measures as detailed in the *Onsite Mitigation and Bank Use Plan for the TCC Industrial Development Project* (ELS 2023) will protect the remaining riparian habitat/wetland conservation area resulting in no net loss of functions and values.

7. The decision to grant is supported by best available science; and

**Response:** The onsite mitigation plan demonstrates no net loss of riparian habitat function as detailed in the *Onsite Mitigation and Bank Use Plan for the TCC Industrial Development Project* (ELS 2023).

Best available science was used to develop the *Onsite Mitigation and Bank Use Plan* including the multi-agency guidance *Wetland Mitigation in Washington State – Parts 1 & 2* (2021 and 2006, respectively), and guidance provided by the WDFW for oak mitigation. The *Interagency Review Team (IRT) for Washington State’s Guidance Paper, Using Credits from Wetland Mitigation Banks: Guidance to Applicants on Submittal Contents for Bank Use Plans* (June

2020) and the U.S. Army Corps of Engineers' (Corps) *Compensatory Mitigation for Losses of Aquatic Resources* (33 C.F.R. §332 (2008)) were followed to prepare the Bank Use Plan.

8. The variance is consistent with the city comprehensive plan and zoning codes and other adopted development regulations.

**Response:** The overall project narrative demonstrates the project's consistency with the comprehensive plan and zoning codes and other adopted development regulations.

**17.44.140 Lighting.**

Lighting, including permitted illuminated signs, shall be designed and arranged so as not to:

- A. Reflect or cast glare into any residential zone;
- B. Rotate, glitter, or flash; and
- C. Conflict with the readability of traffic signs and control signals.

**Response:** A lighting photometric plan is included with this application showing the proposed lighting. There are no adjacent residential zones and in no case is any lighting proposed that rotates, glitters or flashes. Street lighting along N Pekin Road and Rose Way are proposed to maintain illumination of the right of ways to the standard adopted. This promotes the readability of traffic signage and pavement markings.

**17.44.160 Site standards.**

A. All buildings and yards in the I-1 district shall be maintained in a neat and orderly manner. Landscaping shall be maintained in a healthy, presentable state.

**Response:** The proposed development will be Class A and will adhere to this standard as a condition of approval and will maintain compliance with this code section.

B. All structures, buildings, fences, and walls shall be kept free of rust, corrosion, peeling paint and other surface deteriorations.

**Response:** The proposed development will adhere to this standard as a condition of approval and will maintain ongoing compliance with this code section.

C. Site improvements are to be designed to result in a natural appearance that will blend with the surroundings and be compatible with neighboring developments.

- 1. Buildings shall be designed and constructed to reduce noise impacts on interior occupied spaces and adjacent property. Outdoor ground level mechanical equipment, garbage receptacles and recycling containers shall be fully screened from public view in a manner which is architecturally integrated with the structure. If deemed necessary by the building official, other mechanical equipment shall be screened or otherwise baffled to ensure that noise levels do not adversely affect adjacent properties. Screenings shall be constructed to a finished standard using materials and finishes consistent with the rest of the building. Building designs shall consider potential visibility of the equipment from adjoining properties.

**Response:** Buildings are architecturally designed to provide for interior spaces in locations internal to the buildings around the outside perimeter to allow access and also to provide some mitigation for internal operational noises. There is no proposed outdoor ground level mechanical equipment. The buildings and parking/ trailer storage areas are all set back at least 25 feet from the right of ways and the 25 foot separation is landscaped with trees and ground cover. Garbage and recycling receptacles are provided with sight obscuring screening surrounding the use on at least 3 sides and are located to not be visible from public viewpoints.

Building designs are developed to provide for screening from the public viewpoints around the site perimeter.

2. Building/Transition.

- a. A large structure shall contain design elements which create a transition to the human scale, particularly near the ground;

**Response:** The proposed buildings are large scale buildings. The architectural elevations included with this application show the exterior elevations of the buildings. Elements include variations of the building heights at corners, storefront windows at corners along the elevations facing the public right of ways, variations in color and architectural reveals integrated horizontally and vertically into the walls. Three color tones are proposed to further minimize the scale of the buildings proposed. See sheet A2.11 included with this application for details.

- b. If a development is larger or smaller than its adjacent physical surroundings, the design shall provide transitional scaled elements at the perimeter to integrate it with its surroundings;

**Response:** The development to the east is an industrial-scaled development. The proposed buildings will be taller than those existing on N Pekin Road and will be larger than the RSG Forest Products building. To provide transition from the smaller industrial uses, the parking is set back 25 feet from the right of way. The 25-foot landscape setback to the parking will be landscaped with trees and ground cover. The vehicle parking along N Pekin Road also provides a lower scale use to further provide a scale transition to the larger building. The proposed buildings also include architectural features integrated into the elevations facing the right of ways. Along the proposed Rose Way extension, the property across the street is generally vacant. There is no reference for scale on vacant land. The building along the Rose Way frontage includes the same architectural elements as the Pekin Road elevations and also includes the same 25 foot setback. Trailer storage and loading is proposed along the west elevation of the building which increases the setback for the building. The western corners of Building A, which will likely be offices, project outward to provide relief. These features will all contribute to compatibility of scale as the properties to the west develop.

- c. Transition, using a variety of scales, patterns and textures of buildings and landscaping elements is encouraged to make a more visually interesting project;

**Response:** The architectural elevations included with this application show the exterior elevations of the buildings. Elements include variations of the building heights, storefront windows at corners along the elevations facing the public right of ways, future office areas at different planes, and variations in color and architectural reveals integrated horizontally and vertically into the walls. Three color tones are proposed to further minimize the scale of the buildings proposed. See sheet A2.11 included with this application for details.

- d. The proposed building orientation shall respect the orientation of surrounding buildings and streets, and shall relate to other buildings in the same project in regards to traffic and pedestrian circulation. The proposed building should also respect the scale of those buildings located on adjacent properties, and where desirable, serve an orderly transition to a different scale;

**Response:** The buildings are both oriented along the frontage roads and as stated above have been designed to integrate with the existing buildings and provide appropriate transitions.

- e. Facade Detail. Fifteen percent of any street facing building elevations shall be in permeable surfaces (e.g., windows and pedestrian entrances) or permanent architectural features (e.g., wall plane projections, recesses, etc.) or a combination of both approximately equally distributed across a building facade to break up the monotony of large blank walls or facades. This requirement shall also apply to new building elevations that are located fifty feet or less from a residential zoning district. Where existing dense vegetation exists or to account for unique site circumstances or architectural

design, an applicant may request a deviation to these standards by utilizing the process set forth in WMC Section 17.44.138.

**Response:** The architecturally designed elevations include windows, pedestrian doors, and overhead doors for more than 15% of the elevation facing Rose Way. Along N. Pekin Road the architectural elevations include windows at the corners and at the middle with pedestrian doors along the east facing elevation. Both buildings also include variations in height and include architectural design elements including reveals and changes in colors. These combined elements all break up the monotony of the large walls along public facing elevations. The Project is not located 50 feet from any residentially zoned property. Existing dense vegetation exists along the north and south Project boundaries. With a combination of design elements and existing vegetation, the Project exceeds the façade detail requirements.

**17.44.200 Industrial off-site improvement standards—Title and purpose.**

The purpose of this chapter is to ensure that public facilities and services necessary to support proposed developments are adequate or will be provided in a timely manner consistent with the Public Facilities and Services Planning Goals of the Washington State Growth Management Act (GMA) and provisions in the Woodland Comprehensive Plan.

**Response:** The Project includes utility extensions and frontage improvements as detailed in the engineering plans submitted with this application. Water and sewer extensions in Rose Way will be provided in the street frontage construction. Utilities will be extended from the existing terminus in the existing Rose Way constructed previously. Connections to existing utilities and frontage improvements along N Pekin Road are also proposed. This Project makes appropriate provisions for public facilities to serve the proposed use and comply with the planning goals of the Growth Management Act and the Woodland Comprehensive Plan.

**17.44.210 Industrial off-site improvement standards—Applicability.**

Any of the following developments within the light industrial (I-1) in the city limit shall be subject to the requirements in this chapter.

- (1) Any new development with a human-occupied structure larger than two thousand square feet;
- (2) Change of use to a commercial and/or industrial use resulting in increase in traffic volume according to the latest edition of the Institute of Transportation Engineers (ITS) Trip Generation Manual;
- (3) Addition of a commercial and/or industrial use larger than two thousand square feet; or
- (4) Expansion of any existing structure that is larger than two thousand square feet by more than fifty percent in terms of gross square footage. Where more than one structure exists on a parcel, the threshold shall be applied cumulatively to the total gross square footage of all existing structures on the parcel.

**Response:** The Project includes human-occupied structures larger than 2,000 SF and these sections apply to this Project and are met with the proposed utility and street extensions included in the engineering plans submitted with this application.

**17.44.220 Industrial off-site improvement standards—Extensions of sanitary sewer and water mains.**

All proposed developments listed in WMC 17.44.210 shall extend the sanitary sewer and water mains from the existing end points of such mains along the full frontage of the subject property per the applicable city plans and standards, unless the applicant demonstrates to the approving authority that: 1) the proposed development will have no impact on the city's water and sanitary sewer systems, or 2) such extension is undesirable, impractical, or unfeasible, and connect to them prior to the issuance of certificate of occupancy (C of O).

**Response:** The proposed development includes a connection to existing utilities in N Pekin Road which exist along the entire frontage. The Frontage along Rose Way will include the extension of water and sewer along the entire frontage and includes connections for the building

to the proposed utility extensions. See plan C3.0 for details on utility connections and extensions.

**17.44.230 Industrial off-site improvement standards—Use of existing wells.**

Existing properties with domestic well(s) at the time of application may continue to use them until required otherwise by provision(s) of WMC and other applicable county, state, and federal laws. Upon the connection to the city water services, such well(s) shall be disconnected for the purpose of potable usage.

**Response:** No existing wells are proposed to be used for this development.

**17.44.240 Industrial off-site improvement standards—Right-of-way dedication and half street improvements.**

All roads and accesses required for all proposed developments listed WMC 17.44.210 shall be dedicated and constructed in accordance with the applicable city plans and standards along the full frontage of the subject property, including, but not limited to, pavement, curb, gutter, planter strips, sidewalks, and street lights, prior to the issuance of certificate of occupancy (C of O), unless the applicant demonstrates to the approving authority that: 1) the proposed development will have no impact on the city's transportation systems, or 2) such extension of street is undesirable, impractical, or unfeasible. When the subject property does not abut a fully constructed public street per the city plans and standards, applicant shall be responsible for constructing street(s) per the city plans and standards from the existing end point of a fully-constructed public street to the subject property. A latecomer agreement may be made with the city council's authorization per WMC 12.14.020 and 12.14.030.

**Response:** The Project includes the construction and dedication of a half width street (Rose Way) along the Project's western frontage including, utilities, pavement, curb, gutter, planter strips, sidewalks, and streetlights. The Project also includes frontage improvements along N Pekin Road to meet the frontage standards.

The application includes a transportation impact analysis prepared by SCJ Alliance that shows the Project will not significantly impact the existing transportation system as allowed by the adopted transportation standards. The City's transportation plan includes an east-west connector road between N Pekin Road and Rose Way (shown as the N Pekin West Extension) along the Project's southern property line. This planned future connection is not practicable or feasible in this location because of the larger scale industrial uses in this area, the existing drainages, the presence of wetlands and other sensitive lands, the residence on the adjacent parcel which is eligible for listing in the National Register of Historic Places, and the negative impacts to the existing Hamilton Drywall Products operations area to the south. The connection shown on the plan could still occur with the redevelopment of properties further south. This development does not preclude the future connection of those streets and does not rely on that connection to meet transportation level of service standards. Water is to be looped through the site connecting N Pekin Road with the future extension of the City water system in Rose Way. Fire access is provided through the site through the internal circulations, allowing emergency vehicles access through the site from both the east and the west. The proposed extension of Rose Way along the frontage addresses the access needs for this Project with the connections to N Pekin Road and Rose Way for internal circulation and Project access to both public streets. The north-south connector shown on the City's transportation improvement plan as the Schurman Industrial Bypass would also have significant environmental impacts to WDFW Streams, existing drainage ditches, wetlands and habitat areas and existing industrial uses, not to mention problematic ROW acquisition at the current terminus of Sherman Way. The bypass is also located in close proximity to the Howard Industrial Bypass. These closely spaced bypass roads through an industrial area does not seem beneficial and would limit large-scale industrial uses on the properties in this area.

**Chapter 17.64 WATER SUPPLY AND SEWAGE DISPOSAL**

Sections:



### **17.64.010 Approval of Cowlitz-Wahkiakum or Clark-Skamania Health District.**

- A. No building or structure to be used for human habitation or commercial enterprise shall be erected, nor shall any such building or structure be moved, altered, enlarged, or rebuilt unless said building or structure has adequate provision for domestic water supply and sewage disposal. The water supply and sewage disposal system shall be approved by the Cowlitz-Wahkiakum or Clark-Skamania Health District before occupancy of said building or structure.
- B. All new commercial and residential construction shall connect to Woodland's public sewer and water systems. Industrial development's sewer service and water supply shall be approved by the city and the appropriate health district if such service or supply is other than the city's public system.

**Response:** The proposed development includes the construction and connection of existing City water and sewer systems to serve the Project. This complies with the standards above.

## **Chapter 17.84 AMENDMENTS AND REVIEW PROCEDURES**

### **17.84.130 Site plan review and decision procedures—Development proposals.**

The site development plan for development proposals shall accompany application for the building permit and shall be reviewed by the community development director, building official, public works director and other affected agencies for conformance to standards, ordinances, and codes. The city staff will work with the applicant to correct any site plan deficiencies, if necessary. Approval of site plans for development proposals shall be by the community development director, who shall denote approval on the face of the site plan for filing in city records. The approved site plan shall be binding on the ultimate design and construction of the project. Prior to decision, the community development director may refer site plans for development proposals to the planning commission for review and comment and shall make such referral when requested by the planning commission.

**Response:** This Project requires a Site Plan Review, Critical Areas Permit, and Variance process for approval. This application contains all the required review documents that demonstrate compliance with applicable codes and requirements. This application meets all the applicable criteria for the application processes required.

## **Chapter 19.10 SITE PLAN REVIEW**

### **19.10.010 Purpose.**

The purpose of site plan review is to ensure compatibility between new developments, existing uses, and future developments in a manner consistent with the goals and objectives of the comprehensive plan, the Woodland Municipal Code, and city development standards in order to create healthful and safe conditions. Site plan review is required according to the provisions of this chapter in order to promote developments that are harmonious with their surroundings and maintain a high quality of life for area residents. Site plan review is required for all developments as specified in this chapter.

**Response:** The application materials submitted with this application demonstrate how the proposal is compatible with surrounding uses, zoning, and applicable regulations.

### **19.10.020 Applicability.**

The provisions of this chapter shall apply to all changes of use, new construction, and expansion or alteration of a land use unless expressly exempted by this chapter. No use shall be established, no structure erected or enlarged, and no other improvement or construction undertaken except as shown upon an approved plan that is in conformance with the requirements set out in this chapter.

**Response:** A site plan, critical areas, and variance approval are all applicable to this Project.

### **19.10.030 Exemptions.**

The following are exempt from the site plan review provisions of this chapter unless otherwise classified as a Type I or II site plan review or a binding site plan:

**Response:** The proposed Project is not exempt from review.

**19.10.040 Site plan review types and procedures.**

- A. Except for exempt activities listed in WMC 19.10.030, site plan reviews shall be classified and processed as follows: [section abridged]

**Response:** A Type II site plan review is required.

**19.10.050 Submittal requirements.**

- A. Applicants shall submit the information: [section abridged]

**Response:** The application materials submitted include all the required elements for a site plan, critical areas, and variance application as required by the applicable sections of code. This narrative and the plans, studies and documentation submitted all meet the requirements for submittal for review.

**19.10.060 Criteria for site plan approval.**

- A. In approving site plans, it shall be the responsibility of the community development director to review each plan for compliance with all provisions of this chapter and any other applicable regulations that may affect the final plan as submitted or revised. The community development director shall coordinate review with the public works director, building official, staff or contract fire professionals, and the city's reviewing consultants.
- B. In reviewing a site plan for approval, the community development director shall find that all of the following have been met:
1. The proposal does or can comply with all applicable land use and development standards including but not limited to landscaping and screening requirements, parking and loading standards, frontage improvements, design standards, sewer and water standards, stormwater and erosion control standards, and critical areas standards, with or without conditions of approval. If compliance cannot be achieved by imposing conditions of approval, the application shall be denied.
  2. All conditions of any applicable previous approvals have been met.
  3. Proposed phasing plans comply with the requirements of WMC 19.10.120 and any necessary performance bonds or other suitable securities per WMC 19.10.110 have been secured.

**Response:** As demonstrated in the application materials submitted, the proposal complies with all applicable development standards including the landscaping standards in the responses to section 17.34.135 above; parking and loading standards in the responses to section 17.44.100; frontage improvements in the responses to section 17.44.200; design standards in section 17.44.160; sewer and water standards in the responses to section 17.64; stormwater and erosion control in the Technical Information Report and engineering plans prepared by Gibbs and Olson; and critical areas standards as demonstrated in the Critical areas report and mitigation plan prepared by Ecological Land Services. There are no previous approvals for this site and performance bonds, or other suitable securities will be provided prior to construction. This Project meets the required approval standards and should be approved.

**19.10.070 Preliminary site plan approval—Final civil plan approval.**

**Response:** Final Civil construction plans will be prepared and submitted for review following the preliminary approval process. Plans will include the required modifications to comply with the conditions of approval from the preliminary review process.

**19.10.120 Phasing.**

- A. Upon written request, the community development director or his/her designee may approve a time schedule for developing a site in phases, but in no case shall the total time period for all phases be greater than eight years without reapplying for site plan review.
- B. The criteria for approving a phased site plan review application shall be as follows:

1. All public facilities necessary to serve a phase shall be completed prior to or with the development of the phase.
2. The development and occupancy of any phase is not dependent on the use of temporary public facilities. A temporary public facility is any facility not constructed to the applicable city standard.
3. The phased development shall not result in requiring the city, other property owners, or latecomers, to construct public facilities that were required as part of the approved development proposal.

**Response:** The Project includes a boundary line adjustment and a request to allow up to two phases for the construction of the buildings and site improvements included in this application with Buildings A and B to be included in separate phases, with the necessary site and utility improvements to support each phase. Phases will be developed based on market demand and may be constructed concurrently. All public facilities necessary to serve each phase, as well as the required elements to provide compliance with the preliminary approval for each phase, will be met. The frontage for N Pekin Road and Rose Way will be constructed with each phase adjacent to those streets. All required parking, landscaping, screening, and mitigation will be installed with each phase.

### **SEPA APPLICABILITY**

Based on the application submitted, SEPA review is required for this application. A SEPA ECL and supporting documentation is included in this application for review.

### **EXHIBITS LIST**

- A. Project plan set
- B. Gibbs & Olson, Preliminary Stormwater Technical Information Report, November 2023
- C. Ecological Land Services, Inc. (ELS) 2023 Onsite Mitigation and Bank Use Plan. November 29, 2023.
- D. SCJ Alliance Consulting Services, Traffic Impact Analysis, November 2023
- E. Archaeological Investigations Northwest Inc., Archaeological Survey for the N Pekin Road Industrial Project, Woodland, Cowlitz County, Washington, January 19, 2023
- F. NV5, Due Diligence Geotechnical Report, January 26, 2023
- G. SEPA ECL
- H. Pacific Habitat Services, Inc. Wetland Delineation for the Bozarth Property, Woodland, Cowlitz County, Washington, April 3, 2023

