

PACIFIC HIGHWAY COMMERCIAL

CITY OF WOODLAND

MARCH 15, 2024

APPLICANT & PROPERTY OWNER

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SDI Project #: JCL002



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I. PROPOSED DEVELOPMENT AND EXISTING CONDITIONS

41st Avenue LLC (“Applicant”) plans to boundary line adjust tax lots 508620100, 508610100, 508650100 and 508680100. In addition, the Applicant plans to develop the site for a commercial retail lumber yard including a showroom and office building, lumber laydown area, truck loading/parking area, and parking, a secondary storage building and a parking lot within an undeveloped site along Green Mountain Road involving approximately 8.3 acres within the adjusted tax lot 508620100.

Existing Conditions

The site area involving the boundary line adjustment is comprised of approximately 22.4 acres (977,544 square feet) and includes tax lot numbers 508620100, 508610100 and 508650100. The site area included in the Site Plan Review is 8.3 acres (360,223 square feet) , consisting of adjusted tax lot number 508620100. The site abuts Green Mountain Road, which is functionally classified as a major collector roadway, to the east. It currently features two (2) travel lanes and unimproved frontage along the project site. The site also abuts Old Pacific Highway, is functionally classified as a minor arterial and features two (2) travel lanes and unimproved frontage along the project site.

Surrounding development and zoning designations includes the following:

Direction	Jurisdiction	Zoning Designation	Comprehensive Plan Designation	Land Use
East, across from Green Mtn. Hwy.	Cowlitz County	Unzoned (UZ)	Rural	Industrial warehouse Church Baseball Field
North	City	MDR	Commercial	Oak Village (SPR 21-007, SEP 21-006 and CAP 21-001)
South	City	MDR	Residential	Baseball field.
West across Old Pacific Hwy.	City	Highway Commercial (C-2)	Commercial	Office buildings, personal services, fast food restaurants

This proposal includes a use compatible with existing uses in the surrounding area.

II. CONFORMANCE WITH APPROVAL REVIEW CRITERIA

The proposal has been designed in conformance with the goals and objectives of the comprehensive plan, the Woodland Municipal Code, and city development standards.

Under the provisions of the Woodland Municipal Code (WMC), the applicable approval criteria must be met for boundary line adjustment application and site plan review application submittals which includes demonstrating that the proposal is consistent with the goals and objectives of the comprehensive plan, the Woodland Municipal Code, and city development standards.

DEVELOPMENT CODE OF THE WOODLAND MUNICIPAL CODE

TITLE 15 - ENVIRONMENT

15.04. Environmental Policy

[...]

Article III. – Categorical Exemptions and Threshold Determinations

[...]

15.04.130 - Environmental checklist.

- A. *A completed environmental checklist (or a copy), in the form provided in WAC 197-11-960, shall be filed at the same time as an application for a permit, license, certificate or other approval not specifically exempted in this article; except, a checklist is not needed if the city and applicant agree an EIS is required, SEPA compliance has been completed, or SEPA compliance has been initiated by another agency. The city shall use the environmental checklist to determine the lead agency and, if the city is the lead agency, for making the threshold determination.*
- B. *For private proposals, the city will require the applicant to complete the environmental checklist, providing assistance as necessary. For city proposals, the department initiating the proposal shall complete the environmental checklist for that proposal.*

(Ord. 581 Art. 3 § 4, 1984)

Response: This proposal does not meet any of the thresholds which are categorically exempt from environmental review. This proposal is subject to the completion of an environmental checklist as it does not meet the exemption included in WMC 15.04.110 as it exceeds 4,000 square feet in area.

15.04.140 - Mitigated determination of nonsignificance.

[...]

Response: This proposal does not include a request in writing for an early notice of whether a determination of significance (DS) is likely under WAC 197-11-350. However, the Applicant anticipates the issuance of a mitigated DNS as one was issued for the adjacent site development, Oak Village Apartments (SEP 21-006) of August 2, 2021.

Article IV. – Environmental Impact Statements (EIS)

[...]

Response: This proposal does not meet the threshold criteria necessitating the preparation of an Environmental Impact Statement (EIS).

Article V. – Commenting

[...]

Response: This proposal is subject to a Level II Site Plan Application Review, the City will post the specific site and send notice to all property owners of record within three hundred feet of the site.

TITLE 16 - SUBDIVISIONS

[...]

Article III. – Boundary Line Adjustments and Lot Consolidations

16.34. BOUNDARY LINE ADJUSTMENTS AND LOT CONSOLIDATIONS

16.34.010 - Applicability.

Every adjustment made for the purpose of adjusting boundary lines between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site, or division shall proceed in compliance with this chapter. The consolidation of lots that are part of a planned unit residential development (PURD) or binding site plan shall be processed and approved as directed by WMC 16.22 and 16.19 respectively. Lot consolidations that would combine lots of different zoning districts are prohibited. Lot consolidations that would combine two or more lots each having a residential dwelling unit or town home are prohibited when located in a residential zoning district, except when the consolidation would result in the creation of a principal single-family detached dwelling and a permitted accessory use. Lot consolidations not otherwise mentioned are exempt from review. If, at some point in the future, maximum lot sizes are adopted, all lot consolidations shall go through the process outlined herein. BLAs and lot consolidations may also be accomplished as part of a plat or short plat.

(Ord. No. 1239, 8-20-2012)

Response: This proposal involves a request to adjust the boundaries of tax lots 508620100, 508610100, 508650100 and 508680100. The underlying zoning district for all tax lots included in the boundary line adjustment application are zoned Highway Commercial (C-2). No additional lot, tract, parcel, site or division will be created as part of the boundary line adjustment application.

This proposal does not include a request to consolidate tax lots nor does this proposal involve a planned unit residential development (PURD) or binding site plan.

16.34.020 - Definitions.

For the purpose of this article, terms shall be defined as set forth in Title 16 and as set forth in this chapter.

"Boundary line adjustment" means a change in the location of lot lines which does not result in an increase in the number of lots contained therein.

"Lot consolidation" means the combining of two or more parcels, where a greater number of parcels than originally existed is not thereby created.

(Ord. No. 1239, 8-20-2012)

Response: This proposal involves a boundary line adjustment which meets the definition included within this subsection and as such does not include an increase in the number of lots. This proposal does not involve lot consolidation.

16.34.030 - Purpose.

The purpose of this chapter is to establish procedures for the administrative approval of boundary line adjustments in order to ensure that such divisions of land are accomplished in an orderly manner, with proper records established, and in compliance with applicable laws.

(Ord. No. 1239, 8-20-2012)

Response: The Applicant acknowledges that this chapter details the procedures for the administrative approval of boundary line adjustments and that the Applicant must comply with all applicable provisions of this chapter.

16.34.040 - Application requirements.

Application submittal requirements for BLAs include:

- A. A completed application form;*
- B. The appropriate fee;*
- C. Prior recorded surveys;*
- D. Other information demonstrating compliance with the approval criteria; and*
- E. A map prepared and stamped by a licensed surveyor with the following information:*
 - 1. The applicant's and contact person's name, mailing address and phone number;*
 - 2. Names of all affected property owners, and addresses of affected parcels;*
 - 3. A north point, graphic scale and small vicinity map;*
 - 4. Old property lines and dimensions as dashed or broken lines, new property lines and dimensions as solid lines;*
 - 5. All property lines shall be fully dimensioned, with the area calculations for each lot noted on the face of the plat;*
 - 6. Correct street names and current zoning designation;*
 - 7. Building locations, building setbacks (distance from existing structures to nearest property lines), driveways, location of easements, utility connection points, septic tanks, septic drain fields, stormwater facilities, and wells;*
 - 8. Public and private roads and their dimensions and location;*
 - 9. Identification of all lots involved as Lot 1, Lot 2, etc.; and*
 - 10. Any previous short plat or boundary line adjustments shall be noted on the site plan.*

(Ord. No. 1239, 8-20-2012)

Response: This proposal includes plans which depict the above-listed items on the plans provided for the proposed boundary line adjustment.

16.34.050 - Approval criteria.

The community development director or his/her designee shall approve, disapprove or condition boundary line adjustment applications based on the following conditions:

- A. No new lots are created by the BLA proposal;*

Response: This proposal does not create new lots and instead involves the reconfiguration of four (4) existing legal tax lots.

- B. The adjusted lots meet current zoning requirements related to property size including, but not limited to, minimum requirements for width, depth, and area. Whenever a lot involved in*

a proposed BLA does not meet minimum requirements for size prior to adjustment, the change may be approved so long as the change does not increase the existing nonconformity;

Response: Pursuant to the underlying zoning designation of the Highway Commercial District (C-2), the minimum lot sizing must meet the 10,000 square foot minimum requirement. This proposal involves the reconfiguration of lots resulting in the following lot sizing:

Lot	Tax Lot	Existing Area		Proposed Area	
		Acres	Square Feet	Acres	Square Feet
1	508620100	±9.6	±418,176	±8.3	±360,334
2	508610100	±5.1	±222,156	±3.5	±152,436
3	508650100	±5.1	±222,156	±8.3	±360,435
4	508680100	±2.7	±117,612	±2.4	±104,339

As demonstrated in the table above, all adjustments proposed will result in lots that meet the minimum lot area required for underlying zoning designation. There are no limitations for lot width and depth requirements, therefore no discussion is included herein regarding lot width and depth.

- C. *No lot shall be reconfigured or adjusted which would render access for vehicles, utilities, fire protection, or existing easements impractical to serve their purpose. Blanket utility easements existing along lot lines, that are specifically required as a condition of development approval, may be moved during a boundary line adjustment; provided, there is compliance with RCW 64.04.175 and the easement is not occupied by a utility. If the easement is occupied, this provision is inapplicable, and the provisions of RCW 64.04.175 shall apply.*

Response: This proposal includes a boundary line adjustment for four (4) tax lots, each of which abuts a public or proposed private roadway. This proposal includes two (2) access, utilities and maintenance easements which will facilitate the access for vehicles, utilities and fire protection. One (1) fifty (50) foot access, utilities and maintenance easement benefitting adjusted tax lots 508620100 and 508610100 is included connecting the site from Green Mountain Road to the east and transects the site along the northern portion of the site and connects to Old Pacific Highway. A second access, utilities and maintenance easement connects the site from Old Pacific Highway and is to the benefit of adjusted tax lots 508620100, 508610100, 508650100 and 508680100.

- D. *A BLA proposal that is inconsistent with any restrictions or conditions of approval for a recorded plat or short plat shall not be approved;*

Response: This proposal has been designed to be consistent with any applicable restrictions or conditions of approval for a recorded plat.

E. A BLA proposal between lots with different zoning designations shall not be approved;

Response: This proposal includes a boundary line adjustment which reconfigures lots with the underlying zoning district of Highway Commercial District (C-2).

F. A BLA proposal that would reduce the overall area in a plat or short plat devoted to open space shall not be approved; and

Response: This proposal does not include a reduction in overall area, nor does it consist of a short plat devoted to open space. Adjusted tax lot 2 (508610100) will consist of environmentally sensitive area and as such is nondevelopable pursuant to local, state and federal regulations. CC&Rs may be required to be recorded against adjusted tax lot 2 (508610100) in order to ensure that it remains an environmentally protected area.

G. A BLA proposal that would adjust a boundary line across a public roadway shall not be approved.

(Ord. No. 1239, 8-20-2012; Ord. No. 1378, § 64, 11-21-2016)

Response: This proposal does not include or propose lots which cross a public roadway.

16.34.060 - Recording.

If the proposed boundary line adjustment is approved, the applicant shall resubmit the map with the following information added:

- A. Signature blocks for all property owners;
- B. Signature block for the public works director;
- C. Legal descriptions shall be prepared for each lot and placed on the face of the map; and
- D. On the face of the map, the language of any and all covenants, deed restrictions, or other property use limitations on the property shall be set forth, together with the auditor's file number, volume and page where such language is recorded.

The BLA shall be recorded with the county assessor's office at the expense of the applicant.

(Ord. No. 1239, 8-20-2012)

Response: The Applicant acknowledges that once the proposed boundary line adjustment, once approved, must be resubmitted containing the information that is specified within Chapter 16.34.060.

16.34.070 - Appeals.

Appeal procedures for administrative decisions are set forth in WMC 19.06 and 19.08.

(Ord. No. 1239, 8-20-2012)

Response: Not applicable. This land use application does not involve an appealed administrative decision.

TITLE 17 - ZONING

Chapter 17.36 - HIGHWAY COMMERCIAL DISTRICT (C-2)

[...]

17.36.020 - Permitted uses.

[...]

Response: This proposal includes a site plan review application seeking the approval for a commercial sale and distribution of processed lumber is a permitted use under Item 15 in the Highway Commercial District (C-2).

[...]

17.36.070 - Building setbacks. (See Figures 1 through 3.)

Intent: To establish active, vibrant, and lively C-2 uses within close proximity to the public streets and sidewalks.

All setbacks shall be measured from the most protruding portion of the building or use to the appropriate property line.

1. *Front Yard and Street Side Yard Setbacks: Buildings shall be set as close as possible to all of the fronting and side public streets.*

Response: This proposal has been designed to include the main building within twenty- (20) feet of Green Mountain Road in order to help meet the site landscaping requirement.

2. *Zero Setback Requirements on State Highways, Major Arterials, and Minor Arterials: When the subject parcel fronts on a State Highway, Major Arterial, or Minor Arterial, a minimum of forty percent of the facade length of building shall abut the fronting sidewalks. In multi-building developments, a minimum of thirty percent of the total facade length of buildings shall abut the fronting sidewalks. When the subject property is a corner lot or double-frontage lot, the above standards shall also apply to each facade facing the side or secondary street.*

Response: Not applicable. This proposal includes a main building near Green Mountain Road, however, since it is functionally classified as a major collector these standards do not apply.

3. *When the applicant demonstrates that requirements outlined in WMC 17.36.070.1 or 17.36.070.2 cannot be reasonably met or proposes to locate pedestrian-friendly space between the building and fronting or side public street, the setback area shall feature generous landscaping, benches, or outside cafe. This may be permitted at the discretion of the approving authority without a variance being obtained.*

Response: Not applicable. This proposal has been designed in conformance with WMC 17.36.070.1 and WMC 17.36.070.2.

4. *Buildings on Street Corners: Buildings located on the corners of public streets may be set back from the corner property lines only when generous sidewalks and street landscaping are provided in the setback area. To ensure safety of motorists, bicyclists, and pedestrians, a vision clearance area shall be provided on the corner property or within the right-of-way. The vision clearance area shall be the triangle area within twenty feet from the corner of curb lines, or from the corner of property lines where there is no sidewalk. Trees, shrubs, landscaping materials, and other objects/structures shall*

not exceed three feet in height within the vision clearance areas.

Response: Not applicable. The site is not located along the corner of a public street.

5. *Side Yard and Rear Yard Setbacks: No limitations except where the subject property abuts a residential zoning district, the side/rear yard setbacks shall be a minimum of twenty feet and shall be increased one foot for each foot the C-2 use building height is increased over twenty-five feet.*

Response: This proposal has been designed to include a twenty (20) foot setback along the northern property line as it abuts residential zoned property. It is not anticipated that the height of three (3) sided shed near the northern portion of the site will exceed twenty-five (25) feet.

17.36.080 - Building height. (See Figures 31 and 32.)

C-2 use buildings shall be a maximum of forty-five feet and a minimum of fifteen feet in height, provided where the C-2 use abuts a residential zone, the height shall not exceed that permitted by the residential zone. "False-fronts" or "tilt-ups" provided only on the facade of building shall be prohibited and shall not be used to meet the minimum building height requirements.

Response: This proposal has been designed to include buildings that will not exceed forty-five feet in height and will not be shorter than fifteen (15) feet. The main building (identified as Building 1 in the architectural plans) included in this design, the largest building, has been designed with an approximately twenty-two- (22) foot high workshop eave and a pitched roof at approximately thirty-two (32) feet high. The smallest building structure (identified as Building 3 in the architectural plans) included in this design, the largest building, has been designed with an approximately twenty-two- (22) foot high which includes the workshop eave.

17.36.090 - Lot coverage.

There are no limitations for lot coverage.

Response: Not applicable. The underlying zoning district does not contain lot coverage limitations.

17.36.100 - Off-street parking.

Off-street parking in the C-2 district shall meet the requirements of WMC 17.56 and 17.36.130.

Response: Pursuant to WMC 17.56.030.B., the required parking ratio for all other uses that do not include food stores, markets, and shopping centers and involve buildings with a gross floor area of greater than 3,000 square feet is one (1) parking space per three hundred (300) square feet is required. However, the proposed commercial lumber yard does not involve a use which would necessitate frequent usage and associated parking spaces. For this reason, fifty-nine (59) the off-street parking spaces are included in this proposal, which is based on the anticipated potential future employee count and customers.

17.36.110 - Reserved.

Editor's note— Ord. No. 1256, § 1, adopted January 7, 2013, repealed §17.36.110, which pertained to storm drainage and derived from Ord. No. 1176, adopted January 4, 2010.

[...]

17.36.130 - Architectural and site design standards.

A. Title and Purpose. The purpose of this chapter is to produce development that meets various objectives. These include:

- 1. Create a physical environment that emphasizes buildings and landscaping, rather than parking lots, driveways, or large signs.*
- 2. Maintain the scale, texture, and architectural context of development.*
- 3. Encourage creative and innovative designs for sites and building designs.*
- 4. Allow for infill development that is sensitive to the existing urban design context.*
- 5. Protect and enhance the business environment and property values within the city in manners that support and stimulate business and industry and also promote desirability of investment and occupancy in business and other properties.*

Response: This proposal has been designed to meet applicable architectural and site design standards.

B. Submittal Requirements. Site and elevation plans that are to scale and stamped by a registered architect in the State of Washington shall be submitted and approved prior to issuance of the site plan approval.

Response: The application submittal for this proposal includes preliminary site and elevations plans that are to scale and stamped by a registered architect in the State of Washington.

C. Variance from Architectural and Site Design Standards. The city recognizes that strict adherence to the standards outlined in WMC 17.36.130 may prevent innovative and desirable designs that would achieve or exceed the intents of standards. Whenever there are difficulties that result from physical peculiarities of the property which make it difficult to implement these standards, the hearing examiner shall have the authority to grant a variance from strict compliance with specific standards or requirements. The hearing examiner shall review such variance applications at an open record public hearing in accordance with the procedure outlined in WMC 19.06.070 and render decisions based on the criteria outlined in WMC 17.81.020.B, the intents of applicable standards, and applicable provisions in the Woodland Comprehensive Plan. Any such deviations so granted shall be specifically identified in the site and elevation plans.

Response: This proposal does not include a variance request from the architectural and site design standards included in the City's Code of Ordinances.

D. Master Plan Required. Every commercial park/development or binding site plan that is larger than five acres in size located within the highway commercial (C-2) zoning district shall contain covenants establishing a master site and building design plan so the entire commercial project, upon completion, exhibits conformity in design style per WMC 17.36.130, the Woodland Architectural and Site Design Standards. Any part or phase of the commercial park/development or binding site plan shall exhibit conformance with the approved master plan. A copy of the draft covenants shall be submitted with the application. A copy of the recorded covenants shall be submitted prior to commencement of any on-site work for the project.

Response: A Master Plan CC&Rs is included with this application submittal which details the site development standards which must be implemented within Lot 1 and any lot developed

subsequently within the development at a later time.

E. Orientation to the Street. (See Figures 4 through 6.) Intent: To ensure that buildings contribute to the liveliness and safety of streets and provide activity and interest along the street.

- 1. Buildings, along with trees and landscaping, shall be predominant rather than parking lots, driveways, or freestanding signs. Buildings should not turn their backs to the streets.*

Response: This proposal has been designed to include a building which is oriented towards Green Mountain Road. The building fronts along approximately 226 feet or forty percent (40%) of the approximately 580 feet of site frontage along Green Mountain Road. While the site includes a parking lot that fronts along approximately 133 feet of Green Mountain Road, it is setback an approximately twenty (20) feet by a landscape buffer.

- 2. People traveling along the state highways, major arterials, and minor arterials should be able to see storefronts, windows, merchandise, and other aspects of business activity.*

Response: This proposal has been designed to include a building setback with a landscape buffer fronting along Green Mountain Road, a major collector. However, the nature of the business activity is not pedestrian based as it is a building supply store. Features which will call out the site as a place of business activity will include visible signage, building lighting and buffer landscaping front the site.

- 3. Features such as inset or angled corners and entrances, display windows, or corner roof features should be provided at intersections of public streets and alley entrances.*

Response: This proposal is not sited at the intersection of public streets or alley entrances.

- 4. Unless reasonably impractical, parking lots, drive aisles, drive-through lanes, auto repair bay openings, car-wash openings, display areas, and outside storage area shall not be allowed between the building and public street or in an area that is visible from a public street or space even if enclosed or partially enclosed by structural elements. When such an area is proposed between the building and public street or in the area that is visible from a public street or space, comply with WMC 17.36.130.N.4 and 17.36.130.N.5.*

Response: This proposal has been designed to not include parking lots and drive aisles between the buildings and the nearest public street, Green Mountain Road.

- 5. Solar orientation and local climate should be considered in siting buildings to promote energy conservation.*



Figure 4
Storefronts and entrances should open up towards the street

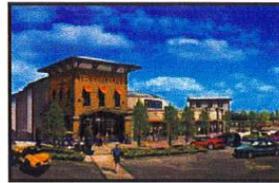


Figure 5
Buildings should enhance the activity on the street

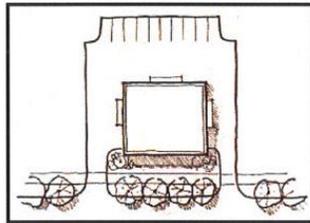


Figure 6
Drive-through windows and car lanes located on the sides and rear of building

Response: This proposal has been designed to include a main building which has been sited approximately twenty (20) feet from the nearest public street, Green Mountain Road. Two (2) driveway entrances connecting to Green Mountain Road are included on the sides of the main building in addition to the two (2) driveway entrances from Old Pacific Highway to the east.

F. *Plazas, Courtyards, and Seating Areas. (See Figures 7 through 9.) Intent: To provide a pedestrian-friendly environment by creating a variety of usable and interesting open spaces within developments.*

1 *Buildings larger than four thousand square feet shall have plazas, courtyards, or other pedestrian amenities or spaces at or near their main entrances. Pedestrian spaces should be a minimum of one square foot of plaza per one hundred square feet of both existing and proposed building areas.*

Response: This proposal includes a 40,000 square foot main building for which a four hundred (400) square foot pedestrian amenity near the main entrance.

2. *Plazas, courtyards and other pedestrian amenities or spaces should include at least three of the following:*

- a) *Special interest landscape.*
- b) *Pedestrian scale bollard or other accent lighting.*
- c) *Special paving, such as colored/stained concrete, brick, or other unit paver.*
- d) *Public art.*
- e) *Seating, such as benches, tables, or low seating walls.*
- f) *Drinking fountain.*
- g) *Water feature.*
- h) *An element not listed here that meets the intent.*

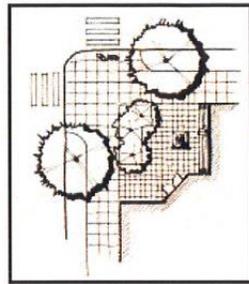


Figure 7
A good example of plaza on street corner



Figure 8
A desirable pedestrian-friendly amenity



Figure 9
An example of street-side shared seating area within a private development

Response: This proposal has been designed to include a pedestrian plaza which will feature at least three (3) of the items included in the list in Subsection H.

G. *Entrances. (See Figures 10 through 15.) Intent: To ensure that entrances are easily identifiable and accessible from public streets and sidewalks.*

1. *Principal building entry shall be visible from the fronting public street and marked by at least one element from Group A and one element from Group B:*

Group A:

Large entry doors

Recessed entrance

Protruding entrance

Plaza entrance

Group B:

Canopy

Portico

Overhang

Response: This proposal has been designed to include a business entrance which is accessible to pedestrians from the sidewalk fronting the south side of the building and connects to sidewalk along Green Mountain Road. Large entry doors and an overhang are the two (2) elements this proposal has been designed to feature at this time.

2. *Weather Protection. Canopies and/or awnings shall be provided along a minimum of sixty percent of the facades that give access to the building. The minimum depth of any sidewalk canopy/awning shall be five feet. The vertical clearance between the underside of a canopy/awning and the sidewalk shall be at least eight feet and no more than twelve feet,*

except for vehicle entrances. Canopy/awning should be provided to emphasize the bays and enhance overall architectural patters of the storefronts.

Response: This proposal has been designed to potentially include awning along at least 120 feet or 60% along the 200 feet of building siding.

H. *Articulation/Massing. (See Figures 16 through 34.) Intent: To reduce the apparent bulk of buildings over twenty feet in height or width and maintain pedestrian scale. To create a unifying concept through composition of the building's larger masses and elements.*

1. *Facade Standards. A building facade that is twenty feet or taller or twenty feet or longer and visible from a public street, public space, or residential zone shall comply with the following Facade Standards a) through j) below.*

Response: This proposal includes a building façade that includes approximately one hundred and fifty (150) feet

a) *Building facades shall have a distinct base at the ground level, middle, and top using articulation and materials such as stone, masonry, or decorative concrete to provide pedestrian-scale and architectural interest.*

Response: This proposal has been designed to include a variety of building siding and trim. For more information see the building color options included on pages 25-27 of the Site Plans included in this submittal. While the WMC intends to for new structures in the C-2 zoning district to be designed to provide for a pedestrian-scale, the intended use of the buildings are for commercial lumberyards in an area with no existing foot traffic.

b) *The top of the building shall emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback, or pitched roofline.*

Response: This proposal has been designed to include a projecting roof parapet and a pitched roofline for the main building front along Green Mountain Road.

c) *The middle of the building may be distinguished by a change in materials or color, windows, balconies, setbacks, and signage.*

Response: This proposal has not been designed to include distinguishment in middle of the buildings.

d) *Facade Modulation Standards. The facade of buildings shall have horizontal offsets, i.e., recesses and projections from the main body of the buildings, to avoid monotonous large walls. Columns, bands, or textural treatment should be effectively used to augment the overall design of buildings.*

Response: The buildings included in this proposal have been designed to include façade modulations.

e) *Building facades shall have vertical offsets in the cornice lines or rooflines in a manner that reduces massive scale of the building and enhance the overall design of buildings.*

Response: The buildings included in this proposal have been designed to include vertical

offsets.

- f) *Repetition of identical vertical or horizontal offsets should be avoided.*

Response: Not applicable. This proposal involves building design that includes a single wall on each side of the building.

- g) *Buildings shall avoid the appearance of "false-front" or "tilt-up" construction. When used, the parapets shall be present on all visible sides. "False-fronts" or "tilt-ups" provided only on the facade of building shall be prohibited and shall not be used to meet the minimum building height requirements outlined in WMC 17.36.080. In addition, see WMC 17.36.130.H.6, Roofline Standards.*

Response: This proposal has been designed to include buildings with parapets that are visible from all four (4) sides of the building. Furthermore, this proposal has been designed to include buildings which includes three (3) buildings, each of which exceeds the minimum height of fifteen (15) feet for the underlying zoning district of Highway Commercial (C-2).

- h) *When there is a change in the building plane, a change in the building materials, colors, or patterns should also occur.*

Response: Not applicable. This proposal does not include changes in building plane.

- i) *Ample articulated window treatments should be provided in facades using mullions, recesses, complementary articulation around doorways and balconies, etc.*

Response: This proposal does not include the use of mullions, recesses, complementary articulation around doorways and balconies.

- j) *Lighting fixtures shall be provided in a way that enhances the overall design of buildings and landscaping. Lighting of expansive wall planes or the use of architectural lighting that results in hot spots on walls or roof planes should be avoided.*

Response: This proposal does not currently feature building lighting, however, information about lighting will be included in the subsequent building permit application submittal.

2. *Materials and Colors.*

- a) *Building materials and building techniques of high durability and high quality should be used. Recycled and ecologically friendly materials should be encouraged.*
b) *Accent colors should be used in a way to enhance or highlight building design, and not in a manner that creates clutter or otherwise detracts from building design.*

Response: This proposal has been designed to include materials and building techniques that have been utilized previously for long-term use of commercial lumber yards.

3. *Ground Level Details. (See Figures 35 and 36.) Intent: To reinforce the character of the streetscape by encouraging the greatest amount of visual interest along the ground level of buildings. Facades of buildings that are visible from a public street, public space, or residential zone shall be designed to be pedestrian-friendly through the inclusion of at least three of the*

following elements:

- (i) Kickplates for storefront windows*
- (ii) Projecting window sills*
- (iii) Pedestrian scale signs*
- (iv) Canopies*
- (v) Plinths*
- (vi) Containers for seasonal plantings*
- (vii) Ornamental tilework*
- (viii) Medallions*
- (ix) Lighting or hanging baskets supported by ornamental brackets*
- (x) An element not listed here that meets the intent*

Response: This proposal has been designed to include pedestrian-scale signs and the Applicant may include the use of containers for seasonal plantings.

4. *Transparency. (See Figures 37 and 38.) Intent: To provide a visual connection between activities inside and outside of buildings, and encourage pedestrian activities on the fronting public streets.*

a) A minimum of thirty percent of any ground floor facade 1 that is visible from any public street, public space, or residential zone shall be comprised of windows with clear "vision" glass* 2.*

Response: This proposal has not been designed to include the main building at the site along Green Mountain Road, the nearest public street. The intent of this provision is to enhance and encourage pedestrian activities, however, the site is not located in an area where there are uses compatible with pedestrian use.

b) A minimum of forty percent of any ground floor facade 1 located closer than sixty feet to a state highway, major arterial, or minor arterial shall be comprised of windows with clear "vision" glass* 2 .*

Response: Not applicable. This proposal is not located within sixty (60) feet of a state highway, major arterials, or minor arterial. Green Mountain Road is functionally classified as a major collector roadway.

c) A minimum of sixty percent of any ground floor facade 1 located closer than twenty feet to a state highway, major arterial, or minor arterial shall be comprised of windows with clear, "vision" glass* 2 . Display windows may be used to meet this requirement.*

Response: Not applicable. This proposal is not located within twenty (20) feet of a state highway, major arterial, or minor arterial roadway.

d) A minimum of twenty percent of any upper floor facade that is visible from any public street, public space, or residential zone shall be comprised of windows with clear "vision" glass.

Response: Not applicable. This proposal does not include a second story.

e) *For facades that do not have windows, see WMC 17.36.130.H.5, Blank Wall Treatments.*

Response: The Applicant shall include landscaping features which shall comply with WMC 17.36.130.H.5, Blank Wall Treatments.

f) *Energy efficient windows should be used.*

** 1 The portion of the facade between three feet and seven feet above grade.*

** 2 Clear "vision" glass shall be transparent, and shall not include translucent or reflective glass.*

Response: This proposal has been designed to include energy efficient windows consisting of clear "vision" glass.

5. *Blank Wall Treatments. (See Figure 39.) Intent: To reduce the appearance and mass of blank walls (walls without windows, showcases, displays, and pedestrian entries) through the use of various architectural and landscaping treatments.*

A blank wall longer than thirty feet that is visible from a public street, public space, or residential zone shall incorporate two or more of the following:

- a) Vegetation, such as trees, shrubs, ground cover and/or vines adjacent to the wall.*
- b) Artwork, such as bas-relief sculpture, mosaic, mural, etc.*
- c) Seating area with special paving and seasonal plantings.*
- d) Architectural detailing, reveals, contrasting materials or other special visual interest.*

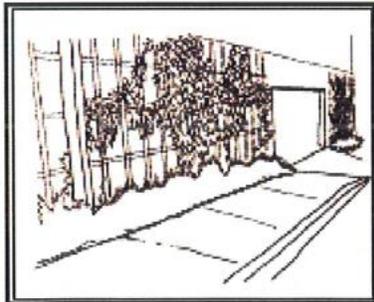


Figure 39
Trellis with vines next to a garage entrance

Response: The main building included in this proposal fronts along Green Mountain Road, a public street, with approximately one hundred and fifty (150) feet. Vegetation shall be included as a blank wall treatment. However, the pedestrian plaza has been sited farther away from the roadway near the adjacent ballpark to provide for an outdoor employee lunch area which will facilitate easy access to the on-site parking lot and the tranquility that the landscaped area will provide.

In addition, the north and south side of the building is approximately two hundred (200) feet long and is visible from Green Mountain Road. While both north and south elevations are visible from Green Mountain Road, the southern elevation is the location of the main entrance for customers and the northern elevation is the site where lumber will be moved to and from the showroom.

6. *Roofline. (See Figures 40 and 41.) Intent: To ensure that rooflines present a distinct profile and appearance for the building, reduce the massive scale of buildings, and express the neighborhood character.*

Commercial buildings with flat roofs shall have extended parapets and projecting cornices on all visible sides to create a prominent edge when viewed against the sky. Cornices shall be made of a different material and color than the predominant siding of the building.

Response: This proposal includes three (3) buildings which include pitched roofs, therefore the design standards for flat roofs do not apply.

- I. *Screening Rooftop Equipment. (See Figures 42 and 43.) Intent: To screen rooftop mechanical and communications equipment from the ground level of nearby public streets, public space, and residential zone of the similar elevation.*

1. *Mechanical equipment shall be fully screened by an extended parapet wall, other roof forms, or permanent evergreen trees in a roof garden that is integrated with the overall architecture of the building.*
2. *Communication equipment should be blended in with the design of the roofs rather than being merely attached to the roof deck.*

Response: This proposal does not include rooftop equipment.

- J. *Sidewalks and Street Trees. Intent: to maintain a continuous, safe and consistent street frontage an character throughout the site and the abutting public right-of-way.*

1. *Private and public sidewalk areas shall maintain a clear zone of a minimum of five feet for pedestrian travel.*

Response: This proposal has been designed to include sidewalks which are five (5) feet of unobstructed width.

2. *Where required or proposed, street trees within the public right-of-way shall be spaced equivalent to one every thirty feet in tree pits or four feet wide continuous planted area. Tree pits may be planted or have pavers. All proposed planting activity shall comply with Section 12.28, Woodland Street Trees Standards.*

Response: This proposal has been designed to include street trees within the public right-of-way and area spaced at one (1) every thirty (30) feet. For more information, see the preliminary landscape plans included in this submittal.

3. *Street trees shall be a minimum of one and one-half inches in caliper and approved by the City. See WMC 12.28.100 for Prohibited Street Trees.*

Response: This proposal has been designed to include street trees that a minimum of one and one-half inches and approved by the City. This proposal. does not include any prohibited street trees.

K. *Curb Cuts and Driveways. (See Figures 44 and 45.) Intent: To enhance pedestrian safety and activity by consolidating driveways, while providing for adequate vehicular and service access.*

1. *Each C-2 use parcel shall be limited to a maximum of two points of vehicular access on a state highway, major arterial, or minor arterial. When the subject property is a corner lot or double-frontage lot abutting a state highway, major arterial, and/or minor arterial, the total number of access for each C-2 use parcel shall be limited to a maximum of two points of vehicular access on such streets.*

Response: This proposal includes two (2) access points to Green Mountain Road, a major collector, and two (2) access points to Old Pacific Highway, a minor arterial. The site is not a corner lot, nor does it have double frontage as

2. *Obstructions to pedestrian and bicyclist movement and the number of vehicular turning movements should be minimized.*

Response: This proposal does not include obstructions to pedestrian movement.

3. *Closely spaced adjacent driveways in the same development shall be combined for joint access unless such consolidation is impractical or will cause a hazard. Adjacent developments should share driveways to the greatest extent possible. Shared-access agreements between properties should be strongly encouraged.*

Response: This proposal does not include closely spaced adjacent driveways. The two (2) driveways included along Green Mountain Road and the two (2) driveways included along Old Pacific Highway are sufficiently spaced. For more information, see the trip generation and sight distance analysis included in this application submittal.

L. *Location of Parking Lot. (See Figures 46 through 48.) Intent: To maintain a contiguous and active pedestrian realm along street fronts by locating parking lots behind or beside the buildings. This ensures that parking lots would be as visually unobtrusive as possible while at the same time maintaining visibility for public safety.*

1. *Parking lots shall be located behind or beside the buildings, when physically feasible. In addition, see WMC 17.56 for the Off-Street Parking and Loading Requirements. Where parking lots, drive aisles, drive-through lanes, auto repair bay openings, car-wash openings, display areas, and outside storage area are allowed to be located between the building and public street, such areas shall be screened per WMC 17.36.130.L.4 and 17.36.130.N.5.*

Response: This proposal has been designed to include parking lots on the side and rear of the main building.

2. *Parking lots shall not be located on corners of public streets.*

Response: This proposal has been designed to include off street parking and as such does not include parking spaces located on corners of public streets.

3. *The secondary street and alleys should be effectively used by means of access to parking lots, when feasible.*

Response: This proposal does not include the provision of a secondary street or alleys.

M. Pedestrian and Bicyclist Connections. (See Figures 49 through 52.) Intent: To create a network of safe and attractive linkages for pedestrians through parking lots.

1. Clearly defined pedestrian connections not less than five feet wide shall be provided throughout the site:
 - a) Between the abutting public street(s)/sidewalk(s) and building entrances,
 - b) Between parking lots and building entrances, and
 - c) Around the buildings in a way that connects all tenants on the site.

Response: This proposal has been designed to include a six- (6) foot wide pedestrian pathway connecting the sidewalk along Green Mountain Road to the main entrance of the main building on-site.

2. Pedestrian connections shall be clearly defined in a combination of two or more of the following ways:
 - a) A six-inch vertical curb in combination with a raised walkway.
 - b) A trellis.
 - c) Special railing.
 - d) Bollards.
 - e) Special paving.
 - f) Low seat wall and/or other architectural features.
 - g) A continuous landscape area a minimum of three feet wide on at least one side of the walkway, except when walkway crosses vehicular travel lanes.
 - h) Pedestrian scale lighting, bollard lighting, accent lighting, or combination thereof to aid in pedestrian way finding.
 - i) An element not listed here that meets the intent.

Response: This proposal has been designed to include special paving and pedestrian scale lighting.

3. On large sites where no public street exists within the site, a grid street system should be created within the project to enhance the flow of vehicles, pedestrians, and bicyclists throughout the site.

Response: The site does not include an existing public street and as such includes a grid access system to facilitate the flow of vehicles and pedestrians. Since the use of the site will be for a commercial lumber yard, bicyclists' use of the site will be strongly discouraged.

4. Bicycle parking areas should be provided near the public entrances of buildings.

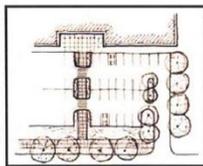


Figure 49
 Pedestrian connection between the public sidewalk and building entrance



Figure 50
 Clearly defined pedestrian walkway



Figure 51
 Shaded walkway through parking lot

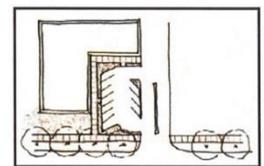


Figure 52
 Walkway connecting multi-tenant center to public sidewalk and adjacent to side parking lot

Response: This proposal does not include the provision of bicycle parking as the site will be used as a commercial lumberyard.

N. *Site Screening and Buffers. (See Figures 53 through 55.) Intent: To mitigate impacts of C-2 uses on the surrounding non-commercial uses and increase the compatibility of C-2 uses with that of other adjacent and nearby uses.*

1. *Street Frontage Landscaping. A minimum of five feet wide landscaped strip consisting of trees, shrubs, and plant groundcover shall be planted along the entire public street frontage area, excluding the ingress and egress points and the areas where structures and pedestrian-oriented space are located.*

Response: This proposal has been designed to include an approximately twenty- (20) foot landscape buffer along Green Mountain Road, the nearest public street to the project site.

2. *Abutting Residential and Public/Quasi-Public/Institutional (PQPI) Zones. C-2 uses which abut a residential or PQPI zone along the side and/or rear property lines shall provide a sight-obscuring fence or wall a minimum of six feet in height, but no more than eight feet in height along the full frontage of the property lines, between the building and property line. A barbed wire fence or chain link fence containing slats does not qualify as a sight-obscuring fence for the purposes of this section. In addition, a mixture of evergreen and deciduous trees and shrubs not less than six feet in height shall be densely provided along the full frontage of the outer side of such fence or wall.*

Response: Not applicable. The proposed Adjusted Lot 1 abuts the proposed Adjusted Lot 2, both of which are zoned C-2.

3. *Vision Clearance Areas. To ensure safety of motorists, bicyclists, and pedestrians, a vision clearance area shall be provided on the corner property or within the right-of-way. The vision clearance area shall be the triangle area within twenty feet from the corner of sidewalks, or where there is no sidewalk the corner of property lines or the corner of driveway boundary and property line. Trees, shrubs, landscaping materials, and other objects/structures shall not exceed three feet in height within the vision clearance areas.*

Response: This proposal includes plans which feature a vision clearance area of twenty- (20) feet from the corner of the sidewalks.

4. *Where parking lots are allowed to be located between the building and public street or in an area that is visible from a public street or space, such parking lots shall be screened from the adjacent public street or space with a minimum of ten feet wide planting area including one or a combination of the following treatments:*

a. *Low walls made of concrete, masonry, or other similar material and not exceeding a maximum height of three feet, with evergreen shrubs and groundcover materials along the outer side of the wall.*

b. *Raised planter walls planted with a minimum of eighty percent evergreen shrubs not to exceed a total height of three feet, including planter wall and landscape planting, and evergreen groundcover materials along the outer side of the planter wall.*

c. *Shrubs of which at least eighty percent are evergreen, not to exceed a total height of three feet, and evergreen groundcover materials.*

d. *Landscape plantings consisting of trees of which at least eighty percent are deciduous,*

shrubs of which at least eighty percent are evergreen, and evergreen groundcover materials. A clear view between three and eight feet above the ground shall be maintained.

- e. *An element not listed here that meets the intent.*

Response: Not applicable. This proposal does not include the provision of parking lots between the building and public street.

5. *Where drive aisles, drive-through lanes, auto repair bay openings, car-wash openings, display areas, and outside storage area are allowed to be located between the building and public street or in an area that is visible from a public street or space, such an area shall be substantially screened with walls and/or evergreen trees and shrubs from the adjacent public street or space with a minimum of ten feet wide planting between such an area and the public street or space.*

Response: This proposal includes a parking area drive aisle south of the main building which will be visible from Green Mountain Road. A sight-obscuring landscaping buffer ranging in width from approximately thirteen (13) to twenty (20) feet is included fronting the site along Green Mountain Road which will minimize visibility from the public street. This proposal does not include drive aisles located between the building and public street.

6. *Walls and raised planters shall not exceed a maximum height of three feet, unless all of the following are provided:*
- a. *Screen treatment does not create a safety hazard.*
 - b. *Portion of treatment that is above three feet in height is a minimum seventy-five percent transparent (i.e. see-through metal railing, trellis, or other similar treatment). A barbed wire fence or chain link fence containing slats does not qualify as a transparent fence for the purposes of this section.*
 - c. *Portion of wall/landscape treatment that is above three feet in height provides added visual interest, detail, and character suitable to the character of the development.*

Response: Not applicable. This proposal does not include the provision or walls or planters which exceed three (3) feet in height.

7. *Where walls are provided, landscape planting areas shall be a minimum width of five feet and shall be located adjacent to the public right-of-way.*

Response: Not applicable. This proposal has not been designed to include walls.

8. *Use of fences located in the Front Yard or Street Side Yard should be minimized. Where fencing is necessary or required, a human scale should be maintained along the public street by providing pedestrian connections through use of gates or openings at frequent intervals. Considerations should be given to visual interest in terms of fence materials, texture, and colors. Barbed wire fence or chain link fencing shall not be used on any public street frontage.*

Response: This proposal has been designed to not include fencing within the front or street side yard.

9. *Fencing around parking lots may be allowed only if all of the following conditions are met:*
 - a. *All screen fencing shall not exceed a maximum height of six feet, and any portion higher than three feet must be seventy-five percent transparent,*
 - b. *Fencing and architectural details should complement the materials used in the development, and*
 - c. *Barbed wire fence or chain link fencing shall not be used on any public street frontage.*

Response: This proposal includes site fencing for the driveway access locations.

- O. *Parking Lot Landscaping (See Figures 56 and 57.) Intent: To mitigate the visual impact of parking lots through landscaped areas and/or architectural features that complement the overall design and character of development.*

1. *Parking lot landscaping shall reinforce pedestrian and vehicular circulation, especially parking lot entrances, ends of driving aisles, and pedestrian walkways leading through parking lots.*

Response: This proposal has been designed to include landscaping within the parking lot within landscape islands.

2. *The minimum number of trees required in the interior landscape area in parking lots shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:*

- a. *Where the parking lot is located between the building and public street, a minimum of one tree for every five spaces shall be provided (1:5).*

Response: Not applicable. This proposal does not include a parking lot located between the building and a public street.

- b. *Where the parking lot is located to the side of the building and partially abuts the public street, a minimum of one tree for every six spaces shall be provided (1:6).*

Response: This proposal includes a parking lot located to the side of the main building and partially abuts the public street, as such it requires one tree for every six (6) parking spaces. This proposal includes the provision of sixty six (66) parking spaces and fifteen (15) trees, which is a 22% or less than one (1) tree for every four (4) parking spaces which exceeds the 1:6 ratio required.

- c. *Where the parking lot is located behind the building and is not visible from the public street or space, a minimum of one tree for every seven spaces shall be provided (1:7).*

Response: This proposal includes a parking lot behind the main building which features ten (10) parking spaces and five (5) trees which is a ratio of 1:2 in exceedance of the minimum 1:7 requirement.

- d. *Landscape islands should be provided at the both ends and in between to break up the parking area.*

Response: Landscape islands are included at both ends of the parking areas included in this proposal.

3. *Trees and other landscaping should be evenly distributed throughout the site.*

Response: This proposal includes trees and landscaping distributed throughout the parking areas and area of the site fronting along Green Mountain Road. The remainder of the site does not feature landscaping as the site will be used for a commercial lumberyard.

4. *To protect vegetation, a minimum four-foot area from the base shall be provided for all trees and shrubs where vehicle overhang extends into landscape areas.*

Response: This proposal has been designed to facilitate the inclusion of protective vegetation.

5. *Parking lots are encouraged to meet stormwater drainage requirements by using Low Impact Development (LID) techniques where possible and practical.*

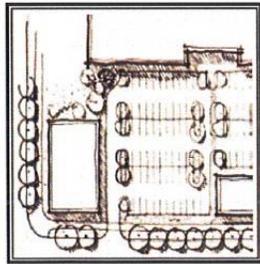


Figure 56
Landscaping along and within the parking lot

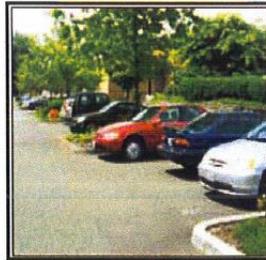


Figure 57
Landscape islands break up the expanse of asphalt

Response: This proposal has been designed to include landscape islands within the parking lot.

- P. *Screening of Trash and Service Areas. (See Figures 58 through 61.) Intent: To screen trash and service areas from public view.*

1. *All mechanical and communication equipment, loading docks, garbage receptacles, and recycling containers shall be fully screened from public view. A decorative wall (i.e., masonry, wood, or similar quality material), evergreen hedge, and/or opaque fence shall be used for screening. A barbed wire fence or chain link fence containing slats does not qualify as a sight-obscuring fence for the purposes of this section.*

2. *No loading docks shall be located between the building and public street unless no other location is reasonable.*

Response: This proposal has been designed to include landscape screening on the south side of the solid waste and recycling receptables. This proposal does not include the provision of loading docks between the buildings and public streets.

- Q. *Lighting. (See Figures 62 through 64.) Intent: To mitigate visual impact of lighting and ensure that lighting contributes to the character of the streetscape and does not disturb adjacent developments and residences.*

Response: This proposal shall include City-approved lighting fixtures for lighting within the public right-of-way and shall meet City requirements.

R. *Sign Design.*

1. *Creativity. Intent: to encourage interesting, creative and unique approaches to the design of signage.*

(i) *All signs shall be designed and installed in a manner that enhances the overall site and building designs.(ii)Projecting signs, supported by ornamental brackets and oriented to pedestrians, are strongly encouraged.*

(ii) *All signs shall comply with WMC 17.52, Sign Requirements.*

Response: Conformance with City sign requirements will be demonstrated when building permit applications are submitted for review.

2. *Historic Signage. Intent: to preserve the unique character of Woodland.*

(i) *Existing historic signs that feature the character of the area should be retained, wherever possible.*

Response: Not applicable. The site is devoid of existing signage.

3. *Pedestrian-Oriented Signs. Intent: to provide signs that complement and strengthen the pedestrian use of the C-2 zoning district.*

(i) *Pedestrian signs include projecting signs (blade signs), window signs (painted on glass or hung behind glass), logo signs (symbols, shapes), wall signs over entrance, A-board and freestanding sidewalk signs.*

(ii) *All signs shall comply with WMC 17.52, Sign Requirements.*

Response: This proposal does not at this time include signage. However, any signage proposed for the site shall be required to demonstrate compliance with these City standards during the building application process.

Chapter 17.48 - PERFORMANCE STANDARDS

[...]

Response: This proposal does not involve the generation of sound, vibration, air emissions, smoke, dust particulates, odors or other nuisance hazards. Instead, this proposal has been designed in compliance with the State Building Code Act, the City's Code of Ordinances and other applicable local and state regulations.

Chapter 17.52 - SIGN REQUIREMENTS

[...]

Response: This proposal's compliance with the City's sign requirements will be demonstrated with the application for building permits.

Chapter 17.56 – OFF-STREET PARKING AND LOADING

17.56.005 - Off-street parking—General requirement.

Every building hereafter erected shall be provided with parking spaces, and such parking spaces shall be made permanently available and be permanently maintained for parking purposes and, except for parking areas used for playground purposes in connection with schools, shall be used only for the parking of automobiles or trucks. Any areas used to provide required off-street parking shall be of such size and shape and so designed that the area will accommodate the number of cars to be provided for. If structural alterations or additions to a building or use result in additional floor space, seats, beds, employees, users, or students, as the case may be, parking shall be provided as required in this chapter according to the total development, the existing, plus the addition.

Response: This proposal is subject to the requirements of the off-street parking provisions of this chapter and as such must include off-street parking spaces which serve the buildings included in the site plan. This proposal has been designed to include off-street vehicle and truck parking spaces.

17.56.010 - Number of parking spaces required.

- A. *All developments in all zoning districts shall provide a sufficient number of parking spaces to accommodate the number of vehicles that ordinarily are likely to be attracted to the development in question.*
- B. *The presumptions established by this chapter are that:*
 - 1. *A development must comply with the parking standards set forth in Sections 17.56.030 through 17.56.060 to satisfy the requirement stated in subsection A of this section; and*
 - 2. *Any development that does meet these standards is in compliance. However, 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.*
- C. *When determination of the number of parking spaces required by Sections 17.56.030 through 17.56.050 results in a requirement of a fractional space, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space.*
- D. *The council recognizes that the minimum space standards given in Sections 17.56.030 through 17.56.050 cannot and do not cover every possible situation that may arise. Therefore, in cases not specifically covered, the permit issuing authority is authorized to determine the parking requirements using the minimum space standards as a guide.*

Response: This proposal has been designed to include fifty-nine (59) off-street vehicular and four (4) off-street truck/pick-up trailer parking spaces which is sufficiently sized to accommodate future employees and customers of the commercial lumber yard. This proposal includes approximately 10,000 square feet of office space in addition to 30,000 + 12,480 square feet of warehouse/storage area. Should the Applicant be required to provide one (1) parking space for every 250 square feet of warehouse/storage area, 170 parking spaces would be required and would significantly hinder the developability of the site for the intended use of a commercial lumber yard. Should this proposal be required to include 170 parking spaces, the site would be rendered unusable for its intended use. Area sufficient for truck loading, unloading and circulation in addition to lumber storage space will not accommodate 170 parking spaces.

17.56.020 - Flexibility in administration allowed.

- 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).*

Response: This proposal involves a use that is not listed within Table 17.56.050; therefore, the provision of parking spaces is based upon the specific proposed use of the site.

- B. *Without limiting the generality of the foregoing, the permit-issuing authority may allow deviations from the parking requirements set forth in Sections 17.56.030 through 17.56.050 when it finds that:*
1. *A residential development is irrevocably oriented toward the elderly;*
 2. *A business is primarily oriented to walk-in trade.*

Response: This proposal involves a commercial lumber yard primarily oriented towards contractor materials' purchasing and does not involve frequent or high volume retail patronage.

- C. *In the event the permit-issuing authority authorizes a deviation from the presumptive standards, the occupancy permit for the use or structure shall contain language describing the nature of the use and the parking required. Such deviation shall only be authorized during the period in which the stated use is in effect. Prior to undertaking any change in use, the owner or tenant shall request amendment of the occupancy permit to reflect the new use and shall comply with such modified parking requirements.*

Response: The occupancy permit for the main building shall contain language describing the nature and use of the site for a commercial lumber yard.

- D. *If the permit-issuing authority concludes, based upon information it receives in the consideration of a specific development proposal, that the presumption established by Sections 17.56.030 through 17.56.050 for a particular use classification is erroneous, it shall initiate a request for an amendment to the table of parking requirements in accordance with the procedures set forth in Chapter 17.84.*

Response: The Applicant does not anticipate the permit-issuing authority to amend the parking requirements for a specific use classification as none are included in Sections 17.56.030 through 17.56.050 which correlate to the proposed site use.

17.56.030 - Off-street parking—Commercial districts.

Off-street parking requirements in commercial districts shall be as follows:

- A. *C-1 Central Business District. Parking requirements shall be based on the number of trips generated by the use.*
1. *Thirty trips or fewer: No off-street parking required.*
 2. *Greater than thirty trips: One parking space for each four hundred square feet of the total floor area within all buildings to be served.*

Response: Not applicable. The site is located within the C-2 Highway Commercial District and as such is not subject to the requirements of the C-1 Central Business District.

- B. *C-2 Highway Commercial District. Food stores, markets, and shopping centers having a gross floor area of less than three thousand square feet, exclusive of basement areas, one parking space for each three hundred square feet of total floor area of the building(s). Food stores, markets, and shopping centers having a gross floor area of three thousand square feet or more, exclusive of basement areas, one parking space for each two hundred square feet of total floor area of the building(s). For all other C-2 uses, one parking space for each three hundred square feet of gross floor area with a minimum of four customer parking spaces per use.*

Response: While the site is located within the C-2 Highway Commercial District, the proposal does not involve the inclusion of a food store, market or shopping center.

- C. *C-3 Neighborhood Commercial District. One parking space for each two hundred square feet of gross floor area with a minimum of five customer parking spaces.*

Response: Not applicable. This site is not located within the C-3 Neighborhood Commercial District.

- D. *The foregoing shall not apply to the Davidson Street, at blocks 100, 200, 300 and Park Street at block 500. This exemption shall be in effect for five years from the effective date of this ordinance, and shall be revisited for reconsideration in five years by the city council.*

Response: This proposal is not located on Davidson Street, at blocks 100, 200, 300 and Park Street at block 500.

- E. *This code change will supersede the current WMC for off-site parking requirements in WMC 17.20.060, except for the residential portion. In the residential portion of the downtown Commercial (C-1) blocks identified in "D" above, one parking space will be required for each unit.*

Response: The Applicant acknowledges that this code supersedes the current WMC for off-site parking requirements in WMC 17.20.060. This proposal does not involve an existing or proposed residential use.

17.56.035 - Off-street parking—Floodway use district.

All developments in the floodway use district shall provide adequate off-street parking for visitors, employees and delivery vehicles. The number of off-street parking spaces for developments in this district shall be determined by the public works director and based upon the information in the proponent's SEPA checklist or impact statement. Appeal procedures for administrative decisions are set forth in WMC 19.06 and 19.08.

Response: Not applicable. The site is not located in the floodway use district.

17.56.040 - Off-street parking—Light industrial district.

[...]

Response: Not applicable. The site is not located in the light industrial district.

17.56.045 - Off-street parking—Heavy industrial district.

All developments in the heavy industrial district shall provide adequate off-street parking for employees, delivery vehicles and visitors. The number of off-street parking spaces for developments in this district shall be determined by the public works director and based upon information in the proponent's SEPA checklist or impact statement. Appeal procedures for administrative decisions are set forth in WMC 19.06 and 19.08. Up to thirty-five percent of the employee parking spaces may be compact spaces.

Response: Not applicable. The site is not located within a heavy industrial district.

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

The following uses, wherever located, shall provide off-street parking facilities as follows:

[...]

- S. Storage and warehousing, comprising employees on maximum working shift only activity on premises*

One parking space for each terminals: (freight).

One parking space for each two employees on maximum working shift. (passenger)

One parking space for each one hundred square feet of waiting room.

Response: This proposal includes a commercial lumber yard which may have up to forty five (45) employees and up to five (5) managerial personnel working at the site, which are unlikely to be working on the premises during the same shift.

[...]

- V. Unspecified uses The parking requirements for a use not provided for in this section shall be determined by the city's development review committee to be the requirements for the most comparable use specified in this section. In the case of conflicting use determinations by the applicant and development review committee, or if the use is to be allowed by rezone procedure, the planning commission shall determine what use and their requirements are most similar.*

Response: This proposal involves a commercial lumber yard, a use not specified within Section 17.56.050. It is a use which primarily involves lumber being trucked to and from the site and will involve a small number of employees and daily customer traffic.

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.*

Response: This proposal includes off-street vehicular parking spaces which are ten (10) feet wide by twenty (20) feet deep, constituting two hundred (200) feet in area, exceeding the minimum requirements included herein.

- 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.*

Response: While this proposal may utilize reduced sized off-street vehicular parking spaces, this proposal does not include parking spaces which deviate from/are smaller than ten (10) feet wide by twenty (20) feet deep.

- 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: Not applicable. This proposal does not include parallel parking spaces.

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:

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

Response: This proposal includes parking with drive aisle widths for two-way traffic spaced twenty four (24) feet apart and drive aisle width of four (24) feet apart and twenty (20) feet apart respectively for the one-way traffic.

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.*

Response: This proposal has been designed to meet the general design requirements of this section. Therefore, no alternative vehicle accommodation areas are required.

- 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.*

Response: This proposal has been designed to include vehicle accommodation areas which sufficiently facilitate movements for trash and recycling vehicles, emergency and other public service vehicles.

- 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.*

Response: This proposal has been designed to include parking spaces which are spaced in exceedance of one hundred feet from the adjacent Green Mountain Road public right-of-way. With the provision of sufficient spacing, vehicles will not extend over sidewalks. Each parking space shall include curb stops which will hinder the ability for vehicles to be able to drive over sidewalks or into landscaped areas.

- D. *Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians and without interfering with parking areas.*

Response: This proposal has been designed in order to reduce conflict between pedestrians and vehicular traffic. Pedestrian areas included in this proposal are clearly marked as differentiated and raised and consisting of a different material from the pavement, and crossing areas are defined along Green Mountain Road.

- E. *Unless specifically allowed in the zoning district, no required yard shall be used to satisfy off-street parking requirements.*

Response: This proposal does not include off-street parking within any required yard setbacks.

- 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: This proposal includes four (4) site entrances, which includes two (2) private site driveways from Green Mountain Road and two (2) from Old Pacific Highway, each of which is subject to the approval of the director of public works and the planning commission.

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: This proposal has been designed to include vehicle accommodation areas which will be graded, paved with appropriate materials and include catchment basins to facilitate drainage of stormwater runoff in compliance with state and local requirements.

- 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: This proposal has been designed to include parking spaces which will be surfaced in accordance with subsection A of this section as well as include the requisite parking space striping.

- 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: This proposal includes the provision of draft CC&Rs which set forth the standards for which all areas on site shall be properly maintained.

- 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: This proposal has been designed to include lighting for the off-street parking areas that will be downcast and shielded away from the multi-family housing which is planned to the north of

the site. Furthermore, all off-street parking areas will be located well over one hundred (100) feet from the northernmost property line.

17.56.100 - Joint use of required parking spaces.

[...]

Response: Not applicable. This proposal does not include parking spaces which will serve different uses. The off-street parking spaces included in this proposal will serve the commercial lumberyard. Should a different tenant ever be contemplated for the site, only one use that is in compliance with the permitted uses of the underlying district General Commercial (C-2) may be permissible.

17.56.110 - Satellite parking.

[...]

Response: Not applicable. All off-street parking spaces required by this chapter can be reasonable provided on the same lot where the principal use associated with these parking spaces is located.

17.56.120 - Special provisions for lots with existing buildings.

[...]

Response: Not applicable. The site does not include existing buildings.

17.56.130 - Temporary use of parking spaces for nonparking use.

[...]

Response: Not applicable. The site shall not be used for temporary non-parking use.

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: The plans included with this proposal feature clearly labeled parking areas that are dimensioned and numbered.

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: This proposal has been designed to meet the landscaping and screening requirements for parking facilities for the proposed permitted use underlying zoning district.

17.56.160 - Electric vehicle charging station spaces.

A. Purpose. For all parking lots or garages.

Response: This proposal includes surface off-street parking areas and as such is required to comply with this subsection of the code.

- B. *Number. No minimum number of charging station spaces is required.*

Response: The Applicant acknowledges that there are no minimum number of charging stations that are required.

- C. *Minimum Parking Requirements. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces that are required pursuant to other provisions of code.*

Response: This proposal has been designed to facilitate the inclusion of eight (8) electric vehicle charging stations one (1) for each of the eight (8) electric vehicle parking spaces required to be included in the total off-street parking space calculation included in this proposal.

- D. *Location and Design Criteria. The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options.*

1. *Where provided, parking for electric vehicle charging purposes is required to include the following:*

- a. *Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.*

Response: Each electric vehicle charging station space includes posted signage indicating the space is only for electric vehicle charging purposes.

- b. *Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.*

Response: The electric vehicle charging stations included in this proposal will feature signage clearly indicating where improperly functioning equipment can be reported to.

- c. *Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.*

Response: The electric vehicle charging stations included in this proposal will be provided to not be in conflict with any adjacent pedestrian circulation areas.

- d. *Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.*

Response: **This proposal has been designed to include side lighting at the**

2. *Parking for electric vehicles should also consider the following:*

- a. *Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.*

- b. *Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).*

Response: This proposal has been designed to facilitate the inclusion of requisite electric vehicle (EV) parking facilities and the appropriate signage.

- E. *Data Collection. To allow for maintenance and notification, the local permitting agency will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition "electric vehicle charging station — public") to provide information on the station's geographic location, date of installation, equipment type and model, and owner contact information.*

Response: This proposal shall provide and make publicly available the required information for electric vehicle (EV) charging stations.

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:*

<i>Square Feet of Aggregate Gross Floor Area</i>	<i>Required</i>	
<i>Number of</i>		
<i>Spaces</i>		
<i>10,000 up to and including</i>	<i>16,000</i>	<i>1</i>
<i>16,001 up to and including</i>	<i>40,000</i>	<i>2</i>
<i>40,001 up to and including</i>	<i>64,000</i>	<i>3</i>
<i>64,001 up to and including</i>	<i>96,000</i>	<i>4</i>
<i>96,001 up to and including</i>	<i>128,000</i>	<i>5</i>
<i>128,001 up to and including</i>	<i>160,000</i>	<i>6</i>
<i>160,001 up to and including</i>	<i>196,000</i>	<i>7</i>
<i>For each additional</i>	<i>36,000</i>	<i>1 additional</i>

Response: This proposal involves the inclusion of over 40,000 square feet and less than 43,000 square feet of floor area and as such requires the inclusion of three (3) loading areas.

- 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: Not applicable. This proposal includes greater than 10,000 square feet of floor, therefore this provision does not apply.

- 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: This proposal has been designed to facilitate the inclusion of loading spaces which meet the minimum thirty-five (35) feet in length, twelve (12) feet in width with fifteen (15) feet of unobstructed height.

- 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: Not applicable. This proposal does not include the provision of floor area which are part of additions or structural alterations to a building as the site is undeveloped.

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: This proposal has been designed to include new connections to public sewer and water.

Chapter 19.10 - SITE PLAN REVIEW

19.10.050 - Submittal requirements.

- A. *Applicants shall submit the information:*
- 1. A completed land-use application.*
 - 2. Written narrative and phasing plan, if applicable, that includes a description of uses, types of structures proposed, hours of operation, abutting properties, proposed access, frequency of deliveries, and construction schedule including project phasing.*
 - 3. Payment of all applicable application fees.*
 - 4. Five copies of an existing conditions plan drawn to scale on a sheet no larger than twenty-four inches by thirty-six inches and one reduced eleven-by-seventeen-inch copy showing the following*

(not required for Type I reviews):

- a. *Vicinity map showing location of subject site within the city and the surrounding existing street system.*
- b. *Property boundaries, dimensions, and size of the subject site.*
- c. *Graphic scale of the drawing and the direction of true north.*
- d. *Zoning and uses of subject site and of properties adjacent to the subject site.*
- e. *Current structural setbacks.*
- f. *Location of on-site driveways and access points within one hundred feet of the subject site.*
- g. *Location of existing on-site structures and the approximate location of existing structures within one hundred feet of the site.*
- h. *Location of existing aboveground electrical, telephone or utility poles, and traffic control poles.*
- i. *Location of existing fire hydrants.*
- j. *Location, centerline, and dimensions of existing public rights-of-way and easements on-site and within one hundred feet of the site.*
- k. *Locations, centerlines, and dimensions of existing private streets on-site and within one hundred feet of the site.*
- l. *Approximate on-site slopes and grades within one hundred feet of the site.*
- m. *Approximate location of significant natural conditions such as rock outcroppings; floodplain and floodway boundaries; drainage patterns and courses; slopes in excess of fifteen percent; unstable ground; high seasonal water table or impermeable soils; areas of severe erosion potential; areas of weak foundation soils; areas of significant wildlife habitat; and areas known to have historic, cultural, or archaeological resources.*

Response: This proposal has been designed to include the required design features included within this subsection.

5. *Five copies of a site plan drawn to a minimum scale on a sheet no larger than twenty-four inches by thirty-six inches and one reduced eleven-by-seventeen-inch copy. The site plan shall at a minimum indicate the following:*
 - a. *Property boundaries, dimensions, and size of the subject site.*
 - b. *Location, dimensions, and height of proposed buildings and location and dimensions of existing buildings to remain on site.*
 - c. *Proposed building setbacks.*
 - d. *Proposed project-phasing boundaries, if applicable.*
 - e. *Legend indicating total site area, the total square footage of proposed buildings or structures including percentage of total site area, the total square footage amount of impervious area including percentage of total site area, the total square footage amount of on-site landscaping including percentage of total site area, the total amount of dedicated parking area including percentage of total site area, the proposed number of parking spaces including the number of standard parking spaces, the number of compact parking spaces, the number of handicapped-accessible parking spaces, and the required number of parking spaces.*
 - f. *Location of proposed access points including vehicular driveways and designated pedestrian access points.*
 - g. *Location and dimensions of proposed on-site parking areas including required parking*

landscaping islands and indicating whether proposed parking is standard, compact, or handicapped-accessible. On-site drive aisles and circulation areas shall be indicated including their dimensions.

- h. Location and dimensions of proposed on-site pedestrian connections between the public street and buildings, between on-site buildings, and between on-site buildings and on-site or off-site parking areas.
- i. Location and size of off-site parking areas, if applicable, including details on the number and type of off-site parking spaces and existing or proposed drive aisles and circulation areas including dimensions.
- j. Locations, centerlines, and dimensions of proposed on-site public or private streets and public and private easements.
- k. Location, centerlines, and dimensions of proposed dedications, and identification of proposed frontage improvements including roadway improvements, curb and gutter installation, landscaped planter strip installation, and public sidewalk installation.
- l. The location and dimensions of loading and service areas, recreational or open space features, aboveground utilities, location of fences and signs, and the size and location of solid waste and recyclable storage areas.
- m. Specialized site treatments including but not limited to pedestrian plazas, bicycle parking, and outdoor seating areas.
- n. Environmental features including critical areas and their buffers, the ordinary high water mark, shorelines jurisdiction, the one hundred-year floodplain, and floodway location.
- o. Applicants for binding site plan shall also show proposed lots including dimensions and total acreage.

Response: This proposal includes plans which indicate the applicable items included in the list above. However, no hard copies are provided to the City since it now uses online permitting.

- 6. If applicable, a preliminary utility plan indicating the proposed location, size, connection points to existing public systems, and terminus points for sanitary sewer, water, and stormwater drainage and control. Public and private easements for sanitary sewer, water, and stormwater shall also be indicated.

Response: A preliminary utilities plan is included in the plan set provided with this submittal.

- 7. If applicable, stormwater information shall be provided in conformance with WMC Chapter 15.12.8.

Response: This application include a preliminary stormwater information in the plan set and a preliminary technical information report.

- 8. If applicable, a preliminary grading and erosion control plan shall be provided consistent with WMC Chapter 15.10.9.

Response: This application include a preliminary grading and erosion control plan.

9. *If applicable, a preliminary landscape plan shall be submitted at the time of application for site plan review. The preliminary landscape plan need not include the detail required for final approval, although areas of proposed landscaping must be shown. Final civil plan approval cannot be given until a final landscape plan is submitted and approved. The final plan shall show the location of proposed vegetation, the common and botanical name of the proposed vegetation, the initial planting size (height or gallon) and the mature planting size, and proposed methods of irrigation, if any. Landscaping proposed in and around buildings, on the perimeter of the site and within proposed parking areas shall be indicated. In addition, street trees or other forms of landscaping within the public rights-of-way shall be indicated.*

Response: This application includes preliminary landscape plans.

10. *If applicable, architectural elevations, showing north, south, west and east elevations and specifying a measurable scale, structural dimensions, and structural heights.*

Response: This application includes preliminary landscape plans.

11. *If applicable, lighting plan indicating the location, height, and type of proposed exterior lighting fixtures (pole-mounted or wall-mounted). Photometric point or curve detail shall be provided for the subject site, abutting properties, and abutting public streets or rights-of-way at final civil plan review.*

Response: This application does not include preliminary lighting information; however, this will be provided during final site plan review.

12. *A certified document, typically a title report that is provided by a title company and issued within the last sixty days that details all encumbrances, easements, and ownership (not required for Type I site plan reviews).*

Response: A current title report is included in this application submittal.

13. *If applicable, a State Environmental Policy Act (SEPA) checklist.*

Response: This application includes a SEPA checklist.

14. *Completed critical areas identification checklist.*

Response: A SEPA Checklist is included in this application submittal.

15. *Signed agreement to reimburse the city for professional services used in the processing of applications for site plan review and site inspections.*

Response: This is submitted online within the permitting system.

16. *If applicable, a traffic study.*

Response: This proposal is submitted online with the Traffic Impact Analysis provided for the Oak Village Apartments adjacent to the north as well as a Trip Generation and Sight Distance Analysis specific to this proposal.

17. Any additional items requested by the city during the pre-application conference.

Response: Not applicable; no additional items were requested during the pre-application conference.

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: This application has been submitted which meet the site plan approval criteria contained herein.

III. CONFORMANCE WITH THE COMPREHENSIVE PLAN

This proposal has been designed in conformance with the long-range guidance on development in the City of Woodland is contained within the Comprehensive Plan 2016-2035 (2019) and specifically provides for expansion in the commercial economic opportunities within a commercial zoning district to attract and contribute to the availability of family-wage jobs in the community (Vision 3).

IV. CONCLUSION

This written narrative and all other required items listed within the relevant approval criteria and submittal requirements for a site plan review and boundary line adjustment application have been met. The Applicant respectfully requests approval.