

PLS

ENGINEERING

**PROJECT NARRATIVE
FOR
USNR BUILDING
ADDITIONS SITE PLAN**

**A PRELIMINARY TYPE II
SITE PLAN APPLICATION
SUBMITTED TO
CITY OF WOODLAND**

**FOR:
USNR**

**Attn: Mike Dollar, Facilities Manager
1981 Schurman Way
Woodland, WA 98674
(360) 841-6402**

April 2023

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GENERAL PROJECT INFORMATION

Applicant/Owner:

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Location:	SW ¼ of Section 12, T5N, R1W, WM
Project Size:	16.01 acres
Zoning:	I-1, Light Industrial
Comprehensive Plan:	Industrial
Current Use:	Industrial
Tax Lot Information:	507680100, 507880100, 507880200
School District:	City of Woodland
Water District:	City of Woodland
Sewer District:	City of Woodland
Fire District:	Clark-Cowlitz Fire Rescue

PROJECT DESCRIPTION

The 16.01 acre site is USNR's global headquarters. USNR designs and manufactures a wide array of equipment for the wood processing industry. The site has two main buildings in the eastern part of the property. The northerly of these two buildings is used for office space with the southerly building being used primarily for manufacturing and storage. This project proposes construction of four small building additions to the southern manufacturing building at USNR's campus at 1981 Schurman Way.

The drawings submitted with this narrative show the locations and anticipated approximate size of the proposed building additions. The existing conditions plan shows the entire USNR property and identifies approximate locations of the additions while the second drawing focuses in on the southern portion of the site where the additions to the manufacturing/storage building will take place.

The additions are proposed to be built in phases. The timing for the three phases is not fully defined as some of the work is still in the preliminary budgeting phase. The first phase of improvements will include two building additions along the northern face of the existing building and the next two phases will each include a single building addition along the west wall. Phase 1 will also include some minor pavement widening, the extension of an existing storm culvert, and the relocation of existing fire sprinkler system infrastructure.

The two building additions associated with the first phase of construction are located along the north wall of the building, just west of the existing loading ramp. The first addition would expand the shipping area of the building by approximately 1,600 square feet (40'x40'). The area of this building expansion is mostly paved but also contains the existing approximately 6'x12' fire sprinkler riser room. Additionally, the fire department connection (FDC) is currently mounted to the north wall of this riser room. The fire double check valve assembly for the fire sprinkler system is also contained in this room.

In association with constructing the new shipping area addition, it will be necessary to relocate the fire sprinkler double check valve assembly. The FDC will also be relocated to be remote from the building wall near the nearest fire hydrant along the main access drive aisle through the site. The second building addition in phase 1 would provide a new 8'x10' location for the fire sprinkler riser room northwest of the first building addition. Phase 1 is anticipated to take place as soon as permitting allows. Neither the shipping addition nor the riser room will create any new impervious surfaces on the site since the entirety of this area is already paved or contains the existing riser room.

The building addition associated with Phase 2 is the southerly of the two additions proposed on the west side of the building. It would be a partially enclosed addition with an anticipated footprint of 50'x40' (2,000 square feet). It is anticipated the south end wall of this addition would be open while the new west and north walls would be enclosed. This new unconditioned space would be used to provide cover for products that are currently stored outside. The work area for this addition is also already entirely paved. As a result, it would not result in any increase in impervious surfaces on the site. This addition would likely be constructed in 2023 or 2024.

The building addition associated with Phase 3 is located at the northwest corner of the existing building. It would be a 40'x40' (1,600 square feet) addition to the existing electrical shop area. This addition would be fully enclosed and would infill an existing inset area of the building. Under current conditions, most of the area of this proposed addition is currently landscaped/grass although there is an existing 5' wide sidewalk that would be removed as part of the building expansion. The timing for Phase 3 is not yet known.

Proposal & Code Compliance Discussion

Title 12 – Streets and Sidewalks

12.28 – Woodland Street Tree Code

WMC 12.28 requires street trees in the right-of-way along sidewalks. The right of way for Schurman Road is already fully improved. Based on the limited scope of the proposed improvements, and the fact that the existing development already has an approved landscaping plan, it is the position of the applicant that no street trees should be required as part of this proposal.

Transportation Impacts

Per a preliminary estimate provided by the city’s consulting engineer at the pre-application conference, the project will generate approximately 3 PM peak hour trips. These trips were calculated using the land use category of “#140 – Manufacturing” from the ITE Trip Generation Manual based on the square footage of the building additions. This conservative estimate of traffic resulting from the project would have a negligible impact on the area’s roadways.

Title 13 – Water and Sewer

There are limited water improvements and no sewer improvements associated with this proposal. In association with constructing the new shipping area addition, it will be necessary to relocate the fire sprinkler double check valve assembly and riser to a new building addition along the north wall of the existing building. The FDC will also need to be relocated near the nearest fire hydrant along the main access drive aisle through the site. Relocation of the fire backflow device will allow the fire sprinkler system to stay in service through most of the building construction. The relocation of the FDC away from the building wall will improve safety for firefighters in the event of a fire. See the Preliminary Site Plan for more information.

There are already four existing fire hydrants surrounding the southern manufacturing building. There is a hydrant at each corner of the building. No new hydrants are proposed.

Title 14 - Buildings and Construction

Buildings for the site will adhere to the International Building Code (IBC), the International Mechanical Code (IMC), Uniform Plumbing Code (UPC) and the International Fire Code (IFC) as required in WMC 14.04. The building permit plans and associated documentation will demonstrate compliance with ANSI-117.1-2009 and WSEC.

Title 15 – Environmental

15.04 Environmental Policy

Per WMC 15.04, the State Environmental Policy Act (SEPA) procedures require documentation of critical areas as well as discussion on earth, air, water, plants and animals,

energy and natural resources, environmental health, noise, land and shoreline uses, aesthetics, recreation, historic and cultural preservation, transportation, and public services and utilities. At the Pre-Application Conference, it was determined that this project will require SEPA as it does not meet exemption criteria. A SEPA Checklist is included with this application. The site is not mapped as having any environmentally sensitive lands.

15.10 Erosion Control

Erosion risks are limited due to the scope of the proposed improvements. Erosion Control measures have been shown on the site plan submitted with this narrative. An erosion control plan will also be included in the final construction plans. No soil on the site will remain unstabilized for more than seven days during the dry season (May 1 – Sept 30) or more than 2 days during the wet season (Oct 1 – April 30).

15.12 Stormwater

The site has previously been developed and has addressed stormwater requirements as part of that previous development. A majority of the area added from the proposed building additions will replace pollution generating impervious surfaces, and therefore the change to the stormwater runoff quantity after construction will be negligible. Additionally, the removal of pavement and addition of roof area will reduce the pollution generating surfaces on site.

The total net impact of the project will be an increase of 1,440 square feet in impervious surfaces including 40 square feet of new pavement widening north of the shipping addition and 1,400 square feet of new roof area at existing landscaping at the electrical shop addition. Other building construction will replace existing pavement areas. All of this new impervious surface will drain to the existing ditch on the south side of the site's central access drive and west to Robinson Road. The ditch is readily capable of conveying this trivial amount of additional runoff and the gentle slope and vegetated condition of the ditch provides some natural treatment and flow attenuation of the stormwater.

As part of the minor pavement widening north of the shipping addition a 12-inch stormwater culvert will be extended roughly 7 feet. This is shown on the drawings.

Title 17 - Zoning

17.44 Light Industrial District (I-1)

The light industrial district (I-1) is established to provide for “light manufacturing and fabrication, warehousing and storage, construction and contracting operations, wholesale distribution operations, and related activities which normally require ready access by various transportation modes for the movement of materials, goods, and the area work force.”

City of Woodland development standards for the I-1 zone require a minimum lot size of 10,000 sf with a minimum lot width of 65' and no minimum depth. The southern parcel where all of the project's improvements are proposed is 7.28 acres in size and approximately 350' wide, complying with the minimum standard.

WMC 17.44.070 lists the following building setbacks:

- Front Yard: 25' (Applies to both public streets)
- Side Setback: 10'

Building height on lots over one acre is limited to 55'. There are no lot coverage limitations. The proposed improvements easily comply with the setback requirements. Maximum height of the building addition area will be approximately 21'. See the site plan for more information.

The four building additions propose the following uses and areas:

Phase 1 = 1,680 sf (Storage & New Fire Sprinkler Riser Room)

Phase 2 = 2,000 sf (3-sided outdoor covered storage area)

Phase 3 = 1,600 sf (Manufacturing/Storage)

Total = 5,280 sf

17.44.100 Required off street parking spaces

The existing site already provides ample off-street parking spaces in accordance with WMC 17.56.040 as discussed later in this narrative. Lighting in the parking area is shielded so it does not affect users off-site. The drive aisles vary in width but at no point are they less than 24' wide, complying with requirements for two-way traffic.

17.48 Performance Standards

The development will comply with the standards contained in WMC 17.48. Construction will be limited to the hours of 7 AM – 8 PM on weekdays and prohibited on Sundays. Noise and air emissions will comply with state and local limits. Dust from construction can be mitigated by sprinkling the site with water. No flammable liquids or gases are proposed to be stored on site in the new building areas. No detonable materials or fire hazards are proposed to be stored in the building expansions. There will be no heat producing activities or radioactivity/electrical interference produced with this project. There will not be any radio or tv transmitters associated with this site. Monitoring equipment to monitor any of the above should not be needed.

17.56 Off-Street Parking and Loading

WMC 17.56.040 provides two methods for calculating required off-street parking. Owners must provide parking facilities based on whichever method requires more parking spaces.

The first method uses personnel as the metric to calculate required off-street parking. During the largest shift there are roughly 100 warehouse/manufacturing employees, but to be conservative in calculating the required parking, the total number of employees for the site across all shifts (250 including the office building) has been used instead. At 1 space per 2 employees on maximum shift, a total of 125 parking spaces is required. The code also requires one additional parking space for each managerial personnel and one visitor space for each 10 managerial employees. Maximum managerial employees are 15. As a result, an additional 17 spaces are required for managerial personnel and visitor parking. In total, the personnel-based approach would require 142 parking spaces.

The second method to calculate parking requirements uses floor area as the metric. The code requires one parking space for every 400 square feet of office area, 700 square feet of manufacturing area, or 1,250 square feet of warehouse area.

A breakdown of the floor area and required parking is shown below.

- South Building Existing Office Area – 6,750 square feet = 17 spaces
- South Building Existing Warehouse Area – 5,000 square feet = 7 spaces
- South Building Existing Manufacturing Area – 71,050 square feet = 57 spaces
- Proposed Building Additions (Warehouse) – 3,680 square feet = 3 spaces
- Proposed Building Additions (Manufacturing) – 1,600 square feet = 2 spaces
- Northern Office Building Area – 23,640 square feet = 59 spaces

145 total spaces required

Between the two methods, the floor area approach requires more parking spaces. The site currently has 242 parking spaces but will lose 7 parking spaces after the first phase of building additions are constructed. At 235 parking spaces the provided off-street parking easily complies with the requirements.

Title 19 – Development Code Administration

19.10.050 Site Plan Review Submittal Requirements

The applicant has included the items required in WMC 19.15.050.

19.10.060 Site Plan Review Approval Criteria

The proposed plan complies 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.