



**RIDGEFIELD PLANNING COMMISSION
MEETING AGENDA**

**Wednesday, February 3, 2021
Teleconference
N/A, Ridgefield, WA 98642**

- I. GENERAL SESSION CALL TO ORDER - 6:30 PM**
 - 1. Roll Call**
 - 2. Late changes to the agenda**
- II. PUBLIC COMMENT**

Anyone requesting to speak to the Commission regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and address. Comments are limited to three minutes. Written comments may be submitted to the Clerk prior to the meeting.
- III. CONSENT AGENDA**
 - 1. Approval of Minutes from Wednesday, 1/6/21 Meeting**
- IV. BUSINESS**
- V. PUBLIC HEARING**
 - 1. Drive-Through Code Updates - Claire Lust, Community Development Director**
- VI. STAFF REPORTS**
- VII. FROM THE COMMISSION**
- VIII. ADJOURN**

**Planning Commission Agenda Packet is available at the following link:
<http://ridgefieldwa.iqm2.com/Citizens/>**



CITY OF RIDGEFIELD, WASHINGTON
Planning Commission MEETING MINUTES
January 6, 2021

Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM

ROLL CALL - [6:30 PM](#)

Attendee Name	Title	Status	Arrived
Jerry Bush	Commissioner	Late	7:18 PM
Stan Okinaka	Commissioner	Present	
Paul Young	Commissioner	Present	
Patrick Flynn	Chairman	Present	
Judy Chipman	Commissioner	Absent	
Gary Rightenour	Commissioner	Present	
Amanda Swenson	Commissioner	Present	

Stan Okinaka moved, seconded by Paul Young to excuse the commissioners absent from this evening's meeting. Ayes: All. Motion passed unanimously.

2. Oath of Office - Amanda Swenson - [6:31 PM](#)

Clerk, Dorothy Harrington swore in new Planning Commission Member Amanda Swenson by the reading of the Oath of Office.

Late changes to the agenda - [6:33 PM](#)

Claire Lust, Community Development Director requested a change to the agenda adding to the Business section prior to the Housing Code Updates "Follow up on the 2021 Planning Commission Work Program".

PUBLIC COMMENT - [6:34 PM](#)

There were no public comments given.

CONSENT AGENDA

1. Approval of Minutes from Wednesday, 12/2/20 Meeting

Commissioner Stan Okinaka moved, seconded by Commissioner Paul Young to approve the December 2, 2020 Minutes as presented. Ayes: All. Motion passed unanimously.

BUSINESS

1. Follow up on 2021 Planning Commission Work Program - [6:35 PM](#)

Minutes Acceptance: Minutes of Jan 6, 2021 6:30 PM (CONSENT AGENDA)

Community Development Director, Claire Lust expressed her appreciation for the Commissioners input on this item from the December 2nd meeting and followed up on the process from this point forward with the City Council.

Chairperson Flynn encouraged all the commissioners to attend the upcoming City Council Meeting where this will be discussed.

2. Housing Code Updates Outreach Summary - [6:37 PM](#)

Community Development Director Claire Lust summarized the Housing Code Update Summary and stated that the City has received Grant Funding from Department of Commerce to work on Housing Code Updates specifically aimed at increasing residential building capacity and stated that the City will be working on duplex and triplex units, process, development and design standards.

Discussion occurred on the different results between the live workshop and the online survey.

Discussion occurred on downtown development and the difficulty of developing due to the smaller established lots.

Chairperson Patrick Flynn stated that he was pleased with the number of citizens that participated in the online survey.

Discussion occurred on incentives for providing mix of housing types and the residents desires for this type of use.

STAFF REPORTS - [7:08 PM](#)

Community Development Director Claire Lust provided a presentation and summary of 2020 Development Activity for the Commission.

FROM THE COMMISSION - [7:20 PM](#)

Commissioner Paul Young stated that he was pleased of the feedback on the driveway/landscaping on the survey.

Commissioner Stan Okinaka summarized the Main Street Ridgefield kickoff tax credit incentive program to raise 90K for this year. He also advised the Commissioners of a grant received from Vancouver Chamber of Commerce and another Grant being applied for from the 100 Men of Clark County organization.

Commissioner Swensen expressed her gratitude on being part of the Commission.

Chairperson Patrick Flynn expressed the importance on the attendance of the Planning Commission at the April Meeting.

ADJOURN - [7:30 PM](#)

Dorothy Harrington

Patrick Flynn

Minutes Acceptance: Minutes of Jan 6, 2021 6:30 PM (CONSENT AGENDA)

**CITY OF RIDGEFIELD
PLANNING COMMISSION PUBLIC HEARING**

MEETING DATE: February 03, 2021

ITEM:

AGENDA ITEM TITLE: Drive-Through Code Updates

GOVERNING LEGISLATION:

RCW 36.70A – Growth Management – Planning by Selected Counties and Cities

SUMMARY/BACKGROUND:

Within the Ridgefield city limits, there is a significant amount of undeveloped commercial land, including several major sites at the Interstate 5 junction totaling approximately 220 acres. The Ridgefield Development Code (RDC) provides some standards for the orientation and design of drive-through facilities in commercial zones, but not for the density of such facilities. Given the large amount of developable commercial land in the City and the stated purposes of the commercial districts related to variety of uses, site design, compatibility with surrounding neighborhoods, and pedestrian amenities, it is an opportune time to reevaluate the development standards for commercial drive-through facilities.

On November 19, 2020, City Council adopted Ordinance No. 1335 adopting a moratorium within the corporate boundaries of the city on the filing, acceptance, processing, and/or approval of applications or permits for any new drive-through facility. On December 17, 2020, City Council held a public hearing on the emergency moratorium on drive-through facilities as required per RCW 35A.63.220. The maximum length of the moratorium is six months from the date of adoption.

Council directed staff to study and draft updates to the RDC related to drive-through facility development standards prior to lifting the moratorium. The enclosed draft code updates consider the following questions:

- In the Ridgefield Junction Subarea, what is an appropriate upper limit on total drive-through facilities?
- For individual developments, how can orientation and design standards limit the impact of drive-through facilities?
 - o How can drive through facilities be oriented to minimize vehicle and pedestrian traffic conflicts?

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- How can code standards reduce the incidence of drive-through lanes between the building and the public sidewalk/street?

The purpose of this meeting is to gather feedback from the public and from Planning Commission for ways to improve the proposed code updates, and for Planning Commission to make a recommendation to City Council.

MOTION AND RECOMMENDATION TO CITY COUNCIL:

“I move to recommend [approval as presented/approval as amended/denial] of the drive-through code updates to City Council.”

PROCESS:

City Council will hold a first reading and public hearing on the proposed drive-through code updates on February 11, 2021. Council may choose to hold a second reading on February 25, 2021, or waive the second reading and take action on February 11. If Council votes to adopt the drive-through code updates, the moratorium established through Ordinance No. 1335 will be lifted concurrently.

STAFF CONTACT:

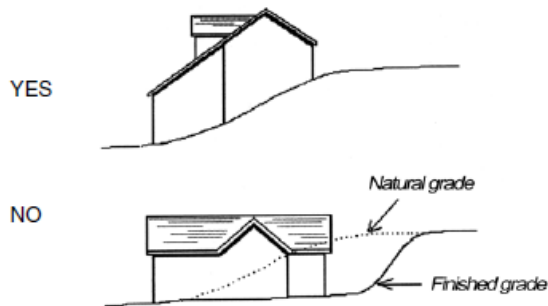
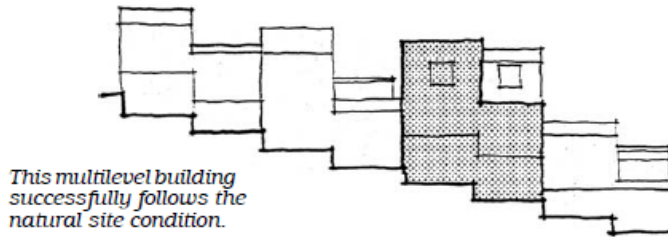
Claire Lust, Community Development Director

ATTACHMENTS:

18.230.050__Site_planning_Draft Updates_01272021 (DOC)
 Ridgefield Junction Subarea (DOCX)
 Case study_Wilsonville OR drive throughs v2 (DOCX)
 Case study_Woodburn OR drive throughs (DOCX)

18.230.050 - Site planning.

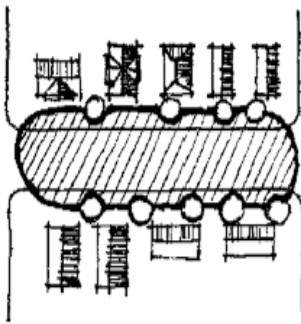
- A. Topography. Site design should preserve and maximize the use of natural features and reduce adverse impacts on existing natural features.
1. Retain natural topography to the extent practicable by designing buildings and parking lots to fit natural slopes.



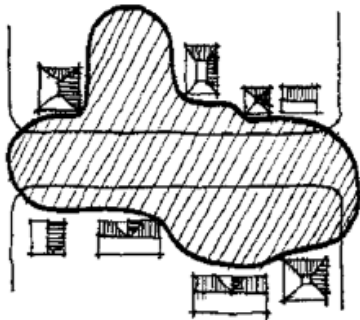
2. The grade difference between building entrance and nearest public right-of-way shall not exceed ten feet, and intervening setback shall not exceed a slope of 1:1.
 3. Retaining walls shall not exceed six feet high to promote more gradual, terraced development working with the natural slopes.
- B. Types of street frontage. Development standards are differentiated based on two types of street frontages:
1. Pedestrian streets. Pedestrian streets include all collectors, as classified in the city's transportation capital facilities plan, and all local streets. Pedestrian streets 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.
 2. Major corridors. Major corridors include all arterials and minor arterials, as classified in the city's transportation capital facilities plan. Major corridors are intended to serve primarily as vehicular access routes with less pedestrian activity, where medium to large-scale commercial development is anticipated.
- C. Street frontage.

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

Consistent streetfront setback produces organized spatial enclosure.

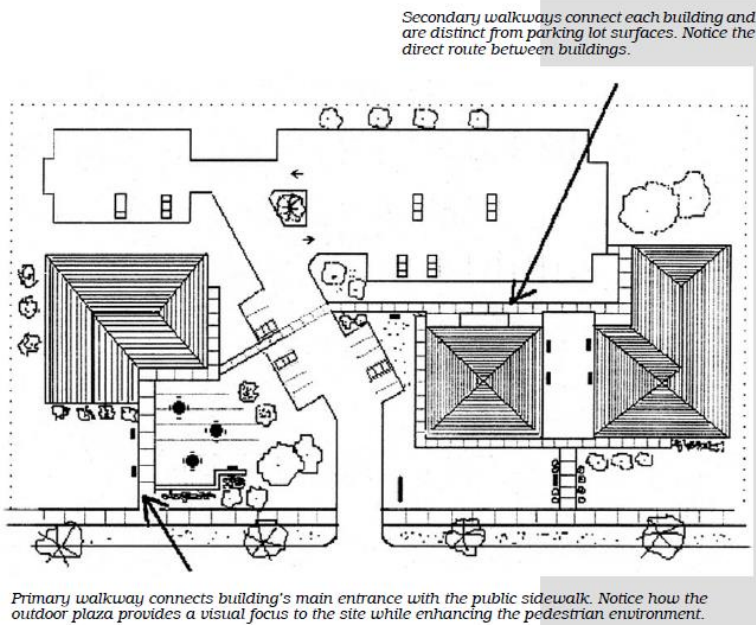


Inconsistent setback and site design produces irregular and often incoherent enclosure.



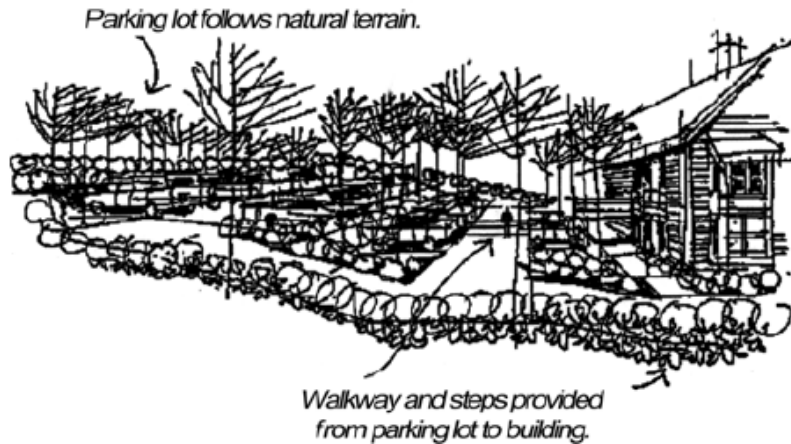
- a. Enhanced landscaping buffers may be substituted as an alternative to buildings and/or common open space to satisfy this standard provided the enhanced landscaping buffer extends the full distance from the property line to the maximum setback line and is developed to an L4 standard.
- b. On sites that incorporate a slip lane parking lot as allowed per RDC 18.230.080.C, buildings and/or common open space must be placed within the minimum and maximum setback area as measured from back edge of the required sidewalk between the parking area and the interior of the site.

3. For developments located on a corner lot where at least one street frontage is a pedestrian street, buildings and/or common open space must be placed within the minimum and maximum setback area along both street frontages for a minimum of one hundred feet or twenty-five percent of the street frontage length, whichever is less, beginning from the corner of the lot, excepting any portion of the street frontage encumbered by critical areas or significant vegetation. Sites must also meet the overall requirement for buildings and/or common open space along the site's street frontage in subsections (1) and (2) above, and may count buildings and/or common open space developed under this subsection towards the overall requirement.
 4. The area between the property line and the buildings and/or common open space, with the exception of any pedestrian connections, shall be fully landscaped to an L2 standard.
- D. Pedestrian Connectivity. Sites shall establish internal and external pedestrian connections throughout the development.
1. Provide an external pedestrian connection between the building's primary entrance and the primary frontage street.
 2. Provide internal pedestrian connections between individual buildings, though parking areas, and between parking areas and buildings, superseding requirements for pedestrian access corridors per RDC 18.720.040.C.5. Public sidewalks may be considered part of the internal pedestrian circulation system if they provide convenient connections between buildings and/or parking areas.
 3. For large development sites over two acres, the combined external and internal pedestrian connection system shall provide cross-circulation functionally equivalent to a street grid by providing through connections no less than every five hundred feet.
 4. Internal and external pedestrian connections must meet all of the following requirements:
 - a. Provide connections via the most direct route.
 - b. Separate pedestrians safely from motor vehicle traffic, except for crossings of vehicle travel ways.
 - c. Be a minimum of five feet wide. External pedestrian connections shall be a minimum of eight feet wide for developments with a ground floor area in excess of twenty thousand square feet.
 - d. Be well lit with pedestrian-scale lighting at a level averaging at least two foot candles and with free-standing or building-mounted lighting fixtures mounted no higher than fourteen feet.
 - e. Be accented with landscaping buffers a minimum of five feet wide including trees a minimum of every twenty-five feet, shrubs at the rate of one per twenty square feet of landscaped area, and groundcover sufficient to provide at least eighty-five percent coverage of the landscaped area. One side of all pedestrian connections must be landscaped except for crossings of vehicle travel ways.
 - f. Use concrete or other approved unit-paving surfaces distinct from parking lot surface by texture, pattern, and/or color to differentiate and maximize the visibility of the pedestrian path. Path shall be elevated six inches above parking lot grade except for crossings of vehicle travel ways. Superficial treatments such as painted pedestrian paths are not sufficient to meet this requirement. Paint may be used only in combination with other techniques.
 - g. Crossings of vehicle travel ways shall be well articulated with pavement markings, pedestrian warning signs, and lighting.



E. Building entrances.

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



3. Buildings along major corridors are encouraged to have a primary entrance facing the street providing primary access to the site. As an alternative, the primary entrance may face a parking area or secondary access street provided that a secondary entrance is provided that faces the street providing primary access to the site. A secondary entrance shall be built to the sidewalk's edge or be connected to the sidewalk with a direct external pedestrian connection.
- F. Outdoor common areas. Common areas encourage outdoor activities and leisure in outdoor spaces associated with commercial development. For developments with five thousand square feet or more gross floor area, excluding area of garages, warehouses and similar unheated support structures, outdoor common areas equal to five percent of the gross floor area is required.
 1. The minimum size for a common area is two hundred fifty square feet, with a minimum dimension of ten feet. Fewer, larger common areas are strongly preferred over multiple, smaller common areas.
 2. Common areas shall be in high pedestrian traffic locations within the development such as along street frontages, on lot corners, along internal or external pedestrian connections, or near building entrances. Common areas shall not be located in isolated or undevelopable space where low pedestrian traffic is anticipated.
 3. Common areas must be accessible to users of the site but do not need to be made accessible to the general public.
 4. Common areas must be accessible by internal and/or external pedestrian connections.
 5. Common areas shall be developed as one of, or a combination of, the following:
 - a. Patio, deck or balcony attached to building, provided area can be accessed from the building's exterior.
 - b. Plaza with colored or textured pavement surface, e.g., brick, stone, exposed aggregate concrete or colored and textured concrete. To provide pattern and enhance the texture of the pavement, any concrete surfaces shall be scored or otherwise divided into smaller sections.
 - c. Landscaping areas of grass, trees, shrubbery and flowers, combined with paths and pavement areas for tables and/or benches.
 - d. Other similar areas approved by the planning director.

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

ENCOURAGED

Commercial grade market umbrella.



DISCOURAGED

Lightweight household umbrella.

7. Pedestrian-scaled lighting is required at a level averaging at least two foot candles throughout the area. Lighting may be free-standing or building-mounted and shall not be mounted higher than fourteen feet.
8. The following are not allowable as part of outdoor common areas:
- Asphalt pavement.
 - Adjacent and unscreened chain link fences, dumpsters or service areas.
 - Unscreened blank walls.
9. Active use of outdoor common areas is encouraged provided it does not impede pedestrian flow along adjacent pedestrian connections or public sidewalks. Allowed activities within common areas, subject to area limitations in RDC 18.230.110, include:
- Food or flower carts, limited to one portable food or flower cart for common areas less than one thousand square feet and two carts for common areas one thousand square feet or greater. Carts must be portable and be stored away after hours.
 - Temporary art displays or performances.
 - Outdoor sales such as a sidewalk sale or farmers market. Commercial activity by vendors with no permanent indoor vending space on the property must be reviewed through either site plan review for recurring uses per RDC 18.500 or temporary use review consistent with RDC 18.205.015(F).
 - Outdoor seating.
 - Transit stops, coordinated with transit service provider.
 - Similar active uses as determined by the Planning Director.
- G. Service areas shall be located and screened to minimize negative visual impacts from the public right-of-way, within the site, and from adjacent users.

1. Loading areas, service areas, and outdoor storage areas shall be located in the areas of the site least visible from the public right-of-way and on-site pedestrian connections, typically in the rear or sides of the building, and shall be screened from view by a fence, landscaping to a value of eighty percent year-round opacity, or a combination of both. Fences shall be masonry or similar materials, and shall not be chain link.
 2. Garbage collection and recycling areas, not including individual trash receptacles for public use, must be in an enclosed area and located in the areas of the site least visible from the public right-of-way and on-site pedestrian connections, typically in the rear or sides of the building. Enclosures should be complementary in design to the main buildings, and shall be constructed of fencing, walls, landscaping to a value of eighty percent year-round opacity, or a combination. If used, fences shall comply with RDC 18.230.100.
 3. Mechanical units, utility equipment, elevator equipment, and telecommunication equipment located on the roof shall be grouped together and incorporated into the roof design. Such equipment located on the ground shall be screened from adjacent pedestrian connections or sidewalks by a fence or landscaping to a value of eighty percent year-round opacity. If used, fences shall comply with RDC 18.230.100.
- 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.
1. The requirements of this subsection shall apply to all drive-through restaurants, banks and credit unions, ~~dry cleaners, and other similar uses. Espresso stands that are less than five hundred square feet in floor area and do not have an indoor customer area, or gas stations, car washes, oil and lube facilities, pharmacy windows accessory to a permitted primary use, and freestanding drop boxes for, including, but not limited to, voter ballots, library books, and mail (both private and public carriers), and other similar uses, shall be exempt from the requirements of this subsection.~~
 2. The total number of drive-through facilities is limited as follows:
 - a. In the Ridgefield Junction Subarea, a maximum of 15 total drive-through facilities are permitted.
 3. Multiple drive-through facilities on a site shall be clustered to optimize traffic flow and minimize conflict between drive-through and non-drive-through uses. Shared facilities where multiple businesses use one drive-through lane are encouraged.
 4. Drive-through queuing (stacking) lanes shall have a capacity of six spaces as measured from the pickup window. This amount may be adjusted, higher or lower, if peak average monthly volume for the business (or similar businesses) shows a need for a different amount of queuing spaces, as documented by the applicant.
 5. Developments creating ten or greater PM peak hour trips are subject to a traffic study, requiring the applicant to demonstrate that intersections will support the traffic generated by drive-throughs, or will be improved to support the traffic generated by drive-throughs. Proposals are also subject to review by the City Engineering for safe ingress and egress.
 6. On sites with one building, drive-through lanes shall not be located between the building and the street. One sites with multiple buildings, drive-through lanes shall not be located between the building and the street unless the Planning Director determines such location is not feasible because of lot geometry or access. In situations where drive-through lanes must be located between the building and the street with no feasible alternative;
 - a. Drive-through facilities with lanes located between the building and the street may occupy no greater than 50 percent of each of a site's street frontages.
 - b. Additional screening and landscaping meeting the requirements in (7) shall be required.
 - c. The maximum setback from the street may be increased to accommodate the drive-through lane and screening subject to an application for an administrative adjustment or variance meeting the requirements of RDC 18.350.

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d. The building entrance requirements in RDC 18.230.050.E.2-3 are waived.

7. Pedestrian crossings of drive-through lanes shall be minimized and where necessary, shall be clearly marked and shall meet requirements for pedestrian connections in RDC 18.230.050.D. Likewise, signs and other visual cues shall be provided to alert drive-through users of the pedestrian crossing.
8. Drive-through lanes shall be screened to obscure the vehicles and to keep the drive-through vehicle headlights from shining onto public rights-of-way and adjacent properties. A ten-foot wide L4 landscaping buffer incorporating shrubs with a mature height of at least six feet or equivalent treatment incorporating landscaping, decorative walls, berms, and/or fencing shall be required between any drive-through lanes and adjacent properties or public rights-of-way.
9. Outdoor seating areas shall not be adjacent to drive-through lanes unless shielded by a ten-foot wide L4 landscaping buffer incorporating shrubs with a mature height of at least six feet or equivalent treatment incorporating landscaping, decorative walls, berms, and/or fencing. Buffers, fences and walls must be designed so they do not result in poor visibility for, and of, pedestrians crossing the drive-through lane or vehicles exiting the drive-through lane.

(Ord. No. 1108, § 2, 7-26-2012; Ord. No. 1178, § 2(Exh. A), 2-12-2015; Ord. No. 1220, § 2(Exh. A), 10-27-2016; Ord. No. 1296, § 2(Exh. A), 10-10-2019)

18.235.060 - Special provisions for the Ridgefield Mixed-Use Overlay (RMUO).

C. Uses

1. The use regulations for the underlying zone for permitted, limited, conditional and prohibited uses in RDC 18.205 shall apply with the exceptions and additions noted in this section. Use categories are as defined in RDC 18.100 unless otherwise defined or amended in this section.
2. The following additional uses are allowed as permitted uses under the RMUO overlay:
 - a. On RMUO sites with CRB, CCB, CNB base zoning:
 - i. Single-family attached residential meeting the standards of RDC 18.220.140.
 - ii. Cottage homes meeting the standards of RDC 18.210.150. All other single-family detached residential uses are prohibited.
 - iii. Home occupation.
 - iv. Multifamily residential.
 - v. Hotel and motel.
 - vi. Community recreation and social facility.
 - vii. Conference center.
 - viii. Nursing and personal care facility.
 - ix. Self-storage. Must be located on a RMUO site with residential use, limited to no more than twenty percent of the gross site area, and located to the rear or side of the site such that it does not occupy more than twenty percent of the street frontage. All other Warehousing uses are prohibited.
 - x. **Drive through** uses, limited to one, single lane, **drive through** for each fifteen acres of an RMUO site.

H. Site Design Standards.

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1. Development under the RMUO shall comply with the site design standards in RDC 18.230.050 for commercial districts, with the following exceptions:
 - a. In lieu of compliance with RDC 18.230.050.F, open spaces shall be developed consistent with RDC 18.235.060.J.
 - b. All references to fence regulations in RDC 18.230.100 listed in RDC 18.230.050.G shall instead reference the fence regulations in RDC 18.235.060.P.
 - c. **Drive through** uses permitted as part of an RMUO development shall not be visible from a public street exterior to the overall site.
- N. Off-Street Parking and Loading. All off-street parking and loading shall comply with the standards of RDC 18.720, with the following exceptions:
 1. Parking requirements for the RMUO site shall be calculated separately for the proposed uses under RDC 18.720.030 but the applicant is encouraged to develop a plan for joint use of facilities under RDC 18.720.020.B. to reduce the total amount of parking needed. The planning director shall consider the mixed-use nature of the site and the potential for users of the site to access more than one use without generating additional parking needs when reviewing the joint use of facilities proposal.
 2. On-street parking on public streets adjacent to the development may be counted towards the minimum required parking spaces under RDC 18.720.030.
 3. Slip lane parking lots are permitted along the street frontage of major corridors, as defined in RDC 18.230.050.B.2, and are exempt from the fifty percent street frontage limitation for parking lots in RDC 18.720.040.C.1.
 - a. Slip lane parking lots may consist of one, one-way drive aisle and one row of parking stalls arranged parallel or angled, meeting the dimensional standards of RDC Table 18.720.040-1. The combined width of the drive aisle and parking stalls shall not exceed forty-four feet.
 - b. Slip lane parking lots shall include a sidewalk with a minimum width of 5 feet between the parking lot and the interior of the site, running the full length of the slip lane parking lot.
 - c. Along a minimum of seventy-five percent of the length of the slip lane parking lot, buildings shall be set back no more than five feet from the back edge of the required sidewalk.
 - d. Buildings fronting the slip lane parking lot shall provide a primary pedestrian entrance directly facing the parking lot.
 - e. Where practicable, slip lane parking lots shall extend to the edge of the property line to allow seamless continuation along the adjoining properties.
 - f. Slip lane parking lots shall only be allowed if the public works director approves access onto the major corridor, which may include limitations on driveway spacing and restricted turn movements.
 4. **Drive through** aisles shall be designed to minimize impact to pedestrian connectivity from required parking areas to business entrances.
- O. Landscaping.
 1. Residential portions of RMUO sites shall provide twenty-five percent of the site area as landscaping.
 2. Non-residential portion of RMUO sites shall provide ten percent of the site area as landscaping.
 3. Total landscaping required for the project may be averaged across the site provided the requirements for the residential and non-residential portions are met and the landscaping is arranged so that there is physical and visual access from all portions of the site.

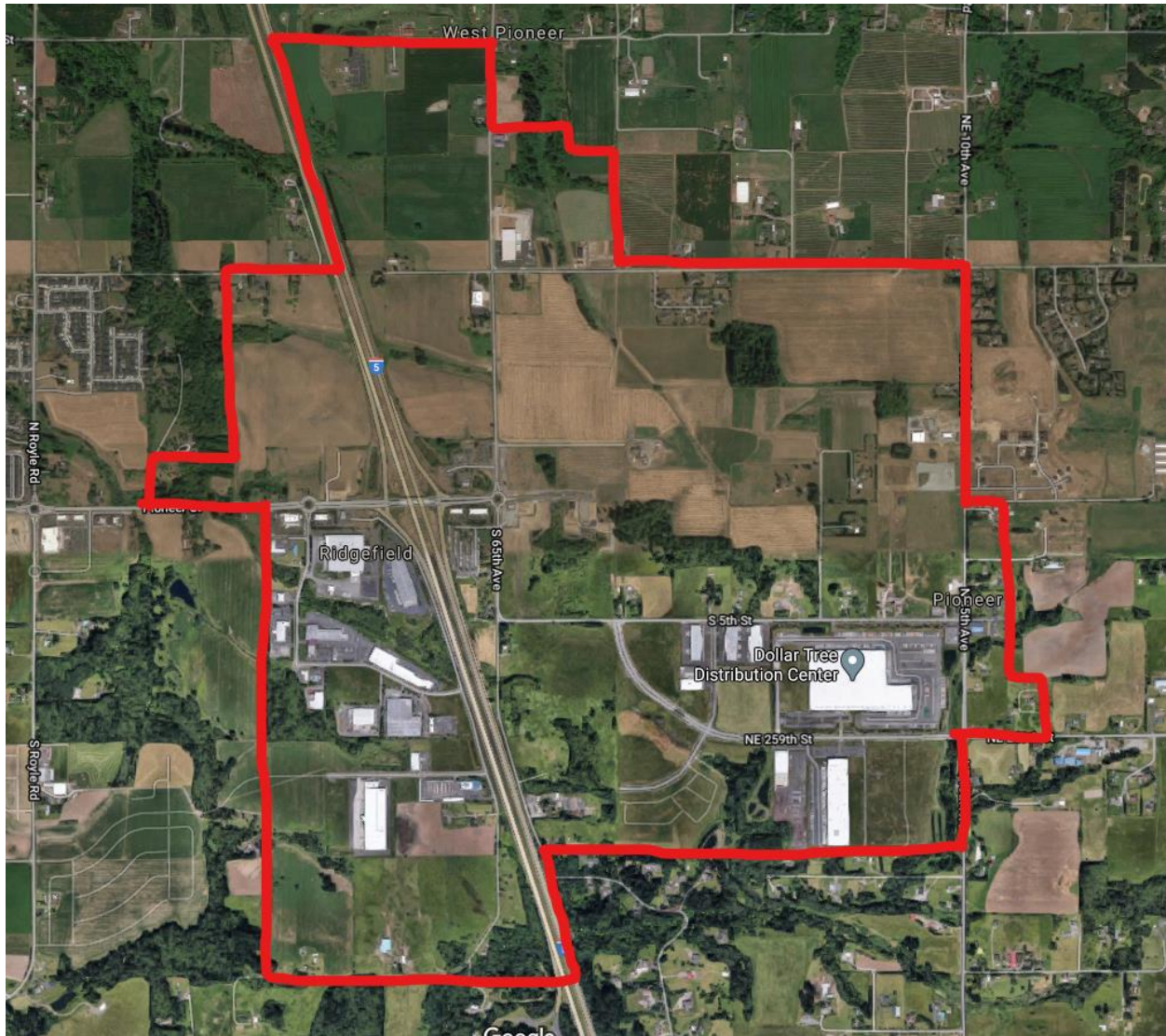
4. The exterior perimeter of RMUO sites shall include a ten-foot landscaping buffer to an L2 standard along the side and rear property lines and along any parking areas along the front or street side property lines.
5. Any natural areas to be retained as part of the required landscaping shall be maintained with their existing native vegetation and/or enhanced with supplemental plantings of native tree, shrub, and ground cover species as listed in RDC 18.830 to provide scenic, environmental and wildlife habitat value.
6. For any RMUO site which incorporates a drive through use additional landscaping shall apply. Any drive through adjacent to an exterior public street shall incorporate a ten-foot wide buffer landscaped to an L4 standard.

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(Ord. No. 1219, § 2(Exh. A), 10-27-2016; Ord. No. 1253, § 2(Exh. A), 12-7-2017; Ord. No. 1260, § 2(Exh. A), 4-26-2018; Ord. No. 1266, § 2(Exh. A), 9-13-2018; Ord. No. 1271, § 2(Exh. A), 10-11-2018; Ord. No. 1290, § 2(Exh. A), 4-25-2019; Ord. No. 1296, § 2(Exh. A), 10-10-2019; Ord. No. 1325, § 2(Exh. A), 9-24-2020)

Ridgefield Junction Subarea Commercial Land

Ridgefield Junction Subarea

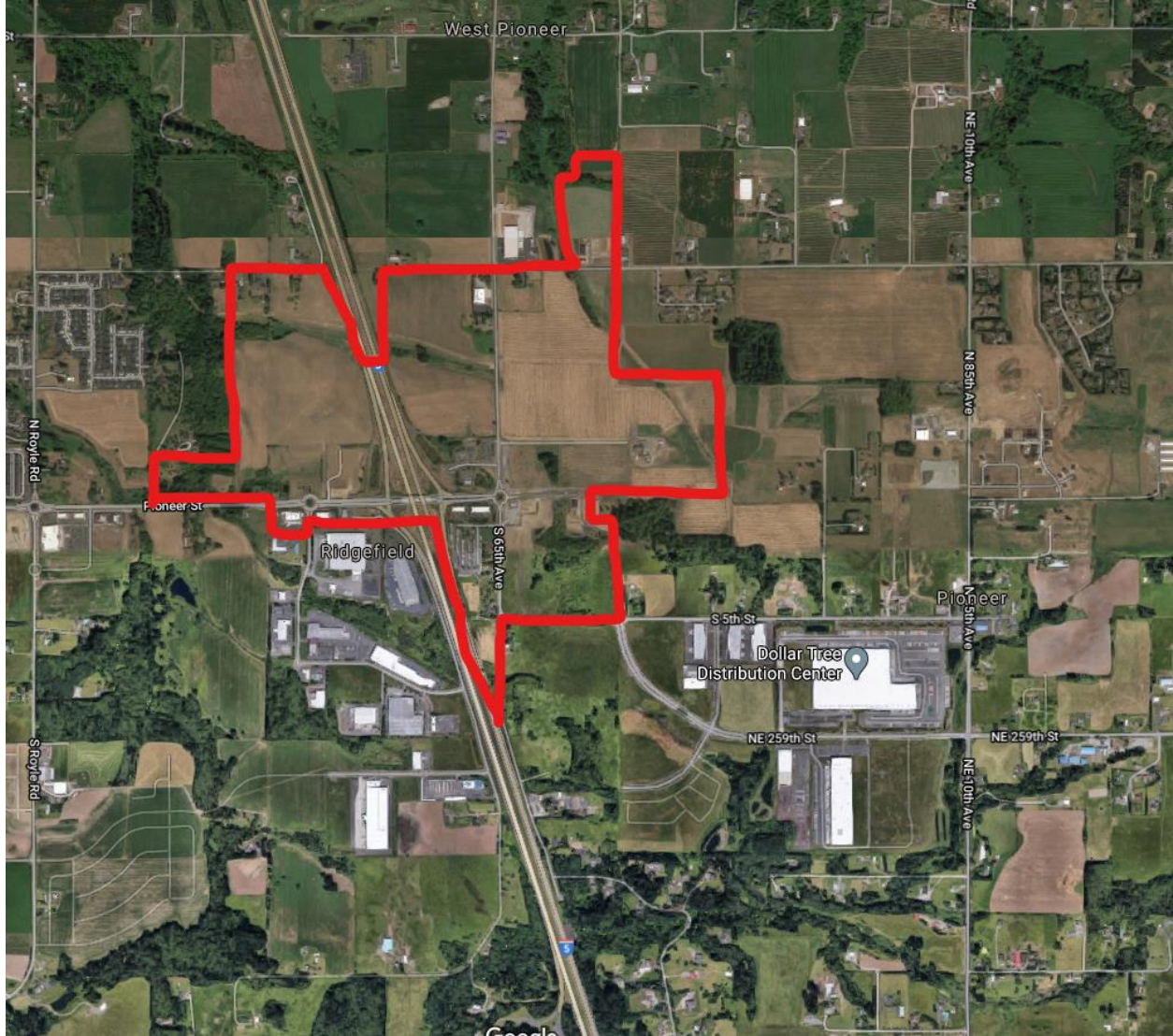


Attachment: Ridgefield Junction Subarea (Drive-Through Code Updates)

Ridgefield Junction Subarea with Commercial Zoning

Total area: approx. 396 acres

Total undeveloped area: approx. 292 acres

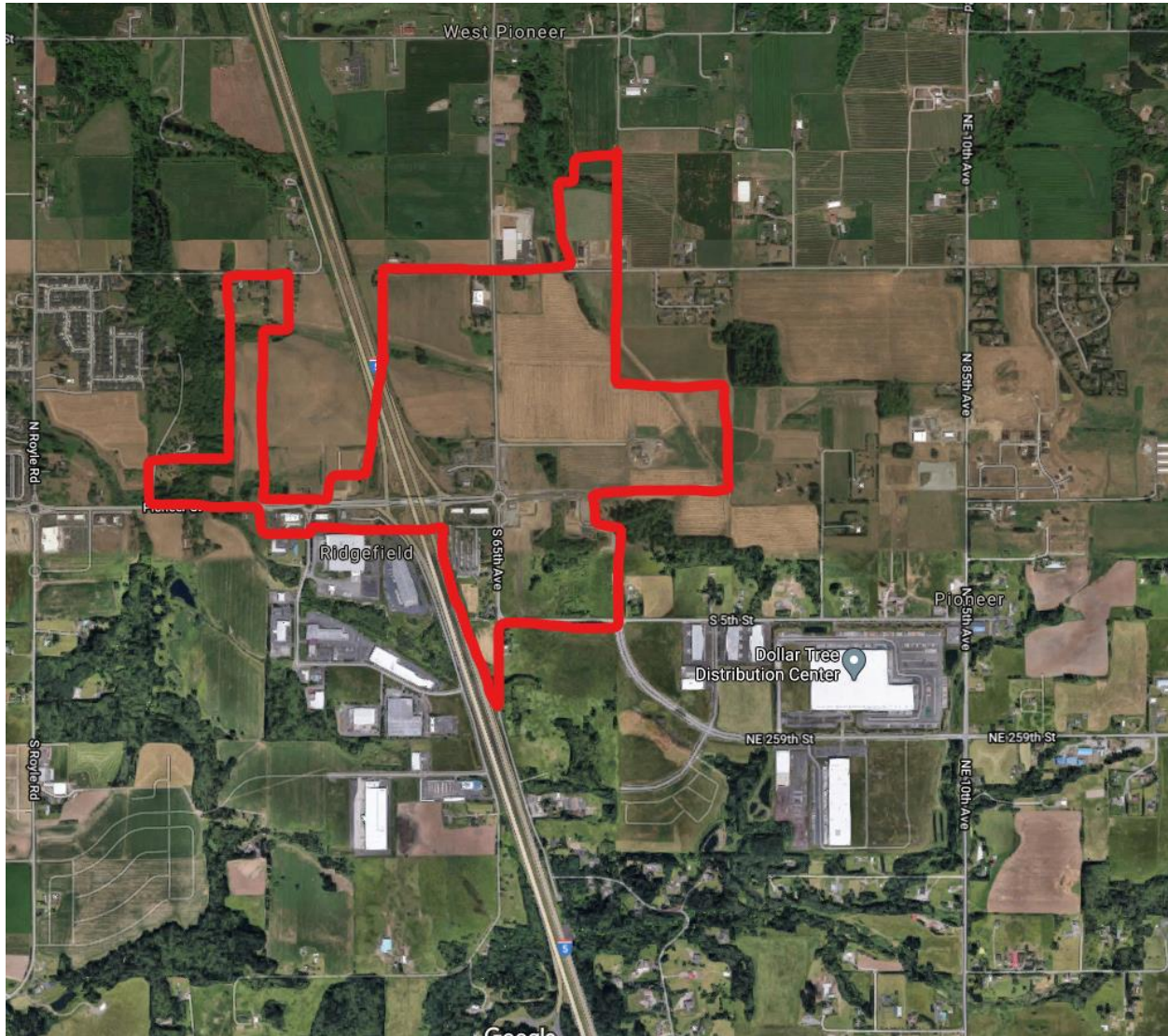


Attachment: Ridgefield Junction Subarea (Drive-Through Code Updates)

Ridgefield Junction Subarea with Commercial Zoning [excluding commercial land with the Union Ridge North Employment Mixed Use Overlay (EMUO)]

Total area: approx. 325 acres

Total undeveloped area: approx. 221 acres



Attachment: Ridgefield Junction Subarea (Drive-Through Code Updates)

Case Study: SW Wilsonville Rd, I-5 Exit 283

Interchange Area with Commercial Zoning



Summary

- Approximately 280 commercially zoned acres
- 16 drive-through facilities, 12 of which would count as drive-throughs subject to development standards under the proposed Ridgefield code.
 - o 6 restaurants
 - o 6 banks
 - o 2 drive-through pharmacies attached to large stores (Albertsons, Walgreens – not counted as drive-throughs under proposed Ridgefield code)

- 2 other (Jiffy Lube, Kiss Car Wash – not counted as drive-throughs under existing and proposed Ridgefield code)
- Approx. 1 drive-through facility per 17.5 acres of commercial zoning
- 143 businesses without drive-through facilities
- 10.1% of businesses have a drive-through

Details

Drive-throughs (16):

- Burger King
- Key Bank
- Sonic
- Walgreens Pharmacy
- Albertsons Pharmacy
- Jiffy Lube
- Wells Fargo
- Starbucks
- Wendy's
- Taco Bell
- Kiss Car Wash
- Chase Bank
- Bank of America
- Columbia Bank
- McDonalds
- US Bank

Non drive-through (143):

- PODS Moving & Storage
- Rite-Aid Dist. Center
- I-5 Mini Storage
- Brookdale Home Health
- Best Western
- Boone's Junction
- RAM Restaurant
- Baskin-Robbins
- Style Cleaners
- The Barbers
- LaJoie Chiro
- Liquor Store
- Payday Loans
- Domino's
- Hunan Kitchen
- Allstate
- Sushi Ave
- D&J Nails

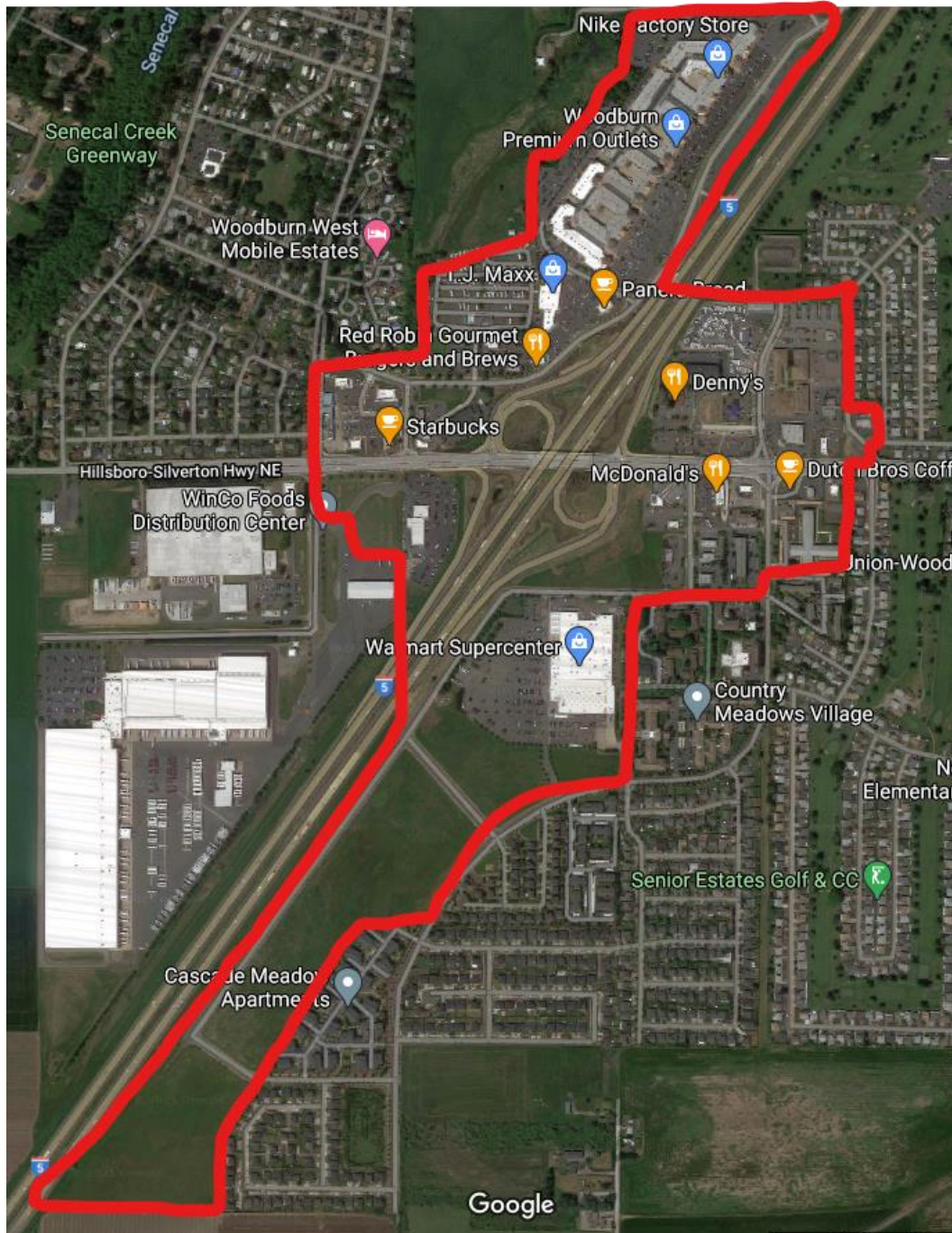
- Flower Store
- 7-11
- State Farm
- Bullock Family Dental
- Wilsonville Orthodontics
- Laue Team Real Estate
- NW Self Storage
- OnPoint Community Credit Union
- Perfect Pizza
- Walgreens
- Starbucks
- Albertsons
- Wilsonville Endodontics
- Carisbrook Technology Services
- Qdoba
- Wilsonville Smiles Dentistry
- Biscuits Café
- Visionworks
- Subway
- Great Clips
- Vivid Nails and Spa
- ATI Physical Therapy
- MOD Pizza
- Oswego Grill
- Dotty's
- Fred Meyer
- Perfect Look Salon
- GyroHouse
- McMenamins Old Church and Pub
- Anytime Fitness
- Wow Burger
- Verizon
- Perfect Look Salon
- First Tech
- Wilsonville Subaru
- Sherlock Self-Storage
- Building Blocks ELC
- Innovative Dance
- Van Gordon Dentistry
- Mattress Firm
- Thai Village
- AT&T
- Joy Teriyaki
- Sassy Nail

- Rose Cleaners
- SunsUp Tan
- Saloon & Café
- Salon Academy
- Critter Cabana
- YMCA Child Development Center
- Red Robin
- Village at Main Vet Hospital
- Abella Italian Kitchen
- Gentle Dental
- Jimmy John's
- Insurance by Design
- StoneRidge Dentistry
- Iron Hands Sports & Wellness
- Pioneer Plastics
- Sunset Firearms
- Business Algorithms
- Styled by Mele
- Stafford Homes and Land
- The Hair Salon
- Foodguys
- Wilsonville Honda
- All Clear Electrology
- Wilsonville Physical Therapy
- Continental Truck Freight Brokers
- SnoozInn
- Black Bear Diner
- 76
- Westover Inns
- San Francisco Tienda Mexicana
- Thai Delight Bistro
- House of Pipes
- Juan Colorado Mexican
- Sushi Track
- Chipotle
- Noodles and Company
- Oregon Community Credit Union
- Plaid Pantry
- Boston's Pub and Grill
- Wilsonville Vision Center
- TMobile
- Kumon
- Chiro of Wilsonville
- TLC Nails

- Synergy Hair
- Elite Realty Group
- Canton Phoenix II
- Wong's Chinese
- Happy Art Ceramic
- Jamba
- Concert School of Music
- Subway
- Lee's Martial Arts
- Dollar Tree
- Love Teriyaki
- Bellagio's Pizza
- Wilsonville Barber
- Certified Realty
- Family Chiro
- Comfort Inn
- Goodwill
- Papa Murphy's
- Safeway
- Sherwin-Williams
- Paradox
- Wilsonville Diamond
- Nails Unlimited
- Sleep Schedule
- Affordable Dentures
- Shari's
- Mattress World
- Fry's
- Dentistry For Kids
- Allstate
- Senestraro Family Orthodontics
- Dar Essalam
- Regal Cinema
- Village Dental
- Academy Mortgage
- Coyote Logistics
- Ace Hardware

Case Study: Woodburn, I-5 Exit 271

Interchange Area with Commercial Zoning



Summary

- Approximately 265 commercially zoned acres

- 18 drive-through facilities, 16 of which would count as drive-throughs subject to development standards under the proposed Ridgefield code.
 - o 12 restaurants
 - o 4 banks
 - o 1 drive-through pharmacy attached to large store (Walgreens – not counted as drive-throughs under proposed Ridgefield code)
 - o 1 coffee stand (Dutch Bros – not counted as drive-throughs under existing and proposed Ridgefield code if under 500 sf)
- Approx. 1 drive-through facility per 14.72 acres of commercial zoning
- 152 businesses without drive-through facilities
- 10.6% of businesses have a drive-through

Details

Drive-throughs (18):

- Panera
- Arby's
- Jimmy John's
- Fazoli's
- Starbucks
- Jack in the Box
- Taco Bell
- Burger King
- Subway
- McDonald's
- Dairy Queen
- Dutch Bros
- Wells Fargo
- West Coast Bank
- KFC
- US Bank
- Walgreens Pharmacy
- Columbia Bank

Non drive-through (152):

- Outlet mall (116 stores)
- TJ Maxx
- AT&T
- GNC
- Mattress Firm
- Red Robin
- Elmer's
- La Quinta
- Sushi Brothers
- Chipotle

- Shell
- Nancy Jo's
- Salem Health
- Hillyer's Ford/Motorsports
- Walmart
- ampm
- Arco
- Woodburn Pet Hospital
- Baker & Baker Towing
- Super 8
- Chevron
- Walgreens
- Denny's
- Best Western
- Cascade Electronics
- Woodburn Hearing Center
- KBella Spa
- Reality Homes
- Reality RV
- Sanders Hand and Pediatric Therapy
- Anytime Fitness
- McCully Realty
- Laundromat
- The Cleaning Authority
- Marquis Physical Therapy
- United Finance
- Integrity Staffing