



COMMUNITY DEVELOPMENT DEPARTMENT

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NOTICE OF DECISION

Costco at Union Ridge Town Center Site Plan Review/Critical Areas Review SEPA Review/Administrative Adjustment

File No. MASTER-22-0091, PLZ-22-0136-0140

Date	Application submitted: November 10, 2022 Request for Additional Information: December 5, 2022 Additional Information Submitted: December 12, 2022 Technically Complete Letter: December 8, 2022 Staff Report/Decision: May 5, 2023
Proposal	Construct a 160,526-square-foot Costco Warehouse, associated fuel facility, and infrastructure as the first phase of an approximate 46-acre commercial site plan northwest of the Interstate 5/Pioneer Street junction. The applicant requests a Type II Site Plan Review, a Type I Administrative Adjustment, SEPA Review with Archaeological Predetermination, and Critical Areas Review. Pre-Application (PLZ-22-0103).
Location	Located in the Northeast & Northwest ¼ of Section 21, Township 4 North, Range 1 East, Willamette Meridian. Adjusted Parcels 214054000, 213956001, 214039000, 214038000, and 986060219
Applicant/Property Owner	URTC Northwest, LLC c/o Josh Oliva 915 West 11th Street / Vancouver, WA 98660 Contact: 360.213.2222, josh@hspre.com
Applicant's Representative	Barghausen Consulting Engineers, Inc. c/o Sean Anderson 18215 72 nd Avenue South / Kent, WA 98032 Contact: 425.656.7460, sanderson@barghausen.com
Zoning	Commercial Regional Business (CRB)
Review Type	Type II Site Plan Review, Type I Administrative Adjustment, SEPA and Critical Areas.
Applicable Criteria	RDC Title 18: 18.205 Uses, 18.230 Commercial District, 18.280 Critical Areas Protection, 18.310 Procedures, 18.280 Critical Areas Protection, 18.350 Modifications to Standards, 18.500 Site Plan Review, 18.715 Exterior Lighting, 18.720 Off-Street Parking and Loading, 18.725 Landscaping, 18.740 Fences and Walls, 18.810 SEPA, 18.830 City of Ridgefield Native Plant List, 18.840 Heritage Trees; and, Ordinance No. 1376 establishing design standards and review management through an approved development agreement, City Engineering Standards for Public Works Construction, and Applicable Building and Life Safety codes.
Staff Contact	Tim Leavitt, PE, Consulting City Engineer, Otak Inc. tim.leavitt@otak.com , 360.737.9613

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SEPA Determination	DNS
Decision	Approved with conditions

I. BACKGROUND INFORMATION

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

August 9, 2022	Pre-application conference held
August 23, 2022	Pre-application notes issued
September 27, 2022	Revised notes issued
November 10, 2022	Application submitted
December 5, 2022	City request for additional information
December 12, 2022	Additional information submitted
December 8, 2022	Application found technically complete
December 21, 2022	SEPA DNS and public notice issued
December 21, 2022	Notice of land use application published
January 4, 2022	Combined SEPA and land use comment period ended
January 5, 2022	Review placed on hold until TIA submitted
February 2, 2023	Review hold removed
February 8, 2023	Review placed on hold by applicant
April 6, 2023	Resubmitted materials received
May 5, 2023	Staff report issued

II. EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

The proposal includes construction of a general retail trade/services use, Costco Warehouse, within a phased site plan for The Union Ridge Town Center (URTC). The URTC consists of five (5) parcels, totaling 46.31-acres (2,017,211 square feet) in area. The new Costco Warehouse, and associated fuel facility, will be the second phase constructed within the URTC, following the initial construction of a portion of the necessary infrastructure for the development (Phase 1). The Costco project is located on the approximate 17.40-acre (758,072 square feet) Adjusted Parcel Number (APN) 214038000; hereby known as the “subject property”.

The subject property is zoned Regional Commercial (CRB) with no existing overlays, with a comprehensive plan designation of General Commercial (GC). RDC Chapter 18.230, Commercial Districts, identifies required development standards that includes, but not limited to: uses, lot requirements, dimensional standards, site planning, building design and features, signs, lighting and more. In addition to the standards of the RDC, Ordinance No. 1376 approved by City Council established a Development Agreement (DA) between The City of Ridgefield and Costco Wholesale Corporation. The city determined that due to the unique nature of Developer’s project, it is in the community’s interest to work directly with Developer on a site and building design that meets the intent of the City’s Commercial Design Standards in RDC 18.230. Thus, the city deemed the site and building plan submitted as Exhibit B within the approved DA generally met the requirements of RDC 18.230. As part of the DA, both the Developer and City agreed that formal review shall still be necessary to assure the design elements of Exhibit B are implemented through legally required site and building review processes. As such, the applicant has applied for a Type II Site Plan Review and a Type I Administrative Adjustment, a SEPA Review with Archaeological Predetermination, and Critical Areas Review (under MASTER-22-0091) to obtain necessary approval.

The SEPA and Critical Areas Review include all five parcels of the URTC development. The URTC is a phased project is a phased site development beginning with the proposed development of the subject property, Costco Warehouse. The remaining URTC parcels will be developed with a mix of commercial and food service retail as described in the table below.

Parcel	Parcel Area	Proposed Use	Total Building Square Footage
214039-000 (Parcel B)	9.80 Acres (427,031 SF)	• Pad 'T' – 5,370 SF Retail	5,370 SF
		• Pad 'J' – 2,830 SF Restaurant 2,500 SF QSR/Drive-through	5,330 SF
		• Pad 'K' – 4,500 SF Retail 2,000 SF Restaurant 1,500 SF QSR/Drive-through	7,000 SF
		• Pad 'M' – 61,300 SF Retail	61,300 SF
214054-000 (Parcel C)	6.71 Acres (292,137 SF)	• Pad 'E' – 2,500 SF QSR/Drive-through	2,500 SF
		• Pad 'F' – 2,500 SF QSR/Drive-through	1,850 SF
		• Pad 'G' – 7,000 SF Restaurant	7,000 SF
		• Pad 'H' – 4,500 SF QSR/Drive-through	4,500 SF
213956-001 (Parcel D)	10.05 Acres (437,557 SF)	• Pad 'A' – 8,000 SF Commercial 2,000 SF Restaurant	10,000 SF
		• Pad 'B' – 5,000 SF Retail	5,000 SF
		• Pad 'C' – 9,000 SF Commercial 2,000 SF Restaurant	11,000 SF
		• Pad 'D' – 1,850 SF Coffee QSR/Drive-through	1,850 SF
986060-219 (Parcel I)	2.35 Acres (102,460 SF)	• Pad 'L' – 25,000 SF Retail	25,000 SF

Per the submitted SEPA Checklist the URTC will follow the phasing plan below.

Phase	Responsible	Timing	Details
Phase 1	URTC NW LLC	2023-2024	Mass grading, public roads, regional storm pond(s), all required utilities stubbed to property lines, and establishment of all lots to be developed in the future.
Phase 2	Costco	2024	Buildout the Costco site with a warehouse, parking, fuel facility, and all associated landscape and amenities.
Phase 3	URTC NW	2024-2029	Remaining lots to be built out with buildings, parking, landscaping, and amenities as established in Phases 1 and 2.

The subject property is currently undeveloped. According to the submitted Critical Areas Assessment and Preliminary Buffer mitigation Plan, there are mapped wetlands (A,B and C) located on or adjacent to the subject property. Wetland A is a Category IV palustrine emergent wetland located in the northern portion of the subject site. Wetland B is a Category IV palustrine scrub-shrub/emergent wetland in the southern portion of the subject site. Wetland C is a Category III palustrine scrub-shrub/emergent wetland located off site to the west. Both Wetlands A and B are also classified as Slope Hydrogeomorphic with water flowing through the wetland in one direction unconstrained. Wetland C is also identified as a slope/depressional wetland. The URTC development will avoid most of the wetlands and streams. North 56th Place will cross Wetland B to be extended north through the site. This impact is unavoidable due to the location of the connection point to the 56th Place/Pioneer Street roundabout and the location of North 56th Place as identified in the City of Ridgefield Transportation Plan. The project will require a Nationwide Permit.

The applicant proposes to develop a general retail trade/services building, Costco Warehouse, with an onsite accessory fuel facility with the primary use along with site improvements on the approximate 17.40-acre (758,072 square feet) subject property. The development will include a 160,526-square-foot building and a fuel facility with an 8,136-square-foot canopy for the proposed onsite fuel facility. Additional site improvements include incorporating parking and drive aisle infrastructure as well as enhanced landscaping and building design.

The site is located within the future URTC near the intersection of Pioneer Street and Interstate 5. The overall URTC includes the extension of the N 56th Place access as well as modification of the Pioneer Street roundabout which will border the subject property's east and south east property lines. A new east/west collector (Pioneer Canyon Drive) will bisect the URTC along the southern property line of the subject property, also with a 3-lane cross-section and will ultimately extend west of the site to intersect with the future 50th Avenue.

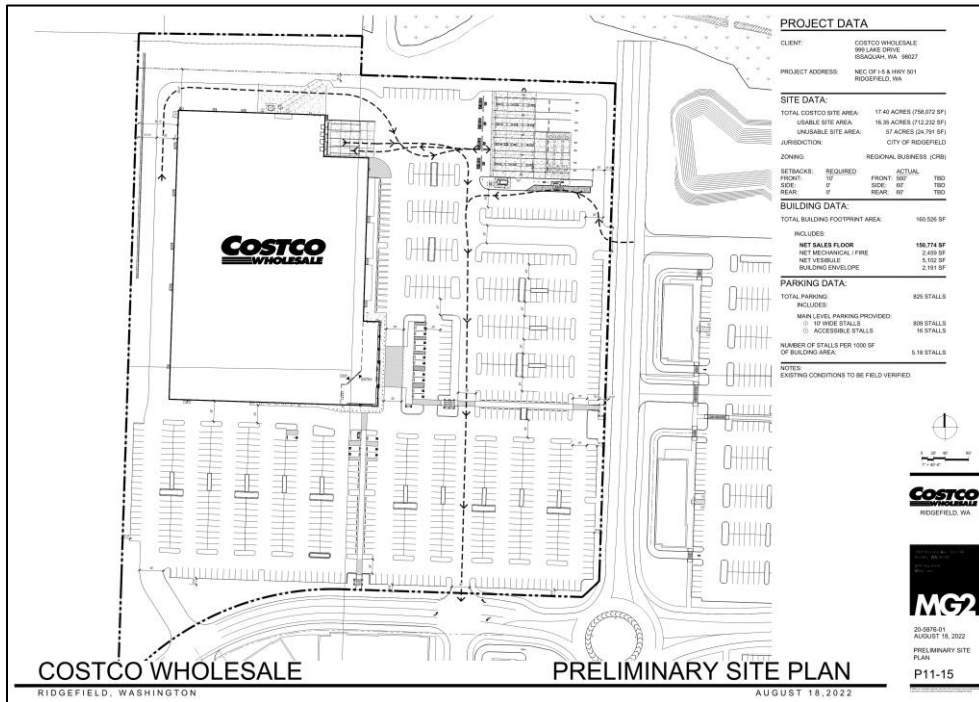
A new public local access/commercial road, N 53rd Avenue, will be constructed from Pioneer Street to Pioneer Canyon Drive on the west side of URTC. The intersection of N 53rd Street and Pioneer Street/ SR 501 will be right-in/ right-out only.

The subject property proposes a single point of access on its east property line to N 56th Place access and two points of access on its southern property line to Pioneer Canyon Drive. Access to Pioneer Street will be provided via the future northern leg of the existing roundabout at Pioneer Street and N 56th Place and a right-in/right-out on Pioneer Street along the western site boundary (N 53rd Avenue). Access to N 53rd Avenue will be provided by Pioneer Canyon Drive.

Figure 1: Project Location (subject property in red)



Figure 2: Site Plan



III. COMMENTS

The City published a combined notice of SEPA DNS and pending land use review in The Columbian on December 21, 2022 and mailed a notice of pending land use review to property owners within 300 feet of the site. The combined comment period closed on January 4, 2022. Staff received one SEPA comment; see Section K for analysis.

IV. FINDINGS

A. Development Agreement (Ordinance No. 1376)

Proposal

In addition to the standards of the RDC, Ordinance No. 1376 approved by City Council established a Development Agreement (DA) between The City of Ridgefield and Costco Wholesale Corporation. The city determined that due to the unique nature of Developer's project, it is in the community's interest to work directly with Developer on site and building design that meets the intent of the City's Commercial Design Standards in RDC 18.230. Thus, the city deemed the site plan, landscape plan, and building elevations submitted as Exhibit B within the approved DA generally met the requirements of RDC 18.230. As part of the DA, both the Developer and City agreed that formal review shall still be necessary to assure the design elements of Exhibit B are implemented through legally required site and building review processes. As such, the applicant has applied for a Type II Site Plan Review and a Type I Administrative Adjustment, a SEPA Review with Archaeological Predetermination, and Critical Areas Review (under MASTER-22-0091) to obtain necessary approval.

Findings

Building

The proposal includes a 160,526-square-foot building to be used as a general retail trade/services use, Costco Warehouse. The building design incorporates enhanced architectural features to establish the design hierarchy for the URTC. Specifically, the building includes architectural metal siding panels with multiple colors and profiles, in combination with split-faced CMU bricks and metal awnings along the southern and eastern facades. Using multiple siding materials, colors, and textures break the building down into smaller modular components that result in a sophisticated, attractive design. Surrounding the main building entrance is an arcade style structure with a canopy over the southeast corner to emphasize the main member entrance. The canopy will be constructed of rectangular tube steel members designed and painted to look like wooden beams to provide a durable, attractive feature that is unique to the architectural style of the City of Ridgefield. The arcade structure will provide multiple points of access using garage style roll-up doors and a primary sliding glass door. The arcade footing will protrude to provide informal seating to the surrounding pedestrian area.

The proposal includes a canopy structure for the proposed onsite fuel facility. This canopy consists of a flat roof with architectural metal fascia panels and columns composed of galvanized steel and partial CMU wraps to match the design of the building to be located on site and described above.

Landscaping and Pedestrian Amenities

Included with the formal submission were landscape plans detailing the proposed landscaping and pedestrian amenities throughout the subject property. Per the submitted landscape package proposed plantings have been inspired by the Ridgefield National Wildlife Refuge which is in line with the narrative provided within Exhibit B of the approved DA (Ordinance No. 1376). The proposal incorporates native plants and trees and uses species that provide variation in color that provide a transition in color during the change in seasons. Enhanced landscape areas are featured along all property lines with additional landscaping in all areas with higher visibility from areas such as neighboring properties and parking facilities. Per submitted documents, the overall landscaping across the parking lot and along the frontages includes more than double the minimum number of required trees and exceeds the overall minimum coverage requirements of the city code.

Both the west and south property frontages include pedestrian amenities that include enhanced landscaping, benches, pergola and accent paving. These amenities then link to an internal pedestrian amenity with similar

enhancements via primary walkways distinguished from propose parking spaces. Pedestrian paths are also provided along the building frontages to provide access to the surrounding parking areas. Additionally, a pergola structure will be installed between the building entrance and eastern street frontage, designed to emulate the building canopy using members that look like wooden beams to match the architectural style of the site. Per the submitted documentation, the proposed pedestrian oriented features go beyond Costco's typical design and are intended to provide a network of connection points between the building, throughout the site, and to broader the Union Ridge Town Center development.

Overall

The formally submitted application included a site plan, landscape plan and building elevations. Staff compared the submitted plans to the plans within Exhibit B of the approved DA as well as the development standards of RDC 18.230 to determine compliance with site plan and design standards established by code and expectations established through the approved DA (Ordinance No. 1376). Staff finds that the proposed building, accessory canopy structure, landscaping and pedestrian amenity satisfy applicable development standards of RDC 18.230 and expectations of the approved DA (Ordinance No. 3176).

B. Use (RDC 18.205)

Per RDC 18.205.020 Table 1, "General Retail Trade/Services" is a permitted use in the CRB zone. The overall proposal includes an accessory fuel facility associated with the primary "General Retail Trade/Services." Per RDC 18.205.020 Table 1, a "Gasoline Service Station" is a permitted use in the CRB zone; therefore, it is reasonable to conclude the proposed accessory fuel facility is a permitted use as proposed.

Proposal

The applicant proposes to develop a General Retail Trade/Services building and accessory fuel facility canopy in the CRB zone.

Findings

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

C. Commercial Districts (RDC 18.230)

Proposal

Applicable CRB zone lot requirements, dimensional standards, and site and building design standards are listed in RDC 18.230.040-055.

Lot Requirement (18.230.040)

RDC 18.230.040 identifies a minimum lot area of ten thousand square feet, no maximum lot area and a minimum lot width of fifty feet. The subject property is 758,072 square feet (17.40 acres) and includes lot width exceeding fifty feet.

Dimensional Standards (RDC 18.230.045)

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

	CRB Standard	Proposed
Minimum front or street side yard setback along pedestrian street (1)	0 feet	Approx. 450 feet (E), 350 feet (S)
Maximum front or street side yard setback along pedestrian street (1)	20 feet	
Minimum front or street side yard setback along major corridor (1)	10 feet	NA
Maximum front or street side yard setback along major corridor (1)	30 feet	
Minimum side or rear yard (interior) setback:		
Abutting RLD or RMD zones	20 feet	NA
Not abutting one of the above	5 feet	Approx. 91 feet (N), 71 feet (W)
Maximum height	65 feet (3)	33 feet
Maximum impervious surface coverage	90%	85%
<p>(1) <i>Front and street side yard setbacks shall be measured from the property line as defined in RDC 18.100.046, except that front and street side yard setbacks on properties incorporating a slip lane parking lot as allowed per RDC 18.230.080.C shall be measured from back edge of the required sidewalk between the parking area and the interior of the site.</i></p> <p>(2) <i>Bonus height for mixed use development in the CNB zone: In order to provide flexibility in types of housing and to meet the policies of the RUACP promoting mixed-use development, the base height may be increased for mixed-use development with at least one story of residential use up to forty-five feet. Residential dwelling units shall not occupy the ground floor.</i></p> <p>(3) <i>Maximum height for hospital uses in the CRB zone is 180 feet.</i></p>		

The building has been located within the northwest corner of the parcel and exceeds the maximum setback standard. The east and south frontages are located along collector roads, and both provide an approximate 10-foot landscaped buffer which includes pedestrian amenities. The west and north frontages are both classified as rear and side interior and provide landscape setback area ranging from a minimum of approximately 10 feet to 31 feet.

Site Planning. (RDC 18.230.050)

A. Topography.

Per submitted documents the building pad elevation has been designed to be within approximately four feet of the right-of-way elevations proposed to the south and east of the subject property. No retaining walls of over six feet in height are proposed at this time. The subject property has been designed to meet the requirements for operations of the business, while retaining the natural topography to the maximum extent practical.

B. Types of street frontage.

The east and south frontages are located along collector streets. Pedestrian streets include all collectors and are intended to be developed with a "main street" feel that generally includes on-street parking, wide sidewalks with pedestrian amenities, buildings close to the sidewalk, and pedestrian-scale building design with minimal inactivated space such as parking lots. See following section for proposed street frontage improvements.

C. Street frontage.

The project site is located at the northwest corner of the future intersection of North 56th Place and Pioneer Canyon Drive. The building is proposed to be located in the northwest corner of the site with parking to be located between the right-of-way and primary building. The subject property provides an approximately 10-foot-wide landscaped setback, enhanced landscaping along all street frontages as well as pedestrian amenities and access features leading to internal pedestrian pathways between the right-of-way and building entrance.

D. Pedestrian connectivity.

The project includes two pedestrian access points leading to internal pathways between the building entrance and the south and east street frontages. These pathways are nine feet wide and are delineated with a combination of concrete, stamped concrete in the pedestrian amenity areas, and striped paint at drive-aisle crossings. Both paths also include pedestrian amenity areas providing seating, decorative pergola structures, and enhanced landscaping. The landscaping areas will include a combination of low-lying shrubs, groundcover, and trees for shade. Additional pedestrian paths are provided along the south and east building frontages to allow for easy circulation through the adjacent parking areas. Proposed pedestrian pathways will be installed at grade. Landscape strips separating parking from internal pedestrian paths and grade changes are not included with this project. This is due to Costco's unique member circulation patterns, and these features create barriers and safety hazards for members that do choose to use these paths.

E. Building entrances.

Per submitted documentation, the proposed primary building entrance includes a 5,765-square-foot "arcade" style entrance, with multiple garage style roll-up doors along with an automatic sliding glass door in order to clearly indicate the location of the building entrance and provide multiple access points for members to circulate in front of the main entrance. On the exterior of the arcade area, a footing will project from the base of the structure to provide informal seating along the wall. The building entrance will be surrounded by a pedestrian area protected by bollards and directly connected to the pedestrian paths, which provide access to the surrounding parking areas and sidewalks along the east and south street frontages.

F. Outdoor common areas.

The project is required to provide 8,026 square feet of outdoor common area ($160,526 \times 0.05 = 8,026.3$) and 9,860 square feet of outdoor common area spread across six pedestrian amenity areas is proposed. The provided amenity areas include two pedestrian entrances and corresponding internal pathways connecting the building entrance and proposed 5,765-square-foot "arcade" style entrance to adjacent street frontages. The pedestrian areas meet the minimum dimensional and square footage requirements described in the city code, along with the design features. Each of the pedestrian amenity areas is delineated with either concrete or stamped concrete and includes enhanced landscaping that provides trees and shrubs. Benches are also provided at each pedestrian amenity area and are incorporated into a pergola structure. The wall footing along the exterior of the building entrance arcade is also widened to provide seating for members.

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

The submitted plans do not include trash enclosures or identify where such facility will be located onsite. The narrative indicates that garbage is always kept within a compactor and filled from inside the building so there are no unsightly garbage laying around that did not get into the compactor.

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

The Costco project does not include a drive-through use, and no provision of this code are applicable.

Building design and features. (RDC 18.230.055)

A. Types of street frontage.

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

B. Context-sensitive building design.

The URTC consists of five (5) parcels, totaling 46.31-acres (2,017,211 square feet) in area. The proposed development will be the first phase constructed within the URTC, following the initial construction of a portion of the necessary infrastructure for the development. As such, the proposed development will set

the precedent for the future development of the overall URTC. With this consideration in mind, The City of Ridgefield and Costco Wholesale Corporation entered a DA (Ordinance No. 1376) detailing context-sensitive design to be implemented into the subject property that will act as a catalyst for future development. The proposed development is consistent with Exhibit B of the approved DA.

C. Mass and scale.

The southern and eastern facades will be visible from street frontage and shall be required to meet the standards of mass and scale. The proposal includes multiple architectural features to create a prominent entrance and break the façade treatment for visual interest. Specifically, along the east and south facades, a combination of materials, awnings, windows, doors, varying colors, and roof lines to add visual interest and relief to street facing facades. These elements are implemented throughout the eastern and southern facades intermittently to add architectural interest to meet the intent of the articulation spacing the code requires.

The building includes a visually prominent entrance located at the southeast corner of the proposed primary building. This feature is present on both the south and east facades and is surrounded by an arcade structure that includes a steel canopy designed to emulate the heavy timber look the City's code calls for. This arcade structure includes multiple entrance points through the implementation of glass roll-up doors around the arcade entrance structure. Also included throughout the design are rooflines with cornices and variations in height corresponding to proposed façade treatments.

D. Hierarchy in building design.

Per submitted documentation, the building design includes a prominent entry feature the primary building entrance located on the southeastern portion of the building as well as includes architectural design and façade treatments to give the appearance of a two-level structure. As detailed within this report, outdoor common areas and pedestrian pathways are proposed which include similar architectural elements of heavy timber and trellis work as proposed at the primary structure's entry.

E. Windows and doors.

Per submitted documents, a sliding glass door and multiple garage doors with windows are located along the facade of the arcade structure in order to create an enhanced entry point to the building. The windows and door features allow solar access and circulation of air through this area but can also provide pedestrian protection during times of adverse weather. This area is designed to meet the intent of the City's windows and doors code for the area where members enter the building. However, the scale and functionality of the building does not allow the design to meet the requirement for doors and a transparency zone for the remainder of the structure.

F. Siding and trim.

Architectural metal panels are proposed on more than 35 percent of the exterior façade; however, the panels include architectural profiles and stucco finishes so the appearance is not of metal thus meeting the intent of the code. The building includes split-face masonry units along the exterior base to provide a variation of materials as part of the architectural design. Additionally, cultured stone is used to create vertical interest on the structure's façade where awnings are installed.

Per the submitted narrative, *"The combination of these materials is grouped into smaller areas to create a simple and sophisticated modular style for the building."*

G. Roofing materials.

The building is proposed to have a flat roof with a variable roof lines corresponding to the façade finishes and includes a cornice that matches the color scheme of the overall development.

H. Design details.

The east and south facades front collector future streets. Pedestrian streets include all collectors and are intended to be developed with a "main street" feel that generally includes on-street parking, wide sidewalks with pedestrian amenities, buildings close to the sidewalk, and pedestrian-scale building design with minimal inactivated space such as parking lots.

As detailed within this section, the building features awnings along the east and south facades and around the southwest corner of the building, along with a canopy over the arcade structure entrance. The materials and colors to be used for the proposed canopies will complement with the building design and are further integrated with the use of cultured stone implemented to create pillar like design elements to create additional interest on the structure's façade where awnings are installed. These vertical features will project 14 inches from the face of the building and the trellis mounted on top of the project over four feet from the building facade. These features have been designed to meet the intent of the required design details.

I. Color.

The proposal includes using a combination of natural tones with matching metallic finishes and an accent band that ties in with the Costco Wholesale Corporation logo and also breaks up the vertical mass of the structure. Per the submitted narrative the painted tones were selected to match the natural finishes, such as the cultured stone pilasters and the proposed canopy features, which are designed to look like a wooden structure.

Findings

The proposed development is the catalyst project for the overall URTC development where a DA (Ordinance No. 1376) has been entered into between The City of Ridgefield and Costco Wholesale Corporation superseding any development regulations identified within RDC.

Through review of the submitted documentation, it has been concluded that the proposal includes enhanced landscaping along all street frontages, pedestrian amenities, access features and internal pedestrian pathways along with a visually enhances façade with varying materials, textures, features, and a prominent entrance consistent with the objectives and intent of the commercial zone design standards as well as Exhibit B of the approved DA (Ordinance No. 1376). As such, staff finds the proposal generally complies with applicable development regulations and ultimately the approved DA (Ordinance No. 1376) with the following **condition of approval**:

- The applicant shall adhere to service area location and screening requirements detailed within RDC 18.230.050.G in the event such facility is proposed.

D. Signs (RDC 18.230.060, 18.710)

Signs are permitted according to the provisions of Chapter 18.710 and require separate building permits to ensure compliance with applicable building standards are met. As such, any signage depicted on the submitted plans has not been assessed. In general, the submitted plans are consistent with the signage depicted in the approved DA (Ordinance No. 1376).

E. Lighting (RDC 18.240.075, 18.715)

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

Proposal

Per the submitted documents, external lighting for the building and fuel canopy signage will be wall-mounted down-facing flat lens LED fixtures. Parking and site lighting will use a 36-foot 6-inch-tall pole with high efficiency LED fixtures which exceeds the City's maximum parking lot light pole height allowance, which is 25 feet. Per the submitted narrative, the proposed lighting is Costco's standard lighting design that will provide sufficient lighting for the site and only requires 40 poles, as opposed to 64 poles, which would be required based on the City's maximum allowed height. Costco's standard design would allow for a 60 percent reduction in pole related materials.

Findings

The proposed development is the catalyst project for the overall URTC development where a DA (Ordinance No. 1376) has been entered into between The City of Ridgefield and Costco Wholesale Corporation superseding any development regulations identified within RDC.

Staff finds the proposed lighting is consistent with Exhibit B of the approved DA (Ordinance No. 1376). As such, staff finds the proposal generally complies with applicable development regulations and ultimately the approved DA (Ordinance No. 1376).

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

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

Proposal

Number of spaces required

Per RDC 18.720.030.B, general retail trade/services are limited to the following with regards to number of onsite parking spaces:

Use	Minimum spaces permitted	Maximum spaces permitted	Costco Min – Max (160,526 GFA)	Costco Proposed No. Parking Spaces
General retail trade/services	1/350 sf gross floor area	1/200 sf gross floor area	459-803	825*

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

Of the 825 proposed parking stalls a total of 809 will be standard spaces with 10-foot-wide by 20-foot-deep parking stalls and the remaining 16 spaces will be accessible parking stalls and shall meet applicable building dimensional standards. Proposed drive aisles range between 24 and 40 feet throughout the site exceeding the required dimension for two-way aisle width.

The proposed 825 parking spaces exceeds the maximum 803 parking spaces for the site by a total of 2.7 percent. As such the applicant has requested an administrative adjustment to permit the increase in parking stalls. Section J details the requested adjustment.

For developments with forty-eight or more car parking spaces, bicycle parking is to be provided at one bicycle parking space for every twelve required car parking stalls. As such, the proposal is required to have a total of 38 bicycle parking spaces ($459 / 12 = 38.25$). The submitted narrative indicates that *“The project includes two (2) wave bicycle parking racks located to the north of the Warehouse entrance arcade, which accommodate between 8 to 10 bicycles and will be accessible to both employees and members.”* The submitted plans do not identify the proposed bicycle parking and the approved DA (Ordinance No. 1376) does not require bicycle parking. As such, the submitted site plan identifying no bicycle parking is in keeping with the approved DA (Ordinance No. 1376) that supersedes the requirement established by code. The applicant is encouraged to incorporate bicycle parking as proposed within the submitted narrative.

Off-street parking lot design

The subject property is currently vacant of development and the site will be regraded for proposed development therefore it is impractical to retain existing vegetation and all existing vegetation will be removed from the site. New landscaping inspired by the nearby Ridgefield National Wildlife Refuge shall be implemented with a combination of plant species that are native and provide transition colors between the seasons.

The onsite parking is proposed between the primary building and pedestrian street right-of way and will extend greater than 50 percent of the east and south property lines. The proposed parking is located behind a minimum 5-foot-wide landscaping buffer extending the length of the subject property's east and south property lines with expanded areas at the southwest and southeast corners with additional tree and shrub planting for visual interest.

The landscaped frontages are proposed to generally meet the L2 buffering standards with trees planted at a minimum of every 25 feet as well as a variety of evergreen shrubs and ground coverings to enhance the landscaped area. It is estimated that the plantings will result in a 75 percent coverage within four years per submitted plans.

In addition to the landscape area along the street frontages, internal landscaping has been provided exceeding the minimum percentage required as shown on the submitted landscape plans. Specifically, the site provides a total of 12.1 percent of parking area internal landscaping when the RDC requires a minimum of 10 percent. Additionally, the RD requires 1 tree per every 10-parking stall; therefore, the proposal is required to install a total of 83 trees ($825 / 10 = 82.5$) within the interior landscaping area and the proposal includes a total of 180 trees within the parking area internal landscaping further enhancing the overall landscaping of the subject property.

Additionally, the site generally meets the landscape buffer depth requirements, for the east and south frontages, but includes Landscape buffer along the north and west frontages exceeds the minimum depth requirements and provides expanded areas designed to the topography to provide an enhanced, attractive screen along the backside of the building. The landscape design exceeds the minimum requirements.

Loading

For proposed buildings over 100,000 square feet of gross floor area, three off-street loading spaces are required. The applicant proposes four loading docks/berths on the north end of the east façade of the primary structure setback significantly further than 25 feet of a public right-of-way. The proposed docks/berths have been designed per the intended end user's needs and measure approximately 12.5 feet wide, 70 feet long and include clearances greater than 14 feet.

Findings

The proposed development is the catalyst project for the overall URTC development where a DA (Ordinance No. 1376) has been entered into between The City of Ridgefield and Costco Wholesale Corporation superseding any development regulations identified within RDC.

Through review of the submitted documentation, staff concludes that the proposal meets the minimum parking required for the site and additional analysis is completed in Section J to justify the requested administrative adjustment to increase the parking above the maximum allowed. The parking and loading stalls along with internal drive aisles meet development standards as well as the landscaping is provided. Specifically, an enhanced L2 landscape buffer has been provided along street frontages with internal parking landscape that exceeds the minimum percentage required.

While the proposal includes parking between street frontages and proposed structures, the proposal remains consistent with the objectives and intent of the commercial zone design standards and ultimately consistent with Exhibit B of the approved DA (Ordinance No. 1376). As such, staff finds the proposal generally complies with applicable development regulations and ultimately the approved DA (Ordinance No. 1376) with the following **conditions of approval**:

- Prior to engineering approval, the applicant shall demonstrate that the off-street loading spaces comply with the dimensional standards in RDC 18.720.050.D.
- Prior to final occupancy, the applicant shall install all required parking area landscaping compliant with the approved Development Agreement (Ordinance No. 1376).
- Prior to final occupancy, all pedestrian crossing of drive aisles shall be marked in compliance with the approved Development Agreement (Ordinance No. 1376).

G. Landscaping (RDC 18.230.090, 18.725, 18.830)

Landscaping in the Employment zone is regulated under RDC 18.230.090, 18.725, and 18.830.

Proposal

Per submitted documents, the proposal includes installation of landscaping in the form of trees spaced a maximum of 25 feet apart with the space between them filled with varying sized shrubs spaced at a maximum of

5 feet apart. Accent trees and ornamental grasses will also be implements and all shrub and ground covering areas will include mulch at a depth of three inches minimum. The proposed landscaping equates to 14.9 percent of the subject property which exceeds the minimum 10 percent landscaping requirement found in RDC 18.725.055. The landscaping plan includes does not include any plantings found in nuisance or prohibited sections of the City of Ridgefield Native Plant List, per the requirements of RDC 18.830.

In addition to the landscape area along the street frontages, internal landscaping has been provided exceeding the minimum percentage required as shown on the submitted landscape plans. Specifically, the site provides a total of 12.1 percent of parking area internal landscaping when the RDC requires a minimum of 10 percent. Additionally, the RD requires 1 tree per every 10-parking stall; therefore, the proposal is required to install a total of 83 trees ($825 / 10 = 82.5$) within the interior landscaping area and the proposal includes a total of 180 trees within the parking area internal landscaping further enhancing the overall landscaping of the subject property.

Findings

The proposed development is the catalyst project for the overall URTC development where a DA (Ordinance No. 1376) has been entered into between The City of Ridgefield and Costco Wholesale Corporation superseding any development regulations identified within RDC.

Through review of the submitted documentation, staff concludes that the proposal meets the 10 percent minimum landscape area and the proposed landscaping remains consistent with the objectives and intent of the commercial zone design standards and ultimately consistent with Exhibit B of the approved DA (Ordinance No. 1376). As such, staff finds the proposal generally complies with applicable development regulations and ultimately the approved DA (Ordinance No. 1376) with the following condition of approval:

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

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

H. Fences (RDC 18.230.095, 18.740)

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

Proposal

The applicant proposes no new fencing on the site. Any future proposed fencing shall be subject to the design and height standards found in RDC 18.240.095.B-C and 18.740.030.B

Findings

Staff finds that the fencing requirements are met subject to the following **condition of approval**:

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

I. Critical Areas Protection (RDC 18.280)

While the Costco site does not contain any mapped critical areas, the Union Ridge Town Center infrastructure work to be completed as part of the Costco phase will impact the wetland and associated riparian habitat area mapped across the southern portion of the overall URTC site. Therefore, critical area review is required.

Proposal

AKS Engineering & Forestry, LLC (AKS) was contracted by HSP Properties (Applicant) to conduct a critical areas assessment within the study area which includes the URTC development.

The subject property consists of the development of a Costco commercial center, associated parking and two stormwater ponds. Adjacent to the subject property includes extension to N 56th Place and Pioneer Street along with the proposed roundabout at the southeast corner of the subject property. Per the submitted Critical Areas Report and Mitigation plan no delineated wetlands or streams are mapped on the subject property however two wetlands and a creek are mapped adjacent to the subject property. Specifically, Wetland A is mapped to the north, Wetland C to the west and Allen Creek to the northwest of the subject property.

The Costco project avoids impacts to Wetlands A, B, C and to Allen Creek; however, the project requires mitigation within associated buffer areas. The extension of N 56th Place will require filling a portion of Wetland B. Below is a table detailing the mapped critical areas and applicable habitat/riparian buffer widths as well as the proposed impact activity and proposed mitigation method:

Critical Area Feature	Habitat (H)/Riparian (R) Buffer Width	Impact Activity	Proposed Mitigation
Category IV Wetland A buffer	50 feet	Stormwater facility*	Buffer enhancement
		Grading	Buffer enhancement
Category IV Wetland B & buffer	50 feet	Extension to N 56 th PL.	Wetland mitigation bank credits
		Extension to N 56 th PL.	Buffer enhancement
Category III Wetland C Buffer	100 feet	Grading	Buffer enhancement
Allen Creek Type F	150 feet	56 th Place	Buffer enhancement
		Grading	Buffer width reduction
		Stormwater facility*	Buffer enhancement

*Stormwater facilities are off site

As detailed within the submitted Critical Areas Report and Mitigation Plan dated October 2022, the preliminary mitigation plan includes the following:

<p>Wetland A:</p> <p>Permanent encroachment is required within the outer edges of the 50-foot-wide high intensity land use buffer associated with Wetland A to grade the slopes for the Costco parking in the northeast portion of the subject property. As such, a retaining wall was determined to be unfeasible. Grading impacts will not extend closer than 25 feet from the edge of delineated wetland (not within 50 percent of the standard buffer width).</p>
<p>Wetland B:</p> <p>Permanent encroachment is required within a portion of Wetland B and the associated 50-foot-wide high intensity land use buffer to construct the public road connecting the Costco complex to the existing street stub on Pioneer Street (extension of N 56th Place). Under RCO 18.280.090 and 18.280.150.C.1, and in combination with mitigation, these impacts will comply with the requirements for a Reasonable Use Exemption. The N 56th Place alignment is fixed by the stub from the existing roundabout. Wetland B and its buffer spans east/west through the site, making wetland and buffer avoidance impractical. No development can occur on this parcel without extending N 56th Place across the wetland and buffer. Due to the existing topography and width of the wetland, a bridge crossing was determined to be cost prohibited at this location. Wetland B is a low functioning wetland with no upstream habitat that is primarily fed by upslope stormwater input from the I-5 corridor.</p>

Wetland C:

Permanent encroachment is required within the outer edges of the 100-foot-wide high intensity land use habitat buffer for Wetland C to grade the slopes for the Costco warehouse facility in the west portion of the subject property. The perimeter road for trucks to access the loading area in the rear of the Costco facility cannot be reduced without causing safety issues for truck drivers. The topography within this area must be modified to accommodate the elevation at which the Costco facility is being constructed. There are no alternatives to the proposed impacts that avoid encroachment into the outer edge of the 100-foot wetland buffer. A retaining wall was determined to be unfeasible. Grading encroachment will be more than 60 feet from the edge of the wetland.

Allen Creek:

The width of the Type F Riparian Buffer is proposed to be reduced from 150 feet to 50 feet for a portion of the riparian buffer, in compliance with RCO 18.280.110.D.2.d. The existing condition of the riparian buffer in the reduced buffer area consists of agricultural fields that are mowed regularly and are dominated by planted nonnative grasses, providing limited functional value to Allen Creek for wildlife breeding, rearing, foraging, protection, and escape. There are no documented occurrences of native fish within on-site portions of Allen Creek.

To ensure no net loss of wetland and riparian buffer functions, the preliminary mitigation plan includes a minimum of 2.5 acres of buffer enhancement in addition to purchasing banks credits from the Wapato Mitigation Bank to mitigate for the unavoidable direct impacts to Wetland B. Buffer enhancement areas will be densely planted with native woody vegetation to improve habitat. An enhancement buffer planting specification plan will be prepared for the final engineering submittal. The enhancement buffer planting specification plan will provide a list of recommended species selected from the City of Ridgefield Native Plant List (Ridgefield Development Code [RDC 18.830]) and quantities based on best available science and the conditions. The enhancement area will include removal of all noxious/invasive species listed by the State of Washington and recognized by the city as nuisance species (RDC 18.830.050) prior to installation of native woody plantings. To avoid inadvertent indirect impacts to wetland, erosion control measures such as silt fencing, and straw bale sediment barriers will be installed downslope of the impact area prior to ground disturbance. To compensate for 0.48 acres of unavoidable direct impacts to Wetland B, 0.48 credits will be purchased from the Wapato Mitigation Bank. Wapato Mitigation Bank is located approximately 3.5 miles north-northwest of the project site in the Gee Creek watershed. The property is being restored to natural Columbia River tidal floodplain and upland forested habitat that will provide diverse habitat and functions for local species; as such, supporting restoration efforts in the Wapato Mitigation Bank via credit purchases will produce greater benefits for local ecosystems and communities than the preservation of Wetland B on-site can provide.

An Archaeological Survey was prepared for the subject project and the results determined that the concentration of the findings is "very sparse scatters of subsurface artifacts recovered from likely disturbed contexts, and it is unlikely that significant stratified deposits are present in the area based on the remained of shovel testing." An addendum archaeological survey was completed for the property to the west of the subject property and no resources were identified. The recommendation from the survey was that both of the resources discovered during site testing are not eligible for listing in the National Register of Historic Places and no further work is necessary for the development of the URTC project. Both surveys have been uploaded to the Department of Archaeological and Historic Preservation for review.

Findings

Staff finds that the applicable critical areas standards in RDC 18.280 have been met.

J. Modification to Standards (18.350)

Adjustments are limited to modifications of twenty percent or less to any numerical standard in this title or the Ridgefield Engineering Standards with exceptions in the downtown core which do not apply to the proposed development. When not related to a Type III application the planning director shall make decisions regarding adjustments based on the decision standards identified within RDC 18.359.030.

Proposal

Per the submitted documents, the projected parking demand for Costco's retail facility is unique due to its operation as a bulk, member-only retail facility. As a result, the proposal includes a request for an administrative adjustment to increase the maximum parking by 2.7 percent from 803 spaces to 825 parking spaces.

The site is currently vacant and relatively flat and will be developed with a one and a half to two percent parking service to accommodate the end user. Wetland buffers extend into portions of the subject property that will be mitigated by buffer enhancing as detailed within Section I of this report. Surrounding street network and access points to the subject site have been designed to accommodate the anticipated trips associated with the proposed general retail trade/services use, Costco Warehouse; therefore, it is unlikely that allowing an adjustment to the maximum parking requirement will adversely impact neighboring properties as the on-site parking will meet the anticipated demand for the retail facility. The proposed parking area has been designed by and shall be reviewed and approved by a professional engineer prior to final approval and construction. The application includes Supportive Information for Administrative Parking Adjustment Request Technical Memorandum (TM) includes case studies supporting the proposed parking increase sufficiently accommodates the anticipated demand for the facility. RDC Section 18.720 (Off-Street Parking and Loading) is to ensure "that each new or expanded development provides sufficient, but not excessive, off-street parking" and as shown in the TM the proposed parking is proposed to accommodate the proposed use. Alternative methods such as shared parking and shuttle/valet were explored however no neighboring properties have been developed providing the opportunity for shared parking, the high volume of patrons prohibits the ability for valet or shuttle services to be feasible. The proposed parking supply and ratio is consistent with three existing sites in Washington, as documented in Table 1 of the submitted TM. As such the applicant has requested the 2.7 percent increase in parking to accommodate anticipated patrons which does not exceed the 20 percent maximum allowed to be requested through an administrative adjustment. The site includes enhanced landscaping along all frontages to minimize any impacts and provide additional benefits to neighboring properties in exchange for the requested administrative adjustment.

Findings

The proposed development is the catalyst project for the overall URTC development where a DA (Ordinance No. 1376) has been entered into between The City of Ridgefield and Costco Wholesale Corporation superseding any development regulations identified within RDC.

Through review of the submitted documentation, staff concludes that the proposed increase in parking is intended to meet the anticipated demand and therefore accommodate the proposed use of the subject property. Regulatory code aims to provide sufficient, but not excessive parking and through case studies detailed within the TM, the applicant has demonstrated the proposed increase in parking shall accommodate the proposed use. In addition, the requested administrative adjustment is ultimately consistent with Exhibit B of the approved DA (Ordinance No. 1376). As such, staff finds the requested administrative adjustment is consistent with the objectives and intent of the Commercial Zone design standards, RUACP, CFP, and ultimately the approved DA (Ordinance No. 1376) and is hereby approved.

K. SEPA (RDC 18.810)

SEPA review is required for commercial projects creating greater than 30,000 square feet of new impervious surface area and/or impacting critical areas. As such, a SEPA review has been included in the submittal that includes for all five parcels of the URTC development (Adjusted Parcels 214054000, 213956001, 214039000, 214038000, 986060219). The URTC is a phased project is a phased site development beginning with the proposed development of the subject property, Costco Warehouse. The remaining URTC parcels will be developed with a mix of commercial and food service retail as described in the table below.

Proposal

The proposed development is on a property with wetlands and riparian habitat areas, and exceeds 30,000 square feet, so SEPA is required. The applicant submitted a SEPA Checklist with the formal submission.

Findings

The City, as lead agency, reviewed the checklist and supporting materials and issued a Determination of Nonsignificance (DNS) on that basis. The SEPA checklist and accompanying transportation impact analysis comprehensively included the following elements:

- Site infrastructure and public street/road improvements (Phase 1)
- The proposed Costco (Phase 2)
- Remainder of Union Ridge Town Center site development (Phase 3).

The site plan application was technically complete December 8, 2022. It is noted that while the initial site plan application was for Costco (Phase 2), the SEPA and transportation impact analysis indicated that Costco's partner in developing this site, URTC, identified plans to submit a separate site plan application at a later date, but included all phases of the site development for a cumulative environmental and transportation impacts analysis and to reserve trip generation under the City's Concurrent provisions in code.

The notice of DNS was sent to the Department of Ecology SEPA register and published in the Columbian on December 21, 2022. The SEPA comment period closed on January 4, 2023. Two comment letters were received:

- Washington State Department of Ecology (ECY) submitted a comment letter dated January 4, 2023 that provided comments regarding: Shorelands & Environmental Assistance, Solid Waste Management, Toxics Cleanup, Water Quality/Watershed Resources Unit and Water Resources.
- Washington State Department of Transportation (WSDOT) submitted two comment letters dated January 4, 2023 and January 31, 2023 summarizing trip generation, safety analysis, traffic modeling, queuing analysis and proposed mitigation.

The Transportation Impact Analysis section provides analysis, findings and mitigation.

Staff finds that the application has met the SEPA review requirements, and the DNS is final subject to the following **condition of approval**:

- The applicant shall comply with the requirements in the ECY SEPA comment letter dated January 4, 2023.
- The applicant shall comply with the mitigation requirements noted in the Transportation Impact Analysis section below.
- For the mitigation involving transportation facilities owned and operated by WSDOT (Pioneer Street/ SR 501 and I-5 NB and SB ramps): prior to engineering approval, execute a reimbursable work order with WSDOT to reimburse WSDOT for staff time to review and approve the mitigation designs and signal timing modifications.

L. Site Plan Review (RDC 18.500)

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

Proposal

Costco at Union Ridge Town Center Site Plan Review/Critical Areas Review/SEPA Review/Administrative Adjustment Notice of Decision (MASTER-22-0091, PLZ-22-0136 through -0140)

The proposed development is the catalyst project for the overall URTC development where a DA (Ordinance No. 1376) has been entered into between The City of Ridgefield and Costco Wholesale Corporation superseding any development regulations identified within RDC.

The applicant proposes to development of a general retail trade/services use, Costco Warehouse, within a phased site plan for URTC. The URTC consists of five (5) parcels, totaling 46.31-acres (2,017,211 square feet) in area. The new Costco Warehouse, and associated fuel facility, will be the first phase constructed within the URTC, following the initial construction of a portion of the necessary infrastructure for the development. The subject property is approximate 17.40-acre (758,072 square feet) Adjusted Parcel Number (APN) 214038000.

Site improvements including parking improvements, landscaping, access, utilities, off site stormwater management facilities and buffer enhancements associated with critical areas. The applicant's proposal remains consistent with the objectives and intent of the commercial zone design standards and ultimately consistent with Exhibit B of the approved DA (Ordinance No. 1376). The development is in keeping with the intentions of the URTC and been designed to complement future development.

Findings

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

M. Water Service

Standards

The proposed project is located in the City of Ridgefield water service area and a 12-inch diameter ductile iron water main is located in Pioneer Street adjacent to the site roughly 1,300 feet south of 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 access and maintenance easement.

The applicant should be aware that Clark Cowlitz Fire Rescue (CCFR) 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 16 so far in 2023, for a total of 5,564 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 Access and Maintenance easement dedicated to the City of Ridgefield.

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

N. Street Design and Frontage Improvements

Standards

At the project location, Pioneer St is a major arterial. Right-of-way (ROW) dedication only will be required along the project frontage on Pioneer Street/ SR 501. The City's upcoming Pioneer Street Widening/50th Avenue Roundabout project will be completing full multimodal improvements between Royle Road and 56th Place/Avenue, including along this site's frontage. Right-of-way (ROW) dedication and full width construction will be required for N 5th St (now known as Pioneer Canyon Dr on the site plan) and N 56th Ave internally on the site.

N 5th St/ Pioneer Canyon Drive and N 56th Ave are industrial collectors and must be constructed to the City's industrial collector standard (Standard Detail T-2.4) with a 70-foot ROW, 46-foot paved width unless otherwise modified by the Public Works Director. All associated improvements, including sidewalks, planter strips, street trees, and street lighting are required on all frontages. Both Pioneer Canyon Dr/5th St and N 56th between Pioneer and N 5/Pioneer Canyon Dr are eligible for TIF Credits.

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

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

A portion of trail T-13 is shown along the Western property line of Parcel 213956-001 per the city's parks and trails capital facility plan. Dedication of ROW for the trail will be required in a 20-foot easement along the west side of the proposed stormwater pond between Pioneer St. and Pioneer Canyon Dr. in a mutually agreeable location. All public city trails shown on the capital facility plans are eligible for PIF credits.

All privately owned trails must be open to the public.

Traffic Impact Fees (TIF) within the City of Ridgefield are currently \$512.99 per average daily trip, calculated at building permit submittal and paid at the time of building permit issuance. Under the Costco Economic Catalyst Program (referenced in the DA), the total fee reduction for Costco at Union Ridge Town Center shall be up to \$2.5 million, including TIF.

Proposal

The applicant is showing Pioneer Canyon Dr and N 56th Pl both built out as industrial collectors. However N 53rd is proposed as a modified industrial collector. A formal engineering modification will need to be submitted for

the modification of 53rd. Access to 53rd from Pioneer will be provided by a right-in/right-out access with a westbound deceleration lane that will be constructed by the City.

The applicant and its partner URTC have proposed an alignment and construction for the future location of trail T-13 which will be finalized in Engineering Plan review.

Findings

Staff finds that the proposed preliminary plat meets standards for road widths on all streets except N 53rd Ave. As a **condition of approval**, an engineering modification shall be submitted for the modification of N 53rd Ave.

As a **condition of approval**, Trail T-13 shall be located in a mutually agreeable easement area in general alignment shown in the city's parks and trails capital facility plan. This will be determined during Engineering Plan review. The proposed trail must meet all requirements of a type 3 trail with a 8-10 feet paved width located in a 20-foot easement. Additionally, the applicant will need to show how the proposed Pioneer Canyon Drive will accommodate a crosswalk for the trail. A pedestrian crossing may be required on the internal industrial collectors. Pedestrian crossings shall be striped, and a crosswalk beacon shall be utilized.

As a **condition of approval**, driveways shall be aligned wherever possible with existing driveways on the opposite side of the street.

O. 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.

P. 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

A full Transportation Impact Analysis (TIA) was submitted for the Costco/URTC site in January 2023 by Kittelson and Associates. The TIA included existing traffic, background traffic growth, and all in-process trips from technically complete but not yet occupied developments trips prior to the December 8, 2022 technically complete date of the proposal.

City staff and its transportation consultant, DKS Associates, as well as WSDOT staff reviewed the TIA. A number of comments on the technical analysis and initial findings and mitigation proposed in the TIA were received; the site plan review process was temporarily halted in January 2023 while Kittelson, the City and WSDOT worked through the list of comments and questions.

An updated TIA along with a comment/response memo was issued by Kittelson in March 2023. Subsequent meetings with the City and WSDOT staff worked through the remaining items and settled on agreed mitigation measures for the phases of Costco and URTC as noted in the revised TIA.

The proposal as analyzed in the TIA includes the following :

Site Phase 2 (Costco) – Open in 2024

- 161,000 square foot Costco warehouse
- Costco fuel station with up to 32 fueling stations

Site Phase 3 2 (remainder of URTC) – Phased Openings between 2024 and 2029

- 15,000 square feet of Fast-Food
- 15,000 square feet of Restaurant
- 1,850 square feet of Coffee
- 117,500 square feet of Retail

The TIA estimated the following net new trips for each phase:

Costco: 516 weekday PM peak hour trips, 774 Saturday midday peak hour trips, and 4,792 weekday total trips.

URTC (remainder): 277 weekday PM Peak hour trips, 409 Saturday midday peak hour trips, and 3,147 weekday total trips.

Total site: 793 weekday PM peak hour trips, 1,183 Saturday midday peak hour trips, and 7,938 weekday total trips.

Site access will be provided via the future northern leg of the intersection at Pioneer Street and 56th Place and a right-in/right-out along the western site boundary (N. 53rd Ave.). The future extension of Pioneer Canyon Drive west of the site to the future N 50th Avenue (which will connect with Pioneer Street at a future roundabout to be constructed by the City) will provide alternative access to the site. The timing of this connection is unknown.

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

Findings

The following are level-of-service and queuing findings from the revised TIA:

Level-of-service: all intersections are forecasted to operate in compliance with City and WSDOT level-of-service standards. However, pursuant to the SEPA review of impacts of site trips, there are some queuing issues where the queues may exceed 200 feet in length (translated into eight or more vehicles queued up approaching an intersection), may exceed available storage, may leave insufficient stopping distance approaching the back of queue.

For site development Phase 2 (2024, Costco), peak vehicle queues are generally less than 200 feet on all intersection approaches with the following exceptions:

- I-5 NB off ramp intersection with Pioneer: northbound left (225-350 feet), westbound through (225 feet)
- I-5 SB off-ramp intersection with Pioneer: eastbound and westbound throughs (200 feet)

For site development Phase 3 (2029, buildout of Costco/URTC site):

- I-5 NB off ramp intersection with Pioneer: northbound left (300-500 feet), westbound through (250 feet)
- I-5 SB off ramp intersection with Pioneer: eastbound and westbound through (200-225 feet)
- 56th Avenue/Place Roundabout: westbound approaching roundabout (350-420 feet).

Additionally, the traffic volumes for the Pioneer Street intersection with Site Access A (53rd Avenue) warrant a dedicated, westbound right-turn lane.

The following **conditions of approval** are recommended based on a review of the traffic impact study and site plan:

1. The development shall contribute Transportation Impact Fees toward citywide impacts, to the extent that TIF are not waived under the Costco Economic Catalyst Program and DA which allows a total fee reduction up to \$2.5 million.
2. The recommended traffic operation mitigations shall be constructed, including:
 - I-5 SB Ramp / Pioneer Street –
 - Phase 2 Site Development (Costco): Restripe existing pavement to reduce westbound left-turn lane storage to 100 feet (in order to increase left turn storage for in the eastbound direction for the northbound on-ramp), and convert the existing southbound shared left/through lane to a shared left/through/right-turn lane.
 - Phase 3 Site Development (URTC): Optimize signal timing.
 - I-5 NB Ramp / Pioneer Street –
 - Phase 2 Site Development (Costco): Optimize signal timing and restripe existing pavement to extend eastbound left-turn lane storage to 175 feet.
 - Phase 3 Site Development (URTC): Optimize signal timing and widen off-ramp to extend northbound right-turn lane storage to 500 feet.
 - Pioneer Street/Site Access A (53rd Avenue) – The City will construct a westbound right-turn deceleration lane with a length of 275 feet (inclusive of a 100-foot taper). Should the right-in deceleration lane not be completed prior to Site Phase 2/Costco's occupancy, the Developer must construct a temporary right turn lane.
 - 56th Place / Pioneer Street –
 - Phase 2 Site Development (Costco): Construct the fourth (north) leg of the roundabout to provide a southbound left-turn lane and southbound shared

- left/through/right-turn lane. Modify the existing roundabout to provide circulation for dual southbound left turns.
 - Site Access E / East-West Connection (“A” Street) - Construct a westbound right-turn deceleration lane with a length of 100 feet.
 - Site Access F/ East-West Connection (“A” Street) / 56th Place - Construct a roundabout with a northbound left-turn lane and shared through/right with single lane approaches on all other legs.
3. The site shall provide external and internal pedestrian connectivity in compliance with the approved Development Agreement (Ordinance No. 1376).

Q. 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.

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

R. Q. Sanitary Sewer Service

Clark Regional Wastewater District (CRWWD) is the purveyor for sanitary sewer.

S. R. Engineering Process

Final Acceptance

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

Commercial or Industrial Acceptance

To obtain acceptance of public infrastructure for a non-residential site the following is required:

- Inspection approval of all public water lines, meter boxes, and hydrants
- Inspection approval of all public roadways, sidewalks, curb ramps, and other associated improvements.
- Inspection approval of any storm ponds or swales, or public storm mains
- A two-year maintenance bond for 20% of the cost of all public improvements
- As-built drawings in mylar, pdf, and AutoCad versions.

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

V. DECISION

The City of Ridgefield, after review and consideration of the application materials and applicable approval criteria, grants **APPROVAL** to the requested Type II Site Plan Review, a Type II Administrative Adjustment, SEPA Review with Archaeological Predetermination, and Critical Areas Review applications subject to the following **conditions of approval**:

VI. CONDITIONS OF APPROVAL

A. Planning Conditions

General planning:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements established in applicable plans, policies, regulations and standards adopted at the time of this application, including but not limited to, the Ridgefield Urban Area Comprehensive Plan (RUACP), the Ridgefield Capital Facilities Plan (RCFP), the Ridgefield Development Code (RDC), the Ridgefield Engineering Standards for Public Works (Engineering Standards), current water and sanitary sewer plans, and the Stormwater Management Manual for the Puget Sound Basin (Puget Sound Manual).
2. Pursuant to RCW 27.53.060 it is unlawful to remove or alter any archaeological resource or site without having obtained a written permit from the Washington State Office of Archaeology and Historic Preservation. Upon any discovery of potential or known archaeological resources at the subject site prior to or during on-site construction, the Developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-four hours from the time of discovery, the City of Ridgefield Community Development Department of said discovery.
3. The applicant shall comply with the requirements in the ECY SEPA comment letters dated January 4, 2023 and January 31, 2023.
4. The applicant shall maintain all landscaping per RDC 18.725.090.
5. Any future service area location and screening shall be constructed in accordance with the standards of RDC 18.230.050.G.
6. Any future fencing shall be constructed in accordance with the standards found in RDC 18.740 and 18.230.100.

7. Any future outdoor storage, seating and events shall conform to the standards of RDC 18.230.110 and obtain necessary permitting/approval.

Prior to building permit approval:

8. Prior to building permit approval, the applicant shall coordinate with the Ridgefield Building Department and apply for the necessary permits.

Prior to final occupancy:

9. Prior to final occupancy, the applicant shall install all required site landscaping per approved plans.
10. Prior to final occupancy, all pedestrian crossing of drive aisles shall be marked in compliance with the approved Development Agreement (Ordinance No. 1376).
11. Prior to final occupancy, the applicant shall install all required parking area landscaping per approved plans.
12. Prior to final occupancy, all proposed lighting shall be installed on the site shall be shielded and aimed downward to prevent light trespass.

B. Engineering Conditions

1. Prior to engineering approval, the applicant shall demonstrate that the off-street loading spaces comply with the dimensional standards in RDC 18.720.050.D.
2. As a condition of approval, an engineering modification shall be submitted for the modification of N 53rd Ave.
3. As a condition of approval, Trail T-13 shall be located in a mutually agreeable easement area in general alignment shown in the city's parks and trails capital facility plan. This will be determined during Engineering Plan review. The proposed trail must meet all requirements of a type 3 trail with a 8-10 feet paved width located in a 20-foot easement. Additionally, as part of the Signing and Striping plans as part of the Engineering Plan set, the applicant will need to show how the proposed Pioneer Canyon Drive will accommodate a crossing for the trail.
4. As a condition of approval, driveways shall be aligned wherever possible with existing driveways on the opposite side of the street.
5. 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 Access and Maintenance easement dedicated to the City of Ridgefield.
6. As a condition of approval, all fire flow testing must be completed by the applicant with City of Ridgefield and Clark Cowlitz Fire Rescue personnel present.

C. Transportation Impact Conditions

1. The development shall contribute Transportation Impact Fees toward citywide impacts, to the extent that TIF are not waived under the Costco Economic Catalyst Program and DA which allows a total fee reduction up to \$2.5 million.
2. The recommended traffic operation mitigations shall be constructed as noted below. They are cumulative based on completion of mitigation for the prior site development phase:
 - o I-5 SB Ramp / Pioneer Street –
 - Phase 2 Site Development (Costco): Restripe existing pavement to reduce westbound left-turn lane storage to 100 feet and convert the existing southbound shared left/through lane to a shared left/through/right-turn lane.

- Phase 3 Site Development (URTC): Optimize signal timing.
 - I-5 NB Ramp / Pioneer Street –
 - Phase 2 Site Development (Costco): Optimize signal timing and restripe existing pavement to extend eastbound left-turn lane storage to 175 feet.
 - Phase 3 Site Development (URTC): Optimize signal timing and widen off-ramp to extend northbound right-turn lane storage to 500 feet.
 - Pioneer Street/Site Access A – The City will construct a westbound right-turn deceleration lane with a length of 275 feet (inclusive of a 100-foot taper). Should the right-in deceleration lane not be completed prior to Costco’s occupancy, the Developer must construct a temporary right turn lane.
 - 56th Place / Pioneer Street –
 - Phase 2 Site Development (Costco): Construct the fourth (north) leg of the roundabout to provide a southbound left-turn lane and southbound shared left/through/right-turn lane. Modify the existing roundabout to provide circulation for dual southbound left turns.
 - Site Access E / East-West Connection (“A” Street) – Construct a westbound right-turn deceleration lane with a length of 100 feet (inclusive of a 40-foot taper).
 - Site Access F/ East-West Connection (“A” Street) / 56th Place – Construct a roundabout with a northbound left-turn lane and shared through/right with single lane approaches on all other legs.
 - For the mitigation involving transportation facilities owned and operated by WSDOT (Pioneer Street/ SR 501 and I-5 NB and SB ramps): prior to engineering approval, execute a reimbursable work order with WSDOT to reimburse WSDOT for staff time to review and approve the mitigation designs and signal timing modifications.
3. The site shall provide external and internal pedestrian connectivity in compliance with the approved Development Agreement (Ordinance No. 1376.

Reviewed by:

James Cramer, Contracted Planner

Contact: 971.230.5994, james.cramer@otak.com

Signed:



Claire Lust, Community Development Director

V. APPEAL PROCEDURES

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