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## COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642  
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### NOTICE OF FINAL SEPA THRESHOLD DETERMINATION (DNS)

#### Ridgefield Gateway Short Plat & Site Plan

File No. PLZ-22-0116

**Date:** October 19, 2022

**Proponent:** Olson Engineering

**Description of Proposal:** SEPA review for 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 constructing a 5,200 SF building on proposed lot 2 which is anticipated to be constructed once the preliminary application has been approved as well as final engineering plans. The building would contain 4,100 SF of convenience store space and 1,100 SF of carwash space. The proposed use also includes 12 fueling stations as well as 12 electric car charging stations.

**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

#### Project Proponent & Contact Persons:

Applicant: Andy Nuttbrock, Olson Engineering  
222 E Evergreen Blvd. / Vancouver, WA 98660  
Contact: 360.695.1385, [andyn@olsonengr.com](mailto:andyn@olsonengr.com)

Property owner(s): RB & EA Holmstrom Family LLC  
18212 NW 67th Ave. / Ridgefield, WA 98642  
Gatach Properties, LLC  
11010 SE Evergreen Highway / Vancouver, WA 98664

**SEPA Threshold Determination:** DNS. The DNS was issued under WAC 197-11-340(2) on September 29, 2022. The comment period has expired. Two comment letters were received.

A letter from the Department of Ecology was received on October 14, 2022. The Ecology comment letter includes standard comments and requirements pertaining to solid waste management, toxic cleanup and water quality/watershed resources. The DNS is final subject to the following **condition of approval**:

- The applicant shall comply with the requirements set forth in the Department of Ecology comment letter dated October 14, 2022, as attached.

A letter from Washington State Department of Transportation was received on October 14, 2022. The WSDOT comment letter includes information on the incorrect Level of Service (LOS) standard being addressed, TIS revisions, Sight distance consideration and access and safety. The DNS is subject to the following **condition of approval**:

- The applicant shall comply with the requirements set forth in the Washington State Department of Transportation letter dated October 14, 2022, as attached, **prior to site plan approval**.

**Responsible official:** Shana Lazzarini  
**Position/title:** Planner II  
**Address:** P.O. Box 608, 510-B Pioneer St  
Ridgefield, WA 98642

**Signature:**



Claire Lust, Community Development Director

**Issued:** October 19, 2022



STATE OF WASHINGTON  
**DEPARTMENT OF ECOLOGY**

Southwest Region Office  
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

October 14, 2022

Shana Lazzarini, Planner II  
City of Ridgefield  
230 Pioneer Street  
Ridgefield, WA 98642

Dear Shana Lazzarini:

Thank you for the opportunity to comment on the determination of nonsignificance for the Ridgefield Gateway Short Plat & Site Plan Project (PLZ-22-0116) as proposed by Andy Nuttbrock for Olson Engineering. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

**SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287**

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials.

**TOXICS CLEANUP: Sam Meng (360) 999-9587**

WSDOT ROW I-5 NB at Hwy 501 Cleanup Site (Facility Site ID: 57300) is within a quarter mile from the project area. The cleanup has started. Although the soil has been remediated, polycyclic aromatic hydrocarbons at concentrations above cleanup levels in the groundwater is still suspected.

To search and access information about these sites see <https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-sites>.

If contamination is suspected, discovered, or occurs during construction, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by sampling, the Department of Ecology must be notified. To notify Ecology, contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Sam Meng with the Toxics Cleanup Program at the Southwest Regional Office at (360) 999-9587.

**WATER QUALITY/WATERSHED RESOURCES UNIT:  
Brian Johnson (360) 624-5741**

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 stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
  - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
  - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
  - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at [Carol.Serdar@ecy.wa.gov](mailto:Carol.Serdar@ecy.wa.gov), or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

The applicant may apply online or obtain an application from Ecology's website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> - [Application](#). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Shana Lazzarini  
October 14, 2022  
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Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology  
Southwest Regional Office

(GMP:202204941)

cc: Derek Rockett, SWM  
Sam Meng, TCP  
Brian Johnson, WQ



October 14, 2022

Shana Lazzarini, Planner II  
City of Ridgefield Community Development Dept.  
PO Box 608  
Ridgefield, WA 98642

Re: SEPA DNS – Ridgefield Gateway (File No. PLZ-22-0116)  
SR 501 MP 19.70

Dear Ms. Lazzarini:

Washington State Department of Transportation (WSDOT) staff have reviewed the SEPA DNS and application materials submitted for the Ridgefield Gateway Short Plat and Site Plan Review. Approval of subsequent permits will result in the division of two existing parcels into six lots and the construction of approximately 44,000 square feet of buildings with a mix of retail, commercial and restaurant uses. WSDOT would like to address our concerns and offer the following comments.

State Route 501 is classified as a Limited Access Modified Control facility along the site's frontage. One of the parcels subject to the short plat has deeded access to SR 501. Per the attached Right of Way Plans for SR 501, a Type D access has been granted for the site onto SR 501 at Station L501 26+85.

A Type D approach is an off and on approach in a legal manner not to exceed 50 feet in width for use necessary to the normal operation of a commercial establishment. This approach shall be limited to right in, right out movements only. There is an existing curb cut for the deeded access in the sidewalk along the north side of SR 501. Be advised that if modification to the existing access is necessary, technical review, permitting and inspection by WSDOT staff will be required.

While the site has deeded access directly onto SR 501, the site should be designed and developed to facilitate connections between this site and future development to the north and west of this site.

WSDOT staff have reviewed the Traffic Impact Study submitted for the proposal and offer the following comments for consideration:

- The wrong Level of Service (LOS) standard was attributed to SR 501. This area is currently categorized as rural, so the correct LOS standard is C. Please refer to the mapping at <https://geo.wa.gov/datasets/WSDOT::wsdot-level-of-service-standard-for-state-routes/explore> for additional information.

- The TIS identifies the construction of a westbound right turn lane as a part of this project, but a warrant analysis has not been conducted. WSDOT is unable to accept unwarranted improvements within WSDOT right of way. Therefore, WSDOT requests that a warrant analysis be completed for the proposed westbound right turn lane.
- Sight distance at the site access should be considered and protected when determining the placement of business signage or intersection signs.
- As the access entering the development is a new intersection, an Intersection Control Evaluation (ICE) is required. Please contact Courtney Sell, WSDOT SWR Traffic, at [SellCo@wsdot.wa.gov](mailto:SellCo@wsdot.wa.gov) to discuss the scope of the ICE for this project.
- Please complete a safety analysis in accordance with the WSDOT Safety Analysis Guide. For developer-initiated projects, Section 7.2.1 *Mobility Improvement* is used as a baseline layout for the safety analysis and refers to Chapter 6.9 as the methodology for non-preservation projects.

For this project, WSDOT is looking for:

- Five-year crash data from 1/1/2017 to 12/31/2021;
- HSM predictive method for all state highway intersections being analyzed using the AASHTO HSM spreadsheets;
- Identify target crash types or human factors contributing to the crashes, if any;
- Summarize all fatal or serious injury crashes, as well as bike and pedestrian crashes per Target Zero goal; and
- Determine how safety will be affected by any proposed alternatives or countermeasures using the HSM predictive method or Crash Modification Factors. If no countermeasures are proposed, explain why.

Please contact Courtney Sell, WSDOT SWR Traffic, at [SellCo@wsdot.wa.gov](mailto:SellCo@wsdot.wa.gov) if you have any questions regarding the scope of the safety analysis or how to use any of the safety analysis tools referenced above.

- Given the close proximity of the site access to the I-5 interchange, additional analysis at the ramps should be undertaken to verify that the I-5 mainline is not impacted. This analysis should consider weaving, safety, queuing from the ramps, and speeds/throughput on I-5
- Be advised that use of the most recent version of Synchro (version 11 rather than 10) is preferred.
- In lieu of using Synchro, Sidra is the modeling software preferred by WSDOT for analysis of roundabouts. This is particularly significant as WSDOT's roundabout capacity, Level of Service (LOS) and delay methodology (all modifiable in Sidra) differ considerably from the Highway Capacity Manual (HCM) standard methodology. As Synchro was used to analyze the roundabouts in this study, the modeled performance of the roundabouts is

unrealistically poor due to the use of HCM 6 methodology. Please refer to the WSDOT Sidra Policy (<https://wsdot.wa.gov/sites/default/files/2021-03/TrafficOps-WSDOTSidraPolicyAndSettings.pdf>) for additional details.

- For Intersections 1 and 2, the Recall Mode and FDW times are incorrect. Please revise in accordance with the existing signal timing and phasing.

If this development will require work within WSDOT right of way, WSDOT will require that the developer enter into a developer agreement with WSDOT. The Developer Agreement is a contract between WSDOT and the developer, stating each party's rights and responsibilities and describing the proposed work. It typically includes a standard agreement form, right of way plan sheet(s), and a complete set of specifications and engineering plans. Any alteration to the standard wording on the pre-printed developer agreement form must be approved by the Attorney General's office prior to execution of the agreement.

The stormwater generated from any additional impervious surface created within WSDOT right of way will need to be treated for quantity and quality within WSDOT right of way or an approved municipal system. This may require that the developer donate additional right of way to WSDOT to accommodate the stormwater treatment facilities. Hydraulic calculations and plans must be submitted for WSDOT review and approval. The drainage plans and calculations will need to meet the requirements set forth in the WSDOT Hydraulics Manual (Engineer Publication M23-03) and the Highway Runoff Manual (Engineer Publication M31-16). The applicant, prior to being granting final approval for this project, should provide documentation that WSDOT's drainage requirements have been satisfied to the permitting agency

Please be advised that WSDOT is required to be reimbursed by agreement for our actual direct and related expenses associated with this project. All work performed within the WSDOT right of way will require our technical review, permits, inspection and approval by WSDOT prior to construction. This reimbursable agreement must be in place prior to WSDOT reviewing any plans submitted for approval.

WSDOT will require the following for all work within WSDOT right of way:

- Proposed changes to State facilities must be designed to current WSDOT standards and specifications.
- Plans must be reviewed and accepted by WSDOT prior to beginning work.
- Engineering calculations, plans and reports submitted for review and approval must bear the seal and original signature of a professional engineer licensed in the State of Washington.
- Copies of all environmental documentation required of this project by any local, State, or Federal jurisdiction. Failure to provide this documentation may result in a substantial delay of approval by WSDOT.
- Construction must be done in accordance with the current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction manual.
- Construction inspection will be performed by WSDOT at the developer's expense.




Due to the proximity of this proposal to SR 501 and Interstate 5, WSDOT will require that lighting installed by the applicant must be of an appropriate wattage and be shielded and/or directed according to RCW 47.36.180 to avoid any glare to the motorists on the highway.

These comments are based on a preliminary review of your project. As this project progresses, there may be need for additional information by this department for further review. There may be other issues and requirements by this department that are not stated here. Other issues or requirements may include, but are not limited to, drainage, illumination, access, signing, and channelization. *This review does not constitute final approval by WSDOT.*

Thank you for the opportunity to comment on the above referenced project. If you have any questions or need additional information, please contact me at [BassD@wsdot.wa.gov](mailto:BassD@wsdot.wa.gov) or at 360-831-5829.

Sincerely,

A handwritten signature in black ink that reads "Dylan M. Bass". The signature is written in a cursive style with a large initial "D".

Dylan Bass  
Development Review Planner  
WSDOT Southwest Region

Encl: I-5 Ridgefield Jct. Right of Way Plans, Pages 4 and 8 of 9

Cc: Jeff Barsness  
Laurie Lebowsky-Young



