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## COMMUNITY DEVELOPMENT DEPARTMENT

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### Notice of Decision:

## Gordon Truck Centers Basic Site Plan and Nonconforming Situation Review

File No. PLZ-21-0104-0105

<b>Date</b>	Application submitted: November 15, 2021 Decision issued: January 13, 2022
<b>Proposal</b>	The applicant proposes to reconfigure the site parking lot and landscape areas to accommodate commercial vehicle parking for new vehicle sales at the existing Western Start Northwest truck sales, parts, and service site.
<b>Location</b>	600 S 56th Place. Ridgefield, WA 98642. Adj Lot #2 SP 3-443. Assessor's #214066005, 7.95A
<b>Applicant/Property Owner</b>	Scott Gordon, Gordon Truck Centers 277 Steward Road / Pacific, WA 98047 Contact: 253.863.7393, <a href="mailto:facilities@gordontruckcenters.com">facilities@gordontruckcenters.com</a>
<b>Applicant's Representative</b>	Dominic Nicandri, Gordon Truck Centers 277 Steward Road / Pacific, WA 98047 Contact: 253.863.7393, <a href="mailto:dominic.nicandri@gordontruckcenters.com">dominic.nicandri@gordontruckcenters.com</a>
<b>Zoning</b>	Employment (E)
<b>Review Type</b>	Type II Site Plan Review
<b>Applicable Criteria</b>	RDC 18.205 Uses, RDC 18.240 Employment Districts, RDC 18.340 Nonconforming and Conditional Uses 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
<b>Staff Contact</b>	Anne McNamara, Planner I 510 Pioneer St / Ridgefield, WA 98642 Contact: 360.857.5047, <a href="mailto:anne.mcnamara@ridgefieldwa.us">anne.mcnamara@ridgefieldwa.us</a>
<b>Decision</b>	<b>Approved with conditions</b>

# I. BACKGROUND INFORMATION

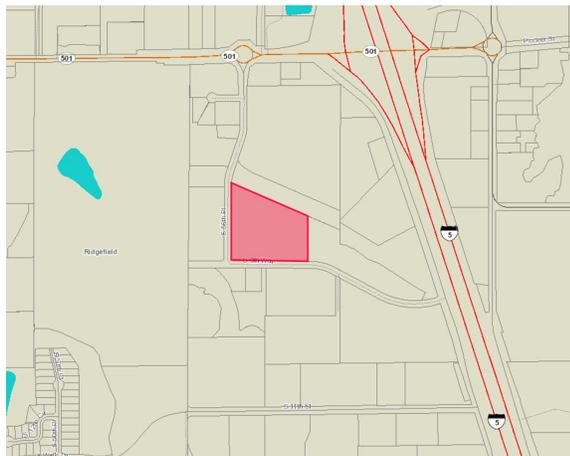
The following summarizes key application processing procedures for the proposal in accordance with RDC 18.310, Procedures:

<b>June 23, 2020</b>	Pre-application conference
<b>June 30, 2020</b>	Pre-application notes issued
<b>November 15, 2021</b>	Application submitted
<b>December 6, 2021</b>	Application found technically complete
<b>December 15, 2021</b>	Notice of land use application published
<b>January 5, 2022</b>	Public comment period ended
<b>January 13, 2022</b>	Staff report issued

# II. EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

The applicant proposes to reconfigure the 7.95-acre site into parking lot and landscape areas to accommodate commercial vehicle parking for new vehicle sales and truck sales, parts, and service site.

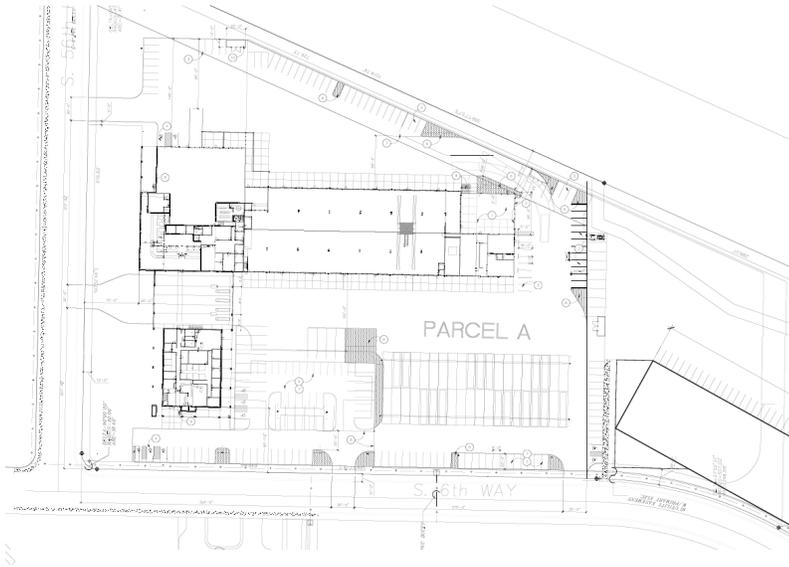
**Figure 1: Project Location**



The site is located on the eastern side of S 56<sup>th</sup> place, just west of the Interstate 5 interchange. There are no existing lots between the proposed site and the S 56<sup>th</sup> place right of way. The site currently contains preexisting warehousing and service facilities, which will remain intact as part of the proposed reconfiguration.

Surrounding lots are all zoned Employment, with the exception of the Lahti property, which is zoned for Employment with the addition of the Ridgefield Mixed Overlay (RMUO). The surrounding uses include light industrial to the southeast such as Pacific Power Group, and light manufacturing uses to the northeast such Corwin beverage and Church & Dwight, and the prospective Lahti development to the west, and the I5 corridor to the east. The site's topography is mostly flat, with some mild slopes along the northern site boundary, and along the southwestern half of the site. There is also a small strip of steeper slopes in the 15% range along the northern site boundary, but these do not extend elsewhere in the site. There are no wetlands or riparian habitats on site, but wetlands do exist on the Port of Ridgefield property abutting the project site on the northern perimeter of the project site.

**Figure 2: Site Plan**



### III. COMMENTS

The City issued a notice of pending land use review on December 15, 2021, following the requirements in RDC 18.310.070.A. The public comment period ended on January 5, 2022. No public comments were received during this period.

### IV. FINDINGS

#### A. Use (RDC 18.205)

Per RDC 18.205.020 Table 1, heavy equipment and truck related uses are not permitted in the E zone.

##### **Proposal**

The applicant is proposing to reconfigure the site parking lot and landscape areas to accommodate commercial vehicle parking for new vehicle sales at the existing Western Start Northwest truck sales, parts, and service site.

##### **Findings**

Staff finds that heavy equipment and truck related uses (sale, leasing, repair, and service) is not a permitted use in the E zone, however the truck related uses proposed on this site are partially preexisting and predate the current zoning regulations that prohibit this use. Per the previously approved site plan for Pacific Detroit Diesel in 2001, the use can be allowed if the applicant can prove the use has been continuing since it was originally permitted. Additionally, this would allow for the applicant to have the proposed truck sales as a secondary use on site, making them permitted as a legal nonconforming use. Per the preapplication conference report found in PLZ-20-0038, the applicant has been required to apply for an alteration of a nonconforming use, per staff instruction. Analysis of this requested alteration, can be found in Section H.

#### B. Employment District Development Standards (RDC 18.240)

Applicable E zone lot requirements, dimensional standards, and site and building design standards are listed in RDC 18.240.050-060.

##### **Proposal**

Lot requirements and dimensional standards. In the Employment zone, there is no minimum or maximum lot area.

Additionally, there are no lot width or depth requirements in this zone. The applicant is required to comply with the dimensional standards in the E zone established in RDC 18.240.055.A as follows:

<b>Standard</b>	<b>Required</b>
Min. Front Yard Setback (Street)	10 ft
Min. Side and Rear Yard (Interior) Setback from E Zones	5-10 ft
Min. Side and Rear Yard Setback from right-of-way	10 ft
Max. Height	65 ft
Max. Impervious Surface	85%

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, the applicant shall provide a list of dimensional standards showing that the proposal complies with the standards found in Table 18.240.055-1.

### C. Lighting (RDC 18.240.075, 18.715)

All exterior lighting must be shielded and aimed downward to prevent light trespass, consistent with RDC 18.715. Per RDC 18.240.075, all building entrances shall be illuminated.

#### **Proposal**

The applicant proposes to meet the standards in RDC 18.715 and RDC 18.240.075.

#### **Findings**

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

- Prior to final occupancy, the applicant shall provide a photometric plan showing lighting to be shielded and avoiding light trespass.

### D. Off-Street Parking and Loading (RDC 18.240.080, 18.720)

Off-street parking and loading is regulated under RDC 18.240.080 and RDC 18.720.

#### **Proposal**

Number of spaces required. Employment uses require a minimum of one off-street parking space per 2000 square feet of gross floor area. The proposal is for 83,349 square feet, with the applicant having broken down the required parking ratios by the uses on site. This totals 11,259 square feet dedicated to office area which has a ratio of one stall per 300 square feet of gross area, 10,529 square feet of gross floor area dedicated to warehousing which has a parking ratio of one space per 2000 square feet of gross floor area, and 61,551 other assorted uses that fall under a ratio of one space per 750 square feet of gross floor area. These calculations combined, require the applicant to provide 115 parking stalls for the proposed square footage. The applicant is proposing 109 stalls, with 5 ADA accessible stalls included, which would be a 5% reduction from the standard found in 18.720.040.H.1, which allows the planning director to make a reduction of up to 10%.

Parking lot design. For regular parking spaces, the applicant proposes to meet the stall dimension standards in RDC 18.720.040.A. Up to 30 percent of the required parking spaces may be compact spaces. Since 115 total parking spaces are required, up to 34 compact parking spaces are allowed.

Per RDC 18.240.080.B-C, no more than 50 percent of a lot abutting an arterial, minor arterial or collector may be dedicated to parking areas. On corner lots, the parking area shall be no closer than the lesser of 100 feet or 25

percent of the street frontage. Per RDC 18.720.040.C.1.a-b, if a lot has multiple frontages, no more than 50 percent of the combined street frontage may be occupied by off-street parking areas. If a development is located on multiple lots under common ownership, no more than 50 percent of the combined frontage for all lots may be occupied by off-street parking areas.

Parking lot landscaping requirements are provided in RDC 18.720.040.C.2. The applicant proposes landscaping on 19% percent of the parking area. Street trees are preexisting on site.

For parking lots with 76-100 total spaces, four ADA accessible spaces are required, with one of those spaces being van-accessible. The applicant proposes five van-accessible ADA parking spaces. The applicant proposes ten bicycle parking spaces to comply with RDC 18.720.040.C.6.

Loading. For 30,000 to 100,000 square feet of gross floor area, two off-street loading spaces are required. The applicant proposes that the four preexisting load bays satisfies this requirement. Loading berths must meet the dimensional standards in RDC 18.720.050.D. Off-street loading is not permitted within 25 feet of a public right-of-way. The closest distance from a loading area to a street is approximately 200 feet.

### Findings

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

- Any future outdoor storage or accessory structures shall be shielded in accordance with RDC 18.240.060.A.6-8.
- Prior to final occupancy, the applicant shall install all required parking area landscaping (RDC 18.720.040.C.2).

## E. Landscaping (RDC 18.240.090, 18.725, 18.830)

Landscaping in the Employment zone is regulated under RDC 18.725, 18.240.090, and 18.830.

### Proposal

The applicant proposes to meet the standards in RDC 18.725, 18.240.090 and 18.830. The planting plan submitted with site plan application materials proposes to install a 25' of L2 landscaping along S 56<sup>th</sup> Place, a 10" buffer along the existing parking setback along S 6<sup>th</sup> Avenue, and a matching 10' setback on the proposed additional parking area along the frontage on 6<sup>th</sup> Avenue. The applicant proposes to meet the L2 standard screening and buffering standard as required per Table 18.725.050-1 3, and RDC 18.240.090.C. The landscaping 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 be 19% gross site acreage, per the minimum 15% landscaping requirement found in RDC 18.725.055 and RDC 18.240.090.D. The landscaping plan includes does not include any plantings found in nuisance or prohibited sections of the City of Ridgefield Native Plant List, per the requirements of RDC 18.830.

### 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 site landscaping per RDC 18.725.080.
- The applicant shall maintain all landscaping per RDC 18.725.090.

## F. Fences (RDC 18.240.095, 18.740)

Fences and walls are subject to the standards in RDC 18.740 and 18.240.095.

### Proposal

The applicant is proposing eight-foot-high chain link fence around the added site area to match the existing chain

link preexisting onsite. This meets the fence height restrictions found in RDC 18.240.095 that require that fence height shall not exceed eight feet in the E zone.

### Findings

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

- Any future fencing shall be constructed in accordance with the standards found in RDC 18.740 and 18.240.095

## 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 is proposing to reconfigure the site parking lot and landscape areas to accommodate commercial vehicle parking for new vehicle sales at the existing Western Start Northwest truck sales, parts, and service site on 7.95 acres. The lot will be expanded into approximately 665,403 square feet of landscaped areas and improvements to accommodate the proposed additional parking. The applicant's proposal is consistent with the Employment zone development regulations or can be found consistent subject to conditions of approval. The property contains mild slopes and does not contain any critical areas or wetlands. S 56<sup>th</sup> Place includes existing utilities to serve the site, and other properties along S 6<sup>th</sup> Avenue are developed for similar Employment uses.

### Findings

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

## H. Nonconforming and Conditional Uses (RDC 18.340)

*A. The city's policy is to mitigate the impacts of conditional uses through special conditions of approval. Where impacts cannot be mitigated effectively, the review authority shall deny the application. A conditional use may be approved or modified only when all of the following criteria are met:*

- 1. The use is listed as a conditional use in the master use table in RDC 18.205.020;*
- 2. Is suitable for the proposed site considering size, shape, location, topography, existence of improvements and natural features;*
- 3. Is timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;*
- 4. The location, size, and functional characteristics of the proposal are such that it can be made reasonable compatible with and have minimal impact on the livability and development opportunities in the neighboring area;*
- 5. Is not inconsistent with the applicable goals and policies of the RUACP and the purpose of the underlying zone;*
- 6. Complies with all applicable site plan review requirements; and*
- 7. Does not have significant environmental consequences when compared with other permitted uses in the underlying zone which cannot be mitigated through conditions of approval.*

### Proposal

The applicant proposes heavy equipment and truck related uses (sale, leasing, repair, and service). These uses are not permitted outright by the code but have been found to predate the current zoning regulations that prohibit this use in the E zone. Per the previously approved site plan for Pacific Detroit Diesel in 2001, the applicant is proposing truck

sales as a secondary use on site, as a legal nonconforming use.

### **Findings**

The proposed use is permitted if, per the previously approved site plan for Pacific Detroit Diesel in 2001, the applicant can prove the use has been continuing since it was originally permitted. This continuance of the use has been established by the applicant and verified by staff review.

The proposed use is found to be suitable, timely for the site, as well as compatible with the neighboring area in a manner that will cause minimal impacts.

Staff finds that the proposal is not inconsistent with the applicable goals and policies of the RUACP or the purpose of the E zone and follows all applicable site plan review requirements.

The proposed use would not have significant environmental consequences when compared to other permitted uses in the E zone that could not be mitigated through conditions of approval.

## **N. Street Design and Frontage Improvements**

### **Standards**

Traffic Impact Fees (TIF) within the City of Ridgefield are currently \$460.71 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**

No streets or frontage improvements are proposed for this project.

### **Findings**

Staff finds that no frontage improvements are required for this project.

## **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 submitted a trip generation letter prepared by Jake Traffic Engineering, dated December 10, 2021. The letter states that an additional 0.6 PM peak hour trips are generated by the improvements, and an additional 6.3 site generated daily trips. The project trips are below the threshold requiring a traffic impact study.

### **Findings**

Staff finds that a traffic impact analysis is not required.

Staff finds that the payment of traffic impact fees as required in Section N will be sufficient mitigation for the trips added by the proposed project.

## P. Water Service

### Standards

The proposed project is located in the City of Ridgefield water service area; however, no public water mains are proposed with this project. The applicant should be aware that Clark County Fire & Rescue may provide comments with regards to fire service protection.

### Proposal

The applicant submitted a preliminary utility plan. No public water improvements are proposed for this project. 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.

As a **condition of approval**, the applicant shall submit calculations showing that the existing meter is sufficient to meet the additional demand.

## Q. Sanitary Sewer Service

The proposed project is located within the Clark Regional Wastewater District's service area. The property is currently connected to sanitary sewer and since the project only proposes new parking and asphalt, no District review is required for the civil sitework. If the scope of the project changes, the District may require a Civil Plan Review Application for sanitary.

For the new building, a sanitary Tenant Improvement Application is required. A copy of the floor, plumbing and mechanical plans must be submitted to the District with the application. The District will review the BMPs and pre-treatment requirements during the application. The fee for the application review is \$125.

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.

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.

## 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 a bi-monthly charge of \$20.30 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 30<sup>th</sup> and May 1<sup>st</sup> and at times is not allowed.

### 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.

## 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 site plan for Gordon Truck Centers Basic Site Plan and Nonconforming Situation Review subject to the following **conditions of approval**:

### A. Planning Conditions

1. Prior to final occupancy, the applicant shall provide a list of dimensional standards showing that the proposal complies with the standards found in Table 18.240.055-1.
2. Prior to final occupancy, the applicant shall provide a photometric plan showing lighting to be shielded and avoiding light trespass.
3. Any future outdoor storage or accessory structures shall be shielded in accordance with RDC 18.240.060.A.6-8.
4. Prior to final occupancy, the applicant shall install all required parking area landscaping (RDC 18.720.040.C.2).
5. Prior to final occupancy, the applicant shall install all required site landscaping per RDC 18.725.080.
6. The applicant shall maintain all landscaping per RDC 18.725.090.
7. Any future fencing shall be constructed in accordance with the standards found in RDC 18.740 and 18.240.095

### B. Engineering Conditions

1. 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.
2. 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.
3. As a **condition of approval**, the applicant shall submit calculations showing that the existing meter is sufficient to meet the additional demand.

#### Reviewed by:

Anne McNamara, Planner I

Contact: 360.857.5047, anne.mcnamara@ridgefieldwa.us

#### Signed:



Claire Lust, Community Development Director

## 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.