

PLS

ENGINEERING

PROJECT NARRATIVE

FOR

DAWKINS WAREHOUSE ADMINISTRATIVE POST- DECISION REVIEW

SUBMITTED TO
CITY OF WOODLAND

FOR
DT Realty LLC
Attn: Mark Dawkins
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PROPOSAL OVERVIEW

This document addresses proposed minor adjustments to the layout for the proposed Dawkins Warehouse site at 1951 Schurman Way in Woodland. The proposed changes are being made subsequent to approval of the Final Site Plan and the engineering construction drawings for the project. As a result, this document describes the proposed changes and addresses how the project will still be compliant with the project's existing site plan approval conditions as well as applicable city codes. Revised Site Plan and Landscape Plan drawings are provided with this narrative documenting the proposed changes. Based on conversations with David Lukaczer, Associate Planner for the city, the proposed changes will be processed as an administrative post-decision review because it involves the relocation of 10 or fewer parking spaces on the site compared to the original approved design.

The purpose of the proposed layout modifications is to improve truck access conditions for the Redwood Plastics site immediately south of this project. Redwood Plastics has a loading ramp extending north from its existing building to nearly the south property line of the Dawkins Warehouse property. It also has existing paved area west of the loading ramp that is used by the company's trucks. The previously approved layout for Dawkins included a long, east-west oriented landscape strip in the south side of the site with parking spaces and a trash enclosure along the north side of the landscape island. As originally oriented, this landscape island would have made it very challenging for trucks to back into the Redwood Plastics loading ramp without significant maneuvering. Truck access to the area west of the loading ramp would also have been difficult.

In order to improve truck circulation, this landscape island will be eliminated and the trash enclosure will be moved into a landscape area slightly further to the west on the property. To offset the impacts of this change to site parking and landscaping, the parking area and landscape islands east of the proposed building will be extended further to the south. This will result in a total of 24 parking spaces in the area east of the building where 17 parking spaces were previously provided. New, finger-shaped landscape islands will also be added in each of the two rows of parking spaces in order to break up the parking and avoid having more than 10 consecutive spaces without an intervening landscape island.

The proposed revisions will result in a slight decrease in site parking and also a slight reduction in total landscaping on the property compared to the previously approved site layout. However, the project will continue to comply with the conditions of approval issued by the city as well as applicable city regulations. The conditions of approval determined that only 16 parking spaces were needed for the project and the proposed design readily exceeds that requirement. With 28% of the site being landscaped, city regulations related to minimum landscaping are also far exceeded. The landscape islands provided within and adjacent to the primary parking lot for the project will also easily meet the required 10% coverage standards found in the city municipal code.

Aside from these regulations, the revised layout will improve the site design with regard to access to and from the site. The revised trash enclosure location will also provide for easier access by the local garbage company. Since the building size and location remain unchanged, it does not appear that any other city planning regulations or conditions of approval need further inspection in relation to the proposed changes.

From an engineering perspective, minor adjustments to the grading plan are needed to address the revisions to the site layout. Revised grading plans have been submitted with this narrative addressing those changes. The slight increase in impervious surfaces on the site will also result in a very small increase in site runoff. However, these changes are not significant enough to cause any of the project's stormwater facilities to fail to comply with the city's requirements. The proposed wet biofiltration swales will continue to provide minimum travel times exceeding nine minutes and the detention pond will still comply with the city's runoff quantity control requirements.