

**Landing on the Cowlitz**  
**Minor Master Plan Amendment Request**

Castle Rock, WA

July 11, 2023, revised December 20, 2023

Applicant: CT6, LLC

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## PROJECT NARRATIVE

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### I. REVIEW REQUESTED

The Landing on the Cowlitz Master Plan was approved with Ordinance 2021-10 on Nov. 8, 2021. The applicant requests review of a proposed Minor Master Plan Amendment for the Landing on the Cowlitz mixed-use master planned development according to the procedures identified in Condition 24 of the Conditions of Approval for the Master Plan.

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### II. PROJECT LOCATION AND IDENTIFICATION

Located at the southernmost end of the City of Castle Rock, the Landing on the Cowlitz property is accessed from I-5 at exit #48 and is located south of Huntington Avenue S. after crossing the BNSF line parallel to Pleasant Hill Road. The property is situated between the BNSF line and Salmon Creek to the east and the Cowlitz River to the west. North of the property is the Timberlake Church and some residential uses along Larsen Lane, and south of the property is DNR-owned property that contains a dredge spoils site.

The property is accessed from Huntington Avenue S., and is comprised of seven parcels totaling approximately 118 acres:

- 1955 Huntington Ave. S., Subd. CR08080, Lot 2, Parcel # 308100100, 46,174 s.f. (1.06 acres)
- 2542 Larsen Lane SW, Subdivision CROL300/301, Parcel # 30812, 909,521 s.f. (20.88 acres)
- No site address, Subd. CROL 302, Parcel # 30813, 188,615 s.f. (4.33 acres)
- No site address, Subd. CROL 355, Parcel # 30864, 3,412,490 s.f. (78.34 acres)
- No site address, Parcel # 6143802, 280,962 s.f. (6.44 acres)
- No site address, Parcel # 308640100, 14,810 s.f. (.34 acres)
- No site address, Parcel # 308640200, 340,200 s.f. (7.8 acres)

Since the original Master Plan approval, a temporary primary access has been constructed from Huntington Avenue S., and the property was regraded according to the approved Phase 1 mass grading plan (CR22-23). A Boundary Line Adjustment (BLA) was recorded to trade property with the adjacent Timberlake Church. The BLA was pursued to reconfigure the property to allow for a better entrance road alignment into the LOTC property from Huntington Avenue S.

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### III. PROJECT DESCRIPTION

The Landing on the Cowlitz project is conceived as an employment-centered, mixed use and light industrial development. The mixed-use portion (about one-third of the total acreage) is oriented toward the northern end of the site and is proposed as a mix of commercial, multifamily residential (a maximum of 200 residential dwelling units) and an RV park with recreational amenities adjacent to the Cowlitz River. The light industrial portion of the development (nearly 50% of the total acreage) is located south of the mixed-use portion. The Master Plan provides a framework for employment, commercial, residential, and recreational areas and uses. Other features of the plan include critical areas protection (wetland and shorelines), and utility and roadway infrastructure extension.

The Landing on the Cowlitz Master Plan was approved with general areas of proposed uses for Employment, Commercial, Residential, and Recreational (see original Master Plan exhibit):

- Employment Uses similar to those permitted in the Industrial zone, as modified in Condition of Approval 4(a);
- Commercial Uses similar to those permitted in the Highway Business C-2 zone, as modified in Condition of Approval 4(b);
- Residential Uses similar to those permitted in the High Density Residential R-2 zone, limited to the types of residential uses, and up to 200 units, as established in Conditions of Approval 4(c) and 5(d) ;
- Recreational Uses including RV spaces with full service and day use facilities, as established in Condition of Approval 4(d);
- Critical Areas to be placed in open space tracts, as established in Condition of Approval 4(e).

Condition 4 of the original Master Plan approval allows for other uses, upon City approval, based on a finding that they are similar in nature and compatible with the permitted uses.

These proposed Master Plan revisions meet the thresholds and requirements of a Minor Master Plan Amendment according to the procedures identified in Condition 24 of the original Master Plan approval (see Section V below). A summary of the proposed changes is as follows:

- Revise the main entry road alignment from Huntington Avenue S. by way of a land swap with Timberlake Church (see Land Swap BLA).
- Revise the road pattern based on utility alignments and refinement of lot pattern.
- Revise the use areas and add a Flex designation of employment/commercial to refine the transition of uses.
- Enlarge the Residential area without increasing the allowed number of residential units (200 maximum).
- Revise the Phasing Plan to align with the revised Master Plan.

Note the following key points that are consistent with a minor amendment and do not change from the previous Master Plan approval:

- No increases to the permitted number of traffic trips from the original Master Plan are proposed with this action.
- No reduction in the amount of open space from the original Master Plan is proposed with this action.
- Use of Larsen Lane as a secondary site access is not proposed with this action. Larsen Lane will be used only as an emergency access. The applicant will be required to apply for a Major Master Plan Amendment and if whenever use of Larsen Lane as a secondary access is proposed.

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#### IV. TRANSPORTATION IMPACTS UPDATE

The original Master Plan was approved in October 2021 with Ordinance 2021-10. After the original approval, the applicant’s traffic engineering consultant, Lancaster Mobley, prepared a form Scoping Memorandum in October 2022 which summarized the team’s approach for the Transportation Impact Study. After reviewing the proposed scope of study, the City of Castle Rock issued a review response in November 2022. A formal Development Agreement Transportation Impact Study was prepared by Lancaster Mobley, dated November 2023, utilizing the comments issued from the City of Castle Rock in the scope review memorandum and the numerous meetings held between the design team and City staff between July and December 2023.

Please refer to the enclosed traffic summary and the Development Agreement Transportation Impact Study for more information.

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#### V. MINOR MASTER PLAN AMENDMENT STANDARDS

Condition 24 (Ordinance 2021-10):

*The Project Sponsor may propose adjustments to the boundaries of the land use areas depicted on the Master Site Plan or to the applicable development standards in accordance with the following provisions governing Minor and Major Modifications.*

- Minor Modifications shall include revisions to the Master Site Plan that do not reduce the amount of open space or adversely affect environmentally sensitive areas or jurisdictional shoreline areas and do not trigger the need for a new SEPA Threshold Determination. Proposed Minor Modifications are subject to administrative review and approval by the Mayor or his/her designee and shall include a Notice of Application and an opportunity for the public to submit written comments.*

**RESPONSE:** The applicant is proposing adjustments to the use areas to match refined road alignments, and to add a “Flex” definition that will allow flexibility in the placement of uses to respond to future market preferences. No reduction of open space from the previously approved Master Plan is proposed with this action. Critical areas will be protected as originally proposed, and shorelines will not be impacted by this action. Future site

development proposals will include any required jurisdictional reviews necessary for conservation of critical areas and any future uses that are proposed for development within a designated shoreline area. The proposed action of this application changes the Master Plan configuration but does not propose any site development at this stage. These changes do not increase impacts or impose on critical areas, so no additional SEPA threshold determination is required at this time.

| Land Use Areas    | Original MP   |   | Revised MP    |   |
|-------------------|---------------|---|---------------|---|
|                   |               | Development Ratios (from original Master Plan)                  |               | Development Ratios (no changes proposed)                        |
| Employment        | 54.2 AC       | 624,000 sf Light Industrial; 98,000 sf commercial office/retail | 50.9 AC       | 624,000 sf Light Industrial; 98,000 sf commercial office/retail |
| Flex (Emp/Com)    | ---           |   | 10.9 AC       |   |
| Commercial        | 11.3 AC       |   | 8.6 AC        |   |
| Residential       | 7.9 AC        | 200 units max.  | 9.1 AC        | 200 units max.  |
| Recreational      | 16.7 AC       | 200 RV spaces max.  | 14.6 AC       | 200 RV spaces max.  |
| Critical Areas    | 10.2 AC       | Open Space  | 13.3 AC       |   |
| Aquatic           | 4.1 AC        |   | 4.1 AC        |   |
| Right-of-way      | 13.6 AC       |   | 6.5 AC        |   |
| <b>Total Area</b> | <b>118 AC</b> |   | <b>118 AC</b> |   |

- b. *Examples of Minor Modifications include, but are not limited to:*
- (1) *An alternative development standard that is determined by the City to be functionally equivalent to, or superior to, the original standard or requirement in fulfilling the intent and purpose of that original standard or requirement.*
  - (2) *Approval of uses determined to be similar in nature and compatible with permitted uses in a land use area.*
  - (3) *Mutual written agreements between abutting property owners to modify the 20' landscaping requirement.*
  - (4) *Revisions to the shape of development areas.*
  - (5) *Increases in a proposed use that is offset by a corresponding decrease of another use that results in no net increase in trips.*
  - (6) *The realignment of internal road corridors provided that there is no decrease in functionality as determined by the City.*

**RESPONSE:** The ongoing design and refinement of the Landing on the Cowlitz Master Plan has triggered the requirement for the applicant to request a Minor Master Plan Amendment. A desire to redesign the main entrance road at Huntington Avenue S. led to a land swap of equivalent areas of property with the adjacent Timberlake Church. This land swap did not result in an increase in the overall Master Plan area but did allow for a more functional entry road to be conceptualized.

The applicant is proposing to add a “Flex” definition that will allow flexibility in the placement of uses to respond to future market preferences. This new use designation will allow flexibility of placement of future uses on the site by allowing either previously approved Commercial or Employment (Industrial) uses to locate on those lots, depending on market demand. This proposed use designation of “Flex” is similar in nature and compatible by complying with permitted uses as established in the original Master Plan. The “Flex” use will not modify or vary from the permitted building square footages and associated uses but will allow placement of these uses to fluctuate with the current market.

The applicant is revising the shape of development areas, and is realigning internal road corridors, to respond to refinement of the lotting pattern and utility/stormwater design within the development. The applicant has worked on the lotting pattern to provide flexibility in the size of available lots for prospective users, from 2.5 acres to 20 acres in the Employment and Flex areas. This built-in flexibility will allow the Landing on the Cowlitz to be responsive to, and competitive in, the market for industrial and commercial space once the development is ready to accommodate prospective users.

The residential area was also reconfigured due to road realignments and is now larger in area. However, no additional residential units are proposed beyond the 200 units permitted in the original Master Plan. Also, no changes are proposed to the original 20-foot wide landscape area that is required between the Residential area and the adjacent neighbors.

- c. *Major Modifications shall include those revisions that do not meet the criteria for a Minor Modification as determined by the City. Major Modifications shall be reviewed by City Development Review Team and upon preparation and distribution of a Staff Report the City Land Use Hearings Examiner shall conduct a public hearing and shall make a recommendation on the proposed modification to the City Council.*

**RESPONSE:** No major modifications are proposed with this application.

- d. *Examples of a Major Modification include, but are not limited to:*  
*(1) The proposed use of Larsen Lane SW to provide a second access to the Master Planned Development.*  
*(2) Proposed uses that are not similar in nature and/or may not be compatible with approved uses.*

**RESPONSE:**

Use of Larsen Lane as a secondary site access is not proposed with this action. Larsen Lane will continue to be used only as an emergency access. The applicant will be required to apply for a Major Master Plan Amendment if and whenever use of Larsen Lane as a secondary access is proposed.

Also, the applicant is not proposing any new uses, so only uses approved as part of the original Master Plan are included.