



## COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642  
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### NOTICE OF DECISION

#### Chick-fil-A Post Decision Review

File No. PLZ-25-0126

<b>Date</b>	Application submitted: October 13, 2025 Notice of decision issued: January 16, 2026
<b>Proposal</b>	Post decision review (PDR) to adjust the building location from the east property line to the north property line.
<b>Location</b>	430 N 56 <sup>th</sup> Place. Ridgefield, WA 98642. BINDING SITE PLAN 74-060 LOT 6. Assessor's PIN 986069578, 2 Acres
<b>Public Access</b>	N 56 <sup>th</sup> Place
<b>Applicant</b>	Austin Cross, 4G Development and Consulting, Inc. PO Box 270571 / San Diego, CA 92198 Contact: 916.817.7587, <a href="mailto:across@4gdev.com">across@4gdev.com</a>
<b>Property Owner</b>	Josh Oliva, URTC Northwest, LLC 915 W 11 <sup>th</sup> Street / Vancouver, WA 98660 Contact: 360.213.2222, <a href="mailto:josh@hspre.com">josh@hspre.com</a>
<b>Zoning</b>	Commercial Regional Business (CRB)
<b>Review Type</b>	Type I Post-Decision Review
<b>Applicable Criteria</b>	RDC 18.230, Commercial Districts; RDC 18.310.160, Post-Decision Review; RDC 18.720, Off-street Parking and Loading; RDC 18.725, Landscaping
<b>Staff Contact</b>	Shana Lazzarini, Senior Planner 510 Pioneer St Suite B/ Ridgefield, WA 98642 Contact: 360.857.6007, <a href="mailto:shana.lazzarini@ridgefieldwa.us">shana.lazzarini@ridgefieldwa.us</a>
<b>Decision</b>	<b>Approved with Conditions</b>

## I. BACKGROUND INFORMATION

The following table summarizes key application processing procedures for the proposal in accordance with RDC 18.310, Procedures:

March 14, 2024	Union Ridge Town Center (URTC) Basic and Binding Site Plan approval issued (PLZ-23-0088, 0090)
October 13, 2025	Post-Decision Review application submitted
November 4, 2025	Application found technically incomplete
November 25, 2025	Application resubmitted
December 9, 2025	2 <sup>nd</sup> technically incomplete issued
December 23, 2025	Application resubmitted
January 6, 2025	Application technically complete
January 16, 2026	Notice of decision issued.

## II. PROPOSAL

The proposal, per the applicants' narrative, is below.

### Introduction

*The following narrative is intended to outline the proposed site plan changes made to "Pad N" as approved in the Union Ridge Town Center (URTC) Basic & Binding Site Plan. In addition, this narrative aims to respond to the applicable post-decision review classification criteria in RDC 18.310.160(C). This application and narrative is being made by 4G Development and Consulting, Inc. on behalf of Chick-fil-A.*

### Proposed Site Plan Changes

*"Pad N" was originally proposed and approved in the Union Ridge Town Center (URTC) Basic & Binding Site Plan as shown on sheet P3.4 by AKS Engineering and Forestry, LLC. The site plan proposed in this Post Decision Review has been rotated 90 degrees counter clockwise and slightly reconfigured to fit this orientation, as is reflected on the plans submitted with this application narrative. The use of the building will remain a drive thru restaurant. The original proposed building size of 5,810 sq. ft has been updated to 5,024 sf. The Master Plan approvals include vested trips for the URTC, including the proposed Chick-fil-A site. Documentation outlining Chick-fil-A trip generation & trip debit from the vested trips has been provided with this application.*

The proposal requires a Type I Post Decision Review to the Union Ridge Town Center (URTC) Basic & Binding Site Plan (PLZ-23-0088, 0090) from the City of Ridgefield (City) to modify Pad N by changing the orientation of the building from the east property line to the north property line. The parking lot modification will include shifting the parking and landscape areas and adding four additional parking stalls to increase the total parking spaces from 73 to 77 spaces.

### III. COMMENTS

The application is for a Type I post-decision review (PDR) pursuant to RDC 18.310.160.C.2. No public notice is required.

### IV. FINDINGS

#### A. RDC 18.230 – Commercial Districts

The site is zoned Commercial Regional Business (CRB). The applicable standards are located in RDC 18.230.

##### Findings

The proposed request will modify Pad N by changing the orientation of the building from the east property line to the north property line, adding stamped concrete to the common area and reducing the building size from 5,810 sf to 5,024 sf. The parking lot modification will include shifting the parking and landscape areas, adding pedestrian connectivity from the parking lot to the building entrance and adding four additional parking stalls to increase the total parking spaces from 73 to 77 spaces. Preliminary building elevations were submitted and reviewed with the application. Staff finds the project continues to comply with the standards of the CRB zone, as conditioned.

As a **condition of approval**, prior to building permit approval, the applicant will need to provide final elevation sheets, in color, showing compliance with the base color regulations. Field or base colors (the main color of exterior walls) shall be earth tone colors, such as: sands, grays, sage greens, pale yellows, deep, rich clay colors, and similar.

#### B. RDC 18.310.160 – Post-Decision Review

Applicants may apply for modification of the original decision to accommodate changes to the project through the post-decision review process. The Applicant seeks to modify the site plan, which conditionally approved through a Type II decision in PLZ-23-0088, 0090. A Type I review is appropriate for projects to address minor changes subject to RDC 18.310.160.C.2. Projects remain vested to standards in place at the time of original approval per RDC 18.310.160.E.

*Classification of Post-Decision Review.*

1. *An application for post-decision review of a Type I decision shall be subject to a Type I review procedure.*
2. *An application for post-decision review of a Type II decision shall be subject to a Type I review procedure if the review authority finds the requested change in the decision:*
  - a. *Does not increase the potential adverse impact of the development authorized by the decision; and*
  - b. *Is consistent with the applicable law or variations permitted by law, including a permit to which the development is subject; and*
  - c. *Does not involve an issue of broad public interest, based on the record of the decision; and*
  - d. *Does not require additional SEPA review.*

## Findings

The City issued the original approval, with conditions, on March 14, 2024, under a Type-II Site Plan Review (PLZ-23-0088, 0090). The requested change does not increase the potential adverse impact of the development authorized by the original decision or SEPA determination. The requested change is required to address minor changes to the approved preliminary site plan. The impacts of the requested change do not involve an issue of broad public interest. For these reasons, a Type-I PDR is appropriate.

### C. RDC 18.720 – Off Street Parking and Loading

In the CRB zone, retail uses require a minimum of one space per three hundred (300) square feet of gross floor area. Eating and drinking uses require a minimum of one space per two hundred (200) square feet of gross floor area.

## Findings

The proposal modifies the building location and increases parking from 73 stalls to 77 stalls. The proposal increases parking and there are no parking maximums; therefore, this standard continues to be met.

### D. RDC 18.725 – Landscaping

The landscaping standard for sites zoned CRB is 10% of the gross site acreage. In addition, due to the drive-through location, additional buffering is required along the east and north property lines. Sites adjacent to I-5 require a 15'/L5 buffer. Parcels adjacent to Interstate 5 right-of-way shall install a fifteen-foot wide landscape buffer adjacent to Interstate 5. The buffer shall include landscaping consistent with the L5 standard, except that fifty percent of the required understory trees shall be Dwarf Globe Blue Spruce (*Picea pungens* 'globosa') and any wall, other than a required retaining wall, shall be prohibited.

## Findings

The applicant has provided plans showing compliance with the landscape requirements of the CRB zone to include buffering between drive-through lanes and neighboring properties and compliance with the Interstate 5 buffering. The applicant has provided cross circulation for pedestrians that provides additional landscaping. Therefore, this standard continues to be met, as conditioned.

As a **condition of approval**, prior to final occupancy, drive-through lanes shall be screened to obscure the vehicles and to keep the drive-through vehicle headlights from shining onto public rights-of-way and adjacent properties. A ten-foot wide L4 landscaping buffer incorporating shrubs of at least six feet at the time of planting or equivalent treatment incorporating landscaping, decorative walls, berms, and/or fencing shall be required between any drive-through lanes and adjacent property and/or public rights-of-way. Confirmation that headlights do not shine onto Interstate 5 will be required.

### E. RDC 18.740 – Fences and Walls

The PDR application does not alter proposed fences or walls.

### F. RDC 18.810 – Environmental Standards-SEPA

The city issued a SEPA Determination of Nonsignificance in association with the original decision, PLZ-22-0137 (DNS 202206270).

## Findings

The proposal is below the threshold for SEPA review. RDC 18.810.090.A (4 and 5). The proposal is exempt from further SEPA review.

## G. Street Design and Frontage Improvements

### Standards

The project frontage is along a recently constructed private access road. Frontage improvements are not required.

Sight distance should be maintained at all driveways, building or commercial garage entrances where structures, wing walls, etc. are located adjacent to or in close proximity to a pedestrian walkway. Sight lines to traffic control devices (signs, signals, etc.) should not be obscured by landscaping, street furniture, marquees, awnings or other obstructions. Refer to the City Engineering Standards for required sightlines. Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street.

### Findings

Staff finds that the standards for road widths and access can be met as shown in the proposed preliminary site plan and as conditioned below. A more thorough review will occur at the time of Engineering submittal.

## H. Transportation Impact Analysis

### Standards

A TIA will be required if the project generates more than 10 p.m. peak hour trips or more than 100 daily trips. The TIA shall evaluate surrounding roadways and intersections and any improvements found to be necessary will be required to be completed. The City of Ridgefield has adopted Level of Service (LOS) standards for transportation facilities. The City's 2016 Comprehensive Plan indicates the adopted standard is LOS D, with the exception of unsignalized intersections that do not meet signal warrants or where a signal is not desired where the planned LOS is E. For Pioneer Street, LOS E is to be maintained.

The transportation policies (in section 8.4 of the Comprehensive Plan) identify an interconnected multimodal transportation system (TR-1), land use patterns that encourage walking and bicycling (TR-3), developing a transportation grid with reasonable block lengths and multiple circulation routes to each location to avoid overloading arterial streets (TR-8), promoting neighborhood connectivity (TR-10), and reduce vehicle miles travelled (TR-12). To be consistent with these policies, the proposed site plan should provide additional future street connections (stubs) to potentially developable land adjacent to the site and easements as necessary.

The applicant will be charged Transportation Impact Fees (TIF) per the [Master Fee Schedule](#) in effect at the time of building permit submittal. TIF payment is due with building permit issuance.

## Findings

The applicant submitted a trip debit memo revising the trips estimated in Union Ridge Town Center's Transportation Impact Analysis (TIA). The memo included a total of 610 new daily trips, and 40 P.M. new peak hour trips.

City Staff have reviewed the Trip Generation and Accounting Memo dated November 25, 2025. The trip generation and tracking memo was approved by the City Engineer on December 5, 2025.

As a **condition of approval**, the development shall contribute Transportation Impact Fees toward citywide impacts on the basis of 610 net new daily trips prior to final occupancy.

As a **condition of approval**, the site shall provide external and internal pedestrian circulation meeting ADA requirements.

## I. Water Service

### Standards

The proposed project is located in the City of Ridgefield water service area. Any proposed onsite water mains are required to be in a 15-foot easement. On-site public water lines must be a minimum of 8-inches in diameter, looped through the site and located within the proposed right-of-way.

The applicant should be aware that Clark-Cowlitz Fire Rescue may provide additional comments with regard to fire service protection.

All existing wells located on parcels of land that are being developed or subdivided must be decommissioned and all water rights transferred to the city.

Water System Development Charges will be assessed according to the [Master Fee Schedule](#) in effect at the time of building permit submittal according to the Meter Equivalent Size as defined in the Ridgefield Municipal Code. Water SDC payment is due with building permit issuance. The applicant will also be required to provide documentation showing projected water demands for the facility that were used as a basis for sizing of the water meter.

All Fire Flow testing must be completed by the applicant with City of Ridgefield and Clark-Cowlitz Fire Rescue personnel present.

## Findings

City Staff have done a preliminary review of the submitted water plans. A more thorough review will occur at the time of Engineering submittal.

As a **condition of approval**, the existing 8" water stub shall be used to provide water for the project, or it shall be removed back to the main line to the west of the site.

As a **condition of approval**, any water lines not located within the public right-of-way (ROW) to be dedicated to the City shall be located in a minimum 15-foot-wide easement dedicated to the City of Ridgefield.

As a **condition of approval**, all fire flow testing must be completed by the applicant with City of Ridgefield and Clark-Cowlitz Fire Rescue personnel present.

As a **condition of approval**, on-site fire hydrant shall be provided as needed based on CCFR requirements.

## J. Sanitary Sewer Service

The applicant will be charged by Clark Regional Wastewater District per Equivalent Residential Unit (ERU) according to their fee schedule active at the time of sewer connection permit issuance. Note that there is no guarantee or set aside of service capacity with land use approval, as it is the District's policy that service commitment occurs when it is paid for at the time sewer permits are issued.

As a **condition of approval**, plans approved and stamped by Clark Regional Wastewater District must be submitted prior to issuance of the Master Engineering approval and Permit.

## K. Storm Drainage

### Standards

Management of permanent storm water shall be in accordance with the engineering standards in effect at the time of engineering submittal. The offsite downstream impacts of altered runoff characteristics and time of concentration will need to be evaluated to the furthest point of convergence of all outfall flows altered by the development proposal. Low Impact Development (LID) facilities shall meet the requirements of the 2019 Stormwater Management Manual for Western Washington, or other design standards approved by the Department of Ecology.

The City of Ridgefield has created a stormwater utility that is billed on a bi-monthly basis per the active fee schedule.

### Findings

City Staff have done a preliminary review of the submitted storm plans. A more thorough review will occur at the time of Engineering submittal.

As a **condition of approval**, the applicant will submit a memo that compares the proposed surface coverage to the assumed surface coverage in the Union Ridge Town Center (URTC) Technical Information Report (TIR) for Engineering Approval. If additional stormwater detention or treatment is required prior to discharge to the URTC regional facility, then it must be provided on-site.

As a **condition of approval**, the applicant will follow the 2019 Stormwater Management Manual for Western Washington in the design of water quality and quantity treatment facilities as required by the 2024 Ridgefield Engineering Standards.

As a **condition of approval**, the applicant will grant an access and inspection easement over the on-site stormwater facilities and infrastructure.

## L. Grading & Erosion Control

### Standards

Because this project is part of a larger development that exceeds 1 acre, NPDES Construction Stormwater General Permit coverage issued by the Department of Ecology will be required for this project. A grading and erosion control plan meeting the requirements of the City Engineering Standards, RDC 18.755, and any other permitting authorities will be required.

Erosion control measures shall be maintained throughout construction in accordance with RDC 18.755.050-060. During the period from October 1st to April 30th no soil shall be exposed for more than two days. From May 1st to October 1st no soil shall be exposed more than seven days. During the period from October 15th to April 30th no soil on slopes greater than twenty-five percent or within one hundred feet of a stream or wetland shall be exposed. During the period from October 1st to April 30th maximum disturbed acreage is as follows:

1. Developments with ten acres or fewer net developable area shall have no more than two and one-half disturbed acres.
2. Developments with greater than ten acres net developable area shall have no more than five disturbed acres, or twenty-five percent of the net developable area, whichever is fewer.
3. The City Engineer or designee may approve additional disturbed area in writing following a full inspection of all BMPs.

### Findings

As a **condition of approval**, a Construction Stormwater Permit shall be required prior to approval of any final engineering or early grading plans.

## Engineering Process

### Final Acceptance

Please note that final engineering acceptance is required on all projects to gain final occupancies of any building. See below for detailed requirements for obtaining building permits and other approvals:

### Final Construction Acceptance

To obtain acceptance of public infrastructure, the following is required:

- Inspection approval of all public water lines, meter boxes, and hydrants



- Inspection approval of all public roadways, sidewalks, curb ramps, and other associated improvements.
- Inspection approval of any storm ponds or swales, or public storm mains
- A two-year maintenance bond for 20% of the cost of all public improvements
- As-built drawings in PDF, and AutoCAD versions
- A Geotechnical summary letter
- Copies of recorded deeds for all dedicated public assets, including ROW and easements

To get water meters:

- Inspection approval of water lines and meter boxes

**Please note that no final occupancies will be issued prior to final acceptance of associated public improvements.**

## V. DECISION

The City of Ridgefield, after review and consideration of the application materials and applicable approval criteria, **APPROVES** the URTC Pad N (Chick-fil-A) Post Decision Review subject to compliance with the following **conditions of approval**:

### A. Conditions:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements established in applicable plans, policies, regulations and standards adopted at the time of the original site plan review application notice of decision (April 7, 2015), including but not limited to, the Ridgefield Urban Area Comprehensive Plan (RUACP), the Ridgefield Capital Facilities Plan (RCFP), the Ridgefield Development Code (RDC), the Ridgefield Engineering Standards for Public Works (Engineering Standards), current water and sanitary sewer plans, and the Stormwater Management Manual for the Puget Sound Basin (Puget Sound Manual).
2. Unless specifically modified by this decision, the development will comply with all terms and conditions of approval of the original decision, PLZ-23-0088, 0090.
3. The applicant shall comply with the requirements in the ECY and WSDOT SEPA comment letters dated January 4, 2023 and January 31, 2023.
4. The applicant shall maintain all required landscaping per the requirements in RDC 18.725.090.
5. Prior to final occupancy, drive-through lanes shall be screened to obscure the vehicles and to keep the drive-through vehicle headlights from shining onto public rights-of-way and adjacent properties. A ten-foot wide L4 landscaping buffer incorporating shrubs of at least six feet at the time of planting or equivalent treatment incorporating landscaping, decorative walls, berms, and/or fencing shall be required between any drive-through lanes and adjacent property and/or public rights-of-way. Confirmation that headlights do not shine onto Interstate 5 will be required.

6. Prior to final occupancy, all landscaping shall be installed in accordance with RDC 18.725.
7. Prior to building permit approval, the applicant will need to provide final elevation sheets, in color, showing compliance with the base color regulations. Field or base colors (the main color of exterior walls) shall be earth tone colors, such as: sands, grays, sage greens, pale yellows, deep, rich clay colors, and similar.
8. The development shall contribute Transportation Impact Fees toward citywide impacts on the basis of 610 net new daily trips prior to final occupancy.
9. The site shall provide external and internal pedestrian circulation meeting ADA requirements.
10. The existing 8" water stub shall be used to provide water for the project, or it shall be removed back to the main line to the west of the site.
11. Any water lines not located within the public right-of-way (ROW) to be dedicated to the City shall be located in a minimum 15-foot-wide easement dedicated to the City of Ridgefield.
12. All fire flow testing must be completed by the applicant with City of Ridgefield and Clark-Cowlitz Fire Rescue personnel present.
13. On-site fire hydrant shall be provided as needed based on CCFR requirements.
14. Plans approved and stamped by Clark Regional Wastewater District must be submitted prior to issuance of the Master Engineering approval and Permit.
15. The applicant will submit a memo that compares the proposed surface coverage to the assumed surface coverage in the Union Ridge Town Center (URTC) Technical Information Report (TIR) for Engineering Approval. If additional stormwater detention or treatment is required prior to discharge to the URTC regional facility, then it must be provided on-site.
16. The applicant will follow the 2019 Stormwater Management Manual for Western Washington in the design of water quality and quantity treatment facilities as required by the 2024 Ridgefield Engineering Standards.
17. The applicant will grant an access and inspection easement over the on-site stormwater facilities and infrastructure.
18. A Construction Stormwater Permit shall be required prior to approval of any final engineering or early grading plans.
19. Engineering Approval is required prior to scheduling a pre-construction meeting. Both are required prior to commencement of any on-site construction.

Signed:



Claire Lust, Community Development Director

Date: January 16, 2026

## VI. APPEAL PROCEDURES

Pursuant to RDC 18.310.100 an appeal of a Type I decision shall be submitted by an interested party in writing and shall be submitted to the city clerk within 14 days after the final decision is mailed.



Site plan for Chick-fil-A restaurant showing building layout, parking stalls, and various proposed improvements. The plan includes labels for proposed pedestrian crossing signage, stamped concrete, directional signage, and ADA bollards. It also shows the building footprint with internal rooms like the drive-thru, main entry, and service area. Surrounding streets include N 56th Pl and Interstate 5. The plan is dated 12/04/2024.

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January 16, 2026