



COMMUNITY DEVELOPMENT DEPARTMENT

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STAFF REPORT and NOTICE OF DECISION

Ridgefield Gateway Short Plat & Site Plan

File No. PLZ-22-0114, 0115, 0118 (Master-22-0077)

I. BASIC INFORMATION

Date	Application submitted: September 1, 2022 Technically complete: December 13, 2022 Decision issued: January 25, 2023
Proposal	Short plat two existing tax lots into a total of 6 lots as well as provide various commercial buildings in several phases in the Commercial Regional Business (CRB) Zone. Phase one (1) proposes a 5,200 SF convenience store with car wash and fuel station on proposed lot 2 and a 5,100 SF restaurant/brewery on lot 4
Location	8307 Pioneer Street / Ridgefield, WA 98642 #22 SEC 21 T4N R1EWM, Assessor's #213971000, 2.35 ac 5714 Pioneer Street / Ridgefield, WA 98642 #70 SEC 21 T4N R1EWM, Assessor's #214019000, 3.37 ac.
Applicant	Andy Nuttbrock, Olson Engineering 222 E Evergreen Blvd. / Vancouver, WA 98660 Contact: 360.695.1385, andyn@olsonengr.com
Applicant's Representative	None
Property Owner	RB & EA Holmstrom Family LLC 18212 NW 67th Ave. / Ridgefield, WA 98642 Gatach Properties, LLC 11010 SE Evergreen Highway / Vancouver, WA 98664
Zoning	Commercial Regional Business (CRB)
Review Type	Type II Basic Site Plan, Preliminary Short Plat, and Critical Area Review
Applicable Criteria	RDC 18.205, Uses; RDC 18.230, Commercial Districts; RDC 18.280, Critical Areas Protection; RDC 18.310, Procedures; RDC 18.500, Site Plan Review; RDC 18.610, Short Plats; RDC 18.710, Signs; RDC 18.715, Exterior Lighting; RDC 18.720, Off-Street Parking and Loading; RDC 18.725, Landscaping; RDC 18.740, Fences and Walls; RDC 18.810, SEPA Checklist; RDC 18.830, City of Ridgefield Native Plant List; and Ridgefield Engineering Standards for Public Works Construction.
Staff Contact	Shana Lazzarini, Planner II Contact: shana.lazzarini@ridgefieldwa.us, 360.887.6007
SEPA Determination	DNS (PLZ-22-0116, 0119)
Staff Recommendation	Approved with Conditions

II. EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

The site is in the Commercial Regional Business (CRB) zone, on the north side of Pioneer Street between 56th Place and west of the southbound Interstate 5 off-ramp. There are slopes of 10-15 percent near the center of the site and a depression in the northwest corner. Mapped critical areas include a riparian habitat area on the northeastern portion of the site and a wetland in the northwestern portion of the site.

The site is zoned Commercial Community Business (CRB). Surrounding uses include:

- Interstate 5 to the east
- CRB parcels to the north and west under review as Union Ridge Town Center
- A fueling station, convenience store, and multitenant commercial building on CRB parcels to the south across Pioneer Street

The applicant proposes to divide the existing two parcels into a total of 6 commercial lots. Ridgefield Gateway will consist of 6 retail/commercial/restaurant buildings with associated parking, landscaping, and related infrastructure. The applicant submitted preliminary site plans for lot 2 and lot 4 of the proposed short plat. Lot 2 will contain a 5,200 square foot gas station/convenience store and lot 4 will contain a 5,100 square foot restaurant. All other sites will be required to submit for site plan approval prior to construction.

Figures depicting the project location and site plan/short plat are included at the end of this report.

III. PROCEDURE

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

April 26, 2022	Pre-application conference
May 10, 2022	Pre-application notes issued
September 1, 2022	Site plan and Short Plat application submitted
December 13, 2022	Site plan application and Short Plat found technically complete
December 15, 2022	Notice of land use application published
January 5, 2023	Public comment period completed
January 25, 2023	Staff report and notice of decision issued

IV. PUBLIC COMMENT

The City issued a notice of pending land use review to property owners within 300 feet of the site on December 15, 2022. The land use comment period closed on January 5, 2023. Staff did not receive any comments.

V. APPLICABLE STANDARDS

Ridgefield Development Code (RDC): 18.205, Uses; 18.230, Commercial Districts; 18.280, Critical Areas Protection; 18.310, Procedures; 18.500, Site Plan Review; 18.610, Short Plats; 18.710, Signs; 18.715, Exterior Lighting; 18.720, Off-Street Parking and Loading; 18.725, Landscaping; 18.810, SEPA; 18.830, City of Ridgefield Native Plant List; and City of Ridgefield Engineering Standards for Public Works Construction.

VI. FINDINGS

A. RMC 13.08 – Developmental Charges for Water & Sewer Connections

Project applicants are required to pay water and sewer system development charges in the rates in effect at the time of building permit issuance. The applicant proposes new water and sewer connections.

Findings

Staff finds that as a **condition of approval**, the applicant shall pay water and sewer system development charges at the rates in effect at the time of building permit issuance.

B. RDC 18.070 – Impact Fees

Project applicants are required to pay traffic impact fees (TIFs) at the rate in effect per average daily trip (ADT) at the time of building permit issuance to mitigate traffic impacts, as required by RDC 18.070.080. No school or park impact fees are required for a non-residential development.

Findings

Staff finds that as a **condition of approval**, the applicant shall pay TIFs at the rate in effect per weekday average daily trip at the time of building permit issuance.

C. Use (RDC 18.205)

Uses are regulated in the Master Use Table in RDC 18.205.020.

Proposal

The proposal is for a short plat and a gas station with car wash and convenience store on proposed lot 2 and a brewery on proposed lot 4 located in the Commercial Regional Business (CRB) zone. All remainder lots will be subject to additional site plan approvals.

Findings

Per RDC 18.205.020 Table 1, gasoline service stations and eating and drinking establishments are permitted uses in the CRB zone.

Staff finds that the proposal meets the requirements set forth in RDC 18.205.

D. Commercial Zone Development Standards (RDC 18.230)

The Commercial Regional Business (CRB) zone is intended to provide for the location of integrated complexes made up of business and office uses serving regional market areas with significant employment opportunities. Applicable CRB zone lot requirements, dimensional standards, and site and building design are listed in RDC 18.230.040-055.

18.230.010 – Purpose

The proposed convenience store/gas station and restaurant are permitted outright in the CRB zone. This standard is met.

18.230.020 – Applicability

Full site improvements are required for parking, lighting, landscaping, walkways, storage space, and service areas if a development proposal is new development; therefore, the commercial standards are applicable.

18.230.030 – Uses

The proposed use complies with RDC 18.205 for the CCB zone.

18.230.040 – Lot requirements

The minimum lot area in the CRB zone is 10,000 square feet. There is no maximum lot area. The minimum lot width in all commercial zones is 50 feet.

Findings

Staff finds that the minimum proposed lot area is 31,710 square feet and the minimum lot width exceeds 50 feet. These standards are met.

18.230.045 – Dimensional standards

The CRB dimensional standards are given in RDC 18.230.035-1 as follows:

Dimensional standard	CRB
Minimum front or street side yard setback along a pedestrian street	0 feet
Maximum front or street side yard setback along a pedestrian street	20 feet
Minimum front or street side yard setback along a major corridor	10 feet
Maximum front or street side yard setback along a major corridor	30 feet
Minimum side or rear yard (interior) setback:	
<i>Abutting RLD or RMD zones</i>	20 feet
<i>Not abutting one of the above</i>	5 feet
Maximum height	65 feet
Maximum impervious surface coverage	90%

Findings

Pioneer Street is a major corridor. Staff finds the standards for minimum front or street side yard setbacks along a major corridor, maximum height, and maximum impervious surface coverage have been met for lot 2. Lot 4 is not located along Pioneer Street. The proposed building on lot 4 does not exceed 65 feet in height and does not exceed 90% impervious surface coverage. All other lots will be reviewed when they are submitted for site plan approval.

18.230.050 – Site Planning

- A. *Topography. Site design should preserve and maximize the use of natural features and reduce adverse impacts on existing natural features.*
1. *Retain natural topography to the extent practicable by designing buildings and parking lots to fit natural slopes.*
 2. *The grade difference between the building entrance and the nearest public right-of-way shall not exceed 10 feet, and intervening setback shall not exceed a slope of 1:1.*

Findings

The applicant states the overall grading of the site shall follow the existing topography of the site. Future phases may be required to utilize walls to maintain grades that are favorable to commercial development. Staff finds this standard has been met.

As a **condition of approval**, the applicant shall demonstrate compliance with the grade difference requirement in RDC 18.230.050.A.2 prior to final engineering approval.

3. *Retaining walls shall not exceed six feet high to promote more gradual, terraced development working with the natural slopes.*

Findings

Retaining walls are not proposed with this development; therefore, this standard is not applicable.

- B. *Types of street frontage. Development standards are differentiated based on two types of street frontages:*
1. *Pedestrian streets. Pedestrian streets include all collectors and local streets, as classified in the city's transportation capital facilities plan.*
 2. *Major corridors. Major corridors include all arterials and minor arterials, as classified in the city's transportation capital facilities plan.*

Findings

Staff finds that Pioneer Street is a major corridor and the access to lot 4 is an internal parking lot connection.

- C. *Street frontage.*
1. *For commercial development along pedestrian streets, buildings and/or common open space must be placed within the minimum and maximum setback area along a minimum of eighty percent of the site's street frontage not encumbered by critical areas or significant vegetation.*

Findings

The site is not located along a pedestrian street; therefore, staff finds this standard is not applicable.

2. *For commercial development along major corridors, buildings and/or common open space must be placed within the minimum and maximum setback area along a minimum of fifty percent of the site's street frontage not encumbered by critical areas or significant vegetation.*

Findings

Building 2 is located 30 feet behind the front setback range. The building does not occupy 50% of the street frontage, but enhanced landscaping will be provided as an alternative; therefore, staff finds this standard is met.

As a **condition of approval**, the applicant shall demonstrate enhanced landscaping to an L4 standard, in compliance with RDC 18.230.050.C.2.a prior to final engineering approval.

3. For developments located on a corner lot where at least one street frontage is a pedestrian street, buildings and/or common open space must be placed within the minimum and maximum setback area along both street frontages for a minimum of one hundred feet or twenty-five percent of the street frontage length, whichever is less, beginning from the corner of the lot, excepting any portion of the street frontage encumbered by critical areas or significant vegetation. Sites must also meet the overall requirement for buildings and/or common open space along the site's street frontage in subsections (1) and (2) above and may count buildings and/or common open space developed under this subsection towards the overall requirement.

Findings

The proposal abuts a major corridor; therefore, staff finds this standard is not applicable.

4. 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.

Findings

The area between the property line along Pioneer Street and the buildings and/or common open space for lot 2 will be landscaped to an L4 standard. All other property lines for lots 2 and 4 are shown as being landscaped to an L2 standard. This standard is met.

- D. Pedestrian Connectivity. Sites shall establish internal and external pedestrian connections throughout the development.

1. Provide an external pedestrian connection between the building's primary entrance and the primary frontage street.

Findings

Staff finds that Pioneer Street is the primary frontage street. There are external pedestrian connections planned between the primary entrance of lot 2 and Pioneer Street. Lot 1 will be reviewed at time of preliminary site plan submittal. This standard is met.

2. Provide internal pedestrian connections between individual buildings, though parking areas, and between parking areas and buildings, superseding requirements for pedestrian access corridors per RDC 18.720.040.C.5. Public sidewalks may be considered part of the internal pedestrian circulation system if they provide convenient connections between buildings and/or parking areas.

Findings

The applicant has provided pedestrian connections for lot 2 and lot 4 that meet the requirements above. All other lots will be reviewed when they submit for preliminary site plan. Staff finds this standard is met.

3. For large development sites over two acres, the combined external and internal pedestrian connection system shall provide cross-circulation functionally equivalent to a street grid by providing through connections no less than every five hundred feet.

Findings

The master plan shows cross-circulation throughout the site; however, this site plan approval is for lot 2 and lot 4 which combined is over two acres. The applicant has shown pedestrian connections between lot 2 and lot 4 that is compliant with the standard above. Staff finds this standard is met.

4. *Internal and external pedestrian connections must meet all of the following requirements:*
- a. *Provide connections via the most direct route.*

Findings

Staff finds that internal and external pedestrian connections provide access between the building entrances, parking areas, and public rights-of-way via the most direct routes; therefore, this standard is met.

- b. *Separate pedestrians safely from motor vehicle traffic, except for crossings of vehicle travel ways.*

Findings

Staff finds that the pedestrian connections safely separate pedestrians from motor vehicle traffic. This standard is met.

- c. *Be a minimum of five feet wide. External pedestrian connections shall be a minimum of eight feet wide for developments with a ground floor area in excess of twenty thousand square feet.*

Findings

Staff finds that internal pedestrian connections are a minimum of five feet wide. The floor area shown on the proposed development plans does not exceed 20,000 square feet for any lot, so the external pedestrian connections comply with this standard.

- d. *Be well lit with pedestrian-scale lighting at a level averaging at least two foot candles and with free-standing or building-mounted lighting fixtures mounted no higher than fourteen feet.*

Findings

The applicant has provided a preliminary lighting plan; however, a detailed plan will need to be submitted showing this standard has been met on lot 2 and lot 4. Please include light detail sheets with the engineering submittal.

As a **condition of approval**, the applicant shall demonstrate compliance with pedestrian-scale lighting at a level averaging at least two-foot candles in RDC 18.230.050.D.4.d prior to final engineering approval.

- e. *Be accented with landscaping buffers a minimum of five feet wide including trees a minimum of every twenty-five feet, shrubs at the rate of one per twenty square feet of landscaped area, and groundcover sufficient to provide at least eighty-five percent coverage of the landscaped area. One side of all pedestrian connections must be landscaped except for crossings of vehicle travel ways.*

Findings

Staff finds that at least one side of all pedestrian connections is landscaped with a buffer at least five feet wide. The trees proposed for required landscape buffers, required parking lot landscaping, and additional site landscaping are located at a minimum of every twenty-five feet in the vicinity of pedestrian connections. Staff finds that sufficient shrubs (one per twenty square feet of landscaped area) are located in parking lot landscaping areas. These standards are met.

- f. *Use concrete or other approved unit-paving surfaces distinct from parking lot surface by texture, pattern, and/or color to differentiate and maximize the visibility of the pedestrian path. Path shall be elevated six inches above parking lot grade except for crossings of vehicle travel ways. Superficial treatments such as painted pedestrian paths are not sufficient to meet this requirement. Paint may be used only in combination with other techniques.*

Findings

The applicant shows the pedestrian crossings as striping. The applicant will need to provide plans showing material that complies with this section.

As a **condition of approval**, the applicant shall demonstrate compliance with the pedestrian path requirement in RDC 18.230.050.D.4.f prior to final engineering approval.

- g. *Crossings of vehicle travel ways shall be well articulated with pavement markings, pedestrian warning signs, and lighting.*

Findings

The new pedestrian paths will need to comply with this standard.

As a **condition of approval**, the applicant shall demonstrate compliance with the pedestrian path requirement in RDC 18.230.050.D.4.g prior to final engineering approval.

E. *Building entrances.*

1. *Buildings must have a primary entrance that incorporates at least two of the following entry enhancement features:*
 - a. *At least one hundred square feet of landscaping or planters incorporating trees, shrubs, and/or flowers, in addition to the minimum landscaping requirements for the site;*
 - b. *At least one hundred square feet of paving materials different from the street sidewalk or parking lot surfacing;*
 - c. *At least one hundred square feet of awning, marquee, or arcade over the entry where the feature is at least eight feet above the walking surface and projects at least five feet horizontally from the structure;*
 - d. *Decorative outdoor features such as benches, fountains, sculptures or other similar features as determined by the planning director;*
 - e. *Entry recessed or projected from the facade surface by at least three feet; or*
 - f. *Pedestrian-scale accent lighting.*

Findings

The applicant submitted preliminary architectural drawings. Final architectural drawings will

need to be included with the building permit submittal.

As a **condition of approval**, the applicant shall demonstrate primary entrance enhancement in compliance with RDC 18.230.050.E.1 prior to building permit issuance.

2. *Buildings along pedestrian streets are required to have a primary entrance facing the street providing primary access to the site. Entrances shall be built to the sidewalk's edge or be connected to the sidewalk with a direct external pedestrian connection.*

Findings

There are no pedestrian streets abutting the parcels. Therefore, this standard is not applicable.

3. *Buildings along major corridors are encouraged to have a primary entrance facing the street providing primary access to the site. As an alternative, the primary entrance may face a parking area or secondary access street provided that a secondary entrance is provided that faces the street providing primary access to the site. A secondary entrance shall be built to the sidewalk's edge or be connected to the sidewalk with a direct external pedestrian connection.*

Findings

Pioneer Street is a major corridor. Therefore, this standard is applicable. Building 2, located on proposed lot 2, does not show a secondary entrance facing Pioneer Street.

As a **condition of approval**, the applicant shall demonstrate a secondary entrance in compliance with RDC 18.230.050.E.3 prior to building permit issuance.

F. Outdoor common areas.

Common areas encourage outdoor activities and leisure in outdoor spaces associated with commercial development. For developments with five thousand square feet or more gross floor area, excluding area of garages, warehouses and similar unheated support structures, outdoor common areas equal to five percent of the gross floor area is required.

Findings

Building 2 is 5,200 square feet; therefore, 260 square feet of outdoor common area is required. The applicant is proposing 590 square feet. Building 4 is 5,100 square feet; therefore, 255 square feet of outdoor common area is required. The outdoor common area provided is 290 square feet. Staff finds that this standard is met.

1. *The minimum size for a common area is two hundred fifty square feet, with a minimum dimension of ten feet. Fewer, larger common areas are strongly preferred over multiple, smaller common areas.*

Findings

The applicant proposes a minimum common area size that exceed 250 square feet. This standard is met.

2. *Common areas shall be in high pedestrian traffic locations within the development such as along street frontages, on lot corners, along internal or external pedestrian connections, or near building entrances. Common areas shall not be located in isolated or undevelopable space where low pedestrian traffic is anticipated.*

Findings

The common areas for lot 2 and lot 4 will be located outside of the entrance. Staff finds that the

proposed common area is adjacent to pedestrian pathways that provide direct access to building entrances. This standard is met.

3. *Common areas must be accessible to users of the site but do not need to be made accessible to the general public.*

Findings

Staff finds that the proposed common area is accessible to the users of the site. This standard is met.

4. *Common areas must be accessible by internal and/or external pedestrian connections.*

Findings

Staff finds that the common areas are accessible by internal and external pedestrian connections. This standard is met.

5. *Common areas shall be developed as one of, or a combination of, the following:*
 - a. *Patio, deck or balcony attached to building, provided area can be accessed from the building's exterior.*
 - b. *Plaza with colored or textured pavement surface, e.g., brick, stone, exposed aggregate concrete or colored and textured concrete. To provide pattern and enhance the texture of the pavement, any concrete surfaces shall be scored or otherwise divided into smaller sections.*
 - c. *Landscaping areas of grass, trees, shrubbery and flowers, combined with paths and pavement areas for tables and/or benches.*
 - d. *Other similar areas approved by the planning director.*

Findings

The applicant has provided the locations of the common areas; however, no details were provided addressing these criteria.

As a **condition of approval**, the applicant shall demonstrate development of common areas in compliance with RDC 18.230.050.F.5.a-d., prior to final engineering approval.

6. *Common area amenities must include a minimum of one bench or table and one trash receptacle per two hundred fifty square feet. Amenities may also include water feature, raised landscaping planter beds, drinking fountain, moveable seating such as for outdoor dining, distinctive paving, and/or public artwork. All outdoor furnishings shall be commercial grade designed for heavy public use.*

Findings

The applicant has not addressed the amenities that will be provided in the common areas for lots 2 and 4.

As a **condition of approval**, the applicant shall provide details on what amenities are being installed, per RDC 18.230.050.F.6, at building permit submittal. The required amenities shall be installed prior to final occupancy.

7. *Pedestrian-scaled lighting is required at a level averaging at least two-foot candles throughout the area. Lighting may be free-standing or building-mounted and shall not be mounted higher than fourteen feet.*

Findings

The applicant provided a preliminary lighting plan; however, a lighting plan, photometric analysis and lighting details will need to be provided.

As a **condition of approval**, the applicant shall demonstrate compliance with pedestrian-scale lighting at a level averaging at least two-foot candles in RDC 18.230.050.F.7 prior to final engineering approval.

8. *The following are not allowable as part of outdoor common areas:*
 - a. *Asphalt pavement.*
 - b. *Adjacent and unscreened chain link fences, dumpsters or service areas.*
 - c. *Unscreened blank walls.*

Findings

The applicant has not provided details for the common area.

As a **condition of approval**, the applicant shall demonstrate compliance RDC 18.230.050.F.8 prior to final engineering approval.

9. *Active use of outdoor common areas is encouraged provided it does not impede pedestrian flow along adjacent pedestrian connections or public sidewalks. Allowed activities within common areas, subject to area limitations in RDC 18.230.110, include:*
 - a. *Food or flower carts, limited to one portable food or flower cart for common areas less than one thousand square feet and two carts for common areas one thousand square feet or greater. Carts must be portable and be stored away after hours.*
 - b. *Temporary art displays or performances.*
 - c. *Outdoor sales such as a sidewalk sale or farmers market. Commercial activity by vendors with no permanent indoor vending space on the property must be reviewed through either site plan review for recurring uses per RDC 18.500 or temporary use review consistent with RDC 18.205.015(F).*
 - d. *Outdoor seating.*
 - e. *Transit stops, coordinated with transit service provider.*
 - f. *Similar active uses as determined by the Planning Director.*

Findings

The applicant has not proposed anything that would impede pedestrian flow along adjacent pedestrian connections or public sidewalks. This standard is met.

- 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.*
 1. *Loading areas, service areas, and outdoor storage areas shall be located in the areas of the site least visible from the public right-of-way and on-site pedestrian connections, typically in the rear or sides of the building, and shall be screened from view by a fence, landscaping to a value of eighty percent year-round opacity, or a combination of both. Fences shall be masonry or similar materials and shall not be chain link.*

Findings

Lot 2 (convenience store/gas station) lists a building area of 4,100 square feet, not including the car wash, and lot 4 (restaurant) lists a building area of 5,100 square feet; however, per RDC 18.720.050.B., eating and drinking establishments do not require loading berths for structures with less than 30,000 square feet gross floor area. Staff finds the proposed structure on lot 2 is less than 5,000 square feet and the proposed structure on lot 4 is less than 30,000 square feet. Staff finds this standard is not applicable.

2. *Garbage collection and recycling areas, not including individual trash receptacles for public use, must be in an enclosed area and located in the areas of the site least visible from the public right-of-way and on-site pedestrian connections, typically in the rear or sides of the building. Enclosures should be complementary in design to the main buildings, and shall be constructed of fencing, walls, landscaping to a value of eighty percent year-round opacity, or a combination. If used, fences shall comply with RDC 18.230.100.*

Findings

The trash enclosures for lots 2 and 4 are located to the north of each building on the west property line. Both are screened from public view by landscape screening and walls and are located in an area that is least visible from on-site pedestrian connections.

As a **condition of approval**, the applicant shall demonstrate that the walls screening all garbage collection and recycling areas are complementary in design to the main buildings and constructed in compliance with RDC 18.230.050.G.2 and RDC 18.230.100 at the time of building permit submittal.

3. *Mechanical units, utility equipment, elevator equipment, and telecommunication equipment located on the roof shall be grouped together and incorporated into the roof design. Such equipment located on the ground shall be screened from adjacent pedestrian connections or sidewalks by a fence or landscaping to a value of eighty percent year-round opacity. If used, fences shall comply with RDC 18.230.100.*

Findings

Full architectural plans were not submitted for the structures on lots 2 and 4. Plans will need to be provided at building permit submittal showing compliance with RDC 18.230.050.G.3.

As a **condition of approval**, the applicant shall demonstrate that mechanical units, utility equipment, elevator equipment, and telecommunication equipment located on the roof are grouped together and incorporated into the roof design in compliance with RDC 18.230.050.G.3. at the time of building permit submittal.

- 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 traffics, and to minimize visual impacts.*

Findings

Per 18.100.016 vehicle service facilities including gas pump islands, car wash facilities, oil and lube facilities, and other similar uses are exempt from this section. Lot 2 contains a gas station with car wash and lot 4 does not propose a drive-through. Staff finds that this subsection is not applicable.

18.230.055 – Building design and features

- A. *Applicability. The requirements of section 18.230.055 apply to buildings within the CCB and CRB zoning districts. The requirements of this chapter apply to:*
1. *New building of any size, and*
 2. *The addition to or remodel of an existing building that increases the gross floor area of the building by five thousand square feet or more.*
 3. *The addition or remodel of an existing building where the construction valuation is fifty percent or greater of the existing site and building valuation.*

Findings

The development creates new buildings in the CRB zone. This section applies.

- 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."*

Findings

The scale, color palate, and roof modulation of the proposed buildings on lots 2 and 4 appear to be cohesive with each other. All other lots will be reviewed in separate site plan reviews. Staff finds that the intent of context-sensitive building design is met.

Elements of context-sensitive design include:

1. *Orienting primary building facades towards the street with the highest street classification,*

Findings

Although the primary façade of lot 2 faces north, the site is designed so that the southern façade line has a primary feel, with a varied roofline, architectural features and elements, and a high glazing percentage. The other site buildings, including Lot 4, are located off of Pioneer street and don't have the same connection with the primary arterial. Staff finds that this standard is met.

2. *Ordering building height and scale between adjacent buildings so that a building is no more than fifty percent taller or larger than an adjacent building,*

Findings

All six buildings on the site will be designed such that no building is more than fifty-percent taller or larger than an adjacent building. Lot 2 and lot 4 have a proposed maximum height of 30-feet. Staff finds that this standard is met.

3. *Extending horizontal planes between adjacent buildings, such as roof lines, cornices, rows of windows, belt courses, stories, and storefronts,*

Findings

Horizontal elements will carry through each of the buildings. Lots 2 and 4 appear to meet this criterion. All other lots will be reviewed under separate site plan reviews. Staff finds that this standard is met.

4. *Ordering window size or patterns similarly to adjacent buildings;*

Findings

Window ordering will follow a regular, alternating pattern that will carry through the development. Staff finds that this standard is met.

5. *Use of similar materials in adjacent buildings, for example, if the front façade surface area of building A is primarily faced with brick, adjacent buildings must incorporate similar materials in at least 25% of the primary façade, and*

Findings

The applicant is proposing lot 2 and lot 4 buildings to have a mixture of stone, metal panels, CMU, and fiber cement with some wood detailing. The commercial building to the south of the project also uses CMU and the Vancouver Clinic building uses metal panels and fiber cement. Future lots will be reviewed under separate site plan reviews. No material sheets were provided for lot 4.

As a **condition of approval**, the applicant shall demonstrate that that materials comply with RDC 18.230.055.B.5, at the time of building permit submittal.

6. *Use of similar plant materials, landscape fixtures and street furniture between adjacent buildings.*

Findings

Lots within Ridgefield Gateway are proposing landscaping areas complimentary of other sites within the area and will use the same or complementary combinations of plants. Staff finds that this standard is met.

7. *Elements of any individual site shall include exposed beam construction as part of the primary structure. This construction type adds balance to trellises, awnings, canopies, etc.*

Findings

The applicant has stated that the site shall include exposed wood beam construction as part of the primary structure: The main retail area of Lot 2 has an exposed vaulted roof structure with the wood structural elements exposed. Lot 4 has an exposed wood structure at the outdoor patio and the main entrance.

As a **condition of approval**, the applicant shall demonstrate exposed wood beam construction compliant with RDC 18.230.055.B.7, at the time of building permit submittal.

- C. *Mass and scale. Mass is the physical bulk or volume of a building. In architectural terms, a single-mass building is a single geometric form such as a rectangle or square and may include a simple roof form with no variation in the roof line. "Massing" refers to variation in the mass and may involve multiple masses joined together. The purpose of the mass standards is to break large structures down into smaller building modules.*

Findings

The proposed buildings on lots 2 and 4 include massing strategies such as variations in wall planes, variations in wall elevations, and the use of varied materials along each elevation. Staff finds that the purpose of the mass and scale section is met.

1. *Where the lot has frontage on a pedestrian street, the facades of all new buildings longer than fifty feet (measured horizontally along the facade) shall incorporate relief to the perceived building mass through such features as wall projections or recesses, projecting windows, entrances, or other visual relief. Where the lot has frontage on a major corridor, the facades of all new buildings longer than*

one hundred feet (measured horizontally along the facade) shall incorporate relief to the perceived building mass through such features as wall projections or recesses, projecting windows, entrances, or other visual relief.

Findings

The applicant proposes relief elements on the building lines over 50 feet. Staff finds that this standard is met.

- a. No single wall plane shall be wider than two and one-half times the height of the wall plane. Unenclosed projections do not affect the height/width ratio of the wall plane from which the unenclosed structure projects.

Findings

No single wall plane is wider than 2.5 times the height of the wall plane. Staff finds that this standard is met.

- b. Exterior walls and roof forms shall be a true reflection of interior space. False projections of wall or roof forms are not allowed, except that parapets and gables may rise above the true roof line if they include side returns or roof planes that (a) extend back at least one and one-half times the width of the parapet or gable, or (b) extend back to a point that is not visible from any public vantage point.

Findings

The exterior walls for the buildings on lots 2 and 4 reflect the true shape of the proposed buildings and do not include false projections. Staff finds this standard is met.

- c. Building walls visible from a public right-of-way shall employ at least three of the following articulation methods at intervals no greater than sixty feet:
 - i. Window patterns and/or entries that reinforce the pattern of storefront spaces; e.g., groups of windows that repeat no more than every 60 feet as opposed to a uniform row, or "ribbon," of windows.
 - ii. Weather protection features that reinforce storefronts. For example, for a building façade that is one hundred eighty feet wide, use three separate awnings to articulate the façade.
 - iii. Providing vertical building modulation of at least two feet in depth and four feet in width if tied with a change in roofline or change in building materials or siding style. Otherwise, the minimum depth and width of the modulation shall be ten and twenty feet, respectively.
 - iv. Placement of building columns or vertical piers or vertical elements such as planters, trellises, art pieces, or other features that repeat at intervals of sixty feet or less that reinforce a storefront pattern.

Findings

Staff finds that the facades visible to public rights-of-way meet the standards in (i), (ii) and (iii). Staff finds that this standard is met.

- d. The doorways on buildings abutting or within three feet of the sidewalk shall be recessed in order to avoid conflicts with pedestrians.

Findings

There are no doorways abutting or within three feet of the public sidewalk. This standard does not apply.

- e. *Additional standards for large format uses in any zone. Individual retail uses with at least fifty thousand square feet of gross floor area or a façade greater than one hundred fifty feet in width shall provide:*
 - i. *Prominent entry. The building front shall integrate a prominent entry feature combining substantial roofline modulation with vertical building modulation and a distinctive change in materials and/or colors.*
 - ii. *Roofline modulation. The minimum vertical dimension of roofline modulation is the greater of six feet or 0.3 multiplied by the wall height (finish grade to top of the wall).*
 - iii. *Façades wider than three hundred feet shall incorporate at least two entry/articulation features (if there is only one entry, the second feature may be less prominent).*

Findings

Buildings located on lots 2 and 4 do not have a façade greater than one hundred fifty feet; therefore, staff finds this section is not applicable.

2. *Roofs. All structures shall have a visual cap. This may be achieved with either a pitched or flat roof if designed according to one of the following options:*
 - a. *Lower pitched roof with extended eaves. A lower pitched roof with a minimum 4/12 pitch is allowed provided eaves extend at least two feet beyond exterior building walls.*
 - b. *Steep pitch hip, gable or saltbox roof form. Conform to the following roof pitch requirements: Minimum pitch: 6/12 in all areas. Maximum pitch: 12/12 in all areas. Exceptions: Steeples, bell towers and other ancillary structures.*
 - c. *False pitch roof with appearance of true hip gable or saltbox. Single story and multiple story buildings may have a flat roof with a false pitch if (a) the roof appears to be true hip or gable from all public vantage points, and (b) there are extending wings on each corner of the building which allow for a true hip or gable to extend out from the false hip or gable. Roofs shall conform to the minimum roof pitch standards specified in subsection (D)(1) of this section.*
 - d. *Flat roof with projecting cornice on multistory structures only. Cornice dimensions must be one foot high for every sixteen feet of building height and must protrude forward at least one-third the cornice height dimension. The protrusion may include the entire cornice or the cornice may be a graduated protrusion with full protrusion at the top. Cornices must be at or near the top of the wall or parapet. Pediments may extend above the cornice.*

Findings

The proposed buildings on lots 2 and 4 propose to use a lower pitched roof with extended eaves (a). Staff finds that this standard is met.

As a **condition of approval**, the applicant shall demonstrate that pitched roof has a minimum 4/12 pitch at the time of building permit submittal.

- D. *Hierarchy in building design. The following standards apply to all commercial sites with more than one building or with one or more multitenant buildings.*

Findings

Ridgefield Gateway is applying for buildings on lots 2 and 4. Staff finds this standard is applicable.

1. *Design primary structures as a focal point. Primary structures shall be designed to serve as a visual draw to a site. Primary structures shall be designed as follows:*
 - a. *Must be prominently visible to the public. Primary structures shall be the focal point of development and must be prominently visible to the public right-of-way giving access to the project, unless significant vegetation warrants a less visible structure.*
 - b. *Must have the appearance of at least two levels.*
 - i. *Primary structures shall have at least two floors (minimum eight feet apart). The second floor level shall be at least one-third the area of the lower floor area.*
 - ii. *Alternatively, primary structures may be single-floor buildings with roofs having a minimum pitch of 8/12, and which contain dormer windows on every roof plane having a ridge length of forty feet or more. One dormer window with a glazing area of at least fifteen square feet shall be required for every forty feet of ridge length (or portion thereof). Dormer windows shall be functional, providing natural light into the finished and heated area of the building.*
 - c. *Must provide a prominent entrance. Primary structures shall include a prominent entrance which faces the street providing primary access to the site. The entrance shall be defined by a projecting or recessed portico or a clearly defined doorway designed as a focal point in the facade design.*
2. *Integrate common outdoor areas per RDC 18.230.050.F into primary structure design.*
 - a. *Porticos, courtyards, or similar structures shall be visible to the public and usable to customers or clients.*
 - b. *The outdoor common areas shall be integrated into the building design by means of either a roof-like structure (e.g., sheathed roof or open pergola style) or perimeter wall extending from the building.*
3. *Integrate primary structure design elements into secondary structures. Secondary structures (all structures other than primary structures) must include design elements that visually link them to the primary structure site.*
 - a. *Secondary structures must include siding, trim, roofing materials and colors common to the primary structure of a site.*
 - b. *Specific combinations of materials and colors may be varied from building to building; provided, that any material or color used on secondary structures has, in some application, been used on the primary structure. (For example, if the primary structure is a red brick building with gray clapboard in the gables, then the secondary structure may be a gray clapboard building with red brick accents.)*

Findings

The applicant has identified the building on lot 4 as the primary structure. At time of preliminary submittal, final architectural plans for lot 4 (Backwoods Brewery) were not submitted.

As a **condition of approval**, the applicant shall demonstrate hierarchy in building design in compliance with 18.230.055.D.1-3 at the time of building permit submittal.

E. *Windows and doors.*

1. *Mirrored glass is prohibited.*

Findings

The applicant does not propose mirrored glass. This standard is met.

2. *Multiple windows on a single wall plane shall be spaced and aligned with other windows and doors on the same wall plane. Single grouped windows on a wall plane shall relate to other architectural features such as roof forms, doors, or facade projections.*

Findings

The applicant has provided elevations that show multiple windows that are spaced and aligned with the other windows and doors on the same plane. Staff finds that this standard is met.

3. *Windows and doors shall constitute at least twenty-five percent of the total wall area of prominent facade wall planes.*

Findings

The proposed elevation plans show windows and doors on the prominent facades exceed the twenty-five percent requirement. Staff finds that this standard is met.

4. *Transparency Zone. The transparency zone regulations apply to building facades which front pedestrian streets. The purpose of transparency requirements is to maintain "eyes on the street" for safety of pedestrians and to create a more welcoming and interesting streetscape and give an indication of the types of uses and activities occurring in buildings. Transparent windows and doors may be used to meet transparency requirements. Glazed windows, where visibility is obscured, shall not be used to meet transparency requirements.*

Findings

Proposed lots 2 and 4 do not front a pedestrian street; therefore, staff finds this standard is not applicable.

F. *Siding and trim.*

1. *Building siding materials shall be wood, brick, stone, stucco, or terra cotta.*
2. *Metal siding materials shall not exceed ten percent of the total wall area of any wall.*
3. *Stacked and scored concrete blocks may be used if installed so as to provide added relief, shadow lines, and dimensional interest to a façade, provided:*
 - a. *All prominent facades shall be fifty percent sided with the materials allowed in subsection F.1;*
 - b. *Masonry pilasters are regularly spaced every fifteen to twenty-five feet on center (depending on the scale of the building); and*
 - c. *Recessed panels, a minimum of four inches deep, shall provide frame and panel relief between all pilasters and which shall comprise approximately seventy percent of the width and height of the space between pilasters.*

Findings

Final architectural plans were not submitted with the preliminary application.

As a **condition of approval**, the applicant shall demonstrate that siding and trim design is compliant with RDC 18.230.055.F., at building permit submittal.

G. Roofing materials.

1. Use roofing materials which provide texture and shadow lines. Cedar shingles, architectural grade asphalt shingles, tile, slate, and standing-seam metal roofs are allowed. Other roofing materials are prohibited except on roofs having slopes less than 1/12.

Findings

The applicant proposes standing seam metal roof over the sloped portions of the roof, and a membrane roof over the flat portion utilizing darker earth tones on lots 2 and 4. Staff finds that this standard is met.

2. Limit roofing colors to darker earth tone and forest colors. Only forest greens, charcoal or medium grays and dark clay colors are allowed.

Findings

The applicant states that roofing will be limited to dark colors. Staff finds that this standard is met.

H. Design details.

1. The following building treatments or additions are prohibited:
 - a. Tenant specific motifs - Fanciful or unusual detailing, excluding signs, used to promote a particular theme or to identify a specific.

Findings

Tenant specific motifs are not proposed for lots 2 and 4. Staff finds this standard is not applicable.

- b. Outlining - Architectural features shall not be outlined in neon, LED, tube-type, or other lights, either exposed or concealed lights.

Findings

Outlining is not proposed. Staff finds this standard is not applicable.

- c. Back-lit Awnings - Awnings may not be back-lit or otherwise illuminated from behind unless the awning fabric is completely opaque.

Findings

Back-lit awnings are not proposed. Staff finds this standard is not applicable.

- d. Nonfunctioning Awnings - Awnings shall be limited to traditional locations over windows, walkways, and entrances or over other architectural features where weather protection is needed. Awnings must be applied to walls or posts and may not be applied to existing projections over walkways or windows.

Findings

The applicant states lot 2 uses awnings in a couple of locations: the main entrance to the store and over the car wash entrance. The awnings will not obscure architectural features and aren't overly prominent. Their design is intended to complement the

overall façade design of the building.

Lot 4 uses a covered entry awning that matches the roof style of the building, and also has a covered patio on the east side, which is an extension of the roofline. In both cases, the awnings themselves are intended to be prominent architectural features of the buildings, using heavy timber construction and color/material schemes consistent with the rest of the building. Staff finds this standard is met.

- e. *Faux Windows - All windows must be true windows that let in light to occupied space or to large attic areas that provide at least limited standing room.*

Findings

Faux windows are not proposed. Staff finds this standard is not applicable.

- f. *False Fronts - Building facades must be designed to reflect the mass and bulk of the structure behind the facade. Design details that create a false appearance of building mass, or that otherwise make a building appear to be something that it is not, are prohibited.*

Findings

False fronts are not proposed. Staff finds this standard is not applicable.

- g. *Architectural Anomalies - Application of materials or details that are not integrated into the overall building design, or that do not reflect the materials or details characteristic of the overall building design, are prohibited.*

Findings

Proposed architectural materials and details are integrated into the overall building design and site aesthetic. Staff finds this standard is met.

- 2. *Awnings, canopies and marquees may not obscure architectural details of the facade and may not be the prominent design element of the building. They must appear as a secondary and complimentary element of the building design. Awnings may not extend more than twelve inches beyond the outer edges of windows or groups of windows, and they may not come any closer than twelve inches to building corners or thirty-six inches to eaves or cornices.*

Findings

The applicant proposes awnings that are integrated, secondary design elements. The awnings are intended to complement the overall façade design of the buildings.

As a **condition of approval**, the applicant shall demonstrate that awnings do not extend more than twelve inches beyond the outer edges of windows or groups of windows, and do not come any closer than twelve inches to building corners or thirty-six inches to eaves or cornices per RDC 18.230.055.H.2 at the time of building permit submittal.

- I. *Color. The following standards apply to commercial development in the CRB and CCB zoning districts:*
 - 1. *Field or base colors (the main color of exterior walls) shall be earth tone colors, such as: sands, grays, sage greens, pale yellows, deep, rich clay colors, and similar.*
 - 2. *Trim colors (fascia, cornice, window and door trim, kick panels, etc.) may contrast to complement the field color and shall not be neon, bright or primary colors.*

3. Accent colors may be brighter than field or trim colors. Appropriate areas for accent colors are those details such as moldings or molding indentations, medallions, and shadow lines of windows and doors and door frames.
4. Painting or staining of stone and brick is prohibited.

Findings

For lot 2, the applicant proposes a variety of earth tone base colors. Trim colors will avoid bright primary colors, and brighter colors will be limited to accent features. All stone shall be left natural. A material list was not provided for lot 4.

As a **condition of approval**, the applicant shall provide a material list compliant with RDC 18.230.055.I at the time of building permit submittal.

18.230.060 – Signs

Signs are permitted in the CRB zone according to the provisions of RDC 18.710.

Findings

See Section “K”.

18.230.070 – Lighting

- A. Lighting shall comply with the provision of Chapter 18.715.

Findings

See Section “L”.

- B. Parking area light post height shall not exceed twenty-five feet.
- C. All building entrances shall be illuminated with LED lamps and shall be shielded.

Findings

Standard details were not included with the photometric analysis.

As a **condition of approval**, the applicant shall provide a photometric analysis for lots 2 and 4, including the lighting details, at the time of building permit submittal.

18.230.080 – Off-street parking and loading

- A. Off-street parking and loading shall be provided as required in Chapter 18.720.

Findings

See Section “M”.

- B. Parking areas shall be located to minimize their visual and functional impact, generally by locating parking areas along the rear and sides of the buildings, and shall comply with the following standards in lieu of compliance with RDC 18.720.040.C.1.
 1. For sites along pedestrian streets, parking areas shall not be placed forward of the maximum setback or the front building façade, whichever is closer to the property line, for more than twenty percent of the site's street frontage not encumbered by critical areas or significant vegetation, with the exception of driveways and drive aisles perpendicular to the street frontage.

Findings

The parking areas for lots 2 and 4 are located behind the buildings to the north and west. Staff finds that this standard is met.

2. For sites along major corridors, parking areas shall not be placed forward of the maximum setback or the front building façade, whichever is closer to the property line, for more than fifty percent of the site's street frontage not encumbered by critical areas or significant vegetation, with the exception of driveways and drive aisles perpendicular to the street frontage.

Findings

Lot 2 is located on Pioneer Street. Parking is not located along the front building facade. Staff finds that this standard has been met.

3. For sites located on a corner lot or other lot with multiple frontages, both frontages must meet the applicable limitations for parking area locations. No parking area shall be closer than one hundred feet to any corner formed by two public streets, unless the length of the frontage along both streets is less than one hundred feet in which case the parking area shall be located as far as practicable from the corner.

Findings

Neither lot 2 nor lot 4 are located on corner lots; therefore, staff finds that this standard is not applicable.

4. The area between the property line and the parking area, with the exception of driveways and drive aisles providing access to the parking area, shall be fully landscaped to an L2 standard.

Findings

The area between the property lines and all parking areas are landscaped to an L2 standard. Staff finds this standard is met.

- C. Slip lane parking lots are permitted along the street frontage of major corridors, and are exempt from the 50 percent street frontage limitation for parking lots in RDC 18.720.040.C.1.

Findings

The applicant is not proposing slip lane parking. Staff finds this standard is not applicable.

- D. Off-street parking lots containing fifty parking spaces or more in all commercial zones shall provide pedestal or wall-mounted Level 2, two hundred forty-volt electric vehicle chargers, or similar alternative fueling stations as approved by the planning director. Stations shall be provided at a minimum of one station per fifty parking spaces up to a maximum of five such stations.

Findings

The applicant is applying for site plan approval for lots 2 and 4 only; however, the plans show compliance with this section for the entire development (6 lots). The complete development is proposing 244 stalls which includes 12 EV stalls. Therefore, staff finds this standard is met.

18.230.085 – Driveways

- A. Number and separation of driveways. Parking lot entrances shall be restricted to no more than one entrance and exit lane per three hundred lineal feet of frontage, unless otherwise recommended by the city engineer on the basis of traffic impacts. Properties with less than three hundred lineal feet of frontage shall be restricted

to one entrance and exit lane for vehicular access. For corner properties, the separate street frontages shall be measured separately unless both streets are classified as an arterial or collector.

Findings

The applicant is requesting one entrance from Pioneer Street; therefore, staff finds this standard is not applicable.

- B. *Corner lots. Vehicular access to corner lots shall be located on the lowest classified roadway and as close as practical to the property line most distant from the intersection.*

Findings

The site is not located on a corner lot. Staff finds that this standard is not applicable.

- C. *Driveway widths. Driveway lanes shall be no wider than eleven feet per entry or exit lane unless the responsible official determines wider lanes are appropriate for the use and that the design does not significantly impact vehicular circulation, public safety, pedestrian movement, or visual qualities.*

Findings

Staff finds the design does not impact vehicular circulation, public safety, pedestrian movement, or visual qualities. This standard is met.

- D. *Driveway throat depth. The minimum required driveway throat depth along arterial and collector streets shall be at least sixty feet in the CRB district.*

Findings

The development is located along a major corridor and has proposed a driveway throat depth that exceeds sixty feet; therefore, staff finds this standard is met.

18.230.090 – Landscaping

- A. *Purpose. Landscaping shall be integrated into the site in the form of landscaping in off-street parking areas, as buffers between uses, within street planter strips, and to soften the appearance of large building elevations, and shall comply with the requirements of this chapter and RDC 18.725. Landscaping shall include a combination of existing vegetation and new plant materials.*

Findings

Staff finds that the proposed landscaping is well-integrated into the site, and includes perimeter landscaping buffers, parking area landscaping, and landscaping areas adjacent to the commercial building. A wide variety of tree, shrub, and groundcover species are proposed to increase visual interest and a natural appearance. This standard is met.

- B. *Existing Vegetation. While it is inevitable that some existing trees will be removed with new development, existing vegetation should be preserved where practicable or otherwise replanted in required landscape areas. All new developments and redevelopment projects should be designed to preserve existing, mature vegetation as part of the site and shall protect all existing vegetation that is outside of planned building and parking areas.*
 - 1. *All healthy, existing trees having a diameter at breast height (dbh) of six inches or greater shall be identified and marked on the existing conditions site plan.*

Findings

There are no trees with a diameter at breast height of six inches or greater on the development

area of the site. This standard does not apply.

2. A minimum of twenty percent of existing vegetation shall be incorporated into the required landscaping areas and preserved. The applicant may reduce required building setbacks by up to twenty percent, exempt from the requirements for an administrative adjustment in RDC 18.350, if such a reduction can be shown to allow greater retention of existing vegetation.

Findings

Staff finds that there was minimal existing vegetation on the site. This standard does not apply.

3. Existing vegetation that is not within building envelopes and not within areas that are required to be graded or excavated (e.g., for public improvement requirements, utilities, foundations, and parking areas) shall be integrated into the project's landscape design to the greatest extent practicable, and may exceed the minimum twenty percent retention required.

Findings

Staff finds that there was minimal existing vegetation on the site. This standard does not apply.

4. If the applicant proposes an adjustment or variance consistent with RDC 18.350 to reduce the existing vegetation retention requirements of this section, the applicant must provide mitigation planting of equivalent inches of tree diameter. For example, if the applicant proposes to remove an existing twelve-inch dbh tree, it must be replaced with tree(s) totaling twelve inches diameter. The minimum size for replacement trees is three inches dbh.

Findings

No adjustment or variance consistent with RDC 18.350 is proposed.

18.230.100 – Street fences and walls

- A. Fences shall meet the requirements of Chapter 18.740.

Findings

See Section “O”.

- B. Fence and wall materials.

1. Fences shall be consistent with the overall building design and constructed of wood, wrought iron, brick, stone or concrete block (CMU). Smooth-faced concrete block must have a veneer finish on the side(s) visible to public view. Other materials which have the general appearance and visual quality of approved fence materials may be approved by the planning director. However, the use of plywood or composite sheeting as a fence material is not permitted.

Findings

The walls screening the garbage collection/storage area on lots 2 and 4 will need to comply with this standard.

As a **condition of approval**, the applicant shall provide information that the trash enclosure screening is compliant with RDC 18.230.100 at building permit submittal.

- C. Fences and walls facing pedestrian streets shall not be allowed and fences and walls facing major corridors shall be discouraged unless the applicant demonstrates the fences or walls are necessary for business safety, screening the development from adjacent residential uses, or screening the parking area, service areas, or

drive-through lanes. If fences or walls facing public streets are used, they shall be set back ten feet from sidewalk or right-of-way and shall provide landscaping within the setback area at an L2 standard.

Findings

The site is not located facing a pedestrian street and no fences or walls are proposed for lot 2 which is located along a major corridor. Staff finds that this standard is not applicable.

18.230.110 – Outdoor storage, seating, and events

- A. Outdoor storage or display areas, excluding outdoor seating or event areas, shall occupy an area no larger than ten percent of gross floor area except for plant sales that shall occupy no more than seventy-five percent of gross floor area.

Findings

No outdoor storage or display area is proposed. Staff finds that this standard is not applicable.

In conclusion, staff finds that the proposed development meets the CRB standards as conditioned.

E. RDC 18.280 – Critical Areas Protection

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 functions.

Per the applicant:

A mapped riparian habitat area is associated with a previously existing farm pond on parcel 214019000. On April 12, 2013, the City issued an interpretation (PLZ-13-0021) finding that stated:

- The pond on parcel 214019000 is an artificial pond created by human intervention and is therefore exempt from critical area permitting review.
- Maps do not show the presence of a stream on any of the parcels. There is no evidence in the record to suggest that parcel 213971000 contains a regulated stream. Therefore, critical area review for streams on parcel 213971000 is not necessary

On August 21, 2013, the City issued a subsequent interpretation (PLZ-13-0041-42) finding that:

- The watercourse that drains the farm pond is a man-made structure not classified as a typed stream, and therefore is not subject to RDC 18.280.
- Because the farm pond is not a wetland and because the water course is not a regulated stream, the riparian buffer does not extend around the farm pond or the water course on the Holmstrom property.

Findings

After previous City of Ridgefield reviews, it was determined there are no critical areas on-site; therefore, this standard is not applicable.

F. RDC 18.310 – Procedures

RDC 18.310.030 requires a pre-application conference for certain types of Type II applications, including site plan review. RDC 18.310.070 gives the procedural requirements for a Type II review.

Findings

A pre-application conference for this project was held on April 26, 2022 (PLZ-22-0059). The City issued a notice of pending land use review on December 15, 2022, and the 21-day comment period closed on January 5, 2023. No land use comments were received, as discussed in Section IV. Staff finds that this written staff decision and the notice period comply with the procedural requirements of RDC 18.310.070.

G. RDC 18.500 – Site Plan Review

Site plan review is required for all new development creating 1,000 square feet or more of impervious surface per RDC 18.500.020.C.2. Type II Basic Site Plan Review is required for development creating 5,000 square feet or more of new impervious surface per RDC 18.500.030.A.

Applications must include all materials identified in RDC 18.500.040. The application must satisfy the site plan review decision criteria, including compliance with underlying zoning, concurrency, adequate capital facilities, engineering standards, and environmental standards per RDC 18.500.050 to .060.

18.500.060 – Decision criteria

The applicant responded to the decision criteria in RDC 18.500.060 as follows:

- A. *The proposal is consistent with the applicable development regulations of the underlying zone;*
- B. *The proposal is suitable for the site considering size, shape, location, topography, existence of improvements and natural features;*
- C. *The proposal is timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;*
- D. *The proposal complies with all applicable site plan review requirements; and*
- E. *The proposal does not have significant adverse environmental impacts on-site or on adjacent properties that cannot be mitigated through conditions of approval consistent with RDC 18.280, Critical Areas Protection, RDC 18.810, SEPA, or RDC 18.820, Shoreline Management.*

Findings

Staff finds the application is subject to Type II Basic Site Plan Review based on the project size per RDC 18.500.030.A. Staff determined that the application included all applicable materials in RDC 18.500.040 and found the application technically complete on December 13, 2022.

Staff finds that proposal satisfies the approval criteria of RDC 18.500.060 by complying with the CRB district criteria as detailed in below, by being suitable for the site characteristics, by demonstrating that adequate transportation and public facilities are available to serve the site, by meeting the site plan review requirements, and by avoiding significant environmental impacts. Staff finds that transportation and capital facilities for water and sewer have been shown to be adequate and that compliance with critical areas and SEPA are demonstrated, and that there are no shorelines impacted by this proposal.

H. RDC 18.600 – Subdivisions - General

18.600.010 – Purpose

A purpose of Chapter 18.600 et seq. is to provide for public spaces, parks and trails consistent with the adopted community vision and plans, thereby creating an integrated system of linked local and regional trails, public-rights-of-way and utility corridors for the use and enjoyment of all Ridgefield residents and the general public. In addition

to those purposes set forth in the state statute (RCW 58.17.010), the following purposes are also essential to the regulation of the subdivision of land within the city of Ridgefield:

- A. To promote the effective utilization of land;
- B. To make adequate provision for the housing, commercial, and industrial needs of the city;
- C. To prescribe procedures for the subdivision of land in accordance with the RUACP, CFP, city engineering standards and this title;
- D. To provide for the efficient processing of subdivision applications without undue delay; and
- E. To limit development of sensitive lands, including wetlands, stream corridors, floodplains and steep slopes, and to mitigate the impact of road construction and utilities on such lands.

Findings

The proposed 6-lot short plat allows for the efficient use of commercially zoned land within the City's established urban area with limited impact to sensitive lands. The short plat will facilitate commercial development as anticipated through the existing CRB zone designation of the subject property. Staff finds that this standard is met.

I. RDC 18.610 – Short Plats

18.610.010 – Short subdivision (plat) provisions

The purpose of this chapter is to provide a simplified process to divide property into nine or fewer lots, regardless of size, with a level of review and requirement that is proportional to the effect those lots may have on the surrounding area.

Findings

The applicant proposes to short plat two lots (Assessor's # 213971000 and #214019000) into six lots and has submitted the required application materials for Type II preliminary short plat review. Staff finds that this standard is met.

18.610.030 – Preliminary short plat approval criteria

- A. The review authority shall approve a preliminary short plat if he or she finds that the following standards are satisfied by the proposed short plat:
 - 1. The short plat conforms with the provisions of Title 18, including the zoning district standards in which the short plat is located;

Findings

As demonstrated in the findings in this staff report, the proposed short plat conforms with, or conforms via conditions of approval, the provisions of Title 18 including the CRB district standards. Staff finds that this standard is met.

- 2. The short plat conforms with the RUACP;

Findings

The proposed short plat conforms with RUACP policies. As demonstrated in this staff report, the short plat facilitates development that meets or meets with conditions the commercial development standards that implement the RUACP. Staff finds that this standard is met.

3. *The short plat conforms with the short plat requirements of RDC 18.610;*

Findings

The proposed short plat conforms with RDC 18.610 as demonstrated herein. Staff finds that this standard is met.

4. *The short plat conforms with all the design and improvement requirements applicable to standard subdivisions, as specified in Chapter 18.630 and the City of Ridgefield Engineering Standards for Public Works, including but not limited to appropriate provisions for:*
 - a. *Public health, safety and welfare,*

Findings

The project includes provisions for public health, safety, and welfare including appropriate stormwater drainage, water and sanitary sewer, and safe vehicle and pedestrian circulation. Staff finds that this standard is met.

- b. *Open spaces, parks and recreation, and playgrounds,*

Findings

Parks and playgrounds are not required in commercial developments such as the one facilitated by this short plat. The development does include open space in the form of common open space accessible to the public. Staff finds that this standard is met.

- c. *Drainage systems for stormwater retention and detention,*

Findings

See Section "W".

- d. *Streets, sidewalks, alleys and other public ways, transit stops, and other features that assure safe walking conditions for students,*

Findings

The development includes frontage improvements, as well as internal sidewalk and pedestrian crossings that ensure safe walking conditions. Staff finds that this standard is met.

- e. *Potable water supplies, and*

Findings

See Section "U".

- f. *Sanitary waste disposal.*

Findings

See Section "V".

5. *Unbuildable portions of a short subdivision lot are protected from development through conservation easements, dedications, or other appropriate means approved by the planning director.*

Findings

There are no unbuildable areas of the proposed short plat.

6. *Based on subsections (A)(1) through (A)(5) of this section, that the public use and interest will be served and not burdened.*

Findings

Staff finds that this standard is met.

18.610.040 – Final short plat application

As a **condition of approval**, the applicant shall file for a final short plat within five years of the approval of the preliminary short plat and submit all materials as required in RDC 18.610.040.

18.610.080 – Resubdivision restricted

As a **condition of approval**, further subdivision of lots within this short plat will be restricted per RDC 18.610.080 and RCW 58.17.060(1).

J. RDC 18.630 – Design Requirements

18.630.010 – Conformity with provisions required

- A. *In the planning and development of each subdivision regulated by the provisions of this title, the subdivider shall:
 1. *Prepare the subdivision in conformance with the provisions of the Ridgefield comprehensive plan, the requirements of this title, the requirements of the latest edition of the City of Ridgefield Engineering Standards for Public Works Construction, hereinafter referred to as engineering standards, and any and all conditions of approval.**

Findings

As demonstrated in this staff report, the applicant prepared the subdivision (short plat) in conformance with the RUACP, the Ridgefield Development Code, and the engineering standards or will achieve compliance through conditions of approval. See Section VIII for conditions of approval. Staff finds that this standard is met.

2. *Comply with the lot area and dimensional standards in the underlying zone.*

Findings

The applicant complies with the lot area standards for the CRB zone.

- B. *Modifications of the underlying lot area, dimension width at setback line may only be allowed through the adjustment or variance process, consistent with RDC 18.350, unless otherwise allowed through the PUD process.*

Findings

The applicant does not propose an adjustment or variance; therefore, this standard is not applicable.

18.630.020 – Utility easement design

- A. *Utility easements shall be continuous and aligned from block to block within a subdivision and with adjoining subdivisions as far as possible.*

Findings

Proposed utility easements are continuous and allow access from public ROW to public ROW in accordance with City engineering standards. Staff finds that this standard is met.

- B. An eight-foot-wide easement shall be provided along any street frontage of a subdivision.

Findings

Easements for utilities and maintenance access will be provided within the proposed development. Staff finds that this standard is met.

- C. Drainage easements shall be provided where a subdivision is traversed by a watercourse, drainage way or stream channel.

Findings

No drainage easements are proposed or required.

18.630.030 – Street classification

Street classifications and design requirements are provided in the Ridgefield Engineering Standards.

Findings

Street design requirements will be reviewed by Engineering.

18.630.040 – Street names

Street names shall conform with the city's adopted street naming and addressing manual.

Findings

Street names exist and addressing will be completed with building permit submittal.

K. RDC 18.710 – Signs

A preliminary sign plan was not provided, and no sign review was applied for or completed as part of this application.

Findings

Staff finds that this code section does not apply at this time.

As a **condition of** approval, sign permits (land use and building) will be required prior to installation of future signs.

L. RDC 18.715 – Exterior Lighting

The applicant submitted a preliminary photometric analysis but did not provide the detail sheets.

18.715.050 – General standards

The following general standards shall apply to all non-exempt exterior lighting fixtures and accent lighting:

- A. All light trespass is prohibited. All exterior lighting fixtures and accent lighting shall be designed, installed, located and maintained such that there is no light trespass (see Figure 3 in 18.715.100).
- B. Exterior lighting fixtures and accent lighting must be shielded and aimed downward. Examples of acceptable and unacceptable light pollution control shielding are shown in Figures 1 through 4 in 18.715.100. The shield must mask the direct horizontal surface of the light source. The light must be aimed to ensure that the illumination is only pointing downward onto the ground surface, with no escaping direct light permitted to contribute to light pollution by shining upward into the sky.

- C. Exterior lighting fixtures and accent lighting shall not directly illuminate public waterways such as Lake River, even if the shorelines are privately owned, unless it is a navigational light subject to state or federal regulations.
- D. Accent lighting shall be directed downward onto the illuminated object or area and not toward the sky or onto adjacent properties (see Figure 4 in 18.715.100). Direct light emissions of such accent lighting shall not be visible above the roof line or beyond the building, structure, or object edge.
- E. Spot lighting on landscaping and foliage shall be limited to one hundred fifty watts incandescent (two thousand two hundred twenty lumens output).
- F. Wattage. No lighting fixture installed on the exterior of a new residential building shall exceed two hundred fifty watts or fluorescent or LED equivalent. No lighting fixture installed on the exterior of a new non-residential building shall exceed four hundred watts or fluorescent or LED equivalent.
- G. Lighting After Business Hours. Non-residential uses are strongly encouraged to reduce nighttime light levels to only the level necessary for security purposes.
- H. Street Lighting. All street lights installed after the effective date of this chapter shall be LED light fixtures and comply with all terms of this chapter, as well as the city engineering standards for public works construction.

Findings

Final photometric analysis, including the lighting details, will need to be provided for lots 2 and 4. Street Lighting will be reviewed with the engineering application.

As a **condition of approval**, the applicant shall submit a lighting plan, photometric analysis, and lighting detail sheets showing compliance with RDC 18.715, prior to final engineering approval.

M. RDC 18.720 – Off-Street Parking and Loading

The City’s parking and loading standards apply to the design and dimensions of parking lots and accesses, individual parking spaces, loading spaces, and the required numbers of spaces.

18.720.030 – Number of spaces required

The applicant has submitted for a 6-lot phased development with multiple uses. Per RDC 18.720.030.B., eating and drinking establishments require a minimum of one space per 200 square feet of gross floor area; no maximum is required, general retail requires one space per 350 square feet with a maximum of one space per 200 square feet of gross floor area, motor vehicle related uses require a minimum of one space per seven hundred fifty square feet of gross floor area; no maximum is required and office uses require one space per 300 square feet with a maximum of one space per 200 square feet.

Findings

Proposed Lot/Use	Building Square Footage	Required Spaced	Maximum Spaces
Lot 1 – Restaurant	5,600 square feet	28 stalls	None
Lot 2 – Service Station	5,200 square feet	6 stalls	None
Lot 3 – Restaurant	3,400 square feet	17 stalls	None
Lot 4 – Restaurant	5,100 square feet	26 stalls	None

Lot 5 – General Retail	12,128 square feet	35 stalls	61 stalls
Lot 6 – General Office	12,500 square feet	42 stalls	63 stalls

The 6-lot development would require a minimum of 154 parking stalls throughout. The applicant has proposed 232 standard parking stalls, 12 ADA stalls, 12 electric vehicle charging stations and 12 parking areas located at the fueling station. A joint parking and access agreement will be recorded for the entire development. Staff finds that this standard is met.

18.720.040 – Off-street parking lot design

- A. *Stall Dimensions. All off-street parking lots shall be designed in accordance with city standards for stalls and aisles, as set forth in Table 18.720.040-1 and Figure 18.720.040-1.*

Findings

The applicant proposes 9-foot by 20-foot stalls. All of the proposed parking stalls are 90 degrees (perpendicular). The minimum proposed drive aisle width is 24 feet. Staff finds that these stall dimensions meet the requirements in RDC 18.720.040.

- B. *Compact Parking Spaces. For compact parking spaces, the dimensions of "B" and "C" may be reduced to seven feet, five inches and fifteen feet, respectively. Up to thirty percent of required parking spaces may be compact car spaces.*

Findings

No compact stalls are shown on the site plan. This standard does not apply.

- C. *Lot design. The location and number of points of access to the site, the interior circulation patterns, and the separations between pedestrians and moving and parked vehicles, shall be designed to maximize pedestrian, bicycle and transit options, and to minimize adverse impacts on the peaceful and functional use of neighboring properties.*

- 1. *Parking lots and driveways generally shall be located to the rear or side of buildings. No more than fifty percent of the street frontage of any development shall be occupied by off-street parking area, with the exception of commercial parking lots.*

Findings

There is no parking located along the street frontage. All parking is located to the rear or side of the buildings; therefore, staff finds this standard is met.

- a. *If a lot has multiple frontages, no more than fifty percent of the combined street frontage may be occupied by off-street parking area. 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.*

Findings

The site only has one frontage. This standard is not applicable.

- 2. *Developments with ten or more parking spaces shall provide interior parking lot landscaping equal to ten percent of the net parking lot area, excluding landscaping buffers required by RDC 18.725 and driveways, in order to provide shade, buffer and screen adjacent properties, and promote a safe environment with a pleasant appearance.*

- a. The landscaping, including trees, must be dispersed throughout the parking area. Clusters of more than twenty contiguous parking spaces shall be separated by landscaping.
- b. If interior landscaping provided under this section is adjacent to the perimeter landscaping buffers required by 18.725, the interior landscaping shall extend at least four feet into the parking area from the edge of the perimeter landscaping buffer.
- c. The minimum dimension for any landscaping area shall be six feet.
- d. Required landscaping materials are as follows:
 - i. At least one tree must be provided for every ten parking spaces. Existing trees may be used to meet this standard.
 - ii. At least one shrub must be provided for every thirty square feet of landscaped area required under this subsection.
 - iii. All of the landscaped area that is not planted with trees and shrubs must be planted with ground cover plants, which may include grasses. Paths made of paving stones, flagstones, bricks, pavement, or similar materials may provide pedestrian access across landscaped areas consistent with RDC 18.720.040.C.5, but the surface area of impermeable materials does not count toward the required landscaped area.

Findings

The applicant has provided a preliminary landscape plan that appears to meet the intent of this code section; however, all of the items above were not addressed. A final landscape plan will need to be submitted at final engineering for lots 2 and 4. Landscaping for the remaining lots will be reviewed when they apply for site plan approval.

As a **condition of approval**, the applicant shall submit a final landscape plan for lots 2 and 4, showing compliance with parking landscaping required within RDC 18.720.040.C.2., prior to final engineering approval.

3. Generally, direct access to collector or arterial streets shall be minimized, in favor of limited access via secondary streets. The planning director may require the applicant to provide a current traffic impact study completed within one year of the date of application to determine impacts and required street improvements.

Findings

There is one direct access proposed from Pioneer Street, which is classified as a major corridor, and is the only location where access can be granted. Staff finds that this standard is met.

4. Curb cuts for vehicles shall be minimized to prevent disruption to pedestrian or bicycle access.

Findings

The applicant proposes access via an existing curb cut that will be repaired and compliant with regulations. Staff finds this standard is met.

5. Pedestrian access corridors must link all parking areas to a primary entrance of the development via the most practicable route and separate pedestrians safely from motor vehicle traffic. Such pedestrian access corridors through parking areas shall meet all of the following requirements:
 - a. Use materials differentiated from parking lot surface by texture, pattern, elevation three to six inches above grade and/or color to differentiate and maximize the visibility of the

pedestrian path. Superficial treatments such as painted pedestrian paths are not sufficient to meet this requirement. Paint may be used only in combination with other techniques.

- b. Pathways must be a minimum of four feet wide and lighted.
- c. Pedestrian crossings of drive aisles shall be well-articulated with pavement markings, pedestrian warning signs, and lighting.

Findings

The applicant will need to show how these items have been addressed throughout the site.

As a **condition of approval**, the applicant shall submit a plan that demonstrates pedestrian access compliance with RDC 18.720.040.C.5, prior to final engineering approval.

- 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. Bicycle parking provided under this requirement shall not be credited towards reduction of minimum spaces provided by RDC 18.720.020.H.
 - a. Bicycle racks, lockers or other parking devices shall be made of durable materials and shall be securely anchored to the ground or building structure. The devices shall allow for the frame and at least one wheel of the bicycle to be locked to the rack.
 - b. All bicycle parking spaces outside of a building shall be located within a one hundred-foot diameter of the primary building entrance; or, at least as conveniently located as the most convenient automobile spaces, other than those spaces for persons with disabilities.
 - c. Bicycle parking shall be located in well-lighted and highly visible areas to minimize theft and vandalism.

Findings

The applicant is proposing 232 parking stalls throughout the site. 20 bicycle parking stalls will need to be provided to be compliant.

As a **condition of approval**, the applicant shall submit a plan showing bicycle parking in compliance with RDC 18.720.040.C.6., prior to final engineering approval. Required bicycle parking facilities shall be installed prior to final occupancy.

- 7. All off-street parking areas shall include paved handicapped accessible and van-accessible parking spaces that comply with all state and federal ADA regulations.

Findings

The ADA Standards for Accessible Design 4.1.2(5) require a minimum of seven accessible parking spaces for a lot with 232 total parking spaces, including one van-accessible spaces, with minimum 8-foot-wide access aisles serving spaces eight to eleven feet wide. The applicant proposes twelve accessible spaces, six of which are van-accessible. Staff finds that this standard is met.

18.720.050 – Off-street loading

- A. Commercial, industrial and utility uses, with the exception of the specific uses listed in subsection (B), which have a gross floor area of five thousand square feet or more, shall provide off-street loading or unloading berths in accordance with the following table, measured in square feet of gross floor area:

Less than 5,000	0
5,000-30,000	1
30,000-100,000	2
100,000 and over	3

Findings

The proposed convenience store/ gas station is 4,100 square feet, not including the car wash, which does not require a loading berth. Staff finds this standard is not applicable for lot 2.

- B. *Eating and drinking establishments, office buildings, hotels, motels, hospitals, education and culture uses listed in Table 18.205.020-1, entertainment and recreation uses listed in Table 18.205.020-1, public buildings (other than utility uses), and any similar use which has a gross floor area of thirty thousand square feet or more, shall provide off-street truck loading or unloading berths in accordance with the following:*

Less than 30,000	0
30,000-100,000	1
100,000 and over	2

Findings

The proposed building on lot 4 is an eating and drinking establishment; however, it is less than 30,000 square feet. Therefore, staff finds this standard not applicable.

- C. *A loading berth shall contain space twelve feet wide, thirty-five feet long, and have a height clearance of fourteen feet.*

Findings

No loading berth is required; therefore, staff finds this standard is not applicable.

N. RDC 18.725 – Landscaping

Landscaping plans consistent with RDC 18.725.070 are required, and landscaping shall be installed and maintained consistent with RDC 18.725.080 and .090, respectively.

18.725.050 – Screening and buffering

Landscape screening and buffering requirements for the CRB zone are provided in RDC Table 18.725.050-1 as follows:

Site component	Screening required by adjacent use		
	Street	Commercial	Interstate 5
Site	10' L2	5' L2	15' L5
Parking area	10' L2	10' L2	15' L5

L2 landscaping requires street trees at 25 feet on center, shrubs at 5 feet on center, and lawn or groundcover.

Interstate 5 L5 landscaping requires trees at 25 feet, understory trees at 8 feet, and lawn or groundcover. Fifty percent of the required understory trees shall be Dwarf Globe Blue Spruce (*Picea pungens* 'globosa').

Findings

The north boundary of lot 2 is along a major corridor and is proposing enhanced landscaping to an L4 standard. Lot 4 does not have street frontage. The applicant has proposed sufficient parking area landscaping for lots 2 and 4 on the preliminary landscape plans. Lots 1, 3 and 5 abut Interstate 5 which require enhanced landscaping. The applicant is proposing a 15' L5 buffer on the master plan which meets these requirements. These requirements will be reviewed when lots 1, 3 and 5 submit for site plan approval. .

As a **condition of approval**, the applicant shall provide final landscaping plans that are compliant with RDC 18.725., prior to final engineering approval.

RDC 18.725.055 – Minimum landscaping required

In the CRB zone, 10 percent of the gross site acreage is required to be landscaped.

Findings

The total site area is 249,946 square feet which requires 24,995 square feet of landscaping. The applicant proposes 60,975 square feet of landscaping, or 24.4 percent of the gross site area. Lot 2 has a site area of 57,527 square feet and is proposing 13,702 square feet of landscaping (24%) and lot 4 has a site area of 31,860 square feet and is proposing 6,058 square feet of landscaping (19%). Staff finds that this standard is met.

18.725.070 – Landscaping plans

The applicant submitted preliminary landscaping plans in accordance with RDC 18.725.070 on December 7, 2022.

As a **condition of approval**, the applicant shall provide final landscaping plans showing compliance with RDC 18.725, prior to final engineering approval.

18.725.080 – Installation

As a **condition of approval**, the applicant shall install all landscaping in accordance with RDC 18.725.080 prior to final occupancy.

18.725.090 - Maintenance

As a **condition of approval**, the applicant shall maintain all required landscaping per the requirements in RDC 18.725.090.

O. RDC 18.740 – Fences & Walls

Fences up to 6 feet tall from grade level are allowed in the CRB zone with a fence permit per RDC 18.740.030.A, provided they do not create a sight obstruction.

Findings

The applicant is not proposing any fences or wall. Staff finds that this standard does not apply to the current proposal. If fences or walls are proposed at a later date, all fences and walls will be reviewed for compliance with height standards at the time of building permit submittal.

P. RDC 18.810 – Environmental Standards (SEPA)

SEPA review is required for projects that create more than 30,000 square feet of impervious surface area or those on sites with critical areas, per RDC 18.810.090.A.4. Archaeological predetermination may be required for development

based on the probability of archaeological remains on-site.

Proposal

The proposed development creates new impervious surface area in excess of 30,000 square feet on a site with a moderate-high to high probability of archaeological remains.

Findings

The City previously issued a SEPA DNS for Ridgefield Gateway (PLZ-22-0116) after reviewing the SEPA and archaeological predetermination applications (PLZ-22-0116, 0119).

As a **condition of approval**, all conditions noted in the original SEPA (PLZ-22-0116) are applicable.

As a **condition of approval**, in the event of an inadvertent discovery of potentially significant archaeological materials (bones, shell, stone tools, hearths, etc.) and/or human remains during project activities, all work in the immediate vicinity should stop, the area must be secured, and the discovery must be reported to the Department of Archaeology and Historic Preservation (DAHP) (360.586.3065) and all relevant Native American tribes. In the event human remains are identified, local law enforcement, the county medical examiner, State Physical Anthropologist at DAHP (360.586.3534), the Ridgefield Community Development Department (360.887.3908, and the affected Tribe(s) should be contacted immediately. Compliance with all applicable laws pertaining to archaeological resources (RCW27.53, 27.44 and WAC 25-48) and human remains (RCW 68.50) is required. Failure to comply with this requirement could constitute a Class C felony.

As a **condition of approval**, all grading and filling of land must utilize only clean fill, i.e., dirt or gravel. All other materials, including waste concrete and asphalt, are considered to be solid waste and permit approval may be required prior to filling per WAC 173-350-990.

As a **condition of approval**, all removed debris and dredged material resulting from the project must be disposed of at an approved site.

As a **condition of approval**, if environmental contamination is discovered at the site, it must be reported to Ecology's Southwest Regional Office by contacting the Environmental Report Tracking System Coordinator at 360.407.6300. Provisions and equipment should be on hand to contain and cleanup a release of oil or fuel from heavy equipment operation.

As a **condition of approval**, erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state.

Q. RDC 18.830 – City of Ridgefield Native Plant List

Lists of native, nuisance, and prohibited plants are provided in RDC 18.830. Use of native plants for landscaping is encouraged.

Proposal

The applicant submitted landscaping plans on December 7, 2022. Proposed trees, shrubs, and groundcovers include Autumn Flowering Cherry, Corinthian Linden, Edith Bogue Magnolia, Palisade American Hornbeam, Princeton Sentry Ginkgo, Scarlet Sentinel Maple, Virescens Cedary, Blue Arctic Willow, Compact Oregon Grape, Crimson Pygmy Barberry, Dwarf Burford Holly, Dwarf Fountain Grass, Dwarf Globe Blue Spruce, Lydia Broom, Diabolo Ninebark, David Viburnum, Emerald Arborvitae, Evergreen Huckleberry, Frades Escallonia, Goldflame Spirea, Bearberry Cotoneaster, Kinnikinnick and Oregon Ryegrass Blend Lawn.

Findings

The proposed species are not listed as nuisance or prohibited plants.

As a **condition of approval**, the applicant shall submit final landscaping plans demonstrating compliance with RDC 18.830 prior to final engineering approval.

R. WSDOT Comments

Region Planning and Traffic Operations staff have reviewed the TIA submitted for the Ridgefield Gateway project and have the following comments for your consideration:

- WSDOT staff have not received an Intersection Control Evaluation (ICE) for the new intersection created by the site access. Staff have been in contact with the developer's consultant to provide guidance. Be advised that the ICE must be provided before WSDOT will provide the applicant with documentation stating that our requirements have been met.
- Our comments from the October 14th SEPA comment letter re: the safety analysis still require a response from the consultant. These comments must be addressed before WSDOT will provide the applicant with documentation stating that our requirements have been met. Any questions on how to resolve WSDOT's comments regarding the safety analysis should be directed to Courtney Sell, WSDOT Traffic, at SellCo@wsdot.wa.gov.
- Staff reviewed the Vistro outputs provided for the intersections at the I-5/SR 501 interchange and found that the existing conditions modeled does not match the existing timing plans. Phases 1 and 2 are modeled to run concurrently but are conflicting movements. Additionally, the EB and WB movements are classified differently (EB is classified as the major roadway, while the WB movement is classified as the minor roadway), when both the EB and WB approaches should be modeled as the major roadway. Finally, the signals were modeled as coordinated, but are currently running free. We request that the consultant revise and resubmit the I-5/SR 501 interchange intersection analyses and resubmit the analysis for WSDOT review and concurrence.
- PTV Vistro 2022 was used to analyze some of the intersections reviewed in this TIA. Note that WSDOT does not have widespread experience at the statewide or region level with Vistro and the use of software outside of those identified as preferred per the WSDOT Traffic Analysis Guide requires concurrence with Region Traffic Operations. The preferred software for analysis of signalized/unsignalized intersections is Synchro 11 (Synchro 10 is out of date, but acceptable) and Sidra is preferred for roundabout analysis. Provided that staff is aware that the consultant has access to Synchro 10, we request that the signalized intersections at the I-5/SR 501 interchange be analyzed with Synchro.
- The TIA does not provide a recommended length for the right turn lane identified for this development. Please include this in a revised TIA or the ICE.
- The LOS provided in the TIA is incorrect. There appears to be a discrepancy between the LOS standard prescribed in the WSDOT Design Manual, the RTC's Regional Transportation Plan for Clark County and that provided in the City's Comprehensive Plan. I-5 and SR 501 within Ridgefield is classified as rural and should operate at or above LOS C. The process to revise the Federal Functional Classification of state highways based on US Decennial Census data is impending (summer of 2023) and would likely result in the reclassification of the highways around Ridgefield as being located within urban areas. Until then, WSDOT LOS standards for rural highways of statewide significance (HSS) applies to I-5 and the ramp terminals and RTC's adopted LOS for rural non-HSS highways applies to SR 501, both of which being LOS C.

S. Street Design and Frontage Improvements

Standards

Frontage improvements on Pioneer Street adjacent to the site are complete, however the applicant will be required to complete repairs to the sidewalk as necessary and ensure compliance with ADA standards. The applicant will be required to comply with WSDOT requirements for repairs or improvements to Pioneer Street. All utilities in the project and on any improved frontage must be underground.

Driveways directly giving access onto arterials may be denied if alternate access is available. Driveways approved by the City Engineer providing for access onto arterials 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. Where a roundabout has been constructed at the intersection, measurement shall be from the end of the taper to the centerline of the proposed driveway.

Access to the lots north and west of the subject property must be provided.

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 a new ADA Driveway being implement on Pioneer to replace the existing Western Driveway. The Eastern driveway is to be closed and replaced as sidewalk. A private roadway corridor within the site provides access to the 6 internal lots as well as future access to the North and Western Parcels.

An existing 30' access easement along the western property line is proposed to be vacated.

Findings

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

Staff finds that, as **a condition of approval** proof of easement vacation shall be provided to the city prior to engineering approval.

Staff finds that, as **a condition of approval** applicant shall obtain WSDOT approval prior to city engineering approval.

T. 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 Ridgefield Gateway. The proposed development application would construct the following commercial buildings at 5714 Pioneer Street:

- Fast Food with Drive-Through Window – 9,000 square feet
- Automated Car Wash – 1,100 square feet
- Convenience Market/Gas Station – VFP (9-15) – 4,100 square feet
- High-Turnover (Sit-Down) Restaurant – 5,100 square feet
- Strip Retail Plaza (<40k sf) – 12,128 square feet
- General Office Building – 12,500 square feet

The project is expected to be completed in 2027 with access via a right-in-right-out directly from Pioneer Street (east of 56th Place) and a future connection via an easement through the parcel to the west and north.

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

- Pioneer Street (SR 501)/I-5 Southbound Ramps
- Pioneer Street (SR 501)/I-5 Northbound Ramps
- S. Royle Road/S. Hillhurst Road
- Pioneer Street (SR 501)/N. 35th Avenue/S. 35th Place
- Pioneer Street (SR 501)/N. & S. 45th Avenue
- Pioneer Street (SR 501)/S. 56th Place
- Pioneer Street (SR 501)/N. & S. 65th Avenue
- Pioneer Street (SR 501)/S. 9th Avenue
- Pioneer Street (SR 501)/N. Reiman Road
- S. 45th Avenue/S. 15th Street/S. Wells Road
- Pioneer Street (SR 501)/Project Access
- N. Pioneer Canyon Drive/N. 56th Place (future)

Intersection operations were analyzed according to the Highway Capacity Manual 6th Edition. Intersection level of service standards were met at all study intersections.

Crash history was reviewed from January 1, 2017 to June 17, 2022. No study intersections experienced a crash rate above 1.0 per million entering vehicles and no systemic safety issues were identified.

Future (2027) Background Condition

Approved in-process trips (as of March 2022) were assigned to the study intersections.

An additional 0.5 percent per year background growth was assumed. This is less than the 2 percent per year compound rate specified in the City's TIA guidelines but appropriate given the amount of background growth.

Background Growth Conditions – All study intersections operate at LOS C or better which exceeds the level of service standards for all study intersections.

Future (2027) Project Condition

The proposed site has access via Pioneer Street (SR 501). No other access to the site currently exists but access via N 56th Place is expected in the future at which point the access directly off Pioneer Street (SR 501) should be reviewed.

The proposed project would result in additional vehicle trips: 348 (186 in/162 out) AM peak hour vehicle trips, 329 (164 in/165 out), and 7,866 weekday trips.

Pass-by trips were accounted for in the trip generation for the following land uses:

- Fast Food with Drive-Through Window
- Convenience Market/Gas Station
- High-Turnover (Sit-Down) Restaurant

2027 Total Traffic Conditions – Three network scenarios were studied for the total traffic condition:

- Preferred access alternative – this network includes the right-in-right-out access off Pioneer Street and access via N 56th Place.
- Right-in-right-out only – this network only includes the right-in-right-out and not the access via 56th Place.
- Right-in-right-out only – this network includes the preferred access alternative and the connection of N 56th Place to Pioneer Canyon Drive which provides a connection to the west.

All intersections meet level of service standards for all three alternatives except the site access driveway in the right-in-right-out only alternative. The recommended mitigation is to cap development to 80 percent of the included trip generation until the access via N 56th Place is available.

Right-turn warrants were analyzed for the site access driveway. The warrant was met and a right-turn lane is recommended.

Stopping site distance and corner site distance were evaluated for the site access driveway and are expected to be met after construction.

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) A westbound right-turn lane, and any related frontage improvements along Pioneer Street, shall be constructed for the site access driveway as required by WSDOT
- 3) Access easements shall be obtained to provide access and egress from the site via the planned Union Ridge Town Center development to the north and west. Unless access & egress is provided via N 56th Place and Pioneer Canyon Drive development shall be capped at 80 percent of the proposed trip generation to ensure level of service standards are met at the site access driveway.
- 4) The site shall provide external and internal pedestrian connectivity to the northern parcel.
- 5) The site shall provide dedicated travel way (a private street) to access the western and northern access/egress points. Both travel ways will not have direct parking access, this results in the removal of 24 parking stalls which are adjacent to the north-south travel way. The applicant shall coordinate with the adjacent Union Ridge Town Center development to ensure that access from the east-west and north-south

travel way is provided and obtain an easement to access the future extension of N 56th Place (to the west) and Pioneer Canyon Drive (to the north).

- 6) The development shall work with WSDOT to pay for installing appropriate signage to prohibit u-turns at either of the I-5 ramp signals with Pioneer/ SR 501.

U. Water Service

Standards

The proposed project is located in the City of Ridgefield water service area and a 12-inch diameter water main is located in Pioneer Street adjacent to the site. 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 or 15-foot maintenance and inspection easement.

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 6 so far in 2023, for a total of 5,554 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 maintenance easement dedicated to the City of Ridgefield.

As a **condition of approval**, the 8-inch watermain is to be stubbed to the Northern and Western property boundary.

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.

V. Sanitary Sewer Service

Clark Regional Wastewater District (CRWWD) did not provide comments for this staff report. Contact: Jason Oster, Senior Engineering Technician (Development), 360.993.848, joster@crwwd.com.

W. 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.

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.

As **a condition of approval**, all private storm lines shall be located in a minimum 15-foot wide inspection easement dedicated to the City of Ridgefield.

As **a condition of approval**, approval from WSDOT will be required for the modification of the existing storm water line.

X. 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.

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.

VII. DECISION

The City of Ridgefield, after review and consideration of the application materials, public comment, and applicable approval criteria, grants **PRELIMINARY APPROVAL** to the Ridgefield Gateway short plat approval, site plan and critical area review approval for lot 2 (gas station) and lot 4 (brewery), subject to compliance with the following **conditions of approval**:

VIII. CONDITIONS OF APPROVAL

A. Planning Conditions:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements established in applicable plans, policies, regulations and standards adopted at the time of 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. If substantial construction of the project has not begun within three (3) years of the date of preliminary approval, the approval shall expire, and all permits and approvals shall become null and void under RDC 18.310.020.G unless the applicant applies for a one-time extension for up to one year prior to expiration.
3. In the event of an inadvertent discovery of potentially significant archaeological materials (bones, shell, stone tools, hearths, etc.) and/or human remains during project activities, all work in the immediate vicinity should stop, the area must be secured, and the discovery must be reported to the Department of Archaeology and Historic Preservation (DAHP) (360.586.3065) and all relevant Native American tribes. In the event human remains are identified, local law enforcement, the county medical examiner, State Physical Anthropologist at DAHP (360.586.3534), the Ridgefield Community Development Department (360.887.3908, and the affected Tribe(s) should be contacted immediately. Compliance with all applicable laws pertaining to archaeological resources (RCW27.53, 27.44 and WAC 25-48) and human remains (RCW 68.50) is required. Failure to comply with this requirement could constitute a Class C felony.

4. All conditions noted in the original SEPA (PLZ-22-0116) continue to be applicable
5. All removed debris and dredged material resulting from the project must be disposed of at an approved site.
6. If environmental contamination is discovered at the site, it must be reported to Ecology's Southwest Regional Office by contacting the Environmental Report Tracking System Coordinator at 360.407.6300. Provisions and equipment should be on hand to contain and cleanup a release of oil or fuel from heavy equipment operation.
7. Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state.
8. All grading and filling of land must utilize only clean fill, i.e., dirt or gravel. All other materials, including waste concrete and asphalt, are considered to be solid waste and permit approval may be required prior to filling per WAC 173-350-990.
9. The applicant shall file for a final short plat within five years of the approval of the preliminary short plat and submit all materials as required in RDC 18.610.040.
10. Further subdivision of lots within this short plat will be restricted per RDC 18.610.080 and RCW 58.17.060(1).
11. Sign permits (land use and building) will be required prior to installation of future signs.
12. The applicant shall maintain all required landscaping per the requirements in RDC 18.725.090.

Prior to final engineering approval:

13. The applicant shall demonstrate compliance with the grade difference requirement in RDC 18.230.050.A.2.
14. The applicant shall demonstrate enhanced landscaping to an L4 standard, in compliance with RDC 18.230.050.C.2.a.
15. The applicant shall demonstrate compliance with pedestrian-scale lighting at a level averaging at least two-foot candles per RDC 18.230.050.D.4.d. and 18.230.050.F.7.
16. The applicant shall demonstrate compliance with the pedestrian path requirement in RDC 18.230.050.D.4.f.
17. The applicant shall demonstrate development of common areas in compliance with RDC 18.230.050.F.5.a-d..
18. The applicant shall demonstrate compliance RDC 18.230.050.F.8.
19. The applicant shall submit a lighting plan, photometric analysis, and lighting detail sheets showing compliance with RDC 18.715.
20. The applicant shall submit a final landscape plan for lots 2 and 4, showing compliance with parking landscaping required within RDC 18.720.040.C.2.
21. The applicant shall submit a plan that demonstrates pedestrian access compliance with RDC 18.720.040.C.5.
22. The applicant shall submit a plan showing bicycle parking in compliance with RDC 18.720.040.C.6.
23. The applicant shall submit final landscaping plans demonstrating compliance with RDC 18.725 and 18.830.

At building permit submittal:

24. The applicant shall provide details on what amenities are being installed, per RDC 18.230.050.F.6.
25. The applicant shall demonstrate that the walls screening all garbage collection and recycling areas are complementary in design to the main buildings and constructed in compliance with RDC 18.230.050.G.2 and RDC 18.230.100.
26. The applicant shall demonstrate that mechanical units, utility equipment, elevator equipment, and telecommunication equipment located on the roof are grouped together and incorporated into the roof design in compliance with RDC 18.230.050.G.3.
27. The applicant shall demonstrate that that materials comply with RDC 18.230.055.B.5.
28. The applicant shall demonstrate exposed wood beam construction compliant with RDC 18.230.055.B.7.
29. The applicant shall demonstrate hierarchy in building design in compliance with 18.230.055.D.1-3.
30. The applicant shall demonstrate that siding and trim design is compliant with RDC 18.230.055.F.
31. The applicant shall demonstrate that awnings do not extend more than twelve inches beyond the outer edges of windows or groups of windows, and do not come any closer than twelve inches to building corners or thirty-six inches to eaves or cornices per RDC 18.230.055.H.2.
32. The applicant shall provide a material list compliant with RDC 18.230.055.I.

Prior to building permit issuance:

33. The applicant shall pay water and sewer system development charges at the rates in effect at the time of building permit issuance.
34. The applicant shall pay TIFs at the rate in effect per weekday average daily trip at the time of building permit issuance.
35. As a condition of approval, the applicant shall demonstrate primary entrance enhancement in compliance with RDC 18.230.050.E.1.
36. As a condition of approval, the applicant shall demonstrate a secondary entrance in compliance with RDC 18.230.050.E.3.

Prior to final occupancy:

37. The applicant shall provide details on what amenities are being installed, per RDC 18.230.050.F.6, prior to final occupancy.
38. The applicant shall install all landscaping in accordance with RDC 18.720.040.C.2 and 18.725.080.
39. The applicant shall have all common area amenities installed prior to final occupancy.
40. Bicycle parking facilities shall be installed prior to final occupancy.

B. Engineering Conditions

1. Proof of easement vacation shall be provided to the city prior to engineering approval.
2. The applicant shall obtain WSDOT approval prior to city engineering approval.
3. The development shall contribute Transportation Impact Fees toward citywide impacts.
4. A westbound right-turn lane, and any related frontage improvements along Pioneer Street, shall be constructed for the site access driveway as required by WSDOT.

5. Access easements shall be obtained to provide access and egress from the site via the planned Union Ridge Town Center development to the north and west. Unless access & egress is provided via N 56th Place and Pioneer Canyon Drive development shall be capped at 80 percent of the proposed trip generation to ensure level of service standards are met at the site access driveway.
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8. The development shall work with WSDOT to pay for installing appropriate signage to prohibit u-turns at either of the I-5 ramp signals with Pioneer/ SR 501.
9. Any water lines not located within the ROW to be dedicated to the City shall be located in a minimum 15-foot wide maintenance easement dedicated to the City of Ridgefield.
10. The internal 8-inch watermain is to be stubbed to the Northern and Western property boundary.
11. All fire flow testing must be completed by the applicant with City of Ridgefield and Clark County Fire & Rescue personnel present.
12. All private storm lines shall be located in a minimum 15-foot wide inspection easement dedicated to the City of Ridgefield.
13. Approval from WSDOT will be required for the modification of the existing storm water line.

This report pertains to City of Ridgefield codes and regulations only and does not convey outside agency approval. Separate review and approval may be required by other agencies including, but not limited to Clark-Cowlitz Fire Rescue and Clark Regional Wastewater District.

Reviewed by Shana Lazzarini, Planner II, and Jesse Hague, Engineering Technician

Signed:



Claire Lust, Community Development Director

Date: January 25, 2023

IX. 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.

FIGURE 1: PROJECT LOCATION

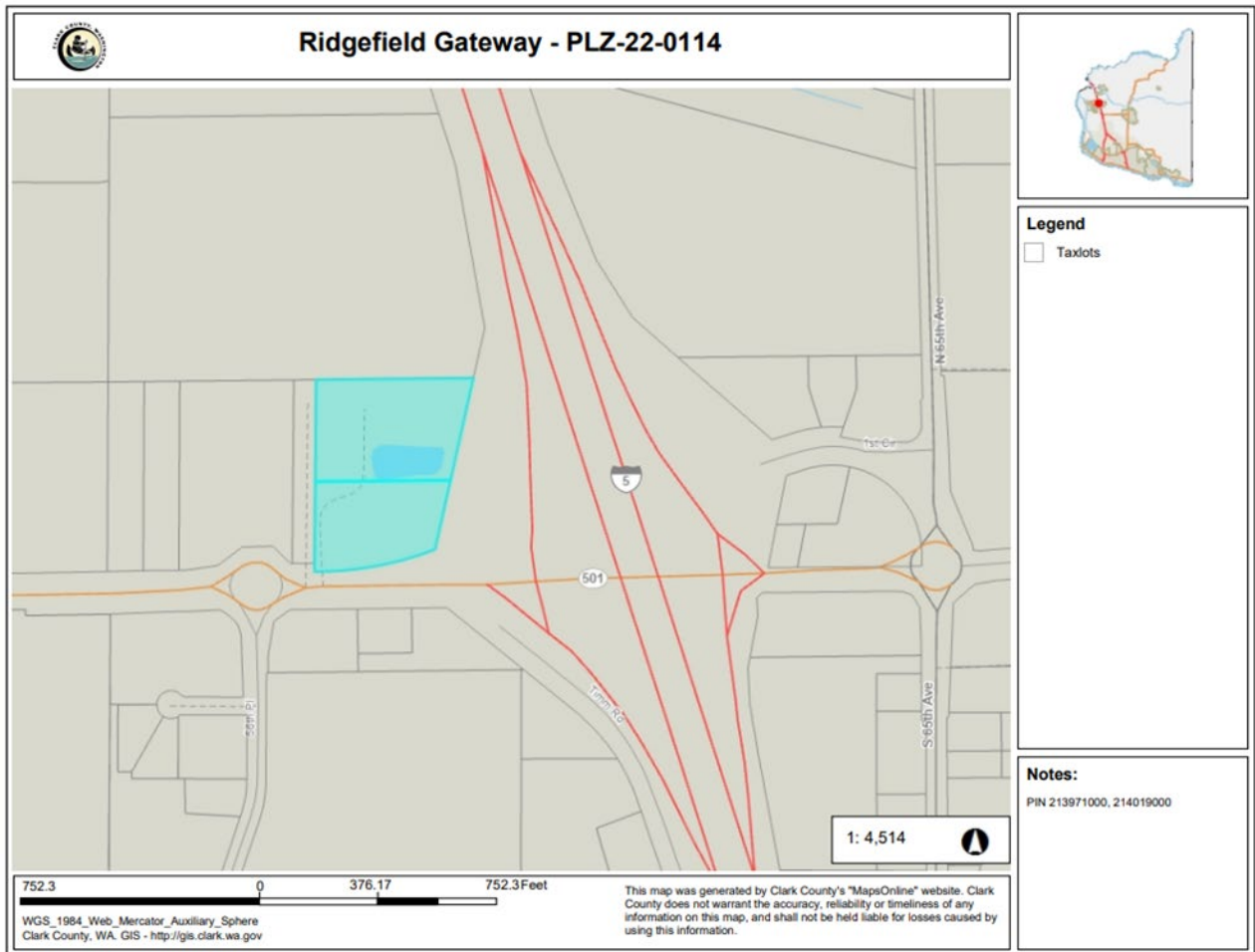


FIGURE 2: SITE PLAN

