RIDGEFIELD PLANNING COMMISSION
MEETING AGENDA

Wednesday, December 4, 2024
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. **Flag Salute**
2. **Roll Call**
3. **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 limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

III. CONSENT AGENDA

1. **Approval of Minutes from the 10/02/2024 Meeting**

IV. PUBLIC HEARING/BUSINESS

1. **Public Hearing: Royle Ridge Mixed Use Overlay Expansion - Claire Lust, Community Development Director**
2. **Discussion: 2024 and 2025 Work Plans - Claire Lust, Community Development Director**

V. 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 limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

VI. STAFF REPORTS

VII. FROM THE COMMISSION

VIII. ADJOURN

CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION

MEETING DATE: December 4, 2024

AGENDA ITEM NAME: Approval of Minutes from the 10/02/2024 Meeting

---

SUMMARY/BACKGROUND:

STAFF CONTACT:

ATTACHMENTS:

1. 10.02.2024 Minutes

CITY OF RIDGEFIELD, WASHINGTON
PLANNING COMMISSION MEETING MINUTES
OCTOBER 2, 2024

Regular Meeting - 6:30 PM

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. Flag Salute

2. Roll Call

Present:
Commission Member Amanda Swenson
Vice Chair Richard Amerman
Commission Member Patrick Flynn
Chair Mark Tyler
Magdalena Butler
Commission Member Richard Wolf

Commissioner Flynn moved to excuse Commissioner Mullinax. Seconded by Commissioner Amerman. Ayes all. Motion passed unanimously.

3. Late changes to the agenda

No 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 limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

No public comments provided.

III. CONSENT AGENDA

1. Approval of Minutes from the 09/04/2024 Meeting

Commissioner Wolf noted the Chair's name needed to be corrected.
Commissioner Flynn moved to approve the Consent Agenda with the one edit noted by Commissioner Wolf. Seconded by Commissioner Amerman. Ayes all. Motion passed unanimously.

IV. BUSINESS

1. Discussion: Commercial Site and Building Design Standards - Claire Lust, Community Development Director

Claire Lust, Community Development Director, opened a discussion around commercial design standards.

Commissioner Butler likes the esthetics of the buildings. She appreciates the low profile and that there are not a lot of neon signs. She wants the neutral, country style to continue. She appreciates the sidewalks, crossing paths and lights for pedestrians.

Vice Chair Amerman is impressed with the pedestrian access to commercial properties. He would like to see benches along the walkways.

Commissioner Wolf concurs with the other comments. He appreciates the prohibition of chain link fences and lighting standards.

Commissioner Flynn appreciates the trees that have been planted throughout the city in commercial and residential developments. He thinks the sidewalks are too narrow and recommended the pathways to be wider. He likes the trees and pergola areas in the Costco parking lot and feels that it's a relatively safe parking lot.

Chair Tyler appreciates that there are not glaring signs everywhere. He likes the sidewalks and the trees around the city.

Commissioner Flynn stated the parking lot in Pioneer Village is basically unusable in the area of the Starbucks drive-through.

Vice Chair Amerman wants to require 100% native plants in commercial developments. He would like to see more outdoor seating areas. He mentioned the white building in Pioneer Village that he doesn't believe is following the design standards.

Commissioner Wolf mentioned the turning radius in some areas is too tight.

Commissioner Swenson concurs with the other comments. She mentioned the parking layout in Pioneer Village makes parking difficult. She wants to make sure that sidewalks are required along roadways.

Commissioner Butler stated that unintended consequences have been little to no parking availability due to the parking design. She mentioned looking at the drive-through design and considering if other businesses would be impacted due to the design of the drive-through. Continue focusing on infrastructure before buildings are in place.

Chair Tyler is concerned with parking and pedestrian access in the Costco area.

V. 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 limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under [City Council Meeting Audio Files | Ridgefield, WA (ridgefieldwa.us)]

VI. STAFF REPORTS

Claire Lust, Community Development Director, provided the following updates:
October 5th is Birdfest and Bluegrass. Check the City's website for more information.
October 3rd at 6 PM is a townhall session with the two City Council candidates.
October 10th at 5:30 is the selection of the City Council member.

VII. FROM THE COMMISSION

Commissioner Butler attended Octoberfest and the community planning workshop.

Vice Chair Amerman attended the community planning workshop. He thanked staff for the evening's work session.

Commissioner Flynn thanked the members of the public for attending. He thanked City staff for preparing the meeting. He thanked Commissioner Wolf for sharing his candy.

Commissioner Wolf attended the City Council workshop on the Carty Road subarea plan.

Chair Tyler thanked Commissioner Wolf for the candy. He thanked the City staff the evening's work session.

VIII. ADJOURN

____
Trina Siebert, Planning Commission Clerk

____
Mark Tyler, Chair

CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION

MEETING DATE: December 4, 2024

AGENDA ITEM NAME: Public Hearing: Royle Ridge Mixed Use Overlay Expansion

---

SUMMARY/BACKGROUND:

See attached staff report.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Narrative
3. Market and Land Need Analysis
4. Trip Generation Analysis
5. Conceptual Mixed Use Master Plan

Royle Ridge RMUO Expansion Zone Change

Planning Commission Staff Report

File No. MASTER-24-0072, PLZ-24-0087-0088

I. BASIC INFORMATION

Planning Commission public hearing: December 4, 2024

Proposal: Expand the Ridgefield Mixed Use zoning overlay (RMUO) across portions of three Commercial Community Business (CCB) parcels. Expansion of the RMUO would allow any future development on the subject parcels to include both commercial and residential uses rather than commercial only. No development is proposed with this application.

Location: PIN 213997000 (68 N Royle Rd); PIN 214022000 (4548 N 1st Way); PIN 213998000 (no address); all Ridgefield, WA 98642

Applicant: MAJ Development Corporation. 300 W 15th St Ste 200 / Vancouver, WA 98660. Contact: Mike Jenkins, 360-823-5125, mikej@majdevelopment.com

Applicant's representative: MacKay Sposito, Inc. 18405 SE Mill Plain Blvd #100 / Vancouver, WA 98683. Contact: Mike Odren, 360-695-3411, modren@mackaysposito.com

Property owner: Pioneer Development Ventures, LLC. 601 Main St / Vancouver, WA 98660. Contact: Erich Kasch, 360-737-1900, erich@monolithdevelopment.com

Current zoning: Commercial Community Business (CCB); approximately 0.7 acres have the Ridgefield Mixed Use Overlay (RMUO)

Proposed zoning: Commercial Community Business (CCB), expand the Ridgefield Mixed Use Overlay (RMUO) by approximately 7.3 acres to total approximately 8 acres

Staff contact: Claire Lust, Community Development Director, 360-857-5024, claire.lust@ridgefieldwa.us

II. PROPOSAL

On November 8, 2024, the City received a zone change application impacting Assessor's parcel numbers 213997000, 213998000, and 214022000 ("Royle Ridge"). The proposal is to expand the Ridgefield Mixed Use Overlay (RMUO) zoning overlay that currently exists on less than an acre in the northeastern portion of the property. The total proposed RMUO area is approximately 8 acres. See Figures 1-3. The purpose of the proposal is to facilitate future mixed commercial and multifamily residential development on the property, whereas only commercial development would be permitted without the expanded overlay. No development is proposed with this application; any future development under the RMUO will be subject to a Type III master planning process including a public hearing before the Hearing Examiner.

The site currently has a single-family residence, pole barn, and other outbuildings. There are mapped critical areas in the northeast portion of the site, and an existing trail in their vicinity.

Figure 1. Location

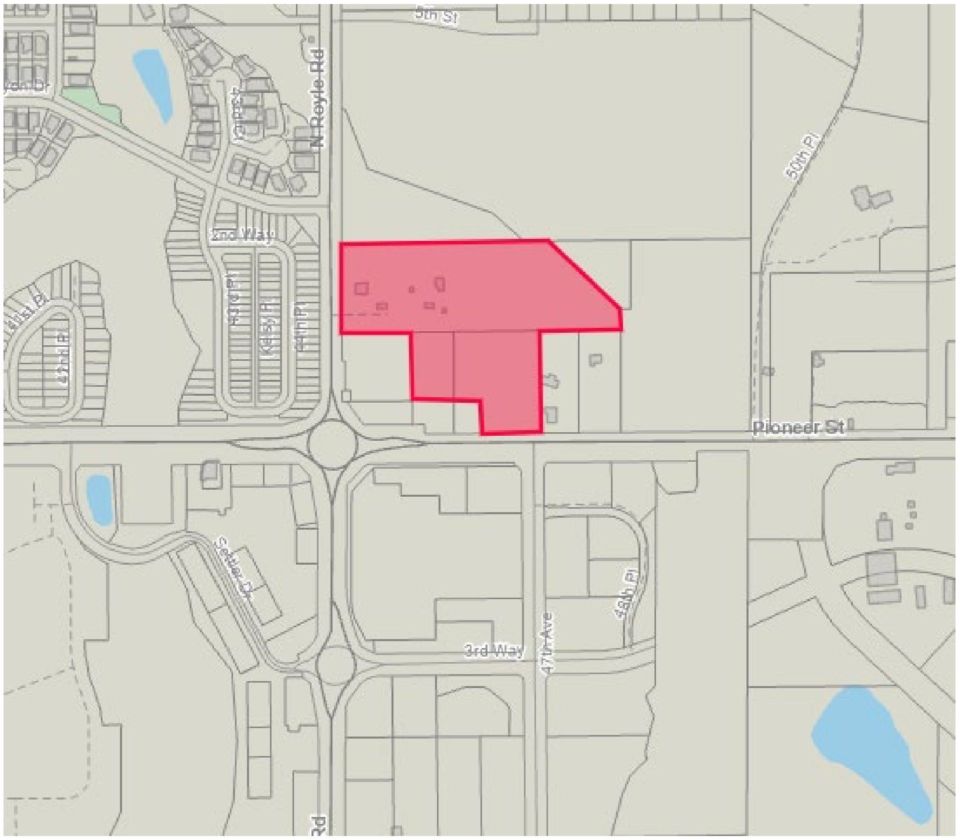


Figure 2. Existing zoning

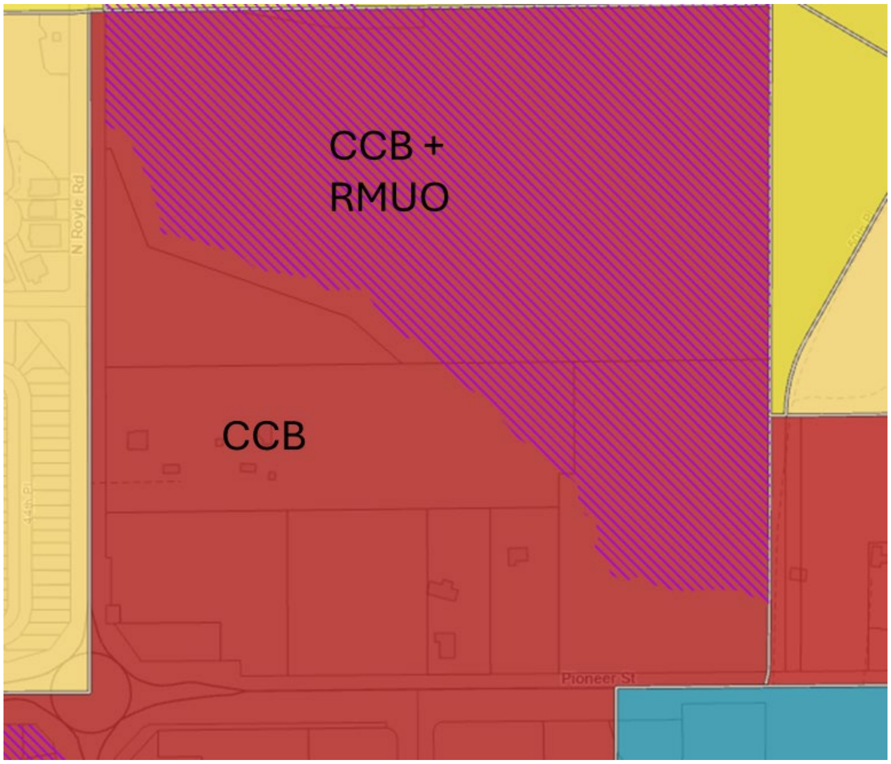
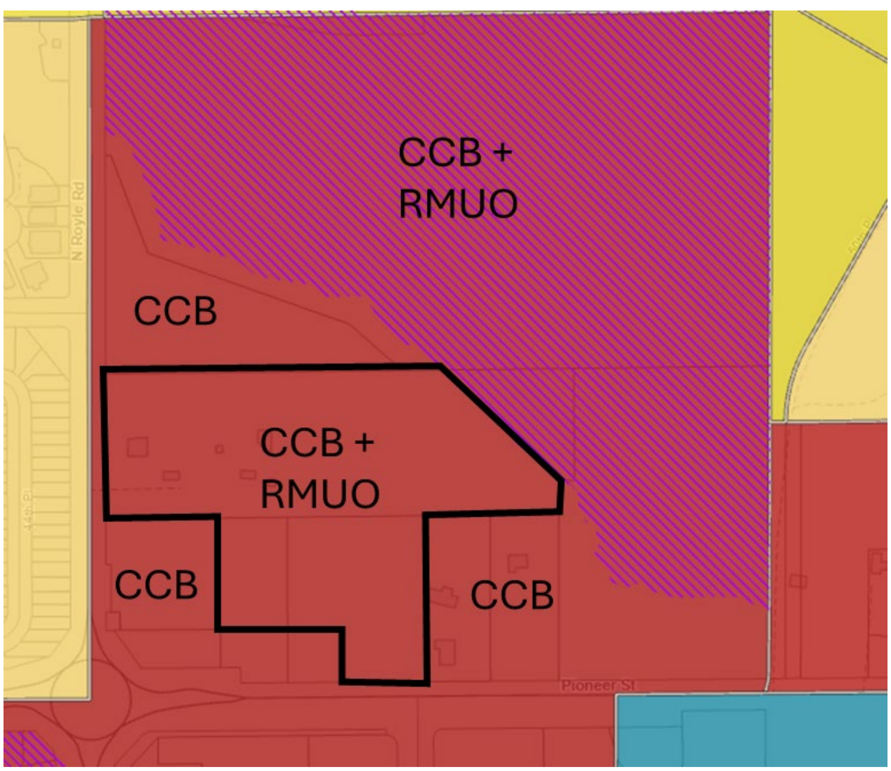


Figure 3. Proposed RMUO expansion

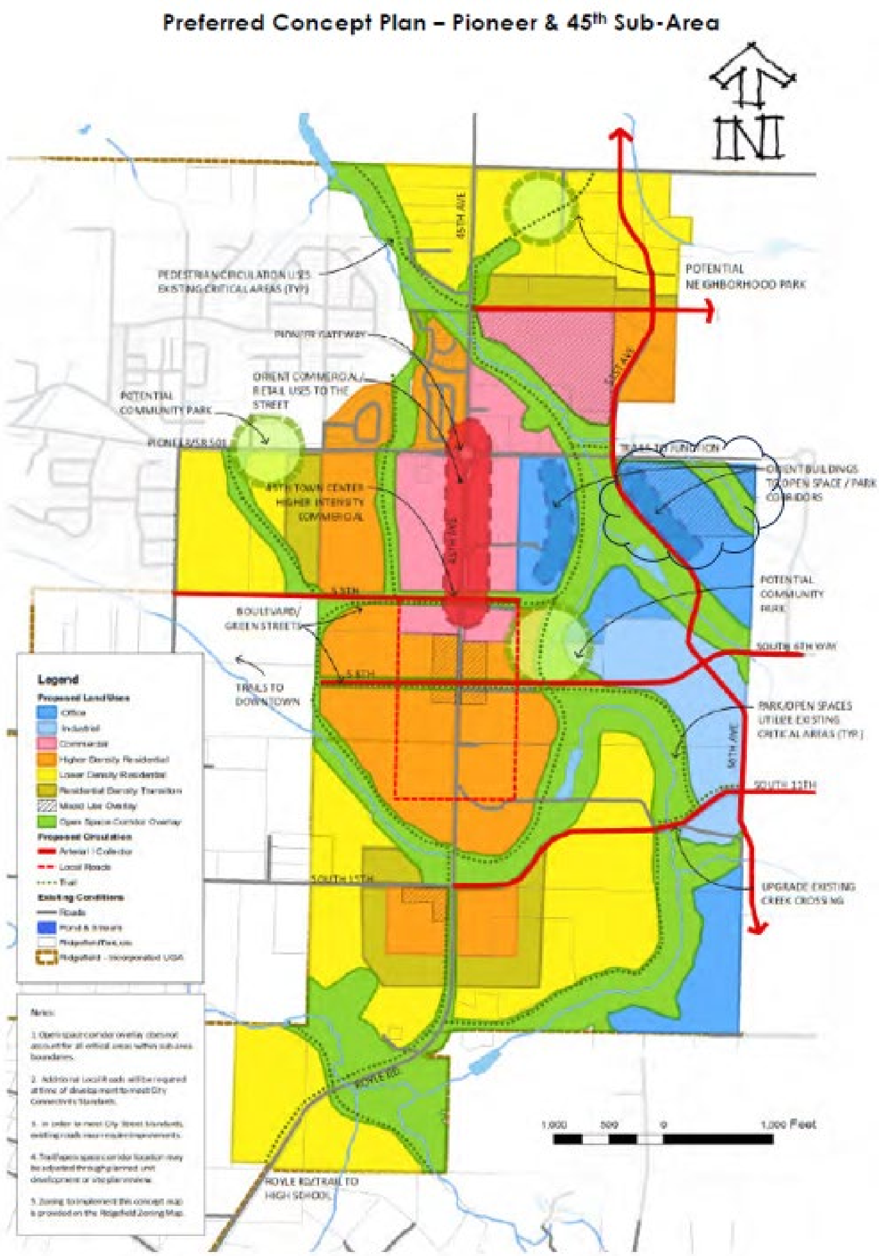


III. DISCUSSION & ANALYSIS

Zoning and Uses

The RMUO is currently applied to approximately 0.7 acres in the northeastern corner of the Royle Ridge site. This small area is part of a larger RMUO area mapped across approximately 20 acres to the north and east of the subject parcels. The existing overlay was proposed and implemented as part of the Pioneer & 45th Subarea Plan Preferred Concept Plan (Figure 4). Per RDC 18.235.060.B, the RMUO is an optional overlay that may be applied within the Pioneer and 45th and Ridgefield Junction subareas when initiated by the property owner through an approved master plan. No master plan has been submitted or approved for the existing Royle Ridge RMUO area or the contiguous RMUO area to the north to date.

Figure 4. Pioneer & 45th Preferred Concept



Surrounding uses include:

- Immediately Southwest: Undeveloped Commercial Community Business land under common ownership with the subject property (Pioneer Development Ventures, LLC). A proposed commercial development has gone through a pre-application conference as Royle Ridge Phase 1.
- South: Developed CCB parcels including Rosauers supermarket and surrounding businesses.
- West: Pioneer Canyon subdivision (single-family attached housing in the Residential Medium Density 16 zone).
- North and East: Undeveloped CCB land, including CCB land with the RMUO overlay. A City-owned parcel designated for future development as a recreational center is to the east of Royle Ridge (PIN 213961000).

This application considers the zone change request only and does not propose any site development. However, it is instructive to note that on Commercial sites with the RMUO, 35-60 percent of the site must be comprised of uses in the "residential general" and "group residences" categories of RDC Table 18.205.020-1. Thus, 40-65 percent of the site must be comprised of permitted commercial uses.

Table 1. Required mix of uses on a CCB/RMUO site

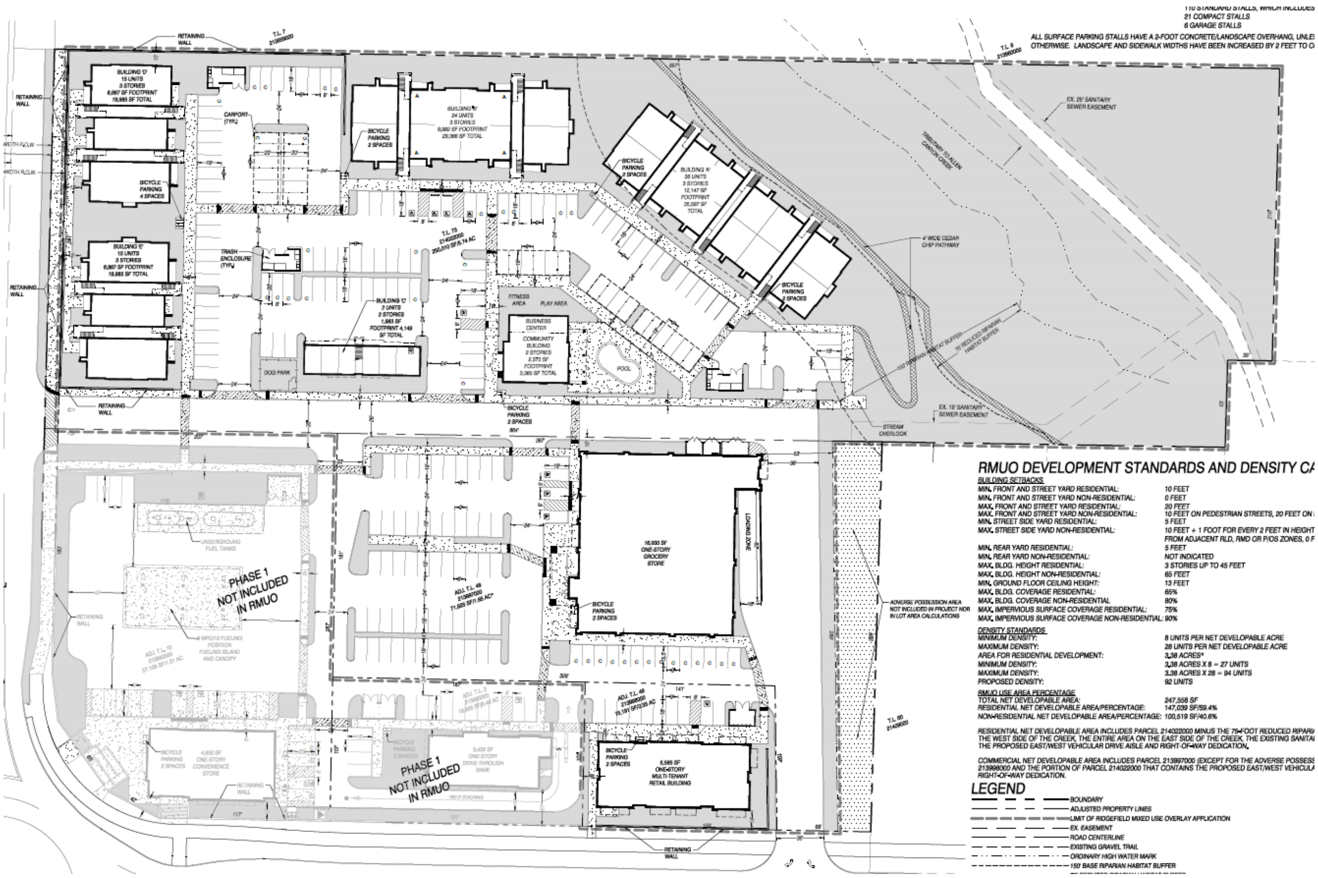
Uses allowed on 40-65 percent of the site	Uses allowed on 35-60 percent of the site
General retail trade/services, eating and drinking establishment, electric vehicle infrastructure, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, education and culture uses (except primary/secondary schools), medical clinic/laboratory, nursing and personal care facility, emergency services, park and ride, hotel, motel, boarding house, conference center, limited self-storage.	Multifamily residential, townhouse, cottage housing, home occupation.

In the CCB zone without the RMUO, the following uses are permitted on any proportion of the site: General retail trade/services, eating and drinking establishment, motor vehicle related use, electric vehicle infrastructure, gas station, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, education and culture uses (except primary/secondary schools), medical clinic/laboratory, nursing and personal care facility, emergency services, park and ride, hotel, boarding house.

The following uses are prohibited under the RMUO: Single-family detached housing (other than cottage housing), motor vehicle related use, gasoline service station, animal kennel and shelter, RV park, freight/cargo movement and storage, fleet service, warehousing (other than self-storage), wholesale retail, public agency or utility yard, broadcasting and telecommunications facility, waste-related facility, bus base.

To demonstrate how this mix of uses could be implemented on the subject properties, the applicant has submitted a conceptual master plan. This concept plan is illustrative only and is not the subject of this application. Any future development under the RMUO will be subject to a Type III master planning process including a public hearing before the Hearing Examiner. The concept plan shows 21,585 square feet of retail and 92 residential units with an associated community building, pool, and trails under the RMUO. See Figure 5 and separate attachment.

Figure 5. Conceptual Mixed Use Master Plan under Proposed RMUO Expansion



Compliance with RDC 18.320.050 – Amendments – Approval criteria.

RDC 18.320.050.A: Zoning district map amendments shall be consistent with the RUACP [Ridgefield Urban Area Comprehensive Plan] *map. Where the proposed amendment is not consistent with the RUACP map, the petitioner shall also file a petition to amend the RUACP map. Amendments to zoning district maps or text must be consistent with the goals and policies of the RUACP.*

<u>Applicant's response</u>

> "The applicant has reviewed the applicable goals and policies of the RUACP. The applicant's responses to the applicable goals and policies of the RUACP are as follows:

LU-2 Efficient development patterns

Encourage efficient development throughout Ridgefield. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly by public schools, transportation and transit services.

Applicant's Response: Locating residential uses in close proximity to commercial uses per the mixed-use opportunities created by the RMUO allows for more efficient development with reduced reliance on the automobile. C-TRAN currently provides bus service between Ridgefield and the 99th Street Transit Center, through Route #48, with service eight times a day during weekdays and six times a day on weekends. Route #48 extends westward down Pioneer, ending at Royle Road, near the Property. Development of residential uses per the RMUO in close proximity to both existing and future commercial uses and the existing C-TRAN bus service furthers policy LU-2.

LU-4 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas.

Applicant's Response: Adopting the RMUO will reduce traffic impacts by reducing reliance on the automobile and reducing the overall number of trips generated by the site, while enhancing surrounding commercial uses by providing a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties. LU-4 supports adoption of the RMUO.

LU-5 Complementary uses

Locate complementary land uses near to one another to maximize opportunities for people to work or shop or play nearer to where they live.

Applicant's Response: Adopting the RMUO will provide a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties, while providing people a place to live in close proximity to places for them to work and shop (including a supermarket and restaurants south of Pioneer) as well as a place to play via the existing and planned trail network on both sides of the riparian corridor on the northeast side of the site. There is an existing trail on the northeast side of the riparian area, and future development of the subject property can provide links to the sidewalk on Royle and Pioneer for access to either end of that trail, as well as providing a segment of trail on the southwest side of the riparian corridor. LU-5 supports adoption of the RMUO.

LU-6 Mixed-use development

Facilitate development that combines multiple uses in single buildings or integrated sites. Target areas for mixed-use development include the Lake River waterfront and the central city core, with additional opportunities at 45th & Pioneer.

Applicant's Response: The proposed site for the RMUO is within the targeted area for mixed use development at 45th and Pioneer and would combine multiple uses in an integrated site. LU-6 supports adoption of the RMUO.

LU-7 Neighborhood livability

Maintain and facilitate development of stable, multiuse neighborhoods that contain a compatible mix of housing, jobs, stores, public schools and open and public spaces in a well-planned, safe pedestrian environment.

Applicant's Response: There are existing residential uses to the west across Royle Road and an existing commercial area (including a supermarket and restaurants) to the south across Pioneer, with an existing trail network along the northeast side of the riparian area that can be added to with a trail segment on the southwest side of the riparian area facilitating a future looped trail. Adding the RMUO to the subject property would be a well-planned decision that would maintain and facilitate development of a stable, multi-use neighborhood with compatible uses. Per the applicant's economist report, the RMUO would be economically compatible with the existing neighborhood and surrounding commercial uses. LU-7 supports adoption of the RMUO.

EC-4 Community retail

Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

The following response was prepared by applicant's economist:

"By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield."

Based on the findings of applicant's economist, EC-4 supports adoption of the RMUO.

EC-6 Employment capacity

Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long- term economic health of the city.

The following response was prepared by applicant's economist:

"As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high- wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post- COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi- family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road."

Based on the findings of applicant's economist, EC-6 supports adoption of the RMUO.

EC-9 45th & Pioneer

Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

The following response was prepared by applicant's economist:

"One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with "flexibility to adapt to changing community and market expectations" (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated at the site, the residential portion will contribute support for service employment in the subarea."

Based on the findings of applicant's economist, EC-9 supports adoption of the RMUO.

HO-1 Accommodate growth

Provide a continuous and adequate supply of residential land to meet long-range multifamily and single-family housing needs for the City's anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- New overall density target of six units per net acre.
- No more than 75% of new houses shall be of a single housing type.
- A minimum density of four units per net acre (10,890 sq. ft. average lot size) for single- family dwellings in any single development.

The following response was prepared by applicant's economist:

"Ridgefield's share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing."

Based on the findings of applicant's economist, HO-1 supports adoption of the RMUO.

HO-2 Residential development density

Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

The following response was prepared by applicant's economist:

"According to Clark County's most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply."

Based on the findings of applicant's economist, HO-2 supports adoption of the RMUO.

HO-3 Multifamily development

Provide a variety of multifamily residential development opportunities using multiple strategies:

- Designate medium density areas sufficient to provide a minimum of 25% of new housing units.
- Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.
- Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.
- Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.
- Provide additional opportunities to integrate medium density housing in low-

density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.

The following response was prepared by applicant's economist:

"Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint.

Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target."

Based on the findings of applicant's economist, HO-3 supports adoption of the RMUO.

HO-5 Housing/employment balance

Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.

The following response was prepared by applicant's economist:

"As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city." Based on the findings of applicant's economist, HO-5 supports adoption of the RMUO.

TR-3 Land use and transportation integration

Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

The following response was prepared by the applicant's traffic engineer:

"As described in City of Ridgefield code section 18.235.060 Special provisions for the Ridgefield Mixed-Use Overlay (RMUO), one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The Royle Ridge Mixed Use Development conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.

C-Tran bus route #48 Ridgefield currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed- use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3."

Based on the findings of applicant's traffic engineer, TR-3 supports adoption of the RMUO.

TR-12 Vehicle miles traveled reduction

When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- Encourage mixed land uses within easy walking distance of transit stops.
- Provide higher density residential development near employment centers and major transportation routes.
- Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.
- Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single- occupant motor vehicle commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with

connections to transit, carpooling or ridesharing.

- Pursue innovative alternative transportation options such as low-speed electric vehicles.

The following response was prepared by applicant's traffic engineer:

"The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12."

Based on the findings of applicant's traffic engineer, TR-12 supports adoption of the RMUO.

TR-16 Pedestrian facilities

Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.
- Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.
- Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.

The following response was prepared by the applicant's traffic engineer:

"The Royle Ridge Mixed Use Development conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneers Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16."

Based on the findings of applicant's traffic engineer, TR-16 supports adoption of the RMUO.

TR-18 Trail systems

Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.

The following response was prepared by the applicant's traffic engineer:

"Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the Royle Ridge Mixed Use Development will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18."

Based on the findings of applicant's traffic engineer, TR-18 supports adoption of the RMUO.

P-2 Local trail system

Plan for and develop a city-wide interconnected system of trails that link schools, parks, and other public facilities with residential and mixed-use areas.

Applicant's Response: Adopting the RMUO for the subject properties will further this policy in a number of ways. First, by providing internal walkways connecting to Pioneer Street, at a location near S 47th Avenue and to N Royle Road, at a location near N Pioneer Canyon Drive, the RMUO will facilitate walking connections between the new mixed-use area and the existing trail on the northeast side of the riparian area through existing sidewalk connections on Pioneer and Royle. Secondly, development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-2 supports adoption of the RMUO.

P-4 Parks service standards

Provide adequate acreage of parkland and miles of trail to meet existing and future park and open space needs at the levels of service established in the *Ridgefield Parks and Recreation Comprehensive Plan.*

Applicant's Response: Future development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-4 supports adoption of the RMUO.

P-6 Parks funding

Develop dedicated funding for a complete park system that includes acquisition, development, maintenance and operation of parks, trails, open space, and recreation programs to serve City residents.

Applicant's Response: Commercial development does not contribute to park impacts and therefore does not pay park impact fees. However, adoption of the RMUO will allow a portion of the subject property to be developed for residential uses, which will pay park impact fees, thus contributing to the funding for a complete park system as well as providing an additional trail segment on the southwest side of the riparian area. P-6 supports adoption of the RMUO."

Findings

Staff finds that (A) is met.

RDC 18.320.050.B: Amendments to this title or to the RUACP must be consistent with the concurrency requirements of the CFP and shall not result in level-of-service deficiency for any capital facility or service identified in the CFP.

Applicant's response

"Based on the applicant's traffic analysis from Lancaster Engineering, adding the RMUO is consistent with the concurrency requirements of the CFP and shall not result in level-of-service deficiency for any capital facility or service identified in the CFP. In fact, overall trip generation from the site will decrease as a result of the proposed overlay, which will reduce potential transportation impacts."

Findings

Staff finds that (B) is met.

RDC 18.320.050.C: If the petition necessitates a RUACP text or a CFP project amendment, the applicant shall demonstrate that changed circumstances affecting the public health, safety, and general welfare justifies the amendment.

Findings

Staff finds that (C) does not apply.

RDC 18.320.050.D: The city shall not approve any amendment petition which is contrary to state or federal law.

Applicant's response

"Adding the RMUO to Property that is eligible for the RMUO is consistent with City comprehensive plan and development regulations that implement the state Growth Management Act, and therefore, the proposed change is not contrary to state law or federal law."

Findings

Staff finds that the proposal is not contrary to state or federal law so (D) is met.

The applicant's narrative, Market and Land Need Analysis, and Trip Generation Analysis for the proposed RMUO expansion are included as attachments.

IV. MOTION

To recommend approval of the Royle Ridge Zone Change (RMUO Expansion):

"I move to recommend expansion of the Ridgefield Mixed Use Overlay as presented."

V. PROPOSED TIMELINE

Adoption of the proposed zone change is proposed to occur as follows. The City Council public hearing will be noticed separately:

December 4, 2024	Planning Commission public hearing and recommendation to Council
January 9, 2025	City Council 1st reading and public hearing
January 23, 2025	City Council 2nd reading and adoption
February 26, 2025	Approximate effective date

LANDERHOLM
Legal advisors. Trusted advocates.

Steve C. Morasch
PO Box 1086
Vancouver, WA 98666-1086

T: (360) 558-5912
F: (360) 558-5913
E: stevem@landerholm.com

VIA EMAIL
Claire.Lust@ridgefieldwa.us

October 31, 2024

Claire Lust
Community Development
230 Pioneer Street
Ridgefield, WA 98642

Re: Written Narrative for RMUO

Dear Ms. Lust:

We represent the applicant and are submitting this written narrative supporting the request to add the Ridgefield Mixed Use Overlay ("RMUO") to the following parcels: APN 213997000, 213998000 and 214022000 (the "Property"), which encompass an approximate total of 7.8 acres per a survey conducted by Minister Glaeser Surveying and a recently recorded BLA.

It should noted that there is an historic fence line on the east side of the Property and the owner is in the process of executing a Boundary Agreement with the owner of the property to the east to make the boundary coterminous with the historic fence line. The City of Ridgefield has approved the Boundary Agreement and it is being circulated among the various owners of the property to the east for signature. For the purposes of this application, the Property subject to the RMUO only includes the Property up to the historic fence line.

Per Section 18.235.060(B), the RMUO is an optional overlay that may be applied within the Pioneer and 45th and Ridgefield Junction subareas, as defined in the current adopted subarea plans for the districts. The Property is within the Pioneer and 45th subarea and is therefore eligible for the RMUO.

The applicant has submitted a SEPA checklist for this application. Since the proposal is for a map change to apply the zoning overlay and not for any development or construction, the proposal is a non-project action under SEPA. See WAC 197-11-704(b).

The subject property is located at the intersection of Royle Road and Pioneer Street. There are existing residential uses west of Royle Road and existing commercial uses, including a supermarket and restaurants south of Pioneer Street. The same applicant is currently developing commercial uses at two adjoining lots along Pioneer Street that are not within the area proposed for the RMUO.

C-TRAN currently provides bus service between Ridgefield and the 99th Street Transit Center, through Route #48, with service eight times a day during weekdays and six times a day on weekends. Route #48 extends westward down Pioneer, ending at Royle Road, near the Property.

There is an existing trail running from Royle Road to Pioneer Street on the opposite side of the riparian area on the northeast side of subject property. Development of the subject property with a mix of residential and commercial uses will allow for opportunities to connect to the existing trail through an internal walkway that connects to sidewalks on both ends of the development. There is also an opportunity for the subject property to provide the first segment of a new trail on the southwest side of the riparian area that could eventually form a loop all the way around the riparian area.

This application is supported by the Market and Land Need Analysis prepared by Johnson Economics and the Trip Generation Analysis for a Comprehensive Plan Amendment prepared by Lancaster Mobley, both of which reports are incorporated into these findings by reference.

Per Section 18.235.060(Q)(1), adding or removing the RMUO is subject to the Type IV procedural requirements in RDC 18.310.090 and the rezoning requirements in RDC 18.320. This Type IV process satisfies this section. Additionally, a pre-application conference has been held as required by Section 18.235.060(Q)(1).

The Criteria for a rezone are set forth in Section 18.320.050:

A. Zoning district map amendments shall be consistent with the RUACP map. Where the proposed amendment is not consistent with the RUACP map, the petitioner shall also file a petition to amend the RUACP map. Amendments to zoning district maps or text must be consistent with the goals and policies of the RUACP.

B. Amendments to this title or to the RUACP must be consistent with the concurrency requirements of the CFP and shall not result in level-of-service deficiency for any capital facility or service identified in the CFP.

C. If the petition necessitates a RUACP text or a CFP project amendment, the applicant shall demonstrate that changed circumstances affecting the public health, safety, and general welfare justifies the amendment.

D. The city shall not approve any amendment petition which is contrary to state or federal law.

The request to add the RMUO is consistent with the RUACP map since the Property is within the area eligible for the RMUO and the underlying zoning is consistent with the zones allowed in the RMUO.

The request to add the RMUO is also consistent with the goals and policies of the RUACP, as is discussed in more detail below. Based on the detailed discussion and analysis of the RUACP goals and policies at the end of this letter, **Criterion A for adding the RMUO is met**.

Based on the applicant's traffic analysis from Lancaster Engineering, adding the RMUO is consistent with the concurrency requirements of the CFP and shall not result in level-of-service deficiency for any capital facility or service identified in the CFP. In fact, overall trip generation from the site will decrease as a result of the proposed overlay, which will reduce potential transportation impacts. **Criterion B for adding the RMUO is met**.

Adding the RMUO does not necessitate a RUACP text or a CFP project amendment, and therefore **Criterion C is inapplicable**.

Finally, **Criterion D is met**. Adding the RMUO to Property that is eligible for the RMUO is consistent with City comprehensive plan and development regulations that implement the state Growth Management Act, and therefore, the proposed change is not contrary to state law or federal law.

In addition to addressing the code criteria for a zone change, we also have responded to the purpose of the RMUO per Section 18.235.060(A):

A. Purpose. The RMUO is intended to create mixed-use nodes to implement the subarea plans for Pioneer and 45th and the Ridgefield Junction by:

1. Providing flexible development opportunities by allowing an optional mix of commercial, residential, and office uses.

Applicant's Response: The location of the subject property along Pioneer near a transit stop is an ideal spot for the RMUO to provide a mix of uses.

2. Creating vibrant, livable, and attractive communities through sustainable design, distinct architecture and site design that respond to the site context.

Applicant's Response: This purpose of the RMUO is implemented through the City's development regulations, including building design and features standards in RMC 18.230.055 as implemented through RMC 18.235.060.I.

3. Creating walkable communities with connections within and between sites.

Applicant's Response: The proposed RMUO overlay will allow for connections between sites, as discussed in more detail in the comprehensive plan findings related to sidewalks and trails.

4. Promoting sensitive treatment of environmental features including critical areas and vegetation.

Applicant's Response: This purpose of the RMUO is implemented through the City's critical areas ordinance. Critical areas review will occur when there is a project specific application.

5. Creating and maintaining usable open spaces for the enjoyment of residents, patrons, employees and the public, that connect to natural features on and off site.

Applicant's Response: This purpose of the RMUO is implemented through the City's open space regulations. In addition, see the discussion of trails in the findings under the relevant comprehensive plan provisions below.

6. Managing transitions between uses on sites and neighboring properties to avoid conflicts between potentially incompatible uses.

Applicant's Response: This purpose is implemented through the City's development regulations. Transitions will be managed through subsequent project specific permit applications. The location of the proposed RMUO overlay is ideally suited to provide such transitions since the property is located along Pioneer with proposed commercial uses along Pioneer, with residential uses backing up to the critical area along the stream corridor where the trails are proposed.

Finally, per Criterion A for a zone change, the applicant has reviewed the applicable goals and policies of the RUACP. The applicant's responses to the applicable goals and policies of the RUACP are as follows:

LU-2 Efficient development patterns
Encourage efficient development throughout Ridgefield. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly by public schools, transportation and transit services.

Applicant's Response: Locating residential uses in close proximity to commercial uses per the mixed-use opportunities created by the RMUO allows for more efficient development with reduced reliance on the automobile. C-TRAN currently provides bus service between Ridgefield and the 99th Street Transit Center, through Route #48, with service eight times a day during weekdays and six times a day on weekends. Route #48 extends westward down Pioneer, ending at Royle Road, near the Property. Development of residential uses per the RMUO in close proximity to both existing and future commercial uses and the existing C-TRAN bus service furthers policy LU-2.

LU-4 Compatible uses
Facilitate development that minimizes adverse impacts to adjacent areas.

Applicant's Response: Adopting the RMUO will reduce traffic impacts by reducing reliance on the automobile and reducing the overall number of trips generated by the site, while enhancing surrounding commercial uses by providing a customer base through the residential component *of the RMUO in close proximity to existing and planned commercial uses on adjacent properties. LU-4 supports adoption of the RMUO.*

LU-5 Complementary uses

Locate complementary land uses near to one another to maximize opportunities for people to work or shop or play nearer to where they live.

Applicant's Response: Adopting the RMUO will provide a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties, while providing people a place to live in close proximity to places for them to work and shop (including a supermarket and restaurants south of Pioneer) as well as a place to play via the existing and planned trail network on both sides of the riparian corridor on the northeast side of the site. There is an existing trail on the northeast side of the riparian area, and future development of the subject property can provide links to the sidewalk on Royle and Pioneer for access to either end of that trail, as well as providing a segment of trail on the southwest side of the riparian corridor. LU-5 supports adoption of the RMUO.

LU-6 Mixed-use development

Facilitate development that combines multiple uses in single buildings or integrated sites. Target areas for mixed-use development include the Lake River waterfront and the central city core, with additional opportunities at 45th & Pioneer.

Applicant's Response: The proposed site for the RMUO is within the targeted area for mixed use development at 45th and Pioneer and would combine multiple uses in an integrated site. LU-6 supports adoption of the RMUO.

LU-7 Neighborhood livability

Maintain and facilitate development of stable, multiuse neighborhoods that contain a compatible mix of housing, jobs, stores, public schools and open and public spaces in a well-planned, safe pedestrian environment.

Applicant's Response: There are existing residential uses to the west across Royle Road and an existing commercial area (including a supermarket and restaurants) to the south across Pioneer, with an existing trail network along the northeast side of the riparian area that can be added to with a trail segment on the southwest side of the riparian area facilitating a future looped trail. Adding the RMUO to the subject property would be a well-planned decision that would maintain and facilitate development of a stable, multi-use neighborhood with compatible uses. Per the applicant's economist report, the RMUO would be economically compatible with the existing neighborhood and surrounding commercial uses. LU-7 supports adoption of the RMUO.

EC-4 Community retail

Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

The following response was prepared by applicant's economist:

"By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield."

Based on the findings of applicant's economist, EC-4 supports adoption of the RMUO.

EC-6 Employment capacity
Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long-term economic health of the city.

The following response was prepared by applicant's economist:

"As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high- wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post-COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi- family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road."

Based on the findings of applicant's economist, EC-6 supports adoption of the RMUO.

EC-9 45th & Pioneer
Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

The following response was prepared by applicant's economist:

"*One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with "flexibility to adapt to changing community and market expectations" (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated* *at the site, the residential portion will contribute support for service employment in the subarea."*

Based on the findings of applicant's economist, EC-9 supports adoption of the RMUO.

HO-1 Accommodate growth
Provide a continuous and adequate supply of residential land to meet long-range multifamily and single-family housing needs for the City's anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- New overall density target of six units per net acre.
- No more than 75% of new houses shall be of a single housing type.
- A minimum density of four units per net acre (10,890 sq. ft. average lot size) for single-family dwellings in any single development.

The following response was prepared by applicant's economist:

"*Ridgefield's share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.*"

Based on the findings of applicant's economist, HO-1 supports adoption of the RMUO.

HO-2 Residential development density
Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

The following response was prepared by applicant's economist:

"*According to Clark County's most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply*."

Based on the findings of applicant's economist, HO-2 supports adoption of the RMUO.

HO-3 Multifamily development

Provide a variety of multifamily residential development opportunities using multiple strategies:

- Designate medium density areas sufficient to provide a minimum of 25% of new housing units.
- Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.
- Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.
- Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.
- Provide additional opportunities to integrate medium density housing in low-density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.

The following response was prepared by applicant's economist:

"*Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint. Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target*."

Based on the findings of applicant's economist, HO-3 supports adoption of the RMUO.

HO-5 Housing/employment balance

Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.

The following response was prepared by applicant's economist:

"As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city."

Based on the findings of applicant's economist, HO-5 supports adoption of the RMUO.

TR-3 Land use and transportation integration
Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

The following response was prepared by the applicant's traffic engineer:

"*As described in City of Ridgefield code section 18.235.060 Special provisions for the Ridgefield Mixed-Use Overlay (RMUO), one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The Royle Ridge Mixed Use Development conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.*

C-Tran bus route #48 Ridgefield currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed-use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3."

Based on the findings of applicant's traffic engineer, TR-3 supports adoption of the RMUO.

TR-12 Vehicle miles traveled reduction
When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- Encourage mixed land uses within easy walking distance of transit stops.
- Provide higher density residential development near employment centers and major transportation routes.
- Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.
- Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single-occupant motor vehicle commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with connections to transit, carpooling or ridesharing.
- Pursue innovative alternative transportation options such as low-speed electric vehicles.

The following response was prepared by applicant's traffic engineer:

"*The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12.*"

Based on the findings of applicant's traffic engineer, TR-12 supports adoption of the RMUO.

TR-16 Pedestrian facilities
Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.
- Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.
- Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.

The following response was prepared by the applicant's traffic engineer:

"*The Royle Ridge Mixed Use Development conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneers Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16.*"

Based on the findings of applicant's traffic engineer, TR-16 supports adoption of the RMUO.

TR-18 Trail systems
Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.

The following response was prepared by the applicant's traffic engineer:

"*Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the Royle Ridge Mixed Use Development will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18.*"

Based on the findings of applicant's traffic engineer, TR-18 supports adoption of the RMUO.

P-2 Local trail system
Plan for and develop a city-wide interconnected system of trails that link schools, parks, and other public facilities with residential and mixed-use areas.

Applicant's Response: Adopting the RMUO for the subject properties will further this policy in a number of ways. First, by providing internal walkways connecting to Pioneer Street, at a location near S 47th Avenue and to N Royle Road, at a location near N Pioneer Canyon Drive, the RMUO will facilitate walking connections between the new mixed-use area and the existing trail on the northeast side of the riparian area through existing sidewalk connections on Pioneer and Royle. Secondly, development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-2 supports adoption of the RMUO.

P-4 Parks service standards
Provide adequate acreage of parkland and miles of trail to meet existing and future park and open space needs at the levels of service established in the *Ridgefield Parks and Recreation Comprehensive Plan.*

Applicant's Response: Future development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-4 supports adoption of the RMUO.

P-6 Parks funding
Develop dedicated funding for a complete park system that includes acquisition, development, maintenance and operation of parks, trails, open space, and recreation programs to serve City residents.

Applicant's Response: Commercial development does not contribute to park impacts and therefore does not pay park impact fees. However, adoption of the RMUO will allow a portion of the subject property to be developed for residential uses, which will pay park impact fees, thus contributing to the funding for a complete park system as well as providing an additional trail segment on the southwest side of the riparian area. P-6 supports adoption of the RMUO.

In conclusion, adoption of the proposed RMUO is consistent with the applicable comprehensive plan policies and meets all criteria for a zone change.

Sincerely,

LANDERHOLM, P.S.

STEVE C. MORASCH
Attorney at Law

SCM/lls

MAJD01-000003 - 6838080

Market and Land Need Analysis for a Zone Change Request in Ridgefield, Washington

Prepared for
MAJ Development
July 2024

Johnson Economics, LLC
621 SW Alder St, Suite 506
Portland, Oregon 97205

Table of Contents

I. INTRODUCTION

JOHNSON ECONOMICS was retained by MAJ DEVELOPMENT to conduct a market and land need analysis in support of an application for a mixed-use zoning overlay (RMUO) at a site located at the northeast corner of Pioneer Street and Royle Road in Ridgefield. The property in question is currently designated for General Commercial (GC) land use, with Community Commercial Business (CCB) zoning. This report assesses the appropriateness of applying the RMUO overlay to the property from a public standpoint, in light of goals and policies defined in the 2016 Ridgefield Comprehensive Plan.

The analysis has a particular focus on multi-family housing, as this is the proposed use and the reason for the proposed mixed-use overlay. The analysis evaluates the need for multi-family housing in Ridgefield in light of current growth and broader housing trends. The current supply of land that allows for multi-family housing is also evaluated. We also assess trends in the commercial real estate market and the supply of commercial space in Ridgefield. Finally, the analysis evaluates the suitability and likelihood of development for commercial and multi-family uses on the subject site based on market and planning criteria, and outlines the likely impacts of applying the RMUO overlay to the site.

II. Executive Summary

Growth Context

Clark County is the fastest growing county in the Portland Metro Area, both in terms of population and employment. As the land supply in the southern part of the county has dwindled, development has moved northward, including to Ridgefield. This shift has made Ridgefield the fastest growing city in the county by far, accounting for an increasing share of countywide population and household growth. This is expected to continue largely as a function of land supply.

Multi-Family Housing Trends

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. Several factors have contributed to this shift, including stricter lending requirements in the wake of the 2008-09 recession, demographic changes, and rapidly rising single-family prices. Single-family ownership is increasingly becoming a high-income option, out of reach for an increasing number of middle-income households. As a result, the need for multi-family housing is growing.

Developers, homebuilders, and jurisdictions are adapting to these changes by accommodating more multi-family housing. Over the past 10 years, 52% of the new housing in the Portland Metro Area was multi-family units. In Clark County, the share was 34%. Ridgefield has only to a limited degree participated in this shift, providing only 12.7% multi-family housing. In Clark County, only Yacolt has a smaller share (0%), and even the unincorporated area has achieved a higher share (18%). Ridgefield's stated target in the 2016 Comprehensive Plan is 25%.

The multi-family supply that was provided in Ridgefield over the past 10 years was in two apartment projects completed over the 2019-21 period. Together, these were absorbed at a rate of 190 units per year, indicating strong underlying demand for these units. The performance of these properties in the following years also suggests a need for additional supply.

Multi-Family Housing Need

Johnson Economics develops housing need forecasts via a residential demand model that takes into account factors like age and household income. We estimate that Ridgefield will have a need for an additional 3,200 housing units over the next five years, including 770 multi-family units (24%) – or roughly 150 units annually. Currently, there is only one multi-family project in the development pipeline, which will provide 148 units reserved for seniors. There is no supply for the working-age population.

Multi-Family Supply

Johnson Economics has analyzed the supply of buildable land that allows multi-family development in Ridgefield. We estimate that only 788 units could be built if all the land was built out with multi-family housing. This is unrealistic, as the land includes properties with existing homesites and land that we consider unsuitable for multi-family use. Applying density assumptions from the Comprehensive Plan, the potential number of units on this land is 470. If we only include land consistent with the Comprehensive Plan's policy of providing multi-family development opportunities within half a mile of commercial centers, the potential supply is 548 multi-family units at maximum density and 290 units at the density assumed in the Comprehensive Plan. If we further limit the land to areas within a quarter-mile of a public transit, in line with the Comprehensive Plan's policy of locating multi-family along transit corridors, only two sites (both with development challenges) would be included, for a potential supply of 232 units at maximum density and 96 units at the density assumed in the Comprehensive Plan. Given the current land supply, we expect very limited multi-family development to occur over the next years – far short of the estimated need.

Commercial Supply

The picture is very different for commercial land. Ridgefield currently has a commercial development pipeline that totals 540,000 square feet if we include future phases of proposed commercial centers. In comparison, the market has absorbed an average of 37,000 square feet annually in the city after the opening of the Rosauers grocery store in

2019. Though the opening of the Costco store is likely to increase the absorption rate, we expect prospective businesses looking for space in Ridgefield to have many options to choose from well into the next decade. Access to labor is likely to be a greater constraint on business expansion than access to real estate.

PROPOSED MIXED-USE OVERLAY

The proposed Mixed-Use Overlay (RMUO) at the subject site would allow for multi-family housing that can alleviate the unmet need for this housing form in the city. We regard the site to be highly suitable for multi-family housing, given its proximity to commercial services and transit, and the greenbelt views that can be provided to the north and east. We regard the north portion of the site to be unsuitable for commercial development due to the slope, and expect this part of the site to remain undeveloped with the current zoning. Thus, we do not expect the RMUO overlay to result in a loss of employment growth. On the contrary, we expect access to labor to be a greater constraint on businesses in Ridgefield than access to real estate over the next years, given the large amount of commercial space in the development pipeline. Multi-family use on the site will provide much-needed housing for local workers in the rapidly expanding retail and service industries, thus contributing to business activity in the city and reducing commuter traffic.

Multi-family use at the subject site is consistent with the housing policies of the Comprehensive Plan and with the Pioneer & 45th Subarea Plan. With commercial centers and transit within walking distance, on-site residents will likely contribute to additional pedestrian vitality at this node and increased transit ridership in the city. Multi-family use is also highly compatible with the surrounding uses and provides a good transition to the adjacent single-family housing.

III. THE SUBJECT SITE

The subject site is located at the northeast corner of Pioneer Street and Royle Road in Ridgefield, Washington. The site measures roughly eight acres and has an irregular shape. Most of the land is undeveloped, except for a few older structures. A creek runs north and east of the site, intersecting part of the property. The site slopes toward the creek. The land has General Commercial (GC) land use designation and Community Commercial Business (CCB) zoning.

Surrounding land represents a mix of uses. A grocery-anchored retail center (Discovery Ridge) is located across Pioneer Street to the south, while another retail center (Pioneer Village) is located to the southeast. A residential subdivision with attached single-family homes is located on the other side of Royle Road to the west (Pioneer Canyon Phase IV). Land to the north and east is largely undeveloped, with a mix of wetlands and farmland.

The arterial Pioneer Street is the main link between downtown Ridgefield and the I-5 freeway, and the only transit and commercial corridor in the city. C-Tran operates a bus line (#48) that terminates at a bus stop directly south of the subject site. The line provides service to the Junction Park & Ride and the 99th Street Transit Center in Hazel Dell. The latter provides connections to other parts of Clark County and Portland.

FIGURE 3.1: MAP OF THE SUBJECT SITE (APPROXIMATE OUTLINE)

SOURCE: Clark County, MAJ Development, Google, Johnson Economics

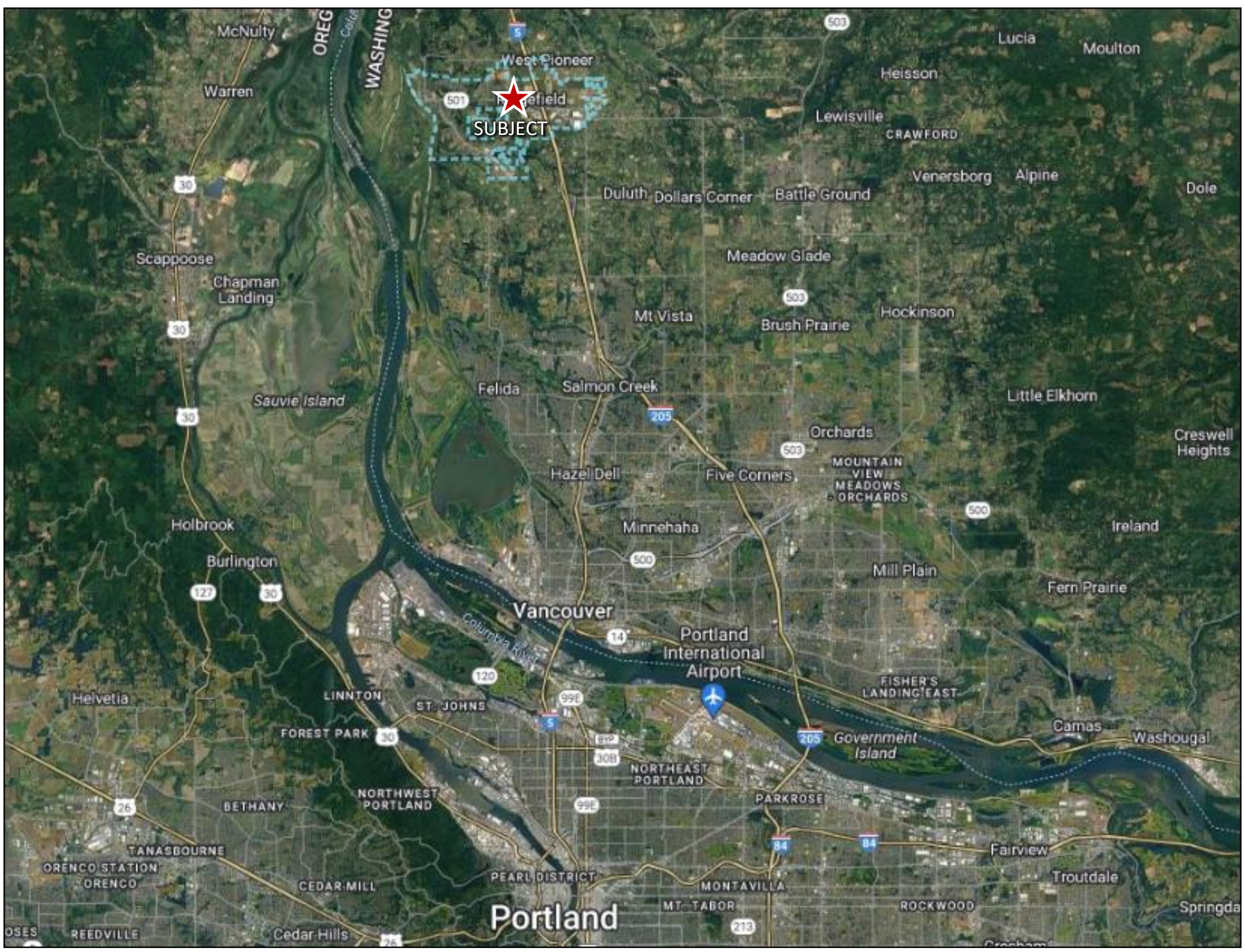
The following drone pictures show views of the property facing west and south. The pictures reveal some of the topography on the site, with slope from the roundabout (southwest corner) down to the creek in the north and east. The site has an elevation change of more than 35 feet, according to a survey by Minister-Glaeser Surveying.

FIGURE 3.2: SITE PHOTOS

SOURCE: MAJ Development

The following map shows the subject site in its local and regional context. The site is less than a mile west of the Ridgefield Junction and the I-5 freeway, and roughly two miles east of downtown Ridgefield. The site is 14 miles north of downtown Vancouver, 20 miles north of downtown Portland, and 22 miles north of the Portland Airport.

FIGURE 3.3: SUBJECT SITE IN ITS LOCAL AND REGIONAL CONTEXT



SOURCE: Clark County, Google, Johnson Economics

IV. Suitability for Alternative Uses

Current Commercial Zoning

Commercial Community Business (CCB) Zone

The subject site currently has General Commercial (GC) land use designation and Community Commercial Business (CCB) zoning. The purpose of the CCB zone according to the Ridgefield code is as follows:

> *The purpose of the community business zone (CCB) is to provide location for a wide variety of business activities, such as convenience and comparison retail, personal services for local needs, and to allow for limited higher-intensity residential opportunities as part of mixed use developments.*
>
> *(Ridgefield Code of Ordinances, 18.230.010)*

The community business zone represents the middle-tier in terms of intensity and traffic generation, between the neighborhood business zone (CNB) and the regional business zone (CRB). It allows for a wide range of retail and office uses, as well as some lodging and institutional uses. The code text allows for “limited higher-intensity residential opportunities,” though the only residential uses allowed are boarding house (conditional) and community residential facilities (limitations) (18.230.020).

Suitability for Commercial Use

The general location of the subject site in the Pioneer Street corridor is highly suitable for commercial use given the exposure to resident traffic, including dedicated shopping traffic to existing commercial centers south of the subject site. However, the north portion of the site is hampered by significant downward slope, which reduces visibility from Pioneer Street. Though some slope can be mitigated with grading, fill, and retaining walls, we would expect the magnitude of the mitigation needed on the subject site to render development infeasible. Sloping lots are generally avoided by retailers, as they do not accommodate an orderly site layout with convenient, shared parking and good visibility to and between stores. Moreover, sloping parking lots reduce customer visits and make the use of shopping carts difficult. We therefore regard the sloping north portion of site to be unsuitable for retail use.

Lodging and institutional uses are also unlikely to be feasible on the north portion of the subject site. These buildings generally have large footprints and extensive parking, which again would require costly site work to create adequately large level lots. Smaller office buildings not occupied by population-serving firms could in theory be accommodated on a sloping site, though these are rare except in larger cities, and have been out of favor since the COVID pandemic due to more work-from-home arrangements (see Section VII).

Proposed Mixed-Use Overlay

Ridgefield Mixed-Use Overlay (RMUO)

The proposed mixed-use overlay (RMUO) has the following purpose according to the Ridgefield code:

> *The RMUO is intended to create mixed-use nodes to implement the subarea plans for Pioneer and 45th and the Ridgefield Junction by:*
>
> 1. *Providing flexible development opportunities by allowing an optional mix of commercial, residential, and office uses.*
> 2. *Creating vibrant, livable, and attractive communities through sustainable design, distinct architecture and site design that respond to the site context.*
> 3. *Creating walkable communities with connections within and between sites.*
> 4. *Promoting sensitive treatment of environmental features including critical areas and vegetation.*
> 5. *Creating and maintaining usable open spaces for the enjoyment of residents, patrons, employees and the public, that connect to natural features on and off site.*

6. *Managing transitions between uses on sites and neighboring properties to avoid conflicts between potentially incompatible uses.*

(Ridgefield Code of Ordinances, 18.230.010)

SUITABILITY FOR MIXED USE AND THE RMUO OVERLAY

As the subject site is located at the Royle Road/Pioneer Street intersection, within the Pioneer and 45th sub-area, mixed-use development on the site would meet the objective of RMUO by contributing to establish a mixed-use node at this intersection. It is also consistent with Housing Policy HO-3 in the Comprehensive Plan, which states that multi-family development opportunities should be provided "within one-half mile of commercial or employment centers, and along existing and planned transit corridors."

The suitability for a mix of uses that includes residential around this intersection is already proven by the residential projects within the Pioneer and 45th sub-area. The rapid absorption of residential units at the two recent apartment projects, as well as their subsequent occupancy and pricing, indicate strong multi-family demand in this area (see Section VI).

Residential uses can more easily be accommodated on sloping lots than commercial uses. In general, steep slopes can only accommodate small buildings at low density, while more moderate slope can accommodate larger buildings and higher density. Though the slope usually adds to development costs, it also has the potential to generate residential pricing premiums due to the additional views. In this case, the site has views of a greenbelt/wetlands area, which makes it particularly marketable from a residential standpoint.

We regard multi-family use to be particularly suitable for the subject site. Multi-family residents generally place higher value on access to commercial amenities and public transit than single-family residents, who generally place greater value on privacy and quietness. The subject site provides walking access to a wide range of commercial amenities, and will thus contribute to the pedestrian vitality of the mixed-use node (in line with points 2 and 3 in the RMUO code text). The proximity to public transit is likely to increase transit ridership while also reducing the need for two cars among local households. Moreover, multi-family use represents a good transition between commercial uses along Pioneer Road and the existing residential community to the west of the subject site (point 6).

V. Growth Context

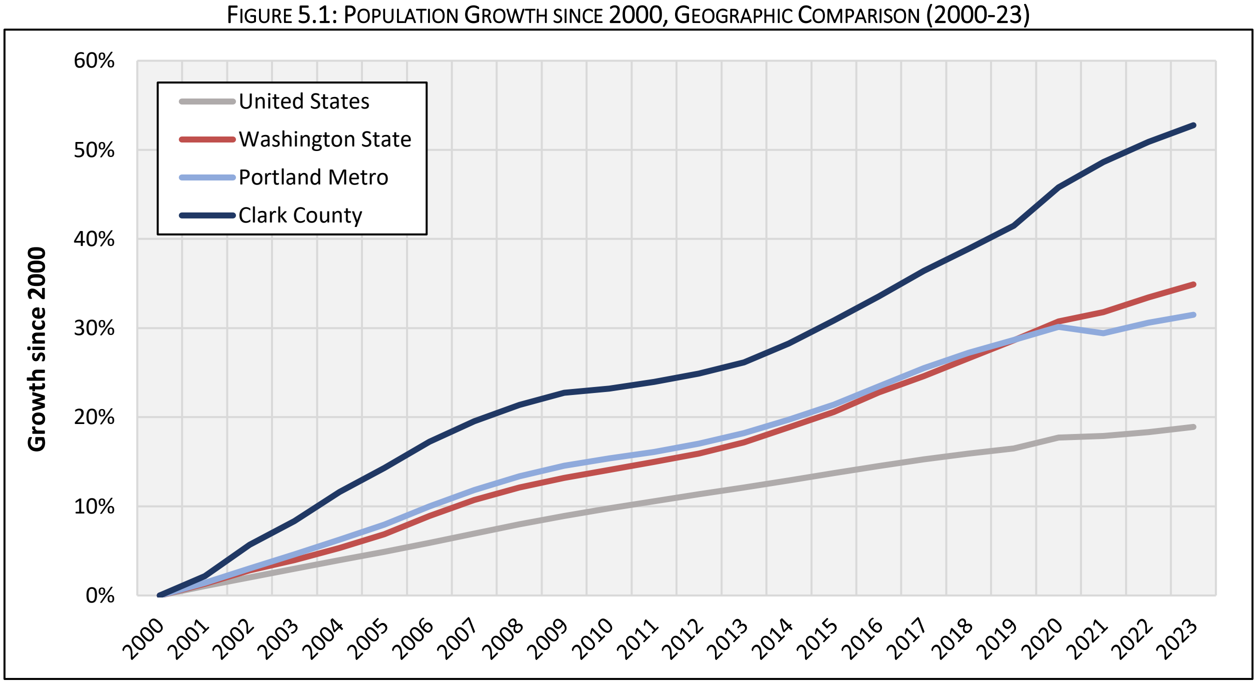
Clark County

Population Growth

As of the most recent estimate, 527,000 people live in Clark County, representing 21% of the Portland Metro population. The county has been the fastest growing county in the Portland Metro Area over the past 30 years, with an increase of 97%, compared to 44% in the remainder of the region. Over the past 10 years, the increase has been 21%, compared to 9% in other parts of the region. The outsized growth can largely be attributed to less restrictive land use policies and lower tax rates – both the lack of a state income tax and the relatively low property and business taxes locally. Quality of life considerations have also factored into the population growth, including housing affordability, good schools, and outdoor recreation opportunities. More recently, the county has also benefitted from an outflow from the Portland area due to social unrest, crime, and responses to COVID-19. The average annual population growth in Clark County has been 9,600 per year over the past five years and 9,200 per year over the past 10 years.

Clark County has seen a shift in the local economy over the past decade, as large office firms have relocated to the county – partly due to the tax structure. This has resulted in an increasing share of high-wage, white-collar jobs. The new workers have provided support for more upscale amenities, which in turn have increased the county's appeal to a broader demographic, including affluent households from Portland.

Figure 5.1: Population Growth since 2000, Geographic Comparison (2000-23)

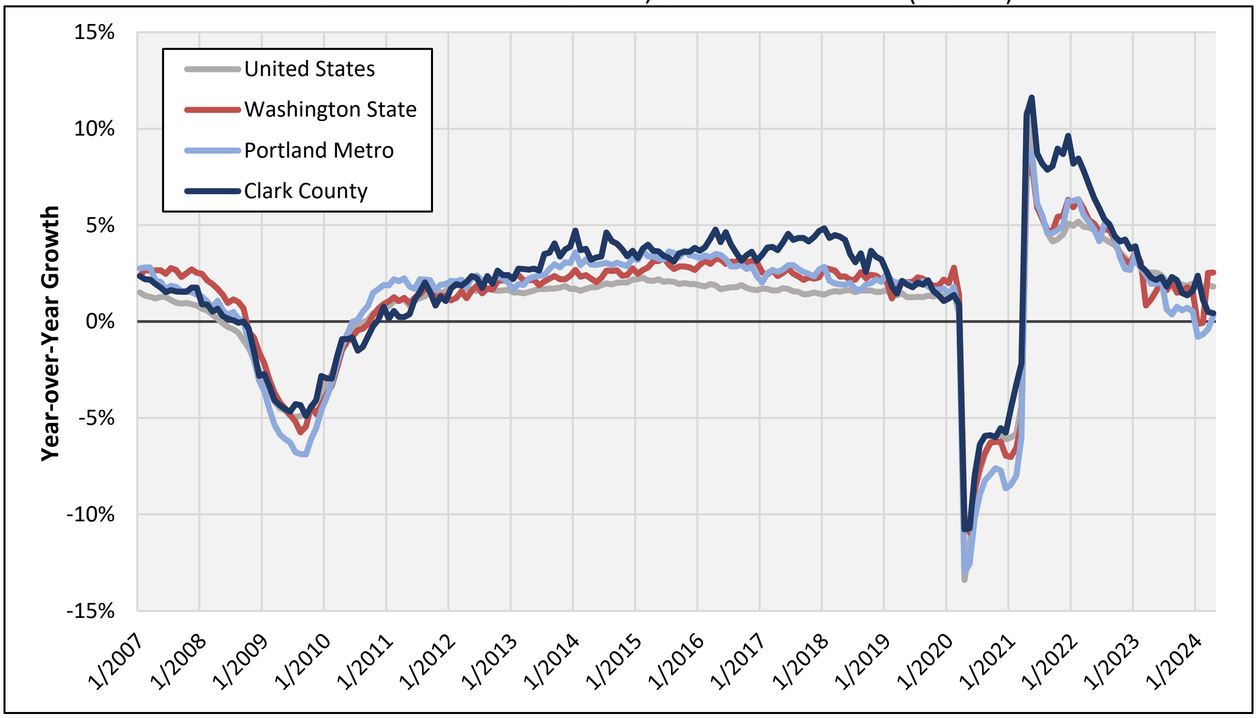


SOURCE: PSU Population Research Center, WA Office of Financial Management, Johnson Economics

Employment Growth

Clark County has outperformed the region and nation in terms of employment growth since 2013. The county saw less of a hit from COVID-19 than the Portland Metro Area, partly reflecting smaller hotel and restaurant industries, but also due to strong in-migration during the pandemic. The jobs lost in Clark County early in the pandemic were regained more than a year before the Portland Metro Area recaptured its losses.

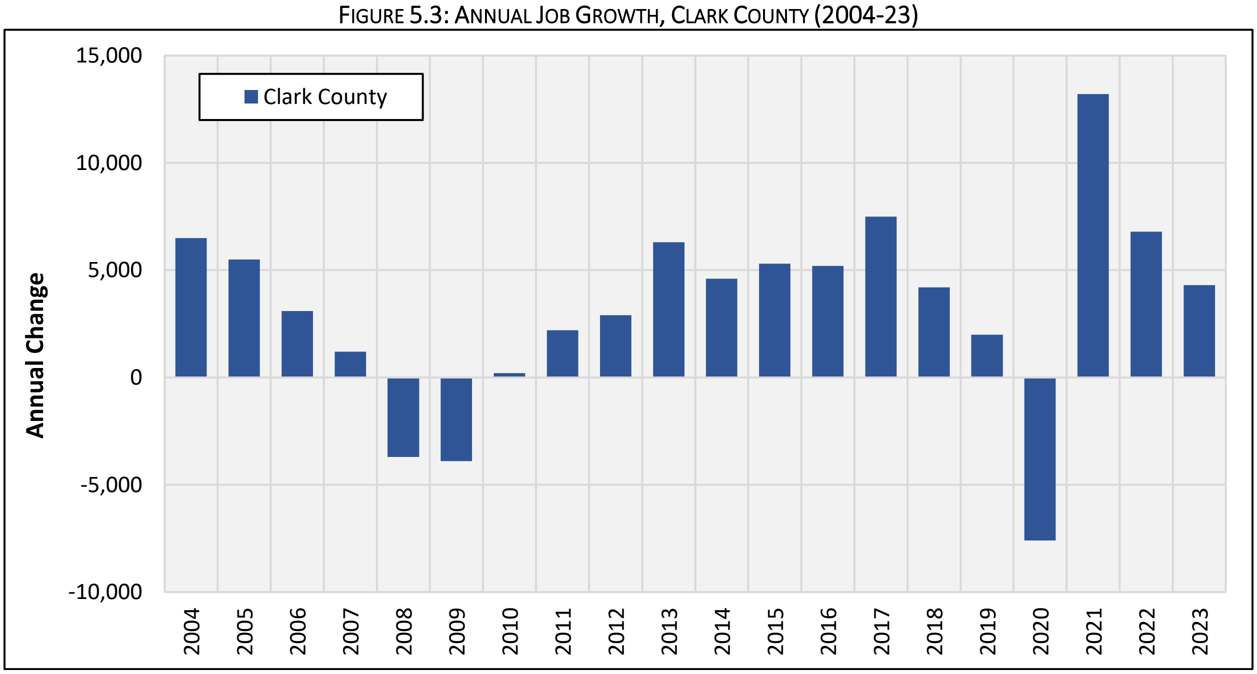
FIGURE 5.2: YEAR-OVER-YEAR JOB GROWTH, GEOGRAPHIC COMPARISON (2007-24)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

On an annual basis, Clark County added roughly 5,000 jobs per year over most of the past decade. The peak was in 2017, when the county gained 7,500 jobs. Gains in 2021-22 were almost three times the losses incurred in 2020, as the county experienced a residential demand boost driven by the pandemic and social issues in Portland. However, high mortgage rates put a brake on the demand for new housing in 2023, resulting in slower job growth.

FIGURE 5.3: ANNUAL JOB GROWTH, CLARK COUNTY (2004-23)

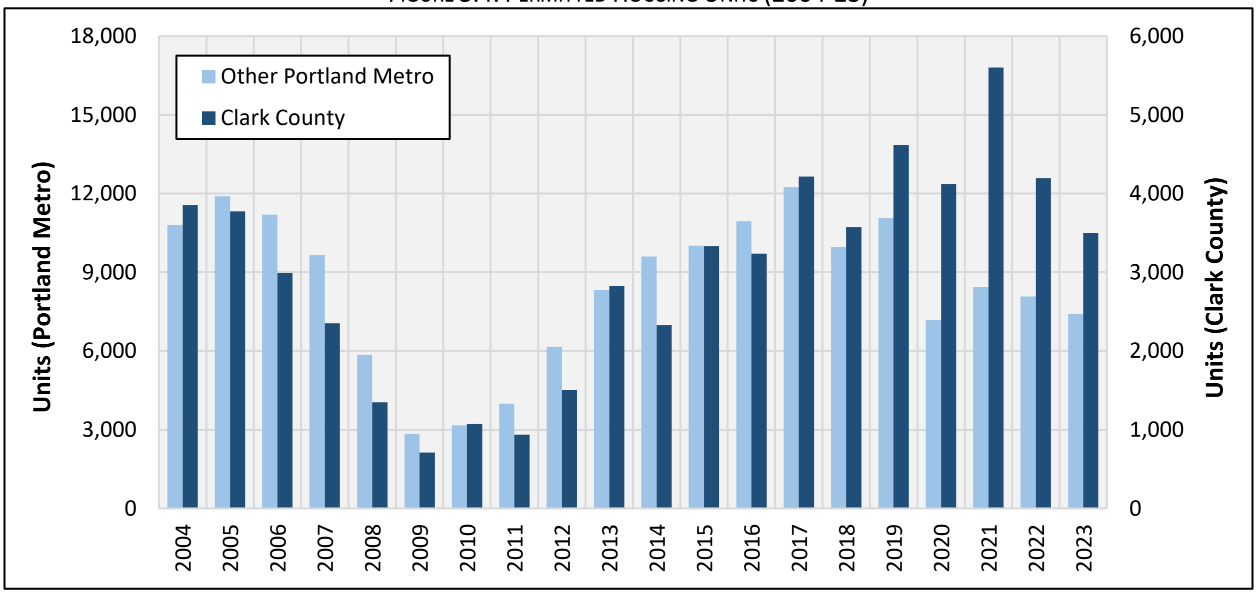


SOURCE: Washington Employment Security Department, JOHNSON ECONOMICS

Housing Construction

Given the strong population and employment growth, Clark County has seen increasing housing demand in recent years. Developers and homebuilders have responded with more supply. While other parts of the Portland Metro Area peaked in 2017, Clark County's housing production continued to increase until 2021, when 5,600 units were permitted. Higher mortgage rates slowed the construction pace in 2022 and 2023, but the production level is still high in a historical context, with 3,500 units permitted in 2023.

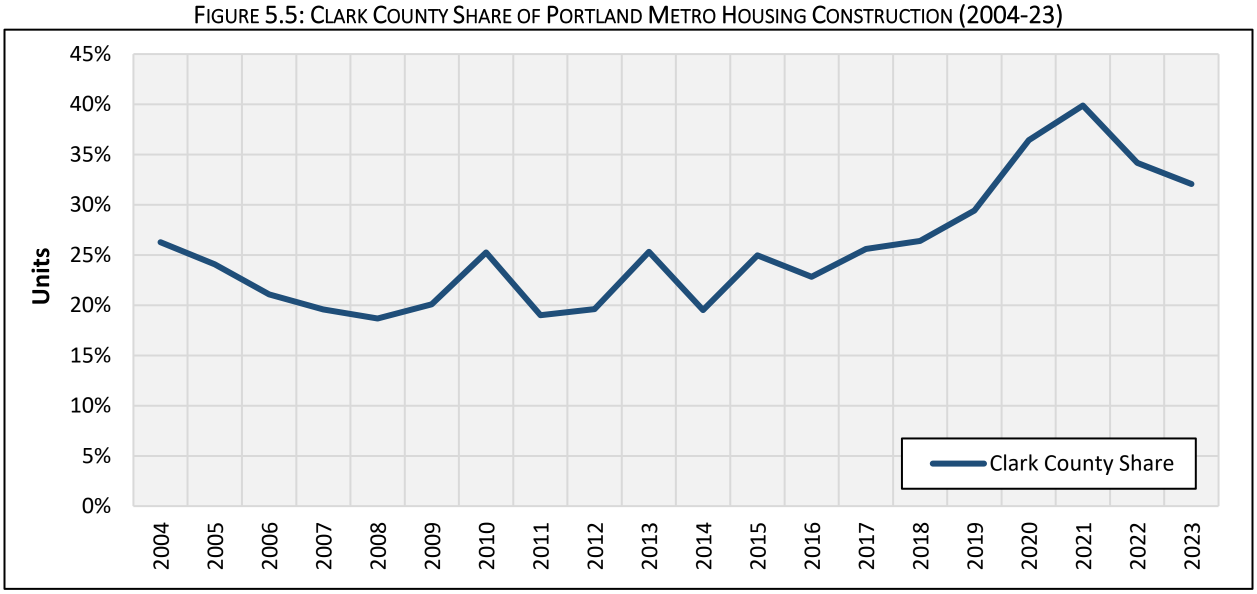
Figure 5.4: Permitted Housing Units (2004-23)



SOURCE: Oregon Employment Department, Washington Employment Security Department, Johnson Economics

As the regional growth has shifted to Clark County, the county's share of the regional housing production has increased, from a low of 19% in 2011 to a high of 40% in 2021. The share fell to 32% in 2023, reflecting the impact of high mortgage rates on single-family construction in particular.

Figure 5.5: Clark County Share of Portland Metro Housing Construction (2004-23)



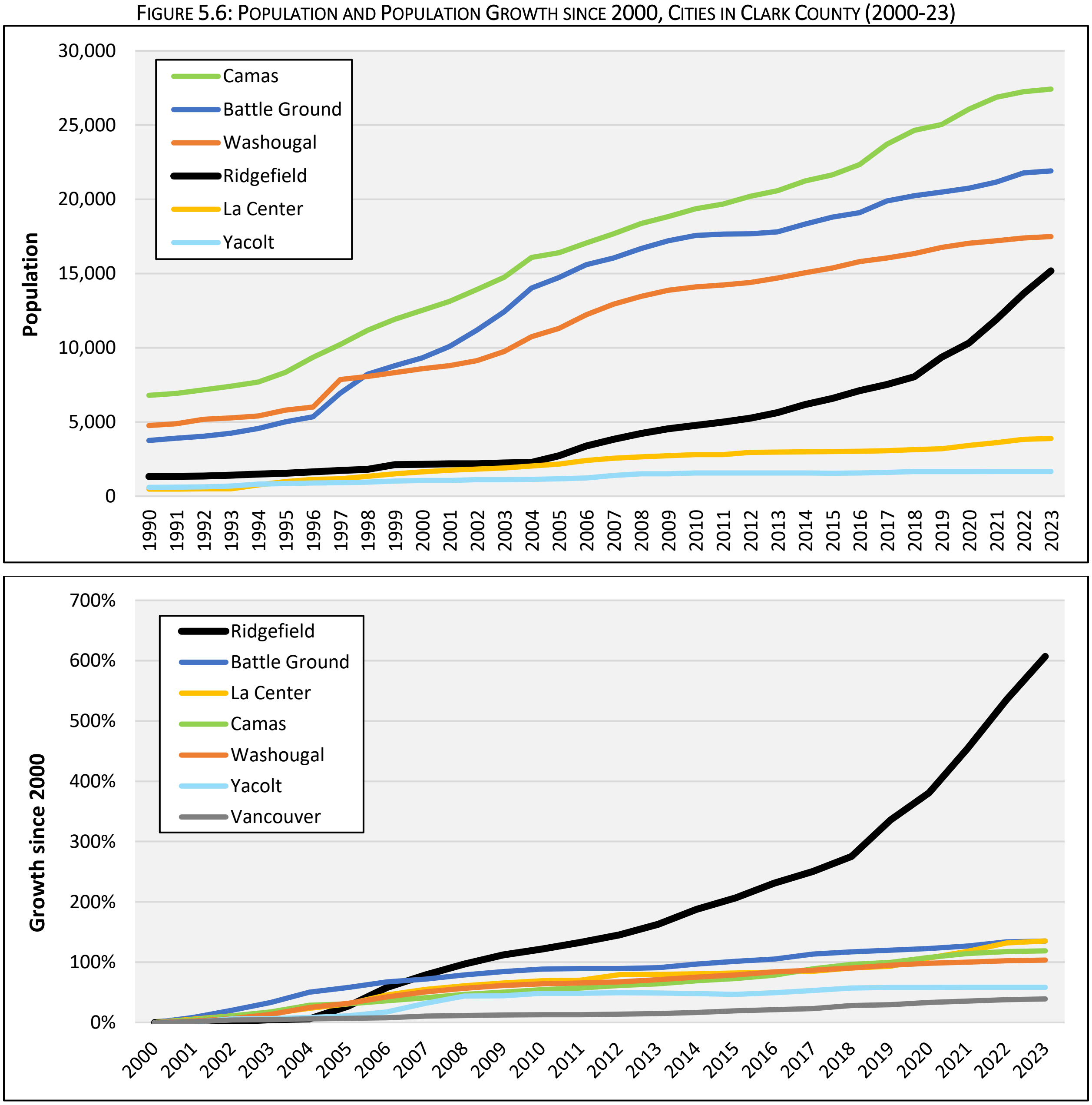
SOURCE: Oregon Employment Department, Washington Employment Security Department, Johnson Economics

Ridgefield

Population Growth

The rapid growth of Clark County over the last decades has absorbed large amounts of residential land. The southern part of the county, close to Portland and the Columbia River, was built out first – especially areas accessible via the three freeways (SR-14, I-5, I-205). As the supply of accessible land in the south has dwindled, development has shifted to the north, particularly to the Orchards area and the I-5 corridor – including Ridgefield. Ridgefield's population has nearly tripled over the past 10 years and totals 15,180 as of 2023. The average growth rate over the 10-year period was 10.4% per year. All the other cities in the county have averaged less than 3.0% annual growth over this period. As a percentage of total county growth, Ridgefield's share has increased from around 8% 10 years ago to 24% in 2023.

Figure 5.6: Population and Population Growth since 2000, Cities in Clark County (2000-23)

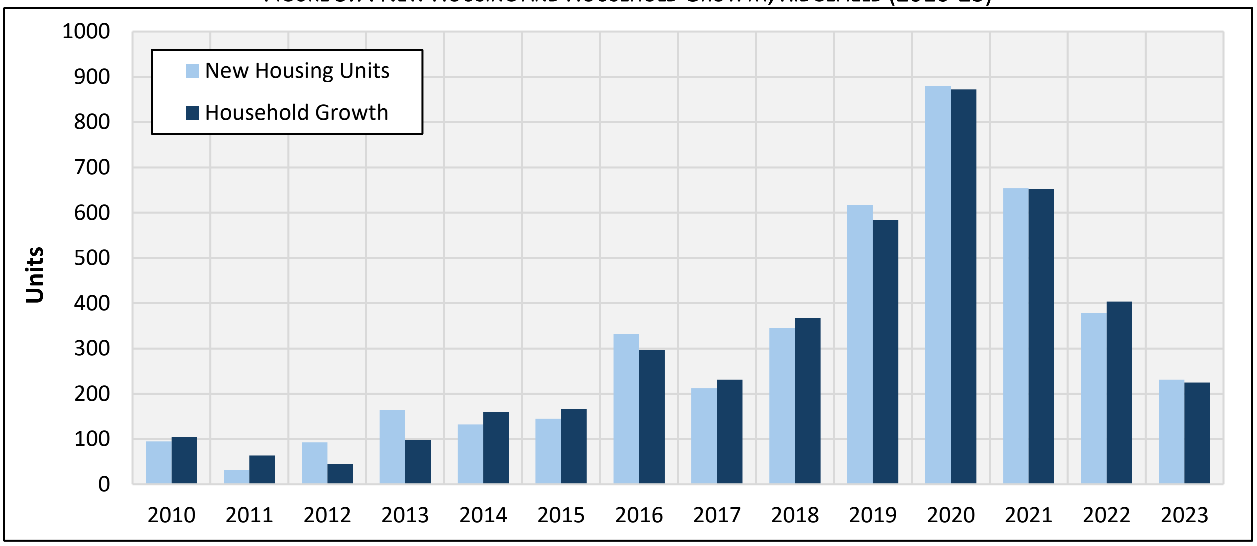


SOURCE: WA Office of Financial Management, Johnson Economics

HOUSING CONSTRUCTION AND HOUSEHOLD GROWTH

Housing construction in Ridgefield has mirrored the population growth, exhibiting strong growth over the past decade. The construction pace increased from a low of 31 new units in 2011 to a high of 880 units in 2020, according to assessor data. The pace fell to 231 units by 2023, reflecting the market impact of high mortgage rates. By applying vacancy rates in Ridgefield from the Census Bureau to the total housing inventory, we can estimate the number of households and the annual household growth in the city. The household growth has closely matched the housing inventory growth, peaking at 870 in 2020. Over the past five years, the city added 2,740 households, or 550 households per year on average. This represents an average growth rate of 13.9% per year.

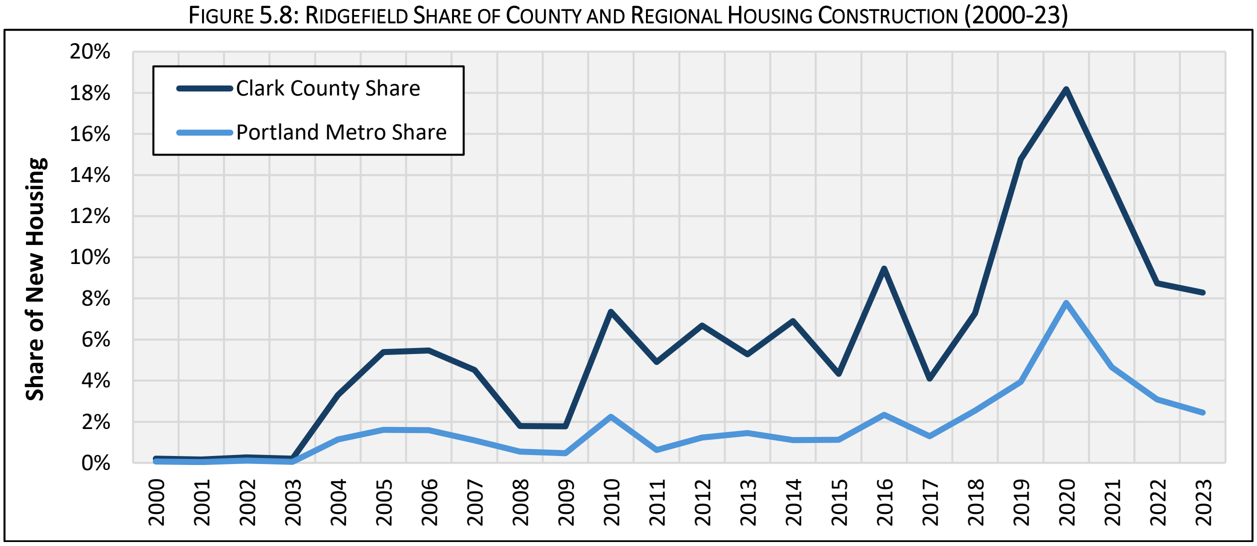
FIGURE 5.7: NEW HOUSING AND HOUSEHOLD GROWTH, RIDGEFIELD (2010-23)



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

Ridgefield's share of the county's housing production has increased as the growth has shifted northward. Ridgefield represented less than 0.1% of the county's new housing early in the 2000s and around 6.0% in the early 2010s. The rate rose to 18.2% by 2020, before falling back to 8.3% by 2023. Over the past five years, the total share is 13.2%. As a percent of Portland Metro housing production, Ridgefield's rate was 4.4% in 2023, after peaking at 7.8% in 2020.

FIGURE 5.8: RIDGEFIELD SHARE OF COUNTY AND REGIONAL HOUSING CONSTRUCTION (2000-23)



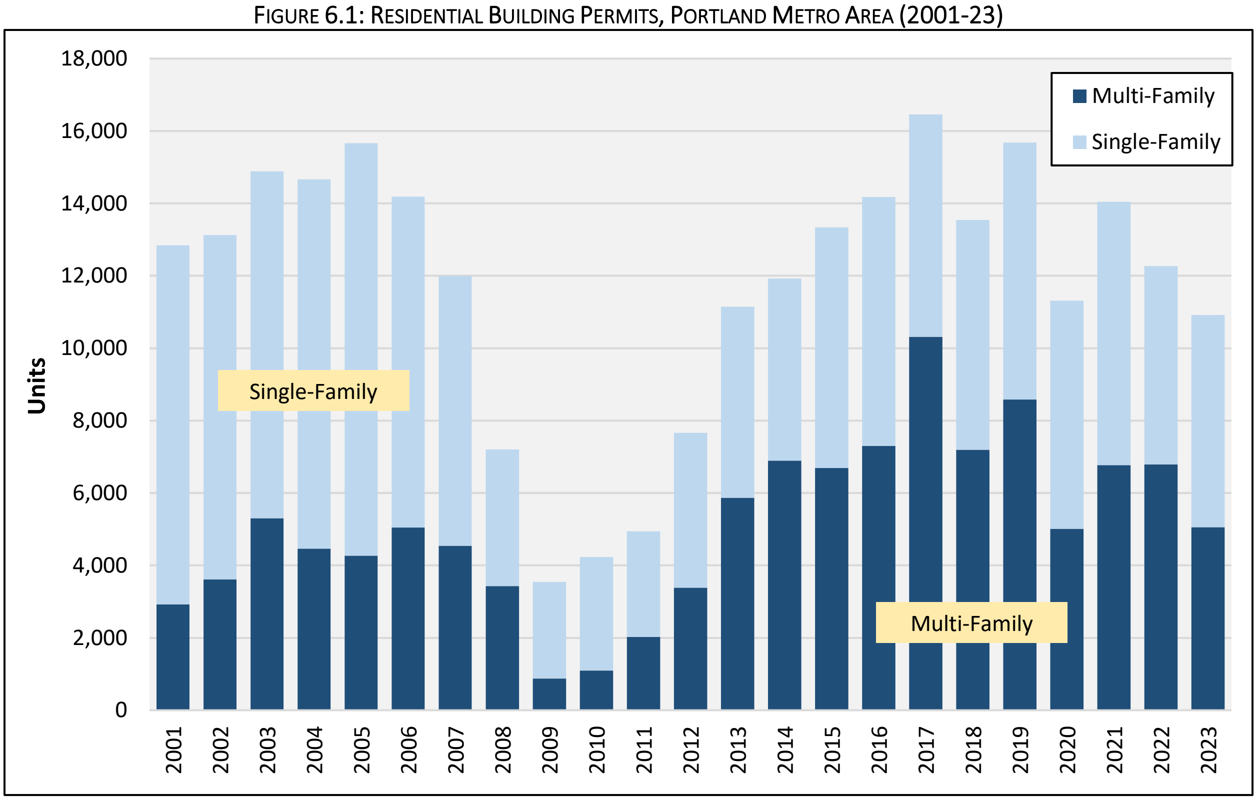
SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

VI. Multi-Family Trends

Housing Shift

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements and larger downpayments for homebuyers. This affected young households disproportionately. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for downpayments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction from single- to multi-family units. Regionally, multi-family units have represented 53% of the regional housing production over the past 10 years. Nearly all of these were rental apartments. This compares to 32% during the 2000s, when a large share of the multi-family units were condominiums.

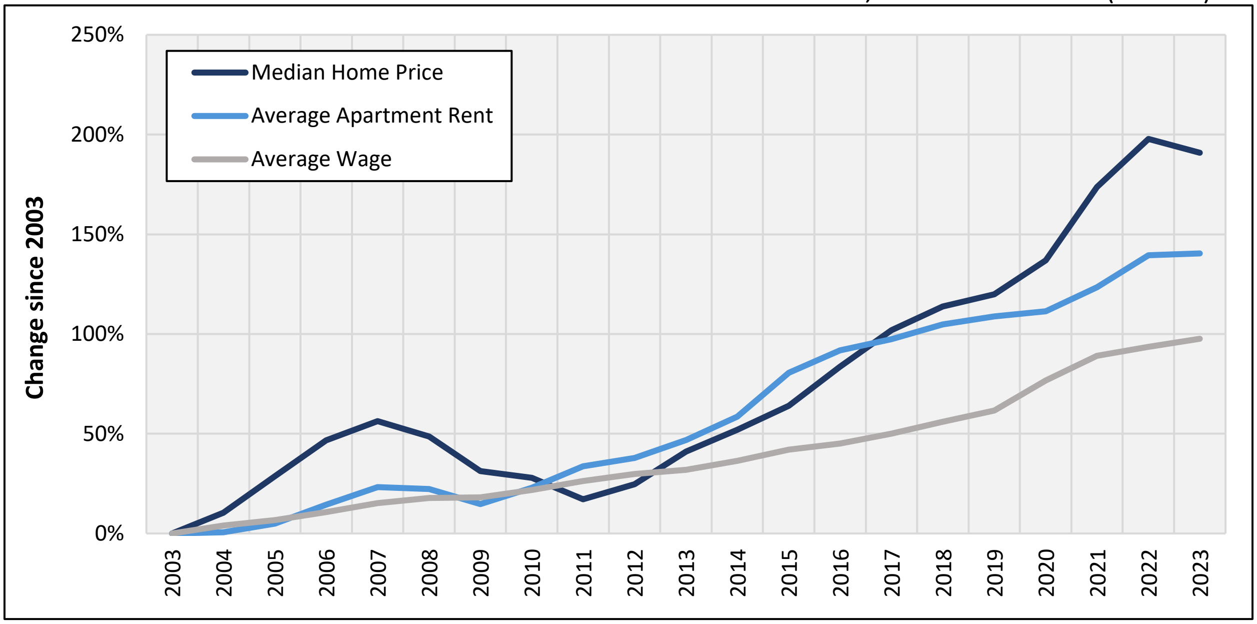
Figure 6.1: Residential Building Permits, Portland Metro Area (2001-23)



SOURCE: U.S. Census Bureau, HUD, Johnson Economics

Another factor that along with the stricter mortgage requirements has served to shut out a large number of prospective homebuyers from the ownership market is the rapid price increases in this market. This is a nationwide trend, driven by underproduction. In the Portland Metro Area, the median home price nearly tripled over the past 20 years (+191%), while the average wage level "only" doubled (+98%). The average apartment rent increased 140%, and thus became more affordable relative to ownership housing (mostly single-family), though all housing became less affordable relative to wage levels. See chart on the next page.

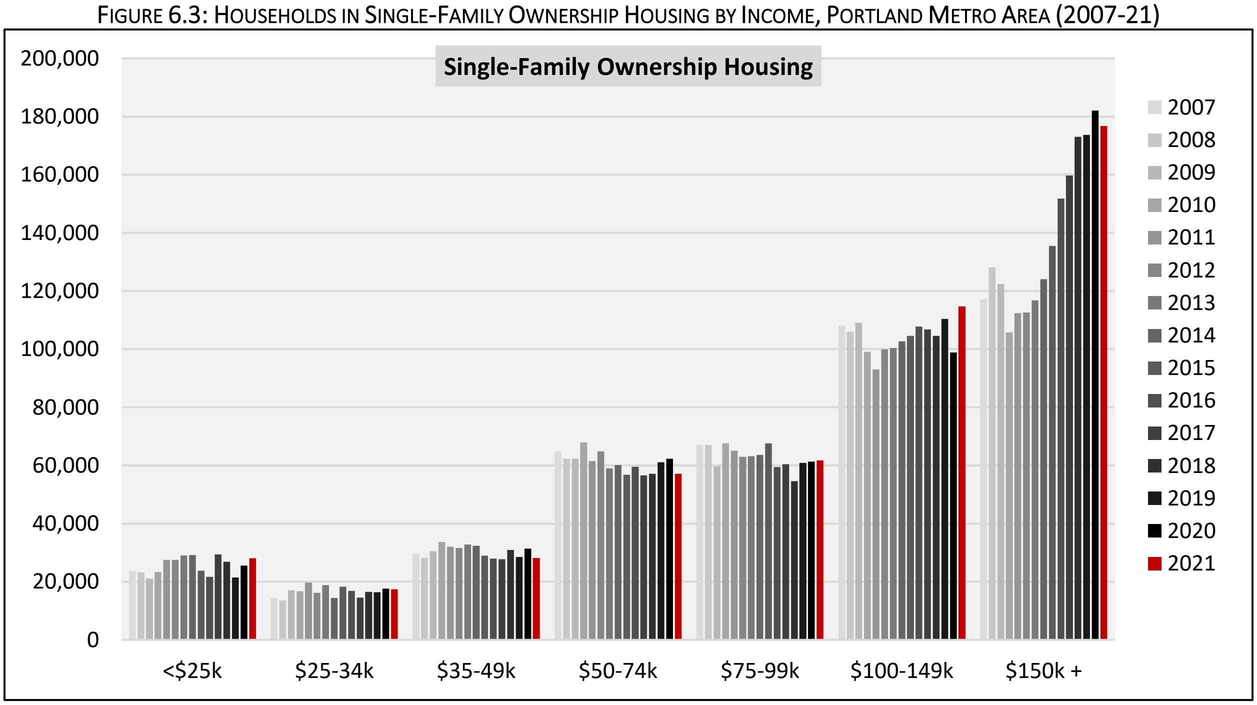
FIGURE 6.2: CHANGE IN MEDIAN HOME PRICE VS. AVERAGE APARTMENT RENT AND WAGE, PORTLAND METRO AREA (2003-23)



SOURCE: RMLS, RealPage, CoStar, Oregon Employment Department, JOHNSON ECONOMICS

Because of the reduced affordability, single-family ownership housing is increasingly becoming a high-income housing option. The following census data, which is so far only available for the 2007-21 period, shows the number of households in single-family ownership housing in the Portland Metro Area. Nearly all the growth in this segment since 2007 has come among households earning more than $150,000 annually. There has been declines among households earning between $35,000 and $100,000.

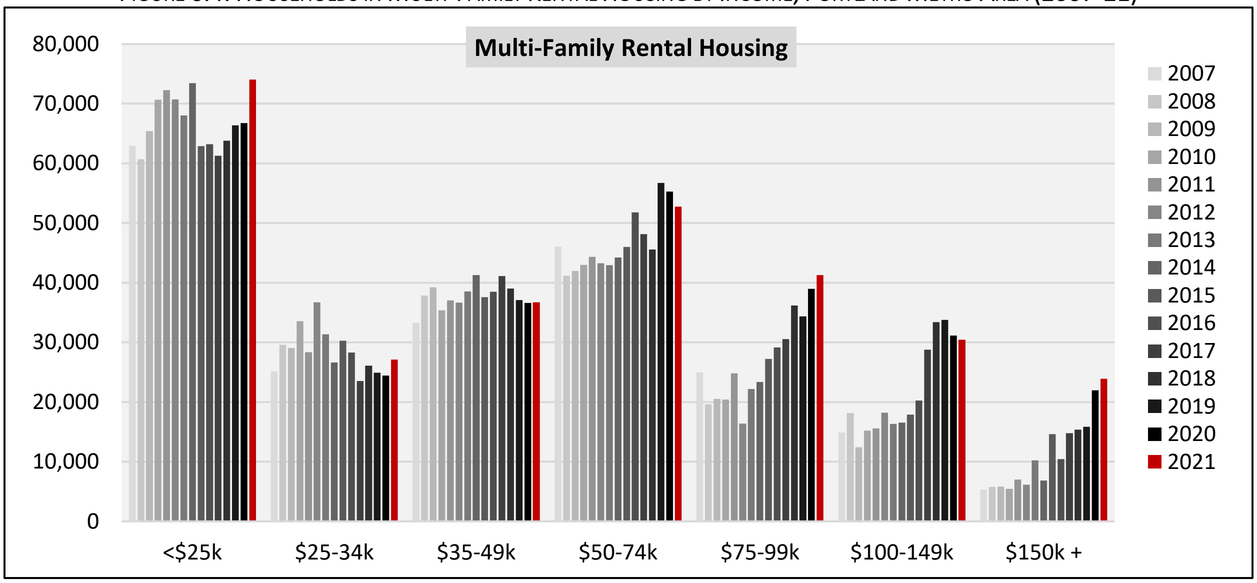
FIGURE 6.3: HOUSEHOLDS IN SINGLE-FAMILY OWNERSHIP HOUSING BY INCOME, PORTLAND METRO AREA (2007-21)



SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

Because of their relative affordability, rental apartments have accommodated most of the recent growth among middle-income households ($50,000-100,000). However, rental apartments have also seen an increase among higher-income households, partly due to luxury apartments taking over for condominiums, which have become difficult for developers to finance. The implications of the changing housing patterns are particularly acute for communities reliant on low- and middle-wage labor, which typically see either a shortage of workers or an increase in commuter traffic.

FIGURE 6.4: HOUSEHOLDS IN MULTI-FAMILY RENTAL HOUSING BY INCOME, PORTLAND METRO AREA (2007-21)

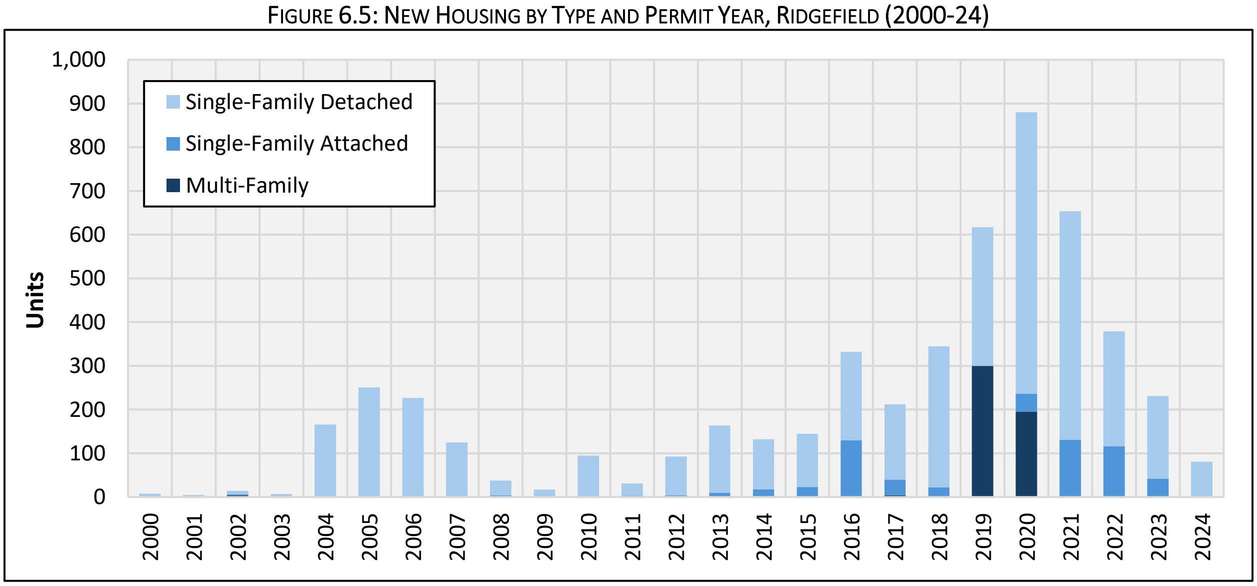


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

MULTI-FAMILY HOUSING IN RIDGEFIELD

New housing in Ridgefield over the past two decades has primarily been single-family housing. Only two major multi-family projects have been completed over this period: Acero Ridgefield and Legacy Trails – completed over the 2019-21 period. Additionally, the Crossing has provided rental townhomes (single-family attached) over the 2021-23 period.

FIGURE 6.5: NEW HOUSING BY TYPE AND PERMIT YEAR, RIDGEFIELD (2000-24)

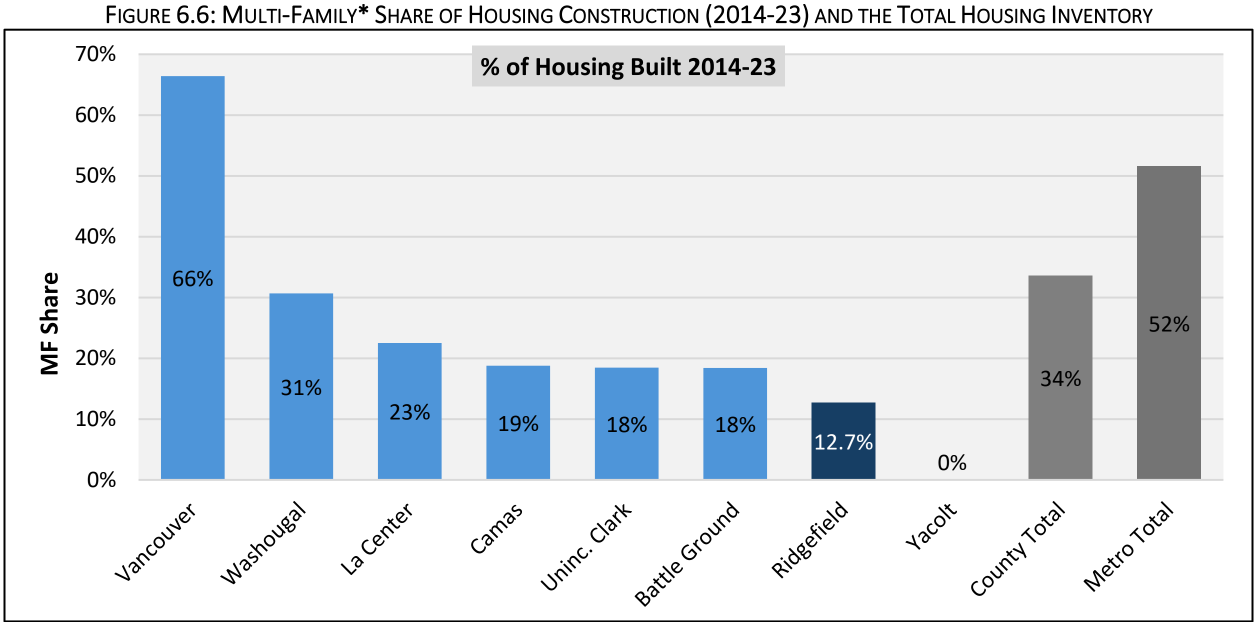


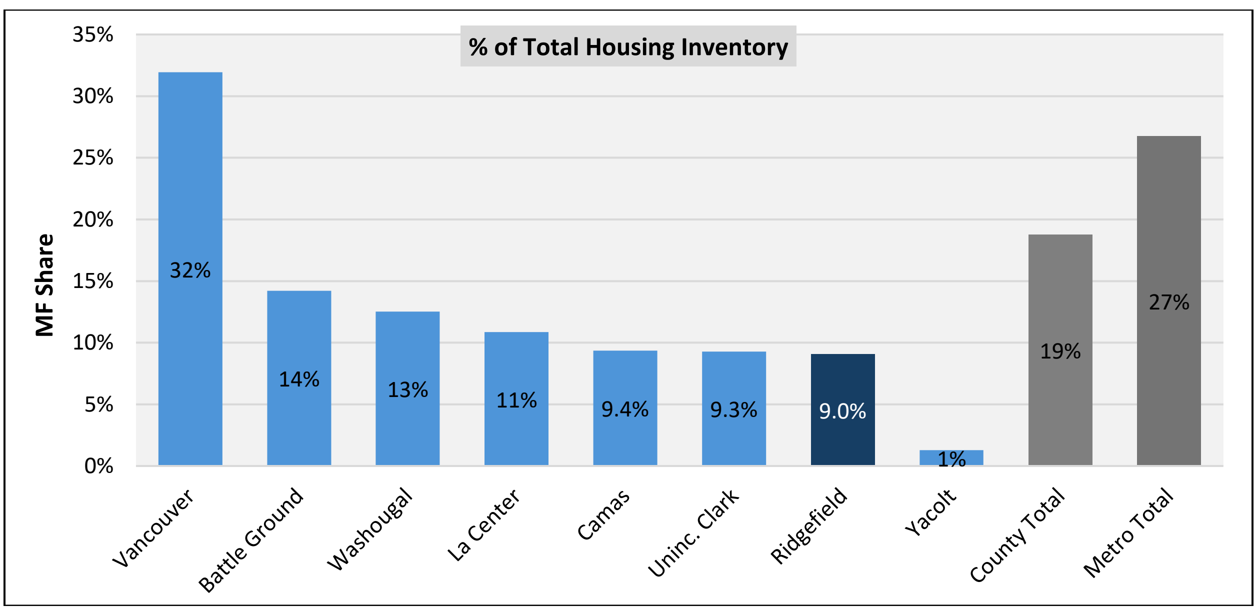
SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

Ridgefield's rate of multi-family construction is well below most other cities in Clark County. Even if we limit the time period to the last 10 years, only 12.7% of the new housing has been multi-family. This is roughly half of the stated target in the Comprehensive Plan (25%). In comparison, the countywide multi-family share is 34% over this period. The only city with a smaller multi-family share is Yacolt (0%). Apart from Vancouver, which has a 66% multi-family share, the other cities in the county (and the unincorporated area) have produced 18-31% multi-family housing over the 2014-23 period. Note that condominiums are not included in this count of multi-family units.

If we include all housing regardless of construction year, Ridgefield's multi-family share is only 9%. This is roughly on par with Camas and the unincorporated county, but below the other cities except for Yacolt (1%). The countywide share is 19%, while Vancouver has the largest share at 32%. The regional share is 27%.

FIGURE 6.6: MULTI-FAMILY* SHARE OF HOUSING CONSTRUCTION (2014-23) AND THE TOTAL HOUSING INVENTORY





* Housing units categorized as "apartments" by the Clark County Assessor's Office.

SOURCE: Clark County, JOHNSON ECONOMICS

MULTI-FAMILY MARKET TRENDS

Historical multi-family market data is limited in Ridgefield, as the vast majority of the city's multi-family inventory are in the two projects completed over the 2019-21 period, Acero Ridgefield and Legacy Trails. However, the two properties have been a success from a market standpoint, and suggest potential for additional supply in the city.

Together, Acero Ridgefield and Legacy Trails provided 495 units that were fully absorbed by the market in roughly two-and-half years, at an average rate of 190 units per year. This included periods without any available units between the completion of buildings. Acero Ridgefield leased all its 300 units in roughly one year, according to management.

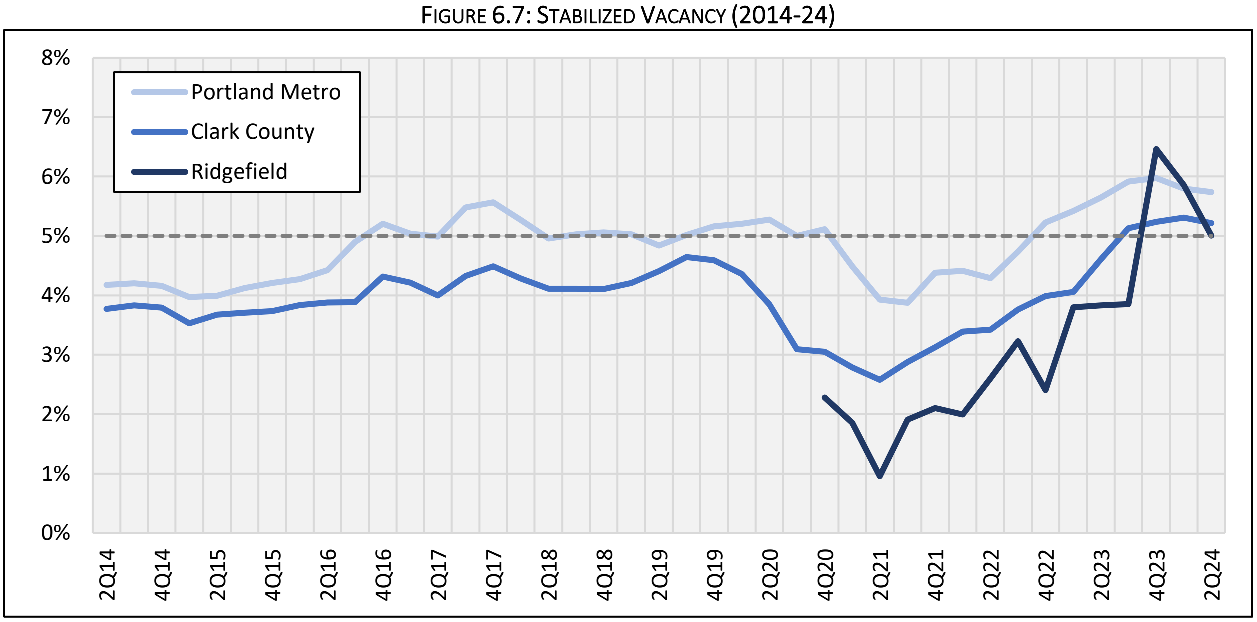
Both these properties have operated at low vacancy rates since lease-up, while maintaining rent levels on par with similar projects in parts of the suburban Clark County. When surveyed by Johnson Economics in mid-2022, the two properties had a combined vacancy rate of 0.2%. They currently have a vacancy rate of 2.4%. Both these rates are well below the 5.0% rate that typically represents a balanced market in terms of supply and demand, indicating that additional supply could have been provided without oversaturating the market.

RENT AND VACANCY

Broader trends in Clark County and the Portland Metro Area reflect a market that has softened over the past two years after a demand surge during COVID. The latter was in part fueled by households having more money to spend on housing due to savings and stimulus checks during the first part of COVID. Inflation reduced the spending power from 2022 onwards. Higher interest rates also caused a slowdown in homebuilding, which is a major economic driver in Clark County. This led to reduced economic growth and less in-migration. Combined with an increase in apartment supply, this led to increasing vacancy rates.

Vacancy data from CoStar indicates that Ridgefield's stabilized vacancy rate (does not include new units in lease-up) has generally been lower than the county and regional rates since complete lease-up of Acero Ridgefield, though following a similar trajectory. Note that CoStar's data is in part based on available units listed online, which usually include units with future availability that are not yet vacant. Thus, these rates tend to exaggerate vacancy to some extent. Our own surveys of Acero Ridgefield and Legacy Trails have indicated lower vacancy in Ridgefield.

FIGURE 6.7: STABILIZED VACANCY (2014-24)

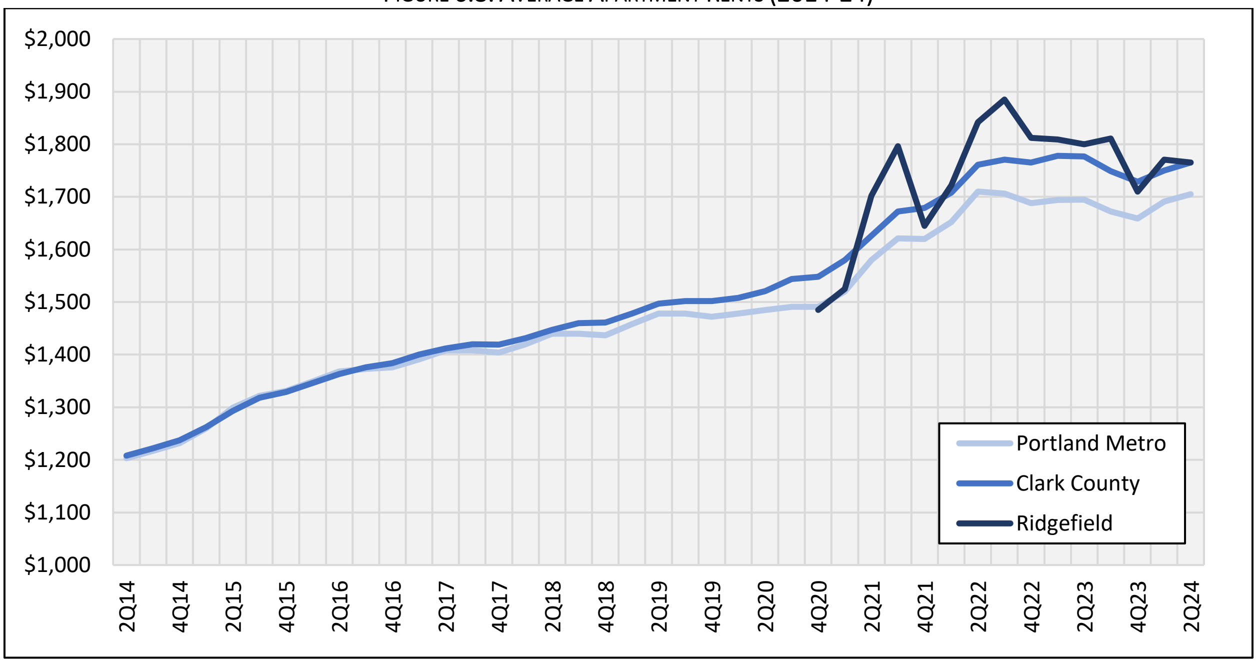


SOURCE: *CoStar*

RENT TRENDS

Rents in Ridgefield have generally followed the county trajectory, though with wider short-term fluctuations due to the limited sample size in Ridgefield. Our own surveys have indicated that rent levels at Acero Ridgefield and Legacy Trails have been on par with similar projects in other parts of the suburban Clark County. Typically, communities that are further from the regional center tend to exhibit lower rent levels. The rents observed in Ridgefield thus indicate additional pricing pressure from relative undersupply.

FIGURE 6.8: AVERAGE APARTMENT RENTS (2014-24)



SOURCE: *CoStar*

MULTI-FAMILY DEVELOPMENT PIPELINE

According to the Ridgefield Planning Department, the only multi-family project in the development pipeline within the city is Kirkland's senior living project under construction south of Pioneer Street and east of S 65th Avenue. The project includes 148 units reserved for seniors.

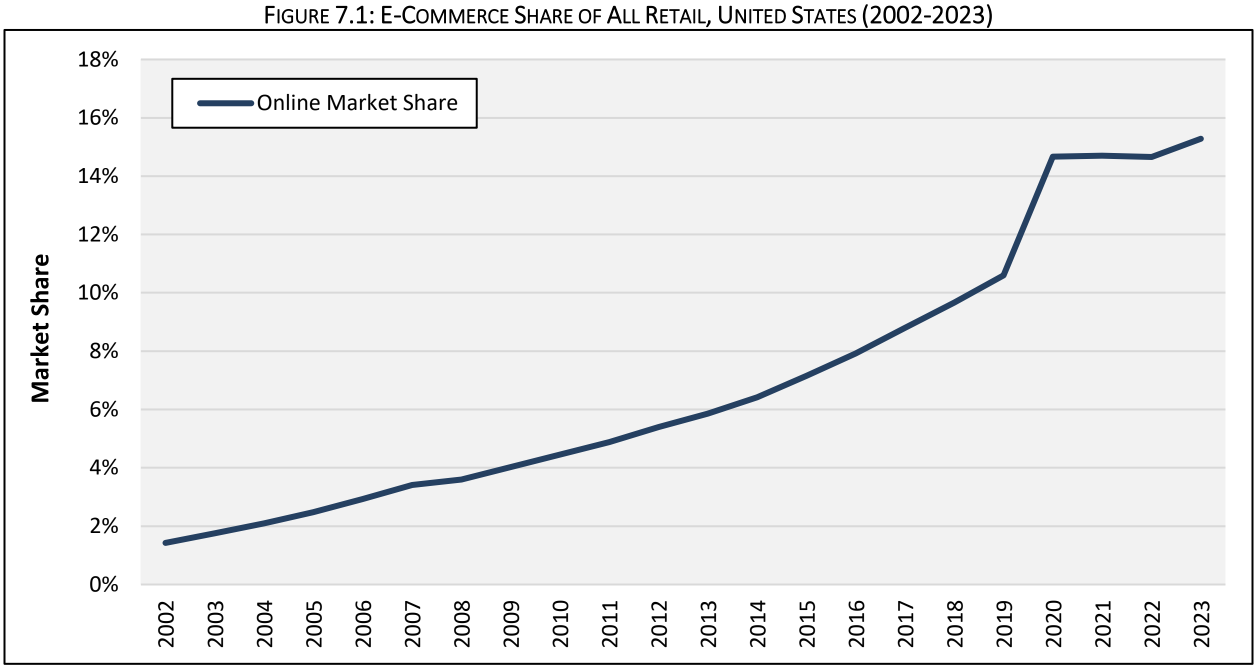
VII. COMMERCIAL MARKET TRENDS

RETAIL TRENDS

BROAD TRENDS

The commercial real estate market has undergone dramatic changes over the past decade. Within the retail segment, the shift to online shopping has reduced the need for brick-and-mortar space, especially from retailers selling physical goods. Pre-COVID, online retailing accounted for around 10% of all retail spending – after gaining roughly one percentage point per year over the last few years. During COVID, the online market share jumped to 15%, and the growth continued above this level in 2023. As of 1Q24, the share was 15.9%. In general, the retailers that have remained competitive in physical stores are those with the highest per-square-foot sales. This has led to more efficient space use overall and lower space needs, resulting in weaker space demand than indicated purely by the shift in market share.

FIGURE 7.1: E-COMMERCE SHARE OF ALL RETAIL, UNITED STATES (2002-2023)



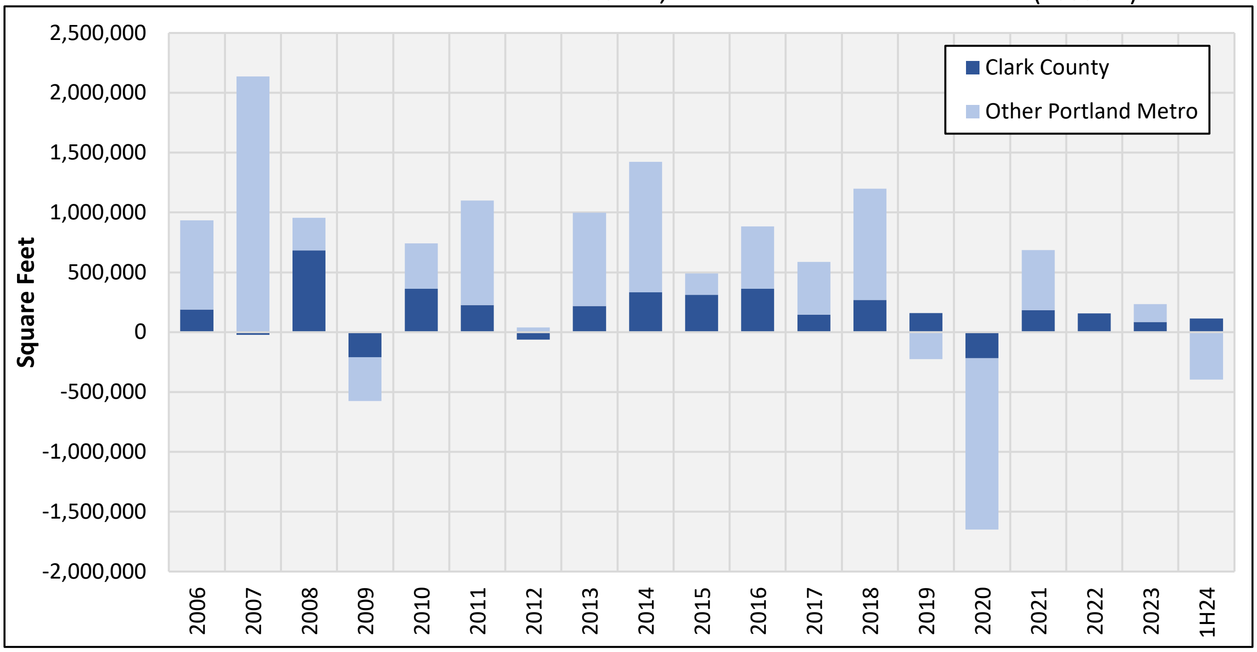
SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee shops, healthcare providers, beauty salons, and financial advisors. This has led to increased demand for smaller spaces while demand for large spaces has declined due to online competition. Over the past decade, only one-fifth of the net absorption of retail space has been driven by physical goods retailers, as service providers and eating/drinking places have dominated.

HISTORICAL RETAIL SPACE ABSORPTION

The recent weakness in the retail market has been evident in the Portland Metro Area as well, though Clark County has held up relatively well due to the strong population growth. Regionally, the net change in occupancy (net absorption) went from an average of nearly 900,000 square feet per year over the 2014-18 period to 7,000 square feet per year over the 2019-23 period (see chart next page). In Clark County, the change was less precipitous, but still dramatic from an average of 280,000 square feet per year to 70,000 square feet per year over these two periods.

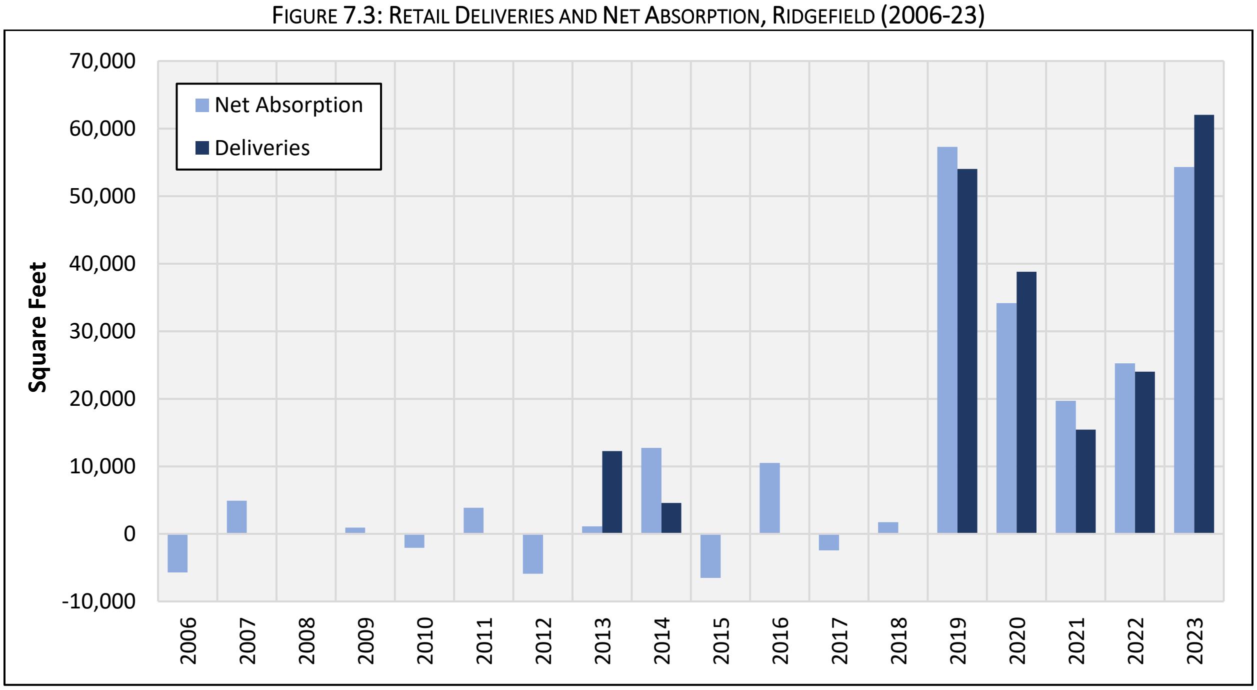
FIGURE 7.2: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CLARK COUNTY AND PORTLAND METRO (2006-24)



SOURCE: CoStar

Ridgefield's retail market saw limited activity prior to the opening of the Rosauers grocery store at Discovery Ridge in late 2019. Net absorption in the prior 10 years was only 14,000 square feet, or 1,400 square feet annually. The grocery store (54,000 SF) boosted the absorption to 57,000 square feet in 2019. Other buildings that have later opened around the grocery store and at the Junction have accommodated additional absorption, for an average of 33,000 square feet annually.

FIGURE 7.3: RETAIL DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-23)



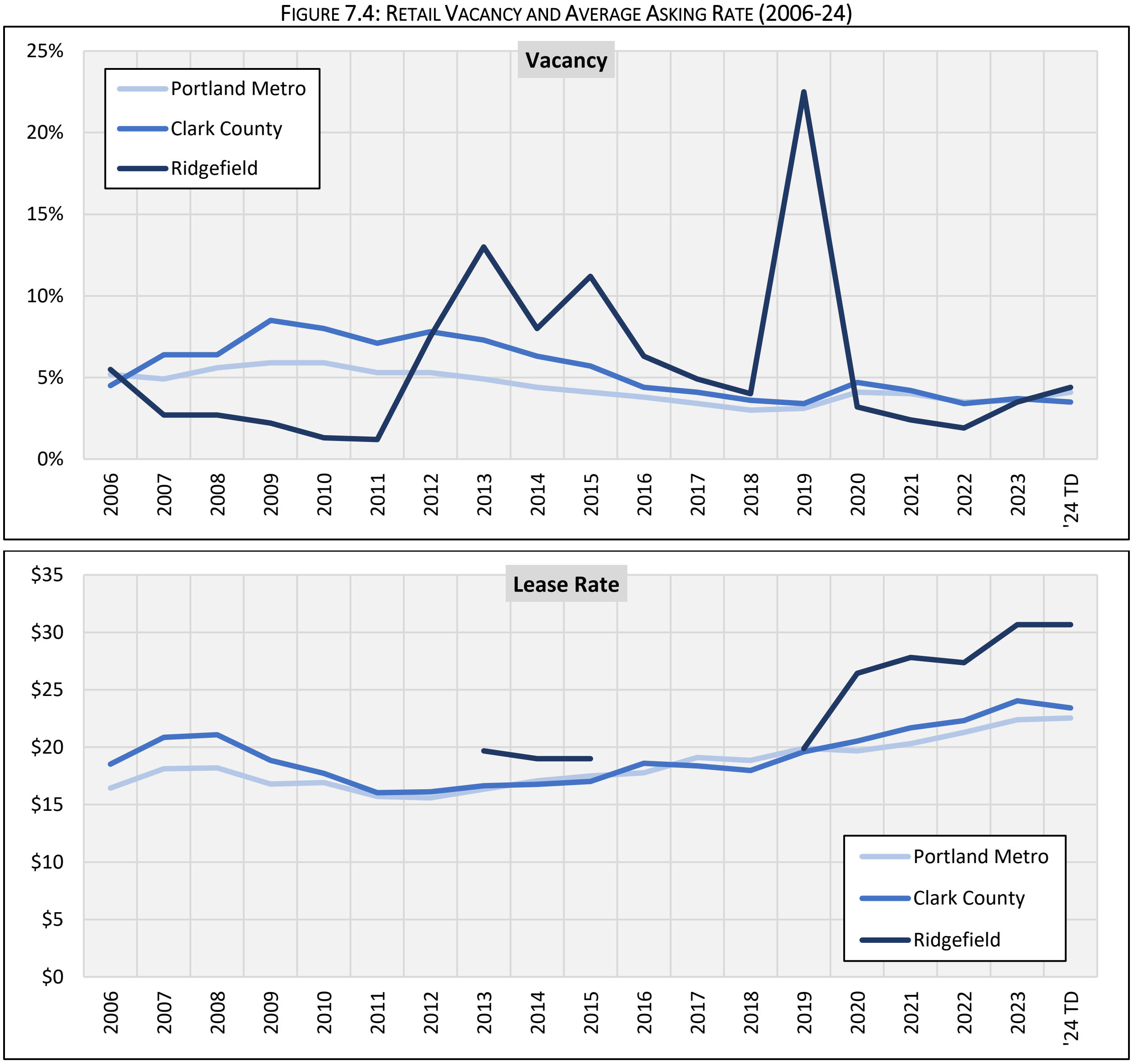
SOURCE: CoStar, JOHNSON ECONOMICS

Vacancy and Lease Rates

The small size of the Ridgefield market leads to wide fluctuations in the vacancy rate when spaces are vacated or become occupied. The vacancy rate was high in the mid-2010s, but trended lower toward the county and regional rate toward the end of the decade, but spiked as Discovery Ridge was built. From 2020 onwards, the rate has been low, ranging between 1.9% and 4.4%.

Historical asking lease rates in Ridgefield are only available for parts of the last 10 years and vary widely depending on the space listed at any given time. The reported average was just under $20 in the mid-2010s. Around the opening of Discovery Ridge, the average jumped to over $26, reflecting that the new space now made up the majority of all listed space. The average rate has continued to climb and crossed $30 in late 2023. This is well above county and regional averages, which represent older space on average. The county and regional trends have reflected a gradual increase since 2012. The average annual increase over the past five years is 6.0% in the county and 3.5% regionally. Inflation over this period averaged 4.1% annually.

Figure 7.4: Retail Vacancy and Average Asking Rate (2006-24)



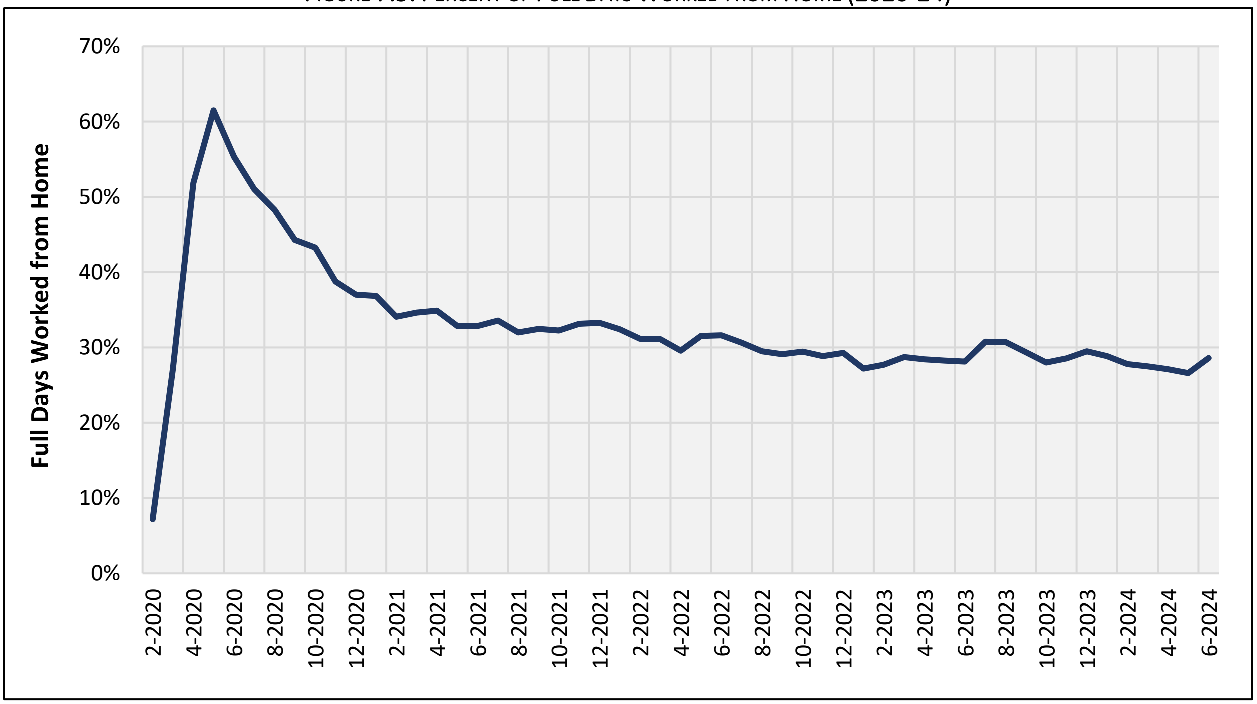
SOURCE: CoStar, Johnson Economics

Office Trends

Broad Trends

Within the office segment, there was already a declining trend in space utilization during the past decade, reflecting the increasing use of open floor plans without individual offices. COVID-19 led to further reductions as many workers began to work from home. Though many of these returned to the office as the pandemic subsided, relatively high rates of remote work have continued, as systems are now in place and many workers show a preference for this arrangement. Nationally, the share of full days worked from home appears to have stabilized at just under 30%.

Figure 7.5: Percent of Full Days Worked from Home (2020-24)

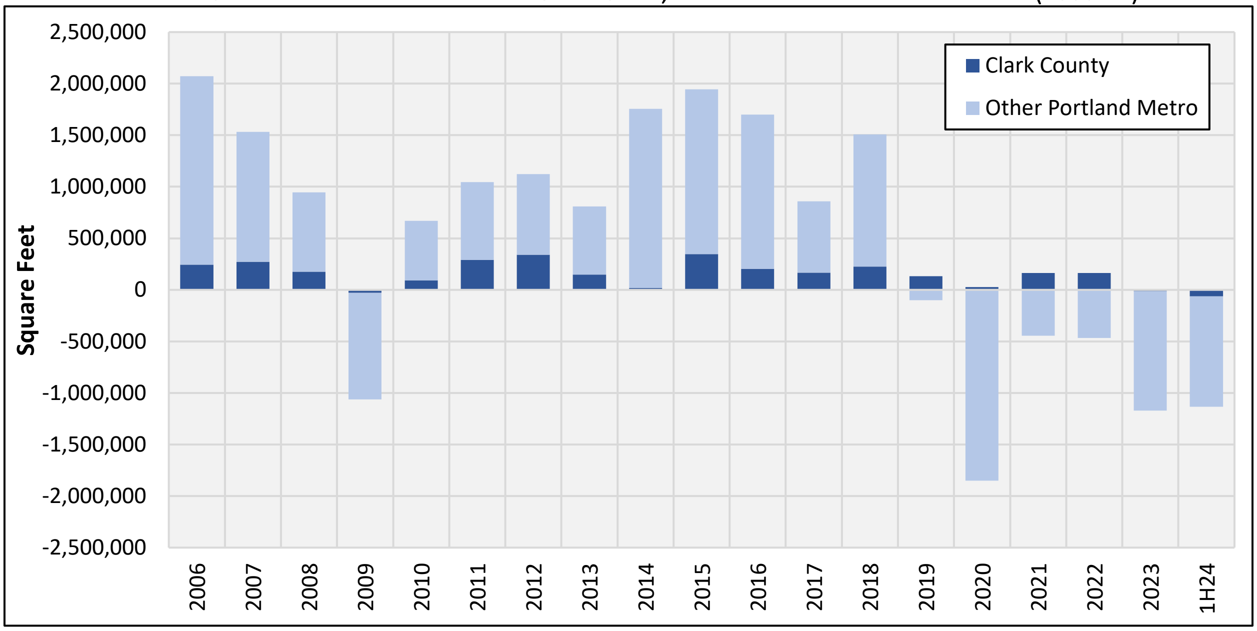


SOURCE: Google, WFH Research, Johnson Economics

Historical Office Space Absorption

The work-from-home trend has had a dramatic impact on office leasing in the Portland Metro Area, which has also been affected by persistent issues in Downtown Portland. Net absorption of office space went from an average of nearly 1.6 million square feet per year over the 2014-18 period to -700,000 square feet per year over the 2019-23 period. And over the first half of 2024, 1.1 million square feet have been vacated on the net. Clark County avoided negative absorption until 2023 (-90,000 SF over the past 18 months), but saw a marked slowdown in absorption, from an average of 190,000 square feet per year over the 2014-18 period to 90,000 per year over the past five years. 90% of the net absorption has taken place in Vancouver, especially in Downtown and in East Vancouver.

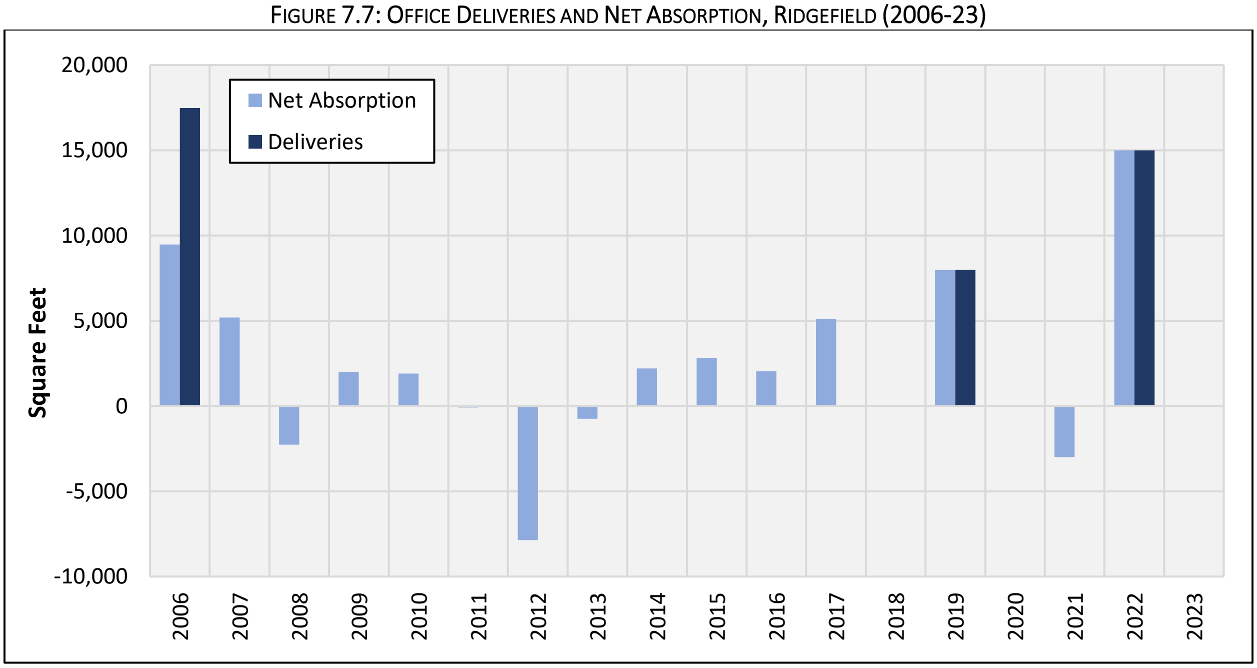
FIGURE 7.6: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CLARK COUNTY AND PORTLAND METRO (2006-24)



SOURCE: CoStar

Ridgefield's office market is limited in size, totaling 71,000 square feet, according to CoStar. This includes medical clinics and other private owner-use buildings, but not public and specialty-use buildings or second-story space in retail buildings. Only three office buildings have been built in Ridgefield over the past two decades: Heron Gate (2006), the Vancouver Clinic (2019), and the Port building (2023). Most of the absorption has taken place in these buildings. Average annual absorption over the past 10 years is 3,200 square feet, not including the negative net absorption (loss of occupancy) of 5,700 square feet over the first half of 2024.

FIGURE 7.7: OFFICE DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-23)

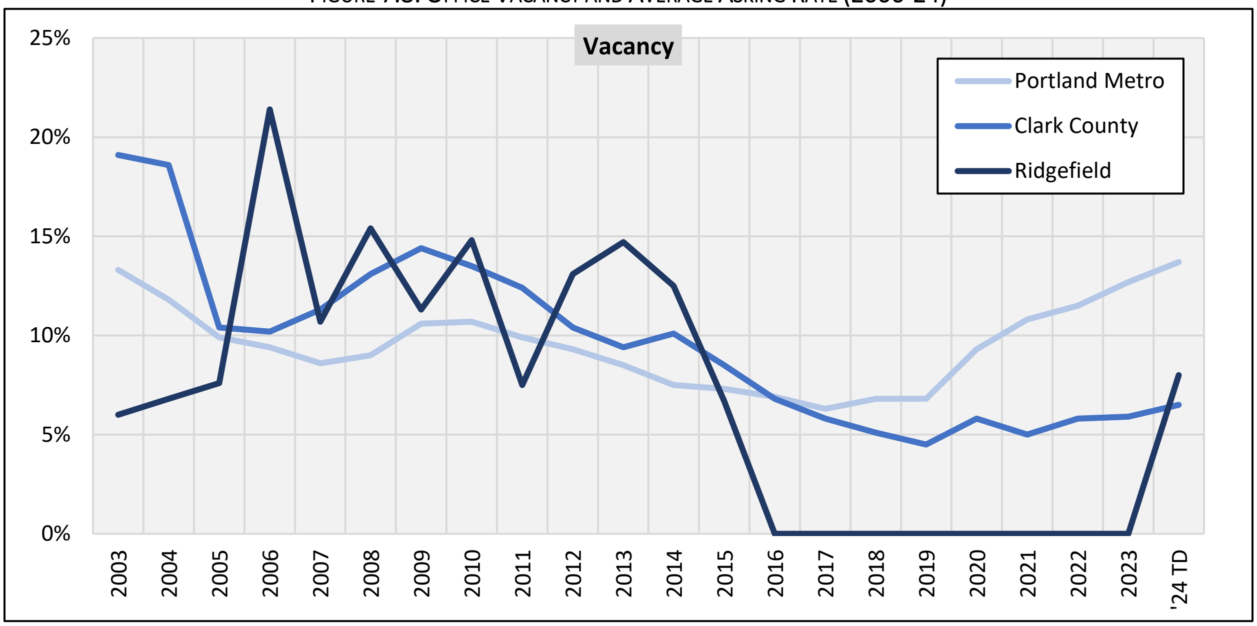


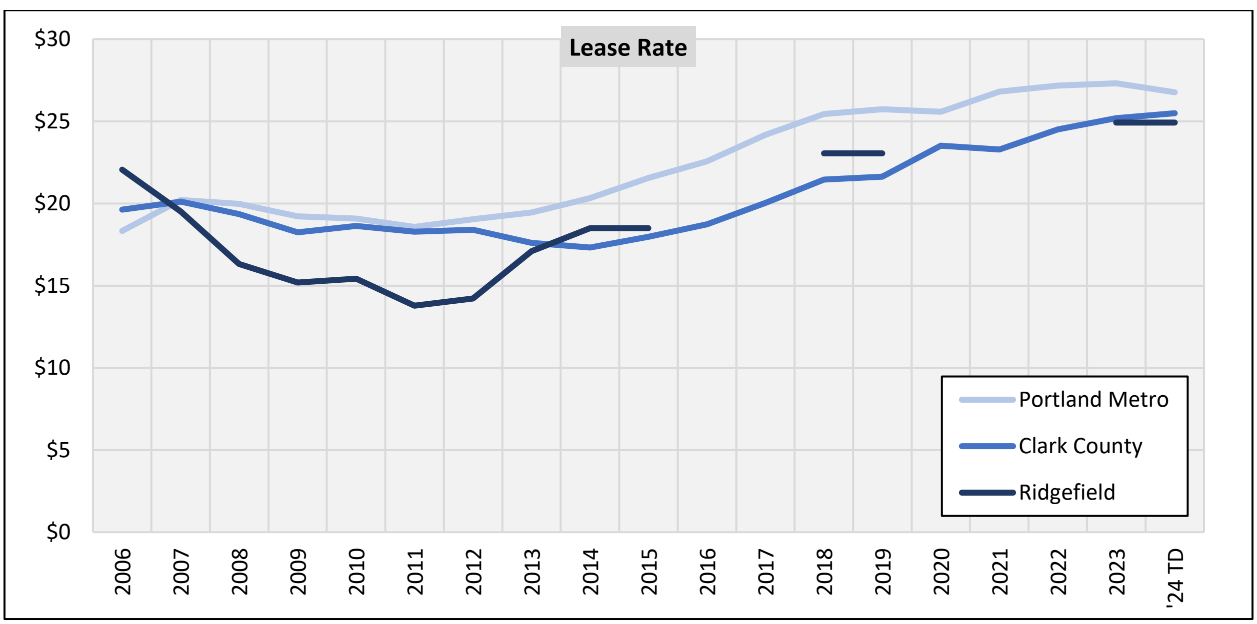
SOURCE: CoStar, JOHNSON ECONOMICS

As in the retail market, the vacancy rate fluctuates considerably in Ridgefield as tenants move in or out, due to the small size of the market. However, the rate has generally fluctuated around the county rate, though it fell to 0% over the 2016-23 period, according to CoStar. As of mid-2024, the rate is 8.0%, after a recent tenant move-out. This is higher than the county rate (6.5%), but well below the regional rate (13.7%), which is affected by excessive vacancy in Central Portland.

Asking lease rates in Ridgefield were on average a bit lower than the county average in the wake of the 2008-09 recession, which brought the rapid expansion of the city to a halt as homebuilding stalled. However, the average has been on par with the county average when space has been available over the past 10 years. The current average asking rate is $24.92, compared to $25.49 in Clark County and $26.77 in Portland Metro.

FIGURE 7.8: OFFICE VACANCY AND AVERAGE ASKING RATE (2006-24)





SOURCE: *CoStar, JOHNSON ECONOMICS*

COMMERCIAL DEVELOPMENT PIPELINE

There is a large amount of commercial space in the development pipeline in Ridgefield. We are tracking 11 projects with a total of 540,000 square feet. Five projects with a total of 200,000 square feet are under construction, including a 160,000-square-foot Costco store. Another 340,000 square feet have been proposed to city staff, including several multi-phase projects that may be built over an extended period. The vast majority of the space is single-story retail space. To our knowledge, no multi-story office buildings have been proposed.

FIGURE 7.9: COMMERCIAL DEVELOPMENT PIPELINE, RIDGEFIELD

#	Name	Address	Entitlement	Status	Delivery	Bldgs	Tot. SF
1	Mtn. View Dental, IQ Credit U.	5284 Pioneer St	Permitted	U.C.	2024	2	11,507
2	Chevron Expansion	5801 Pioneer St	Permitted	U.C.	2024+	2	6,500
3	Holsinger Mixed Use	536 S Royle Rd	Permitted	U.C.	2024+	1	17,160
4	Kirkland Senior gr.fl. com.	6625 Pioneer St	Permitted	U.C.	2025	1	5,500
5	Costco	Pioneer Canyon Dr	Permitted	U.C.	2025	1	160,526
6	Pioneer Village bldg. 13,15,16	37 S 45th Ave	LU Approval	Proposed	2025+	3	41,200
7	Tri-Mountain Station	109 S 65th Ave	LU Approval	Proposed	2025+	9	104,580
8	7-Eleven, Chase	68 N Royle Rd	LU Review	Proposed	2025	2	8,082
9	Discovery Ridge 2a, 3b	S 48th Place	LU Review	Proposed	2025+	6	28,634
10	Union Ridge Town Center	Pioneer Canyon Dr	LU Review	Proposed	2025+	14	111,085
11	Ridgefield Gateway	5500 Pioneer St	LU Review	Proposed	2025+	6	48,028
Total							**542,802**

SOURCE: City of Ridgefield, CoStar, JOHNSON ECONOMICS

VIII. Housing Need Forecast

Methodology

In this section we estimate the growth in housing need in Ridgefield over the next five years (year-end 2023 to year-end 2028). The forecast begins with a countywide population forecast, which is converted into household growth using recent population-to-household ratios. We then estimate Ridgefield's share of the household growth based on recent capture trends, and then convert the household growth into housing need by housing type based on the current and projected demographic composition of the city's household base.

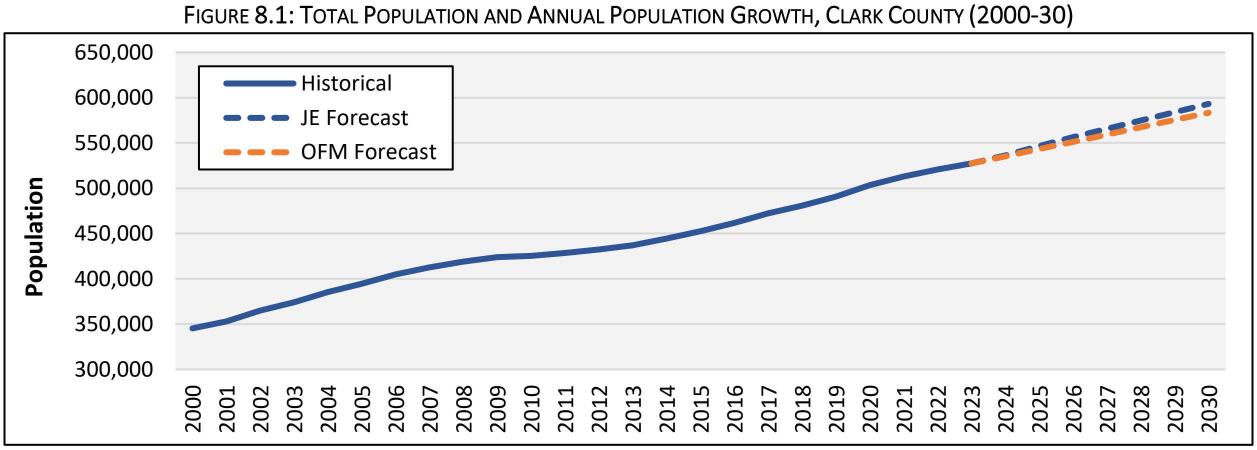
Household Growth

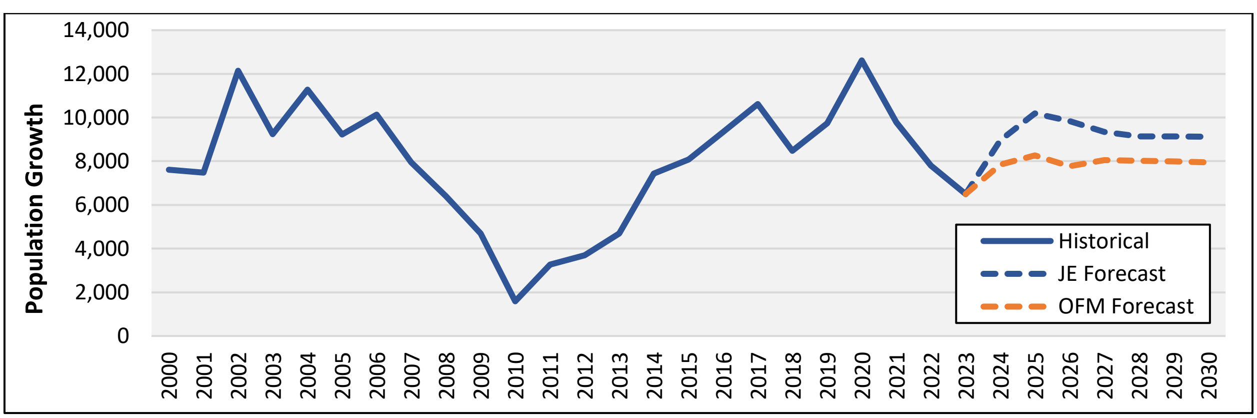
Clark County Population Forecast

Official forecasts by the Washington Office of Financial Management (OFM) indicate that Clark County will add 56,000 residents by 2030, for an average of 8,000 per year. The OFM forecasts tend to be conservative in nature, and have generally underestimated Clark County's growth in the past. As mentioned in Section V, Clark County has averaged 9,200 new residents per year over the past 10 years and 9,600 per year over the past five years. The current forecast does not fully reflect the county's momentum in terms of expanding employment opportunities and amenities, which have enabled the county to capture an increasing share of the region's growth in recent years.

Johnson Economics develops its own population forecasts for Clark County. These take into account anticipated job growth and residential development, as well as recent growth trends. They also take into account the impact on in-migration of the current high mortgage rates, as well as the pent-up demand expected to be released as mortgage rates normalize. Our current forecast indicates growth of 66,000 residents by 2030, or 9,400 per year on average.

Figure 8.1: Total Population and Annual Population Growth, Clark County (2000-30)



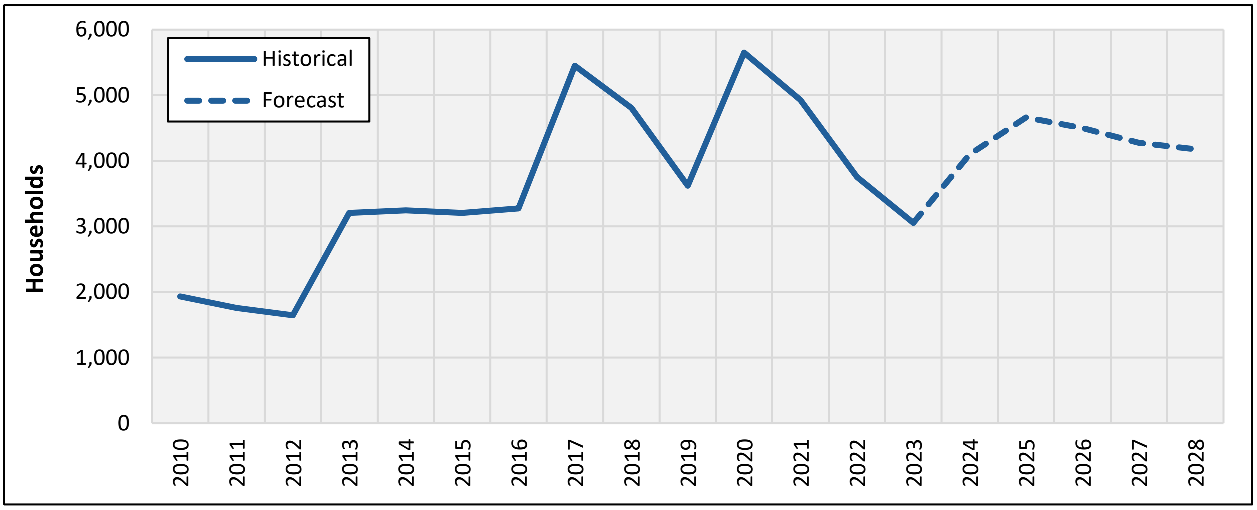


SOURCE: WA OFM, Johnson Economics

Clark County Household Forecast

The population forecast is converted to household forecast using the marginal average household size from the past five years (2.19). Applying this to the population forecast indicates annual household growth of 4,100 to 4,700 new units per year over the next five years. Historical household growth is estimated by applying vacancy rates in Clark County (census estimates) to the total housing inventory in each year (assessor data).

Figure 8.2: Historical and Projected Household Growth, Clark County (2010-28)

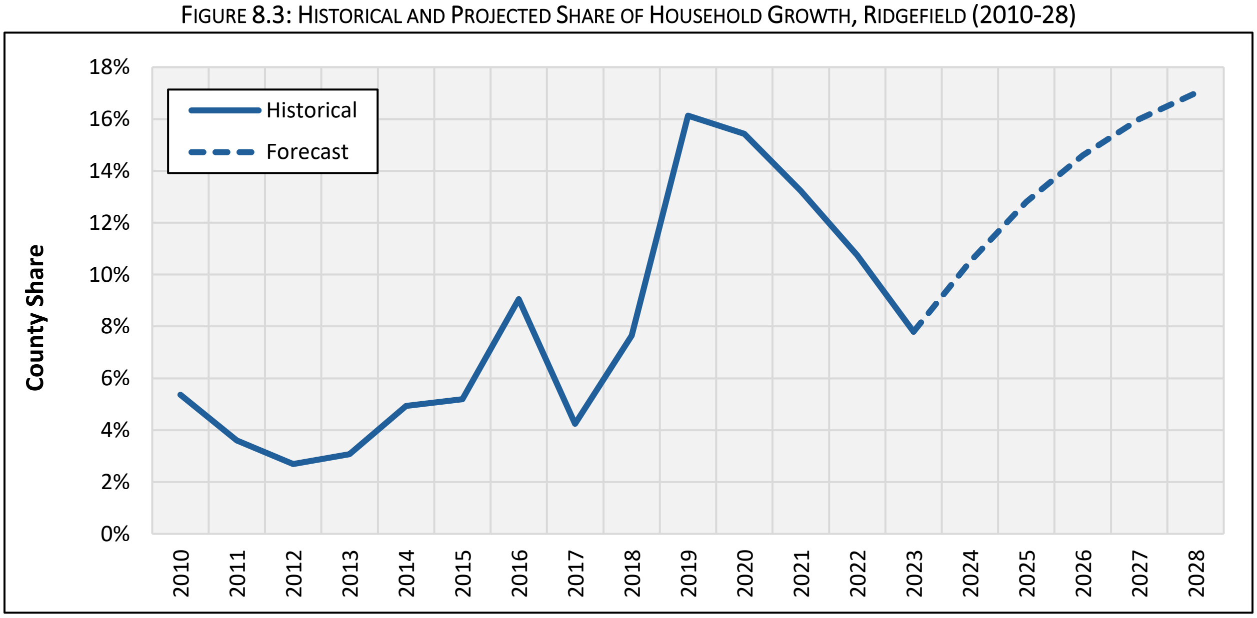


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, Johnson Economics

Ridgefield Household Forecast

Given the ongoing shift in land development and homebuilding to the northern part of Clark County and the I-5 corridor, we assume that Ridgefield's share of the countywide household growth will trend higher over the next years. The following chart displays our assumptions through 2028, indicating an increase toward 17%. For the five-year forecast period as a whole, the share is 14.2%, which compares to a share of 13.1% over the past five years.

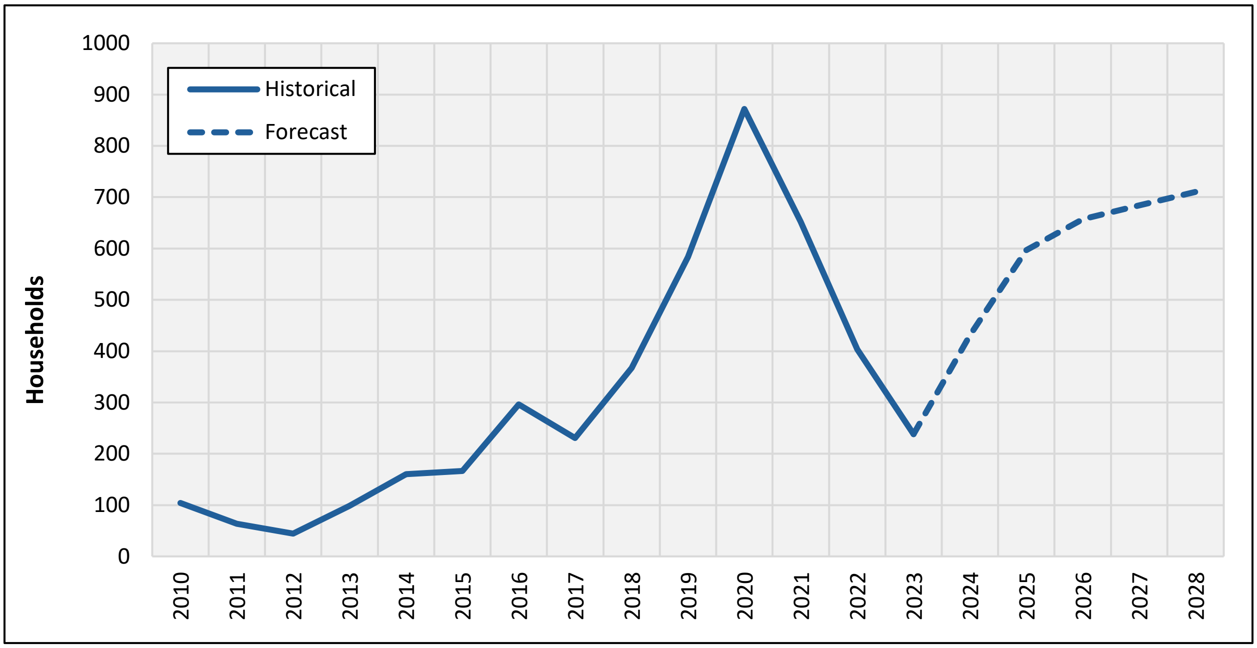
Figure 8.3: Historical and Projected Share of Household Growth, Ridgefield (2010-28)



SOURCE: Clark County Assessor's Office, U.S. Census Bureau, Johnson Economics

This results in the following household forecast for Ridgefield. The estimates range from 430 to 710 units per year, for a total of 3,100 units over the five years and an average of 620 units per year. This represents an annual growth rate of 9.0%, which compares to 13.9% average annual growth over the past five years.

FIGURE 8.4: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, RIDGEFIELD (2010-28)



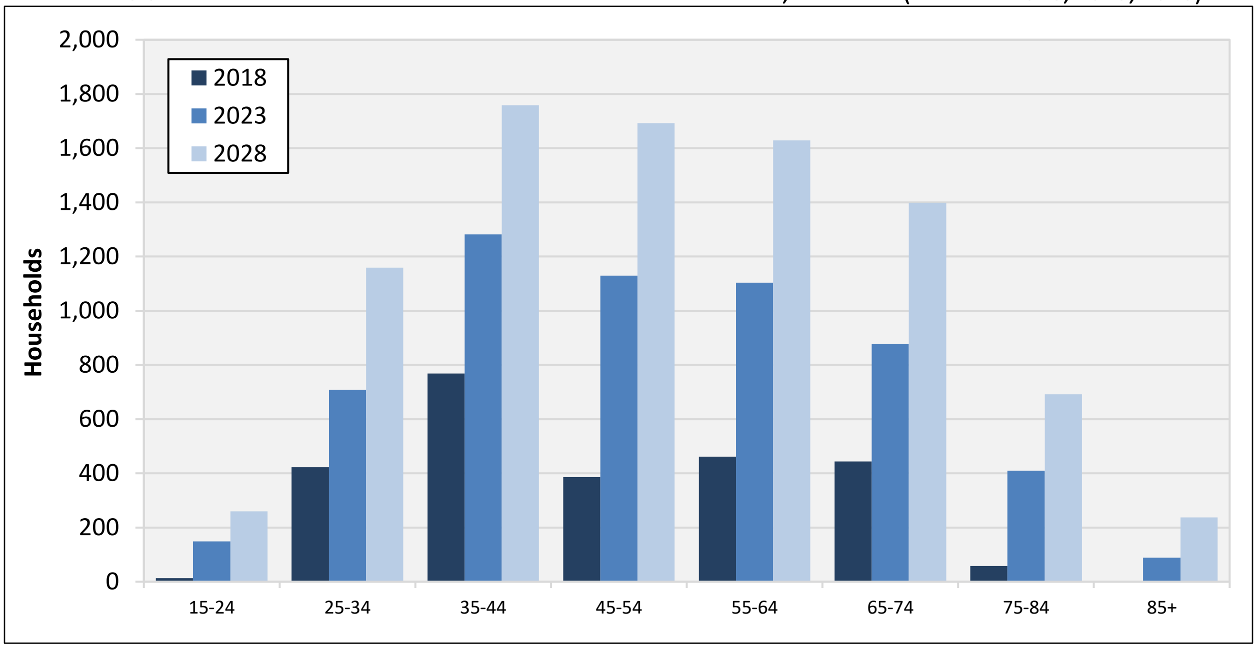
SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

HOUSING DEMAND BY TYPE

Johnson Economics has developed a housing demand model that allocates anticipated household growth into demand for housing of different forms. Our model begins with a segmentation of the existing household base by age and income, as these are the variables that best predict housing preferences. The households are sorted into a matrix of 80 age-income segments. For this segmentation, we rely in part on trended census estimates provided by Claritas. The forecast model accounts for aging and mortality as well as migration patterns. We use regional propensity rates by age and income calculated from census microdata to allocate the new growth to different types of housing.

The following chart displays the anticipated distribution of housing demand across age segments over the forecast period. The chart also includes historical estimates. The projections indicate growth across the board, with relatively even growth in age groups between 25 and 74. Growth among seniors above the age of 75 is primarily due to aging-in-place, while the growth in younger age groups is mostly driven by in-migration.

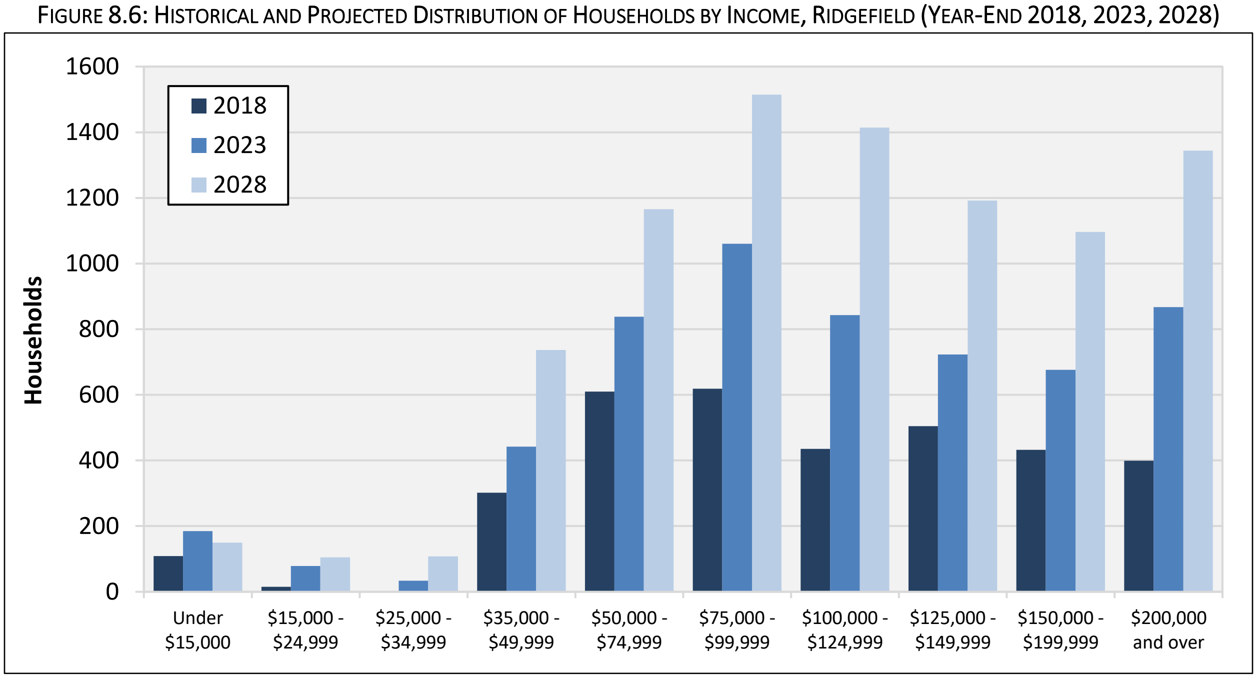
FIGURE 8.5: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, RIDGEFIELD (YEAR-END 2018, 2023, 2028)



SOURCE: U.S. Census Bureau, Claritas, Johnson Economics

With respect to income, the demand growth is anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income level. This is in keeping with recent trends. The income bracket anticipated to see the strongest growth is $100,000-125,000. See chart next page.

FIGURE 8.6: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, RIDGEFIELD (YEAR-END 2018, 2023, 2028)



SOURCE: U.S. Census Bureau, Claritas, Johnson Economics

When we apply the segment-specific housing propensity rates to the projected household growth, and incorporate an assumption of 3% vacancy to accommodate turnover, we arrive at the following estimates of demand growth by housing type. The table includes annual growth as well as totals for the five-year period.

Detached single-family ownership homes dominate the projected need, representing a net increase of roughly 1,900 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 2,100 new detached homes. Attached homes are projected to represent a total need of roughly 300 homes, of which ownership homes make up roughly two-thirds.

Rental apartments are projected to see demand growth of around 740 units, or nearly 150 units annually. This is more than the supply over the past five years (495 units). However, as discussed, the absorption and occupancy rates at the two apartment properties built over this period indicate that the 495 units were short of demand over the period. The estimated demand growth of 150 units annually is below the annual absorption rate observed at these properties (combined 190 units annually).

If we include condominiums, the net need for new multi-family units is estimated to 770 units over the five-year period. This represents 24% of the net new housing need. Seniors (age 65+) are estimated to make up 27% of the multi-family demand growth.

At an assumed density of 16 units per acre – which is the maximum density in most zoning districts that allow multifamily housing in Ridgefield – the multifamily housing need represents land absorption of 9.6 acres annually. This translates into 48 acres over five years and 192 acres over a 20-year planning period.

FIGURE 8.7: RESIDENTIAL DEMAND FORECAST, RIDGEFIELD (YEAR-END 2023-28)

	NET NEW DEMAND (2023-28)			ANNUAL DEMAND GROWTH		
	Owners	**Renters**	**Total**	**Owners**	**Renters**	**Total**
Single-family detached	1,899	203	2,102	380	41	420
Single-family attached	210	93	302	42	19	60
Multi-family	29	741	770	6	148	154
Total	2,138	1,037	3,175	428	207	635

SOURCE: U.S. Census Bureau, Claritas, Johnson Economics

IX. Multi-Family Land Supply

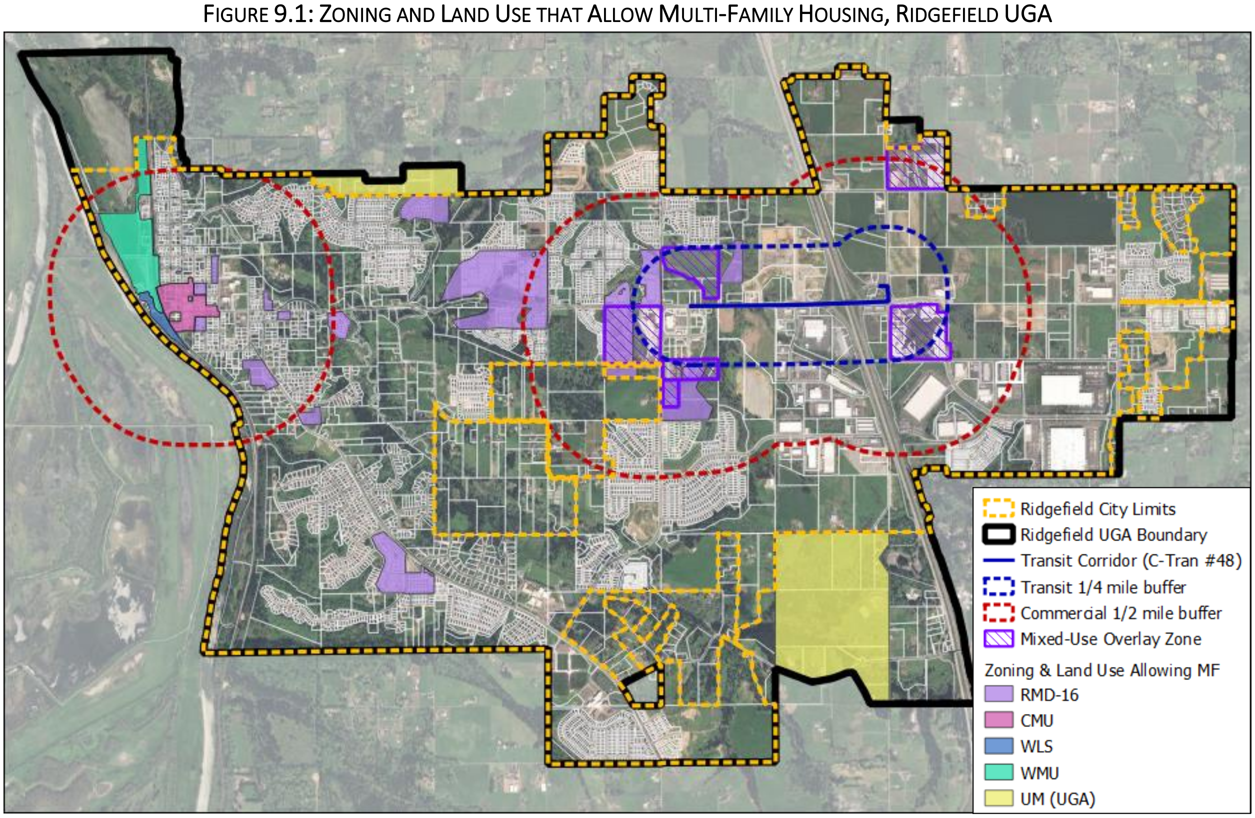
Overview

Ridgefield has four zoning districts that allow multi-family residential development. These include the medium-density residential zone (RMD-16), a downtown mixed-use district (CMU) and two waterfront mixed-use districts (WMU, WLS). The city also has a mixed-use overlay (RMUO) that allows for multi-family uses in certain commercial districts. Additionally, there are two unincorporated areas within the Ridgefield Urban Growth Area (UGA) that are designated for future medium density residential land use (UM), and that may be annexed with RMD-16 zoning.

Though multi-family housing is allowed in these districts, commercial and single-family uses make up a large share of the land that has been built out. All these districts allow some commercial use (with limitations/conditions) and all the districts except the waterfront zones allow single-family housing. The two apartment projects that have been built in Ridgefield in recent years and the senior living project currently under construction have been located near commercial amenities and public transit along Pioneer Street. This is a market preference, and it is also in line with the Ridgefield Comprehensive Plan, which specifies that multi-family development opportunities should be provided "within one-half mile of commercial or employment centers, and along existing and planned transit corridors" (HO3). In the following analysis of buildable multi-family land, we have a particular focus on these target areas for multi-family development, though we also evaluate sites that allow multi-family housing outside this area.

The following map shows the identified zoning districts, along with a half-mile buffer along existing commercial centers and a quarter-mile buffer around Ridgefield's only fixed-stop transit line. The latter is C-Tran's route #48, which runs along Pioneer Street between Royle Road and 65th Avenue. Over the next pages, we evaluate the buildable land supply in these districts with respect to suitability for multi-family development. Estimates of buildable acres are informed by assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files/maps from Clark County.

Figure 9.1: Zoning and Land Use that Allow Multi-Family Housing, Ridgefield UGA



SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics

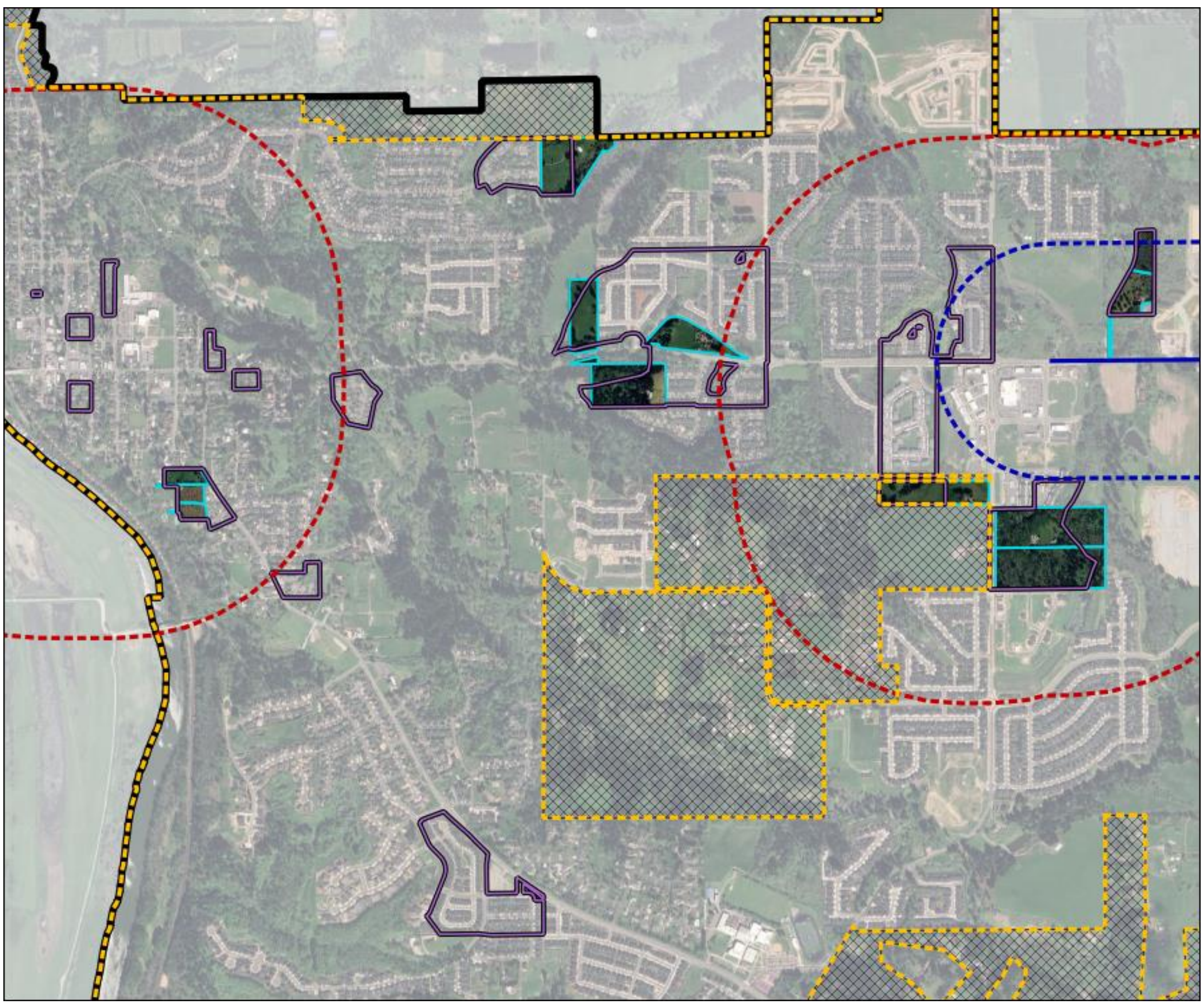
MEDIUM-DENSITY DISTRICT

The RMD-16 medium-density zoning allows for multi-family residential development outright. It also allows for attached housing and certain detached single-family development on small lots. Allowed density is 8-16 units per acre. According to the city code, the RMD-16 district is "intended to facilitate use of public transit" (Ord. 18.220.010), though most of the land with this zoning is located more than half a mile of fixed transit stops, and only one site is within a quarter mile of transit. The latter is a common planning definition of walking distance to transit and amenities.

BUILDABLE SITES

Most of the RMD-16 land is already built out, and a significant share of the unbuilt land is difficult to develop due to wetlands or excessive slope. Based on assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files from Clark County, we have identified 11 potentially buildable parcels. These are outlined in turquoise in the map below, while the RMD-16 zoning boundaries are shown in purple. In the maps on the following pages, we discuss these in some detail, with maps that highlight built and constrained land as per county VBLM files.

FIGURE 9.2: POTENTIALLY BUILDABLE TAXLOTS WITH RMD-16 ZONING

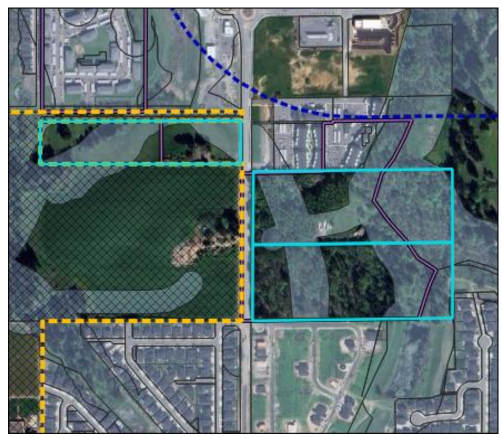


SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics

Gregory & Januik Properties

The only potentially buildable site within a quarter mile of transit is the Gregory and Januik properties, accessed via NW 26th Avenue. These are partially built, but could potentially accommodate some multi-family housing. The parcels are within walking distance of transit and commercial services along Pioneer Street, as well as the planned community/recreation center and commercial projects to the east. However, these parcels are not strong candidates for development as they already have single-family homes and are owned by different owners, who may not be open to selling and developing. Moreover, the sites lack visibility from Pioneer Street due to trees, and topography may complicate development of unbuilt areas. The VBLM categorizes most of the land as constrained. Of the 7.0 acres that these two parcels have within the RMD-16 zone, we regard it unlikely that more than 4.0 acres will be developed.

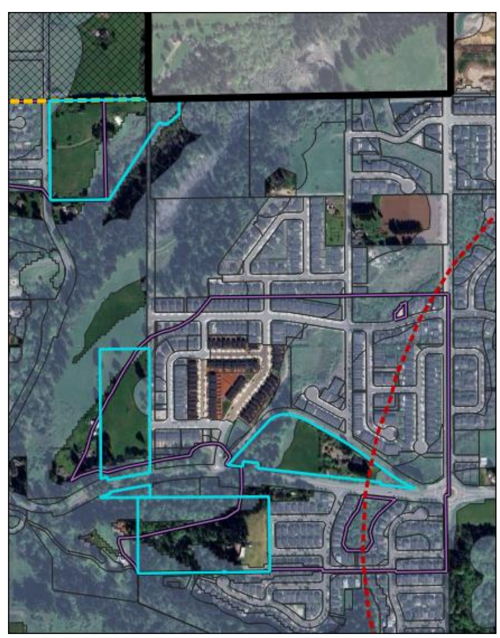
Pioneer Village South & Martes/Lahti Properties



Two additional sites are within a half mile of the C-Tran route. These are located along Royle Road on the south side of Pioneer Street. The site on the west side of Royle Road (Pioneer Village South) has roughly five acres within the RMD-16 zone. However, with the central portion affected by wetlands, the buildable area may be limited to around 2.0 acres.

On the east side of Royle Road, the Martes property (north) includes wetlands both in the east and west, plus an existing homesite in the middle. We would assume that 3.0 acres are buildable. The Lahti property (south) includes roughly 11.5 acres within the RMD-16 district, though wetlands reduce the buildable area. Based on the VBLM map, we assume that no more than 6.0 acres can be developed.

Sites Between 35th Avenue and Reiman Road



There are four parcels with RMD-16 zoning west of 35th Avenue that may include some buildable land, though all are affected by wetlands. These sites are outside the target area for multi-family housing. Moreover, several of the sites have access through single-family neighborhoods, and are thus best suited for single-family formats with lower density and less traffic impact.

The parcel furthest east (Bennett property) has an existing homesite with multiple structures, likely leaving less than 3.0 acres buildable. The parcel south of Pioneer Street (Hickman) has steep slopes in the north and west, and may also be limited to around 3.0 buildable acres. Northwest of this parcel, across Pioneer Street, is a 7.5-acre parcel (McCanta) of which we assume 4.0 acres to be buildable and within the RMD-16 district. Finally, there is one parcel further north (Hinton Services LLC), accessed via Reiman Road, which includes almost 6.0 acres within the RMD-16 district. Based on the VBLM map, we assume 5.0 acres are buildable. In total, these four parcels may represent 15.0 acres of buildable land in the RMD-16 zone, though we regard single-family formats to be most likely.

DOUGHERTY PROPERTY

Lastly, there are three vacant parcels under one ownership along Hillhurst Road west in the city. However, these are located on the hillside, and most likely have too much slope to be built out with multi-family buildings. Smaller single-family structures can more likely be accommodated. Also from the standpoint of distance to public transit (1.5 miles to Pioneer Street and Royle Road), single-family housing appears most appropriate.

MIXED-USE DISTRICTS

The downtown and waterfront mixed-use districts allow multi-family development as part of mixed-use projects. The CMU district restricts residential use to upper floors on properties on Pioneer Street and Main Avenue. On the remaining properties, ground-floor residential use is only allowed as part of a horizontal mixed-use development. Allowed density is 8-16 units per net developable acre. In the WMU and WLS districts, residential use is limited to upper floors. Allowed density is 4-18 units per acre in the WMU zone and 8-16 units per acre in the WLS zone. These areas are relatively far from public transit and major commercial centers. They also lack good freeway access and are thus less attractive to busy working-age households with employment outside Ridgefield.

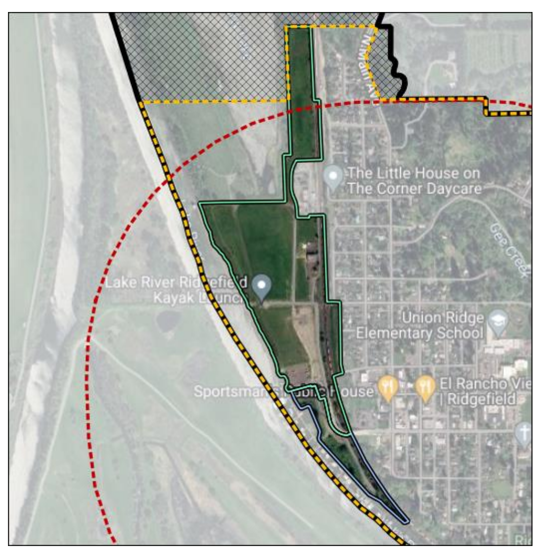
CMU

The central mixed use (CMU) district covers the downtown area. If we exclude parcels currently used for parking, this district includes 11 buildable parcels that combine to seven contiguous sites and 1.6 acres. Five of these have frontage on Pioneer Street or Main Avenue, with residential use limited to upper floors. Most of the sites are very small. The largest site (Pioneer Street Properties) is 0.64 acres, which could accommodate 10 units at maximum density. If we total the maximum unit count for each of the seven contiguous sites, a total of 23 units could be accommodated at these sites. However, given the small size of the sites and the restrictions on residential use, we would expect few of these to be built out with housing over the near- to mid-term.

WMU & WLS

The WMU district is the largest of the two waterfront mixed use zones, extending from Carty Lake in the north to Mill Street in the south. According to the Port of Ridgefield, the district includes 26.2 acres of developable land, for which the Port is actively seeking a master developer. According to the city code, the WMU district is primarily intended for employment, shopping, and recreation – rather than residential use. The Port's RFQ includes housing as an "acceptable" but not a "desirable use." We will assume that 25% of the land – or roughly 6.5 acres – will be residential.

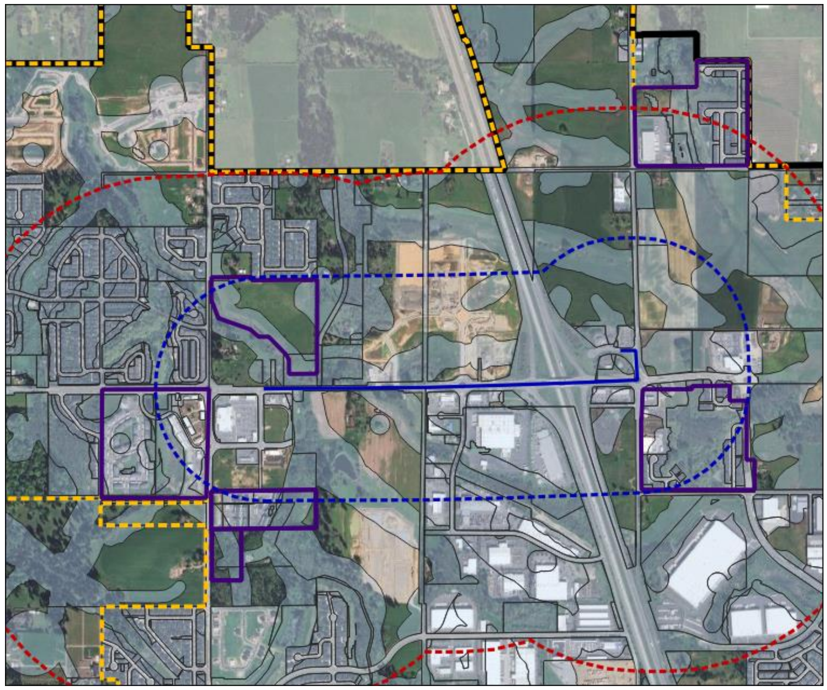
The WLS district covers a narrow area west of the rail line from Mill Street to Shobert Street. Much of this is already in use as parking lots for the marina and existing boathouses. We would not expect any multi-family development on the remaining unused land, given setback requirements and shoreline restrictions.



Mixed-Use Overlay Zone

The mixed-use overlay (RMUO, outlined in purple below) allows for multi-family use as part of horizontal mixed-use projects in commercial zones. Single-family housing of an attached or cottage format is also allowed. The overlay allows for 8 to 28 units per developable acre in the residential portion of the development, though vertical mixed-use projects with non-residential use on the ground floor are exempt from density limits. With commercial underlying zoning, 35-60% of the net developable area must be residential.

This overlay zone covers five areas along Royle Road and 65th Avenue, most of which is within the half-mile radius of commercial centers and transit. Most of the land has commercial underlying zoning. Three of these areas are almost fully built and will not include additional multi-family housing once Kirkland's senior living project is complete. These include Pioneer Village (w/Acero Ridgefield) in the west, the Crossing in the southeast, and McCormick Creek (w/Keller Supply) in the northeast.



The RMUO area in the south along Royle Road is partly built out. The unbuilt portion in the east is wetlands, while the unbuilt area in the south (Martes/Lahti) is zoned RMD-16 and has already been discussed.

The last area covered by the mixed-use overlay is the land located north of Pioneer Street and east of Royle Road, owned by Discovery Ridge Holdings (north) and the City of Ridgefield (south). The southern portion is planned for a public community and recreation center. Much of the northern parcel is likely buildable, though the VBLM map indicates that nearly half the site is constrained. Out of the total 18.6 acres, we will assume that 10.0 acres are buildable. Assuming 60% residential buildout, the site might accommodate 6.0 acres with 28 units per acre, for a total of 168 units (we consider vertical mixed-use unrealistic). The site is suitable for multi-family use given its proximity to transit at Pioneer Street and its access to the new community/recreation center and shopping further east. However, its lack of visibility and direct access from Pioneer Street may deter commercial development, which under RMUO restrictions may also prevent multi-family development.

UGA Land

The two areas with medium density residential land use designations (UM) in the Ridgefield's urban expansion area are less relevant for the near- and mid-term supply-demand balance, as these have peripheral locations and require annexation and infrastructure prior to development. Both are well outside transit corridors and the half-mile ring around commercial centers.

CONCLUSION: SUPPLY POTENTIAL

Ridgefield has a very limited supply of land with strong potential for multi-family development. There are few buildable sites that provide good access to public transit, commercial services, employment, and freeways. Only two partially buildable sites are within a quarter mile of a public transit line. Together, these may provide around 10 acres of buildable land for multi-family projects, which at maximum density could accommodate 232 units. At the density assumptions used in the Comprehensive Plan, 96 units would be expected at these two sites. However, one of these is hampered by multiple ownership, existing home sites, and slope. The other is required to include a large commercial component, which may be difficult given the site's lack of direct access and visibility from Pioneer Street. We therefore regard neither of these to be a strong candidate for multi-family development.

If we include all buildable properties within half a mile of commercial centers and public transit, six sites may accommodate some multi-family development, for a total of 53 buildable acres and potentially 550 units (290 units with comp plan density assumptions). However, nearly half the land is at the waterfront, which requires a master plan primarily focused on non-residential uses – likely to have a long development timeline. Most of the other sites have significant wetlands issues.

The total potential unit supply represented by the sites that are located within half a mile of commercial centers and public transit makes up 71% of the projected multi-family need over the next five years. Realistically, the number of units built on these sites over the next five years will be significantly lower.

Other sites that allow multi-family use are more suitable for single-family use, given their distance to commercial centers and transit, and their access through existing single-family neighborhoods. In theory, these could accommodate another 240 multi-family units, though we regard multi-family development on these sites to be unlikely.

A general observation regarding all these sites is that they can only accommodate small- and mid-scale projects. Only two sites can accommodate more than 100 units, and no site is expected to accommodate a project at the scale of the two most recent apartment projects in the city, Acero Ridgefield (300 units) and Legacy Trails (195 units). Multi-family developers often prefer sites that can accommodate 200-300 units due to economies of scale and greater interest from institutional buyers.

FIGURE 9.3: SUPPLY POTENTIAL, LAND THAT ALLOWS MULTI-FAMILY DEVELOPMENT

Zoning	Owner(s)	Property ID	Acres allowing MF Total	Bldbl.	Assumed Res.	Transit < 1/4 m.	< 1/2 m.	Com. < 1/2 m.	Density Max	CP*	Potential Units Max	CP*
RMD-16	Gregory, Januik	214028000, 214029000	7.0	4.0	100%	✓	✓	✓	16	12	64	48
RMD-16	Pioneer Village South	213784000	5.0	2.0	100%		✓	✓	16	12	32	24
RMD-16	Martes	213966000	9.7	3.0	100%		✓	✓	16	12	48	36
RMD-16	Lahti	213965000	11.5	6.0	100%		✓	✓	16	12	96	72
RMD-16	Bennett	213705000	6.8	3.0	100%				16	12	48	36
RMD-16	Hickman	213788000	7.2	3.0	100%				16	12	48	36
RMD-16	McCanta	213721000	5.7	4.0	100%				16	12	64	48
RMD-16	Hinton Services	213710000	5.8	5.0	100%				16	12	80	60
CMU	[11 parcels]	[11 parcels]	1.6	1.6	100%			✓	16	8	23	10
WMU	Port of Ridgefield	68314000, 67897000, ++	48.7	26.2	25%			✓	18	8	117	52
RMUO	Discovery Ridge Holdings	213960000	18.6	10.0	60%	✓	✓	✓	28	8	168	48
Total within 1/4 mile of transit and 1/2 mile of commercial:			25.6	14.0							232	96
Total within 1/2 mile of commercial:			102.2	52.8							548	290
Total, all:			127.6	67.8							788	470

* Density assumptions used in the Ridgefield Comprehensive Plan

SOURCE: Clark County, City of Ridgefield, Johnson Economics

X. Conclusions

Multi-Family Need and Supply

Ridgefield will continue to see strong growth over the next decades as the land supply south in Clark County is dwindling and development is shifting northward. A significant portion of the housing need will be for multi-family units, which is increasingly becoming the middle-income housing option as price gains in the single-family market are putting this housing form out of reach of more households. Our modeling indicates a need for 770 new multi-family units in Ridgefield over the coming five years – or roughly 150 units annually. This represents 24% of the new housing need.

One of the goals of Ridgefield's 2016 Comprehensive Plan is that 25% of its new housing shall be multi-family units. Over the past 10 years, the share has been 12.7% – half the stated target. In Clark County, only Yacolt has had smaller multi-family share over this period. The county-wide share is 34%, and even the unincorporated portion of the county has a larger share than Ridgefield (18%).

The constraint does not appear to be on the demand side. As two apartment projects with nearly 500 units were built over the 2019-21 period, the units were absorbed at an average rate of 190 units per year. High occupancy rates and rents subsequent to lease-up reflect significant demand pressure, suggesting that additional supply is needed. Currently, only one project is in the development pipeline, with 148 units restricted to seniors.

We suspect that the limited supply of buildable land suitable for multi-family development is the main reason for the shortage of multi-family construction over the past 10 years. And given the current land supply in the city, we expect the shortfall to continue. Based on our analysis of satellite imagery and buildable lands data from the county, we estimate that buildable land with zoning that allows multi-family housing at the most can accommodate 788 units. Using density assumptions from the Comprehensive Plan, the total number of units is 470. However, this includes land that we consider unsuitable for multi-family development and land that will more likely be built out with other uses.

The Comprehensive Plan states that multi-family development opportunities should be provided "within one-half mile of commercial or employment centers, and along existing and planned transit corridors." We estimate that only 548 units can be accommodated within a half mile of existing commercial centers in Ridgefield (290 units at CP assumed density), and only 232 units within a quarter mile of a fixed transit line (96 units at CP density). Site-specific issues may preclude development of the latter. In other words, we expect very limited multi-family development to occur in Ridgefield with the current land supply – far short of the estimated need. This is likely to prevent middle-income households from settling in Ridgefield, thus constraining the supply of labor necessary for the city's current business expansion. This might hamper economic growth, and is likely to lead to a significant increase in commuter traffic.

Market Trends

Underlying multi-family market trends are strong, although the market has softened over the past two years as a large amount of new supply initiated during the post-COVID demand surge has hit the market. At the same time, demand growth has slowed as the economy has cooled and in-migration has weakened. This is expected to change as mortgage rates normalize and homebuilding returns to pre-2022 levels. Because homebuilding is a major economic driver in Clark County, the latter will result in stronger job growth and more in-migration. Due to the low rates of housing construction and lot development over the past two years, the housing market is expected to be undersupplied when mortgage rates fall. This is projected to result in strong price growth in the single-family market, which will generate additional demand for multi-family housing.

The market for commercial space has been weak in recent years due to the shift to online retail and the increased use of home offices. The office market is particularly weak. New development is generally retail concentrated in areas with strong residential growth or near freeway interchanges accessible to large populations. Ridgefield is the prime example of this. As its population has reached the size needed to attract large anchor stores, a wide range of additional commercial establishments are also looking to locate within the city. Thus, the city is expected to meet a much larger portion of its demand for goods and services going forward. However, cities at the periphery of larger metropolitan areas typically never become self-sufficient in terms of commercial services, as residents continue to frequent establishments in more central parts of the region.

In contrast to prospective multi-family tenants, commercial tenants looking for space in Ridgefield are likely to have a wealth of options over the next years. An estimated 540,000 square feet of space is currently in the development pipeline, including 200,000 square feet under construction. In comparison, absorption of commercial space in Ridgefield has averaged 37,000 square feet annually after the opening of the Rosauers grocery store in 2019 (33,000 SF retail space and 4,000 SF office space). Though the opening of the Costco store is likely to increase the absorption rate, we expect the buildout of the current pipeline to extend well into the next decade.

RMUO at the Subject Site

The subject site represents strong potential for commercial development along Pioneer Street, consistent with the site's current commercial (CCB) zoning. However, we regard the north portion of the site to be unsuitable for commercial development due to the downward slope to the north and the east. Commercial centers are dependent on parking lots that are close to flat, with good visibility to and between stores from a shared parking lot. This will be impossible to achieve at the subject site. A terraced development might be possible, though we would expect the cost of grading, fill, and retaining walls to render such a project infeasible. Moreover, the lower tiers would not provide the visibility and traffic exposure required to create marketable spaces.

Lodging and institutional uses allowed in the CCB zone are also unlikely to be feasible, given the scale of these buildings and their parking lots, which will be difficult to break up in terraced sections. Smaller office buildings not occupied by population-serving firms could in theory be accommodated on a sloping site, though there is virtually no development of this format in the post-COVID market.

The proposed RMUO overlay would allow for multi-family development on the north portion of the subject site. This would help alleviate the need for multi-family housing in the city, while also helping to accommodate the business expansion that is currently taking place by providing housing for new workers and thus reducing commuter traffic. As the site is within walking distance of commercial centers and public transit, residents on-site will likely also contribute to additional pedestrian vitality and increased transit ridership in the city.

We regard the subject site to be highly suitable for multi-family housing due to its proximity to transit and commercial services. Moreover, the slope can be utilized as an asset by providing views over the greenbelt and wetlands to the north and east.

Consistency with the Comprehensive Plan

We regard the proposed application of the RMUO overlay to be consistent with the Ridgefield Comprehensive Plan, advancing the city's progress toward the goals defined in the plan in a manner consistent with the plan's policies. The following is a discussion of the most relevant economic and housing policies:

> *<u>EC-4 Community retail</u>: Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.*
>
> > By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield.

<u>EC-6 Employment capacity</u>: Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long-term economic health of the city.

As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high-wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post-COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi-family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road.

<u>EC-9 45th & Pioneer</u>: Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with "flexibility to adapt to changing community and market expectations" (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated at the site, the residential portion will contribute support for service employment in the subarea.

<u>HO-1 Accommodate growth</u>: Provide a continuous and adequate supply of residential land to meet long-range multifamily and single-family housing needs for the City's anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- *New overall density target of six units per net acre.*
- *No more than 75% of new houses shall be of a single housing type.*
- *A minimum density of four units per net acre (10,890 sq. ft. average lot size) for single-family dwellings in any single development.*

Ridgefield's share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.

<u>HO-2 Residential development density</u>: Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

According to Clark County's most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply.

<u>HO-3 Multifamily development</u>: Provide a variety of multifamily residential development opportunities using multiple strategies:

- *Designate medium density areas sufficient to provide a minimum of 25% of new housing units.*
- *Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.*
- *Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.*
- *Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.*
- *Provide additional opportunities to integrate medium density housing in low-density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.*

Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint. Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target.

<u>HO-5 Housing/employment balance</u>: Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.

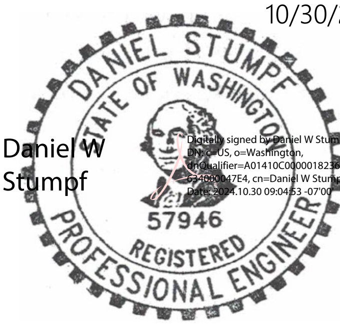
As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city.

lancaster mobley

1130 SW Morrison St., Suite 318
Portland, OR 97205
503.248.0313
lancastermobley.com

Memorandum

10/30/2024



Daniel W Stumpf

Digitally signed by Daniel W Stumpf
DN: c=US, o=Washington, dnQualifier=A01410C00000182365DC634000047E4, cn=Daniel W Stumpf
Date: 2024.10.30 09:04:53 -07'00'

To:	**Mike Jenkins** **MAJ Development**
From:	**Daniel Stumpf, PE**
Date:	**October 30, 2024**
Subject:	**Royle Ridge Mixed Use Development** **Trip Generation Analysis – Comprehensive Plan Amendment**

Introduction

This memorandum reports and evaluates the potential transportation impacts related to a request for application of the *Ridgefield Mixed Use Overlay* (RMUO) on a project area consisting of three properties located at/near 68 N Royle Road in Ridgefield, Washington. The properties are currently zoned *Commercial Community Business* (CCB) and a *Ridgefield Mixed-Use Overlay* is proposed for implementation on an approximate 7.74 net acre portion of the project area. The intent of applying the overlay to a portion of the project site is to provide more flexible development opportunities for residential uses in conjunction with a mix of commercial retail and office uses.

The purpose of this memorandum is to examine and address potential transportation-related impacts resulting from the implementation of the mixed-use overlay. This study reviews the project site's trip generation potential of the affected area under both existing and proposed conditions, and reviews applicable transportation-related comprehensive plan policies.

Location Description

Project Site Description

The project site is located north of Pioneer Street, south of N 5th Street, east of N Royle Road, and west of N 50th Place. Located in a developing mixed-use area of the City, the site is surrounded by undeveloped land/a residential subdivision to the north, a shopping center to the south, undeveloped land/low density residential uses to the east, and a residential subdivision to the west.

The site includes three properties (assessor parcels 213997000, 213998000 and 214022000), noting the proposal will only impact approximately 7.74 net acres of developable project space (i.e., less right-of-way dedications and adverse possession areas) where the proposed overlay will be implemented.

Vicinity Streets and Intersections

The project is located adjacent to two roadways: Pioneer Street and N Royle Road. Table 1 provides a description of each vicinity roadway.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
Pioneer Street	City of Ridgefield	Principal Arterial	40	Not Permitted	Partial Both Sides	Partial Both Sides
N Royle Road	City of Ridgefield	Minor Arterial	35	Not Permitted	Partial Both Sides	Partial Both Sides

Table Notes: Functional classification based on City of Ridgefield Comprehensive Plan.

The two site adjacent roadways intersect at a location to the southwest of the project site. The intersection of Pioneer Street at N Royle Road is designed as a four-legged roundabout with two approach lanes on each intersection leg, excluding the southbound approach which is served by one approach lane. Dual circulating lanes are constructed on the north and south sides of the inner roundabout island. All four intersection crosswalks are marked and served by rectangular rapid flashing beacons (RRFB).

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.

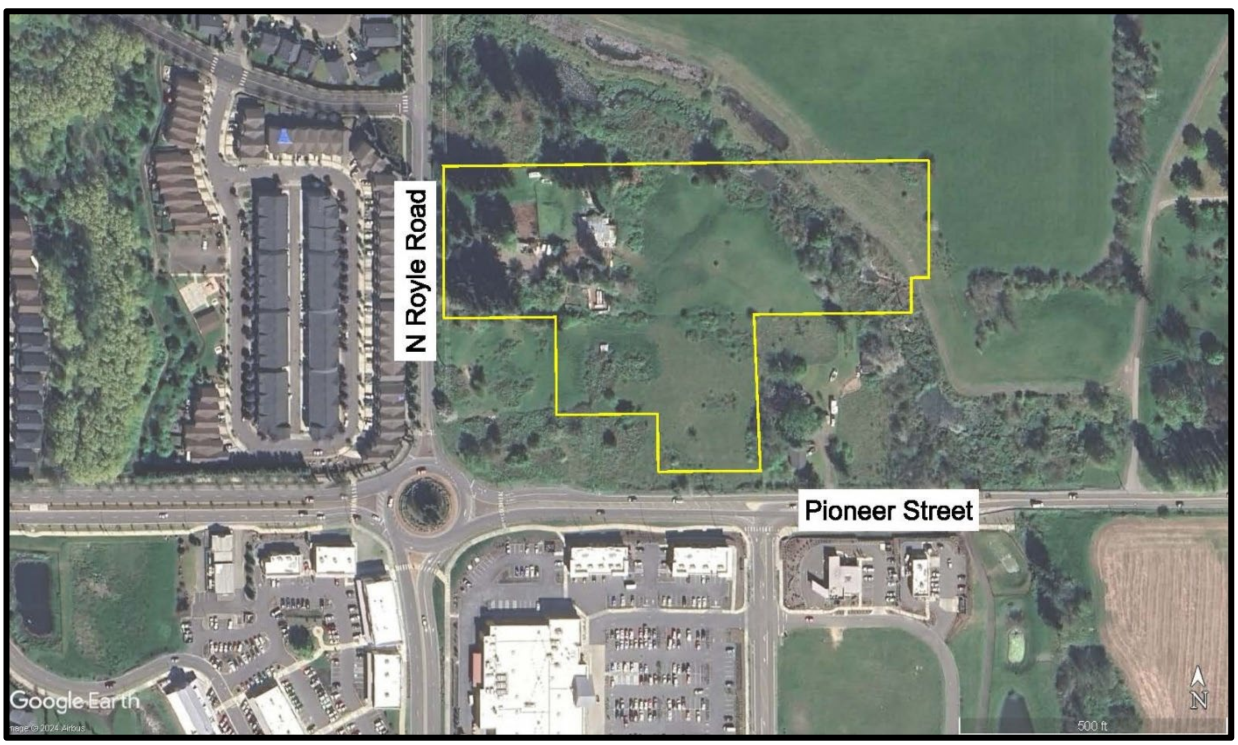


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation

To determine the potential impacts of the proposed comprehensive plan amendment, reasonable worst-case development scenarios of the site with and without the RMUO implemented were determined utilizing data for traffic-intensive uses permitted within the site. With regard to defining what an acceptable reasonable worst-case development scenario may include, the following were considered:

- Is the reasonable worst-case development scenario practical to develop on-site given the size of the project site and the needs of the surrounding community.
- Is the reasonable worst-case development scenario in character with other existing surrounding land uses.

The proposed RMUO will be implemented on a project site area that encompasses approximately 7.74 net acres (i.e., approximately 337,150 square feet) of developable space. Therefore, the comparative trip generation analysis was reviewed only for this affected portion of the project site.

Existing Conditions (without RMUO)

To determine a reasonable worst-case development scenario of the site without the RMUO implemented, City of Ridgefield's Development Code Sections *18.205 Uses* and *18.230 Commercial Districts (CNB, CCB, CRB)* were referenced. According to City code:

> *The purpose of the community business zone (CCB) is to provide location for a wide variety of business activities, such as convenience and comparison retail, personal services for local needs, and to allow for limited higher-intensity residential opportunities as part of mixed use developments.*

Land uses outright permitted in Table 18.205.020-1 were compared to a variety of land uses provided in the *Trip Generation Manual*[1], Based on this assessment, it is assumed the reasonable worst-case development scenario may include the development of a mid-sized retail shopping center. To estimate trip generation of this retail shopping center, data from land use code 821, *Shopping Plaza (40-150k)*, subcategory *Supermarket – Yes*, was used based on the square footage of the gross building floor area.

The CCB zoning code allows a maximum impervious surface coverage of 85%. Of this 85% of impervious surface space, it is assumed that any potentially proposed retail/commercial buildings would cover approximately 30% of this area while the remaining 70% of space would be dedicated to parking, internal drive aisles, or other impervious public space. Based on this assumption, approximately 86,000 square feet of commercial building space (assuming single story structures) could be constructed within the applicable portion of the project site.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

The potential retail use is expected to attract pass-by and diverted trips to the site. Pass-by trips are trips that leave a site adjacent roadway to patronize a land use and then continue in their original direction of travel. Like pass-by trips, diverted trips are trips that divert from a nearby roadway not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. Diverted trips may add turning movements at both site access and other nearby intersections.

To estimate pass-by trip generation for the potential retail use, pass-by trip data was referenced from the *Trip Generation Manual, 11th Edition.* According to data from land use code 821, *Shopping Plaza (40 - 150k)*, the PM peak hour pass-by rate is 40%. For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rate. Additionally, all diverted trips generated were treated as primary trips.

Proposed Conditions (with RMUO)

With regard to the CCB zone allowing limited higher intensity residential development opportunities, the types of allowed residential uses within this zone are restricted to boarding houses, home occupation uses, and community residential facilities. However, the RMUO permits the development of residential uses including, but not limited to, single-family attached uses, cottage homes, and multifamily residential uses. Since one of the intents of placing an RMUO on a CCB zoned property is to promote residential development in conjunction with commercial retail and office, the reasonable worst-case development scenario should incorporate some residential development in addition to retail and office uses.

For the purposes of estimating a reasonable worst-case development scenario with the RMUO implemented, it is assumed the *Royle Ridge Mixed Use Development* conceptual development plan may reflect this type of scenario. Note that the implementation of the RMUO can only serve to reduce trip generation given the intended mixed-use nature of the overlay is to promote alternative modes of travel and lessen the need for a personal vehicle to access the site. Assuming no residential uses were to be developed on-site with the RMUO in place, at worst the trip generation potential will not exceed what is allowed under the base CCB zone.

Specific to the affected project site area, the reasonable worst-case development scenario may include the following:

- An approximately 16,000 square foot grocery store.
- Approximately 5,585 square feet of retail space.
- Up to 95 multifamily residential uses.

To estimate trip generation of the above development scenario, data from the following land use codes were used:

- 220, *Multifamily Housing (Low-Rise)*, based on the number of dwelling units.
- 822, *Strip Retail Plaza (<40k)*, based on the square footage of the gross building floor area.
- 850, *Supermarket*, based on the square footage of the gross building floor area.

Given a variety of land uses are considered in this reasonable worst-case development scenario (i.e., residential and retail uses), some site trips generated are expected to be shared or internally captured within the project site. Subsequently, these internally captured trips will not impact the nearby transportation system. Using the NCHRP Report 684 methodologies, an internal capture rate was calculated for the proposed land uses during the AM and PM peak hours. Per the NCHRP Report 684 calculations, the following internal trip capture rates were determined:

- Approximately 0% during the AM peak hour.
- Approximately 19% during the PM peak hour.

For the purposes of this analysis, the daily trip internal capture rate was assumed to match the PM peak hour rate.

The retail portion of the above development scenario is expected to attract pass-by and diverted trips to the site. To estimate pass-by trip generation, data from the following land use codes were used:

- 821, *Shopping Plaza (40 - 150k)*: 40% during the PM peak hour.
- 850, *Supermarket*: 24% during the PM peak hour.

For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rates of each respective land use code. Additionally, all diverted trips generated were treated as primary trips. Note that pass-by data from land use code 822 is unavailable; however, both land use codes 821 and 822 are expected to generally operate similarly with respect to the number of pass-by trips generated

Trip Generation Comparison

The trip generation calculations show that under existing conditions without the RMUO, the subject site could reasonably generate up to 182 net new AM peak hour trips, 467 net new PM peak hour trips, and 4,876 net new average weekday trips. Under proposed conditions with the RMUO implemented, the site could reasonably generate up to 79 net new AM peak hour trips, 145 net new PM peak hour trips, and 1,590 net new average weekday trips. Accordingly, the net change in trip generation potential of the site after the RMUO is implemented is projected to decrease by 103 AM peak hour trips, 322 PM peak hour trips, and 3,286 average weekday trips.

The trip generation estimates are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this memorandum.

Table 2: Zone Change Trip Generation Summary

Land Use	ITE Code	Size/Rate	AM Peak Hour			PM Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Existing Conditions: CCB Zone without RMUO									
Shopping Plaza (40-150k)	821	86,000 SF	188	116	304	373	404	777	8,126
Pass-by Trips	*821*	*40% (40%)*	*61*	*61*	*122*	*155*	*155*	*310*	*3,250*
Net New Trips			127	55	182	218	249	467	4,876
Proposed Conditions: CCB Zone with RMUO									
Multifamily Housing (Low-Rise)	220	95 units	9	29	38	30	18	48	640
Internal Capture		*0% (19%)*	*0*	*0*	*0*	*6*	*3*	*9*	*122*
Net New Trips			9	29	38	24	15	39	518
Strip Retail Plaza (<40k)	822	5,585 SF	8	5	13	19	18	37	304
Internal Capture		*0% (19%)*	*0*	*0*	*0*	*4*	*3*	*7*	*58*
External Trips			8	5	13	15	15	30	246
Pass-by Trips	*821*	*40% (40%)*	*3*	*3*	*6*	*6*	*6*	*12*	*98*
Net New Trips			5	2	7	9	9	18	148
Supermarket	850	16,000 SF	27	19	46	72	71	143	1,502
Internal Capture		*0% (19%)*	*0*	*0*	*0*	*14*	*13*	*27*	*286*
External Trips			27	19	46	58	58	116	1,216
Pass-by Trips	*821*	*24% (24%)*	*6*	*6*	*12*	*14*	*14*	*28*	*292*
Net New Trips			21	13	34	44	44	88	924
Total Net New Trips			35	44	79	77	68	145	1,590
Net Change in Site Trip Generation									
Net Decrease in Trips			-92	-11	-103	-141	-181	-322	-3,286

Table Notes: AM peak hour, PM peak hour, and daily pass-by/internal capture rates denoted as "AM% (PM/ADT%".

Based on the trip generation analysis, implementing the proposed RMUO is expected to result in a decrease in the trip generation potential of the applicable portion of the site for both the AM and PM peak hours as well as for a typical weekday. Since the proposed RMUO overlay will reduce the trip generation potential of the site and serve to reduce impacts to the surrounding transportation facilities, no transportation impact analysis that reviews impacts to area intersections will be necessary as part of this proposal. Instead the preparation of this trip generation memorandum is sufficient to report the potential impacts of the comprehensive plan amendment.

Comprehensive Plan Policies

As part of the proposed RMUO application, transportation-related Comprehensive Plan Policies applicable to the proposal are addressed below. The policy text is written in *italics* with responses following.

TR-3 Land use and transportation integration

Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

As described in City of Ridgefield code section *18.235.060 Special provisions for the Ridgefield Mixed-Use Overlay (RMUO)*, one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The *Royle Ridge Mixed Use Development* conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.

C-Tran bus route *#48 Ridgefield* currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed-use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3.

TR-12 Vehicle miles traveled reduction

When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- *Encourage mixed land uses within easy walking distance of transit stops.*
- *Provide higher density residential development near employment centers and major transportation routes.*
- *Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.*
- *Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single-occupant motor vehicle*

commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with connections to transit, carpooling or ridesharing.

- *Pursue innovative alternative transportation options such as low-speed electric vehicles.*

The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12.

TR-16 Pedestrian facilities

Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- *Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.*
- *Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.*
- *Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.*

The *Royle Ridge Mixed Use Development* conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneers Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16.

TR-18 Trail systems

Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.

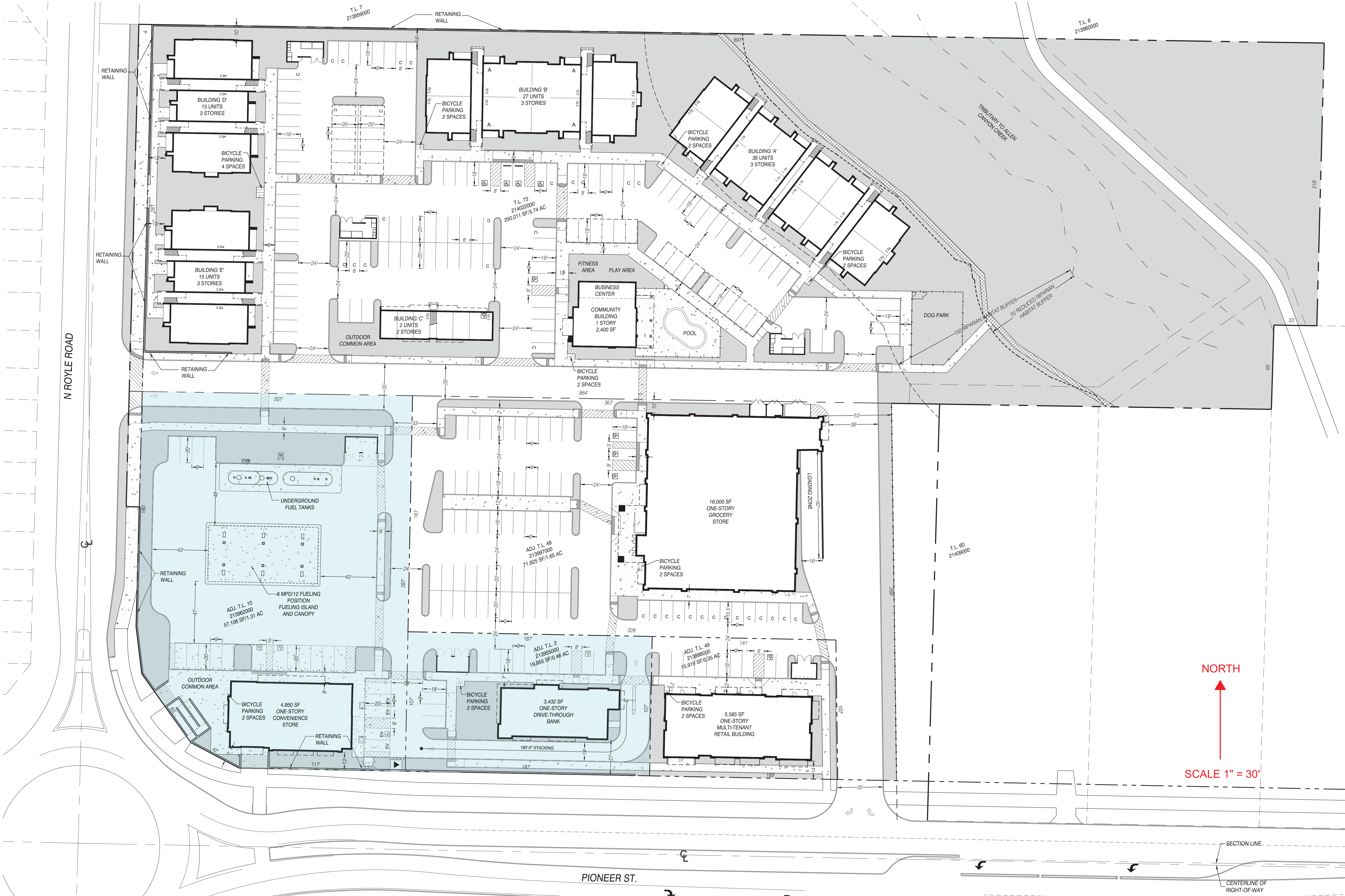
Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the *Royle Ridge Mixed Use Development* will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18.

Conclusions

Implementing the proposed RMUO on a portion of the project site is expected to result in a decrease in the trip generation potential of the site for both the AM and PM peak hours as well as for a typical weekday. Since the proposed RMUO overlay will reduce the trip generation potential of the site and serve to reduce impacts to surrounding transportation facilities, no transportation impact analysis that reviews impacts to area intersections will be necessary as part of this proposal. Instead the preparation of this trip generation memorandum is sufficient to report the potential impacts of the comprehensive plan amendment.

Applying the RMUO on a portion of the project site is consistent with and promotes the transportation-related Comprehensive Plan Policies detailed in TR-3, TR-12, TR-16 and TR-18. No further mitigation is necessary or recommended as part of this proposal in order to meet these Comprehensive Plan Policies.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.



ROYLE RIDGE PHASE 1 ENTITLEMENT AREA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Existing Conditions (without RMUO)

Land Use:	Shopping Plaza (40-150k)
Land Use Code:	821
Land Use Subcategory:	Supermarket - Yes
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	86

AM PEAK HOUR

Trip Rate: 3.53

	Enter	Exit	Total
Directional Split	62%	38%	
Trip Ends	188	116	304

PM PEAK HOUR

Trip Rate: 9.03

	Enter	Exit	Total
Directional Split	48%	52%	
Trip Ends	373	404	777

WEEKDAY

Trip Rate: 94.49

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	4,063	4,063	8,126

SATURDAY

Trip Rate: 116.15

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	4,994	4,994	9,988

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Proposed Conditions (with RMUO)

Land Use:	Multifamily Housing (Low-Rise)
Land Use Code:	220
Land Use Subcategory:	Not Close to Rail Transit
Setting/Location	General Urban/Suburban
Variable:	Dwelling Units
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	95

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	9	29	38

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	30	18	48

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	320	320	640

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	216	216	432

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Proposed Conditions (with RMUO)

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	5.585

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	8	5	13

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	19	18	37

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	152	152	304

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition
Proposed Conditions (with RMUO)

Land Use:	Supermarket
Land Use Code:	850
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	16

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 2.86

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	27	19	46

PM PEAK HOUR

Trip Rate: 8.95

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	72	71	143

WEEKDAY

Trip Rate: 93.84

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	751	751	1,502

SATURDAY

Trip Rate: 112.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	902	902	1,804

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips Primary (%)	Non-Pass-By Trips Diverted (%)	Non-Pass-By Trips Total (%)	Adj Street Peak Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	850								
Land Use	Supermarket								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	43								
Average Pass-By Rate	24%								
	Pass-By Characteristics for Individual Sites								
	State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Daily	
GFA (000)	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Volume	Source
15.16	Florida	1993	161	23	51	26	77	—	33
31	Nebraska	1990	—	19	36	45	81	48700	31
31	Nebraska	1990	—	28	40	32	72	23500	31
31	Florida	1993	440	35	—	—	65	—	30
34	Nebraska	1990	—	44	29	27	56	15200	31
50	Kansas	1998	33	9	70	21	91	—	31
55	Nebraska	1990	—	27	35	38	73	27200	31
65	Nebraska	1990	—	25	25	50	75	44700	31
66	Nebraska	1990	—	23	30	47	77	63000	31
66	Oregon	2010	382	18	47	35	82	—	27
67	Washington	2010	—	25	40	35	75	—	27
70	Nebraska	1990	—	26	30	44	74	34300	31
71.717	Oregon	2001	—	31	51	18	69	—	18
72	Oregon	2001	827	31	51	18	69	—	18
74.63	Oregon	2001	—	33	40	27	67	—	18
75	Oregon	2001	786	33	40	27	67	—	18
79	Washington	2001	884	34	39	27	66	—	18
79	Oregon	2001	637	13	52	35	87	—	18
79	California	2002	547	15	64	21	85	—	18
79	California	2002	798	20	58	22	80	—	18

79.097	California	2002	—	15	64	21	85	—	18
79.097	Oregon	2001	—	13	52	35	87	—	18
79.324	California	2002	—	20	58	22	80	—	18
79.336	Washington	2001	—	34	39	27	66	—	18
79.771	Nevada	2002	—	38	44	18	62	—	18
80	Nevada	2002	478	38	44	18	62	—	18
80	California	2002	617	12	68	20	88	—	18
80	California	2002	538	25	52	23	75	—	18
80.147	California	2002	—	12	68	20	88	—	18
80.147	California	2002	—	25	52	23	75	—	18
81	New York	1997	—	31	46	23	69	—	26
87.4	New York	1997	—	32	55	13	68	—	26
88	California	2010	497	15	49	36	85	—	27
89.8	New York	1997	—	38	47	15	62	—	26
93	Washington	2010	440	21	41	38	79	—	27
94	Oregon	2002	536	7	45	48	93	—	27
95	California	2010	—	16	56	28	84	—	27
96	California	2010	—	19	48	33	81	—	27
96	California	2010	—	15	64	21	85	—	27
99	California	2010	—	17	54	29	83	—	27
104	California	2010	—	18	55	27	82	—	27
105.3	New York	1997	—	33	48	19	67	—	26
123.5	New York	1997	—	26	44	30	74	—	26

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Royal Ridge Mixed Use Development	**Organization:**	Lancaster Mobley
Project Location:	Ridgefield, WA	**Performed By:**	Daniel Stumpf, PE
Scenario Description:	CCB Zone with RMUO	**Date:**	10/29/2024
Analysis Year:	NA	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 850	5.585, 16	KSF	59	35	24
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	95	units	38	9	29
Hotel				0		
All Other Land Uses[2]				0		
Total				97	44	53

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.25	0%	0%	1.25	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.25	0%	0%	1.25	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	121	55	66
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips[3]	97	44	53
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Royal Ridge Mixed Use Development
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends							
Land Use	Table 7-A (D): Entering Trips				Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0		1.00	0	0
Retail	1.25	35	44		1.25	24	30
Restaurant	1.00	0	0		1.00	0	0
Cinema/Entertainment	1.00	0	0		1.00	0	0
Residential	1.25	9	11		1.25	29	36
Hotel	1.00	0	0		1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	9		4	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	7	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	4		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	7	0	0		0
Hotel	0	2	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)							
Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	0	44	44		35	0	0
Restaurant	0	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	0	11	11		9	0	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)							
Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	0	30	30		24	0	0
Restaurant	0	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	0	36	36		29	0	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
[2]Person-Trips
[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Royal Ridge Mixed Use Development	**Organization:**	Lancaster Mobley
Project Location:	Ridgefield, WA	**Performed By:**	Daniel Stumpf, PE
Scenario Description:	CCB Zone with RMUO	**Date:**	10/29/2024
Analysis Year:	NA	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 850	5.585, 16	KSF	180	91	89
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	95	units	48	30	18
Hotel				0		
All Other Land Uses[2]				0		
Total				228	121	107

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.25	0%	0%	1.25	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.25	0%	0%	1.25	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					0	
Restaurant						
Cinema/Entertainment						
Residential		0				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	286	152	134
Internal Capture Percentage	19%	18%	20%
External Vehicle-Trips[3]	185	100	85
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	43%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.
[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
[4]Person-Trips
*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Royal Ridge Mixed Use Development
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips				Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0		1.00	0	0
Retail	1.25	91	114		1.25	89	111
Restaurant	1.00	0	0		1.00	0	0
Cinema/Entertainment	1.00	0	0		1.00	0	0
Residential	1.25	30	38		1.25	18	23
Hotel	1.00	0	0		1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		32	4	29	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	10	5	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	0	0	2	0
Retail	0		0	0	17	0
Restaurant	0	57		0	6	0
Cinema/Entertainment	0	5	0		2	0
Residential	0	11	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	10	104	114		83	0	0
Restaurant	0	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	17	21	38		17	0	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

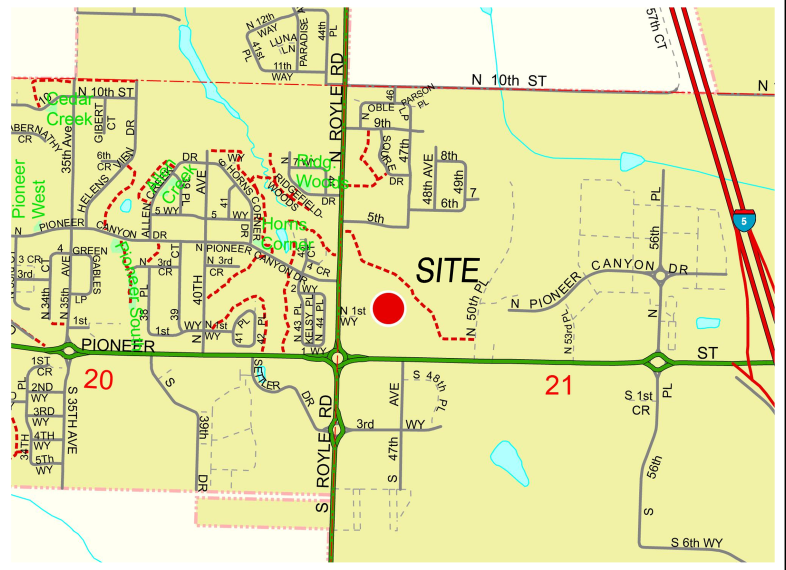
Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	17	94	111		75	0	0
Restaurant	0	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	10	13	23		10	0	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
[2]Person-Trips
[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%



VICINITY MAP SEC. 21 T4N R1E W.M.
NTS

CONCEPTUAL SITE PLAN NOTES

EXISTING SITE DATA:

PRESENT USE:	SINGLE-FAMILY RESIDENCE
ADDRESSES:	4504 PIONEER STREET, AND 68 NORTH ROYLE ROAD RIDGEFIELD, WA 98642
EXISTING ZONING:	COMMERCIAL COMMUNITY BUSINESS (CCB)
GROSS SITE AREA:	ADJUSTED PARCEL 213997000 IS 1.85 ACRES (80,676 SQUARE FEET) GROSS, 1.65 ACRES (71,825 SQUARE FEET) NET OF ADVERSE POSSESSION AREA. ADJUSTED PARCEL 213998000 IS 0.35 ACRES (15,191 SQUARE FEET). PARCEL 214022000 IS 5.80 ACRES (252,820 SQUARE FEET), 5.74 ACRES (250,010 SQUARE FEET) AFTER R.O.W. DEDICATION. THE ENTIRE SITE IS 8.00 ACRES (348,687 SQUARE FEET) GROSS, 7.73 ACRES (337,026 SQUARE FEET) NET AFTER ADVERSE POSSESSION AREA AND R.O.W. DEDICATION.
TRANSIT ROUTES & STOPS:	C-TRAN ROUTE #48 RUNS ALONG PIONEER STREET.

IF ANY CULTURAL RESOURCES AND/OR HUMAN REMAINS ARE DISCOVERED IN THE COURSE OF UNDERTAKING THE DEVELOPMENT ACTIVITY, THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION IN OLYMPIA SHALL BE NOTIFIED. FAILURE TO COMPLY WITH THESE STATE REQUIREMENTS MAY CONSTITUTE A CLASS C FELONY, SUBJECT TO IMPRISONMENT AND/OR FINES.

PROPOSED SITE DATA:

PROPOSED PROJECT:	APPLICATION OF THE RIDGEFIELD MIXED USE OVERLAY (RMUO) ON THE SUBJECT PARCELS. ALSO INCLUDES THE FOLLOWING: A 16,000 SF, ONE-STORY GROCERY STORE; A 5,585 SF, ONE STORY MULTI-TENANT RETAIL BUILDING; AN 92 UNIT MULTI-FAMILY DEVELOPMENT WITH 6 LIVE/WORK UNITS.
WETLAND, STREAM, STEEP BANK BUFFER AREAS/ PROTECTED AREAS, AND PLANNED ENHANCEMENT AREAS:	AS SHOWN
PROPOSED PRIVATE ROADS:	INTERNAL CIRCULATION DRIVE AS SHOWN
PROPOSED EASEMENTS:	TO BE SHOWN ON FUTURE PLANS/SEE NOTE #1
PROPOSED ON-SITE ROAD RIGHTS-OF-WAY:	R.O.W. DEDICATION AS SHOWN
PROPOSED PEDESTRIAN AND BICYCLE FACILITIES:	AS SHOWN
PROPOSED LOADING ZONES:	AS SHOWN
PROPOSED SEPTIC SYSTEMS:	NONE PROPOSED
PROPOSED OPEN SPACE/PARK:	COMMON AREAS AND HABITAT BUFFER AS SHOWN
PROPOSED TRANSIT FACILITIES:	NONE PROPOSED
PROPOSED SIGNS (SIGN PLAN):	NONE PROPOSED AT THIS TIME
PROPOSED LIGHTING:	TO BE SHOWN ON FUTURE PLANS
PROPOSED LOTS, TRACTS, ETC:	NONE PROPOSED
EXISTING BUILDINGS TO REMAIN:	NONE
PROPOSED LANDSCAPING (LANDSCAPE PLAN):	TO BE SHOWN ON FUTURE PLANS
PROPOSED BUILDINGS:	AS SHOWN
PROPOSED PARKING:	AS SHOWN

1. A JOINT ACCESS AND/OR PARKING EASEMENT/AGREEMENT WILL BE PROVIDED.

SITE PLAN CALCULATIONS - RESIDENTIAL AREA ONLY

TOTAL LOT AREA (AFTER R.O.W. DEDICATION)	236,513 SF
BUILDING AREA (1ST FLOOR ONLY)	40,216 (17.0%)
LANDSCAPE AREA	127,216 SF (53.8%)
PAVED AREA (INCL. TRASH ENCLOSURES)	69,081 (29.2%)
INTERIOR PARKING LOT LANDSCAPE REQUIRED	46,527 SF x 10% = 4,653 SF
INTERIOR PARKING LOT LANDSCAPE PROVIDED	5,107 SF (11.0%)
NET DEVELOPABLE AREA	147,039 SF/3.38 ACRES
OUTDOOR COMMON AREA REQUIRED	147,039 SF x 25% = 36,760 SF
OUTDOOR COMMON AREA PROVIDED	48,027 SF (32.7%)

SITE PLAN CALCULATIONS - COMMERCIAL AREA ONLY

TOTAL LOT AREA (AFTER R.O.W. DEDICATION)*	100,514 SF
BUILDING AREA	21,585 SF (21.4%)
LANDSCAPE AREA	9,705 SF (9.7%)
PAVED AREA (INCL. TRASH ENCLOSURES)	69,224 SF (68.9%)
INTERIOR PARKING LOT LANDSCAPE REQUIRED	26,204 SF x 10% = 2,620 SF
INTERIOR PARKING LOT LANDSCAPE PROVIDED	2,475 SF (9.4%)
NET DEVELOPABLE AREA	100,519

PARKING CALCULATIONS

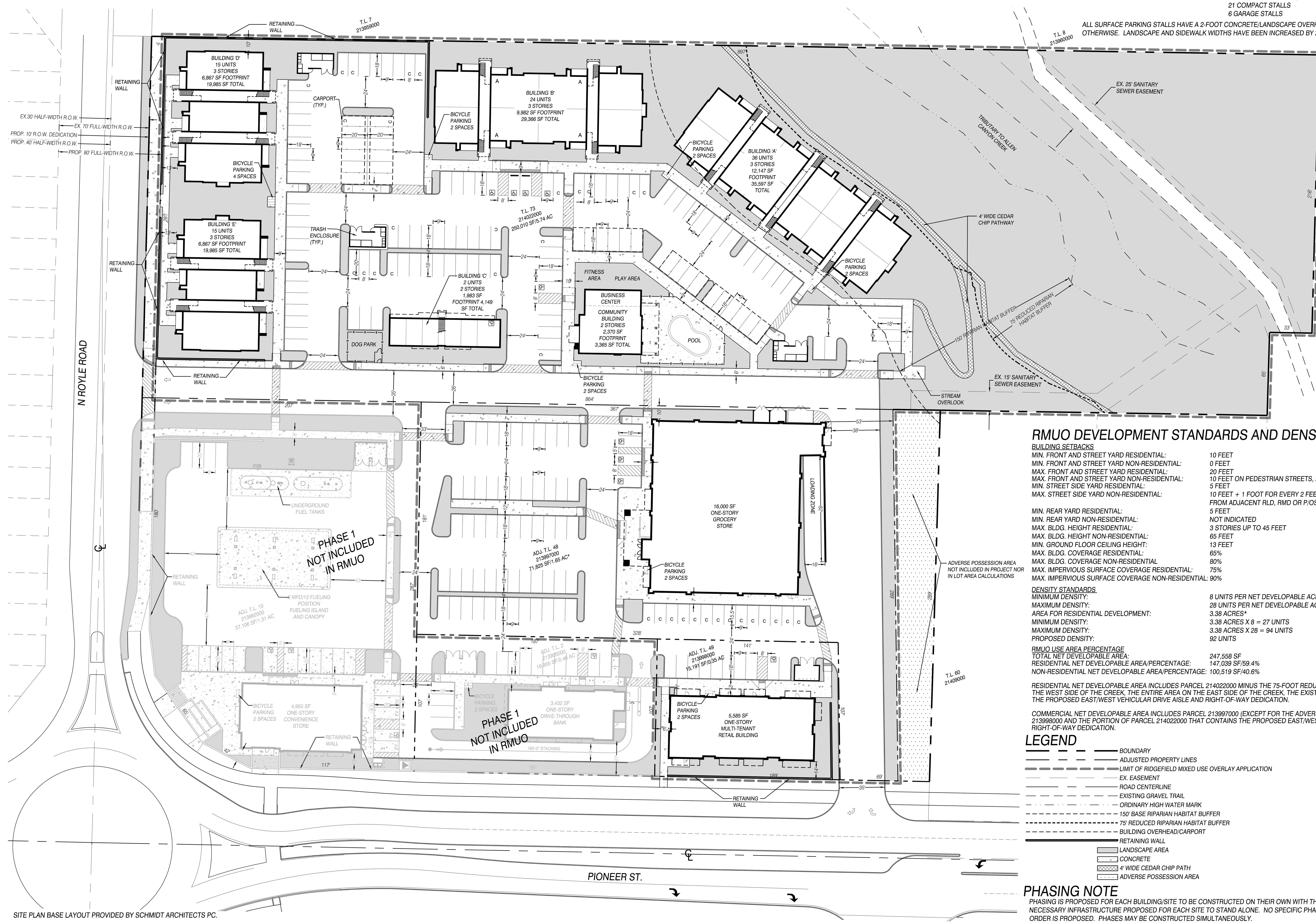
REQUIRED PARKING - COMMERCIAL AREA	21,585 SF RETAIL USE MINIMUM REQ'D- 21,585/350 (1 STALL PER 350 SF) = 62 STALLS MAXIMUM REQ'D- 21,585/200 (1 STALL PER 200 SF) = 108 STALLS
PROVIDED PARKING - COMMERCIAL AREA	76 STANDARD STALLS, WHICH INCLUDES 4 ADA STALLS
REQUIRED PARKING - RESIDENTIAL AREA	92 MULTI-FAMILY UNITS 1 STALL PER UNIT = 92 STALLS
PROVIDED PARKING - RESIDENTIAL AREA	137 STALLS, WHICH INCLUDES THE FOLLOWING: 110 STANDARD STALLS, WHICH INCLUDES 5 ADA STALLS 21 COMPACT STALLS 6 GARAGE STALLS

ALL SURFACE PARKING STALLS HAVE A 2-FOOT CONCRETE/LANDSCAPE OVERHANG, UNLESS SHOWN OTHERWISE. LANDSCAPE AND SIDEWALK WIDTHS HAVE BEEN INCREASED BY 2 FEET TO COMPENSATE.

SITE PLAN CALCULATIONS - RESIDENTIAL AND COMMERCIAL

TOTAL LOT AREA (AFTER R.O.W. DEDICATION)*	337,027 SF
BUILDING AREA (1ST FLOOR ONLY)	59,431 SF (17.6%)
LANDSCAPE AREA	136,921 SF (40.6%)
PAVED AREA (INCL. TRASH ENCLOSURES)	140,675 SF (41.8%)
INTERIOR PARKING LOT LANDSCAPE REQUIRED	4,653 SF + 2,620 SF = 7,273
INTERIOR PARKING LOT LANDSCAPE PROVIDED	7,582 SF (10.4%)
NET DEVELOPABLE AREA	247,558 SF
OUTDOOR COMMON AREA REQUIRED	247,558 x 10% = 24,756 SF
OUTDOOR COMMON AREA PROVIDED	48,027 SF (19.4%)

*LOT AREAS TO NOT INCLUDE ADVERSE POSSESSION AREA.



RMUO DEVELOPMENT STANDARDS AND DENSITY CALCULATIONS:

BUILDING SETBACKS

MIN. FRONT AND STREET YARD RESIDENTIAL:	10 FEET
MIN. FRONT AND STREET YARD NON-RESIDENTIAL:	0 FEET
MAX. FRONT AND STREET YARD RESIDENTIAL:	20 FEET
MAX. FRONT AND STREET YARD NON-RESIDENTIAL:	10 FEET ON PEDESTRIAN STREETS, 20 FEET ON MAJOR CORRIDOR
MIN. STREET SIDE YARD RESIDENTIAL:	5 FEET
MAX. STREET SIDE YARD NON-RESIDENTIAL:	10 FEET + 1 FOOT FOR EVERY 2 FEET IN HEIGHT ABOVE 35 FEET FROM ADJACENT RLD, RMD OR P/OS ZONES, 0 FEET ALL OTHERS
MIN. REAR YARD RESIDENTIAL:	5 FEET
MIN. REAR YARD NON-RESIDENTIAL:	NOT INDICATED
MAX. BLDG. HEIGHT RESIDENTIAL:	3 STORIES UP TO 45 FEET
MAX. BLDG. HEIGHT NON-RESIDENTIAL:	65 FEET
MIN. GROUND FLOOR CEILING HEIGHT:	13 FEET
MAX. BLDG. COVERAGE RESIDENTIAL:	65%
MAX. BLDG. COVERAGE NON-RESIDENTIAL	80%
MAX. IMPERVIOUS SURFACE COVERAGE RESIDENTIAL:	75%
MAX. IMPERVIOUS SURFACE COVERAGE NON-RESIDENTIAL:	90%

DENSITY STANDARDS

MINIMUM DENSITY:	8 UNITS PER NET DEVELOPABLE ACRE
MAXIMUM DENSITY:	28 UNITS PER NET DEVELOPABLE ACRE
AREA FOR RESIDENTIAL DEVELOPMENT:	3.38 ACRES*
MINIMUM DENSITY:	3.38 ACRES X 8 = 27 UNITS
MAXIMUM DENSITY:	3.38 ACRES X 28 = 94 UNITS
PROPOSED DENSITY:	92 UNITS

RMUO USE AREA PERCENTAGE

TOTAL NET DEVELOPABLE AREA:	247,558 SF
RESIDENTIAL NET DEVELOPABLE AREA/PERCENTAGE:	147,039 SF/59.4%
NON-RESIDENTIAL NET DEVELOPABLE AREA/PERCENTAGE:	100,519 SF/40.6%

RESIDENTIAL NET DEVELOPABLE AREA INCLUDES PARCEL 214022000 MINUS THE 75-FOOT REDUCED RIPARIAN HABITAT BUFFER ON THE WEST SIDE OF THE CREEK, THE ENTIRE AREA ON THE EAST SIDE OF THE CREEK, THE EXISTING SANITARY SEWER EASEMENT, THE PROPOSED EAST/WEST VEHICULAR DRIVE AISLE AND RIGHT-OF-WAY DEDICATION.

COMMERCIAL NET DEVELOPABLE AREA INCLUDES PARCEL 213997000 (EXCEPT FOR THE ADVERSE POSSESSION AREA), PARCEL 213998000 AND THE PORTION OF PARCEL 214022000 THAT CONTAINS THE PROPOSED EAST/WEST VEHICULAR DRIVE AISLE AND RIGHT-OF-WAY DEDICATION.

OWNER:
PIONEER DEVELOPMENT VENTURES LLC
601 MAIN STREET
VANCOUVER, WA 98660
(360) 737-1900
erich@monolithdevelopment.com

APPLICANT:
MAJ DEVELOPMENT CORPORATION
300 W 15TH STREET, SUITE 200
VANCOUVER, WA 98660
(360) 823-5125
mikej@majdevelopment.com
brandi@majdevelopment.com

CONTACT:
MACKAY SPOSITO, INC.
ATTN: MIKE ODREN
18405 SE MILL PLAIN BLVD #100
VANCOUVER, WA 98686
(360) 695-3411
modren@mackaysposito.com

LEGEND

- BOUNDARY
- ADJUSTED PROPERTY LINES
- LIMIT OF RIDGEFIELD MIXED USE OVERLAY APPLICATION
- EX. EASEMENT
- ROAD CENTERLINE
- EXISTING GRAVEL TRAIL
- ORDINARY HIGH WATER MARK
- 150' BASE RIPARIAN HABITAT BUFFER
- 75' REDUCED RIPARIAN HABITAT BUFFER
- BUILDING OVERHEAD/CARPORT
- RETAINING WALL
- LANDSCAPE AREA
- CONCRETE
- 4' WIDE CEDAR CHIP PATH
- ADVERSE POSSESSION AREA

N

GRAPHIC SCALE
0 20 40 80
(IN FEET)
1 inch = 40 ft.

PHASING NOTE

PHASING IS PROPOSED FOR EACH BUILDING/SITE TO BE CONSTRUCTED ON THEIR OWN WITH THE NECESSARY INFRASTRUCTURE PROPOSED FOR EACH SITE TO STAND ALONE. NO SPECIFIC PHASING ORDER IS PROPOSED. PHASES MAY BE CONSTRUCTED SIMULTANEOUSLY.

SITE PLAN BASE LAYOUT PROVIDED BY SCHMIDT ARCHITECTS PC.

FILE: W:\18610 RIDGEFIELD MIXED USE\500 DESIGN\502 DRAWINGS\01 BASE\18610.SITEPLAN.RMUO.DWG

MacKay Sposito
ENERGY PUBLIC WORKS LAND DEVELOPMENT
www.mackaysposito.com

KURT F. STONEX
STATE OF WASHINGTON
26352
REGISTERED PROFESSIONAL ENGINEER
11/08/2024

ROYLE RIDGE RIDGEFIELD MIXED USE OVERLAY
RIDGEFIELD, WASHINGTON

CONCEPTUAL SITE PLAN

REVISIONS:

JOB NO.:	18610
DATE:	NOVEMBER 2024
SCALE:	1" = 40'
DESIGNED BY:	SA
DRAWN BY:	SA/MRO
CHECKED BY:	MRO

SP1.0

NO. OF

CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION

MEETING DATE: December 4, 2024

AGENDA ITEM NAME: Discussion: 2024 and 2025 Work Plans

SUMMARY/BACKGROUND:

The purpose of this agenda item is to review Planning Commission's 2024 work plan and discuss new and carry-over items for the 2025 work plan. No action is requested. After this meeting, staff will prepare a final draft 2025 work plan. Planning Commission will have the opportunity to recommend the work plan to Council during their January meeting, after which Council may take action to approve the plan.

The 2024 Planning Commission work plan is attached.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. 2024 Work Plan

Annual Programs

Project Name	Project Description
Planning Commission Administration	The Planning Commission is implemented by RCW 35.63 and Ridgefield Municipal Code 2.12. Administration includes scheduling work sessions and hearings, compilation of staff reports and public comment, and coordination for meeting rooms.
Regular updates to RMC Title 18	Occasionally during the course of our work we find inconsistencies within Title 18, and/or suggestions from outside parties that should be corrected within the code. It is our intention to bundle these housekeeping and minor policy issues and present strengthened language for review to the Planning Commission and City Council. Proposed updates will be posted online and feedback sought from relevant stakeholders.
Tour	Repeat previous tours of new development, parks, and road projects with Planning Commission, Parks Board, and City Council.

2024 Major Projects

Project Name	Project Description
Comprehensive Plan Update	Adoption of the 2025-2045 Ridgefield Comprehensive Plan is required by June 30, 2025. Known tasks this year include introducing the consultant team and their approach to PC, analyzing and presenting initial population growth and buildable lands data, adopting and implementing a public participation plan, and additional opportunities for information sharing and feedback from PC as the project progresses.
Carty Road Development Code	Implement the Carty Road Subarea Plan by writing special development standards for the subarea based on the vision, goals, and recommendations in the plan.

Short Term Rental Code	Study existing codes regulating short term rentals and seek policy feedback from PC and Council regarding whether or not similar codes should be implemented in Ridgefield.
Food Cart Code	Develop regulations for food cart pods based on PC and Council study sessions and best practices from other jurisdictions.

Internal Improvements and Education

Project Name	Project Description
Development Updates	Staff will provide quarterly development updates to Planning Commission.
Transparency	Staff will consistently share project information with stakeholders through the development activity map, Community Development website, and Ridgefield Roundtable project pages.
Ongoing Training	Trainings on commission roles and responsibilities, Public Records Act, Open Public Meetings Act, and local planning are required for new members and optional for other members.