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## COMMUNITY DEVELOPMENT DEPARTMENT

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### NOTICE OF DECISION

#### Clark College Advanced Manufacturing Center Site Plan Site Plan Review/Critical Areas Review/Administrative Adjustment File No. MASTER-22-0097, PLZ-22-0157-0159

<b>Date</b>	Application submitted: December 16, 2022 Technically Incomplete Letter: January 13, 2023 Application Resubmittal: January 16, 2023 Application Technically Complete: January 19, 2023 Staff Report/Notice of Decision: February 27, 2023
<b>Proposal</b>	Clark College proposes to construct an approximate 49,850-sf, two-story building, Advanced Manufacturing Center (AMC). Also requested is a reduced number of parking stalls to a total of 215 vehicle parking spaces as well as critical area mitigation. The applicant requests a Type II Site Plan Review, a Type II Administrative Adjustment, and Critical Areas Review. A separate SEPA Review with Archaeological Predetermination has also been submitted (PLZ-22-0153-0154) and a pre-application (PLZ-22-0094) was previously completed.
<b>Location</b>	7000 Pioneer Street. Ridgefield, WA, 98642. Legal Description: #7,62 OF SEC 22 T4NR1EWM 10A. Assessor No. 214196000
<b>Applicant /Applicant's Representative</b>	Hennebery Eddy Architects c/o Gregg Sanders 921 SW Washington Street / Portland, OR 97205 Contact: 503.227.4860, <a href="mailto:gsanders@henneberyleddy.com">gsanders@henneberyleddy.com</a>
<b>Property Owner</b>	Washington State Board for Community & Technical Colleges Dbas Clark College c/o Jim Watkins 1933 Fort Vancouver Way / Vancouver, WA 98663 Contact: 360.992.2720, <a href="mailto:jwatkins@clark.edu">jwatkins@clark.edu</a>
<b>Zoning</b>	Commercial Regional Business (CRB)
<b>Review Type</b>	Type II Site Plan Review, Type II Administrative Adjustment, SEPA and Critical Areas with Archeological reviews.
<b>Applicable Criteria</b>	RDC Title 18: 18.205 Uses, 18.230 Commercial District, 18.280 Critical Areas Protection, 18.280 Critical Areas Protection, 18.310 Procedures, 18.350 Modifications to Standards, 18.500 Site Plan Review, 18.710 Signs, 18.715 Exterior Lighting, 18.720 Off-Street Parking and Loading, 18.725 Landscaping, 18.740 Fences and Walls, 18.810 SEPA, 18.830 City of Ridgefield Native Plant List, and 18.840 Heritage Trees.
<b>Staff Contact</b>	Chuck Green, PE, Consulting City Engineer, Otak Inc. <a href="mailto:chuck.green@otak.com">chuck.green@otak.com</a> , 360.906.6795  James Cramer, Consulting Planner, Otak Inc. <a href="mailto:James.cramer@otak.com">James.cramer@otak.com</a> , 971.230.5994  Claire Lust, Community Development Director <a href="mailto:Claire.lust@ridgefieldwa.us">Claire.lust@ridgefieldwa.us</a> , 360.857.5024

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Jesse Hague, Engineering Technician  
[Jesse.Hague@ridgefieldwa.us](mailto:Jesse.Hague@ridgefieldwa.us), 360.857.5012

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<b>SEPA Determination</b>	DNS issued February 2, 2023 via File No. MASTER-22-0097 (PLZ-22-0153-0154)
<b>Decision</b>	<b>Approved with Conditions</b>

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## I. BACKGROUND INFORMATION

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

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<b>July 12, 2022</b>	Pre-application conference held
<b>July 27, 2022</b>	Pre-application notes issued
<b>December 8, 2022</b>	SEPA with Archaeological Predetermination Application submitted
<b>December 16, 2022</b>	Land Use Application submitted
<b>January 5, 2023</b>	SEPA with Archaeological Predetermination Technically Complete
<b>January 13, 2023</b>	Technically Incomplete Letter
<b>January 16, 2023</b>	Application Resubmittal
<b>January 17, 2023</b>	SEPA DNS with Archaeological Predetermination public notice issued
<b>January 19, 2023</b>	Application Technically Complete
<b>January 23, 2023</b>	Notice of land use application published
<b>February 2, 2023</b>	SEPA DNS issued
<b>February 13, 2023</b>	Land Use comment period ended
<b>February 27, 2023</b>	Staff report/notice of decision issued

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## II. EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

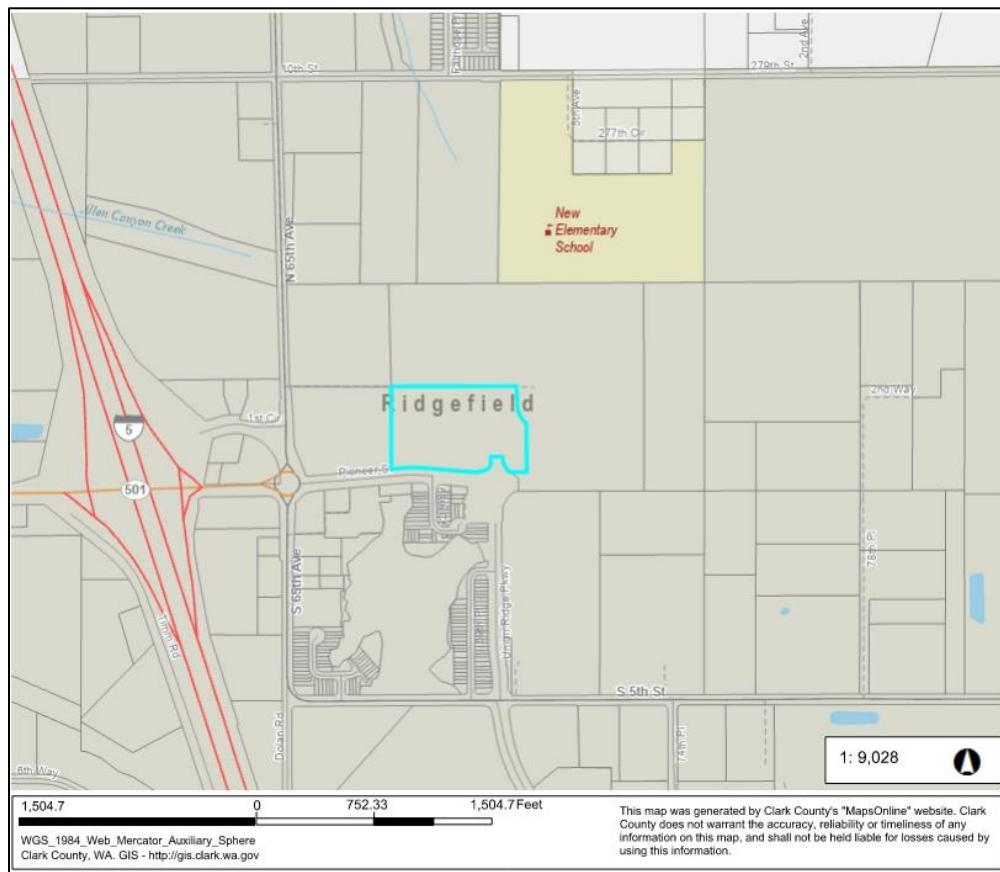
The proposal seeks to develop an advanced manufacturing center and associated site improvements as the initial phase of the Clark College North County campus. The goal of this project is to provide applied technological education in order to meet workforce needs in high-paying trades including manufacturing operation, quality and process control, and welding. As such, the proposal ultimately seeks to approve a vocational school with accessory light manufacturing use on the property. The development will include a 49,841-square-foot building and with an approximate 16,700-square-foot “work yard” accessory to the primary building. Additional site improvements include incorporating parking and drive aisle infrastructure as well as enhanced landscaping and building design.

The Clark College AMC project is located on the approximate 9.76-acre (425,146 square feet) parcel (Parcel Number 214038000); hereby known as the “subject property”. The subject property is zoned Regional Commercial (CRB) with no existing overlays, with a comprehensive plan designation of General Commercial (GC). RDC Chapter 18.230, Commercial Districts, identifies required development standards that includes, but not limited to: uses, lot requirements, dimensional standards, site planning, building design and features, signs, lighting and more. As such, the applicant has applied for a Type II Site Plan Review and a Type I Administrative Adjustment, and Critical Areas Review to obtain necessary approval. A SEPA Review with Archaeological Predetermination

was previously applied for and issued a SEPA DNS on February 2, 2023 via File No. MASTER-22-0097 (PLZ-22-0153-0154).

The subject property is currently undeveloped. According to the submitted Critical Areas Wetland/Waters Report, there are mapped wetlands (A and B) located within the subject property's boundaries. The mapped wetlands are Category IV ratings respectively and wetland banking is proposed for impacts associated with the delineated wetlands as detailed within the submitted Mitigation Bank Use Plan. In addition to the delineated wetlands a stream is mapped on Clark County mapping in the northwest corner of the subject property however this stream was reviewed during the wetland delineation field visit, but no streams were observed in the field within or adjacent to the subject property. As such, the fish and wildlife habitat conservation area requirements in RDC 18.280.110 are not addressed.

**Figure 1: Project Location (subject property in blue)**





RDC 18.230.040 identifies a minimum lot area of ten thousand square feet, no maximum lot area and a minimum lot width of fifty feet. The subject property is 425,146 square feet (9.76 acres) and includes lot width exceeding fifty feet.

Dimensional Standards (RDC 18.230.045)

Below are the dimensional standards of the CRB zone district compared to the proposed dimension:

	CRB Standard	Proposed
Minimum front or street side yard setback along pedestrian street (1)	0 feet	Approx. 10 feet
Maximum front or street side yard setback along pedestrian street (1)	20 feet	
Minimum front or street side yard setback along major corridor (1)	10 feet	Approx. 20 feet
Maximum front or street side yard setback along major corridor (1)	30 feet	
Minimum side or rear yard (interior) setback:		
Abutting RLD or RMD zones	20 feet	NA
Not abutting one of the above	5 feet	Approx. 235 feet (E), 393 feet (W)
Maximum height	65 feet (3)	30 feet 7 inches
Maximum impervious surface coverage	90%	Approx. 43%
<p>(1) Front and street side yard setbacks shall be measured from the property line as defined in RDC 18.100.046, except that front and street side yard setbacks on properties incorporating a slip lane parking lot as allowed per RDC 18.230.080.C. shall be measured from back edge of the required sidewalk between the parking area and the interior of the site.</p> <p>(2) Bonus height for mixed use development in the CNB zone: In order to provide flexibility in types of housing and to meet the policies of the RUACP promoting mixed-use development, the base height may be increased for mixed-use development with at least one story of residential use up to forty-five feet. Residential dwelling units shall not occupy the ground floor.</p> <p>(3) Maximum height for hospital uses in the CRB zone is 180 feet.</p>		

The building has been located within the southeast corner of the subject property where the existing Pioneer Street right-of-way and proposed Street “A” extension intersect at a future roundabout. The Pioneer Street right-of-way is extending east to west and meanders slightly south to the future roundabout creating an arguably unique shaped lot along the south property line. In addition, the subject property includes a stormwater right-of-way that extends into the subject property along the south property line. The east building façade will front the Street “A” extension and be approximately 10-feet from right-of-way improvements while the south façade will be approximately 20-feet setback from the City of Ridgefield stormwater right-of-way.

Site Planning. (RDC 18.230.050)

A. Topography.

Per submitted documents the building pad elevation has been designed to be within approximately a foot from the final grade of the proposed Street “A” right-of-way. No retaining walls of over six feet in height are proposed at this time.

B. Types of street frontage.

Pioneer Street is classified as a major corridor. Major corridors include all arterials and minor arterials, as classified in the city's transportation capital facilities plan. Major corridors are intended to serve primarily as vehicular access routes with less pedestrian activity, where medium to large-scale commercial development is anticipated. See following section for proposed street frontage improvements.

C. Street frontage.

The project site is located at the north side of the existing Pioneer Street. A roundabout is proposed to be constructed the Summer of 2023 at the southeast corner of the subject property with Street “A” to be extended north from the roundabout. The building is proposed to be in the southeast corner of the site with parking to be located behind the proposed primary building. The subject property provides enhanced landscaping along all street frontages as well as pedestrian access and plazas between the right-of-way and building entrance.

D. Pedestrian connectivity.

The project includes an entry plaza on the south and northeast corner of the proposed primary building. The south entry plaza connects to the Pioneer Street right-of-way via a six-foot-wide pathway. The entry plaza located at the northeast corner of the primary building directly connects with a proposed raised pedestrian crossing extending east across to the Street "A" extension. This creates a seamless transition and strong pedestrian connection between adjacent pedestrian facilities and the internal pedestrian facilities. The proposed pathways and entry plazas include "pedestrian concrete paving" for delineation, a total of 22 modular benches as well as pedestrian lighting to meet the intent of the development code.

E. Building entrances.

Per submitted documentation, the proposed primary building includes two entrances. One entrance will be on the south façade fronting Pioneer Street, a major corridor, and the other at the northeast corner of the proposed building, fronting the future Street "A" extension and proposed onsite parking facilities. Each entrance features a canopy to enhance the entrances. The south entrance canopy is approximately 235 square feet while the canopy at the northeast entrance is approximately 500 square feet both of which exceeds code requirements. A total of 22 modular benches will be included in the proposed common areas to enhance the building entrances. Additionally, the proposal includes "pedestrian concrete paving" and pedestrian lighting to enhance the building entrances.

F. Outdoor common areas.

The project is required to provide 2,492.5 square feet of outdoor common area ( $49,841 \times 0.05 = 2,492.05$ ) and 4,626 square feet of common area divided between two entry plazas are proposed. The provided outdoor common areas include two pedestrian entrances including canopy structures and corresponding internal pathways connecting the building entrances to adjacent street frontages. Each of the outdoor common areas include "pedestrian concrete paving" to delineate the area from the remaining development and create a sense of place for the outdoor common areas. Common area amenities must include a minimum of one bench or table and one trash receptacle per two hundred fifty square feet. As such, the proposal is required to include a total of 19 ( $4,626 / 250 = 18.5$ ) benched or tables within the proposed common areas. A total of 22 modular benches will be included in the proposed common areas exceeding the minimum required. The submittal includes lighting calculations that show the common areas will include lighting between 0.7 and 28.11 foot candles. The pedestrian areas meet the minimum dimensional and square footage requirements described in the City Code as well as includes lighting and design features meeting the intent of the code.

G. Service areas shall be located and screened to minimize negative visual impacts from the public right-of-way, within the site, and from adjacent users.

The submitted plans do not include trash enclosures or identify where such facility will be located onsite. The narrative indicates garbage collection and recycling will be screened inside of the enclosed work yard.

H. Drive-through lanes shall be sited to minimize adverse effects of vehicular traffic on the adjacent neighborhood and businesses, to minimize conflicts with pedestrian traffic, and to minimize visual impacts.

The proposal does not include a drive-through use, and no provisions of this Code section are applicable.

Building design and features. (RDC 18.230.055)

A. Applicability.

The proposal includes new construction therefore the criterion of this section is applicable.

B. Context-sensitive building design.

Development shall consider the cohesive integration of one property along with all adjacent properties in a district so that the "whole is greater than the sum of the parts." The proposed development will be the initial phase of the Clark College North County campus and the first development on the north side of Pioneer Street frontage. As such, the proposed development will set the precedent for the future

development of the overall campus as well as future development north of Pioneer Street. Both the proposed building design, and future development of Clark College North County campus, will incorporate earth tone brick for a cohesive development. In addition, development shall include wood or wood-look elements at the entrance canopies, varying façade materials for visual interest, common pedestrian spaces and windows throughout the campus development establishing context for future development.

C. Mass and scale.

The southern and eastern facades will be visible from street frontages and shall be required to meet the standards of mass and scale. With regards to massing, the proposal includes visual relief in three scales: large, medium and small. Specifically, the L-shaped, two-story section of the building wraps around the high bay and is pushed in at the west and north to create sheltered entry plazas that front Pioneer Street, Street "A" extension and future campus expansion to the north and east. Using varying projections and recessions on the façade will create subtle articulation and provide visual interest throughout the overall development while weave cladding pattern creates additional visual relief by breaking up the horizontal façade with vertical sections of lighter, articulated brick.

The proposal includes multiple architectural features to create a prominent entrance and break the façade treatment for visual interest. Specifically, along the east and south facades, a combination of materials, awnings, windows, doors, pedestrian features, and common areas add visual interest and relief to street facing facades. These elements are implemented throughout the eastern and southern facades intermittently to add architectural interest to meet the intent of the articulation spacing the code requires. The proposal will implement bricks on the exterior walls in earth tones and metal panel accents add a warm gray tone to the exterior. The proposed roof is a low slope roof that will be screened using a building parapet which includes metal paneling to create visual cap around the building perimeter.

D. Hierarchy in building design.

Per submitted documentation, the building design will include pedestrian features such as benches, canopies and lighting within common areas at both the southern and northeast entrances fronting Pioneer Street and the Street "A" extension. The building is two-stories and includes windows on both floors providing a visual delineation between the floors. Varying projections and recessions on the façade will create subtle articulation and provide visual interest throughout the overall development while weave cladding pattern creates additional visual relief by breaking up the horizontal façade with vertical sections of lighter, articulated brick.

E. Windows and doors.

Windows shall be used on all facades of the proposed building. The proposed building is two-stories and the windows have been spaced and aligned with other windows and doors on the same wall plane. The total percentage of windows and walls was not calculated; however, based on the architectural plans submitted it has been calculated that both the south and east prominent façade wall planes exceed the minimum 25-percent window and door requirement.

F. Siding and trim.

The building design incorporates earth tone brick to integrate throughout Clark College buildings. Wood or wood-look elements will also be incorporated at the entrance canopies with metal paneling trimming proposed parapets. The building includes varying projections and recessions on the façade will create subtle articulation and provide visual interest throughout the overall development while weave cladding pattern creates additional visual relief by breaking up the horizontal façade with vertical sections of lighter, articulated brick.

G. Roofing materials.

The building is proposed to have a low slope roof that will be screened using a building parapet which includes metal paneling to create visual cap around the perimeter of the proposed parapet.

H. Design details.

The east and south facades front existing and or future street extension. One entrance will be on the south façade fronting Pioneer Street, a major corridor, and the other at the northeast corner of the proposed building, fronting the future Street “A” extension and proposed onsite parking facilities. Each entrance features a canopy to enhance the entrances. The south entrance canopy is approximately 235 square feet while the canopy at the northeast entrance is approximately 500 square feet both of which exceeds code requirements. A total of 22 modular benches will be included in the proposed common areas to enhance the building entrances. Additionally, the proposal includes “pedestrian concrete paving” and pedestrian lighting to enhance the building entrances.

The building design incorporates earth tone brick to integrate throughout Clark College buildings. Wood or wood-look elements will also be incorporated at the entrance canopies with metal paneling trimming proposed parapets. The building includes varying projections and recessions on the façade will create subtle articulation and provide visual interest throughout the overall development while weave cladding pattern creates additional visual relief by breaking up the horizontal façade with vertical sections of lighter, articulated brick.

The above features have been designed to meet the intent of the required design details.

I. Color.

The proposal includes incorporating earth tone brick to integrate throughout Clark College buildings. Wood or wood-look elements will also be incorporated at the entrance canopies with metal paneling trimming proposed parapets.

## Findings

The proposed development will be the initial phase of the Clark College North County campus and the first development on the north side of Pioneer Street frontage. As such, the proposed development will set the precedent for the future development of the overall campus as well as future development north of Pioneer Street.

Through review of the submitted documentation, it has been concluded that the proposal includes enhanced landscaping along all street frontages, pedestrian amenities and, and common areas along with a visually enhances façades with varying materials, textures, features, and a prominent entrance consistent with the objectives and intent of the Commercial Zone design standards. As such, staff finds the proposal generally complies with applicable development regulations and ultimately the approved DA (Ordinance No. 1376) with the following conditions of approval:

- Prior to building permit approval, the applicant shall demonstrate compliance with the minimum twenty-five percent of the total wall area of prominent facade wall planes for both the south and east and south facades (RDC 18.230.055.E.3).
- The applicant shall adhere to service area location and screening requirements detailed within RDC 18.230.050.G in the event such facility is proposed.
- Prior to final occupancy, the applicant shall install the proposed open space amenities.

## C. Signs (RDC 18.230.060, 18.710)

Signs are permitted according to the provisions of Chapter 18.710 and require separate land use and building permits to ensure compliance with applicable building standards are met. As such, any signage depicted on the submitted plans has not been assessed.

## D. Lighting (RDC 18.240.075, 18.715)

Lighting shall comply with the provisions of RDC 18.715. Parking area lights shall not exceed 25 feet and all building entrances shall be illuminated with shielded LED lamps. General standards of RDC 18.715.050 states that all light trespass is prohibited, and all lighting fixtures shall be shielded and aimed downward. Additionally, regulations requires that no lighting fixture installed on a building exterior shall exceed 400 watts and spotlighting on landscaping and foliage shall be limited to 150 watts. Code encourages non-residential uses to reduce nighttime light levels to only the level necessary for security purposes.



## Proposal

Per the submitted documents, various wall-mounted, shielded and aimed downward-facing fixtures will be used on all facades. The south pedestrian common area includes three-foot, six-inch tall LED lighting with both entrance canopies include undermounted LED lighting. A total of 18, 25-foot-tall poles with shielded and downward facing light fixtures will be used throughout the site to illuminate parking and associated pedestrian connection.

## Findings

Staff finds the proposed lighting is consistent with development standards of RDC 18.230.070 and 18.715.

## E. Off-Street Parking and Loading (RDC 18.230.080, 18.720)

Off-street parking and loading is regulated under RDC 18.230.080 and RDC 18.720.

## Proposal

### Number of spaces required

Per RDC 18.720.030.B, education is limited to the following with regards to number of onsite parking spaces:

Use	Minimum spaces permitted	Maximum spaces permitted	Clark College AMC Min. (49,850 GFA)	Clark College AMC Proposed No. Parking Spaces
Education	1/200 sf gross floor area	No Maximum	250	215*

\* Five electrical charging stations (1 required) will be located in the parking area south of the fuel facility.

The proposal includes 90 degree parking stalls which are required to be between 8 and 10-feet-wide by 20-feet-deep. Additionally, drive aisles shall be a minimum of 24-feet-wide. Of the 215 proposed parking spaces a total of 171 stalls will be 9-feet-wide by 20-foot-deep, 37 spaces will be 8-feet-wide by 20-foot-deep and the remaining 7 spaces will be designed as Accessible Parking spaces. Accessible Parking spaces shall meet applicable building dimensional standards. Proposed drive aisles range between 24 and 26 feet throughout the site exceeding the required dimension for two-way aisle width.

The proposed 215 parking spaces is less than the required 250 parking spaces. The planning director may reduce the minimum off-street vehicle parking spaces required in [18.720.030](#) up to twenty percent in accordance with RDC [18.350](#). As such, the applicant has requested an administrative adjustment to permit the decrease the required parking stalls by 15 percent. Section I details the requested adjustment.

Per RDC 18.720.040.C.6, for developments with forty-eight or more car parking spaces, bicycle parking is to be provided at one bicycle parking space for every twelve required car parking stalls. As such, the proposal is required to have a total of 18 bicycle parking spaces ( $215 / 12 = 17.92$ ). Submitted plans and narrative indicates that an indoor, secure bike storage room for a total of 50 bikes will be provided adjacent to the south pedestrian common area therefore the minimum number of bicycle parking has been met. As detailed within this report the pedestrian common area includes lighting, access path, a plaza with pedestrian amenities such as benches and an entrance canopy.

### Off-street parking lot design

The subject property fronts Pioneer Street and Street "A" extension. Pioneer Street is a major corridor. Major corridors include all arterials and minor arterials, as classified in the city's transportation capital facilities plan. The proposed building is in the southeast corner of the site with parking to be located north of the building. This will result in the parking being located to the side of the building along the east property line due to the site fronting Street "A" extension. RDC 18.720.040.C.1 states that no more than fifty percent of the street frontage of any development shall be occupied by off-street parking area, as well as, if the lot has frontage on two streets

with different road classifications, off-street parking areas shall occupy no more than fifty percent of the street frontage on the street with the higher classification. The subject property fronts Pioneer Street for a total of 857-feet, 3-inches; therefore, off-street parking fronting streets shall not exceed 428-feet, 6 inches. As proposed parking will front Street "A" extension for approximately 280-feet thus meeting code limitations. The north and east edges of the parking lot are landscaped to an L2 standard to provide a buffer between the parking and adjacent properties. The landscaped frontages are proposed to generally meet the L2 buffering standards with trees planted at a minimum of every 25 feet as well as a variety of evergreen shrubs and ground coverings to enhance the landscaped area.

In addition to the landscape area along the street frontages, internal landscaping is proposed meeting the minimum percentage required as shown on the submitted landscape plans. Specifically, the site provides a total of 10 percent of parking area internal landscape. Additionally, the RDC requires 1 tree per every 10 parking stalls; therefore, the proposal is required to install a total of 22 trees ( $215 / 10 = 21.5$ ) within the interior landscaping area and the proposal includes a total of 44 trees within the parking area internal landscape islands further enhancing the overall landscaping of the subject property.

The proposal includes a pedestrian walkway extending north from the sidewalk adjacent to the proposed building's façade through the proposed parking lot to the northernmost parking row. The pathways will be level with the parking drive aisles however the pathway appears to be delineated with an alternative material and/or markings to differentiate from parking lot surface. Where this pathway intersects landscape island, it shall be raised level with the planter. Additionally, the proposed pedestrian common spaces/plazas on the south and northeast facades of the proposed building include pedestrian concrete paving to differentiate from parking lot surfaces as well as adjacent right-of-way surfaces.

#### Loading

Educational uses with between 30,000 and 100,000 square feet of gross floor area are required to have one off-street loading spaces. The west façade includes two overhead doors providing the opportunity for loading while the site planning of the proposal includes a fenced and screened "work yard" to the west of the proposed building providing the opportunity for loading and unloading.

#### **Findings**

As concluded within Section I of this report, the proposal conditionally meets the minimum parking required for the site. Additional analysis is completed in Section I to justify the requested administrative adjustment to decrease the parking requirements of the proposal. The parking and loading stalls, internal drive aisles, and parking area landscaping meet development. Specifically, an enhanced L2 landscape buffer has been provided along street frontages with internal parking landscape that meets the minimum percentage required.

Parking has been located behind the primary building fronting a major corridor/arterial street and while the parking will front Street "A" extension it does not exceed the fifty percent frontage limitation. Loading is provided and is reasonably designed for the end user. Additionally, the proposal includes internal pathways throughout the site including the parking lot facility as well as between right-of-way and pedestrian common areas that lead to the building's entrances. As such, the proposal remains consistent with the objectives and intent of the Commercial Zone design standards and generally complies with applicable development regulations therefore is approved with the following conditions:

- Prior to final occupancy, the applicant shall install all required parking area landscaping (RDC 18.720.040.C.2).
- Prior to final occupancy, all pedestrian crossings of drive aisles shall be marked as required in RDC 18.720.040.C.5.c.
- Prior to final occupancy, the applicant shall install all required bicycle parking facilities (RDC 18.720.040.C.6).

#### **F. Landscaping (RDC 18.230.090, 18.725, 18.830)**

Landscaping in the Commercial zones is regulated under RDC 18.230.090, 18.725, and 18.830.

#### **Proposal**

Per submitted documents, the proposal includes installation of landscaping on 10 percent of the overall site. Buffer landscaping along the northern property line is proposed which will be 10-foot-wide where parking is present and 5-foot wide for the remainder of the property line. This landscape buffer includes evergreen shrubs and trees planted at a distance of 25-feet apart. A landscape buffer is also included at the work yard fence and south façade of the building which includes similar landscaping as along the northern property line. The east property line, where parking is present, includes a stormwater bioretention swale, a pedestrian sidewalk, lawn and the same trees to be planted along the north property line.

In addition to the landscape area along the street frontages, internal landscaping has been provided meeting the minimum percentage required as shown on the submitted landscape plans. Specifically, the site provides a total of 10 percent of parking area internal landscape. Additionally, the RDC requires 1 tree per every 10-parking stall; therefore, the proposal is required to install a total of 22 trees ( $215 / 10 = 21.5$ ) within the interior landscaping area and the proposal includes a total of 44 trees within the parking area internal landscape islands further enhancing the overall landscaping of the subject property.

### Findings

Through review of the submitted documentation, it has been concluded that the proposal meets the 10 percent minimum landscape area and the proposed landscaping remains consistent with the objectives and intent of the CRB Zone design standards). As such, staff finds the proposal generally complies with applicable development regulations with the following conditions of approval:

Staff finds that the landscaping requirements are met subject to the following **conditions of approval**:

- Prior to final occupancy, the applicant shall install all required site landscaping per RDC 18.725.080.
- The applicant shall maintain all landscaping per RDC 18.725.090.

### G. Fences (RDC 18.230.100, 18.740)

Fences and walls are subject to the standards in RDC 18.740 and 18.240.095. Chain link fences are discouraged and may only be used in areas not visible from the public right-of-way, adjacent property, or onsite common areas. If used, black, dark brown, or dark-toned coated chain link fencing is required. Barbed wire and razor wire fences shall not be used except when the applicant demonstrates they are required for security reasons and that they will not be visible from adjacent right-of-way.

### Proposal

The proposal includes an approximate 16,700-square-foot “work yard” accessory to the west of the primary building. Chain link fences are discouraged and may only be used in areas not visible from any public right-of-way, adjacent property, or onsite common open area. If used, black, dark brown or dark-toned coated chain link fencing with matching posts and rails shall be required. A six-foot tall and dark coated chain-link is proposed to surround the “work yard” on the north, south and west with the east side being a façade of the primary structure. Additionally, a landscape buffer is also included along the south side of the work yard fence that fronts Pioneer Street.

### Findings

Staff finds the proposed fencing are generally consistent with development standards of RDC 18.230.100 and 18.740 with the exception of fencing proposed along the west side of the proposed “work yard” in that the fencing will be visible from the Pioneer Street right-of-way and adjacent property.

As such, staff finds that the fencing requirements are met subject to the following condition of approval:

- Prior to issuance of a certificate of occupancy, the proposed landscaping along the south of the “work yard” shall be extended along the west fencing of the “work yard”.

### H. Critical Areas Protection (RDC 18.280)

According to Clark County GIS, there are mapped critical areas on the site, including a wetland along the western property boundary and a riparian habitat area in the northwest corner of the property. The applicant previously

identified a secondary wetland, in the southeastern corner of the property within the pre-application meeting materials. As such, critical areas review for wetlands and habitat areas is required. Impacts to critical areas and their buffers must be avoided or minimized and mitigated as required in RDC 18.280.060.

**Proposal**

MacKay Sposito staff conducted a precipitation analysis for the 2022 water year with particular attention paid to the three months preceding the June 7, 2022, site visit using the US Army Corps of Engineers (USACE) Antecedent Precipitation Tool (USACE 2022). Per the submitted Boschma Farms Wetland Delineation and Mitigation Bank Use Plan, two wetlands were delineated, and no stream was mapped on the subject property. Below is a table detailing the delineated wetlands on the subject property and associated :

Resource	Wetland Area (acres)	Buffer Area (width in feet)	Ecology Rating (Wetland Category)	Cowardin Classification	HGM Classification
Wetland A	0.150	50	IV	PEM	Depressional
Wetland B	1.360	50	IV	PEM/PFO	Depressional
Total	1.510				

A stream is mapped on Clark County mapping in the northwest corner of the PSA (Clark County 2022). The location of this stream was reviewed during the wetland delineation field visit but no streams were observed in the field within or adjacent to the PSA. A ditch is present within Wetland B that flows under the access road that parallels the northern PSA boundary via a culvert. However, this ditch does not resurface as a ditch within 300 feet of the PSA.

Due to the location of the wetland within the central portion of the site and development standards such as setbacks and site planning avoidance of Wetland A could not be avoided. The initial design called for the proposed western stormwater management ponds to be located further within the Wetland B buffer on the east side of Wetland B. However, this location would have required extensive direct impacts to its buffer and indirect impacts to Wetland B. This pond was moved to the east to the proposed location where direct wetland impacts are avoided and buffer impacts are minimized. As such the following table details the expected impacts to wetlands:

Wetland Identifier	Wetland Area (acres)	Permanently Filled Wetland Area (Acres)	Temporarily Filled Wetland Area (acres)	Indirect Impact Area (acres)	Buffer Impact Area (acres)	Cowardin Classification	HGM Classification	Ecology Rating (Wetland Category)
Wetland A	0.15	0.15	0	0	0	PEM	Depressional	IV
Wetland B	1.36	0	0	0.27	0.27	PEM/PFO	Depressional	IV
Total	1.51	0.15	0	0.27	0.27			

All lost wetland functions from the project are expected to be replaced at the East Fork Lewis River Mitigation Bank. Table E-1 in the East Fork Lewis River Mitigation Banking Instrument (EFL Mitigation Partners 2011) includes credit ratios for each category of wetland proposing to use wetland banking for mitigation. As such the following table details proposed wetland mitigation bank credits proposed for impacts to Wetlands A and B:

Wetland	Total Area (Acres)	Impacted Wetland Area Requiring Mitigation (acres)	Ecology Rating (Wetland Category)	Credit Needed per Impact Acre	Credit Proposed for Use

Wetland A-direct	0.15	0.150	IV	0.850	0.128
Wetland A-indirect	N/A	0.000	IV	0.425	0.000
Wetland B-direct	1.36	0.000	IV	0.850	0.000
Wetland B-indirect	N/A	0.270	IV	0.425	0.115
Total					0.243

Mitigation bank credits will be purchased prior to placement of fill material in any wetlands. Proof of purchase will be submitted to the U.S. Army Corps of Engineers, Ecology, and the City of Ridgefield upon purchase of the credits.

### Findings

The subject property includes two delineated wetlands that are proposed to use wetland banking credits to mitigate for impact to said wetlands. All lost wetland functions from the project are to be replaced at the East Fork Lewis River Mitigation Bank. A total of 0.243 credits have been calculated based on the East Fork Lewis River Mitigation Bank replacement ratios.

Staff finds that the applicable critical areas standards in RDC 18.280 have been met, subject to the following condition of approval:

- Prior to building permit approval, applicant shall demonstrate Mitigation bank credits will be purchased prior to placement of fill material in any wetlands. Proof of purchase will be submitted to the U.S. Army Corps of Engineers, Ecology, and the City of Ridgefield upon purchase of the credits.

## I. Modification to Standards (18.350)

Adjustments are limited to modifications of twenty percent or less to any numerical standard in Title 18 or the Ridgefield Engineering Standards with exceptions in the downtown core which do not apply to the proposed development. When not related to a Type III application the planning director shall make decisions regarding adjustments based on the decision standards identified within RDC 18.350.030.

### Proposal

The applicant requests a Type II Adjustment to the required minimum parking standard. Specifically, the applicant requests to reduce the required minimum parking from 250 parking spaces to a total of 215 parking spaces. Per the submitted narrative, *“The traffic analysis states that approximately 12 full-time faculty and 10 adjunct staff are anticipated to support students on-site. It is anticipated that no more than 120 students will be on campus at any one time given different class schedules. This study estimates that approximately 152 individuals may occupy the site at any given time during operating hours. Please refer to the full traffic study included in this application for more information.”* The submitted materials provides justification of the request by applying the reductions in minimum parking requirements established within RDC 18.702.020.H.

Specifically, the proposal requests a 10 percent (25 parking space) reduction to the minimum parking requirement based on the standards of RDC 18.720.020.H.2.a. This sections states:

- a. *For every five bicycle parking spaces provided or for each bicycle locker (two-bicycle capacity) provided, the minimum motor vehicle parking requirement may be reduced by one space, up to ten percent of total required vehicle parking spaces.*
  - i. *Bicycle parking shall meet the siting requirements of RDC 18.720.040.C.6(a) through (c).*

As such, the proposal can reduce the overall minimum parking by a total of 25 parking spaces (250 X .10 = 25). To reduce the minimum parking by a total of 25 parking spaces the proposal must include a total of 50 bicycle lockers. Submitted plans and narrative indicates that an indoor, secure bike storage room for a total of 50 bikes will be provided adjacent to the south pedestrian plaza therefore the minimum number of bicycle parking has been met.

In addition to the request to above 10 percent reduction, the proposal also includes an addition parking reduction of 4 percent (10 parking spaces) based on the standards of RDC 18.720.020.H.2.b. This sections states:

- b. *Sites where at least twenty parking spaces are required and where at least one street lot line abuts a designated arterial roadway, transit supportive plazas may be substituted for up to five percent of required vehicle parking.*
  - I. *The plaza must be adjacent to the arterial street. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop.*
  - II. *The plaza must be at least three hundred square feet in area and be shaped so that a ten-foot by ten-foot square will fit entirely within the plaza.*
  - III. *The plaza must be open to the public, contain a bench or other sitting area, contain a shelter or other weather protection covering at least twenty square feet, and shall have at least ten percent and no more than twenty-five percent landscaping.*

As such, the proposal can reduce the overall minimum parking by a total of 12 parking spaces ( $250 \times .05 = 12.5$ ). To reduce the minimum parking by a total of 10 parking spaces the above standards are required to be met. Per submitted documents, the site is within proximity to the Junction Park and Ride located on the west side of N 65<sup>th</sup> Avenue north of Pioneer Street (classified as an arterial roadway). C-TRAN anticipates the addition of a transit stop to route #48 along the project's frontage as demand increases. The project is proposing a pedestrian plaza at the west entrance to the building adjacent to the proposed transit stop. The plaza meets the requirements of Section 18.720.020.H.2.b.i-iii.

## Findings

To successfully apply the requested parking reductions, it must be found that the development standards of RDC 18.720.020.H.2.a and RDC 18.720.020.H.2.b are met.

With regards to RDC 18.720.020.H.2.a, staff has determined the following: Section E of this report, RDC 18.720.040.C.6 requires developments with forty-eight or more car parking spaces, bicycle parking is to be provided at one bicycle parking space for every twelve required car parking stalls resulting in a total of 18 bicycle parking spaces ( $215 / 12 = 17.92$ ) being required for the development. Submitted plans and narrative indicates that an indoor, secure bike storage room for a total of 50 bikes will be provided adjacent to the south pedestrian plaza therefore the minimum number of bicycle parking has been met; however, RDC 18.720.040.C.6 also indicates that bicycle parking provided under this requirement shall not be credited towards reduction of minimum spaces provided by RDC 18.720.020.H. Based on these development standards, staff concludes that 18 of the bicycle spaces cannot count towards the requested reduction. As a result, the overall development does not include enough bicycle parking to be approved for a 10 percent parking reduction as proposed; however, staff concludes the proposal will meet the development code and can be approved pending the following condition:

- Prior to building permit approval, the applicant shall either:
  - (A) expand the indoor, secure bike storage room to provide a minimum of an additional 18 bicycle parking spaces, or
  - (B) include an additional 18 bicycle spaces within the overall development that meet the siting requirements of RDC 18.720.040.C.6(a) through (c).

With regards to RDC 18.720.020.H.2.a, staff has determined the proposed pedestrian plaza (common area) on the south side of the primary building meets the development standards of RDC 18.720.020.H.2.b(i) through (iii). Specifically, the overall development proposes more than twenty parking stalls, fronts an arterial roadway (Pioneer Street), is greater than 300-square feet while providing area for a ten-foot by ten-foot square to fit entirely within the plaza, provides benches, landscaping and the required canopy.

Through review of the submitted documentation, it has been concluded that the proposed decrease in parking meets the anticipated demand and conditionally meets the development standards of RDC 18.720.020.H.2.a and RDC 18.720.020.H.2.b. As such, staff finds the requested administrative adjustment is consistent with the

objectives and intent of the Commercial Zone design standards and hereby approves the requested administrative adjustment pending the following condition:

- Prior to Building Permit approval, the applicant shall either:
  - (A) expand the indoor, secure bike storage room to provide a minimum of an additional 18 bicycle parking spaces, or
  - (B) include an additional 18 bicycle spaces within the overall development that meet the siting requirements of RDC 18.720.040.C.6(a) through (c).

## J. SEPA (RDC 18.810)

All areas meeting the definition of one or more critical areas, and their associated buffers, are subject to the provisions of RDC 18.280. The general purpose of the chapter is to ensure no net loss of critical area functions, and approval criteria to that end are listed in RDC 18.280.060.

### Proposal

The proposed development is on a property with wetlands, so SEPA is required. A separate SEPA Review with Archaeological Predetermination (PLZ-22-0153-0154) was applied and processed accordingly.

### Findings

The City, as lead agency, reviewed the checklist and supporting materials and issued a Final SEPA Determination of Nonsignificance (DNS) on February 2, 2023. The notice of DNS was sent to the Department of Ecology SEPA register and published in the Columbian on January 17, 2023. The SEPA comment period closed on January 31, 2023. Two comment letters were received:

A letter from the Department of Ecology was received on January 31, 2023. The Ecology comment letter includes standard comments and requirements pertaining to shorelands & environmental assistance, solid waste management, toxic cleanup, water quality/watershed resources, water quality/industrial operations and water resources. The DNS is final subject to the following **condition of approval**:

- The applicant shall comply with the requirements set forth in the Department of Ecology comment letter dated January 31, 2023, as attached.

A letter from Washington State Department of Transportation (WSDOT) was received on January 31, 2023. The WSDOT comment letter includes information on WSDOT drainage policies, TIA revisions and lighting installation. The DNS is subject to the following **condition of approval**:

- The applicant shall comply with the requirements set forth in the Washington State Department of Transportation letter dated January 31, 2023, as attached.

## K. Site Plan Review (RDC 18.500)

Type II Basic Site Plans are governed by the standards in RDC 18.500, including the approval criteria in RDC 18.500.060.

### Proposal

The proposed development will be the initial phase of the Clark College North County campus and the first development on the north side of Pioneer Street frontage. The use classification is a “Specialized Instruction and Vocational School” which is a permitted use in the CRB zone. Light manufacturing is a conditional use; however, as determined at time of pre-application, it is allowed outright as an accessory use to the vocational school. “Accessory use” is simply defined as a use or activity which is subordinate in area, extent, and or purpose to a primary use, and which is clearly incidental to a primary use on a site.

The subject property is approximate 9.76-acre and identified as Parcel Number 214196000. Site improvements including parking improvements, landscaping, pedestrian common areas, utilities, on site stormwater management facilities and critical areas banking. The applicant's proposal remains consistent with the objectives and intent of the Commercial Zone design standards.

### Findings

Staff finds that the application site plan review standards in 18.500 have been met.

## L. Water Service

### Standards

The proposed project is located in the City of Ridgefield water service area and an 8-inch diameter ductile iron water main is located in Pioneer Street adjacent to the site. Note, there is an 8-inch stub to the site at the existing eastern terminus of Pioneer St. Any proposed onsite water mains are required to be located 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 County Fire & Rescue may provide additional comments with regards to fire service protection.

The City of Ridgefield is supplied with water from five water supply wells. According to the 2013 Water System Plan Update, the City has water rights to serve approximately 4,273 equivalent residential units (ERUs), and well capacity to serve approximately 2,806 ERUs. The addition of the Junction Well Project, constructed in 2017, provided the City with the well capacity to serve an additional 1,145 ERUs, for a total of 3,951 ERUs. Per the 2013 Water System Plan, the City served approximately 2151 ERUs at the end of 2010. Permits were issued for 65 ERUs in 2011, 122 ERUs in 2012, 180.5 ERUs in 2013, 114 in 2014, 228 in 2015, 320 in 2016, 158 in 2017, 342 in 2018, 380 in 2019, 647.5 in 2020, 556.5 in 2021, 274.5 in 2022 and 20 so far in 2023, for a total of 5,568 ERUs.

Therefore, the combination of previously approved developments and this development will create enough additional demand to exceed the limits of source capacity. The City has an additional well under construction which will supply additional source capacity using existing water rights. The City is also in the process of seeking additional water rights and developing additional well sources. It should also be noted that the City has an emergency intertie with Clark Public Utilities located at the corner of S. 85th Avenue and S. 5th Street that is used to supplement the City's system when necessary.

Water System Development Charges will be applied at the time of building permit issuance. The water System Development Charge (SDC) is currently \$ 4,440.26 per Meter Equivalent Size as defined in the Ridgefield Municipal Code.

### Proposal

The applicant submitted a preliminary utility plan. A detailed review will occur at the time of engineering submittal.

### Findings

As **a condition of approval**, any water lines not located within the 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 County Fire & Rescue personnel present.

## M. Street Improvements and Frontage Improvements

### Standards



The proposed access from Pioneer Street will be required to match the design of the City's proposed roundabout at Pioneer Street and Union Ridge Parkway, scheduled for construction in 2023. Construction is scheduled to begin in the spring of 2023 and expected to extend through 2023. Additional ROW dedication for Pioneer Street was required and was provide via the 6070784D Warranty Deed associated with the Pioneer Extension Project. At the applicant's request, a copy of the extension plans can be provided.

Full width construction is required along the project's North/South Collector (Shown as proposed street extension) to the City's collector standard (Standard Detail T-2.5) with a 70- foot width right of way (ROW) and 46-foot asphalt half width. All roads require standard improvements which include sidewalks, street trees, illumination, and utility undergrounding.

All utilities in the project and on any improved frontage must be underground.

Driveways approved by the City Engineer providing for access onto collectors shall be a minimum of 100 feet from any intersection, and a minimum of 150 feet for access onto arterials. All distances shall be measured from the centerline of the street or driveway. Driveways accessing arterials may be denied if alternate access is available. Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street.

The maximum driveway width shall be twenty (20) feet for residential uses and thirty (30) feet for commercial uses. A wider commercial driveway width may be approved by the Engineer where a substantial percentage of oversized vehicle traffic exists and where it can be justified via modeling or some other approved means. In this case the driveway should be sized to accommodate the largest vehicles, but shall be no wider than fifty (50) feet. Where intersection openings are approved, the width shall be as determined by the City Engineer.

Traffic Impact Fees (TIF) within the City of Ridgefield are currently \$512.99 per average daily trip. Please note that the TIF rates are subject to change, and since payment of TIFs occurs at the time of final occupancy, the applicant will be required to pay the TIF in effect at the time of permit issuance.

### **Proposal**

The submitted preliminary plan set shows ROW and street improvements above the requirements of City's collector standard for the North-South Collector. A cross section is shown for the proposed collector with 10-foot sidewalks, 5-foot bike lanes, and 3 12-foot travel lanes.

The proposed driveway spacing along the northern extension of the collector is shown at roughly 200-feet from centerline to centerline. Both driveway widths are below 30-foot in width.

No improvements are proposed to Pioneer St are proposed.

### **Findings**

Staff finds that the proposed preliminary plat meets standards for road widths on all streets.

## **N. 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 2005 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. Fees have been adopted and are currently a bi-monthly charge of \$21.00 per ERU. No SDCs have been adopted for the stormwater utility.

Ownership of Stormwater Facilities – Private ownership of stormwater facilities is required where the facility will treat runoff from private property, as well as where private runoff and runoff from public right-of way will be combined prior to treatment. City ownership of stormwater facilities is required for all facilities that will treat only runoff from the right-of-way. Such facilities are to be located within a public right-of-way.

### Findings

Offsite runoff from the East and North is being bypassed to the proposed city owned detention pond in the Northwest of the site. As a **Condition of Approval**, all runoff from private property is to be collected to the private facility in the Southeast of the site.

Staff finds that the submitted preliminary stormwater report is sufficient for land use approval. At the time of engineering submittal a more detailed review will be conducted, and the applicant will be required to show compliance with all applicable stormwater requirements in effect at the time of engineering submittal.

## O. Transportation Impact Analysis

### Standards

A full traffic impact analysis (TIA) is required for any development that generates 10 or more p.m. peak hour trips. The TIA must evaluate project impacts at both on and offsite intersections, and must complete or contribute to any improvements necessary.

The City of Ridgefield has adopted Level of Service (LOS) standards for transportation facilities. The City's 2015 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 - SR 501, 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.

### Proposal

DKS Associates has reviewed the traffic impact analysis and site plan for Clark College Advanced Manufacturing Center. The proposed development application would construct 50,000 square feet of advance manufacturing instructional space. This proposal constitutes Phase 1 of the Clark College development.

The general comments and listing of recommended conditions of approval are based on a review of the impact study and site plan.

### Development Transportation Impact Review

Key comments and issues related to the proposed development's transportation impact analysis include:

#### Existing

- Study Intersections
  - I-5 Southbound Ramps/SR 501 (Pioneer Street)
  - I-5 Northbound Ramps/SR 501 (Pioneer Street)
  - S 65th Avenue/SR 501 (Pioneer Street)
  - Union Ridge Parkway/Pioneer Street
  - Street 'A'/Site access (south)
  - Street 'A'/Site access (north)
- Traffic counts were collected for the AM and PM peak periods in July 2022. No existing capacity

issues were identified.

- Crash data was obtained from WSDOT for the five-year period from January 2017 to December 2021. No systemic safety issues were identified.

#### **Future (2025) Background Condition**

- Approved in-process trips were assigned to the study intersections. 32 in-process developments were included.
- An additional 0.5 percent per year background growth was assumed. This adjustment to the guidelines specified in the City's TIA guidelines is appropriate given the high amount of in-process development expected by 2025.
- Background Growth Conditions, no intersection capacity issues were identified.

#### **Future (2025) Project Condition**

- The proposed site has two accesses off of a future Collector identified as Street 'A'. The southern access driveway will be right-in-right-out only; the northern access driveway will provide full access.
- The proposed project would result in additional vehicle trips: 29 (23 in/6 out) AM peak hour vehicle trips, 29 (16 in/13 out) PM peak hour trips and 300 weekday daily trips.
- 2025 Total Traffic Conditions - All study intersections would operate at an acceptable level of service with the addition of vehicle trips from the proposed project.
- Left-turn warrants were not analyzed for the site access driveways. A left turn lane is included in the proposed improvements at the northern site access driveway.
- Intersection site distance and stopping site distance were not analyzed

### **Findings**

Staff finds that project meets requirements subject to the following **conditions of approval**:

1. A northbound left turn lane shall be constructed at the northern site access driveway.
2. The development shall contribute Transportation Impact Fees toward citywide impacts.
3. The TIA shall be updated to include the applicable intersection and stopping sight distances for the site access driveways and verification that the included site plan meets those distances.
4. Intersection HCM analysis results shall be included in the body of the report.
5. Minimum sight distance requirements shall be met at all site driveways. Sight distances should be re-verified in the final engineering/construction stages of development.

## **P. Grading & Erosion Control**

### **Standards**

An NPDES Construction Stormwater General Permit 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 public works director may approve additional disturbed area in writing following a full inspection of all BMPs.

### **Findings**

The applicant has submitted a preliminary grading and erosion control plan. A detailed review will be conducted at the time of grading permit application.

## Q. Sanitary Sewer Service

Clark Regional Wastewater District (CRWWD) submitted a comment letter dated December 11, 2018 providing the following comment for the record:

The District would like to bring to the City's and the applicant's attention the following language from the "Study Areas" section of Section 3.3.1 of the District's Comprehensive General Sewer Plan: "Planning for the extension of sewers to the following areas is included as part of this Plan. However, no sewer service will be extended until the District is authorized, by the respective local governments, to serve these areas." The District would also like to remind the City and the applicant that District sewer service to the land covered by the application will be subject to the final decision in two cases: (1) Friends of Clark County, et.al. v. Clark County, Case No. 50406-5-II and (2) Futurewise v. City of Ridgefield, et.al, Case No. 50406-5-II.

CRWWD contact: Steve Bacon, PE, Development Program Manager, 360.993.8810, [sbacon@crwwd.com](mailto:sbacon@crwwd.com).

## 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:

### **Commercial or Industrial Acceptance**

To obtain acceptance of public infrastructure for a non-residential site 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 mylar, pdf, and AutoCad versions.

**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, grants **APPROVAL** to the requested Clark College AMC Type II Site Plan Review, Administrative Adjustment, SEPA Review with Archaeological Predetermination, and Critical Areas Review applications subject to the following **conditions of approval**:

## VI. CONDITIONS OF APPROVAL

### A. Planning Conditions

#### **General planning:**

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 this application, 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. Pursuant to RCW 27.53.060 it is unlawful to remove or alter any archaeological resource or site without having obtained a written permit from the Washington State Office of Archaeology and Historic Preservation. Upon any discovery of potential or known archaeological resources at the subject site prior to or during on-site construction, the Developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-four hours from the time of discovery, the City of Ridgefield Community Development Department of said discovery.
3. Prior to building permit submittal, applicant shall coordinate with Department of Ecology to confirm final wetland delineations and ratings. If necessary, applicant shall submit revised Critical Areas Report and associated plan sheets for review and approval by DOE, with confirmation letter provided by DOE to City of Ridgefield.
4. The applicant shall comply with the requirements in the ECY SEPA comment letter dated January 4, 2023.
5. The applicant shall maintain all landscaping per RDC 18.725.090.
6. Any future service area location and screening shall be constructed in accordance with the standards of RDC 18.230.050.G.
7. Any future fencing shall be constructed in accordance with the standards found in RDC 18.740 and 18.230.095.
8. Any future outdoor storage or accessory structures shall be shielded in accordance with RDC 18.230.060.A.6-8.
9. The applicant shall comply with the requirements set forth in the Department of Ecology comment letter dated January 31, 2023, as attached.
10. The applicant shall comply with the requirements set forth in the Washington State Department of Transportation letter dated January 31, 2023, as attached.

**Prior to building permit approval:**

11. Prior to Building Permit approval, the applicant shall demonstrate compliance with the minimum twenty-five percent of the total wall area of prominent facade wall planes for both the south and east and south facades (RDC 18.230.055.E.3).
12. Prior to building permit approval, applicant shall demonstrate Mitigation bank credits will be purchased prior to placement of fill material in any wetlands. Proof of purchase will be submitted to the U.S. Army Corps of Engineers, Ecology, and the City of Ridgefield upon purchase of the credits.
13. Prior to Building Permit approval, the applicant shall either:
  - (A) expand the in indoor, secure bike storage room to provide a minimum of an additional 18 bicycle parking spaces, or
  - (B) include an additional 18 bicycle spaces within the overall development that meet the siting requirements of RDC 18.720.040.C.6(a) through (c).

14. Accessible Parking spaces shall meet applicable building dimensional standards.
15. Prior to building permit approval, the applicant shall coordinate with the Ridgefield Building Department and apply for the necessary permits.

**Prior to final occupancy:**

16. Prior to issuance of a certificate of occupancy, the proposed landscaping along the south of the “work yard” shall be extended along the west fencing of the “work yard”.
17. Prior to final occupancy, all pedestrian crossing of drive aisles shall be marked as required in RDC 18.720.040.C.5.c.
18. Prior to final occupancy, the applicant shall install all required parking area landscaping per approved plans.
19. Prior to final occupancy, all proposed lighting shall be installed on the site shall be shielded and aimed downward to prevent light trespass.

**B. Engineering Conditions**

1. A northbound left turn lane shall be constructed at the northern site access driveway.
2. The development shall contribute Transportation Impact Fees toward citywide impacts.
3. The TIA shall be updated to include the applicable intersection and stopping sight distances for the site access driveways and verification that the included site plan meets those distances.
4. Intersection HCM analysis results shall be included in the body of the report.
5. Minimum sight distance requirements shall be met at all site driveways. Sight distances should be re-verified in the final engineering/construction stages of development.
6. As a condition of approval, any water lines not located within the ROW to be dedicated to the City shall be located in a minimum 15-foot wide easement dedicated to the City of Ridgefield.
7. As a condition of approval, all fire flow testing must be completed by the applicant with City of Ridgefield and Clark County Fire & Rescue personnel present.
8. As a Condition of Approval, all runoff from private property is to be collected to the private facility in the South East of the site.

**Reviewed by:**

James Cramer, Contracted Planner  
Contact: 971.230.5994, james.cramer@otak.com

**Signed:**



Claire Lust, Community Development Director  
February 27, 2023

## V. APPEAL PROCEDURES

Pursuant to RDC 18.310.100.A an appeal of a Type II decision shall be filed with the city clerk within fourteen days after the written notice of the decision is mailed.