



COMMUNITY DEVELOPMENT DEPARTMENT

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NOTICE OF DECISION

Ridgefield Station Food Carts Site Plan

File No. PLZ-21-0051

Date	Application submitted: June 1, 2021 Decision issued: September 29, 2021
Proposal	The applicant proposes to redevelop the existing mini mart and gas station site into a food cart location for six carts, outdoor seating, and a covered open air dining pavilion.
Location	1211 N 1 st Circle/Ridgefield WA, 98642 PIN# 214002000. Lot #53 SEC 21 T4N R1EWM 1A
Property Owner	Don Rhoades & Joe Tanner, Ridgefield Junction Investments LLC PO Box 5889 / Vancouver, WA 98668 Contact: 360.892.2878, drhoads@tcgstores.com
Applicant/Applicant's Representative	Rusty Muyuela, Wilson Architects PLLC 404 E 15 th Street Ste 7 / Vancouver, WA 98663 Contact: 360.696.4722, rusty@wilsonarchitects.us
Zoning	Commercial Regional Business (CRB)
Review Type	Type II Site Plan Review
Applicable Criteria	RDC 18.205 Uses, RDC 18.230 Commercial Districts, RDC 18.310.070 Type II Procedures, RDC 18.500 Site Plan Review, RDC 18.715 Exterior Lighting, RDC 18.720 Off-Street Parking and Loading, RDC 18.725 Landscaping, RDC 18.740 Fences and Walls, RDC 18.830 City of Ridgefield Native Plant List, and the Ridgefield City Engineering Standards for Public Works
Staff Contact	Anne McNamara, Planner I 510 Pioneer St / Ridgefield, WA 98642 Contact: 360.857.5047, anne.mcnamara@ridgefieldwa.us
Decision	Approved with conditions

I. BACKGROUND INFORMATION

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

November 24, 2020	Pre-application conference
December 8, 2020	Pre-application notes issued
June 1, 2021	Application submitted
August 11, 2021	Application found technically complete
August 19, 2021	Notice of land use application published
September 9, 2021	Public comment period ended
September 29, 2021	Staff report issued

II. EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

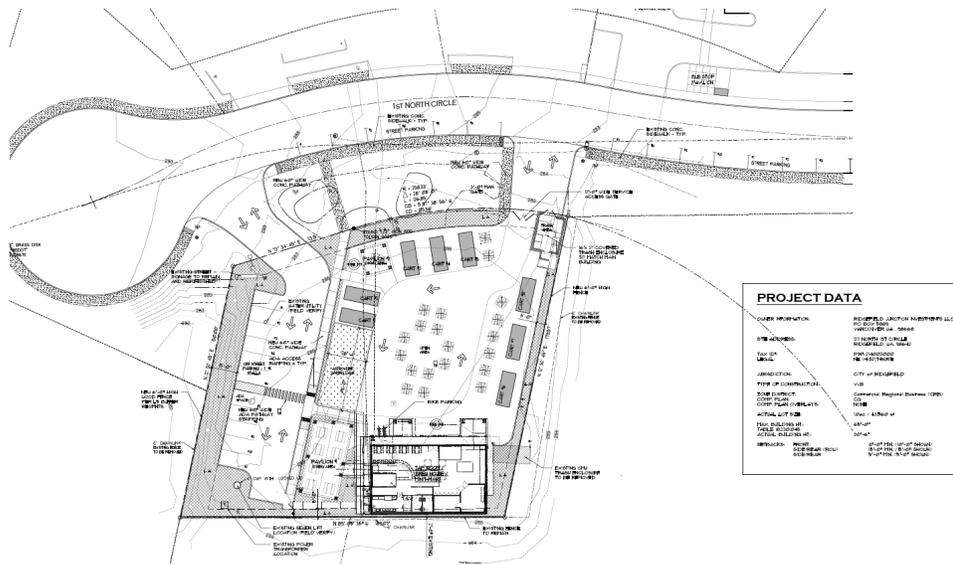
The applicant proposes to develop the existing lot to accommodate commercial uses including food carts and a market.

The lot is in the Commercial Regional Business zone, on S 1st Circle, just east of the Interstate 5 interchange. According to Clark County GIS there are no mapped critical areas on site, however wetlands exist on the Washington State Department of Transportation (WSDOT) property immediately to the east and on the gas station site to the north on the opposite side of N 1st circle. Surrounding land uses include the WSDOT property to the south, a gas station and a café to the north, and a vacant lot intended for the future community college campus expansion to the east.

Figure 1: Project Location



Figure 2: Site Plan



III. COMMENTS

The City issued a notice of pending land use review on August 19, 2021, following the requirements in RDC 18.310.070.A. The public comment period ended on September 9, 2021. No public comments were received during this period.

IV. FINDINGS

A. Use (RDC 18.205)

Per RDC.18.205.020 Table 1, a wide range of commercial uses are permitted in the Commercial Regional Business (CRB) zone.

Proposal

The applicant proposes to redevelop the existing mini mart and gas station site into a food cart location for six carts, outdoor seating, and a covered open air dining pavilion.

Findings

Staff finds that the proposal meets the requirements of RDC.18.205.

B. Commercial District Development Standards (RDC 18.230)

Applicable CRB zone lot requirements, dimensional standards, and site and building design standards are listed in RDC 18.230.40-45.

Proposal

Lot requirements and dimensional standards. The proposed CRB lot is one acre, exceeding the minimum lot area of 10,000 square feet. The proposed CRB lot also exceeds the minimum lot width of 50 feet. In the CRB zone, there is no maximum lot area or depth requirements. Pavilion A is set back ten feet from S 1st Circle, meeting the maximum setback standard. The maximum proposed building height is 30 feet and six inches. The

impervious surface coverage proposed is 94 percent, which exceeds the maximum impervious surface requirement in RDC 18.230.045.

Site and building design. Applicable site and building design standards are listed in RDC 18.230.055 as follows.

Topography. The site's topography is generally flat, with slopes in the 5-10 percent range lining the site's western border.

Street frontage.

Per RDC.18.230.050.C, the area between the property line and the buildings and/or common open space, with the exception of any pedestrian connections, shall be fully landscaped to an L2 standard. The applicant proposes to meet this standard by installing 15' of L5 landscaping in the form of street trees 25' and shrub/lawn or ground cover along the western site boundary as required per Table 18.725.050-1. The applicant also proposed to install 5' of L2 landscaping proposes to install in the form of street trees 25' and shrub/lawn or ground cover along the eastern and southern site boundaries as required per Table 18.725.050-1.

Pedestrian connectivity.

The applicant is required to provide an external pedestrian connection between primary building entrances and the primary frontage street, and provide internal pedestrian connections between individual buildings, though parking areas, and between parking areas and buildings. The applicant proposes to meet this requirement by installing two five feet wide concrete walkways. The first will be extending from the interior of the site out to the existing sidewalk along S 1st Circle, and the second extending from the parking area out to the sidewalk along S 1st Circle.

Building entrances.

The applicant is required to incorporate into the design of the building entrance at least two of the entry enhancements features in RDC 18.230.050.E.1. The applicant proposes to meet this standard by incorporating into the primary façade awnings over the building entry, as well as building entry recessed from the facade surface.

Outdoor common areas. The applicant is required to provide approximately 331 square feet of outdoor common space, per the gross floor area proposed of 6,625 square feet. The applicant proposes to meet this requirement by constructing a 1,035 square foot covered open air pavilion for outdoor dining in the northwestern corner of the site along the street side property line, as well as a 225 square foot covered open air pavilion along the southern site boundary on the western side of the proposed mini mart.

Service areas.

Garbage collection and recycling areas must be in an enclosed area. Enclosures should be complementary in design to the main buildings, and shall be constructed of fencing, walls, and/or landscaping to a value of eighty percent year-round opacity. The applicant proposes to meet this requirement by installing a 336 square feet covered enclosure in the northeast corner of the site allowing for waste management collection vehicles access and safety for pick up services and disposal from food cart operators.

Building Design and Features. The applicant proposes to construct a mini market as the primary structure on site, with secondary pavilions installed for outdoor seating. Roof overhangs, awnings and columns will be included to visually divide the building with horizontal and vertical elements defining the facade.

Mass.

Per the requirements of RDC 18.230.055.C.1.c, the applicant is required to employ at least three of the

articulation methods in at intervals no greater than sixty feet on building walls visible from a public right-of-way. The applicant's architectural elevations included with the site plan submittal show the incorporation of vertical elements such as stone columns, separate awnings that articulate the façade, and a window pattern that reinforces the pattern of the storefront space.

Windows and doors.

The applicant is required to incorporate windows in the façade, such that they constitute at least twenty-five percent of the total wall area of prominent facade wall planes, and multiple windows on a single wall plane shall be spaced and aligned with other windows and doors on the same wall plane. The applicant proposed to meet this requirement by having several groupings of windows along the building's front façade facing the pedestrian street.

Siding and trim.

The applicant is required to incorporate the allowed siding materials of wood, brick, stone, stucco, or terra cotta. The applicant proposes to meet this requirement by incorporating siding materials that include wooden shingles, with stone columns adding dimensional interest to the façade.

Roofing.

The applicant is required to give all proposed structures a visual cap. This may be achieved with either a pitched or flat roof if designed according to one of the options in RDC 18.230.055.C.2. The applicant proposes to meet this requirement by constructing the mini mart with a pitch of 8/12, which meets the minimum pitch requirements outlined in RDC 18.230.055.C.2.b.

Staff finds that the applicable development standards in RDC 18.230 have been met subject to the following **conditions of approval:**

- Prior to final occupancy, building entrance features required per RDC 18.230.050.E.1 shall be installed.
- Prior to final occupancy, the building shall incorporate earth tone colors, such as sands, grays, sage greens, pale yellows, deep, rich clay colors, and similar.
- Prior to submitting building permit applications, the applicant shall submit architectural elevations for a land use check for compliance with this decision and with the design standards in RDC 18.230.055.
- Prior to engineering approval, the applicant is required to submit revised impervious surface area calculations, to show compliance with RDC 18.230.045.

C. Lighting (RDC 18.230.070, 18.715)

All exterior lighting must be shielded and aimed downward to prevent light trespass, consistent with RDC 18.715. Per RDC 18.230.070 all building entrances shall be illuminated.

Proposal

The applicant proposes to meet the standards in RDC 18.715 and RDC 18.230.070. The photometric plan submitted with the site plan application shows light trespass on the parcel to the east that will be the site of the future college expansion. Light trespass on the other site boundaries is negligible and/or only impacts existing development

Findings

Staff finds that the lighting standards are met subject to the following **conditions of approval**:

- Prior to final occupancy, all proposed lighting shall be installed on the site and shall be shielded and aimed downward to prevent light trespass.

D. 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. The required ratio for off street parking per RDC 18.720.030 is a minimum of one space per five hundred square feet of gross floor area. The applicant is required to provide twenty parking spaces per the square footage of the mini mart and outdoor pavilion according to the ratios found in RDC 18.720.030.B. The applicant's plans as proposed include eleven spaces, which may meet this minimum number of spaces with the addition of thirteen on street parking spaces per collaboration with the City Public Works department.

Parking lot design. Per RDC 18.230.080, parking areas shall be located to minimize their visual and functional impact. Along pedestrian streets, parking areas shall not be placed forward of the front building façade for more the 20 percent of the street frontage. The proposed parking area is entirely behind Pavilion 1 which is adjacent to N 1st Circle, a pedestrian street.

Loading. The applicant is not proposing any off-street loading, and none is required per RDC 18.720.050.

Findings

Staff finds that the off-street parking and loading standards are met subject to the following **conditions of approval**:

- Prior to final occupancy, the applicant shall install all required parking area landscaping (RDC 18.720.040.C.2).

E. Landscaping (RDC 18.230.090, 18.725, 18.830)

Landscaping in the Commercial Regional Business zone is regulated under RDC 18.725, 18.230.090, and 18.830

Proposal

The applicant proposes to meet the standards in RDC 18.725, 18.230.090 and 18.830. The planting plan submitted with site plan application materials proposes to install 15' of L5 landscaping in the form of street trees 25' and shrub/lawn or ground cover along the western site boundary as required per Table 18.725.050-1. The applicant also proposed to install 5' of L2 landscaping proposes to install in the form of street trees 25' and shrub/lawn or ground cover along the eastern and southern site boundaries as required per Table 18.725.050-1. They will be located within the site boundaries and out of the public right of way per 18.750.050. As indicated in the project narrative, the proposed landscaping will equal 14.6% gross site acreage, per the minimum 10% landscaping requirement found in RDC 18.725.055

Findings

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 landscaping per RDC 18.725.080.

- The applicant shall maintain all landscaping per RDC 18.725.090.

F. Fences (RDC 18.230.100, 18.740)

Fences and walls are subject to the standards in RDC 18.740 and 18.230.100.

Proposal

The applicant proposes to replace the existing six-foot chain-link fence with a six-foot wooden fence along the southern, western, and eastern perimeters of the site.

Findings

Staff finds that the fencing standards are met subject to the following **conditions of approval**:

- Wood fences shall have steel structural posts per RDC 18.740.030.C.

G. 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 applicant proposes to develop the existing mini mart and gas station site into a food cart location for six carts, outdoor seating, and a covered open air dining pavilion on one acre. The applicant's proposal is consistent with the CRB zone development regulations or can be found consistent subject to the conditions of approval in this decision. S 1st Circle includes existing utilities to serve the site, and nearby properties along S 65th are developed for similar Commercial uses. The proposed development is designed to minimize environmental impacts.

Findings

Staff finds that the site plan review approval criteria in 18.500 have been met.

N. Street Design and Frontage Improvements

Standards

Frontage Improvements on N 1st Circle are complete; however, the existing driveway crossings are not ADA compliant.

A Traffic Impact Analysis (TIA) will be required if the project generates more than 10 p.m. peak hour trips. The TIA shall evaluate surrounding roadways and intersections and any improvements found to be necessary will be required to be completed. If a TIA is not required, a traffic memo estimating the number of average daily and p.m. peak hour project trips based on the Institute of Transportation Engineers (ITE) manual will be required.

Commercial driveways are required to be aligned with driveways on the opposite side of the street where possible. If this alignment is not possible, driveways must be offset by a minimum of 100 feet.

Traffic Impact Fees (TIF) within the City of Ridgefield are currently \$438.35 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 site plan proposes use of existing driveways and sidewalks with ADA ramps added to driveway crossings. Existing driveways are aligned with existing driveways on the opposite side of the street. No half-width frontage improvements are proposed other than the added ADA ramps.

The applicant has requested to use on street parking to serve the proposed development. The submitted site plan shows the addition of 13 on street parallel parking stalls.

Findings

As a condition of approval, the applicant is required to ensure that the existing sidewalk and driveway crossings comply with current ADA requirements.

Staff finds that the use of onsite parking can be permitted if, **as a condition of approval**, the applicant crack and chip seals, as needed, the existing full width of the road adjacent to the project. The City will determine the necessity of crack or chip sealing prior to engineering approval. **As a condition of approval**, the applicant is required to restripe the adjacent roadway to accommodate the relocated parking and to relocate existing no parking signs to the opposite side of the street. Restriping shall extend for an adequate length to ensure that lane changes are safe for the traveling public.

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

The applicant conducted a traffic impact analysis (TIA): *Traffic Analysis Report for Ridgefield Station Food Carts*, prepared by Charbonneau Engineering, dated June 4, 2021.

The proposed retail development will be located on the south side of N 1st Circle/NW 269th Street. The development is expected to open in 2024 and consist of a 1,340 square-foot convenience market, a 1,340 square-foot drinking place, a 982 square-foot office area, and eight food cart pods.

Site access will be provided by two existing driveways on N 1st Circle/NW 269th Street. The west driveway will provide full access to the parking lot. The east driveway will provide service access for the convenience market,

drinking establishment, and food trucks. S 65th Avenue, to the east of the site is classified as a Minor Arterial. There will be no direct access onto S 65th Avenue from the site.

An impact analysis was submitted as part of the application that evaluated AM and PM peak hour operations for existing (2021) and future (2024) conditions at the following intersections:

- N 1st Circle/NW 269th Street at N 65th Avenue
- Pioneer Street/SR 501 at N 65th Avenue
- Pioneer Street/SR 501 at I-5 northbound
- Pioneer Street/SR 501 at I-5 southbound

The analysis assumes that a collision rate less than 1.00 per million entering vehicles for the intersection is typically considered to be within acceptable parameters. A collision rate above 1.00 per million entering vehicles is worthy of further examination. None of the intersections reach a collision rate of 1.00 collisions per million entering vehicles.

Historic peak hour traffic counts were used for the study intersections except for the intersection of N 1st Circle/NW 269th Street and N 65th Avenue. The counts were collected in June and September 2019. The 2019 volumes were increased by two percent per year to estimate 2021 volumes. At N 1st Circle/NW 269th Street and N 85th Avenue were estimated using ITE associated with the existing land uses. Only counts at N 65th Avenue and Pioneer Street/SR 501 were provided in the appendix. All study intersections were found to meet operating standards during the AM and PM peak hour under existing conditions.

Year 2024 background traffic volumes were developed by increasing the existing traffic volumes by two percent per year (annual growth) for three years to account for background traffic growth. Traffic from in-process development was also added to the 2024 volumes. The in-process table in the report appears to be missing some approved development and should be verified to ensure that the 2024 background traffic conditions are accurate. The operations analysis should be updated as needed. All study intersections were found to meet standards during the AM and PM peak hour under year 2024 without project conditions.

ITE 10th Edition trip generation rates for similar land uses were used to estimate project trips. A pass-by trip reduction of 10 percent was applied to the convenience market trip generation. The proposed development would generate approximately 1,676 daily trips, 85 AM peak hour trips and 124 PM peak hour trips.

Site trips were added to study intersections based on the vehicle trip generation (previously described) and trip distribution assumptions. Trip distribution assumptions were based on existing count data, previous traffic studies in Ridgefield, and engineering judgement. The future connection between Union Ridge Parkway and Pioneer Street/SR 501 was accounted for in future alternatives. In the PM peak period 35 percent of trips are expected access the site from N 65th Avenue north of 279th Street. Only five percent of trips are expected to access the site from west of I-5. More supporting information on this distribution assumption is needed. All study intersections were found to meet standards during the AM and PM peak hour under year 2024 with project conditions.

A vehicle queuing analysis was conducted at the site driveways for the AM and PM peak hours. The 95th percentile queues were found to be accommodated within existing or planned storage lengths at N 1st Circle/NW 269th Street and N 65th Avenue and at Pioneer Street/SR 501 and N 65th Avenue. At the Pioneer Street/SR 501 intersections with I-5 the left turn queues are expected to exceed the available storage length. The eastbound 95th percentile queue is expected to be 350 feet and the westbound queue is expected to be 325 feet with available storage of 175 feet and 200 feet respectively. The project conditions did not worsen these conditions.

A left-turn lane is currently marked for the northbound left turn at N 65th Avenue and N 1st Circle/NW 269th Street. The peak hour signal warrant was also evaluated at this intersection and was not met for the year 2024 project conditions.

Sight distance requirements were estimated based on roadway design speed near the intersection of N 1st Circle/NW 269th Street and N 65th Avenue. This intersection would meet intersection sight distance requirements. The available sight distance to the north exceeds 500 feet, greater than the required 380 feet, and sight distance to the south is clear to the roundabout intersection, a distance of 350 feet, greater than the required 330 feet.

Findings

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

1. The development shall contribute Transportation Impact Fees toward citywide impacts.
2. 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.
3. Potential additional mitigations are needed pending updated report and operations analysis.

P. Water Service

Standards

The proposed project is located in the City of Ridgefield water service area and an existing 1.5-inch diameter water service is located at the site. Any 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 and 411.5 so far in 2021, for a total of 5,125.5 ERUs.

Water System Development Charges will be applied at the time of building permit issuance. The water System Development Charge (SDC) is currently \$4,387.61 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.

Q. Sanitary Sewer Service

The proposed project is located within the Clark Regional Wastewater District's (CRWWD) service area. All reasonable efforts to get gravity service are required. The point of connection for the subject parcel is located along the north property line adjacent to N 1st Circle. It may be necessary to connect to sanitary sewer at the east end of NE 1st Circle in order to get minimum gravity requirements. The existing septic system, STEP tank, drain field and force main located onsite are to be decommissioned per CRWWD & Clark County Public Health standards.

As an element of the District's plan review, a copy of the layout for the food carts, floor, plumbing, and mechanical plans for the existing building must be submitted to the District with the application. The District will review the BMPs and pre-treatment requirements with the engineering application.

The District's sewer System Development Charge (SDC) is currently \$8,750 per Equivalent Residential Unit (ERU). SDCs are subject to change and the applicable value will be applied at the time of sewer connection permit issuance. Please 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.

R. 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 \$9.27 per month charge per ERU. No SDCs have been adopted for the stormwater utility.

Findings

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.

S. Grading & Erosion Control

Standards

A City grading permit will be required prior to any ground disturbing activities. The City requires control and treatment of construction site stormwater runoff. Construction within critical areas and buffers (including slopes greater than 15 percent) is strongly discouraged between October 30th and May 1st and at times is not allowed.

Findings

The applicant did not submit a preliminary grading plan. **As a condition of approval**, the applicant will be required to submit a grading and erosion control plan prior to engineering approval.

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 final site plan for Ridgefield Station Food Carts Site Plan subject to the following **conditions of approval**:

A. Planning Conditions

1. Prior to engineering approval, the applicant is required to submit revised impervious surface calculations, to show compliance with RDC 18.230.045.
2. Prior to submitting building permit applications, the applicant shall submit architectural elevations for a land use check for compliance with this decision and with the design standards in RDC 18.230.055.
3. Prior to final occupancy, all proposed lighting shall be installed on the site and shall be shielded and aimed downward to prevent light trespass.
4. Prior to final occupancy, the applicant shall install all required parking area landscaping (RDC 18.720.040.C.2) and all other required landscaping (RDC 18.720.040.C.2).
5. The applicant shall maintain all landscaping per RDC 18.725.090.
6. Prior to final occupancy, building entrance features required per RDC 18.230.050.E.1 shall be installed.
7. Prior to final occupancy, the building shall incorporate earth tone colors, such as sands, grays, sage greens, pale yellows, deep, rich clay colors, and similar.
8. Wood fences shall have steel structural posts per RDC 18.740.030.C.

B. Engineering Conditions

1. The development shall contribute Transportation Impact Fees toward citywide impacts.
2. 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.
3. Potential additional mitigations are needed pending updated report and operations analysis.
4. 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.
5. All fire flow testing must be completed by the applicant with City of Ridgefield and Clark County Fire & Rescue personnel present.
6. The applicant will be required to submit a grading and erosion control plan prior to engineering approval.
7. The applicant is required to restripe the adjacent roadway to accommodate the relocated parking and to relocate existing no parking signs to the opposite side of the street. Restriping shall extend for an adequate length to ensure that lane changes are safe for the traveling public.
8. The applicant is required to ensure that the existing sidewalk and driveway crossings comply with current ADA requirements.
9. The use of onsite parking can be permitted if the applicant crack and chip seals, as needed, the existing full width of the road adjacent to the project. The City will determine the necessity of crack or chip sealing prior to engineering approval.

Reviewed by:

Anne McNamara, Planner I

Contact: 360.857.5047, anne.mcnamara@ridgefieldwa.us

Signed:



Claire Lust, Community Development Director

September 29, 2021

VI. 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.