



**RIDGEFIELD PLANNING COMMISSION  
MEETING AGENDA**

**Wednesday, October 1, 2025  
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**
- 4. Appointment of Vice Chair**

**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 9/3/2025 Meeting**

**IV. PUBLIC HEARING/BUSINESS**

- 1. Public Hearing: MAJ Boschma RMUO Zone Change - Claire Lust, Community Development Director**
- 2. Public Hearing: 2025 Development Code Amendments Part 2 - 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:** October 1, 2025

**AGENDA ITEM NAME:** Approval of Minutes from the 9/3/2025 Meeting

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**SUMMARY/BACKGROUND:**

**STAFF CONTACT:**

**ATTACHMENTS:**

1. 09.03.2025 Minutes



**CITY OF RIDGEFIELD, WASHINGTON  
PLANNING COMMISSION MEETING MINUTES  
SEPTEMBER 3, 2025**

**Regular Meeting - 6:30 PM**

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

- 1. Flag Salute**
- 2. Roll Call**

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| Vice Chair Richard Amerman<br>Commission Member Patrick Flynn<br>Chair Mark Tyler<br>Commission Member Magdalena Butler<br>Commission Member Richard Wolf<br>Commission Member Niall Glavin<br>Commission Member Jeffrey Borchardt |
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**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 were provided.

**III. CONSENT AGENDA**

**1. Approval of Minutes from the 08/06/2025 Meeting**

Vice Chair Amerman moved to approve the minutes as presented. Seconded by Commissioner Glavin. Chair Tyler and Commissioner Wolf abstained. Five ayes. Motion passed.

**IV. PUBLIC HEARING**

**1. Public Hearing: 2025 Proposed Development Code Amendments Part 1 - Claire Lust, Community Development Director**

Claire Lust, Community Development Director, presented the 2025 Proposed Development Code Amendments Part 1: Commercial Code Amendments

Discussion occurred regarding loading of delivery vehicles in commercial developments.

Discussion occurred regarding commercial buildings being required to have a primary entrance that faces the street.

Discussion occurred regarding buffer shrubs being required to be six feet or taller when they are planted.

Discussion occurred regarding drive-through queuing spaces.

Discussion occurred regarding privacy glass on commercial businesses.

Discussion occurred regarding modern architectural buildings and window placement.

Discussion occurred regarding facade color.

Discussion occurred regarding tobacco stores in the downtown, waterfront, neighborhood business and mixed-use zones.

Discussion occurred regarding landscaping buffers.

PUBLIC HEARING OPENED AT 7:28 PM

No public comments were provided.

PUBLIC HEARING CLOSED AT 7:29 PM

Vice Chair Amerman moved to approve the 2025 proposed development code amendments with the proposed adjustments. Seconded by Commissioner Glavin. Ayes all. Motion passed unanimously.

|                  |   |
|------------------|---|
| <b>RESULT:</b>   | <b>(UNANIMOUS)</b>  |
| <b>MOVER:</b>    | Vice Chair Richard Amerman  |
| <b>SECONDER:</b> | Commission Member Niall Glavin  |
| <b>AYES:</b>     | Vice Chair Amerman, Commission Member Flynn, Chair Tyler, Commission Member Butler, Commission Member Wolf, Commission Member Glavin, Commission Member Borchardt |

## 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.

No public comments were provided.

## VI. STAFF REPORTS

Claire Lust, Community Development Director, advised there will be a Comprehensive Plan Update/Open House/community workshop on September 16th from 6PM to 8PM.

**VII. FROM THE COMMISSION**

Commissioner Butler thanked the City staff and members of the audience. She gave a shout-out to the City for the traffic control measures during the In-N-Out opening. She also gave a shout-out to Mayor Cole and the City for recognizing September as Multicultural month. She advised the Multicultural Festival is on September 6th.

Commissioner Glavin enjoyed going through the code update.

Vice Chair Amerman is no longer able to participate with the robotics team. He advised this would be his last Planning Commission meeting.

Commissioner Flynn tipped his hat to everyone involved with the opening of In-N-Out. He thanked the members of the public for coming and he thanked the City staff.

Commissioner Borchardt was glad to see people in the audience and encouraged them to tell their friends to come.

Commissioner Tyler was glad to see people in the audience and online. He thanked the City staff for their hard work. He welcomed Commissioner Borchardt. He told Vice Chair Amerman that it was a pleasure working with him and wished him the best in his future endeavors.

**VIII. ADJOURN**

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Trina Siebert, Planning Commission Clerk

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Mark Tyler, Chair

**CITY OF RIDGEFIELD  
REQUEST FOR COMMISSION ACTION**

**MEETING DATE:** October 1, 2025

**AGENDA ITEM NAME:** Public Hearing: MAJ Boschma RMUO Zone Change

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**SUMMARY/BACKGROUND:**

See attached staff report.

**STAFF CONTACT:** Claire Lust, Community Development Director

**ATTACHMENTS:**

1. Staff Report
2. 007 Market and Land Need Analysis
3. 008 Trip Generation Analysis
4. 010 Conceptual Site Plan SP1.0



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# THE CITY OF RIDGEFIELD

510 Pioneer Street Ste B | P.O. Box 608 | Ridgefield, WA

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## MAJ Boschma RMUO Zone Change Staff Report to Planning Commission File No. MASTER-25-0043, PLZ-25-0112-0113

### I. BASIC INFORMATION

**Planning Commission public hearing:** September 25, 2025

**Proposal:** Add the Ridgefield Mixed Use Overlay (RMUO) to three parcels in the Commercial Regional Business zone east of Interstate 5. 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:** PINs 214224000, 214232000, and 213957000; all Ridgefield, WA 98642

**Applicant:** MAJ Development Corporation. 300 W 15<sup>th</sup> St Ste 200 / Vancouver, WA 98660.

Contact: Mike Jenkins, 360-823-5125, [mikej@majdevelopment.com](mailto:mikej@majdevelopment.com);  
[brandi@majdevelopment.com](mailto:brandi@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](mailto:modren@mackaysposito.com)

**Property owner:** Boschma Family LLC. 2150 Timon Rd / Everson, WA 98247. Contact: Shirley Boschma Rubbert, (360) 815-6151, [rubbert.ds@frontier.com](mailto:rubbert.ds@frontier.com)

**Current zoning:** Commercial Regional Business (CRB)

**Proposed zoning:** Commercial Community Business (CCB), Ridgefield Mixed Use Overlay (RMUO)

**Staff contact:** Claire Lust, Community Development Director, 360-857-5024,  
[claire.lust@ridgefieldwa.us](mailto:claire.lust@ridgefieldwa.us)

### II. PROPOSAL

On August 27, 2025, the City received a zone change application impacting Assessor's parcel numbers 214224000, 214232000, and 213957000 ("MAJ Boschma"). The proposal is to add the Ridgefield Mixed Use Overlay (RMUO) zoning overlay to the property. The total proposed RMUO area is approximately 9.26 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 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 is currently vacant. There are mapped critical areas in the southwest portion of the site.

Figure 1. Location

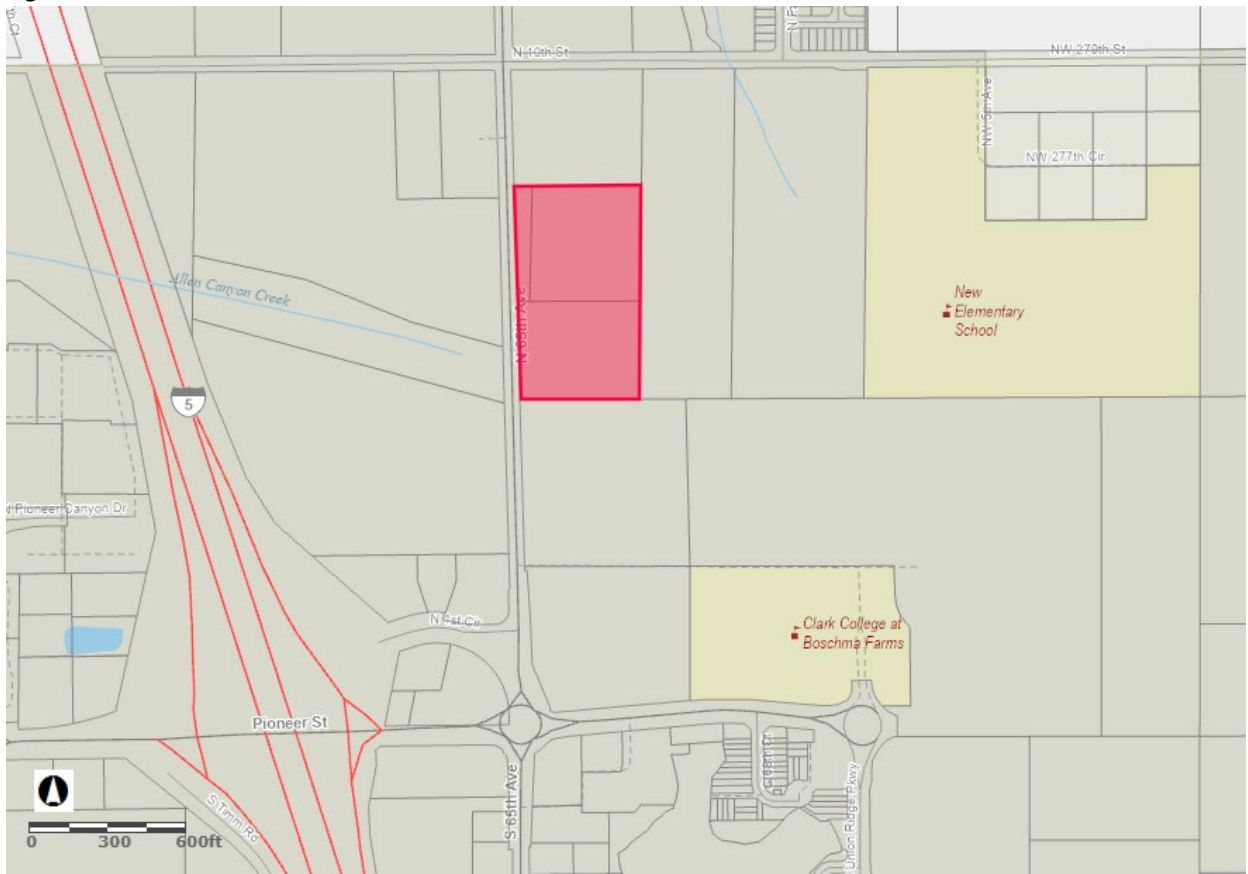


Figure 2. Existing zoning

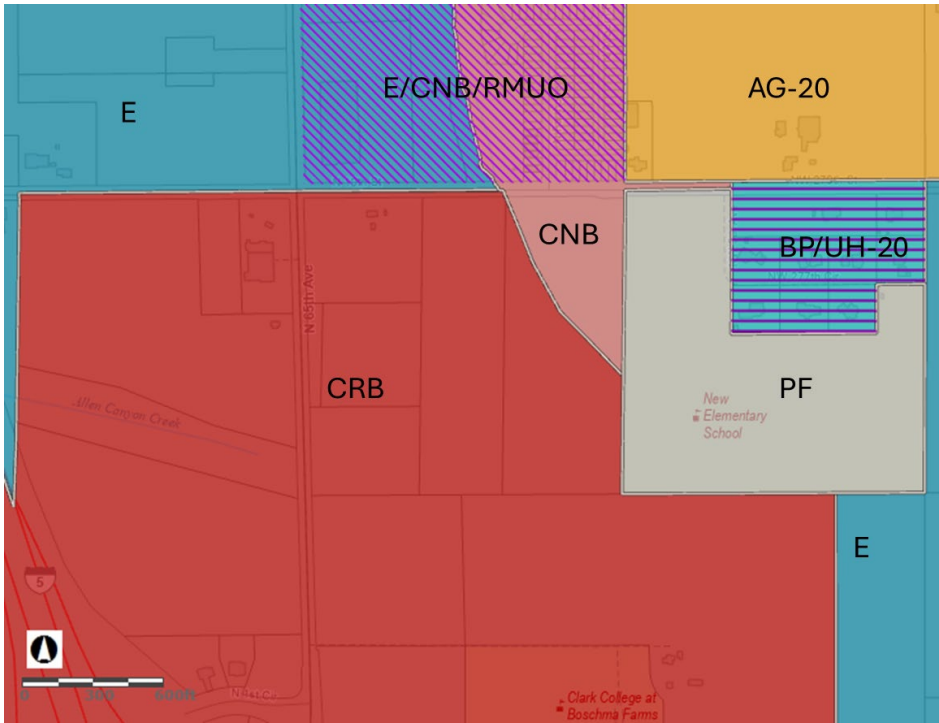
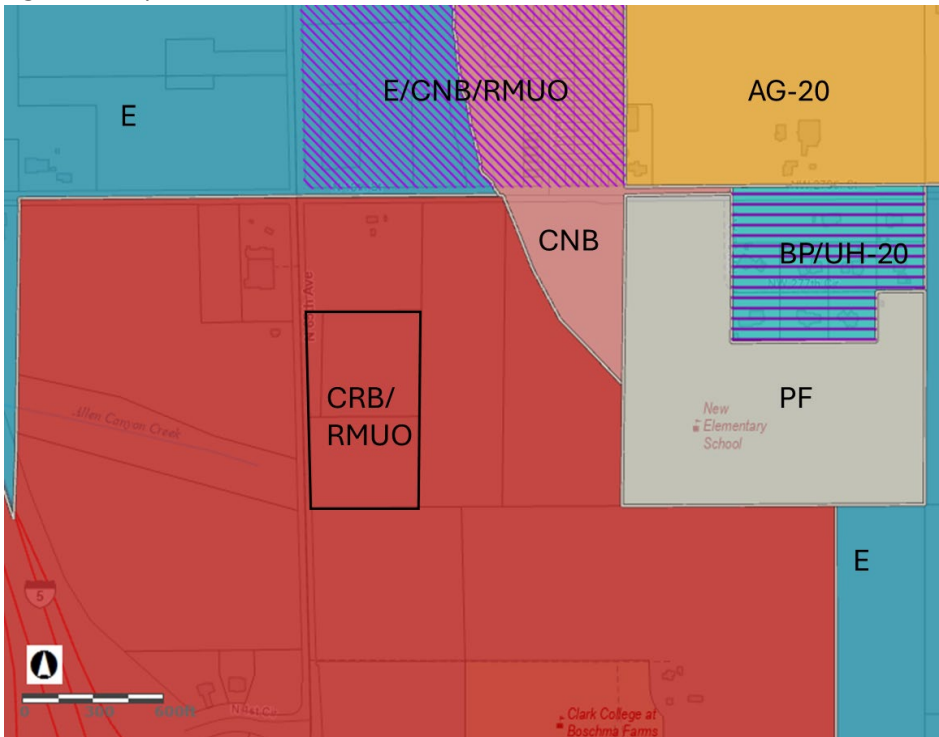


Figure 3. Proposed RMUO





Surrounding zoning and uses include:

- Commercial Regional Business (CRB) zoning on all immediate surrounding parcels
  - o Clark Cowlitz Fire Rescue station to the northwest
  - o A single-family residence on a 5.74-acre lot to the north
  - o Farmland under common ownership (Boschma Family LLC) to the east
  - o Farmland, residence, and outbuildings owned by the Clark College Foundation to the south and southeast
  - o Land owned by Peacehealth to the west and southwest
- Clark College at Boschma Farms to the southeast
- New Ridgefield Elementary School to the east
- McCormick Creek medium density residential subdivision to the northeast
- Keller Supply to the north

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 CRB/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. |

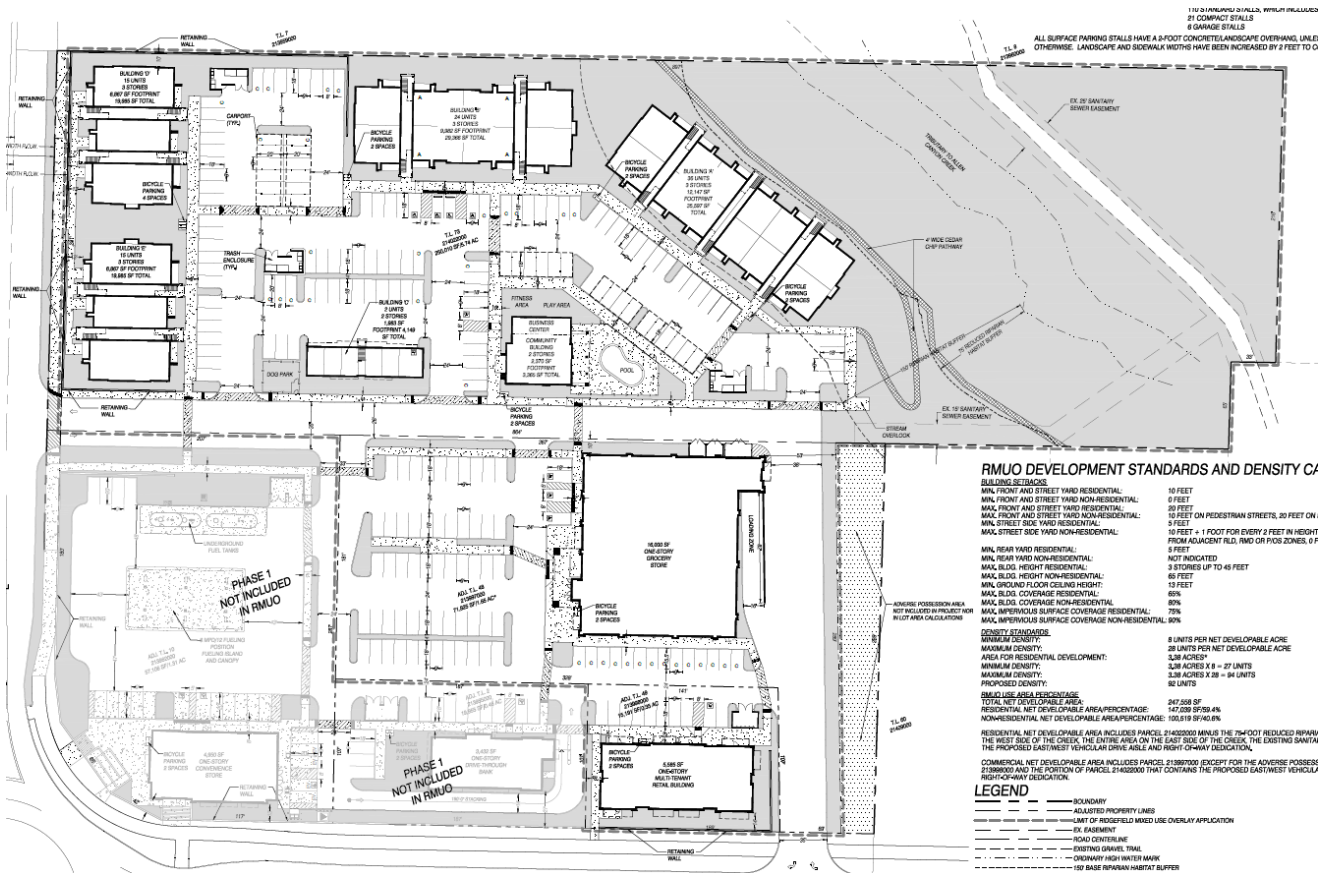
In the CRB zone without the RMUO, the following uses are permitted on any proportion of the site: General retail trade/services, eating and drinking establishment, motor vehicle related use, electric vehicle infrastructure, gas station, daycare, funeral home, office, indoor entertainment facility, community 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 a four-story, 101-room hotel; two 6,185-square foot multitenant retail buildings; and 142 residential units with an associated community building, pool, play area, and dog park. See Figure 5 and separate attachment.

Figure 5. Conceptual Mixed Use Master Plan under Proposed RMUO



**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.

Applicant’s response

“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: The location of the subject property along NE 65th Avenue is an ideal spot for the RMUO to provide a mix of uses, with a park and ride lot located only 600 feet to the south along N 65th Avenue. As the area develops, transit opportunities are more likely to develop northward along N 65th Avenue. Although the surrounding area is currently undeveloped, it can be expected to be developed to a dense urban environment in the near or foreseeable future, given the current CRB zoning of surrounding properties and the designation of N 65th Avenue as a Minor Arterial. 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 under the current CRB zoning, while enhancing future commercial uses on the subject and surrounding properties by providing a customer base through the residential component of the RMUO in close proximity to 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, shop and attend school at the nearby Clark College campus as the area develops. 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: Section 5.2 on pages 37-38 of the Comprehensive Plan, the Plan notes that "The City will also pursue opportunities for mixed-use development in central nodes like downtown, 45th and Pioneer, and the Ridgefield Junction to provide greater variety of housing products." Section 4.2.6 on page 30 also states that "The vision for the Junction area . . . is for a mixed-use destination." Therefore, the proposed site for the RMUO is within an area that is planned for mixed use development, and adding the RMUO to the subject property would combine multiple uses in an integrated site in an undeveloped area that would facilitate mixed use up and down N 65th Avenue, where there is already RMUO mixed use development south of Pioneer. 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: Adding the RMUO to the subject property would be a well-planned decision that would facilitate development of a stable, multi-use neighborhood with compatible uses along N 65th Avenue. 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.*

#### ***LU-9 Human-scale and accessible development***

Require commercial development that is human-scale and encourages interaction. Elements of human-scale include pedestrian access, street front commercial activity, low to mid-range building elevation, and architectural variety at the street level.

*Applicant's Response: Adding the RMUO to the subject property would be a well-planned decision that would facilitate development that is human-scale and encourages interaction. Development under the RMUO requires compliance with RMC 18.235.060, which provides for creation of vibrant, livable, attractive and walkable communities through sustainable design, distinct architecture and site design that respond to the site context with a mixture of uses and open spaces and connections within and between sites. Applying the RMUO to the site would further the goals and policies of LU-9.*

#### ***LU-10 Commercial development***

Provide incentives and establish regulations that facilitate a range of commercial uses in downtown, the Lake River waterfront, along the Pioneer Street corridor, at the Interstate 5 interchange, and in limited neighborhood settings. Encourage a range of commercial services that meet the needs of residents in the city and across the region. Regulate development to ensure the appropriate mix of uses and

scale of development in each distinct commercial area based on surrounding land uses, development potential, and existing scale of development.

*Applicant's Response: Adding the RMUO to the subject property would be a well-planned decision that would facilitate development that encourages a range of commercial services within the commercial component of the RMUO and an appropriate mix of uses and scale of development through the provisions of RMC 18.235.060, which govern all development in the RMUO.*

*The following additional response was prepared by applicant's economist:*

*"The RMUO overlay is one of the regulations established on the basis of LU-10 to accommodate mixed-use development in the Pioneer/45th and Junction subareas. By allowing for mixed-use development, which can attract different commercial users than traditional single-use commercial zones, the RMUO overlay contributes to a broader range of commercial uses and services in the city.*

*The subject site is located in one of the areas (Ridgefield Junction District Three) identified as appropriate for this type of development in the Junction Subarea Plan (see EC-8 below). The RMUO has already been applied to a part of this district, which is now built out with a mix of commercial and residential uses. Applying the RMUO to the subject site would thus allow for continued development in line with the distinct character of this area."*

#### ***LU-12 Site planning and design***

Facilitate commercial and industrial development by implementing the following design standards for new and redeveloped sites:

- Increase architectural interest and variety while providing a unified treatment of the site.
- Prioritize pedestrian, bicycle and bus access, amenities, and connections within the site.
- Minimize visual and functional dominance of vehicle uses.
- Incorporate landscaping, LID techniques, and green building practices to minimize environmental impacts.
- Provide master planning process for large developments to promote unified development.

*Applicant's Response: The RMUO requires a master plan for all development, and adding the RMUO to the subject property would be a well-planned decision that would facilitate development that architectural interest and variety, prioritizes pedestrian, bicycle and bus access through required connections within and through the site, and incorporates landscaping standards through compliance with RMC 18.235.060(I), (O), (Q)(3)(d) and other regulatory provisions applicable to development within the RMUO, meeting the intent of LU-12.*

### **EC-2 Local Job creation**

Support businesses to create jobs at a ratio of one job per household ratio by providing adequate land capacity and developing an efficient regulatory environment, including development review. Prioritize creation of family wage jobs, including employment in employment sectors with higher than average median wages. Pursue employers in sectors that currently employ many Ridgefield residents outside the city in order to increase the number of people who both live and work in Ridgefield.

*The following response was prepared by applicant's economist:*

*"The RMUO supports the jobs-to-housing balance by allowing for connected commercial and residential mixed-use development. The mixed-use format also provides greater flexibility for the commercial development, and can thus accommodate a broader range of businesses. It can also serve as a catalyst for high-wage employment growth at nearby sites by providing complimentary housing and services (see EC-6 below)."*

### **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 near the 65th Avenue/Pioneer Street commercial node, the proposed RMUO overlay will facilitate additional support for commercial services at this location and in Ridgefield. This will contribute to critical mass that can sustain additional businesses and broaden the range of services offered in the city."*

### **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:*

*"We regard it unlikely that the subject site would be developed for high-wage employment with the current zoning, and thus do not expect the RMUO overlay to result in reduced capacity for this type of employment."*

*Other parts of the Junction have been intended for large-scale healthcare and education uses, which include high-wage employment. However, the buildout is likely to be smaller and take longer than initially envisioned, due to limited need. There appears to be an excess of commercial land for these purposes in the Junction, and we consider it very unlikely that healthcare or higher education would absorb more than a small portion of the subject site."*

*Other high-wage employment is also unlikely to absorb a substantial portion of the site. Large-scale office development has become very rare in the post-COVID environment, and is limited to central locations with good access to large labor pools.*

*Allowing for residential development on part of the subject site through the RMUO overlay is likely to accommodate more high-wage employment than the current zoning. For one, the RMUO can support expansion of the Clark College campus by providing complimentary multi-family housing suitable for students and walkable commercial amenities with appeal to both faculty and students. Moreover, because of the remote work trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi-family projects. Residential development on the site will also contribute to high-wage employment in the city indirectly by creating additional need for high-wage services.”*

### **EC-8 Ridgefield Junction**

Implement the Junction Subarea Plan to create commercial, industrial and institutional employment opportunities that serve local and regional needs.

*The following response was prepared by applicant’s economist:*

*“The Junction Subarea Plan envisions the Junction as a mixed-use gateway to Ridgefield with several unique districts. District Three, to which the subject site belongs, is intended to include multi-family housing alongside institutional and commercial uses (p. 4, 46, 54, 55). The plan recommends “increasing opportunities for mixed use housing where appropriate, especially in locations that complement potential catalyst users like Clark College” (p. 55, cf. p. 15, 47).*

*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 that will contribute to the mixed-use vitality of the Junction. The residential portion will provide housing for Clark College students and the local workforce, while also contributing support for service employment in the subarea and the city. The commercial portion will accommodate commercial services and lodging that can meet both local and regional needs.”*

### **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."*

### **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. While one 148-unit senior living project under construction (Residence at Ridgefield) will meet some of the need from seniors, the only multi-family projects without age restrictions (92 units proposed at Royle Ridge and 216 units at Legacy Trails III) will meet only a portion of the need from working-age residents and students. 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."*

### **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 12.4% – roughly half 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 a half mile of commercial/employment centers and along the 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 near 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."*

#### **HO-4 Affordability**

Encourage innovative housing policies, regulations and practices to provide affordable housing. Provide secure funding mechanisms and programs for housing targeted at households below the median income.

*This provision is met through the proposed Concomitant Rezone Agreement to provide seven affordable units at 60% MFI and eight units at 80% MFI.*

*In addition, the following response was prepared by applicant's economist:*

*"The RMUO overlay is one of the regulatory tools available to the City for providing housing affordable to a larger share of the population. Nearly all market-rate multi-family housing currently built in suburban Clark County is affordable to households below the median area income (based on the standard 30% cost burden), and some of the housing is naturally affordable at even lower income levels. Applying the RMUO to the subject site is therefore likely to increase the supply of affordable housing in Ridgefield."*

#### **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.”*

### **HO-6 Housing variety**

Allow a variety of housing types to meet needs of households of varying sizes, income levels and preferences. Create regulations that allow alternatives to single-family detached housing such as attached housing, townhomes, cottage or cluster housing, accessory dwelling units, manufactured housing, floating homes, housing in multiuse projects, and other innovative housing types.

- Regulate manufactured housing in the same manner as traditional stick-built housing and allow in all zones where single-family detached housing is allowed.
- Allow accessory dwelling units in Urban Low Density Residential (UL) areas.
- Develop and enforce regulations for floating homes to ensure that unique waterfront residential option is maintained and minimizes environmental impacts.

*The following response was prepared by applicant’s economist:*

*“The RMUO overlay allows for a variety of multi-family and attached single-family housing forms, which represent alternatives to the dominant detached single-family format. As discussed under HO-4 and HO-5 above, the RMUO accommodates households that are priced out of the detached-home market, and provides housing more in line with the needs of smaller households.”*

### **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 Boschma Farms conceptual development plan will develop the north side of the project site with apartment units while the south side of the project site will be developed with a mix of commercial retail and lodging uses. Site internal sidewalks and drive aisle crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N 65th Avenue and the planned NE 6th Street to the south. These adjacent street frontage improvements will support and incentivize non-vehicular modes of travel in the area, in particular when surrounding properties redevelop as higher intensive uses and subsequently improve their respective street frontages.*

*C-Tran bus route #48 Ridgefield currently has a bus stop near the project site, located within a quarter-mile walking/biking distance from the project site at the Junction Park & Ride to the south. The bus route provides service between the N/S Royle Road at Pioneer Street intersection to the west, the Junction Park & Ride, the Ilani casino and La Center to the north/northwest, and 99th Street Transit Center to the south. Weekday service is schedule between approximately 6:20 AM – 8:35 PM with headways of approximately two hours. Weekend and holiday service is schedule between approximately 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 65th Avenue and the planned NE 6th 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 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 roadway of N 65th Avenue (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 planned transportation infrastructure improvements associated with the proposed development will support multimodal travel alternatives for pedestrians and bicyclists in the area, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N 65th Avenue and the planned NE 6th Street to the south, 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 following response was prepared by the applicant’s traffic engineer:*

*“The Boschma Farms conceptual development plan will construct internal sidewalks and drive aisle crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of N 65th Avenue and the planned NE 6th Street to the south. Right-of-way improvements will be constructed along the project site’s street frontage these two roadway, 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.”*

**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. Although there are no planned trails through the property, and the nearest trail is the planned McCormick Creek Trail (T-20) about 500 feet to the north at N. 65th Avenue and 10th Street, the proposed RMUO will promote walking by providing internal walkways connecting to N. 65th Avenue, which connects to Pioneer Street to the south and the planned McCormick Street Trail to the North. The RMUP will facilitate mixed use development on the site, which will be providing recreational opportunities for the residents of the multi-family phase including a dog run, swimming pool, community center and playground and the proposed hotel will have a swimming pool and most likely a fitness center.*

**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.*

Findings

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

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

#### IV. PROPOSED TIMELINE

Adoption of the proposed zone change is proposed to occur as follows.

|                                |  |
|--------------------------------|--|
| October 1, 2025                | Planning Commission public hearing and recommendation to Council |
| October 9, 2025                | City Council 1 <sup>st</sup> reading and public hearing          |
| Subsequent Council meeting TBD | City Council 2 <sup>nd</sup> reading and adoption                |
| 30 days after adoption         | Approximate effective date                                       |



**MARKET AND LAND NEED ANALYSIS  
FOR A ZONE CHANGE REQUEST  
ON A SITE ALONG N 65<sup>TH</sup> AVENUE  
IN RIDGEFIELD, WASHINGTON**

PREPARED FOR  
MAJ DEVELOPMENT  
AUGUST 2025

**JOHNSON ECONOMICS, LLC**

621 SW Alder St, Suite 506  
Portland, Oregon 97205



## TABLE OF CONTENTS

|              |  |           |
|--------------|--|-----------|
| <b>I.</b>    | <b>INTRODUCTION.....</b>                     | <b>2</b>  |
| <b>II.</b>   | <b>EXECUTIVE SUMMARY .....</b>               | <b>3</b>  |
| <b>III.</b>  | <b>THE SUBJECT SITE .....</b>                | <b>5</b>  |
| <b>IV.</b>   | <b>SUITABILITY FOR ALTERNATIVE USES.....</b> | <b>7</b>  |
|              | Current Commercial Zoning.....               | 7         |
|              | Proposed Mixed-Use Overlay .....             | 8         |
| <b>V.</b>    | <b>GROWTH CONTEXT.....</b>                   | <b>9</b>  |
|              | Clark County.....                            | 9         |
|              | Ridgefield .....                             | 12        |
| <b>VI.</b>   | <b>MULTI-FAMILY TRENDS .....</b>             | <b>14</b> |
|              | Housing Shift.....                           | 14        |
|              | Multi-Family Housing in Ridgefield .....     | 16        |
|              | Multi-Family Market Trends .....             | 18        |
|              | Multi-Family Development Pipeline.....       | 19        |
| <b>VII.</b>  | <b>COMMERCIAL MARKET TRENDS .....</b>        | <b>20</b> |
|              | Retail Trends .....                          | 20        |
|              | Office Trends .....                          | 23        |
|              | Development Pipeline.....                    | 26        |
| <b>VIII.</b> | <b>HOTEL MARKET TRENDS .....</b>             | <b>27</b> |
|              | Hotel Occupancy.....                         | 27        |
|              | Room Rates.....                              | 28        |
|              | Development Pipeline.....                    | 29        |
|              | Room Demand .....                            | 29        |
| <b>IX.</b>   | <b>HOUSING NEED FORECAST.....</b>            | <b>32</b> |
|              | Methodology .....                            | 32        |
|              | Household Growth.....                        | 32        |
|              | Housing Demand by Type .....                 | 34        |
| <b>X.</b>    | <b>MULTI-FAMILY LAND SUPPLY .....</b>        | <b>37</b> |
|              | Overview.....                                | 37        |
|              | Medium-Density District.....                 | 38        |
|              | Mixed-Use Districts.....                     | 40        |
|              | Mixed-Use Overlay Zone.....                  | 41        |
|              | UGA Land .....                               | 41        |
|              | Conclusion: Supply Potential .....           | 42        |
| <b>XI.</b>   | <b>CONCLUSIONS.....</b>                      | <b>43</b> |



## 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 along N 65<sup>th</sup> Avenue in Ridgefield, Washington. The property is located within the Ridgefield Junction Subarea, and is currently designated for General Commercial (GC) land use, with Commercial Regional Business (CRB) 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, 49% of the new housing in the Portland Metro Area was multi-family units. In Clark County, the share was 36%. Ridgefield has only to a limited degree participated in this shift, providing only 12.4% multi-family housing. In Clark County, only Yacolt has a smaller share (0%), and even the unincorporated area has achieved a higher share (20%). 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 2,800 housing units over the next five years, including 790 multi-family units (28%) – or roughly 160 units annually. Currently, there is only one multi-family project under construction, which will provide 148 units reserved for seniors. Two additional projects have been proposed, with a combined potential for 308 units.

### MULTI-FAMILY SUPPLY

Johnson Economics has analyzed the supply of buildable land that allows multi-family development in Ridgefield. If all the land is built out with multi-family housing at maximum allowed density, 1,190 units could in theory be accommodated – including the 308 units at the two proposed projects. 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 reduced to 950. 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 and a quarter-mile of a public transit, only three would be included sites (two with development challenges), for a potential supply of 324 units at maximum density and 188 units at the density assumed in the Comprehensive Plan. Given the current land supply, we expect very limited multi-family development to occur beyond the projects that have already been proposed – well short of the estimated need.

### COMMERCIAL SUPPLY

The picture is very different for commercial land. Ridgefield currently has a commercial development pipeline that totals 417,000 square feet if we include future phases of proposed commercial centers. In comparison, the market absorbed an average of 33,000 square feet annually between the opening of the Rosauers grocery store in 2019 and the Costco store in 2024. Though the Costco store is likely to increase the absorption rate over the next years, 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, transit, and the Clark College campus. We regard the potential for commercial development to be limited over the near term, as the site is separated from existing commercial uses and is without the traffic exposure or surrounding household base required to sustain resident-serving establishments. Moreover, the ongoing commercial development around high-profile anchors west of the I-5 reduces the potential for similar retail east of the freeway. Large-scale institutional uses at the site are also unlikely given the limited need seen on adjacent sites set aside for these uses. Lodging is a more likely use, given the proximity to the I-5 interchange and the lack of a hotel in Ridgefield currently. Though another hotel is planned in La Center, our estimates indicate potential for another 80-100 room hotel in three to four years.

Given the limited potential for commercial and institutional development, 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 Junction Subarea Plan. With commercial centers and transit within walking distance, on-site residents will likely contribute to additional vitality at this node and increased transit ridership in the city. Multi-family use is also highly compatible with the surrounding uses, especially the Clark College campus, and provides a good transition to nearby single-family housing.



### III. THE SUBJECT SITE

The subject site is located northeast of the I-5 Junction in Ridgefield, Washington; east of N 65<sup>th</sup> Avenue, between N 10<sup>th</sup> and Pioneer streets. The site is roughly 9.3 acres in size, and is relatively flat, with a rectangular shape. The site is currently used for farmland. A piped creek intersects the southern portion of the site. The land is designated for General Commercial (GC) land use in the Comprehensive Plan and has Commercial Regional Business (CRB) zoning.

Most of the land immediately around the site is undeveloped. A fire station is located northwest of the site, while a distribution center for Keller Supply is located to the north. A single-family subdivision is to the northeast. Land around Pioneer Street to the south is dominated by commercial uses, but includes a Park & Ride lot and a satellite campus for Clark Community College, as well as a senior living facility and a rental townhome community.

65<sup>th</sup> Avenue is classified as a minor arterial, while Pioneer Street is classified as a principal arterial, connecting the Junction and the I-5 freeway to Downtown and the commercial node at Royle Road. Pioneer Street is the only transit and commercial corridor in the city. C-Tran operates a bus line (#48) with a stop at the Park & Ride less than a quarter mile south of the subject site. The line provides service to the 99<sup>th</sup> Street Transit Center in Hazel Dell, which provides connections to other parts of Clark County and Portland.

FIGURE 3.1: MAP OF THE SUBJECT SITE

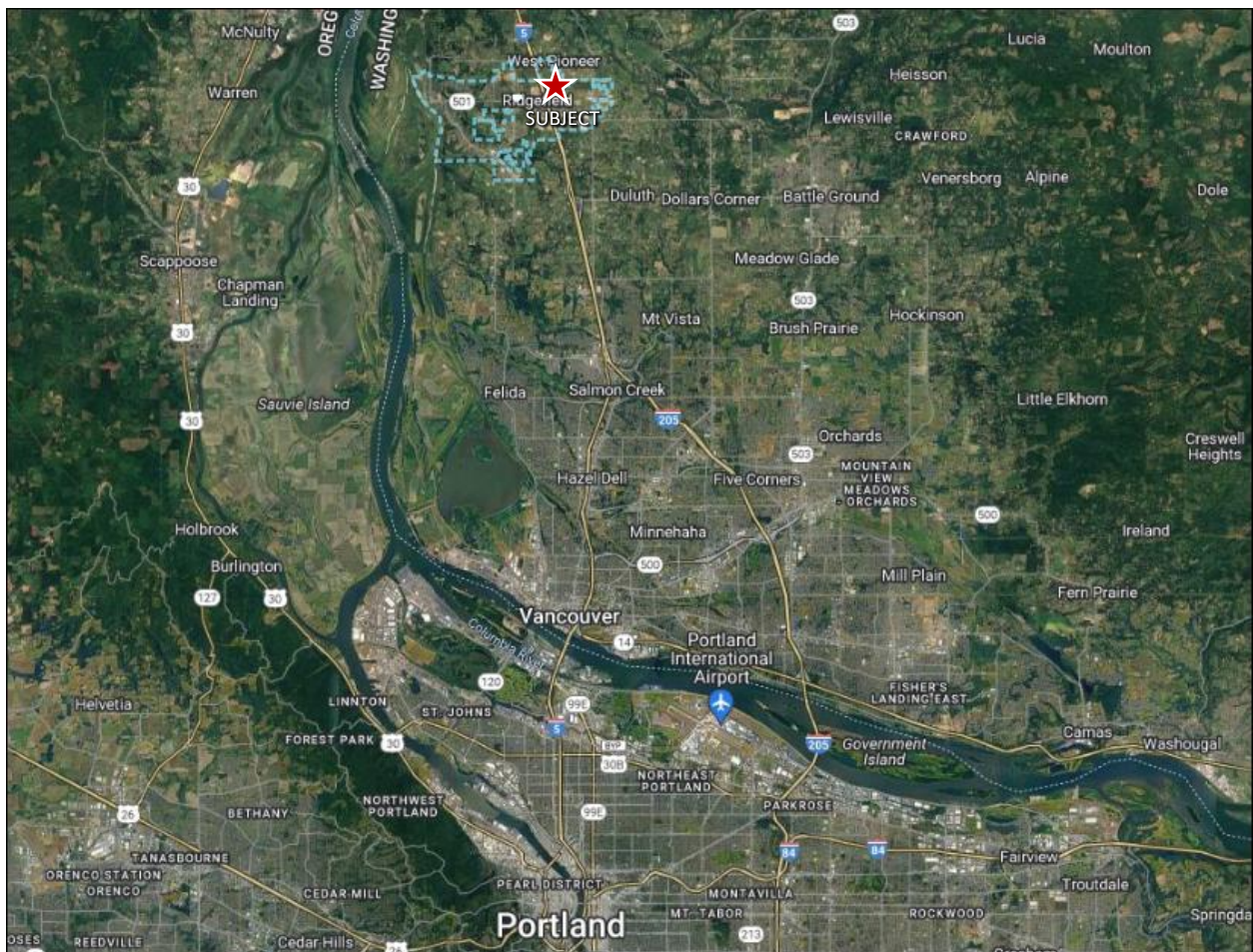


SOURCE: Clark County, MAJ Development, Google, Johnson Economics



The following map shows the subject site in its local and regional context. The site is a quarter mile northeast of the Ridgefield Junction and the I-5 freeway, and around three 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 3.2: SUBJECT SITE IN ITS LOCAL AND REGIONAL CONTEXT**



SOURCE: Clark County, Google, Johnson Economics



## IV. SUITABILITY FOR ALTERNATIVE USES

### CURRENT COMMERCIAL ZONING

#### COMMERCIAL REGIONAL BUSINESS (CRB) ZONE

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

*The purpose of the regional business (CRB) zone is to provide for the location of integrated complexes made up of business and office uses serving regional market areas with significant employment opportunities. Such a zone requires accessibility to regional transportation corridors. Development of taller buildings, a mix of uses excluding residential, and transit supportive uses are encouraged in this zone.*

*(Ridgefield Code of Ordinances, 18.230.010)*

The regional business zone represents the highest tier among the commercial zoning districts in terms of intensity and traffic generation, above the neighborhood business zone (CNB) and the community business zone (CCB). It allows for a wide range of retail and office uses, as well as some lodging and institutional. Residential uses are not allowed, except for boarding houses and community residential facilities (18.205.020).

#### SUITABILITY FOR COMMERCIAL USE

The general location of the subject site near the Pioneer Street corridor and the I-5 interchange is suitable for commercial use given the access from high-traffic roads and the proximity to existing retail on Pioneer Street. However, the commercial potential is reduced by the limited household base east of the I-5, as well as the lack of frontage along Pioneer Street and the separation from existing commercial uses. With a daily traffic volume of 3,900 (2024 AADT), 65<sup>th</sup> Avenue does not by itself provide the traffic exposure typically needed to sustain smaller auto-oriented retail. Thus, the retail potential at the site is likely limited to larger stores that can generate their own shopping traffic. Given the development of large-scale retail west of the I-5, the potential for additional users of large scale at the subject site is likely limited over the near term. However, the potential will grow over time as the commercial cluster at Pioneer Street continues to add critical mass and additional housing east of the I-5 generates additional demand.

Lodging represents somewhat stronger potential over the near term, as this use is less dependent on residential traffic and existing retail. Proximity and access to the I-5 interchange are more important factors, making the site suitable for hotels serving pass-through travelers as well as local needs. The lack of a hotel in Ridgefield makes this a possibility over the near to medium term.

The physical characteristics of the site are also suitable for suburban office space. However, the office market has struggled with overcapacity following the COVID pandemic due to more remote work (see Section VII). The few new suburban office projects built in the current environment are typically single-user campuses located in areas with larger labor pools. Smaller spaces for population-oriented service providers are occasionally built in smaller communities, but generally in retail locations with stronger traffic exposure. Office space is therefore an unlikely candidate for the subject site over the foreseeable future.

The situation is similar for institutional uses. The site is in theory suitable for institutional use, as exemplified by the nearby Clark College satellite campus and the initial plans by PeaceHealth to build a clinic on land to the west of the subject. However, there is uncertainty regarding the scale and timing of the buildout of these properties due to limited need, and it is unlikely that additional land will be sought for institutional uses in this area over the foreseeable future.

In summary, we regard the commercial potential at the subject site to be limited over the near term, though some retail and lodging uses are likely possible over the medium to long term.



## 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, 18.235.060)*

### SUITABILITY FOR MIXED USE AND THE RMUO OVERLAY

With the location of the subject site within the Junction Subarea, near the 65<sup>th</sup> Avenue/Pioneer Street intersection, mixed-use development on the site would meet the objective of the RMUO overlay 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 use is already indicated by the mix of residential and commercial uses around the 65<sup>th</sup> Avenue/Pioneer Street intersection. While commercial uses occupy the land closest to the roundabout, a high-density senior living facility and a medium-density rental townhome project occupy land outside the commercial uses. The rental townhomes are at a distance to the roundabout similar to that of the subject site. The senior living facility is under construction, while the townhomes were built over the 2021-23 period, with 132 units that have enjoyed strong occupancy since completion (100% occupied at the time of writing this report).

We regard multi-family housing 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 tend to place greater value on privacy and quietness. With its location within walking distance of commercial services and public transit around the 65<sup>th</sup>/Pioneer intersection, residential uses on the site will contribute to the pedestrian vitality of this mixed-use node (in line with points 2 and 3 in the RMUO code text), while also contributing to higher transit ridership and reducing the need for two cars among local households. Moreover, with walking distance to the Clark College campus, the site can provide multi-family housing suitable for students – in line with the recommendations of the Junction Subarea Plan. Multi-family housing also serves as a good transition between the commercial area and the existing residential community to the northeast (point 6).



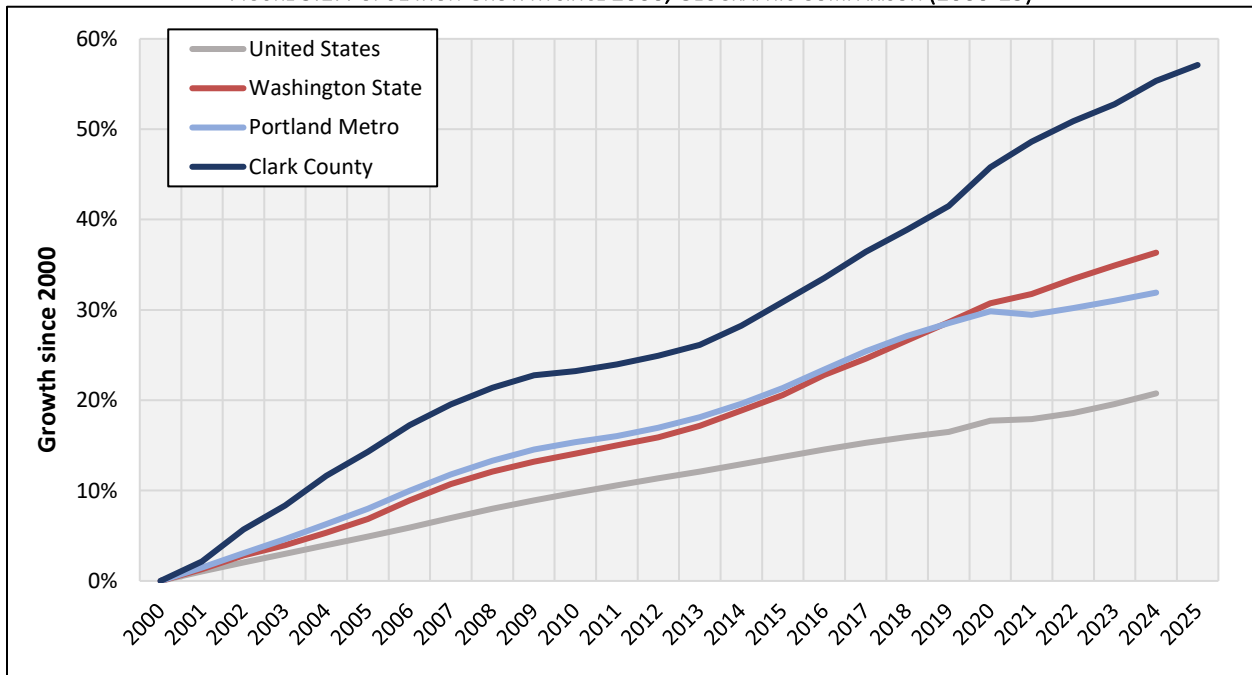
## V. GROWTH CONTEXT

### CLARK COUNTY

#### POPULATION GROWTH

As of the most recent estimate, 542,000 people live in Clark County, making up 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 93%, compared to 41% in the remainder of the region. Over the past 10 years, the increase has been 21%, compared to 8% 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. In recent years, 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 9,400 per year over the past 10 years.

FIGURE 5.1: POPULATION GROWTH SINCE 2000, GEOGRAPHIC COMPARISON (2000-25)



SOURCE: PSU Population Research Center, WA Office of Financial Management, JOHNSON ECONOMICS

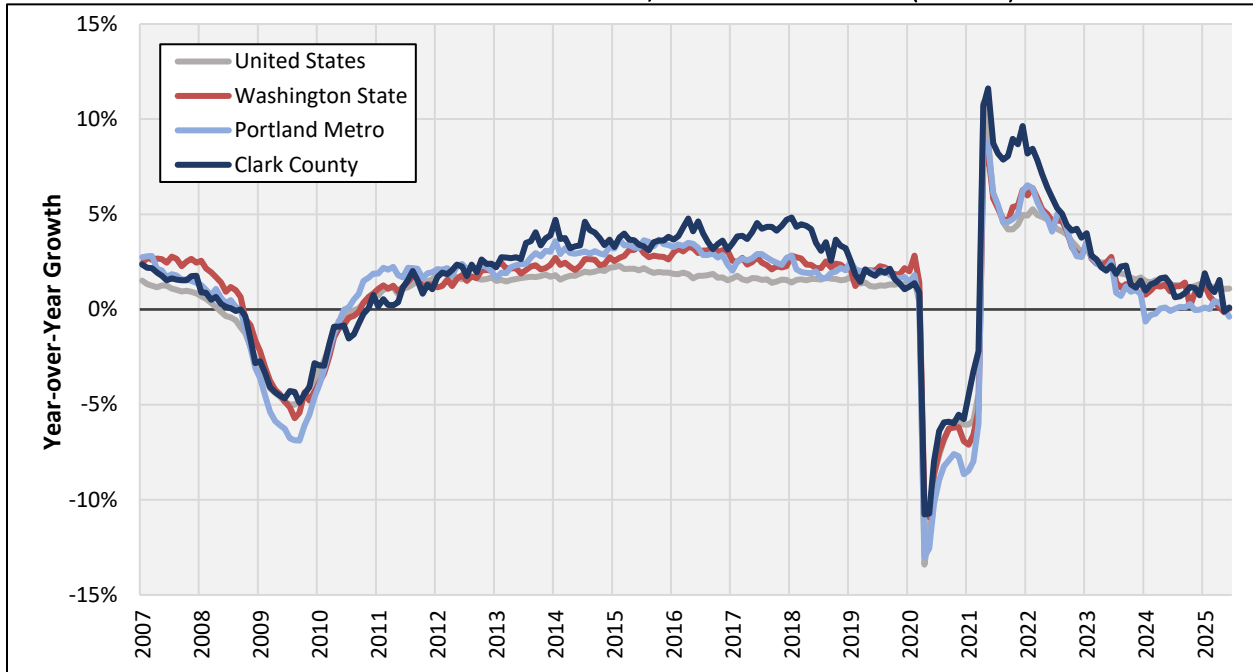
#### EMPLOYMENT GROWTH

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

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. Since 2024, Clark County’s annual growth rate has hovered around 1.0%, roughly in line with the national growth rate and well above the regional (Portland Metro) growth rate, which has fluctuated around the 0.0% mark.



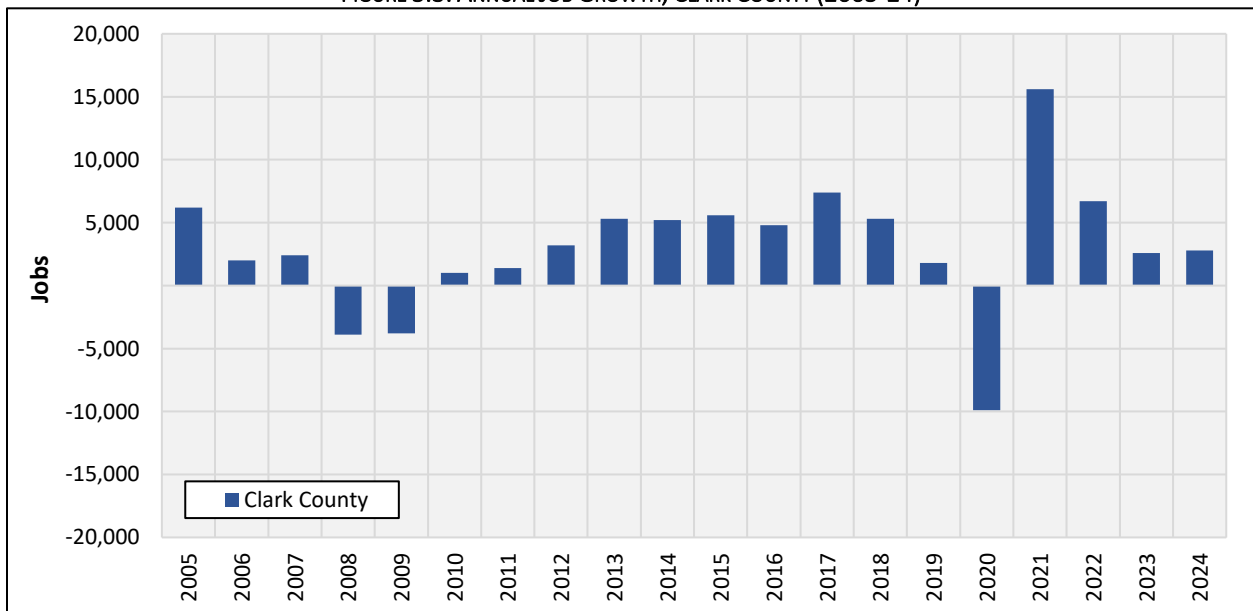
FIGURE 5.2: YEAR-OVER-YEAR JOB GROWTH, GEOGRAPHIC COMPARISON (2007-24)



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 7,400 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. 2,600 jobs were created in 2023 and 2,800 were created in 2024.

FIGURE 5.3: ANNUAL JOB GROWTH, CLARK COUNTY (2005-24)



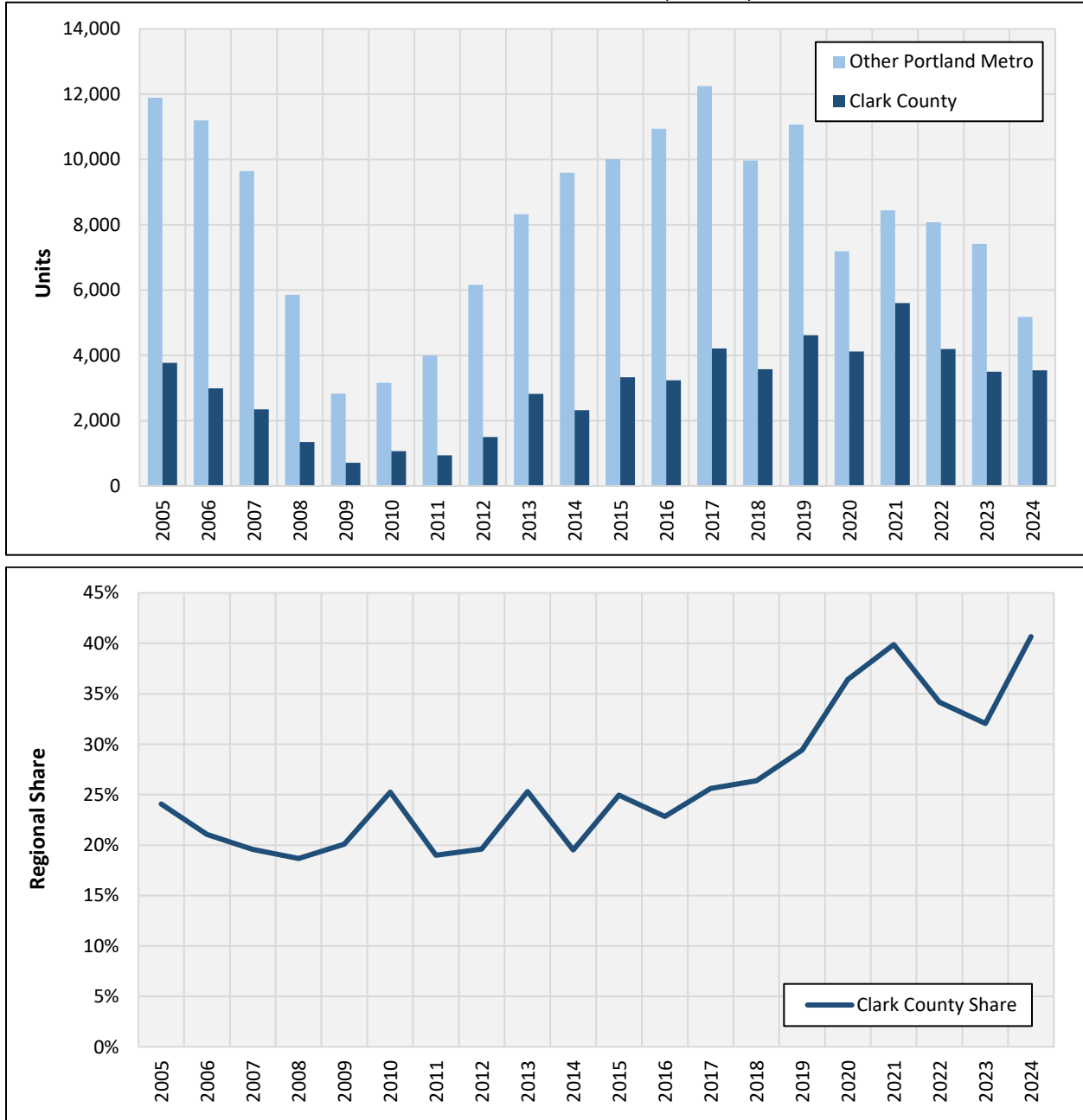
SOURCE: Washington Employment Security Department, JOHNSON ECONOMICS

**HOUSING CONSTRUCTION**



Given the strong population and employment growth, Clark County has seen increasing housing demand since 2013. Developers and homebuilders have responded with more supply. While housing construction in 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 more than 3,500 units permitted in 2024. 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 41% in 2024.

FIGURE 5.4: PERMITTED HOUSING UNITS (2005-24)



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

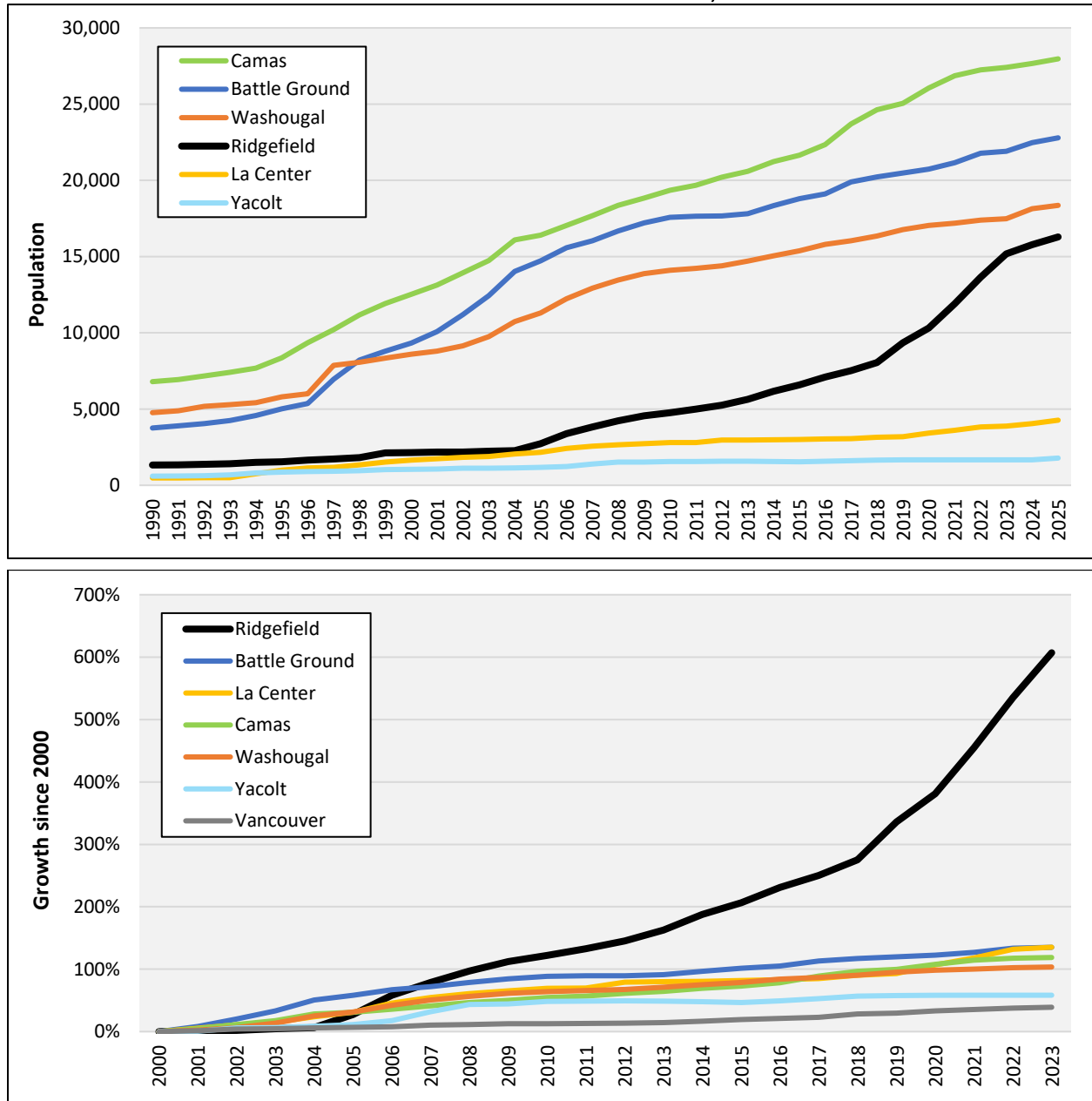


## RIDGEFIELD

### 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 currently totals 16,290. The average growth rate over the 10-year period was 9.5% per year. This is far above the second fastest growing city, La Center, which has averaged 3.6%.

FIGURE 5.5: POPULATION AND POPULATION GROWTH SINCE 2000, CITIES IN CLARK COUNTY



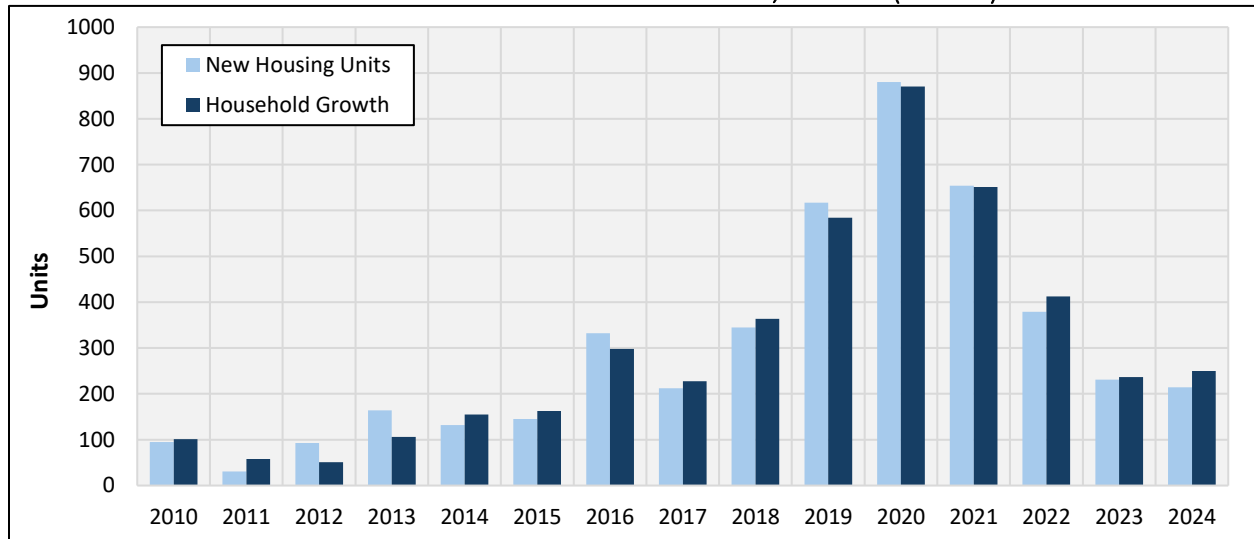
SOURCE: WA Office of Financial Management, JOHNSON ECONOMICS



**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 214 units by 2024, 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 2,400 households, or 475 households per year on average. This represents an average growth rate of 11.6% per year.

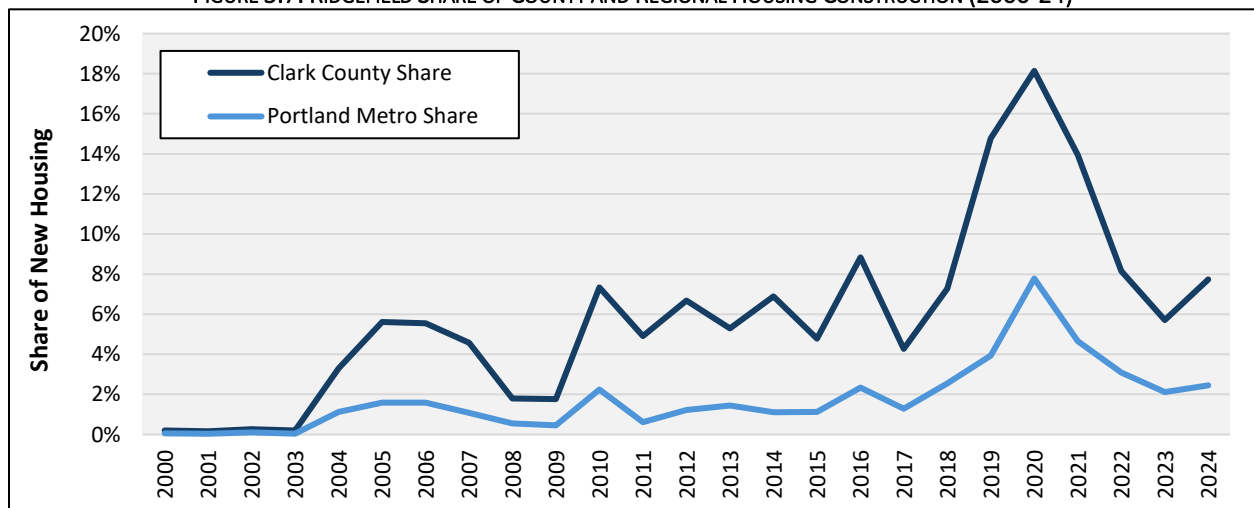
**FIGURE 5.6: NEW HOUSING AND HOUSEHOLD GROWTH, RIDGEFIELD (2010-24)**



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 7.7% by 2024. Over the past five years, the total share is 11.2%. As a percent of Portland Metro housing production, Ridgefield's rate was 4.1% in 2024, after peaking at 7.8% in 2020.

**FIGURE 5.7: RIDGEFIELD SHARE OF COUNTY AND REGIONAL HOUSING CONSTRUCTION (2000-24)**



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

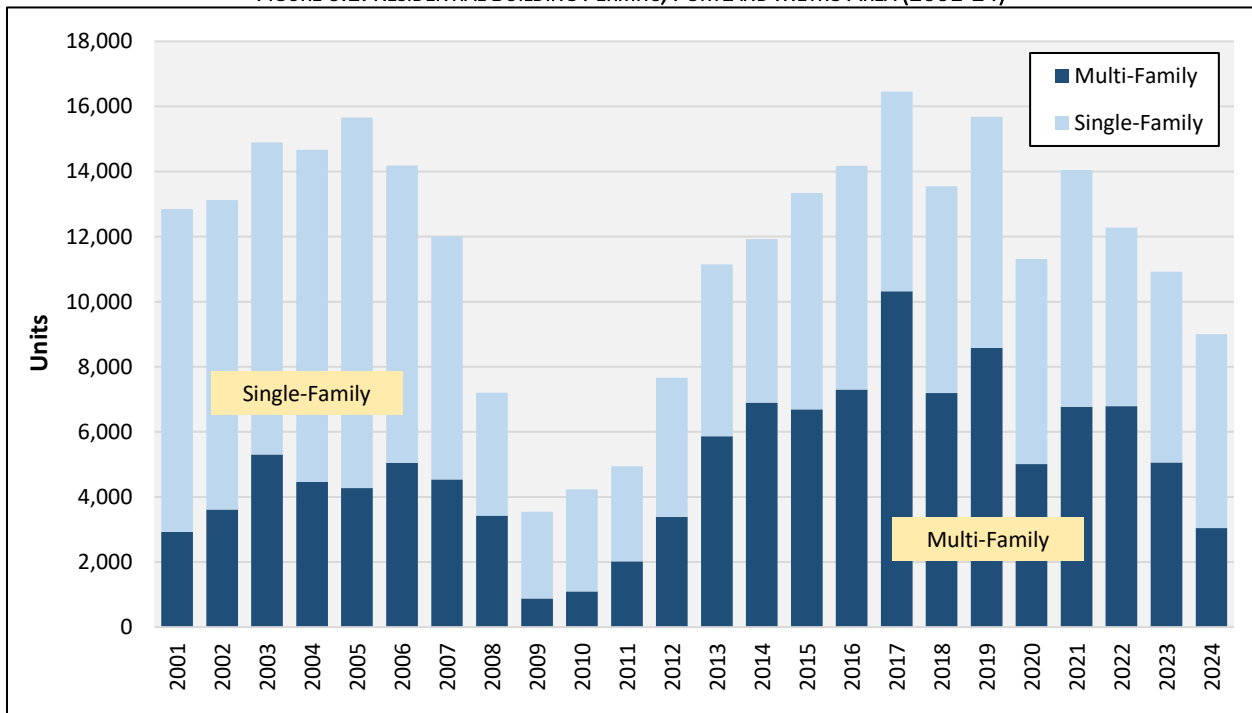


## VI. MULTI-FAMILY TRENDS

### 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 51% 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 (2001-24)

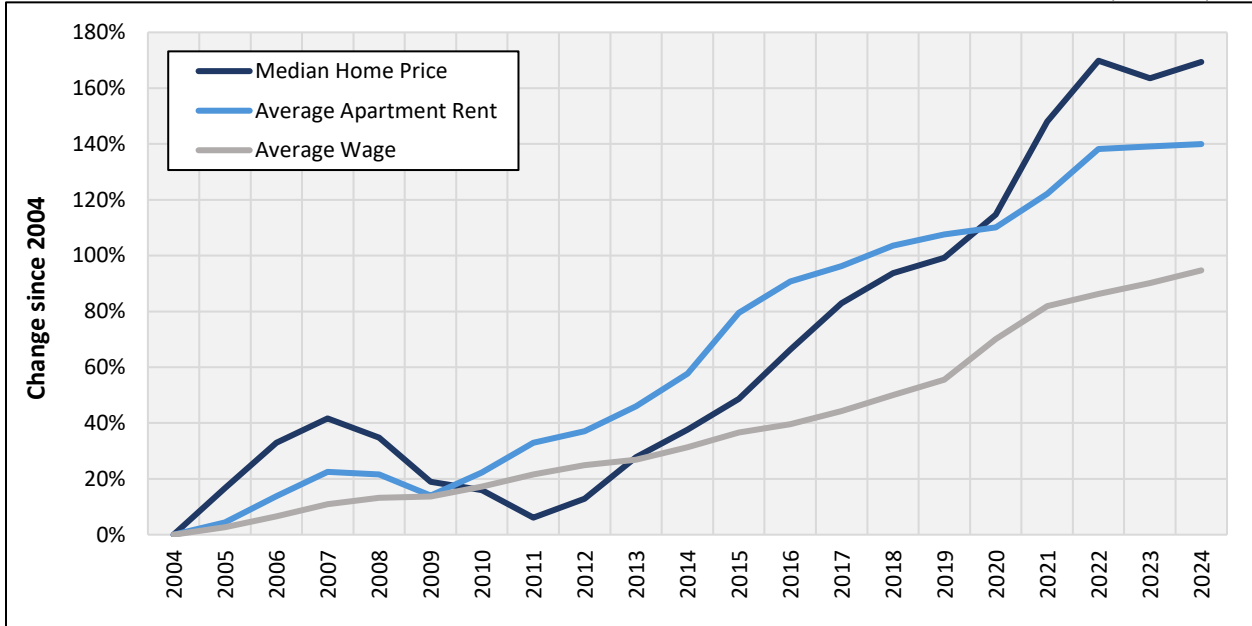


SOURCE: U.S. Census Bureau, HUD, JOHNSON ECONOMICS

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 (+169%), while the average wage level “only” doubled (+95%). 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.



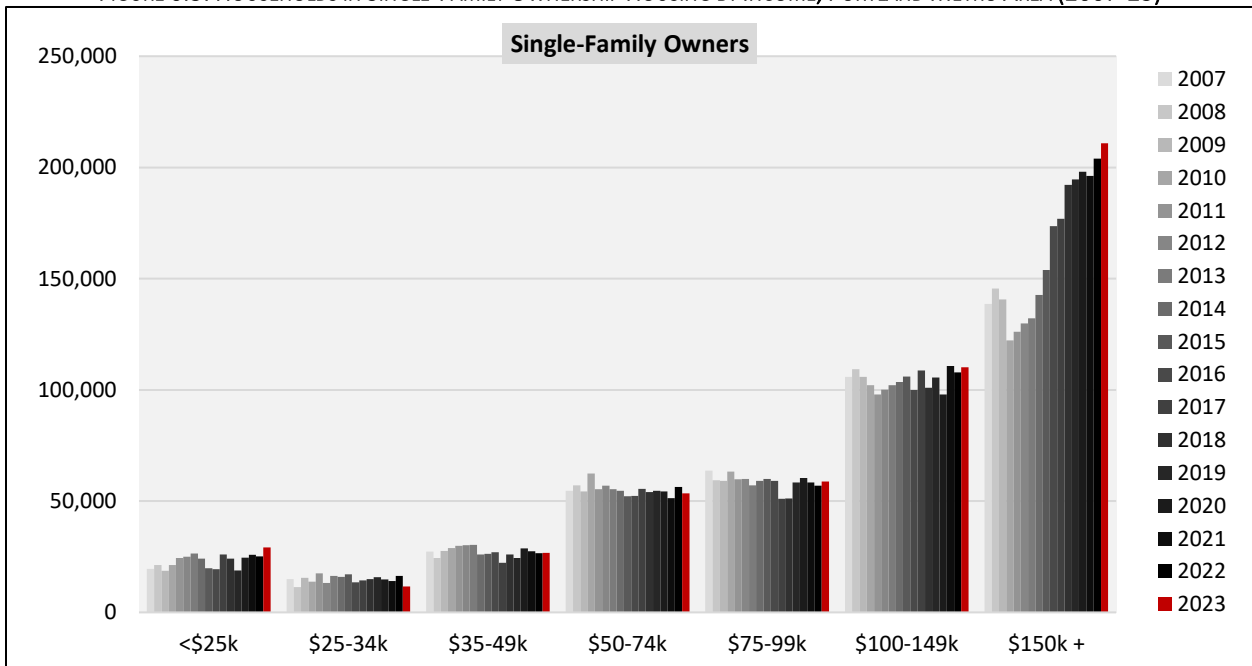
FIGURE 6.2: CHANGE IN MEDIAN HOME PRICE VS. AVERAGE APARTMENT RENT AND WAGE, PORTLAND METRO AREA (2004-24)



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 through 2023, shows the number of households in detached single-family ownership housing in the Portland Metro Area. Virtually all the growth in this segment since 2007 has come among households earning more than \$150,000 annually. There have been declines among households earning between \$25,000 and \$75,000.

FIGURE 6.3: HOUSEHOLDS IN SINGLE-FAMILY OWNERSHIP HOUSING BY INCOME, PORTLAND METRO AREA (2007-23)

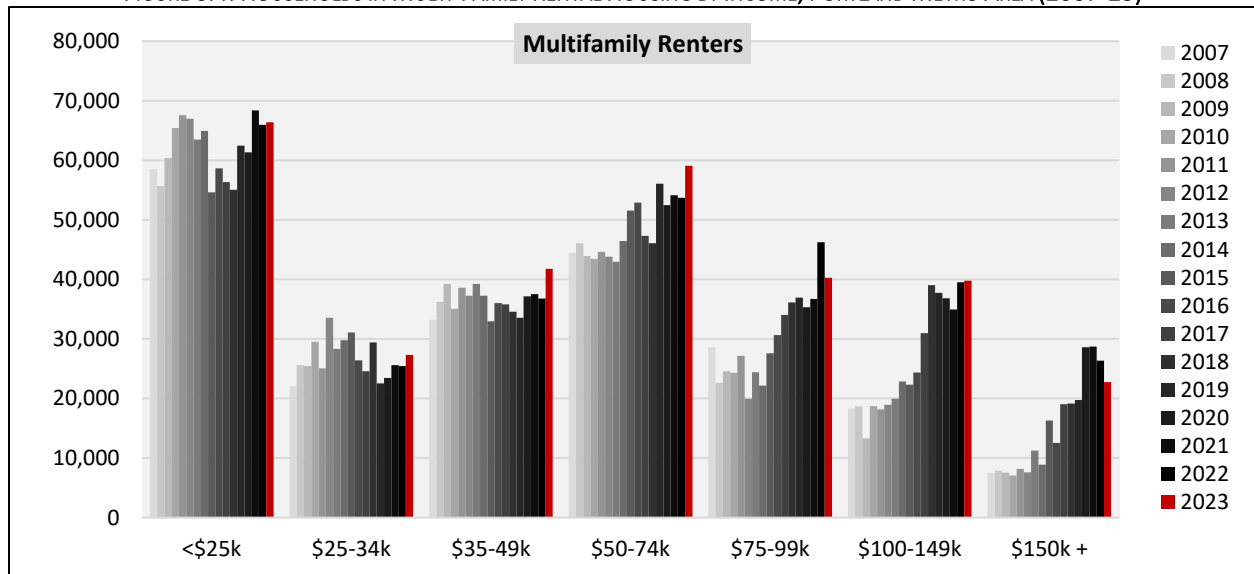


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



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 (2007-23)**

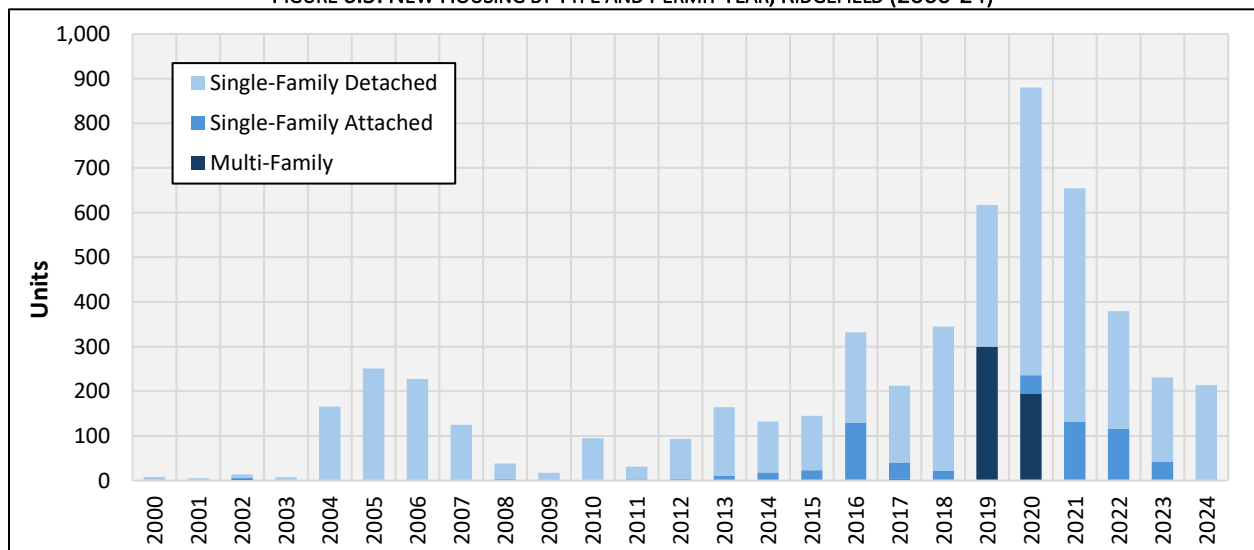


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

## 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)**



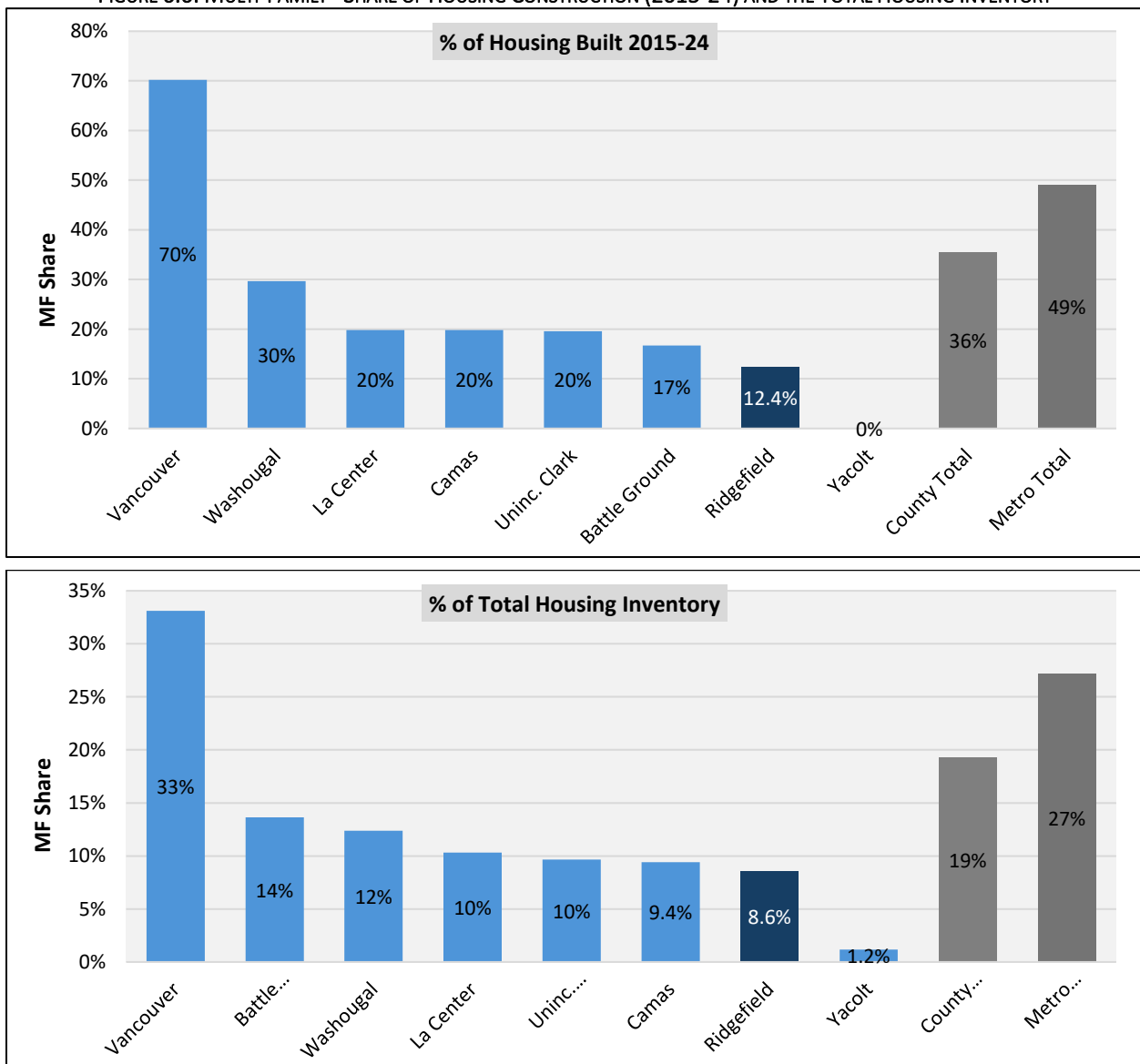
SOURCE: Clark County, JOHNSON ECONOMICS



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 12.4% of the new housing has been multi-family. This is roughly half the stated target in the Comprehensive Plan (25%). In comparison, the countywide multi-family share is 36% over this period. The only city with a smaller multi-family share is Yacolt (0%). Apart from Vancouver, which has a 70% multi-family share, the other cities in the county (and the unincorporated area) have produced 17-30% multi-family housing over the 2015-24 period. Note that condominium flats are not included in this count of multi-family units, but these represent only a negligible number – mostly confined to Vancouver.

If we include all housing regardless of construction year, Ridgefield’s multi-family share is 8.6%. This is also below all the other cities except for Yacolt (1.2%). The countywide share is 19%, while Vancouver has the largest share at 33%. The regional share is 27%.

**FIGURE 6.6: MULTI-FAMILY\* SHARE OF HOUSING CONSTRUCTION (2015-24) 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.

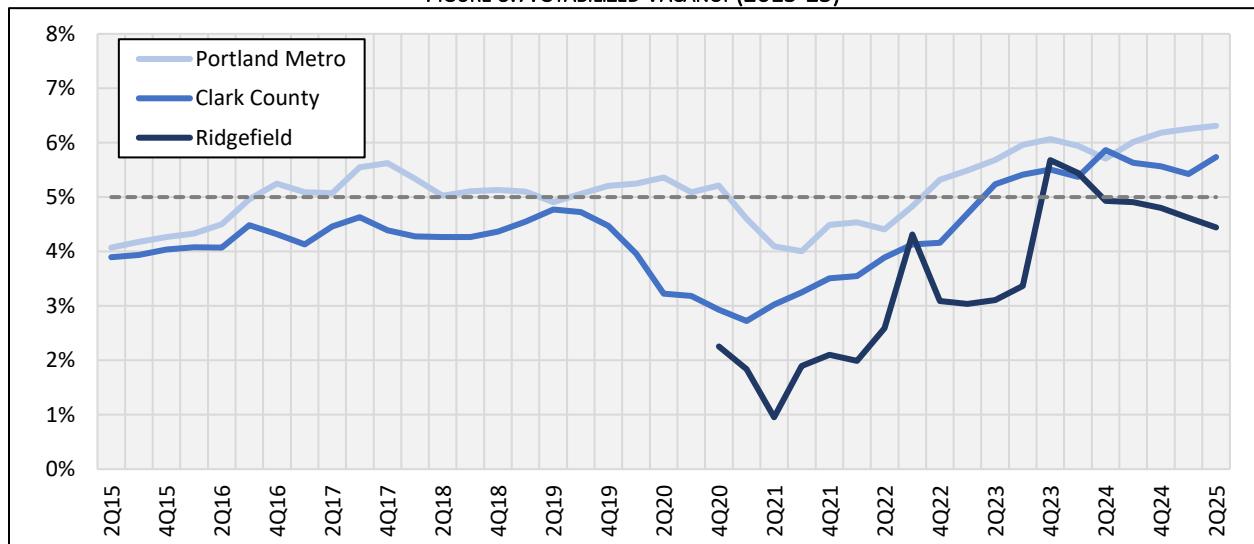
Both these properties have operated at low vacancy rates since lease-up, while maintaining rent levels on par with similar projects in parts of the suburban Clark County. Annual mid-year surveys of these properties by Johnson Economics have found the combined vacancy rate of these two properties to range from 0.2% to 2.4% over the 2022-24 period. As of mid-2025 the rate is 1.6%. These rates are well below the 5.0% level 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 three 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 resulted in higher 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 considerably lower vacancy in Ridgefield.

FIGURE 6.7: STABILIZED VACANCY (2015-25)



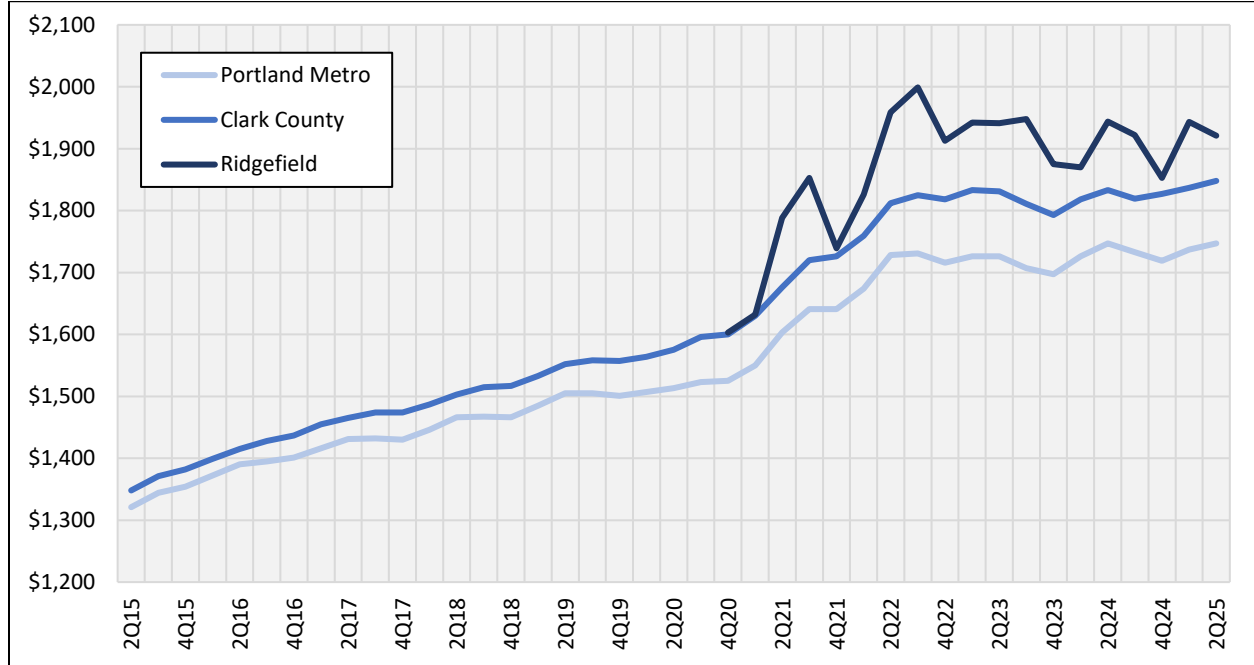
SOURCE: CoStar



### RENT TRENDS

Rents in Ridgefield have generally followed the county trajectory, though at a higher level and 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 (2015-25)



SOURCE: CoStar

### MULTI-FAMILY DEVELOPMENT PIPELINE

According to the Ridgefield Planning Department, there are three multi-family projects in the development pipeline within the city. The first is Residence at Ridgefield, a 148-unit senior living project under construction south of Pioneer Street and east of S 65<sup>th</sup> Avenue. Completion is expected in 2026. The second project is Royle Ridge, which is currently in site plan review. As proposed, it will include 92 units at the northeast corner of Pioneer Street and Royle Road. Finally, a pre-application meeting was recently conducted for a 216-unit expansion of Legacy Trails further south on Royle Road.



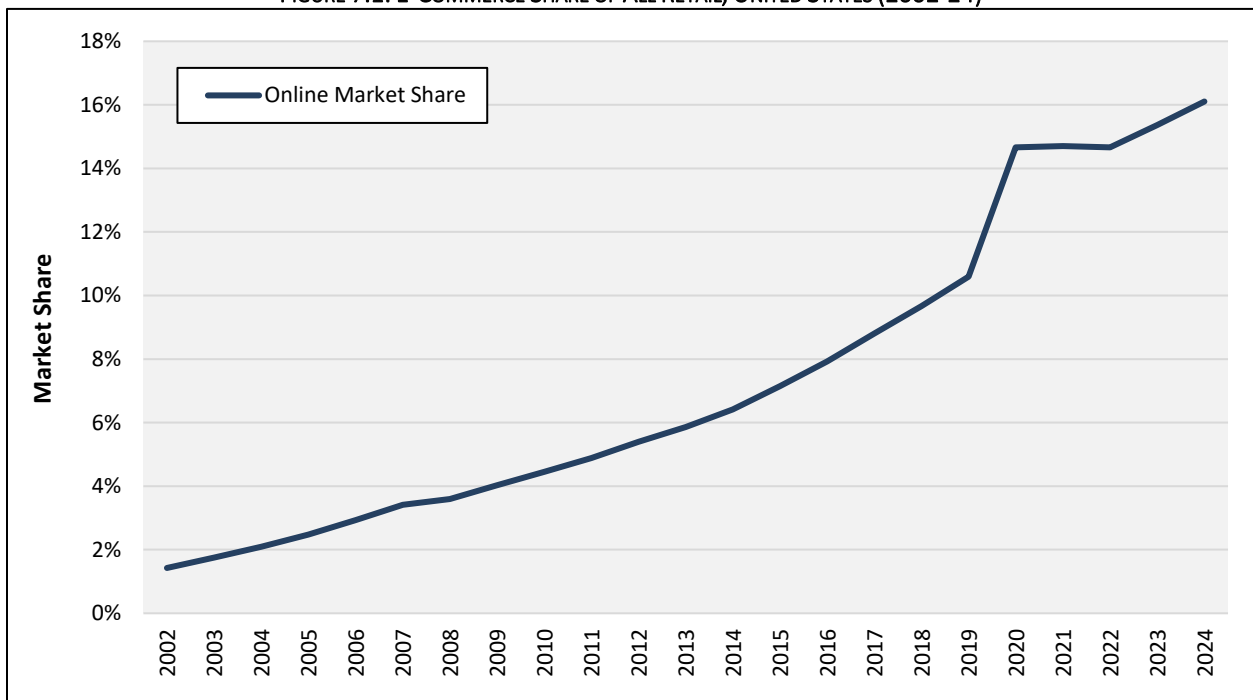
## VII. COMMERCIAL MARKET TRENDS

### 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 to 16.1% in 2024. 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 (2002-24)



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

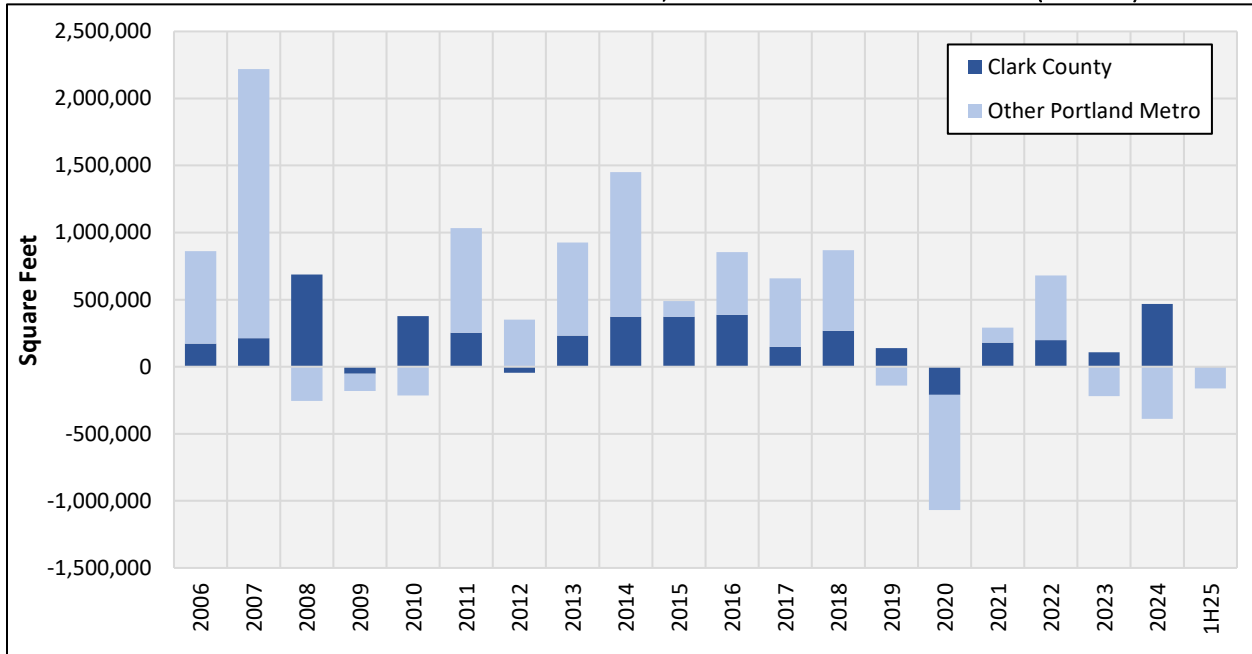
An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee 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 was driven by physical goods retailers, as service providers and eating/drinking places 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 increase in occupancy (net absorption) went from an average of nearly 900,000 square feet per year over the 2014-18 period to a loss of 21,000 square feet per year over the 2019-24 period (see chart next page). In Clark County, the change was less dramatic, from an average of 310,000 square feet per year to 150,000 square feet per year over these two periods.



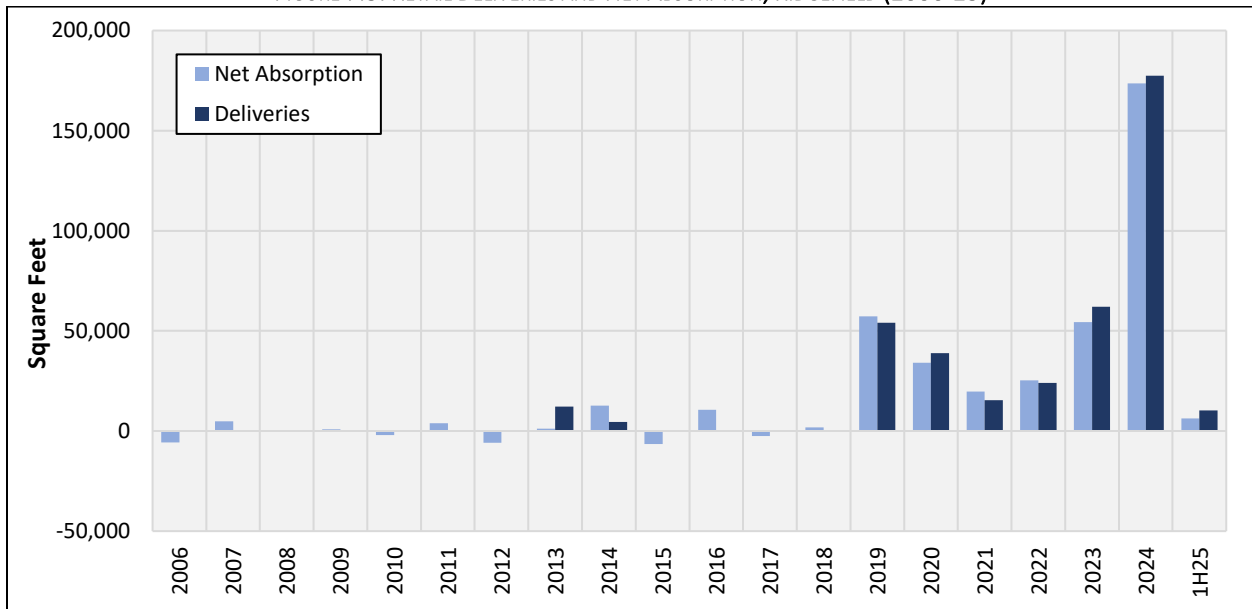
FIGURE 7.2: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CLARK COUNTY AND PORTLAND METRO (2006-25)



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 in 2019 to 57,000 square feet. Other buildings that opened around the grocery store and at the Junction in the following years accommodated additional absorption, for an average of 33,000 square feet annually over the 2020-23 period. A new Costco store (160,000 SF) with surrounding fast food restaurants caused the absorption to exceed 170,000 square feet in 2024.

FIGURE 7.3: RETAIL DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-25)



SOURCE: CoStar, JOHNSON ECONOMICS

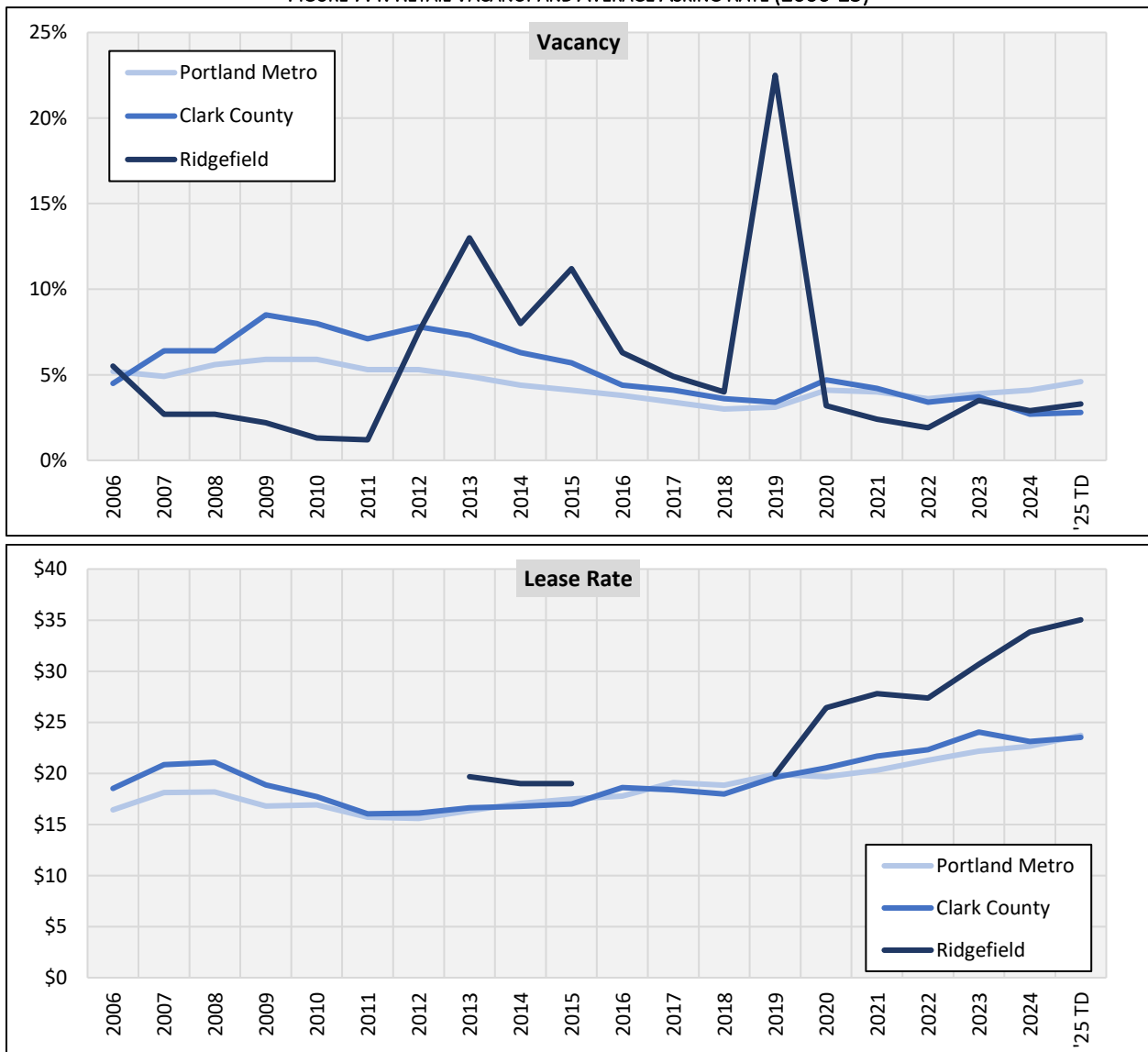


**VACANCY AND LEASE RATES**

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 3.5%.

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 \$35 in mid-2025. 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 3.3% in the county and 2.6% regionally. Inflation over this period averaged 4.2% annually.

**FIGURE 7.4: RETAIL VACANCY AND AVERAGE ASKING RATE (2006-25)**



SOURCE: CoStar, JOHNSON ECONOMICS

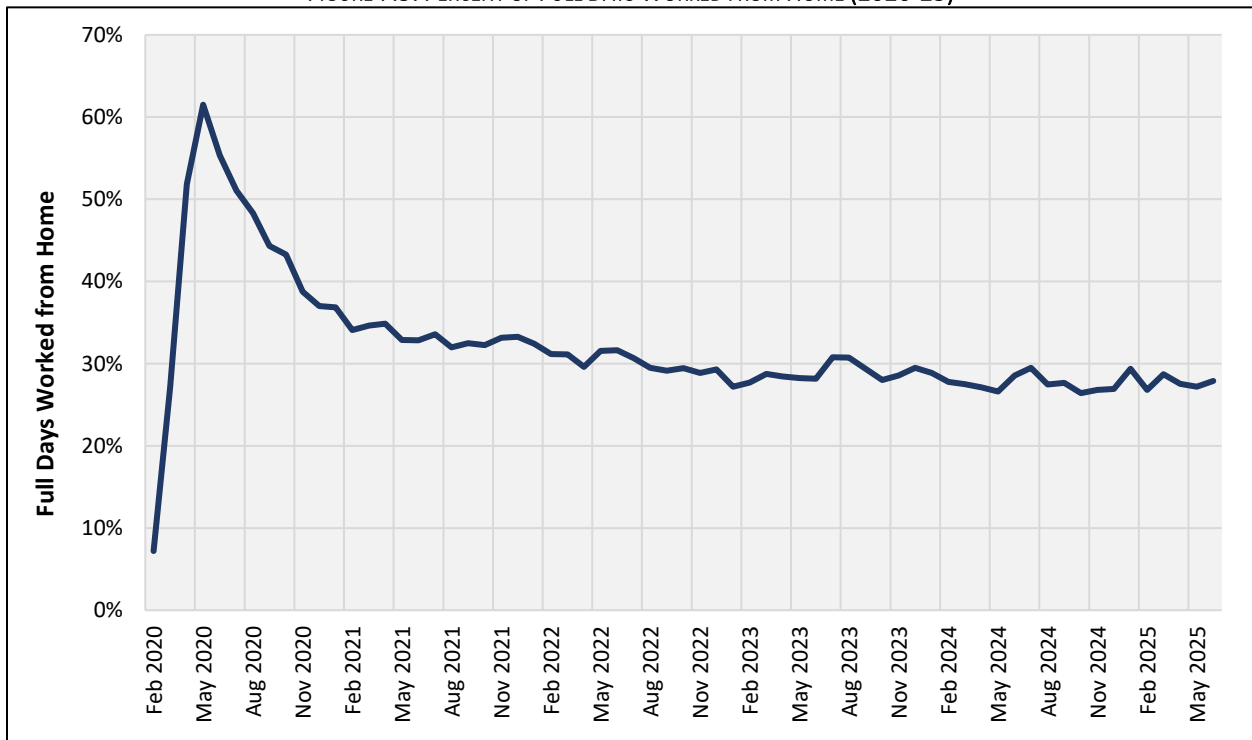


## OFFICE TRENDS

### 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 around 28%.

FIGURE 7.5: PERCENT OF FULL DAYS WORKED FROM HOME (2020-25)



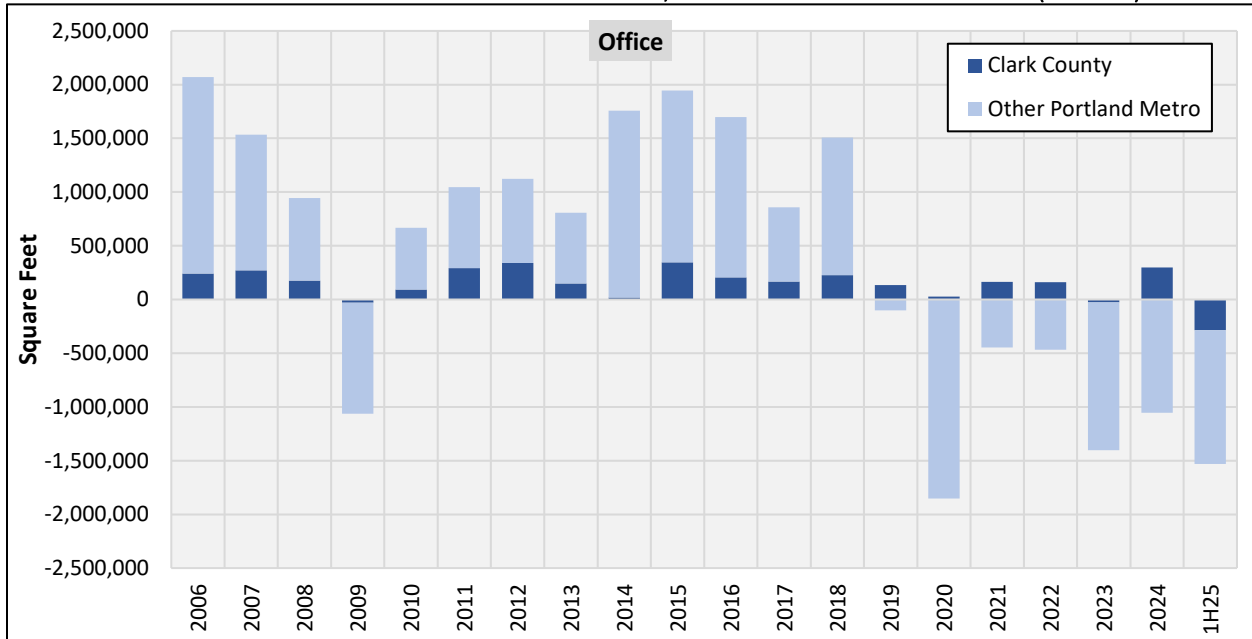
SOURCE: Google, WFH Research, JOHNSON ECONOMICS

### 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 social problems and crime 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 -900,000 square feet per year over the 2020-24 period. And over the first half of 2025, 1.5 million square feet have been vacated on the net. Clark County avoided negative absorption until 2023, but went from an average of 190,000 square feet per year over the 2014-18 period to 124,000 per year over the past five years. Around 90% of the net absorption has taken place in Vancouver, concentrated in Downtown and in East Vancouver. During the first half of 2025, Clark County saw a decline in occupancy of 300,000 square feet.



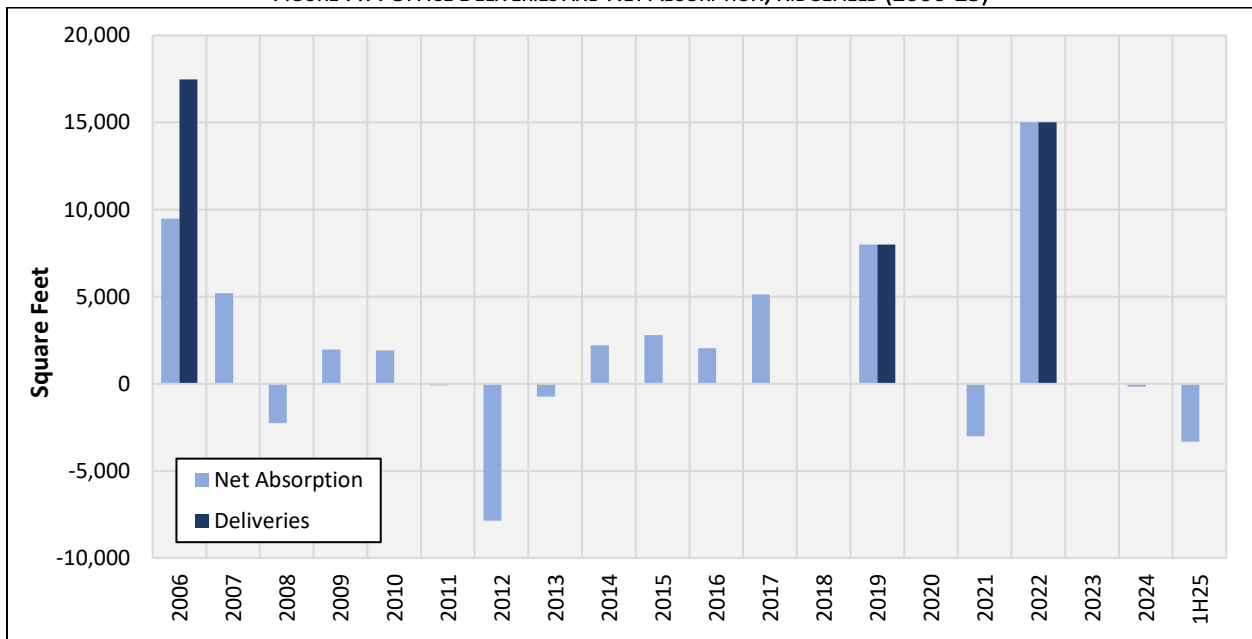
FIGURE 7.6: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CLARK COUNTY AND PORTLAND METRO (2006-25)



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 3,000 square feet, not including the occupancy loss of 3,300 square feet over the first half of 2025.

FIGURE 7.7: OFFICE DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-25)



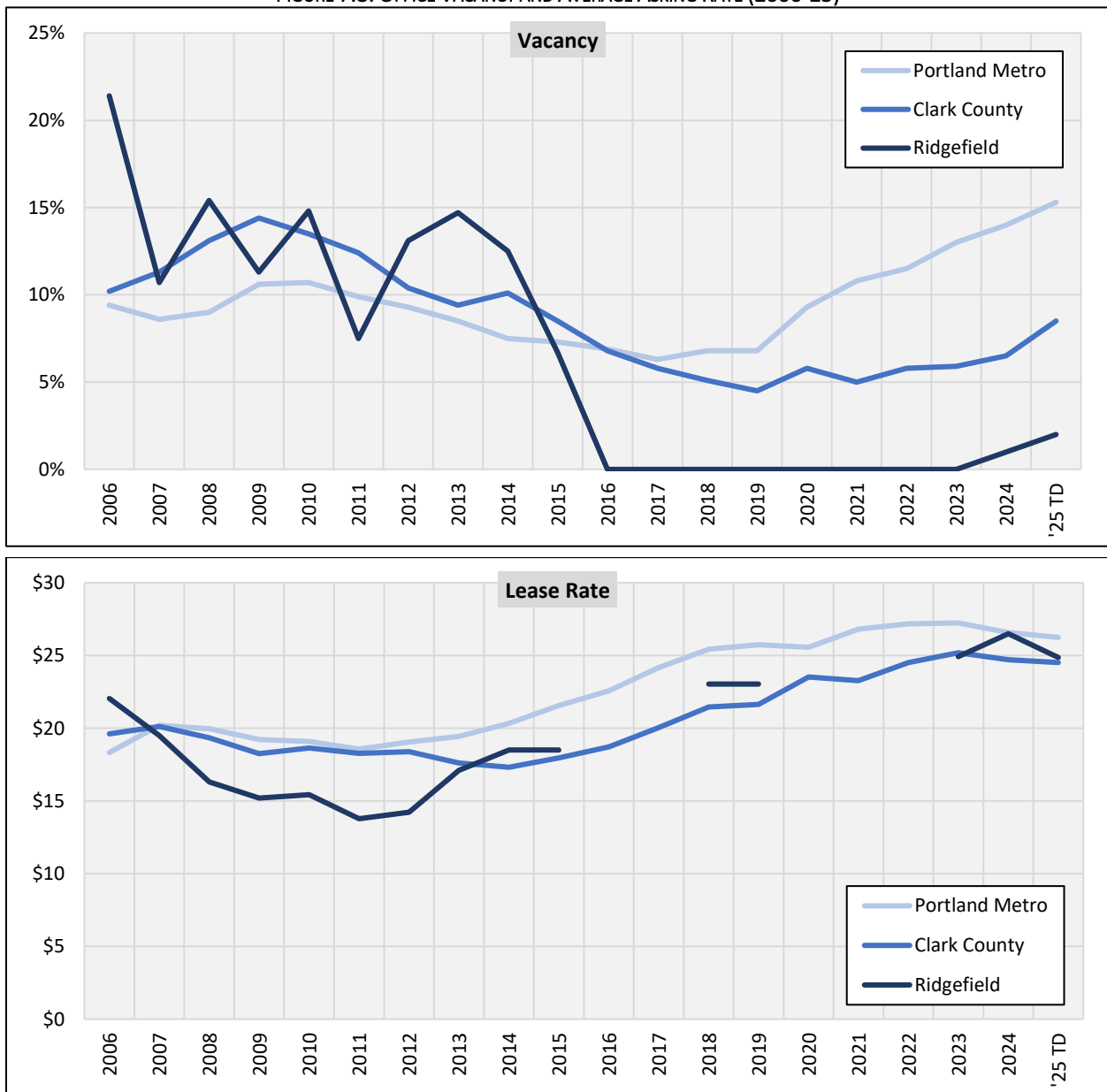
SOURCE: CoStar, JOHNSON ECONOMICS



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. The rate fluctuated around the county vacancy rate prior to 2016, but has remained well below the county rate since, sitting at 0% over the 2016-23 period, according to CoStar. As of mid-2025, the rate is 2.0%. This is well below the county at 8.5%, and far below the regional rate at 15.3%. The latter 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 roughly in line with the county average when space has been available over the past 10 years. The current average asking rate is \$24.86, compared to \$24.52 in Clark County and \$26.25 in Portland Metro.

**FIGURE 7.8: OFFICE VACANCY AND AVERAGE ASKING RATE (2006-25)**



SOURCE: CoStar, JOHNSON ECONOMICS



## DEVELOPMENT PIPELINE

Ridgefield is currently experiencing a major commercial expansion. Roughly 200,000 square feet of new space was delivered over the past 12 months, most notably a 160,000-square-foot Costco store. Based on data from the Ridgefield Planning Department, 10 projects with a total of 161,000 square feet are currently under construction, while another 256,000 square feet have been proposed – some of which are multi-phase projects that may be built over an extended period. In total, the current development pipeline totals 417,000 square feet. Nearly all 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            | Chevron Expansion             | 5801 Pioneer St   | Permitted   | U.C.     | 2025     | 2     | 11,500         |
| 2            | Legacy Trails III             | 536 S Royle Rd    | Permitted   | U.C.     | 2025     | 1     | 17,160         |
| 3            | Union Ridge TC (Ph2 U.C.)     | N 56th Pl         | Permitted   | U.C.     | 2025     | 4     | 42,701         |
| 4            | Ridgefield Gateway (U.C.)     | 5500 Pioneer St   | Permitted   | U.C.     | 2025     | 2     | 9,391          |
| 5            | Kirkland Senior gr.fl. com.   | 6625 Pioneer St   | Permitted   | U.C.     | 2026     | 1     | 5,500          |
| 6            | Kindercare                    | S 47th Ave        | Permitted   | U.C.     | 2025     | 1     | 12,000         |
| 7            | Wash Kings                    | S 47th Ave        | Permitted   | U.C.     | 2025     | 1     | 10,700         |
| 8            | Sunbelt Rentals               | 1313 S Timm Rd    | Permitted   | U.C.     | 2025     | 1     | 13,146         |
| 9            | Goodwill                      | 121 S 65th Ave    | Permitted   | U.C.     | 2025     | 1     | 24,948         |
| 10           | Pioneer Village bldg. 13, 15  | 37 S 45th Ave     | Permitted   | U.C.     | 2025     | 2     | 14,070         |
| 11           | Pioneer Village bldg. 16      | 37 S 45th Ave     | LU Approval | Proposed | 2025+    | 3     | 15,000         |
| 12           | Tri-Mountain Station          | 109 S 65th Ave    | LU Approval | Proposed | 2025+    | 7     | 79,632         |
| 13           | Royle Ridge, Royle East       | 68 N Royle Rd     | LU Review   | Proposed | 2026+    | 5     | 31,075         |
| 14           | Discovery Ridge Lots 8-11     | S 48th Place      | LU Review   | Proposed | 2025+    | 4     | 28,634         |
| 15           | Union Ridge TC (Ph2-3 Prop)   | Pioneer Canyon Dr | LU Review   | Proposed | 2025+    | 6     | 75,954         |
| 16           | Ridgefield Gateway (proposed) | 5500 Pioneer St   | LU Review   | Proposed | 2025+    | 4     | 25,728         |
| <b>Total</b> |                               |                   |             |          |          |       | <b>417,139</b> |

SOURCE: City of Ridgefield, CoStar, JOHNSON ECONOMICS



## VIII. HOTEL MARKET TRENDS

There are no hotels in Ridgefield currently. In order to evaluate local lodging trends and needs, we analyze the market from Salmon Creek to Woodland (“I-5 Corridor”). There are nine hotels with a total of 770 rooms in this area. The most recent is the 300-room Ilani Casino Hotel in La Center, which opened in 2023. This property has a luxury profile with average room rates at least \$125 higher than other hotels in this market. The property does not provide data to external market analysts. Data from this property is therefore not included in the following analysis. The other hotels are more typical roadside hotels. However, they are older than the typical hotel in Clark County, with an average age of 35, compared to 25 in the county. The two most recent hotels were completed in 2000.

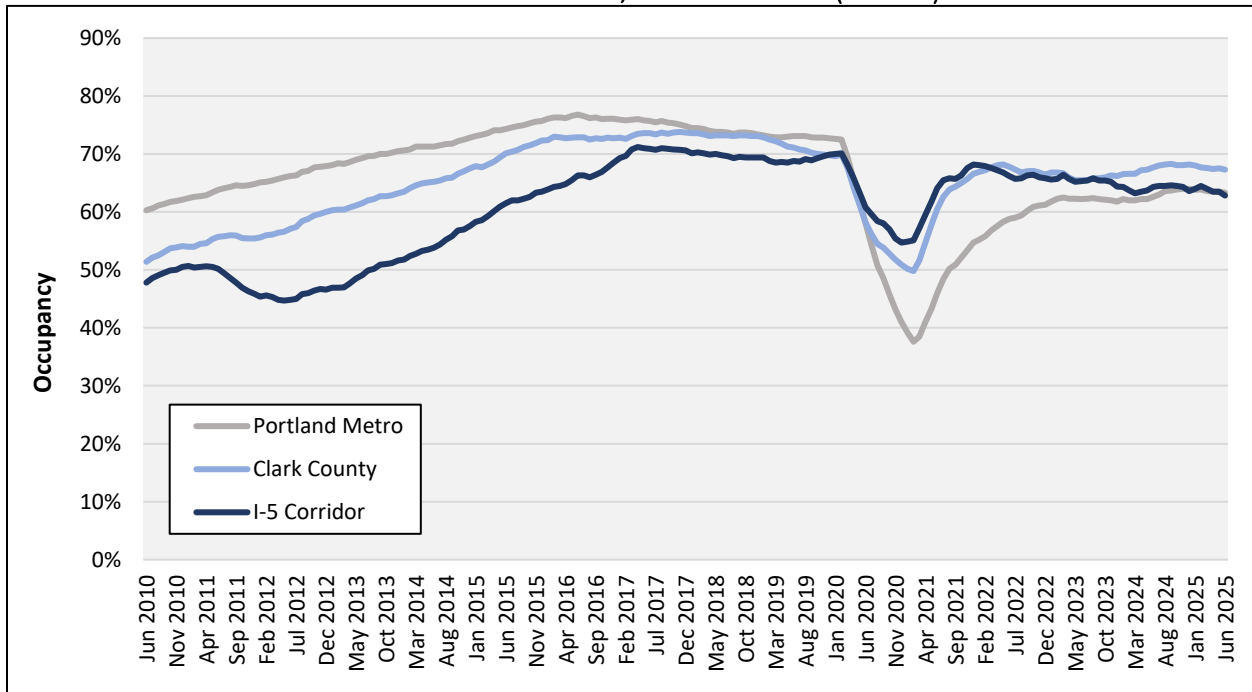
### HOTEL OCCUPANCY

Hotel occupancy in the I-5 Corridor was relatively low until the middle of the last decade, when the building boom in Ridgefield and surrounding communities took hold. However, the occupancy rate has exceeded the national rate since 2016 and the regional rate since COVID. Just before the onset of the pandemic, the 12-month occupancy rate was 70.1% in the corridor. For reference, the long-term national average is 62.0%.

The I-5 Corridor avoided the deep occupancy declines seen in most other markets during the pandemic, and recovered relatively quickly during the post-COVID construction boom. However, the market followed the county’s declining occupancy rate in the following years, as construction activity fell. The I-5 market has departed from the county trend over the past two years, due to occupancy shifting to areas with newer hotels. The completion of the Ilani Casino Hotel has also likely had some negative effect.

The current 12-month occupancy rate in the I-5 Corridor is 62.8%. This is identical to the Clark County rate for properties completed prior to 2000. The total occupancy rate in Clark County is currently 67.3%, with properties built over the past 10 years enjoying a 72.1% occupancy rate.

FIGURE 8.1: HOTEL OCCUPANCY, 12-MONTH AVERAGE (2010-25)



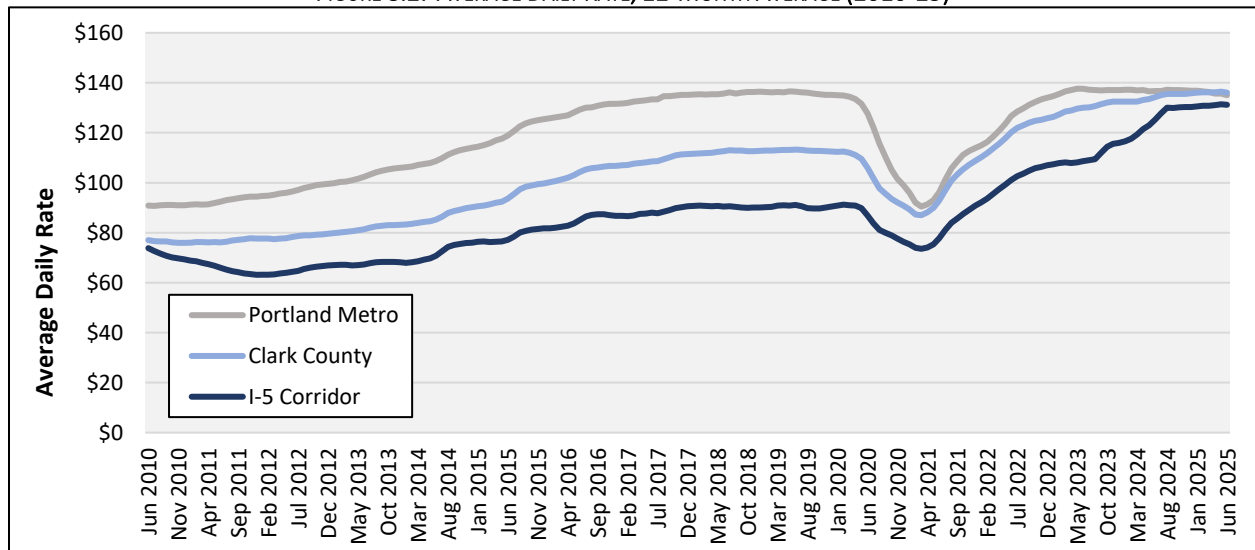
SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS



## ROOM RATES

Despite softening occupancy rates, the I-5 Corridor has seen strong gains in room rates recently. The market average has historically been lower than regional and county averages, reflecting the age of the room inventory and the lack of upscale downtown hotels. However, the average rate has risen rapidly since COVID, nearly closing the gap to the regional and county averages. The outflow of discounted group occupancy has contributed to the higher averages, reflecting reduced construction activity and a loss of events to newer hotels outside the corridor. As of mid-2025, the average room rate in the I-5 Corridor (excluding Ilani) is \$131, compared to \$136 in the county and \$135 regionally.

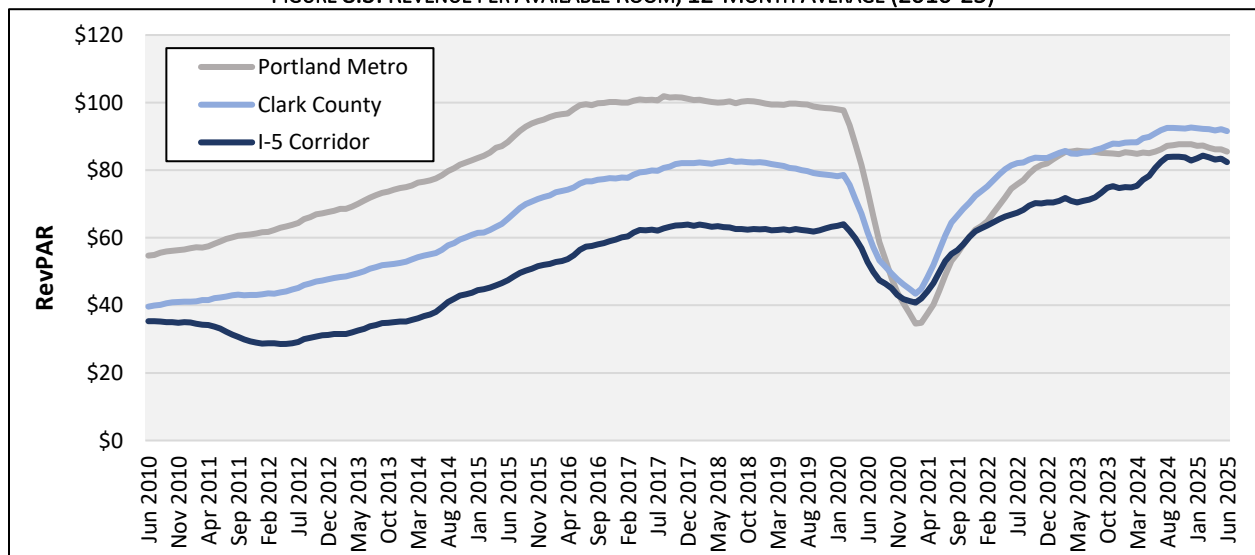
**FIGURE 8.2: AVERAGE DAILY RATE, 12-MONTH AVERAGE (2010-25)**



SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

Revenue per available room (RevPAR), which combines occupancy and room rates, is currently \$82 in the I-5 Corridor. The increase from the pre-COVID peak (\$64), represents annual growth of 4.8%. In comparison, national RevPAR growth averaged 2.8% per year over this period, while the Portland region averaged -2.5% and Clark County 2.9%.

**FIGURE 8.3: REVENUE PER AVAILABLE ROOM, 12-MONTH AVERAGE (2010-25)**

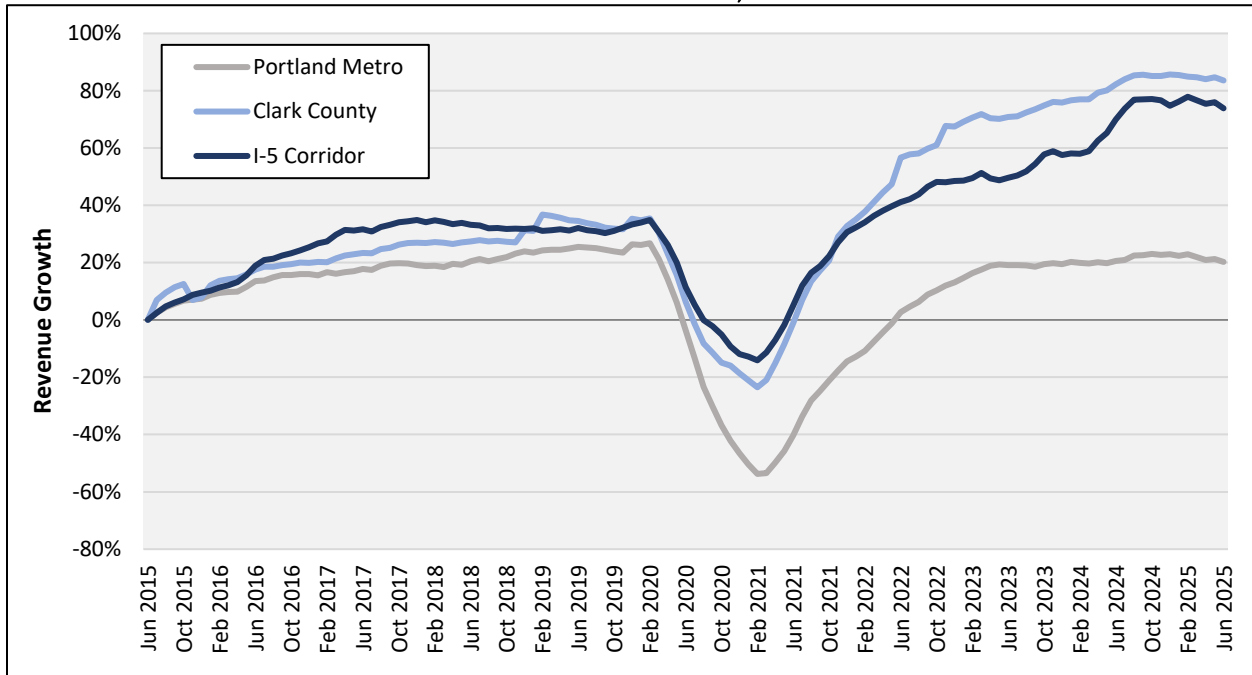


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS



The following chart shows total revenue growth over the past 10 years. The I-5 Corridor has seen an increase of 74%, excluding the casino hotel, despite no increase in the room inventory. The county saw even stronger revenue increase (+100%), but this was helped by an inventory increase of 43%. The regional revenue increase was 20%, which was less than its inventory increase of 24%. The relatively strong revenue increase in the I-5 Corridor, combined with the apparent loss of some event business to markets with newer hotels, suggests potential for new hotels in this market.

**FIGURE 8.4: HOTEL REVENUE GROWTH, LAST 10 YEARS**



SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

## DEVELOPMENT PIPELINE

Only one hotel project is currently in the development pipeline in the PMA. This is a four-story, 111-room roadside hotel at La Center Junction, southeast of the interchange. The project has land use approvals, but has not applied for building permits. The property is intended for a Hampton Inn, oriented toward I-5 travelers, local demand, and visitors to the Ilani Casino.

**FIGURE 8.5: HOTEL DEVELOPMENT PIPELINE, I-5 CORRIDOR**

| Name             | Address                  | City      | Type                      | Floors | Status   | Entitlement | Pot. Delivery | Units      |
|------------------|--------------------------|-----------|---------------------------|--------|----------|-------------|---------------|------------|
| Kostinen Hampton | Paradise Pk/La Center Rd | La Center | Roadside, limited service | 4      | Proposed | LU Approval | 2027          | 111        |
| <b>Total</b>     |                          |           |                           |        |          |             |               | <b>111</b> |

SOURCE: CoStar, Smith Travel Research, City of La Center, JOHNSON ECONOMICS

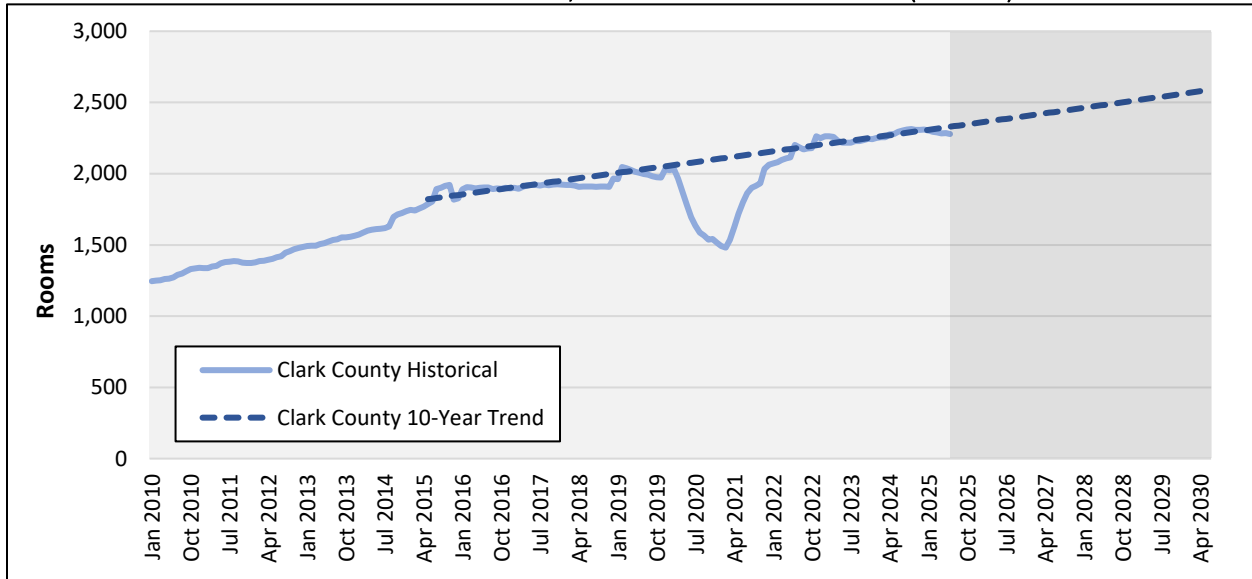
## ROOM DEMAND

### CLARK COUNTY

When estimating hotel room demand in the I-5 Corridor, we use countywide occupancy growth as the starting point. Ignoring the temporary impact of COVID, the occupancy trend in Clark County has been relatively stable over the past 10 years, growing at roughly 50 rooms per year measured in average daily room occupancy (see next page). At a 65% occupancy rate that can accommodate seasonal fluctuations, this represents a need for 80 additional rooms per year.



FIGURE 8.6: CLARK COUNTY TREND, AVERAGE DAILY ROOM OCCUPANCY (2010-30)

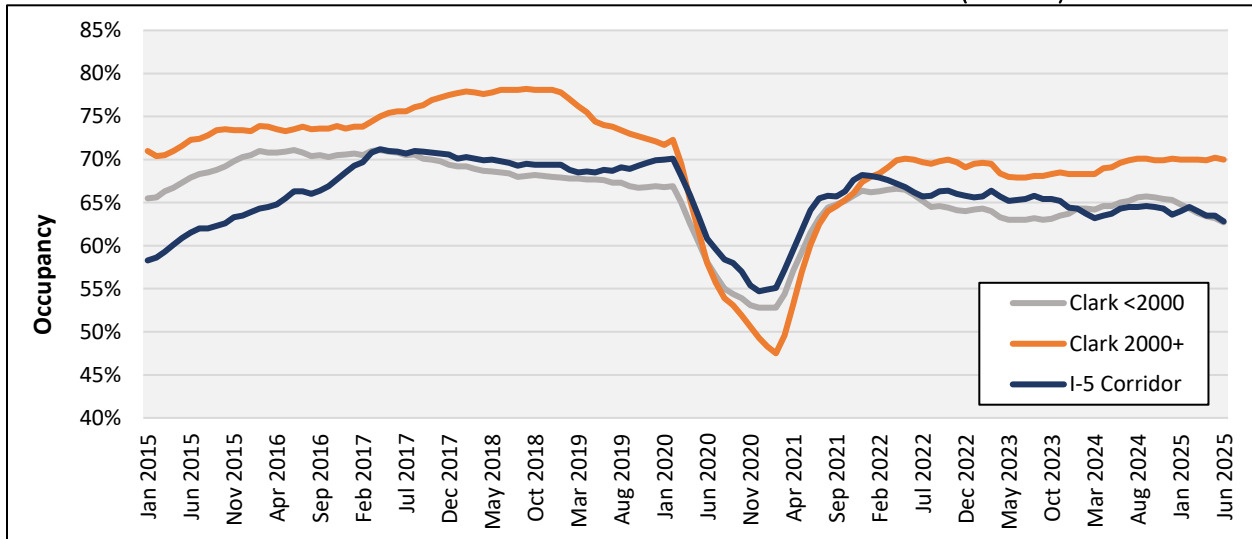


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

**I-5 CORRIDOR**

As indicated, the historical occupancy in the I-5 corridor has suffered from a lack of new supply over the past 25 years. The shift in market preference to newer hotels is particularly evident from 2017 onwards. Between 2017 and 2025, the I-5 Corridor’s share of countywide occupancy fell from 17% to 13%. With new hotel inventory in the I-5 Corridor, we would thus have expected higher occupancy from 2017 – at least maintaining its 17% market share.

FIGURE 8.7: I-5 CORRIDOR AND CLARK COUNTY AVERAGE DAILY ROOM OCCUPANCY (2010-30)

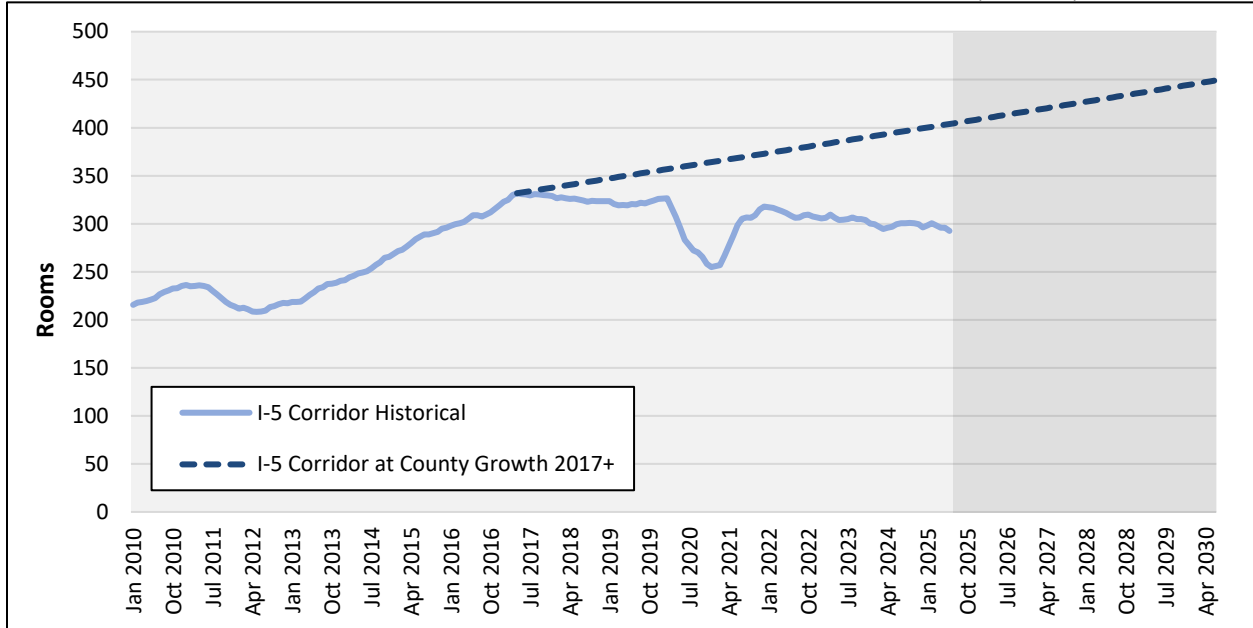


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

Assuming a continued 17% market share in the I-5 Corridor, with occupancy growing at the same rate of growth as the 10-year trend in Clark County, the average daily room occupancy in the I-5 Corridor would have grown by an estimated 70 rooms over the 2017-25 period (see chart next page). At 65% occupancy, this indicates a total inventory need of 620 rooms as of mid-2025 – roughly 150 rooms more than the current inventory (Ilani excluded). The inventory need would increase to 690 rooms by 2030, representing 225 rooms more than the current inventory.



**FIGURE 8.8: I-5 CORRIDOR UNDERLYING DEMAND, AVERAGE DAILY ROOM OCCUPANCY (2010-30)**

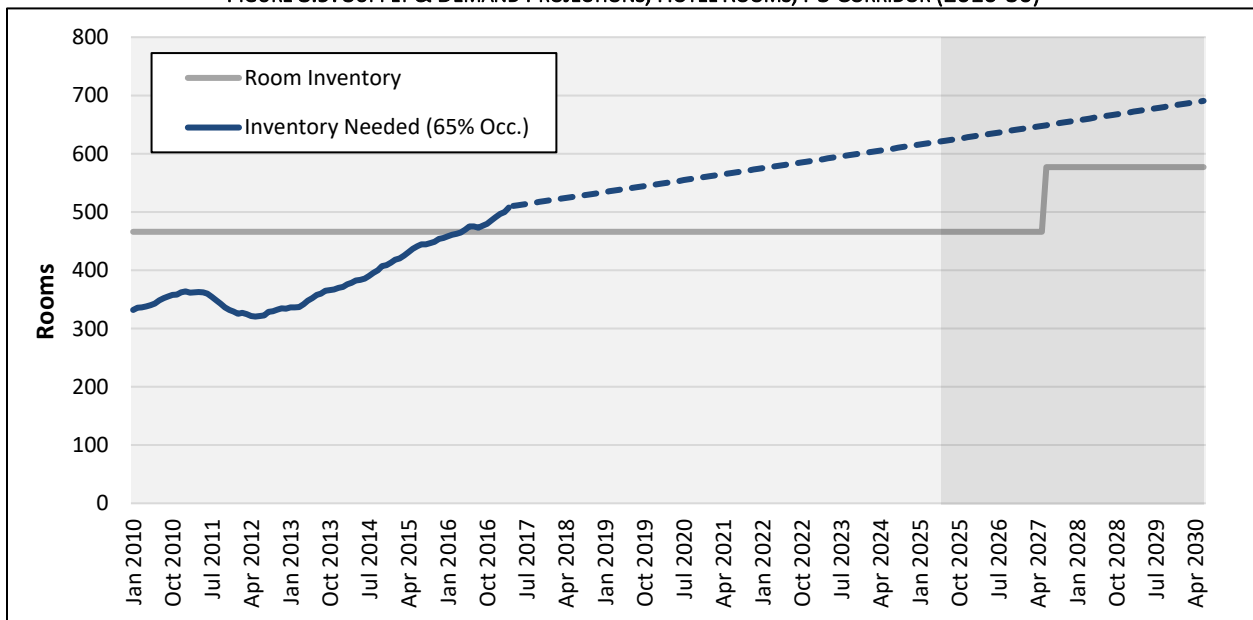


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

We regard these estimates to be conservative for the I-5 Corridor, as this area has grown much faster than the remainder of the county over this period: the housing inventory has grown twice as fast as in the county, while employment in Ridgefield and La Center has grown three times as fast as in the county.

Reconciling the modeled demand with the anticipated inventory after the 111-room property in La Center has opened (assumed mid-2027), indicates a shortfall of around 70 rooms immediately after the opening of the La Center hotel. The shortfall will have grown to 100 rooms by mid-2029, and 115 rooms by mid-2030.

**FIGURE 8.9: SUPPLY & DEMAND PROJECTIONS, HOTEL ROOMS, I-5 CORRIDOR (2010-30)**



SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS



# IX. HOUSING NEED FORECAST

## METHODOLOGY

In this section we estimate the growth in housing need in Ridgefield over the next five years (year-end 2024 to year-end 2029). 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.

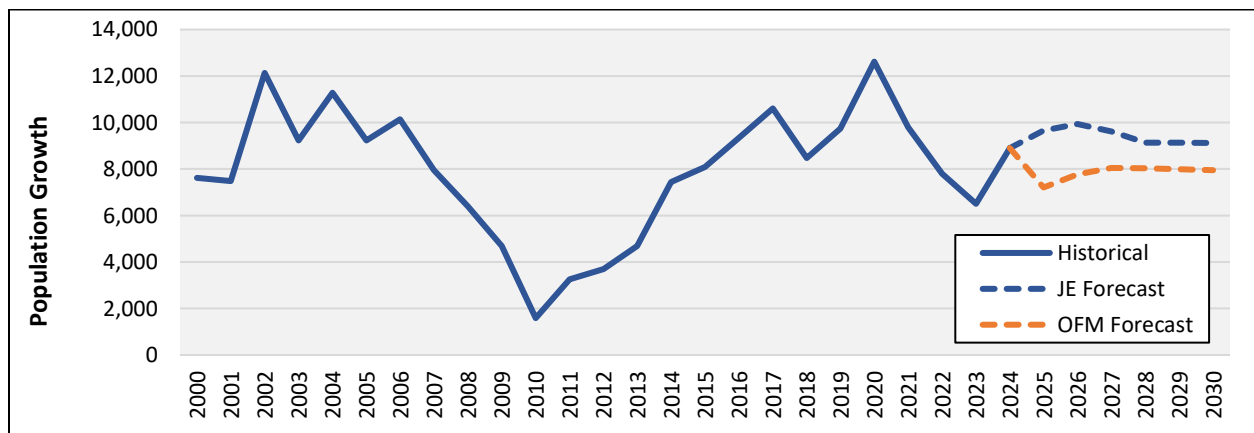
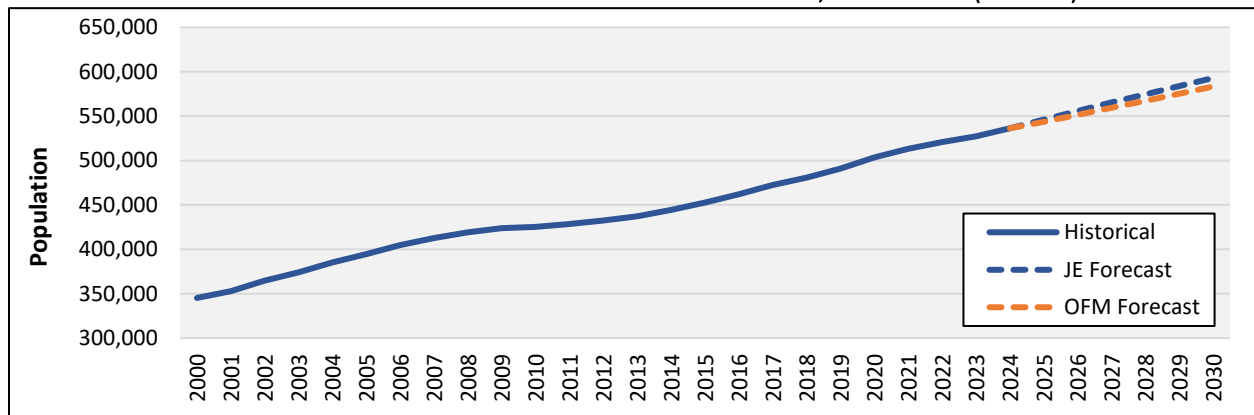
## HOUSEHOLD GROWTH

### CLARK COUNTY POPULATION FORECAST

Official forecasts by the Washington Office of Financial Management (OFM) indicate that Clark County will add 47,000 residents by 2030, for an average of 7,800 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 9,400 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 that the county has been capturing 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 decline. Our current forecast indicates growth of 57,000 residents by 2030, or 9,400 per year on average.

FIGURE 9.1: TOTAL POPULATION AND ANNUAL POPULATION GROWTH, CLARK COUNTY (2000-30)



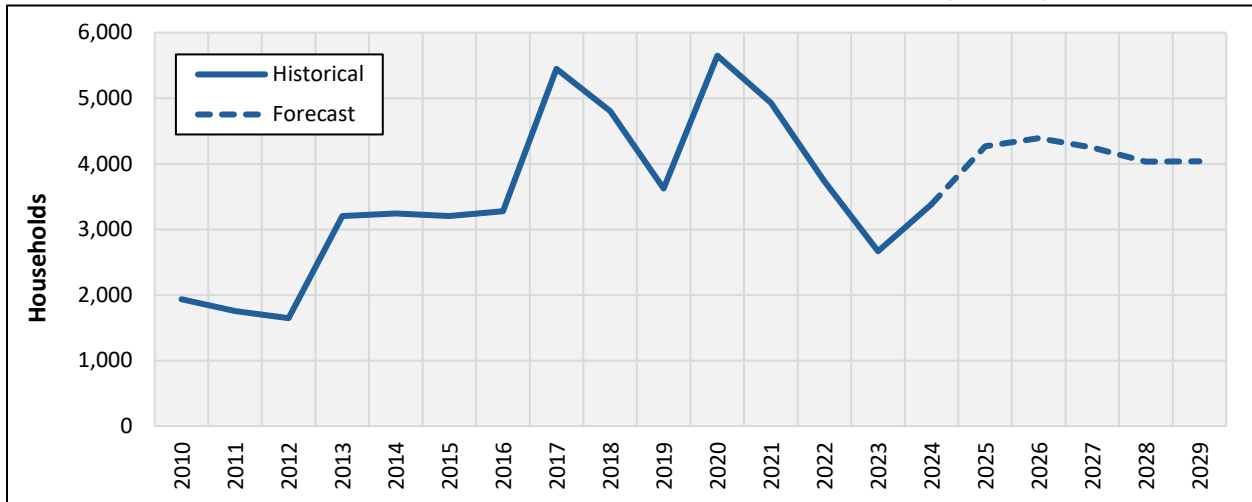
SOURCE: WA OFM, JOHNSON ECONOMICS



### CLARK COUNTY HOUSEHOLD FORECAST

The population forecast is converted to household forecast using the marginal average household size from the past five years (2.26). Applying this to the population forecast indicates annual household growth of 4,000 to 4,400 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 9.2: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, CLARK COUNTY (2010-29)

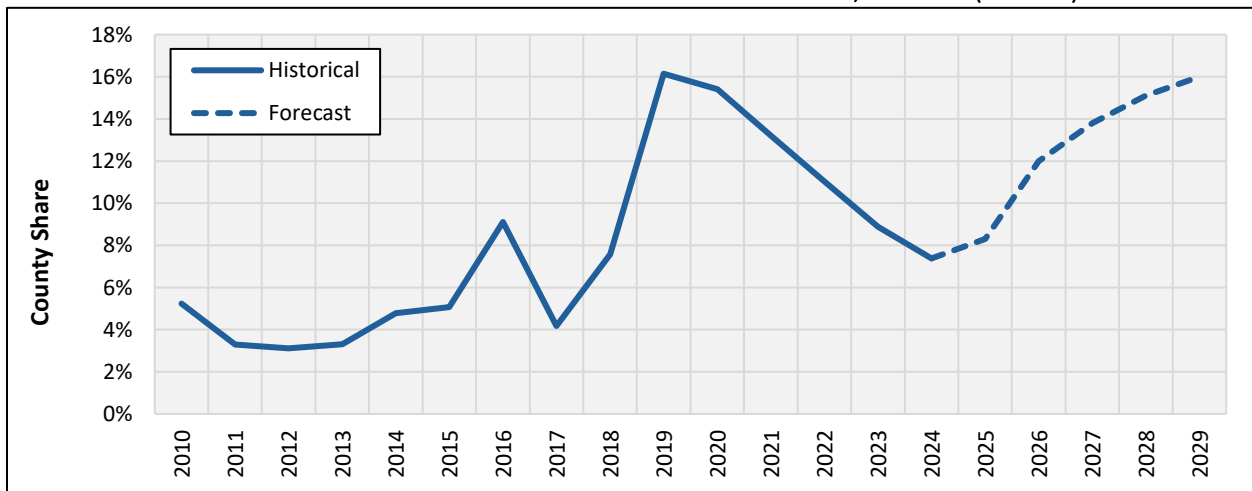


SOURCE: Clark County Assessor’s Office, U.S. Census Bureau, JOHNSON ECONOMICS

### 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. This will reverse the trend from the most recent years, when no multifamily construction took place in Ridgefield, while the remainder of the county saw a record increase in multifamily units. The multifamily development pipeline is currently shrinking rapidly in the county while increasing in Ridgefield. The following chart displays our assumptions for the share of county household growth through 2029, indicating an increase toward 16%. For the five-year forecast period as a whole, the share is 13.0%, which compares to a share of 11.9% over the past five years.

FIGURE 9.3: HISTORICAL AND PROJECTED SHARE OF HOUSEHOLD GROWTH, RIDGEFIELD (2010-29)

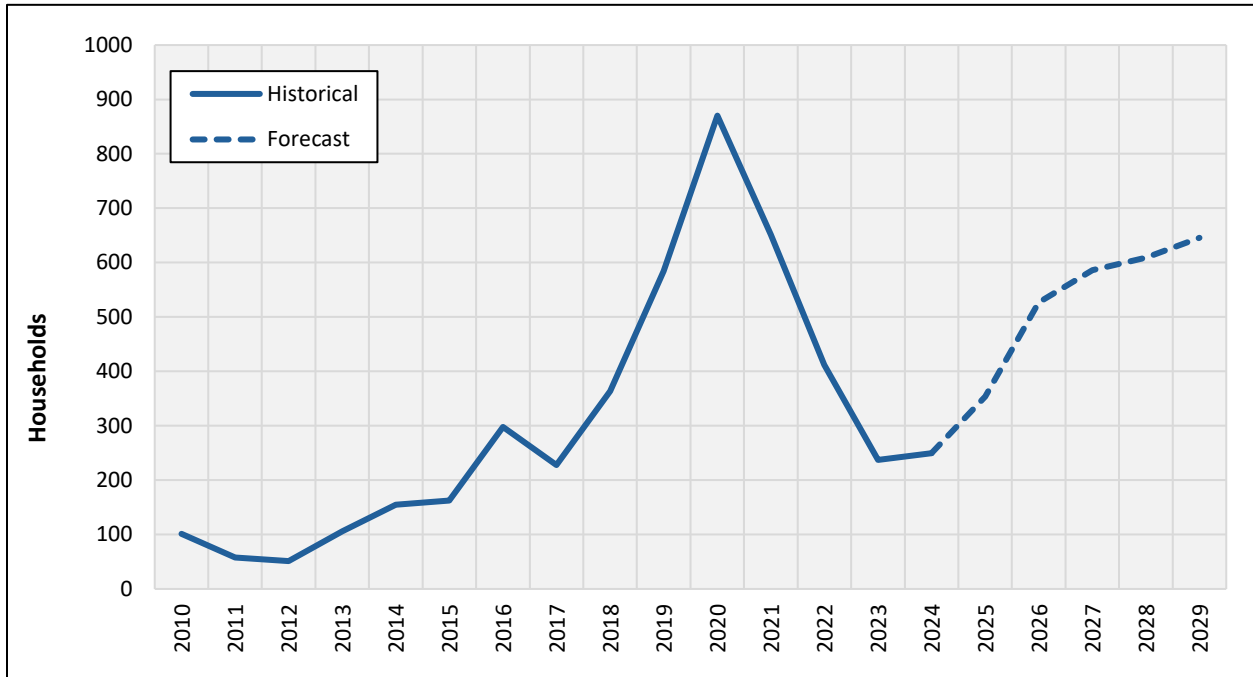


SOURCE: Clark County Assessor’s Office, JOHNSON ECONOMICS



This results in the following household forecast for Ridgefield. The estimates range from 350 to 650 units per year, for a total of 2,700 units over the five years and an average of 540 units per year. This represents an annual growth rate of 8.1%, which compares to 11.6% average annual growth over the past five years.

FIGURE 9.4: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, RIDGEFIELD (2010-28)



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

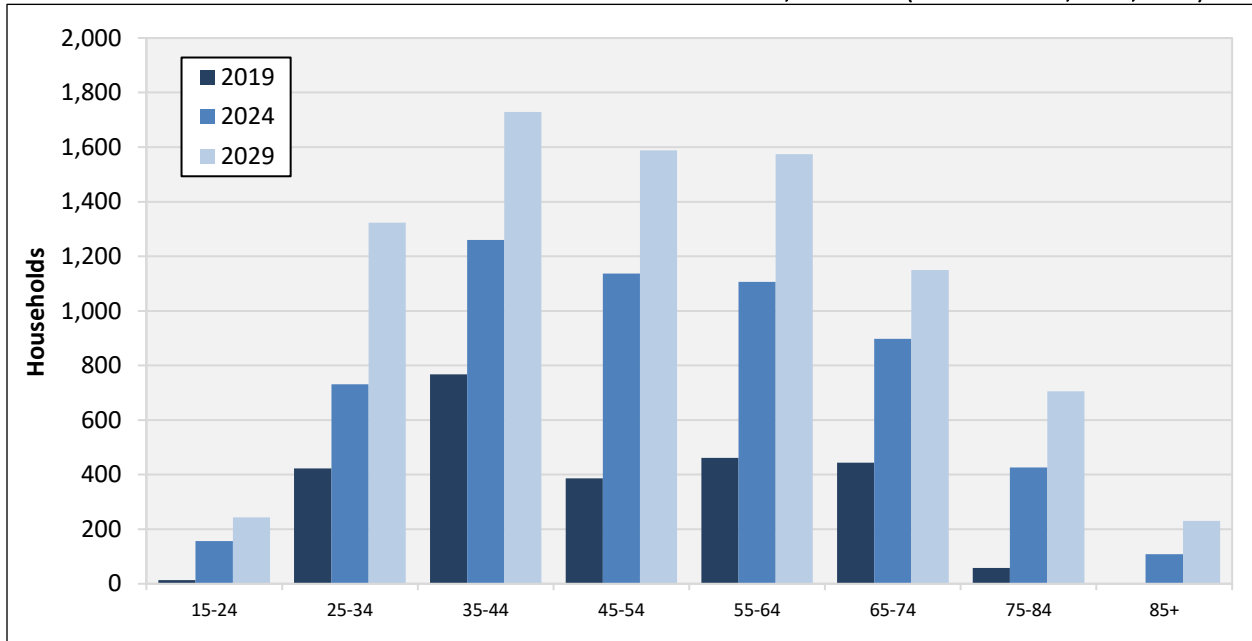
## HOUSING DEMAND BY TYPE

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 64. 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.



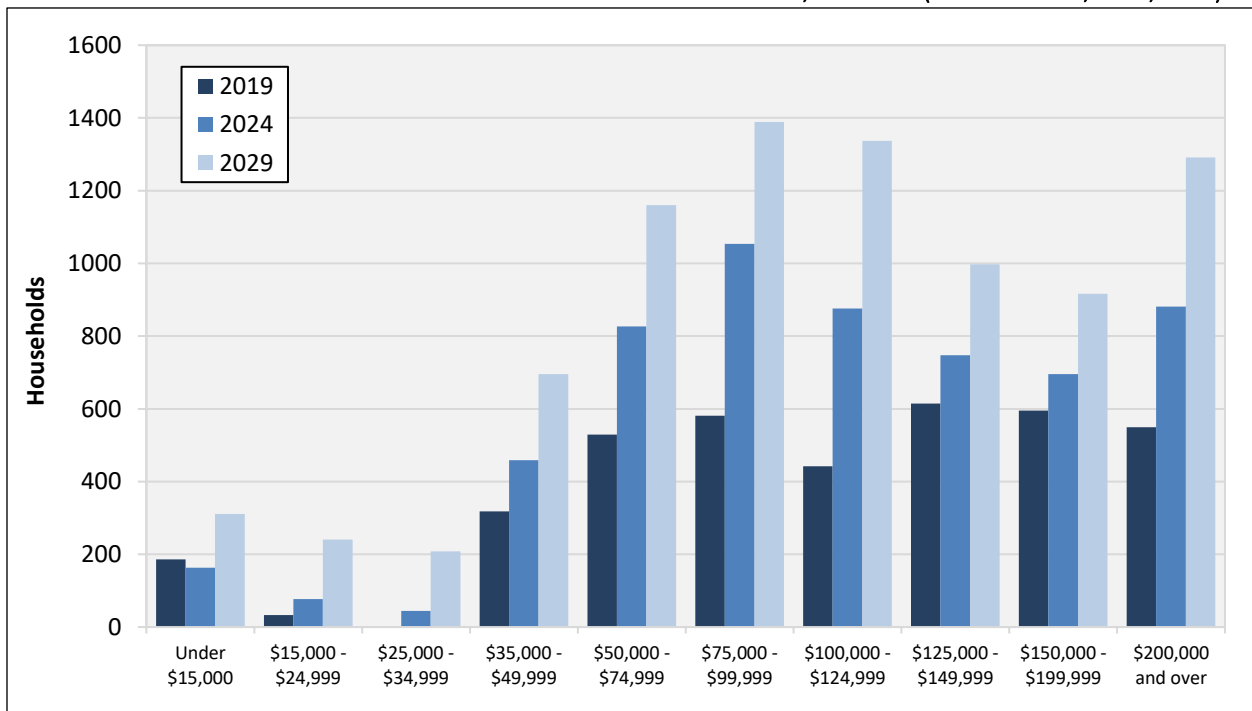
FIGURE 9.5: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, RIDGEFIELD (YEAR-END 2019, 2024, 2029)



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.

FIGURE 9.6: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, RIDGEFIELD (YEAR-END 2019, 2024, 2029)



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 1,600 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 1,700 new detached homes. Attached homes are projected to represent a total need of approximately 300 homes, of which ownership homes make up nearly three-fourths.

Rental apartments are projected to see demand growth of around 760 units, or roughly 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 790 units over the five-year period. This represents 28% of the net new housing need.

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 9.8 acres annually. This translates into 49 acres over five years and 196 acres over a 20-year planning period.

**FIGURE 9.7: RESIDENTIAL DEMAND FORECAST, RIDGEFIELD (YEAR-END 2024-29)**

|                        | NET NEW DEMAND (2024-29) |            |              | ANNUAL DEMAND GROWTH |            |            |
|------------------------|--------------------------|------------|--------------|----------------------|------------|------------|
|                        | Owners                   | Renters    | Total        | Owners               | Renters    | Total      |
| Single-family detached | 1,589                    | 147        | 1,736        | 318                  | 29         | 347        |
| Single-family attached | 203                      | 82         | 285          | 41                   | 16         | 57         |
| Multi-family           | 23                       | 763        | 786          | 5                    | 153        | 157        |
| <b>Total</b>           | <b>1,815</b>             | <b>992</b> | <b>2,807</b> | <b>363</b>           | <b>198</b> | <b>561</b> |

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



## X. MULTI-FAMILY LAND SUPPLY

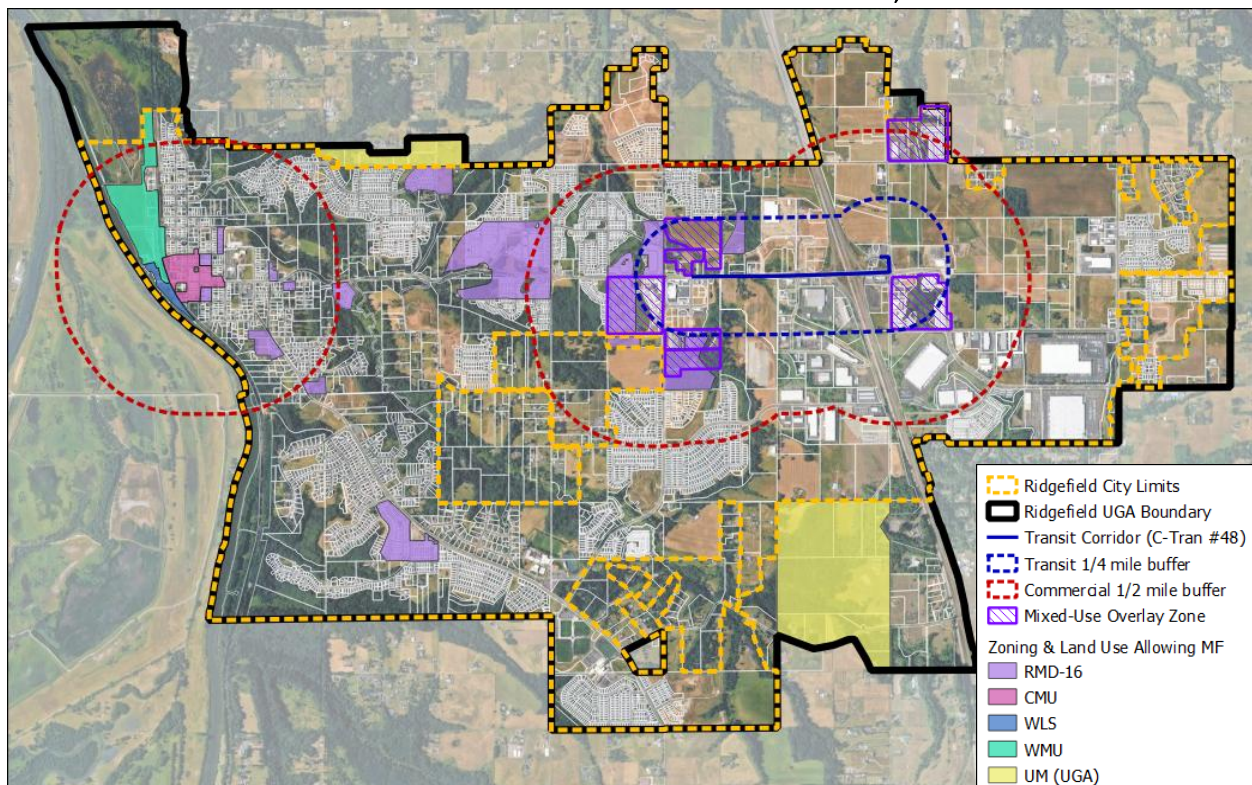
### OVERVIEW

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 use 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 65<sup>th</sup> 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 10.1: ZONING AND LAND USE THAT ALLOW MULTI-FAMILY HOUSING, RIDGEFIELD UGA



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



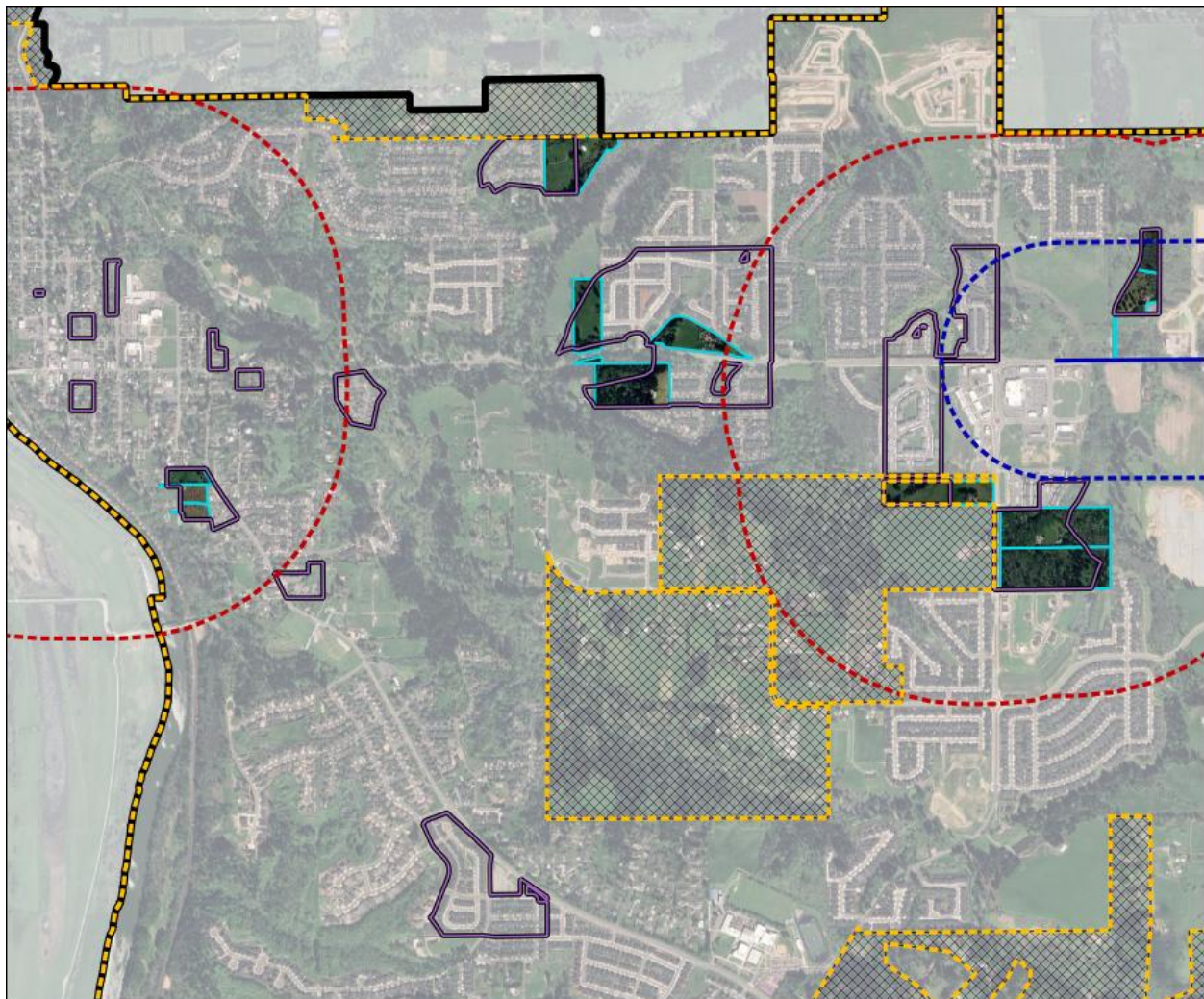
## MEDIUM-DENSITY DISTRICT

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 10.2: POTENTIALLY BUILDABLE TAXLOTS WITH RMD-16 ZONING



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



### GREGORY & JANUIK PROPERTIES

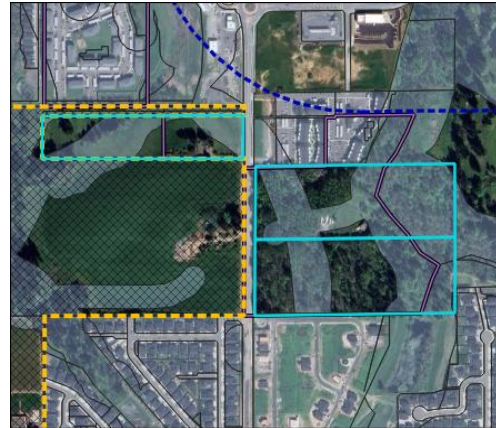
The only potentially buildable site within a quarter mile of transit is the Gregory and Januik properties, accessed via NW 26<sup>th</sup> Avenue. These are partially built, but could potentially accommodate some multi-family housing. The parcels are within walking distance of transit and commercial 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 & LEGACY TRAILS III/LAHTI PROPERTIES

Two additional sites are within a half mile of the C-Tran route. These are located along Royle Road, south 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, Legacy Trails III (north) includes wetlands in the east, plus an existing homesite in the middle. A recent pre-application submittal (under RMUO, see next subsection) indicates that 7.7 acres are buildable (216 u.). 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 35<sup>TH</sup> AVENUE AND REIMAN ROAD

There are four parcels with RMD-16 zoning west of 35<sup>th</sup> 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

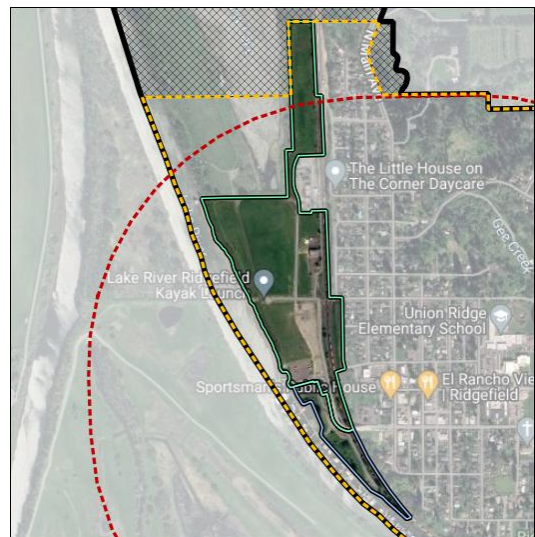
The central mixed use (CMU) district covers the downtown area. If we exclude parcels currently used for parking, this district includes 11 buildable parcels that combine to seven contiguous sites and 1.6 acres. Five of these have frontage on Pioneer Street or Main Avenue, with residential use limited 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 recently selected 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 RFP referred to housing as an “acceptable” but not a “desirable use.” The master developer’s preliminary concept plan indicates that 8.5 acres will be residential (256 multifamily units).

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.



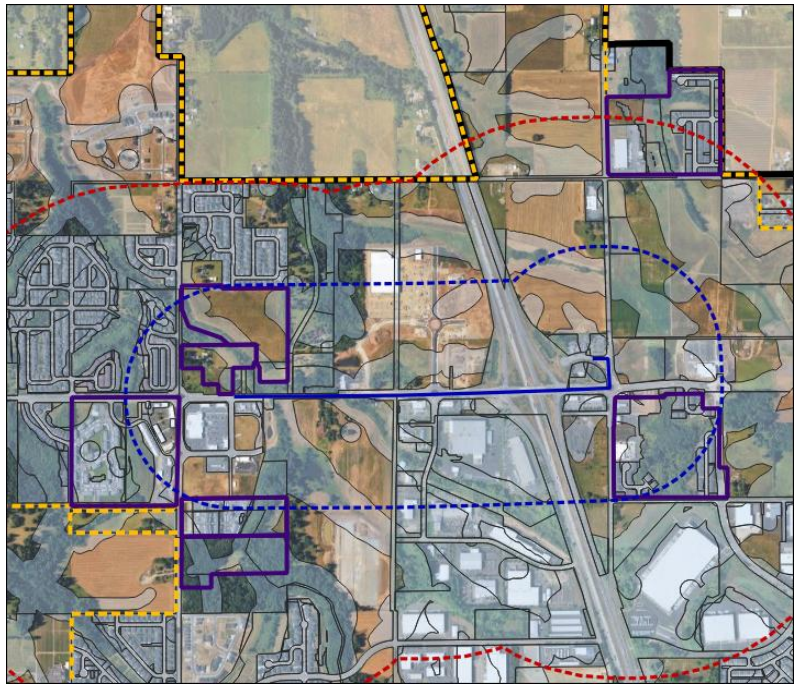


## MIXED-USE OVERLAY ZONE

The mixed-use overlay (RMUO, outlined in purple below) allows for multi-family use as part of horizontal mixed-use projects in commercial zones, as well as attached/cottage single-family housing. The overlay allows 8-28 units per developable acre in residential portions, though vertical mixed-use projects with ground-floor non-residential use are exempt from density limits. With commercial underlying zoning, 35-60% of net developable area must be residential.

This overlay zone covers five clusters along Royle Road and 65<sup>th</sup> Avenue, most of which is within the half-mile radius of commercial centers and transit, and mostly with commercial zoning. Three areas are almost fully built and will not include additional multi-family housing once Residence at Ridgefield 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.

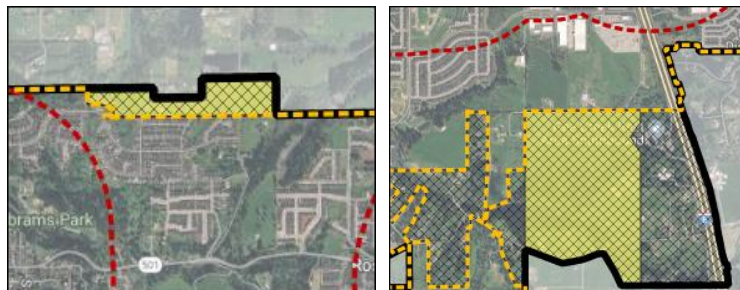
The RMUO area in the south, east of Royle Road, is mostly built out or wetlands, but some unbuilt land in the south (Legacy Trails III/Lahti) is zoned RMD-16. The RMUO on Legacy Trails III was recently expanded for a project with a proposed 216 multifamily units.



The last cluster with RMUO is northeast of Pioneer Street and Royle Road. The RMUO was recently expanded to include the land nearest the intersection (MAJ Royle Ridge), with a proposal for 92 multifamily units on 3.4 buildable acres. The northeast portion is owned by Discovery Ridge Holdings (north) and the City of Ridgefield (south – with plans 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. Of the total 18.6 acres, we assume 10.0 acres are buildable. Assuming 60% residential, the site might accommodate 6.0 acres with 28 units per acre, totaling 168 units (vertical mixed-use is 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 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 three partially buildable sites that may include around 20 acres of buildable land are within a quarter mile of a public transit line, and only one of these is a strong candidate for multi-family development – with a recent proposal for 92 units. Of the other two sites, one is hampered by multiple ownership, existing home sites, and slope, while 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.

If we include all buildable properties within half a mile of commercial centers, eight sites may accommodate some multi-family development, for a total of 63 buildable acres and potentially 950 units (770 units with comp plan density assumptions for sites without proposals). However, much of the land is at the waterfront, which is expected to have a long development timeline. Most of the other sites have significant wetlands issues.

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 most of the sites is that they can only accommodate small- and mid-scale projects. Only two sites can accommodate more than 100 units. Multi-family developers usually prefer sites that can accommodate 200-300 units due to economies of scale and greater interest from institutional investors.

**FIGURE 10.3: SUPPLY POTENTIAL, LAND THAT ALLOWS MULTI-FAMILY DEVELOPMENT**

| Zoning   | Owner(s)                 | Property ID            | Acres allowing MF |        | Assumed Res. | Transit  |          |          | Com.       | Density |      | Potential Units |     |
|--|--------------------------|------------------------|-------------------|--------|--------------|----------|----------|----------|------------|---------|------|-----------------|-----|
|  |                          |                        | Total             | Bldbl. |              | < 1/4 m. | < 1/2 m. | < 1/2 m. |            | Max     | CP*  | 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   | 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   | N/A          |          |          | ✓        | Conc. plan |         | 256  | 256             |     |
| RMUO   | Legacy Trails III        | 213966000              | 13.9              | 7.7    | N/A          |          |          | ✓        | Site plan  |         | 216  | 216             |     |
| RMUO   | Discovery Ridge Holdings | 213960000              | 18.6              | 10.0   | 60%          | ✓        | ✓        | ✓        | 28         | 8       | 168  | 48              |     |
| RMUO   | MAJ Royle Ridge LLC      | 214022000              | 8.0               | 5.7    | N/A          | ✓        | ✓        | ✓        | Site plan  |         | 92   | 92              |     |
| Total within 1/4 mile of transit and 1/2 mile of commercial: |                          |                        | 33.6              | 19.7   |              |          |          |          |            |         | 324  | 188             |     |
| Total within 1/2 mile of commercial:                         |                          |                        | 114.4             | 63.2   |              |          |          |          |            |         | 947  | 766             |     |
| Total, all:  |                          |                        | 139.8             | 78.2   |              |          |          |          |            |         | 1187 | 946             |     |

\* Density assumptions used in the Ridgefield Comprehensive Plan

SOURCE: Clark County, City of Ridgefield, Johnson Economics



## XI. 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 and mortgage rates in the single-family market are putting this housing form out of reach of more households. Our modeling indicates a need for 790 new multi-family units in Ridgefield over the coming five years – or roughly 160 units annually. This represents 28% of the modeled 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 12.4% – half the stated target. In Clark County, only Yacolt has had smaller multi-family share over this period. The county-wide share is 36%, and even the unincorporated portion of the county has a larger share than Ridgefield (20%).

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 construction pipeline, with 148 units restricted to seniors. Two additional projects have been proposed, with potential for 308 units.

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 in theory can accommodate 1,190 units. Using density assumptions from the Comprehensive Plan, the total number of potential units is 950. However, this includes land that is more likely to be developed for other uses and land that is unlikely to be developed at all.

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 320 units can theoretically be accommodated on land that meets these criteria (190 units at CP assumed density). Site-specific issues may preclude development of most of this land.

In summary, we expect limited multi-family development to occur in Ridgefield with the current land supply – well 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 three 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 decline and homebuilding accelerates. Because homebuilding is a major economic driver in Clark County, a recovery in homebuilding will result in stronger job growth and more in-migration. Due to the low rates of housing construction and lot development over the past three 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 commercial development is generally limited to retail



concentrated in areas with strong residential growth or near freeway interchanges accessible to large populations. Ridgefield is a 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 417,000 square feet of space is currently in the development pipeline, including 160,000 square feet under construction. In comparison, absorption of commercial space in Ridgefield averaged 33,000 square feet annually between the opening of the Rosauers grocery store in 2019 and the Costco store in 2024. Though the Costco store is likely to increase the absorption rate over the next years, we expect the buildout of the current pipeline to extend well into the next decade.

The hotel market currently appears undersupplied in Ridgefield and the surrounding I-5 Corridor. Ridgefield does not yet have a hotel, and the remainder of the corridor has not had any new hotels built since 2000, resulting in a loss of occupancy to nearby markets with newer hotels. A 111-room hotel proposed in La Center is not likely to meet the underlying need. Our modeling indicates a need for an additional 80 rooms by early 2028, growing to 100 rooms by mid-2029.

## **RMUO AT THE SUBJECT SITE**

The RMUO overlay allows for a mix of commercial and residential uses, including lodging. The subject site represents limited potential for commercial development currently, due to low traffic volumes on 65<sup>th</sup> Avenue and separation from existing commercial uses on Pioneer Street. This limits the potential to larger users that can generate their own traffic. The current retail expansion west of the I-5 reduces the potential on the east side over the near to medium term. However, the proximity to the I-5 interchange and the 65<sup>th</sup> Avenue/Pioneer Street commercial node suggests stronger commercial potential over the longer term, as the commercial node is expanded and additional housing east of the I-5 generates additional demand.

Lodging represents stronger potential over the near term, as this use is less dependent on residential traffic and existing retail. The proposed hotel in La Center may limit the potential over the very near term, but our estimates indicate potential for another 80-100 room hotel in three to four years. The subject site is a good candidate for this use, given its proximity to the I-5 interchange and the lack of a hotel in Ridgefield currently. However, a hotel will only absorb a small portion of the site.

The proposed RMUO overlay would allow for multi-family development on part of the subject site. This would alleviate the need for multi-family housing in the city, while also helping to accommodate the business expansion that is currently taking place in Ridgefield by providing housing for new workers and thus reducing commuter traffic. As the site is within walking distance of public transit and the 65<sup>th</sup>/Pioneer commercial node, residents on the site will likely also contribute to increased transit ridership and additional pedestrian vitality in the Junction. Moreover, multi-family development on the site can provide housing suitable for students at the Clark College campus – which is also within walking distance.

We regard the subject site to be highly suitable for multi-family housing due to its proximity to transit, commercial services, employment, and a college campus. The access to the interstate is also an advantage, in particular to couples that have one employed in Ridgefield and the other further south in the county.



## 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:

*LU-10 Commercial Development: Provide incentives and establish regulations that facilitate a range of commercial uses in downtown, the Lake River waterfront, along the Pioneer Street corridor, at the Interstate 5 interchange, and in limited neighborhood settings. Encourage a range of commercial services that meet the needs of residents in the city and across the region. Regulate development to ensure the appropriate mix of uses and scale of development in each distinct commercial area based on surrounding land uses, development potential, and existing scale of development.*

The RMUO overlay is one of the regulations established on the basis of LU-10 to accommodate mixed-use development in the Pioneer/45<sup>th</sup> and Junction subareas. By allowing for mixed-use development, which can attract different commercial users than traditional single-use commercial zones, the RMUO overlay contributes to a broader range of commercial uses and services in the city.

The subject site is located in one of the areas (Ridgefield Junction District Three) identified as appropriate for this type of development in the Junction Subarea Plan (see EC-8 below). The RMUO has already been applied to a part of this district, which is now built out with a mix of commercial and residential uses. Applying the RMUO to the subject site would thus allow for continued development in line with the distinct character of this area.

*EC-2 Local Job Creation: Support businesses to create jobs at a ratio of one job per household ratio by providing adequate land capacity and developing an efficient regulatory environment, including development review. Prioritize creation of family wage jobs, including employment in employment sectors with higher than average median wages. Pursue employers in sectors that currently employ many Ridgefield residents outside the city in order to increase the number of people who both live and work in Ridgefield.*

The RMUO supports the jobs-to-housing balance by allowing for connected commercial and residential mixed-use development. The mixed-use format also provides greater flexibility for the commercial development, and can thus accommodate a broader range of businesses. It can also serve as a catalyst for high-wage employment growth at nearby sites by providing complimentary housing and services (see EC-6 below).

*EC-4 Community retail: 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 near the 65<sup>th</sup> Avenue/Pioneer Street commercial node, the proposed RMUO overlay will facilitate additional support for commercial services at this location and in Ridgefield. This will contribute to critical mass that can sustain additional businesses and broaden the range of services offered in the city.

*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.*



We regard it unlikely that the subject site would be developed for high-wage employment with the current zoning, and thus do not expect the RMUO overlay to result in reduced capacity for this type of employment.

Other parts of the Junction have been intended for large-scale healthcare and education uses, which include high-wage employment. However, the buildout is likely to be smaller and take longer than initially envisioned, due to limited need. There appears to be an excess of commercial land for these purposes in the Junction, and we consider it very unlikely that healthcare or higher education would absorb more than a small portion of the subject site.

Other high-wage employment is also unlikely to absorb a substantial portion of the site. Large-scale office development has become very rare in the post-COVID environment, and is limited to central locations with good access to large labor pools.

Allowing for residential development on part of the subject site through the RMUO overlay is likely to accommodate more high-wage employment than the current zoning. For one, the RMUO can support expansion of the Clark College campus by providing complimentary multi-family housing suitable for students and walkable commercial amenities with appeal to both faculty and students. Moreover, because of the remote work trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi-family projects. Residential development on the site will also contribute to high-wage employment in the city indirectly by creating additional need for high-wage services.

*EC-8 Ridgefield Junction: Implement the Junction Subarea Plan to create commercial, industrial and institutional employment opportunities that serve local and regional needs.*

The Junction Subarea Plan envisions the Junction as a mixed-use gateway to Ridgefield with several unique districts. District Three, to which the subject site belongs, is intended to include multi-family housing alongside institutional and commercial uses (p. 4, 46, 54, 55). The plan recommends “increasing opportunities for mixed use housing where appropriate, especially in locations that complement potential catalyst users like Clark College” (p. 55, cf. p. 15, 47).

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 that will contribute to the mixed-use vitality of the Junction. The residential portion will provide housing for Clark College students and the local workforce, while also contributing support for service employment in the subarea and the city. The commercial portion will accommodate commercial services and lodging that can meet both local and regional needs.

*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.*

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.

*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.*

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. While one 148-unit senior living project under construction (Residence at Ridgefield) will meet some of the need from seniors, the only multi-family projects without age restrictions (92 units proposed at Royle Ridge and 216 units at Legacy Trails III) will meet only a portion of the need from working-age residents and students. 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.

*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.*

Ridgefield’s share of multi-family housing production over the past 10 years was only 12.4% – roughly half 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 a half mile of commercial/employment centers and along the 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 near 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.

*HO-4 Affordability: Encourage innovative housing policies, regulations and practices to provide affordable housing. Provide secure funding mechanisms and programs for housing targeted at households below the median area income.*



The RMUO overlay is one of the regulatory tools available to the City for providing housing affordable to a larger share of the population. Nearly all market-rate multi-family housing currently built in suburban Clark County is affordable to households below the median area income (based on the standard 30% cost burden), and some of the housing is naturally affordable at even lower income levels. Applying the RMUO to the subject site is therefore likely to increase the supply of affordable housing in Ridgefield.

*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.*

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.

*HO-6 Housing Variety: Allow a variety of housing types to meet needs of households of varying sizes, income levels and preferences. Create regulations that allow alternatives to single-family detached housing such as attached housing, townhomes, cottage or cluster housing, accessory dwelling units, manufactured housing, floating homes, housing in multiuse projects, and other innovative housing types.*

The RMUO overlay allows for a variety of multi-family and attached single-family housing forms, which represent alternatives to the dominant detached single-family format. As discussed under HO-4 and HO-5 above, the RMUO accommodates households that are priced out of the detached-home market, and provides housing more in line with the needs of smaller households.

## Memorandum

To: Mike Jenkins  
MAJ Development

From: Daniel Stumpf, PE  
Todd Mobley, PE

Date: August 12, 2025

Subject: Boschma Farms Mixed Use Development  
Trip Generation Analysis – RMUO Overlay Comprehensive Plan Amendment

8/12/2025



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## 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 east of N 65<sup>th</sup> Avenue in Ridgefield, Washington. The properties are currently zoned *Commercial Regional Business* (CRB) and a *Ridgefield Mixed-Use Overlay* is proposed for implementation on the 9.26-acre site. 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 and service 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 10<sup>th</sup> Street, and east of N 65<sup>th</sup> Avenue. Located in a developing mixed-use area of the City, the site is immediately surrounded by undeveloped land/low density residential land in all directions, with the exception that Clark-Cowlitz Fire Rescue Station 21 is located immediately to the northwest. The site includes three properties (assessor parcels 213957000, 214224000, and 214232000).

### Vicinity Streets and Intersections

The project is located near three roadways: Pioneer Street, N 10<sup>th</sup> Street, and N 65<sup>th</sup> Avenue. 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 10th Street   | City of Ridgefield | Collector                 | 50          | Not Permitted     | Partial North Side | None               |
| N/S 65th Avenue | City of Ridgefield | Minor Arterial/ Collector | 35          | Not Permitted     | Partial Both Sides | None               |

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

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

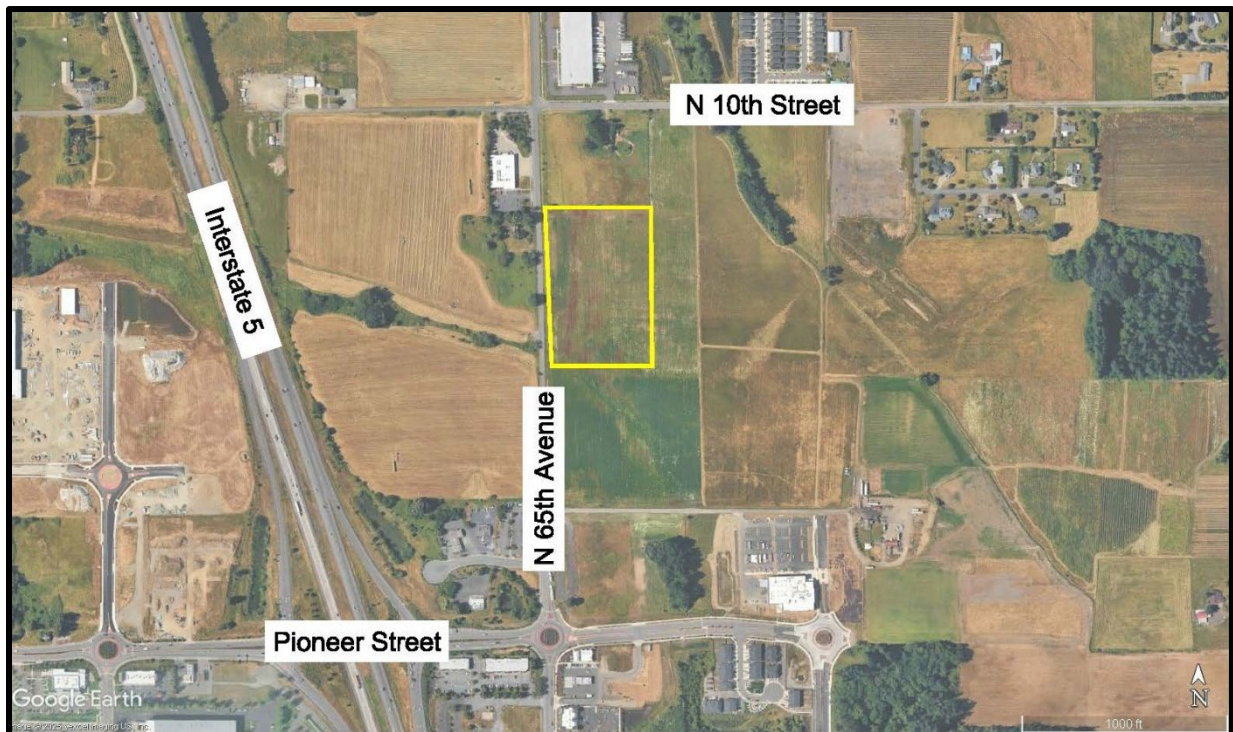


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

## 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 and planned surrounding land uses.

The proposed RMUO will be implemented on a project site area that encompasses approximately 9.26 gross acres (i.e., approximately 403,366 square feet) of developable space. Therefore, the comparative trip generation analysis was reviewed for the entirety 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 regional business (CRB) zone is to provide for the location of integrated complexes made up of business and office uses serving regional market areas with significant employment opportunities. Such a zone requires accessibility to regional transportation corridors. Development of taller buildings, a mix of uses excluding residential, and transit supportive uses are encouraged in this zone.*

Land uses outright permitted in Table 18.205.020-1 were compared to a variety of land uses provided in the *Trip Generation Manual, 11<sup>th</sup> Edition*.<sup>1</sup> Based on this assessment, it is assumed the reasonable worst-case development scenario may include the development of a 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 CRB zoning code allows a maximum impervious surface coverage of 90%. Of this 90% 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 108,900 square feet of commercial building space (assuming single story structures) could be constructed within the applicable portion of the project site.

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<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11<sup>th</sup> 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, 11<sup>th</sup> 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)**

According to Table 18.205.020-1 of the City of Ridgefield code, residential development within the CRB zone is not permitted. 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 CRB 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 commercial uses.

For the purposes of estimating a reasonable worst-case development scenario with the RMUO implemented, it is assumed the *Boschma Farms* 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 CRB zone.

The reasonable worst-case development scenario may include the following:

- A hotel with 99 guest rooms.
- Approximately 12,370 square feet of general retail space.
- Up to 142 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.
- 310, *Hotel*, based on the number of rooms
- 822, *Strip Retail Plaza (<40k)*, 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, lodging, 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 overall internal trip capture rates were determined:

- Approximately 2% during the AM peak hour.
- Approximately 17% 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 specific entering and exiting internal capture rates applied to each land use type are detailed in the *NCHRP 8-51 Internal Trip Capture Estimation Tool* spreadsheets in the attachments to this study.

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 land use code was used:

- 821, *Shopping Plaza (40 - 150k)*: 40% 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 230 net new AM peak hour trips, 589 net new PM peak hour trips, and 6,174 net new average weekday trips. Under proposed conditions with the RMUO implemented, the site could reasonably generate up to 118 net new AM peak hour trips, 149 net new PM peak hour trips, and 1,788 net new average weekday trips. Accordingly, the net change in the trip generation potential of the site after the RMUO is implemented is projected to decrease by 112 AM peak hour trips, 440 PM peak hour trips, and 4,386 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 |               |
| <b>Existing Conditions: CRB Zone without RMUO</b> |          |            |              |      |       |              |      |       |               |
| Shopping Plaza (40-150k)                          | 821      | 108,900 SF | 238          | 146  | 384   | 472          | 511  | 983   | 10,290        |
| Pass-by Trips                                     | 821      | 40% (40%)  | 77           | 77   | 154   | 197          | 197  | 394   | 4,116         |
| Net New Trips                                     |          |            | 161          | 69   | 230   | 275          | 314  | 589   | 6,174         |
| <b>Proposed Conditions: CRB Zone with RMUO</b>    |          |            |              |      |       |              |      |       |               |
| Multifamily Housing (Low-Rise)                    | 220      | 142 units  | 14           | 43   | 57    | 45           | 27   | 72    | 957           |
| Internal Capture                                  |          | 2% (17%)   | 0            | 1    | 1     | 10           | 5    | 15    | 162           |
| Net New Trips                                     |          |            | 14           | 42   | 56    | 35           | 22   | 57    | 795           |
| Strip Retail Plaza (<40k)                         | 822      | 12,370 SF  | 17           | 12   | 29    | 41           | 41   | 82    | 674           |
| Internal Capture                                  |          | 2% (17%)   | 2            | 0    | 2     | 5            | 13   | 18    | 114           |
| External Trips                                    |          |            | 15           | 12   | 27    | 36           | 28   | 64    | 560           |
| Pass-by Trips                                     | 821      | 40% (40%)  | 5            | 5    | 10    | 13           | 13   | 26    | 224           |
| Net New Trips                                     |          |            | 10           | 7    | 17    | 23           | 15   | 38    | 336           |
| Hotel   | 310      | 99 rooms   | 26           | 20   | 46    | 30           | 28   | 58    | 791           |
| Internal Capture                                  |          | 2% (17%)   | 0            | 1    | 1     | 3            | 1    | 4     | 134           |
| Net New Trips                                     |          |            | 26           | 19   | 45    | 27           | 27   | 54    | 657           |
| Total Net New Trips                               |          |            | 50           | 68   | 118   | 85           | 64   | 149   | 1,788         |
| <b>Net Change in Site Trip Generation</b>         |          |            |              |      |       |              |      |       |               |
| Net Decrease in Trips                             |          |            | -111         | -1   | -112  | -190         | -250 | -440  | -4,386        |

Table Notes: Overall 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 *Boschma Farms* conceptual development plan will develop the north side of the project site with apartment units while the south side of the project site will be developed with a mix of commercial retail and lodging uses. Site internal sidewalks and drive aisle crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N 65<sup>th</sup> Avenue and the planned NE 6<sup>th</sup> Street to the south. These adjacent street frontage improvements will support and incentivize non-vehicular modes of travel in the area, in particular when surrounding properties redevelop as higher intensive uses and subsequently improve their respective street frontages.

C-Tran bus route #48 *Ridgefield* currently has a bus stop near the project site, located within a quarter-mile walking/biking distance from the project site at the Junction Park & Ride to the south. The bus route provides service between the N/S Royle Road at Pioneer Street intersection to the west, the Junction Park & Ride, the Ilani casino and La Center to the north/northwest, and 99<sup>th</sup> Street Transit Center to the south. Weekday service is schedule between approximately 6:20 AM – 8:35 PM with headways of approximately two hours. Weekend and holiday service is schedule between approximately 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 65<sup>th</sup> Avenue and the planned NE 6<sup>th</sup> 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 roadway of N 65<sup>th</sup> Avenue (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 planned transportation infrastructure improvements associated with the proposed development will support multimodal travel alternatives for pedestrians and bicyclists in the area, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N 65<sup>th</sup> Avenue and the planned NE 6<sup>th</sup> Street to the south, 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 *Boschma Farms* conceptual development plan will construct internal sidewalks and drive aisle crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of N 65<sup>th</sup> Avenue and the planned NE 6<sup>th</sup> Street to the south. Right-of-way improvements will be constructed along the project site's street frontage these two roadway, 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.



## 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, and TR-16. 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.







TRIP GENERATION CALCULATIONS  
Source: Trip Generation Manual, 11th Edition  
Proposed Conditions

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: **142**

AM PEAK HOUR

Trip Rate: 0.4

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 24%   | 76%  |       |
| Trip Ends         | 14    | 43   | 57    |

PM PEAK HOUR

Trip Rate: 0.51

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 63%   | 37%  |       |
| Trip Ends         | 45    | 27   | 72    |

WEEKDAY

Trip Rate: 6.74

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50%   | 50%  |       |
| Trip Ends         | 479   | 478  | 957   |

SATURDAY

Trip Rate: 4.55

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50%   | 50%  |       |
| Trip Ends         | 323   | 323  | 646   |

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition



TRIP GENERATION CALCULATIONS  
Source: Trip Generation Manual, 11th Edition  
Proposed Conditions

*Land Use:* Hotel  
*Land Use Code:* 310  
*Land Use Subcategory:* All Sites  
*Setting/Location:* General Urban/Suburban  
*Variable:* Rooms  
*Trip Type:* Vehicle  
*Formula Type:* Rate  
*Variable Quantity:* 99

**AM PEAK HOUR**

*Trip Rate:* 0.46

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 56%   | 44%  |       |
| Trip Ends         | 26    | 20   | 46    |

**PM PEAK HOUR**

*Trip Rate:* 0.59

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 51%   | 49%  |       |
| Trip Ends         | 30    | 28   | 58    |

**WEEKDAY**

*Trip Rate:* 7.99

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50%   | 50%  |       |
| Trip Ends         | 396   | 395  | 791   |

**SATURDAY**

*Trip Rate:* 8.07

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50%   | 50%  |       |
| Trip Ends         | 400   | 399  | 799   |



**TRIP GENERATION CALCULATIONS**  
 Source: Trip Generation Manual, 11th Edition  
 Existing Conditions  
*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:* **108.9**

**AM PEAK HOUR**

*Trip Rate:* 3.53

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 62%   | 38%  |       |
| Trip Ends         | 238   | 146  | 384   |

**PM PEAK HOUR**

*Trip Rate:* 9.03

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 48%   | 52%  |       |
| Trip Ends         | 472   | 511  | 983   |

**WEEKDAY**

*Trip Rate:* 94.49

|                   | Enter | Exit  | Total  |
|-------------------|-------|-------|--------|
| Directional Split | 50%   | 50%   |        |
| Trip Ends         | 5,145 | 5,145 | 10,290 |

**SATURDAY**

*Trip Rate:* 116.15

|                   | Enter | Exit  | Total  |
|-------------------|-------|-------|--------|
| Directional Split | 50%   | 50%   |        |
| Trip Ends         | 6,325 | 6,324 | 12,649 |



TRIP GENERATION CALCULATIONS  
 Source: Trip Generation Manual, 11th Edition  
 Proposed Conditions

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: **12.37**

AM PEAK HOUR

Trip Rate: 2.36

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 60%   | 40%  |       |
| Trip Ends         | 17    | 12   | 29    |

PM PEAK HOUR

Trip Rate: 6.59

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50%   | 50%  |       |
| Trip Ends         | 41    | 41   | 82    |

WEEKDAY

Trip Rate: 54.45

|                   | Enter | Exit | Total |
|-------------------|-------|------|-------|
| Directional Split | 50%   | 50%  |       |
| Trip Ends         | 337   | 337  | 674   |

SATURDAY

Trip Rate: 0

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

### 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 |             |              |                  |                   |              |           |                             |        |
|                      |  |             |              |                  | Non-Pass-By Trips |              |           |                             |        |
| GLA (000)            | State or Province                            | Survey Year | # Interviews | Pass-By Trip (%) | Primary (%)       | Diverted (%) | 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     |
|                      |  |             |              |                  |                   |              |           |                             |        |

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                     |                      |                   |  |  |
|--|---------------------|----------------------|-------------------|--|--|
| <b>Project Name:</b>                             | Boschma Farms       | <b>Organization:</b> | Lancaster Mobley  |  |  |
| <b>Project Location:</b>                         | Ridgefield, WA      | <b>Performed By:</b> | Daniel Stumpf, PE |  |  |
| <b>Scenario Description:</b>                     | Full Site Buildout  | <b>Date:</b>         | 8/11/2025         |  |  |
| <b>Analysis Year:</b>                            | 2028                | <b>Checked By:</b>   |                   |  |  |
| <b>Analysis Period:</b>                          | AM Street Peak Hour | <b>Date:</b>         |                   |  |  |

| Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |   |          |       |                         |           |           |
|--|---|----------|-------|-------------------------|-----------|-----------|
| Land Use   | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |           |           |
|  | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering  | Exiting   |
| Office   |   |          |       | 0                       |           |           |
| Retail   | 822                                     | 12,370   | SF    | 29                      | 17        | 12        |
| Restaurant   |   |          |       | 0                       |           |           |
| Cinema/Entertainment   |   |          |       | 0                       |           |           |
| Residential  | 220                                     | 142      | units | 57                      | 14        | 43        |
| Hotel  | 310                                     | 99       | rooms | 46                      | 26        | 20        |
| All Other Land Uses <sup>2</sup>   |   |          |       | 0                       |           |           |
| <b>Total</b>   |   |          |       | <b>132</b>              | <b>57</b> | <b>75</b> |

| 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   | 1.25           | 0%        | 0%              | 1.25          | 0%        | 0%              |
| All Other Land Uses <sup>2</sup>                      |                |           |                 |               |           |                 |

| 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                | 1      | 0          | 0                    |             | 0     |
| Hotel  | 0                | 1      | 0          | 0                    | 0           |       |

| Table 5-A: Computations Summary           |       |          |         |
|---|-------|----------|---------|
|   | Total | Entering | Exiting |
| All Person-Trips                          | 166   | 72       | 94      |
| Internal Capture Percentage               | 2%    | 3%       | 2%      |
| External Vehicle-Trips <sup>3</sup>       | 128   | 55       | 73      |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 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   | 10%            | 0%            |
| Restaurant   | N/A            | N/A           |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential  | 0%             | 2%            |
| Hotel  | 0%             | 4%            |

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

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

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute

|                         |                     |
|-------------------------|---------------------|
| <b>Project Name:</b>    | Boschma Farms       |
| <b>Analysis Period:</b> | AM Street Peak Hour |

| 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                          | 17            | 21            | 1.25                         | 12            | 15            |
| Restaurant           | 1.00                          | 0             | 0             | 1.00                         | 0             | 0             |
| Cinema/Entertainment | 1.00                          | 0             | 0             | 1.00                         | 0             | 0             |
| Residential          | 1.25                          | 14            | 18            | 1.25                         | 43            | 54            |
| Hotel                | 1.25                          | 26            | 33            | 1.25                         | 20            | 25            |

| Origin (From)        | Destination (To) |        |            |                      |             |       |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
|                      | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office               |                  | 0      | 0          | 0                    | 0           | 0     |
| Retail               | 4                |        | 2          | 0                    | 2           | 0     |
| Restaurant           | 0                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment | 0                | 0      | 0          |                      | 0           | 0     |
| Residential          | 1                | 1      | 11         | 0                    |             | 0     |
| Hotel                | 19               | 4      | 2          | 0                    | 0           |       |

| Origin (From)        | Destination (To) |        |            |                      |             |       |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
|                      | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office               |                  | 7      | 0          | 0                    | 0           | 0     |
| Retail               | 0                |        | 0          | 0                    | 0           | 0     |
| Restaurant           | 0                | 2      |            | 0                    | 1           | 1     |
| Cinema/Entertainment | 0                | 0      | 0          |                      | 0           | 0     |
| Residential          | 0                | 4      | 0          | 0                    |             | 0     |
| Hotel                | 0                | 1      | 0          | 0                    | 0           |       |

| Destination Land Use             | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|----------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
|                                  | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                           | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Retail                           | 2                     | 19       | 21    | 15                      | 0                    | 0                          |
| Restaurant                       | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Cinema/Entertainment             | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                      | 0                     | 18       | 18    | 14                      | 0                    | 0                          |
| Hotel                            | 0                     | 33       | 33    | 26                      | 0                    | 0                          |
| All Other Land Uses <sup>3</sup> | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

| Origin Land Use                  | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|----------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
|                                  | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                           | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Retail                           | 0                     | 15       | 15    | 12                      | 0                    | 0                          |
| Restaurant                       | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Cinema/Entertainment             | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                      | 1                     | 53       | 54    | 42                      | 0                    | 0                          |
| Hotel                            | 1                     | 24       | 25    | 19                      | 0                    | 0                          |
| All Other Land Uses <sup>3</sup> | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>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 |                     |                      |                   |  |  |
|--|---------------------|----------------------|-------------------|--|--|
| <b>Project Name:</b>                             | Boschma Farms       | <b>Organization:</b> | Lancaster Mobley  |  |  |
| <b>Project Location:</b>                         | Ridgefield, WA      | <b>Performed By:</b> | Daniel Stumpf, PE |  |  |
| <b>Scenario Description:</b>                     | Full Site Buildout  | <b>Date:</b>         | 8/11/2025         |  |  |
| <b>Analysis Year:</b>                            | 2028                | <b>Checked By:</b>   |                   |  |  |
| <b>Analysis Period:</b>                          | PM Street Peak Hour | <b>Date:</b>         |                   |  |  |

| Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |   |          |       |                         |            |           |
|--|---|----------|-------|-------------------------|------------|-----------|
| Land Use   | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |            |           |
|  | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering   | Exiting   |
| Office   |   |          |       | 0                       |            |           |
| Retail   | 822                                     | 12,370   | SF    | 82                      | 41         | 41        |
| Restaurant   |   |          |       | 0                       |            |           |
| Cinema/Entertainment   |   |          |       | 0                       |            |           |
| Residential  | 220                                     | 142      | units | 72                      | 45         | 27        |
| Hotel  | 310                                     | 99       | rooms | 58                      | 30         | 28        |
| All Other Land Uses <sup>2</sup>   |   |          |       | 0                       |            |           |
| <b>Total</b>   |   |          |       | <b>212</b>              | <b>116</b> | <b>96</b> |

| 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   | 1.25           | 0%        | 0%              | 1.25          | 0%        | 0%              |
| All Other Land Uses <sup>2</sup>                      |                |           |                 |               |           |                 |

| 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   |                  |        |            |                      | 0           |       |

| 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                    | 13          | 3     |
| Restaurant   | 0                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential  | 0                | 5      | 0          | 0                    |             | 1     |
| Hotel  | 0                | 1      | 0          | 0                    | 0           |       |

| Table 5-P: Computations Summary           |       |          |         |
|---|-------|----------|---------|
|   | Total | Entering | Exiting |
| All Person-Trips                          | 265   | 145      | 120     |
| Internal Capture Percentage               | 17%   | 16%      | 19%     |
| External Vehicle-Trips <sup>3</sup>       | 174   | 97       | 77      |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 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   | 12%            | 31%           |
| Restaurant   | N/A            | N/A           |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential  | 23%            | 18%           |
| Hotel  | 11%            | 3%            |

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

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

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

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

*Estimation Tool Developed by the Texas Transportation Institute*

|                         |                     |
|-------------------------|---------------------|
| <b>Project Name:</b>    | Boschma Farms       |
| <b>Analysis Period:</b> | PM Street Peak Hour |

| 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                          | 41            | 51            | 1.25                         | 41            | 51            |
| Restaurant           | 1.00                          | 0             | 0             | 1.00                         | 0             | 0             |
| Cinema/Entertainment | 1.00                          | 0             | 0             | 1.00                         | 0             | 0             |
| Residential          | 1.25                          | 45            | 56            | 1.25                         | 27            | 34            |
| Hotel                | 1.25                          | 30            | 38            | 1.25                         | 28            | 35            |

| Origin (From)        | Destination (To) |        |            |                      |             |       |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
|                      | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office               |                  | 0      | 0          | 0                    | 0           | 0     |
| Retail               | 1                |        | 15         | 2                    | 13          | 3     |
| Restaurant           | 0                | 0      |            | 0                    | 0           | 0     |
| Cinema/Entertainment | 0                | 0      | 0          |                      | 0           | 0     |
| Residential          | 1                | 14     | 7          | 0                    |             | 1     |
| Hotel                | 0                | 6      | 24         | 0                    | 1           |       |

| Origin (From)        | Destination (To) |        |            |                      |             |       |
|----------------------|------------------|--------|------------|----------------------|-------------|-------|
|                      | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office               |                  | 4      | 0          | 0                    | 2           | 0     |
| Retail               | 0                |        | 0          | 0                    | 26          | 6     |
| Restaurant           | 0                | 26     |            | 0                    | 9           | 27    |
| Cinema/Entertainment | 0                | 2      | 0          |                      | 2           | 0     |
| Residential          | 0                | 5      | 0          | 0                    |             | 5     |
| Hotel                | 0                | 1      | 0          | 0                    | 0           |       |

| Destination Land Use             | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|----------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
|                                  | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                           | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Retail                           | 6                     | 45       | 51    | 36                      | 0                    | 0                          |
| Restaurant                       | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Cinema/Entertainment             | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                      | 13                    | 43       | 56    | 34                      | 0                    | 0                          |
| Hotel                            | 4                     | 34       | 38    | 27                      | 0                    | 0                          |
| All Other Land Uses <sup>3</sup> | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

| Origin Land Use                  | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|----------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
|                                  | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                           | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Retail                           | 16                    | 35       | 51    | 28                      | 0                    | 0                          |
| Restaurant                       | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Cinema/Entertainment             | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                      | 6                     | 28       | 34    | 22                      | 0                    | 0                          |
| Hotel                            | 1                     | 34       | 35    | 27                      | 0                    | 0                          |
| All Other Land Uses <sup>3</sup> | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

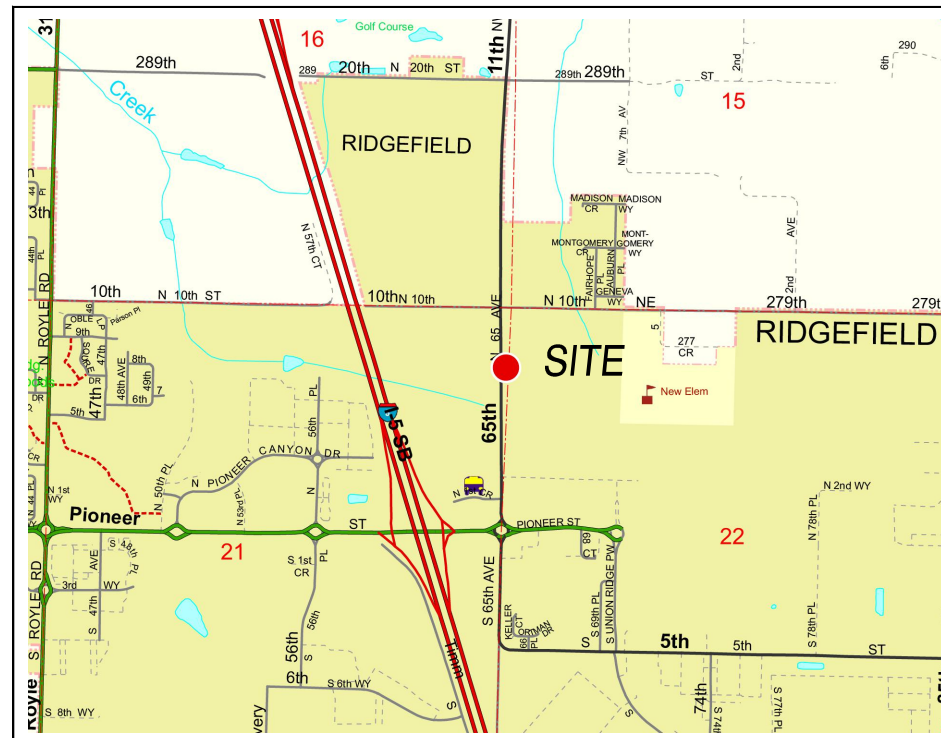
\*Indicates computation that has been rounded to the nearest whole number.

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 & 22 T4N R1E W.M. NTS

### CONCEPTUAL MASTER PLAN NOTES

**EXISTING SITE DATA:**

PRESENT USE:  
ADDRESSES:  
EXISTING ZONING:  
GROSS SITE AREA:

VACANT/AGRICULTURAL USE  
NO SITUS ADDRESS  
COMMERCIAL REGIONAL BUSINESS (CRB)  
PARCEL 214224000 IS 3.69 ACRES (160,736 SQUARE FEET) ACCORDING TO CLARK COUNTY GIS, 3.89 ACRES (169,496 SQUARE FEET) ACCORDING TO SURVEY BY MINISTER & GLAESER SURVEYING, INC.  
PARCEL 213957000 IS 0.96 ACRES (41,818 SQUARE FEET) ACCORDING TO CLARK COUNTY GIS, 0.60 ACRES (26,169 SQUARE FEET) ACCORDING TO SURVEY BY MINISTER & GLAESER SURVEYING, INC.  
PARCEL 214232000 IS 4.61 ACRES (200,812 SQUARE FEET) ACCORDING TO CLARK COUNTY GIS, 4.60 ACRES (200,447 SQUARE FEET) ACCORDING TO SURVEY BY MINISTER & GLAESER SURVEYING, INC.

**TRANSIT ROUTES & STOPS:**

THE ENTIRE SITE IS 9.09 ACRES (396,072 SQUARE FEET) ACCORDING TO SURVEY BY MINISTER & GLAESER SURVEYING, INC.  
C-TRAN'S JUNCTION PARK & RIDE APPROX 600 FEET TO THE SOUTH ALONG N 65TH AVENUE, C-TRAN ROUTE #48.

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:**

WETLAND, STREAM, STEEP BANK BUFFER AREAS/PROTECTED AREAS, AND PLANNED ENHANCEMENT AREAS:  
PROPOSED PRIVATE ROADS:  
PROPOSED EASEMENTS:  
PROPOSED ON-SITE ROAD RIGHTS-OF-WAY:  
PROPOSED PEDESTRIAN AND BICYCLE FACILITIES:  
PROPOSED LOADING ZONES:  
PROPOSED SEPTIC SYSTEMS:  
PROPOSED OPEN SPACE/PARK:  
PROPOSED TRANSIT FACILITIES:  
PROPOSED SIGNS (SIGN PLAN):  
PROPOSED LIGHTING:  
PROPOSED LOTS, TRACTS, ETC.  
EXISTING BUILDINGS TO REMAIN:  
PROPOSED LANDSCAPING (LANDSCAPE PLAN):  
PROPOSED BUILDINGS:  
PROPOSED PARKING:

TWO (2) 6,185 SF ONE-STORY MULTI-TENANT RETAIL BUILDINGS, A FOUR (4) STORY, 101-ROOM HOTEL, A 142 UNIT MULTI-FAMILY DEVELOPMENT WITH 6 LIVE/WORK UNITS.  
NONE PROPOSED  
NONE PROPOSED  
TO BE SHOWN ON FUTURE PLANS/SEE NOTE #1  
R.O.W. DEDICATION AS SHOWN  
AS SHOWN  
AS SHOWN  
NONE PROPOSED  
COMMON AREAS AS SHOWN  
NONE PROPOSED  
NONE PROPOSED AT THIS TIME  
TO BE SHOWN ON THE LIGHTING PLAN  
NONE - BOUNDARY LINE ADJUSTMENT AS SHOWN  
NONE  
TO BE SHOWN ON THE LANDSCAPE PLAN  
AS SHOWN  
AS SHOWN

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

**SITE PLAN CALCULATIONS - RESIDENTIAL AREA ONLY**

TOTAL SITE AREA (AFTER R.O.W. DEDICATION) 231,941 SF  
BUILDING AREA (1ST FLOOR ONLY) 62,070 (26.8%)  
LANDSCAPE AREA 65,739 SF (28.3%)  
PAVED AREA (INCL. TRASH ENCLOSURES) 104,132 (44.9%)  
INTERIOR PARKING LOT LANDSCAPE REQUIRED 70,984 SF x 10% = 7,098 SF  
NET DEVELOPABLE AREA 5,956 SF (2.4%)  
TOTAL DEVELOPABLE AREA 231,941 SF x 25% = 57,985 SF  
OUTDOOR COMMON AREA PROVIDED 62,797 SF (27.1%)

**SITE PLAN CALCULATIONS - COMMERCIAL AREA ONLY**

TOTAL SITE AREA 154,625 SF  
BUILDING AREA (1ST FLOOR ONLY) 26,920 SF (17.4%)  
LANDSCAPE AREA 24,245 SF (15.7%)  
PAVED AREA (INCL. TRASH ENCLOSURES) 103,460 SF (66.9%)  
INTERIOR PARKING LOT LANDSCAPE REQUIRED 72,598 SF x 10% = 7,260 SF  
INTERIOR PARKING LOT LANDSCAPE PROVIDED 8,537 SF (11.8%)  
OUTDOOR COMMON AREA PROVIDED 8,999 SF

**SITE PLAN CALCULATIONS - RESIDENTIAL AND COMMERCIAL**

TOTAL SITE AREA (AFTER R.O.W. DEDICATION) 386,566 SF  
BUILDING AREA (1ST FLOORS ONLY) 89,994 SF (23.3%)  
LANDSCAPE AREA 89,994 SF (23.3%)  
PAVED AREA (INCL. TRASH ENCLOSURES) 207,592 SF (53.7%)  
INTERIOR PARKING LOT LANDSCAPE REQUIRED 143,582 SF x 10% = 14,358 SF  
INTERIOR PARKING LOT LANDSCAPE PROVIDED 14,493 SF (10.1%)  
OPEN SPACE REQUIRED 386,566 x 10% = 38,657 SF  
OPEN SPACE PROVIDED 71,796 (18.6%)

**PARKING CALCULATIONS**

REQUIRED PARKING - COMMERCIAL  
TWO (2) 6,185 SF RETAIL BUILDINGS/RETAIL USE  
MINIMUM REQ'D - 12,370/350 (1 STALL PER 350 SF) = 35 STALLS  
MAXIMUM REQ'D - 12,370/200 (1 STALL PER 200 SF) = 62 STALLS  
101-ROOM HOTEL (RETAIL USE)  
MINIMUM REQ'D - 101 STALLS (1 STALL PER UNIT) + 1 STALL FOR MANAGER = 102 STALLS  
35 STALLS + 102 STALLS = 137 STALLS MINIMUM  
62 STALLS + 102 STALLS = 164 STALLS MAXIMUM  
PROVIDED PARKING - COMMERCIAL  
159 STANDARD STALLS, WHICH INCLUDES 8 ADA STALLS  
REQUIRED PARKING - MULTI-FAMILY  
142 MULTI-FAMILY UNITS  
1 STALL PER UNIT = 142 STALLS  
PROVIDED PARKING - MULTI-FAMILY  
214 STALLS, WHICH INCLUDES THE FOLLOWING:  
180 STANDARD STALLS, WHICH INCLUDES 9 ADA STALLS  
16 COMPACT STALLS  
18 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.

### RMU 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 POS 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: 65%  
MAX. BLDG. COVERAGE 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: 5.32 ACRES  
MINIMUM DENSITY: 5.32 ACRES X 8 = 43 UNITS  
MAXIMUM DENSITY: 5.32 ACRES X 28 = 149 UNITS  
PROPOSED DENSITY: 142 UNITS/26.7 UNITS PER ACRE

RMU USE AREA PERCENTAGE  
TOTAL NET DEVELOPABLE AREA: 386,566 SF  
RESIDENTIAL NET DEVELOPABLE AREA/PERCENTAGE: 231,941 SF/60.0%  
NON-RESIDENTIAL NET DEVELOPABLE AREA/PERCENTAGE: 154,625 SF/40.0%

RESIDENTIAL NET DEVELOPABLE AREA INCLUDES ADJUSTED PARCEL 214232000

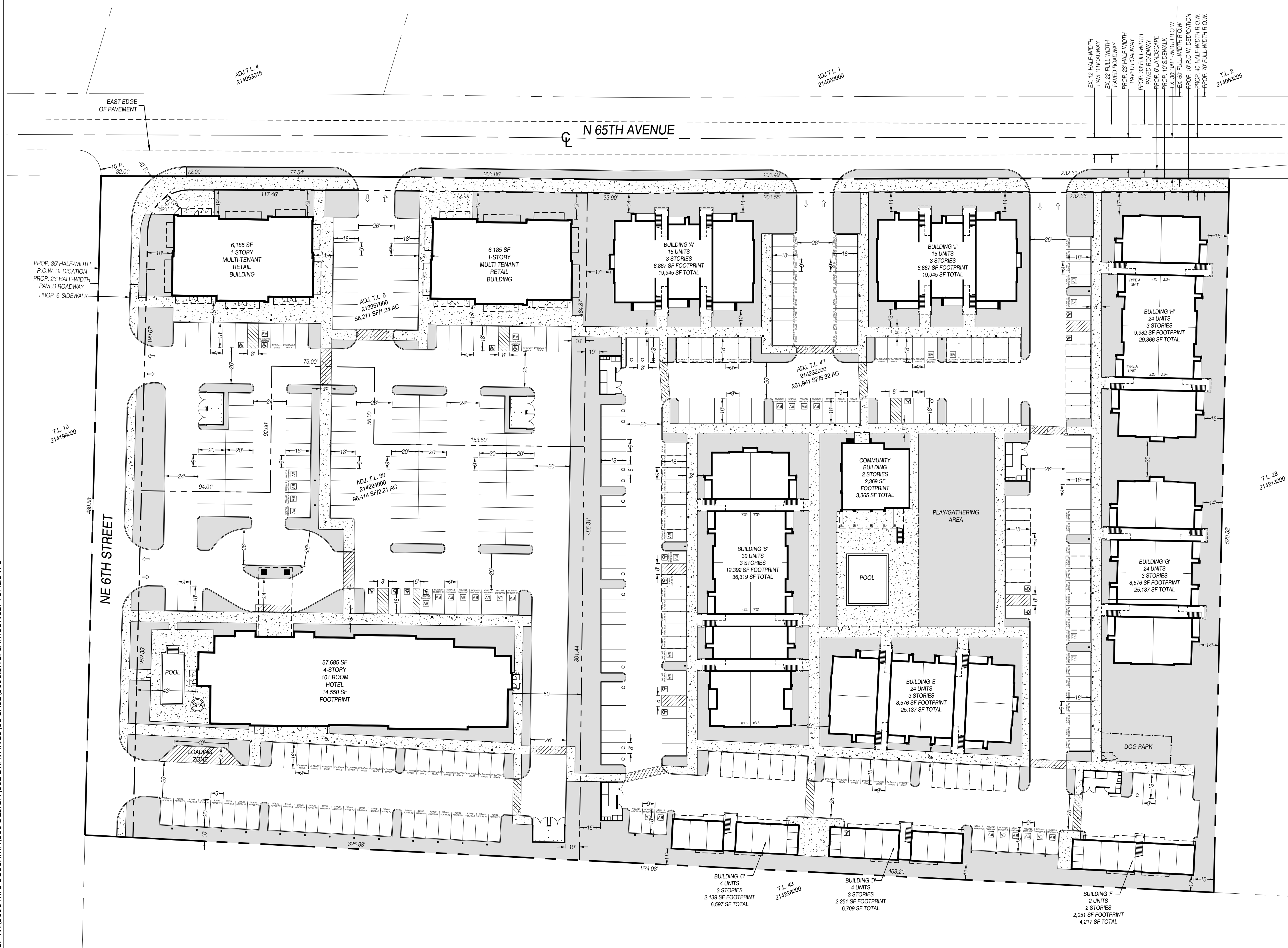
COMMERCIAL NET DEVELOPABLE AREA INCLUDES ADJUSTED PARCELS 213957000 AND 214224000.

### 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.

### LEGEND

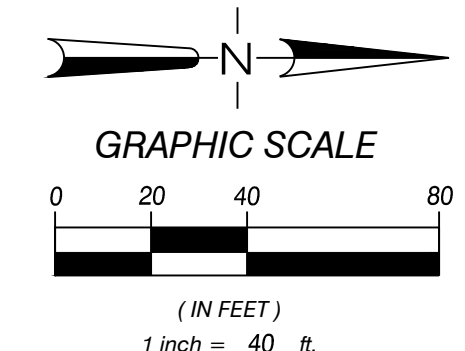
- BOUNDARY
- ADJUSTED ON-SITE TAXLOTS
- ROAD CENTERLINE
- BUILDING OVERHEAD/CARPPOUT
- 4" HIGH WROUGHT IRON-STYLE FENCE
- LANDSCAPE AREA
- CONCRETE



OWNER:  
BOSCHMA FAMILY LLC  
2056 HAMPTON ROAD  
EVERSON, WA 98247  
(360) 354-3247  
hboschma@aol.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



REVISIONS:

|              |             |
|--------------|-------------|
| JOB NO.:     | 9096        |
| DATE:        | AUGUST 2025 |
| SCALE:       | 1" = 40'    |
| DESIGNED BY: | SA          |
| DRAWN BY:    | SA/MRO      |
| CHECKED BY:  | MRO         |

**CITY OF RIDGEFIELD  
REQUEST FOR COMMISSION ACTION**

**MEETING DATE:** October 1, 2025

**AGENDA ITEM NAME:** Public Hearing: 2025 Development Code Amendments Part 2

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**SUMMARY/BACKGROUND:**

Community Development staff compile proposed amendments to the Ridgefield Development Code for consideration by Planning Commission and City Council annually. The topics addressed in the amendments come from staff, appointed and elected officials, the development community, and residents. The goal of the proposed amendments is to improve the outcome of projects developed under the code.

Staff presented a list of code amendment topics to Planning Commission in June 2025 and to City Council in July 2025. Planning Commission and Council each directed staff to draft text amendments based on this list of topics. The housekeeping items from that list, as well as those items related to housing, trails, critical areas, and landscaping are the focus of this meeting. A summary of the topics is included as an attachment, as are the underline/strikethrough text amendments proposed to implement the changes.

Staff will present the proposed housekeeping, housing, trails, critical areas, and landscaping development code amendments. After any initial discussion, Planning Commission will hold a public hearing. Then, Planning Commission will have the opportunity for further discussion and to make a recommendation to Council. Staff is requesting a recommendation during this meeting. The proposed amendments will go to a public hearing before Council on October 9.

**STAFF CONTACT:** Claire Lust, Community Development Director

**ATTACHMENTS:**

1. Summary of Proposed Amendments Part 2\_PC
2. 18.070\_IMPACT\_FEES
3. 18.205.030\_\_Limitations.
4. 18.206.020\_\_Single\_family\_design\_standards.
5. 18.206.030\_\_Accessory\_dwelling\_units\_\_ADU\_.
6. 18.206.050\_\_Duplex\_and\_triplex.
7. 18.210.030\_\_Dimensional\_and\_density\_standards.
8. 18.210.060\_\_Design\_provisions\_along\_major\_corridors.
9. 18.210.090\_\_Off\_street\_parking.
10. 18.210.120\_\_Accessory\_structures\_and\_dwelling.
11. 18.220.030\_\_Dimensional\_and\_density\_standards.
12. 18.220.100\_\_Off\_street\_parking.
13. 18.220.130\_\_Accessory\_structures\_and\_dwelling.
14. 18.230.080\_\_Off\_street\_parking\_and\_loading.
15. 18.240.060\_\_Site\_and\_building\_design.

16. 18.240.080\_\_Off\_street\_parking\_and\_loading.
17. 18.240.110\_\_Special\_provisions\_for\_the\_employment\_mixed\_use\_overlay\_district.
18. 18.280.020\_\_General\_provisions.
19. 18.280.110\_\_Fish\_and\_wildlife\_habitat\_conservation\_areas.
20. 18.401.065\_Trails.
21. 18.610.040\_\_Final\_short\_plat\_application.
22. 18.620.120\_\_Final\_plat\_requirements.
23. 18.620.145\_\_Homeowners\_\_association.
24. 18.725.030\_\_Types\_of\_landscaping.
25. 18.830.020\_\_Applicability.

## 2025 Ridgefield Municipal Code Amendments Part 2 – List of Topics

### Housekeeping Amendments

| <b>Code Section</b>  | <b>Proposed Amendment</b>  |
|--|--|
| 18.206.050.B – Residential Use Standards – Duplex and triplex – density calculations   | Revise incorrect code reference.   |
| 18.206.050.B.1 – Residential Use Standards – Duplex and triplex – density calculations | Replace placeholder language with the ordinance adoption date.   |
| 18.210.030-1 – Residential Low Density Districts – Dimensional and density standards   | Add previously established garage setback (20 feet; 18.210.090) to the table of dimensional standards.<br>Add a table note clarifying that maximum building height is measured from average existing grade per the definition of “height.” |
| 18.210.090 – Residential Low Density Districts – Off-street parking and loading        | Reference EV charging requirements previously adopted for all new development in RDC 18.720.040.   |
| 18.220.030-1 – Residential Medium Density District – Dimensional and density standards | Add previously established garage setback (20 feet; 18.220.100) to the table of dimensional standards.   |
| 18.220.100 – Residential Medium Density District – Off-street parking and loading      | Reference EV charging requirements previously adopted for all new development in RDC 18.720.040.   |
| 18.230.080 – Commercial Districts – Off-street parking and loading                     | Reference EV charging requirements previously adopted for all new development in RDC 18.720.040.   |
| 18.240.060.A – Employment Districts – Site and building design                         | Revise incorrect code reference.   |
| 18.240.080 – Employment Districts – Off-street parking and loading                     | Reference EV charging requirements previously adopted for all new development in RDC 18.720.040.   |
| 18.240.110.D.1 – Employment Districts – Special provisions for                         | Revise incorrect code references.  |

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| the employment mixed use overlay – Required mix of uses |  |
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## Housing Amendments

| Code Section   | Proposed Amendment  |
|--|---|
| 18.205.030.FF – Uses – Limitations – Single-family detached residential  | Remove limitation allowing detached housing in the RMD-16 zone only if it is single-story. Would allow two-story detached homes in the medium density zone, at 8-16 units per net developable acre. Currently, attached townhomes are the only two-story single-family products allowed in the RMD-16 zone. The development community reports that attached townhomes are not finding a market, causing RMD-16 land to remain undeveloped.  |
| 18.206.020, 050, 060 – Residential Use Standards   | For single-family, townhouse, duplex, and triplex products in new subdivisions, require lots over a certain slope to be terraced to create usable yard space.   |
| 18.206.020.D.4 – Single-family design standards – Required design features – front door  | Remove provision requiring homes on lots less than 50 feet wide to have a front door visible from the street. This proposal would allow single-family detached homes on RMD-16 lots to have a two-car garage and side entry.  |
| 18.206.030 – Accessory dwelling units (ADU) and<br>18.210.120 – Residential low density districts – Accessory structures and dwellings | <p><a href="#">HB 1337 (2023-2024)</a> – Expanding housing options by easing barriers to the construction and use of accessory dwelling units – establishes new requirements for development codes regulating ADUs. Ridgefield is required to incorporate HB 1337 requirements into our development code, to take effect six months after our comprehensive plan update is adopted (estimated mid-2026).</p> <p>Required changes to Ridgefield’s existing ADU standards include:</p> <ol style="list-style-type: none"> <li>1. Impact fees for ADUs may not be greater than 50 percent of the impact fees that would be imposed on the principal unit;</li> <li>2. The property owner cannot be required to reside in the ADU or another housing unit on the same lot;</li> <li>3. At least two ADUs (attached, detached, or combination thereof) must be allowed in all zones that allow for single-family homes;</li> <li>4. Maximum ADU floor area cannot be less than 1,000 sf;</li> <li>5. Maximum ADU height cannot be less than 24 feet unless the height limitation that applies to the principal unit is less than 24 feet;</li> <li>6. ADUs must be allowed to encroach in setbacks and/or exceed lot coverage requirements when a) the ADU abuts a public alley; or b) where an existing structure (e.g., garage) that violates current setback or lot coverage code is being converted to an ADU</li> </ol> |

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|   | Staff is bringing forward these changes ahead of the deadline because they include a provision for impact fee reduction that solves an ongoing issue in permitting ADUs. Currently, ADUs require payment of full impact fees equivalent to those required for a standard dwelling unit. Often, staff start a conversation with a homeowner about what is required to build an ADU, and when the impact fees are shared the owner can no longer afford to start the project as planned. The strategy we have been using to help homeowners is that if the space does not have a full kitchen (i.e., 240-volt stove connection) it is not technically a dwelling unit – just bonus rooms – so no impact fees are charged with the building permit. This is a viable short-term solution for individual property owners but, realistically, creates situations where individuals or families are living in a space with a microwave/hot plate. Reducing ADU impact fees in Ridgefield has not gained traction in the past but is now required and will help property owners better contribute to the City’s long-term housing supply. |
| 18.206.030.E – Residential Use Standards – Accessory dwelling units – Approval criteria               | Change the ADU review procedure from Type II Administrative to Type I ministerial, eliminating the 21-day public comment period but maintaining required notice to the applicable HOA.   |
| 18.206.050.B – Residential Use Standards – Duplex and triplex – density calculations                  | Currently, duplexes and triplexes constructed on existing lots may be counted as one-half of a dwelling unit, for the purpose of calculating density, provided the dwelling units within each building average no more than 1,000 sf. Two amendments are proposed: <ol style="list-style-type: none"> <li>1. Establish a provision for triplexes constructed on existing lots to be counted as one-third of a dwelling unit for the purpose of calculating density; and</li> <li>2. Remove the maximum square footage requirement for units to qualify for the density bonus under this section.</li> </ol> Two downtown property owners and staff have identified the current code as a significant barrier to redevelopment of vacant lots.  |
| 18.210.060.B – Residential Low Density Districts – Design provisions along major corridors - setbacks | Require the 25-foot setback from Pioneer, Hillhurst, and Royle to be measured between a house and the property line, not the ROW line, consistent with setback definitions. Update the figure in subsection D (2) accordingly.   |
| 18.610.040.B – Short Plats – Final short plat application   | Require signature blocks for Clark County Public Health on final plats and final short plats. Creates an opportunity for CCPH to confirm that land divisions are not segregating a well/septic system from an existing residence.  |
| 18.620.120 – Procedure for Subdivision – Final plat requirements                                      |  |
| 18.620.145.A.2.a – Procedure for Subdivision – Homeowners’ association                                | Allow the Community Development Director to approve minor changes to CC&Rs when the changes do not have a significant effect on a city facility or city right, in which case Council approval would still be required.   |

### Trail Amendments (For consistency with Volume III of the Engineering Standards)

| <b>Code Section</b>  | <b>Proposed Amendment</b>  |
|--|--|
| 18.401.065 – Planned Unit Developments - Trails                                    | Update verbiage describing types of trails throughout this section to match the terms used in Volume III of the Ridgefield Engineering Standards (Parks and Trails). Use “multi-modal trail” to describe trails that support transportation and connectivity, and “recreational trail” to describe trails used primarily to facilitate outdoor access. |
| 18.401.065.B.4 – Planned Unit Developments – Trails – General Standards - Location | Strengthen language requiring trails in Planned Unit Developments (PUDs) to provide connectivity in the development AND to neighboring parks, businesses, and other destinations.  |

### Critical Area, Landscaping, and Native Plant Amendments

| <b>Code Section</b>  | <b>Proposed Amendment</b>  |
|--|--|
| 18.280.020.D – Critical Areas Protection – General Provisions – Regulatory Flexibility | Strengthen the existing provision that mapped critical areas and buffers that have been used for “domestic uses” rather than being left in a natural state are exempt from critical area review by requiring the applicant to demonstrate that the area does not meet the definition of a critical area, and clarifying that “domestic uses” do not include resource uses (agriculture, logging, resource extraction).   |
| 18.280.110 – Critical Areas Protection – Fish and wildlife habitat conservation areas  | The requirements to protect fish and wildlife habitat conservation areas apply to priority habitats identified by the Washington Department of Fish and Wildlife (WDFW). Oregon white oaks (including stands and individual trees) are included in WDFW’s priority habitats and are therefore already protected under this section. However, “Oregon white oak” is never stated in this section. Clarify and strengthen by adding a direct reference to Oregon white oaks. |
| 18.725.030 – Landscaping – Types of landscaping  | The purpose statement for Chapter 18.725 includes, “promote the use of drought-resistant native species.” Strengthen the ability to implement this purpose statement by adding a development standard encouraging water conservation in development landscaping.   |
| 18.830.020 – City of Ridgefield Native Plant List - Applicability                      | This chapter currently applies to any development application where site plan review is required. While staff have been applying this section to all development proposals, technically subdivisions do not require a “site plan” in the sense that a commercial project does, rather, they require a plat. Revise such that this chapter clearly applies to all new development.  |

### Miscellaneous Amendments

| <b>Code Section</b>  | <b>Proposed Amendment</b>  |
|----------------------|--|
| 18.070 – Impact Fees | Allow payment by installment for commercial transportation impact fees as permitted under RCW 39.92.040. |

## ***Chapter 18.070 IMPACT FEES***

### **18.070.010 Short title.**

The ordinance codified in this chapter shall be known and cited as the "Ridgefield Impact Fee Ordinance."  
(Ord. 678 § 1, 1995).

### **18.070.020 Purpose.**

A. This chapter is enacted pursuant to Chapter 18, Laws of 1990, 1st Ex. Sess., authorizing impact fees for cities planning under the Growth Management Act, or any successor state statute.

B. This chapter is further enacted pursuant to Chapter 39.92, RCW, Local Transportation Act, authorizing traffic impact fees. The provisions of this chapter, together with the City's adopted capital facilities plan constitute the local program authorized under the Local Transportation Act.

C. It is the purpose of this chapter to:

1. A.—Ensure that adequate facilities are available to serve new growth and development;
2. B.—Promote orderly growth and development by requiring that development pay a proportionate share of the cost of new facilities needed to serve growth; and
3. C.—Ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicate fees for the same impact.

(Ord. 678 § 2, 1995).

### **18.070.030 Findings.**

The Ridgefield city council finds and declares that:

- A. New residential and nonresidential development causes increased demands on city public facilities, including streets, parks and school facilities;
- B. Projections indicate that such development will continue and will place ever-increasing demands on the city to provide necessary public facilities;
- C. To the extent that new development places demands on the public facilities, those demands should be partially satisfied by shifting a proportionate share of the responsibility for financing the provisions of such new facilities from the public at large to the developments actually creating the demands; and
- D. The imposition of impact fees upon residential and nonresidential development in order to finance specified public facilities, the demand for which is created by such development, is in the best interest of the general welfare of the city and its residents, is equitable, and does not impose an unfair burden on such development by requiring new development to pay more than its fair or proportionate share of the cost, and is reasonably necessary in order to provide the necessary public facility infrastructure to serve new development as planned for in the Ridgefield Urban Area Comprehensive Plan (RUACP).

(Ord. 678 § 3, 1995).

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### **18.070.035 Authority.**

The city has authorized the use of impact fees for allowable public purposes by adoption of the RUACP and CFP. The CFP identifies each of the city's major capital facilities and services; establishes levels of service (LOS) standards for each capital facility; and identifies specific capital facilities construction or enhancement projects for which impact fees may be used. Those capital facilities projects identified in the current and amended Ridgefield CFP and Ridgefield School District No. 122 Capital Facilities Plan may be fulfilled by use of impact fees authorized in this chapter. The city has approved the 1995 Ridgefield School District Capital Facilities Plan and incorporates it fully by reference into the RUACP.

(Ord. 678 § 4, 1995).

### **18.070.040 Definitions.**

As used in this chapter:

"City" means the city council of Ridgefield, Washington. See Section 18.104.152.

"Building permit" means the permit required for mobile home placement and new construction and additions pursuant to Title 14, Title 18 or Title 18 of the Ridgefield Municipal Code. The term "building permit" as used in this chapter, shall not be deemed to include:

1. Permits required for the remodeling, rehabilitation or other improvements to an existing structure; provided, that there is no increase in the applicable unit of measure (for nonresidential construction) or number of dwelling units (for residential construction) resulting therefrom; and
2. Permits required for temporary dwellings.

"Capital facilities plan" means Volume 2 of the Ridgefield Urban Area Comprehensive Plan (RUACP), as amended.

"Development" means any subdivision or short platting of the land, including division of land into five acre lots, the construction or reconstruction of residential, commercial, industrial, public or any other building or building space, or the change in use of a building or land if approval thereof is required pursuant to Ridgefield Municipal Code Title 14 or Title 18. This may include the expansion of existing uses which creates a demand for additional public facilities.

"Development approval authority" means the city official or tribunal having statutory or code authority to approve a development.

"Feepayer" is a person, corporation, partnership, an incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation commencing a land development activity which creates the demand for additional capital facilities, and which requires the issuance of a building permit. "Fee payer" includes an applicant for an impact fee credit.

"Impact fee" means the fee levied pursuant to this chapter as a condition of issuance of a building permit or development approval.

"Low-income housing" means a single family or multifamily rental housing development, the construction of which is either undertaken by a housing authority operating pursuant to RCW Chapter 35.82 or financially assisted pursuant to a federal, state, or local governmental low-income housing program; provided, that the term shall apply only to the number of units within such housing development as are required to be rented to low-income tenants.

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"Project improvement" means site improvement and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in the capital facilities plan shall be considered a project improvement.

"Public facilities" means the following capital facilities owned or operated by government entities:

1. Public streets and roads;
2. Parks, open space and recreation facilities; and
3. School facilities.

"Service area" means a geographic area described in the city capital facilities plan in which a defined set of public facilities provides service to development within the area. Service areas may be separately described in the Ridgefield Capital Facilities Plan for each type of public facility.

"System improvements" means public facilities that are included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements.

(Ord. 678 § 5, 1995).

### **18.070.050 Applicability of impact fees.**

This chapter shall be uniformly applicable to development that occurs within the city limits or within a designated service area.

(Ord. 678 § 6, 1995).

### **18.070.060 Imposition of fees.**

- A. No building permit shall be issued for a development in a designated service area as defined in Section 18.070.070 unless the impact fee is calculated and imposed pursuant to this chapter.
- B. For single-family residential subdivisions and short subdivisions hereinafter approved, the per lot impact fee shall be calculated at the time of preliminary plat or short plat approval, noted in the face of the final plat, and imposed on a per lot basis at the time of final inspection of the building for which the permit was issued. For new multifamily and nonresidential development hereafter approved, the impact fee shall be calculated at the time of site plan approval unless deferred to building permit application, because the nature of the development is then not sufficiently defined to permit such calculation, and the impact fee shall be imposed at the time of final inspection of the building for which the permit was issued. Notwithstanding the foregoing, the fee shall be recalculated for building permit applications filed more than three years following the date of the applicable preliminary plat, preliminary short plat, or site plan approval.
- C. For development not necessitating or having been previously granted preliminary plat, preliminary short plat or site plan approval, the im-pact fee shall be calculated and imposed at the time of final inspection of the building for which the permit was issued.
- D. For development not necessitating a building permit, the impact fee shall be calculated and imposed at the time of site plan approval.
- E. For mobile home parks, the impact fee shall be calculated and imposed at the time of site plan approval.
- F. The school impact fee shall be calculated upon application of the formula set out in Section 18.070.100 based on information contained in the Ridgefield School District No. 122 Capital Facilities Plan, unless otherwise established by the city council. Such fee is set forth in the Ridgefield Master Fee Schedule.

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G, For traffic impact fees for non-single-family residential development, the feepayer may elect to have the fee imposed under the city's Local Transportation Act traffic impact fee program and may pay the fee in a lump sum at the time of building permit issuance or by installment with reasonable interest over a period not to exceed five years. Any installment payment will require the feepayer to enter into an installment agreement with the City and such agreement shall be secured by recorded financial guarantee in a form acceptable to the City.

(Ord. 678 § 7, 1995).

(Ord. No. 1215, 8-11-2016; Ord. No. 1286, § 2, 1-24-2019; Ord. No. 1307, § 3, 12-19-2019; Ord. No. 1387, § 2(Exh. A), 12-15-2022)

### **18.070.070 Establishment of development service areas.**

Service areas may vary by type of public facility and, when established, are shown on the RUACP, the Ridgefield Capital Facility Plan or Map, or the Ridgefield School District No. 122 Capital Facilities Plan.

- A. Service areas provide a nexus between those paying the fees and receiving the benefits and ensure that those developments paying impact fees receive substantial benefits.
- B. Overlay service areas may be established for identified system improvements designed to serve geographic areas whose boundaries are not generally contiguous with established service areas.
- C. Additional or revised service areas may be designated by the city council through amendment to the facilities plan upon consideration of the following factors:
  - 1. The RUACP;
  - 2. Standards for adequate public facilities incorporated in the capital facilities plan;
  - 3. The projections for full development as permitted by land use ordinances and timing of development;
  - 4. The need for and cost of unprogrammed capital improvements necessary to support projected development; and
  - 5. Such other factors as the council may deem relevant.

(Ord. 678 § 8, 1995).

### **18.070.080 Traffic impact fee formula.**

The impact fee component for streets and roads shall be calculated using the following formula:

$$\text{TIF} = F \times T \times I - A$$

- A. "TIF" means the transportation impact component of the total development impact fee.
- B. "F" means the transportation impact fee rate per trip in dollar amounts, for each service area. Such rate shall be established in transportation traffic impact fee project list by estimating the cost of anticipated growth-related roadway projects divided by the projected number of growth-related trips within a service area. The transportation traffic impact fee project list shall be established by the city council from projects set forth in the city's adopted capital facilities plan.
- C. "T" means the trips generated by a proposed development and calculated by selecting the appropriate land use from the TIF Lookup Table as set forth in the city's most current adopted engineering

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standards; the land use code from the latest version of the Institute for Transportation Engineers (ITE) Trip Generation Manual; or an approved project-specific traffic transportation impact study prepared by a licensed traffic engineer and approved by the city engineer. In the absence of a land use designation precisely fitting the development proposal, the planning director or designee shall select the most similar designation and may make appropriate adjustments to the trip equation applicable thereto.

- D. "A" means an adjustment for the developer's contributions to the transportation system in the form of easements, dedications or payments in lieu of fees as approved by the planning director.
- E. "I" means an annual inflation adjustment. Transportation impact fee rates shall be updated annually using the following procedures:
  - 1. The planning director shall calculate annual inflation adjustments in the impact fee rates. The impact fees shall not be adjusted for inflation should the index remain unchanged.
  - 2. The annual inflation adjustment shall be equal to the West Region Consumer Price Index (CPI-U) or Construction Cost Index annual change calculated after the first half of the year.
  - 3. The indexed impact fee rates shall be calculated January 1, or as soon thereafter as the latest index information is available, and shall become effective immediately thereafter. A copy of the indexed impact fee rates shall be provided to the city council but the indexed rates shall become effective without further council review, except for subsection (4).
  - 4. The impact fee rates may only be increased three consecutive years without further council review. In the event that the indexed impact fee rates would rise for a fourth consecutive year if the index were applied, city council shall review the proposed increase during a public hearing at a regularly scheduled meeting to establish a new impact fee rate.

(Ord. 678 § 9, 1995).

(Ord. No. 1207, § 2(Exh. A), 5-26-2016; Ord. No. 1266, § 2(Exh. A), 9-13-2018; Ord. No. 1310, § 2, 2-13-2020; Ord. No. 1454, § 8, 6-23-2025)

### **18.070.090 Park impact fee formula.**

The impact fee component for parks, open space and recreational facilities shall be calculated using the following formula:

$$PIF = F \times I \times U - A$$

- A. "PIF" means the park, open space and recreational facility component of the total development impact fee.
- B. "F" means the park impact fee rate per dwelling unit in dollar amounts. Such rate shall be established in the capital facilities plan by estimating the cost of anticipated growth-related parks, trails, and open space facilities divided by the projected number of new residents and dwelling units.
- C. "I" means an annual inflation adjustment. Park impact fee rates shall be updated annually using the following procedures:
  - 1. The planning director shall calculate annual inflation adjustments in the impact fee rates. The impact fees shall not be adjusted for inflation should the index remain unchanged.
  - 2. The annual inflation adjustment shall be equal to the West Region Consumer Price Index (CPI-U) annual change calculated after the first half of the year.

3. The indexed impact fee rates shall be calculated January 1, or as soon thereafter as the latest West Region CPI-U index information is available, and shall become effective immediately thereafter. A copy of the indexed impact fee rates shall be provided to the city council but the indexed rates shall become effective without further council review, except for subsection (4).
  4. The impact fee rates may only be increased three consecutive years without further council review. In the event that the indexed impact fee rates would rise for a fourth consecutive year if the index were applied, city council shall review the proposed increase during a public hearing at a regularly scheduled meeting to establish a new impact fee rate.
- D. "U" means the number of dwelling units.
- E. "A" means an adjustment for the developer's contributions to the parks, trails and open space system in the form of easements, dedications or payments in lieu of fees as approved by the planning director.

(Ord. 678 § 10, 1995).

(Ord. No. 1179, § 2(Exh. A), 2-26-2015; Ord. No. 1207, § 2(Exh. A), 5-26-2016; Ord. No. 1266, § 2(Exh. A), 9-13-2018)

### 18.070.100 School impact fee formula.

The school impact fee shall be calculated using the following formula:

$$SIF = C(SF) - (SM) - (TC) - (FC) \times A$$

- A. "SIF" means the school component of the total development impact fee.
- B. "C" means the cost of the improvements for each type of facility listed in the Capital Facilities Plan of the Ridgefield School District No. 122 needed to accommodate growth divided by the capacity of the improvement. Type of facility means elementary school, middle school and high school.
- C. "SF" means student factor. The student factor is the number of students typically generated from one residential unit for each type of school facility. The student factor shall be determined by the school district based on local data or state-wide averages.
- D. "SM" means state match. State match is that amount received from the state of Washington towards school construction costs. The state match component of the formula is that amount representing the per student amount of the state matching funds. This is calculated for each type of facility as: student factor x Boeckh construction index (cost per square foot) x SPI square foot standard x state match percentage.
- E. "TC" means tax credit. This is calculated as:

$$\frac{(1 + i)^{10} - 1}{i} \times \text{average assessed value for the dwelling unit}$$

$$i(1 + i)^{10} \times \text{current school district capital property tax levy rate}$$

where i = the current interest rate as stated in the Bond Buyer Twenty Bond General Obligation Bond index.

- F. "FC" means facilities credit. This is the value of any improvements listed in the Capital Facilities Plan of the Ridgefield School District No. 122 provided by the developer.

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- G. "A" means an adjustment for the portion of anticipated additional tax revenues, resulting from a development that is proratable to system improvements contained in the capital facilities plan. The adjustment for school impacts is determined to be a minimum of eighty-five percent.

School impact fee rates shall be updated annually following adoption of a School Capital Facilities Plan using the following procedures:

1. The planning director shall calculate annual inflation adjustments in the impact fee rates. The impact fees shall not be adjusted for inflation should the index remain unchanged.
2. The annual inflation adjustment shall be equal to the Rider Levett Bucknall Construction Cost Index annual change calculated after the first half of the year.
3. The indexed impact fee rates shall be calculated January 1, or as soon thereafter as the latest index information is available, and shall become effective immediately thereafter. A copy of the indexed impact fee rates shall be provided to the city council but the indexed rates shall become effective without further council review, except for subsection (4).
4. The impact fee rates may only be increased three consecutive years without further council review. In the event that the indexed impact fee rates would rise for a fourth consecutive year if the index were applied, city council shall review the proposed increase during a public hearing at a regularly scheduled meeting to establish a new impact fee rate.

(Ord. 678 § 11, 1995).

(Ord. No. 1203, 2-25-2016; Ord. No. 1387, § 2(Exh. A), 12-15-2022)

### **18.070.110 Reserved.**

Editor's note(s)—Ord. No. 1215, § 1, adopted Aug. 11, 2016, repealed § 18.070.110, which pertained to impact fee revision and derived from Ord. 678, § 12, adopted in 1995; Ord. 906, § 2, adopted in 2006; Ord. 946, § 2, adopted in 2007; Ord. 1015, § 2, adopted in 2008; and Ord. No. 1090, § 2, adopted Nov. 17, 2011.

### **18.070.115 Impact fee schedule.**

The planning director shall maintain and update as necessary a schedule of current impact fee rates.

(Ord. 678 § 13, 1995).

### **18.070.120 Calculation of impact fee.**

- A. The impact fee for a nonresidential development shall be computed by applying the traffic impact fee formula set out in Section 18.070.080. The impact fee for a residential development shall be computed by applying the traffic impact fee, park impact fee, and school impact fee formulae set out in Sections 18.070.080, 18.070.090 and 18.070.100 combining the results.
- B. If the development for which approval is sought contains a mix of uses, the impact fee must be separately calculated for each type of use.
- C. The development approval authority setting the impact fee upon application by the development supported by studies and data may reduce or eliminate such fee if it is shown that:
  1. The formulae contained in Sections 18.070.080, 18.070.090 and/or 18.070.100 do not accurately reflect traffic, park or drainage school impact; or

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(Supp. No. 110)

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2. Due to unusual circumstances:
    - a. Facility improvements identified for the applicable service area are not reasonably related to the proposed development, or
    - b. Such facility improvements will not reasonably benefit the proposed development, or
    - c. The current development proposal implements a concomitant rezone agreement or other development approval pursuant to which public facilities were dedicated or constructed prior to January 26, 1995, which are of benefit to the community at large and which otherwise would likely have been designated as system improvements;
  3. The city shall not grant a reduction to or eliminate impact fees for schools solely on the basis that the current or prospective occupant of a development does not or will not have school-aged children.
- D. Prior to making an application for a building permit or site plan approval, an applicant, may request an estimated impact fee determination from the planning director, which determination shall be based upon information supplied by the applicant sufficient to permit calculation of the impact fee. The estimated impact fee determination shall not be binding upon the city.

(Ord. 678 § 14, 1995).

### **18.070.130 Collection of impact fee.**

The impact fee imposed under this chapter shall be due and payable at the time of issuance of a building permit (or on-site plan approval when no building permit is required) for the development, except as may be otherwise deferred as provided for in this Chapter.

(Ord. 678 § 15, 1995).

### **18.070.140 Impact fee exemptions.**

- A. The city council may grant an impact fee exemption to low-income housing, as defined in Section 18.070.040 of this chapter; provided, any exemption shall be paid into the impact fee fund established under Section 18.070.180 by the city out of general funds.
- B. The city may grant a total or partial exemption from impact fees for housing developments not qualifying as low-income housing as defined in Section 18.070.040 of this chapter, but to be owned and occupied by, or leased to, low-income persons; provided, any such exemption shall be subject to:
  1. Provision being made for payment of the impact fee from public funds other than impact fee accounts;
  2. Adequate documentation that the housing meets appropriate standards regarding household income, rent levels, sales price, location and number of units;
  3. In the case of rental dwellings, adequate documentation that such housing will remain exclusively available to low-income households at affordable rents for a minimum period of fifteen years;
  4. In the case of owner-occupied dwellings, adequate documentation that such housing will only be sold or leased at affordable rents to another low-income household for a minimum period of ten years; and
  5. Adequate documentation that in the event that use of the property during the prescribed period is no longer for low-income housing, the owner shall pay the impact fee plus interest from which the owner or any prior owner was exempt.

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- C. The city council may grant a partial or full transportation impact fee exemption for development projects created within the downtown area including the central mixed use zoning district (CMU) and the downtown transition area (DTA); provided, any exemption shall be paid into the impact fee fund established under Section 18.070.180 of this chapter by the city out of general funds or other lawful sources of funding.
  - D. The impact fee for an exempt development shall be calculated as provided for in this chapter and paid with public funds. Such payment may be made by including such amount(s) in the public share of system improvements undertaken within the applicable service area.

(Ord. 862 § 4, 2004: Ord. 678 § 16, 1995).

(Ord. No. 1178, § 2(Exh. A), 2-12-2015)

### **18.070.150 Impact fee credits.**

- A. Upon city approval of an application therefore, the developer shall be entitled to a credit against the applicable impact fee component for any dedication of land for, improvement to, or new construction of any system improvements provided by the developer (or the developer's predecessor in interest), to facilities that are/were identified in the CFP or the Ridgfield School District No. 122 Capital Facilities Plan and that either (a) are required by the city as a condition of approval for the immediate development proposal, or (b) were undertaken subsequent to January 26, 1995, pursuant to a contract with the city or a condition of development approval if such prior dedication, improvement or construction is located within the same service area as the immediate development proposal and application for credit recognition is submitted no later than January 1, 1996.
- B. If, in any of the cases in subsection (A) of this section, the land dedicated or facility constructed is allocated partly toward system improvements and partly toward project improvements, the credit shall be limited to that portion allocated to system improvements.
- C. Additionally, the developer may, upon an application therefore, be issued a credit against the impact fee in an amount up to ten percent of the traffic component thereof for the value of mass transit facilities that are approved by the city and made a condition of approval for the development.
- D. The amount of the credit shall be determined by the planning director or designee as set forth herein, based upon appraised property value at the time of dedication and actual and reasonable construction costs of any system improvement. The feepayer shall be responsible for supplying, with the application materials, an independent appraisal based upon objective standards which indicates the fair market value of dedicated land, improvements and/or improvements and/or facilities.
- E. Credit Determination—Timing. The amount of credit shall be determined by the administrator prior to recording of a final plat for subdivision, recording of a short plat, issuance of a building permit, or upon site plan approval, whichever occurs first.
- F. In the event the amount of the credit is calculated to be greater than the amount of the impact fee due, the developer may apply such excess credit toward impact fees imposed on other developments within the same service area in accordance with this section.
- G. Credit Certificates—Administration. After determining the amount of the credit, the planning director shall issue and provide the applicant with a document hereinafter known as a credit certificate, setting forth the dollar amount of the credit, the date of issuance of the credit certificate, the date of expiration of the credit and the credit certificate, the reason for the credit, the legal description of the property donated, and/or the improvement or construction for which was the basis the credit certificate is registered (the "credit holder"). The applicant must sign and date the credit certificate, and return such signed credit certificate to the planning director for filing in the city's credit certificate registry before the credit will be awarded. The failure

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of the applicant to sign, date, and return the credit certificate within 60 calendar days shall nullify the credit. The original credit certificate shall be kept registered in the city's records, and the credit holder shall be provided a duplicate copy. The planning director shall develop reasonable rules and regulations for the administration of the credit certificate program, including the calculation of credits, procedures for use of credits and application of credits to particular parcels of land which may be by recorded document, and the ability to levy an administrative fee in an amount sufficient to cover actual costs to the city.

- H. Use of Credits. The applicant, upon receipt of a credit certificate, shall have the right to use the certificate to offset any future impact fee assessed to the developer for any development activity that will be required to pay impact fees. The administration and application of the credit certificates will be as described in this section. The application of any credit certificate will be specific to the type of facility. Traffic impact fee credits may only be used for traffic impact fees, and park impact fee credits may only be used for park impact fees.
- I. Transfer of Credit—Partial Use of Credit. Credit certificates for credits surplus to the applicant's development may be transferred or sold to third parties by the credit holder; provided, that in order to transfer credits to another party, the current credit holder shall register the transfer with the city in accordance with the procedures for registration of credit transfers developed by the planning director. Only the credit holder who is reflected on the city's registration system pursuant to the city's registration system may utilize the credit. Credits must be used within the same service area. Registration with the city of credit certificates shall be conclusive evidence of credit ownership. To the extent that a credit holder wishes to utilize only a portion of the credit reflected on the credit certificate against impact fees due on a particular project, the planning director shall develop procedures for reducing the amount of credit reflected on the credit certificate accordingly or issuing a new credit certificate with the remaining credit amount.
- J. Limitations on Utilization of Credits. Utilization of credit against payment of impact fees must in all cases be made prior to payment of the impact fee. No reimbursement of impact fees will be made for credit not utilized at the time the impact fee was due. In no event shall the city be under any obligation to advise any applicant for a building permit or other development approval of the existence or possible existence of the availability of credits. The burden of investigating and determining if credits may be available shall rest solely with such applicant. Credit utilized shall never exceed the amount of the impact fee due.
- K. Expiration of Credits. Credits shall expire, and credit certificates shall become null and void, on a date ten years from the date of issuance of the original credit certificate by the planning director. Transfer of credits or partial use of credits which may involve reissuance of credit certificates shall in no event extend the expiration date of those credits.
- L. Appeals. Determinations made by the planning director pursuant to this section shall be subject to the appeals procedures set forth in RMC 18.310.100.

(Ord. 678 § 17, 1995).

(Ord. No. 1193, § 2, 8-27-2015; Ord. No. 1207, § 2(Exh. A), 5-26-2016)

### **18.070.160 Appeals.**

The determination of the development approval authority as to the applicability and amount of any credit against an impact fee shall be appealable as provided for in this section.

- A. Any feepayer may pay an impact fee imposed by this title under protest in order to obtain a building permit. No appeal shall be permitted unless and until impacts fees at issue have been paid.

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- B. Impact fees set pursuant to residential subdivision, residential short subdivision, planned unit development (PUD) or site plan approval shall be filed in conjunction with, and within the limitation applicable to, the available administrative appeal from such approval.
  - C. In the case of impact fees first imposed or recalculated or credits determined in conjunction with a building permit not involving subdivision, short subdivision, PUD or site plan approval, the appeal shall be filed within fifteen calendar days of the issuance of the determination of the impact fee or credit, and shall be heard and decided by the Ridgefield hearing examiner.

(Ord. 802 § 1, 2002; Ord. 678 § 18, 1995).

#### **18.070.170 Impact fee fund.**

There is created and established a special purpose, nonlapse impact fee fund. The city treasurer shall establish separate accounts within such fund and maintain records for each such account whereby impact fees collected can be segregated by type of facility and by service area.

- A. All interest shall be retained in the account and expended for the purpose for which the impact fees were imposed.
- B. By April of each year, the city treasurer shall provide a report for the previous calendar year on each impact fee account showing the source and amount of moneys collected, earned or received and system improvements that were financed in whole or part by impact fees.

(Ord. 678 § 19, 1995).

#### **18.070.180 Interlocal agreement.**

The mayor or his/her designee, subject to review by the city attorney, shall negotiate an interlocal governmental agreement with Clark County, the purpose of which is to govern the collection, management and distribution of impact fees within the Ridgefield urban growth area. Such agreement shall be ratified by a vote of the city council prior to becoming effective. The city and school district shall enter into an interlocal agreement for the collection, distribution and expenditure of school impact fees.

(Ord. 678 § 20, 1995).

#### **18.070.190 Expenditures.**

- A. Impact fees for system improvements shall be expended only in conformance with the CFP or the Ridgefield School District No. 12 Capital Facilities Plan. Impact fees shall not be used to make up for deficiencies in facilities serving existing developments, nor shall they be used for facility maintenance or operation.
- B. Impact fees may be spent for public improvements, including but not limited to public facilities planning, land acquisition, site improvements, necessary off-site improvements, portables, construction, engineering, architectural, permitting, financing and administrative expenses, applicable impact fees or mitigation costs, capital equipment pertaining to a capital facility identified in the CFP and any other expenses which may be capitalized.
- C. Impact fees may be used to recoup public improvement costs previously incurred by the city or school district to the extent that new growth and development will be served by the previously constructed improvements or incurred costs.

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- D. In the event that bonds or similar debt instruments are or have been issued for the advanced provision or public improvements for which impact fees may be expended, impact fees may be used to pay for the principal on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of the title and are used to serve the new development.
  - E. Impact fees shall be expended or encumbered for a permissible use within six years of receipt, unless there exists an extraordinary and compelling reason for fees to be held longer than six years. Such extraordinary or compelling reasons shall be identified in written findings by the city council.

(Ord. 678 § 21, 1995).

### **18.070.200 Refund.**

- A. The current owner of property on which an impact fee has been paid may receive a refund of such fee if the city fails to expend or encumber the impact fees within ten years of when the fees were paid, or such other period of time established pursuant to Section 18.070.190, on public facilities intended to benefit the development activity for which the impact fees were paid. The current owner likewise may receive a proportionate refund where the public funding of applicable service area projects by the end of such ten-year period has been insufficient to satisfy the ratio of public-to-private funding for such service area as established in the capital facilities plan. The city shall notify potential claimants by first class mail deposited with the United States Postal Service at the last known address of claimants.
- B. The request for refund money must be submitted to the city council in writing, within one year of the date the right to claim the refund arises, or the date the notice is given, whichever is later. Any impact fees that are not expended within these time limitations, and for which no application for refund has been made within this one year period, shall be retained and expended on the indicated capital facilities. Refunds of impact fees under this subsection shall include interest earned on the impact fees.
- C. A developer may request and shall receive a refund, including interest earned on the impact fees, when the building permit for which the impact fee has been paid has lapsed for non-commencement of construction. A partial refund shall be provided where the project for which a building permit has been issued has been altered resulting in a decrease in the amount of the impact fee due.

(Ord. 678 § 22, 1995).

(Ord. No. 1193, § 3, 8-27-2015)

### **18.070.300 Impact fee as additional and supplemental requirement.**

The impact fee is additional and supplemental to, and not in substitution of, any requirements imposed by the city on the development of land or the issuance of building permits; provided, that any other such city development regulation which would require the developer to undertake dedication or construction of a facility plan shall be imposed only if the developer is given a credit against impact fees as provided for in Section 18.070.160.

(Ord. 678 § 23, 1995).

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### 18.205.030 Limitations.

The limitations in this section serve to clarify any additional standards or conditions that apply to a given use as listed in Table 18.205.020-1 and defined in Chapter 18.100.

- A. Accessory Dwelling Unit. In the RMD-16 zone, only ADUs established prior to the adoption of this ordinance are permitted. When an ADU exists, it shall be counted as one unit for the purposes of density calculations.
- B. Adult Use Facility.
  - 1. Adult use facilities are subject to a Type I limited use review.
  - 2. Adult use facilities are prohibited within four hundred feet of any residential zone, other adult use facility, school, licensed daycare, public park, community center, public library or church which conducts religious or educational classes for minors.
- C. Artisan and Specialty Goods Production.
  - 1. All uses require a Type I limited use review and shall provide a public viewing or a customer service space as defined below.
    - a. Public viewing shall be accomplished with windows or glass doors covering at least twenty-five percent of the front of the building face abutting the street or indoor wall, allowing direct views of manufacturing; openings between the display or lobby area and manufacturing/work space may be reduced below twenty-five percent where fire rated separation requirements restrict opening size as determined by the planning official, or;
    - b. A customer service space includes, a showroom, tasting room, restaurant, or retail space.
    - c. Drive-through facilities are prohibited.
- D. Animal Kennel and Shelter.
  - 1. In the CCB, CRB and E zones, animal kennels and shelters are allowed subject to conditional use permit approval provided the following standards are met:
    - a. Run areas shall be completely surrounded by an eight-foot solid wall or fence;
    - b. Kennels and shelters shall be on sites of thirty-five thousand square feet or more.
    - c. Kennels and shelters shall be located at least one thousand feet from any residence
    - d. Animals are allowed outside the primary structure only during daylight hours.
    - e. Solid waste shall be collected daily and placed in an appropriate receptacle. The receptacle shall be emptied at least weekly by the franchise waste collection provider.
    - f. Kennels and shelters shall not cause or permit noise which exceeds the maximum permissible noise levels set forth in WAC 173.60.040
    - g. Kennels and shelters intended to house animals shall only be permitted in CCB or CRB zones in conjunction with an approved veterinary clinic.
  - 2. All cleaning materials and/or chemicals used to clean areas where animals can be present on the subject property shall be appropriately disposed of, and in no instance shall any chemical product enter the storm sewer system.
  - 3. Animals, for the purposes of this section, refer to "pet animals" as defined by Title 7 and Title 18 of the Ridgefield Municipal Code.

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- E. Bed and Breakfast.
1. In the RLD and RMD zones, bed and breakfasts are allowed conditionally provided that the proposed use meets the following requirements:
    - a. The use is an accessory to the permanent residence of the operator.
    - b. Serves only breakfast and only to paying lodgers.
    - c. On-site sign size is limited to one non-illuminated identification sign, not exceeding four square feet.
  2. In the CNB, CCB, CRB, CMU, WMU and WLS zones, bed and breakfasts are permitted only as an accessory to residences lawfully established prior to the effective date of this code. Overnight lodging that does not include a permanent residence for the operator may be allowed as a hotel or motel.
- F. Boarding Houses. In an RLD-4, RLD-6, or RLD-8 zone, a maximum of two rooms may be rented to a maximum of two persons other than those occupying a single-family dwelling.
- G. Boat and Recreational Vehicle Storage Facilities.
1. The total boat and recreational vehicle storage spaces within the Ridgefield corporate boundary shall not exceed five percent of the 2018 Washington State Office of Financial Management population estimate for the city of Ridgefield. This calculation is to be construed as the total allowable boat and recreational vehicle storage spaces within Ridgefield, not on a single site basis.
  2. The planning horizon population numbers shall be updated during the Comprehensive Land Use Plan periodic update.
  3. One residential dwelling unit is permitted for a caretakers residence. The dwelling unit must be incorporated as part of an enclosed structure compliant with Section 18.205.030(G)(4)(a) below. A separate entrance shall be required for any residential use.
  4. In addition to conditional use permit criteria found in RDC 18.340 a conditional use review for new boat and recreational vehicle storage facilities shall include the following:
    - a. All storage spaces adjacent to a public right-of-way shall be located within fully enclosed structures, subject to the design standards of the Employment (E) zone, or commercial design standards if adjacent to Interstate 5.
    - b. Boat and recreational vehicle storage facilities shall not be located on a principal or minor arterial street or a corner where a principal or minor arterial street intersects with another road of a different classification.
    - c. Areas designated for boat and recreational vehicle storage that are adjacent to a site boundary not abutting the public right-of-way shall be covered, but not fully enclosed. The rooflines and visible architectural treatments shall substantially match those of the structures adjacent to public right-of-way.
      - i. Boat and RV storage areas not adjacent to a public right-of-way must provide a ten-foot wide L3 landscape buffer along the perimeter of the site and a minimum six-foot high solid fence or wall. At the discretion of the community development director landscaping shall not be required if a sight obscuring intervening element separates the proposed storage facility from any adjacent parcels. Examples of a sight obscuring intervening element include vegetated

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critical areas or an existing structure which provides the necessary visual shielding. A solid fence or wall shall be required in all instances.

- ii. A maximum of twenty percent of on-site storage spaces may be uncovered. Any uncovered storage areas shall be located at the interior of the site and shall not be visible at grade from the exterior boundaries of the site.
  5. Manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances, or other electrical equipment, or any other industrial activity is prohibited.
  6. Conducting garage or estate sales is prohibited. This does not preclude auctions or sales for the disposition of abandoned or unclaimed property.
- H. Community Recreation and Social Facility.
1. In the residential zones, any lighted facilities shall be set back a minimum of fifty feet from abutting residentially zoned property.
  2. Shooting ranges, as defined under community recreation and social facility, are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 332-52-145.
  3. Axe throwing lounges, as defined in RDC 18.100.010, are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 314-03-060.
  4. Archery facilities are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 332-52-145.
- I. Community Residential Facility (CRF).
1. In the RLD-4, RLD-6, and RLD-8 zones, CRF-I are a conditionally permitted use. CRF-I are required to be a single-family structure compatible with the surrounding area. CRF-II are a prohibited use.
  2. In the CNB, CCB, and CMU zones, CRF-I and CRF-II are permitted uses. Ground floor residential uses are not permitted for buildings with frontage on Pioneer Street or Main Avenue.
  3. Household arrangements that consist of six or fewer people, including small group homes, are included in the definition of 'family' in RDC 18.100. In a group home the number of people includes residents and each twenty-four staff hours.
- J. Conference Center.
1. A conference center is permitted conditionally in the residential zones and permitted outright in the CNB zone within a building listed on the National Register of Historic Places, the Washington Heritage Register, or the Clark County Heritage Register.
- K. Daycare facility.
1. Daycare I facilities are permitted in residential zones only as an accessory to residential use, subject to the following:
    - a. No outdoor play areas may be located within the front setback. All play areas shall be completely enclosed, with no openings except for gates, by a fence with a minimum height of forty-two inches.

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- b. Hours of operation shall be restricted to ensure compatibility with surrounding development.
  - c. Exterior alterations shall be in keeping with the residential character of the neighborhood.
  - d. The site must provide a passenger loading area that is determined adequate by the Department of Early Learning (DEL) or other applicable state licensor.
  - e. Applicant shall obtain a city business license and concurrently obtain any required state license with the Washington State Department of Licensing with approval from the Washington State Department of Early Learning
  - f. The permitted facility may display one sign, with a sign area of no greater than two square feet. The owner must obtain a sign permit per RDC 18.710.
- 2. Daycare II facilities are permitted conditionally in residential zones, provided the applicant:
    - a. Completely encloses all outdoor play areas, with no openings except for gates, and a minimum height of six feet; and
    - b. Sets back outdoor play equipment a minimum of twenty feet from property lines adjoining residential zones.
    - c. Restrict the hours of operation to ensure compatibility with surrounding development.
  - 3. In the WLS zone, daycare I facilities are permitted only as an accessory to multifamily residential use, provided provisions of subsection (1) are met.
- L. Detention and Post-Detention Facility.
- 1. No work release facility shall be located closer than one mile from any public or private school servicing kindergarten through grade twelve students.
  - 2. SCTFs are permitted as an SCTF Special Use-Type III action granted by the city council, in the CRB and E zones provided:
    - a. The maximum number of residents in an SCTF shall be three persons, excluding resident staff.
    - b. SCTFs should be located in relationship to transportation facilities in a manner appropriate to their transportation needs.
    - c. In addition to meeting the noticing requirements specified in RDC 18.310.120, noticing for SCTF special use permit applications also includes mailing the notice of application to both residents and owners of real property located within one-half mile of the site.
    - d. In no case shall an SCTF be sited adjacent to, immediately across a street or parking lot from, or within six hundred feet of unobstructed sight distance or two hundred feet of risk potential activities or facilities as defined in this title in existence at the time a site is listed for consideration; provided, the two hundred-foot criteria shall not apply if the state department of social and health services determines it is not needed to protect public safety.

The distances specified in this subsection shall be measured by following a straight line from the nearest point of the building in which the SCTF is to be located, to the nearest point of the property line of the lot occupied by the risk potential activity or facility.
    - e. Each SCTF shall provide on-site dining, on-site laundry or laundry service, and on-site recreation to serve the residents.

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- f. Applicants shall submit the following items in addition to the standard permit application:
    - i. The siting process used for the SCTF, including alternative locations considered.
    - ii. An analysis showing that utmost consideration was given to potential sites such that siting of the facility will have no undue impact on any one racial, cultural, or socioeconomic group, and that there will not be an over concentration of similar facilities in the city or a particular neighborhood.
    - iii. Proposed mitigation measures including the uses of extensive buffering from adjoining uses.
    - iv. Demonstration of an approved interlocal agreement between DSHS and the city of Ridgefield regarding security and operational procedures.
    - v. A schedule and analysis of all public input solicited during the siting process.
  - g. Decision Criteria. A secure community transitional facility special use permit shall be granted by the city, only if the applicant demonstrates that:
    - i. The secure community transitional facility will not materially endanger the health, safety and welfare of the community;
    - ii. The siting of an SCTF shall not create an over-concentration within the city of Ridgefield, a particular neighborhood, or community of such uses as defined by Chapter 71.09 RCW, work release facilities, pre-release facilities or similar facilities including Level 1, 2, and 3 registered sex offender housing;
    - iii. The location, size and height of buildings, structures, walls and fences, and screening vegetation for the essential public facility shall not hinder or discourage the appropriate development or use of neighboring properties; and
    - iv. The essential public facility will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding areas or conditions can be established to mitigate adverse impacts.

M. Reserved.

N. Eating and Drinking Establishment.

- 1. In the RMD-16 district the use must abut a public collector or arterial street. Access is not permitted through a residential local street.
- 2. In the E zone up to fifteen percent of the gross area of a property may be dedicated to eating and drinking establishments. The eating and drinking establishment shall be an accessory use to a primary use allowed outright or conditionally in the zone.
- 3. In the WMU zone, drive-through restaurants are prohibited.

O. Electric Vehicle Infrastructure. In the residential, CMU, WMU, WLS and P/OS zones, Level 1 and Level 2 charging is permitted as an accessory use to a lawfully established primary use. Rapid charging stations and battery exchange stations are prohibited.

P. Emergency Services. In the residential and CNB zones:

- 1. In the residential and CNB zones, any buildings from which firefighting equipment emerges onto a street shall maintain a distance of thirty-five feet from the street;
- 2. In the residential and CNB zones, outdoor storage is not permitted; and

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3. In the residential and CNB zones, if a fire facility abuts both an arterial and a non-arterial street, all access and egress shall be via the arterial.
  4. Law enforcement training facilities are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 332-52-145.
- Q. Funeral Home/Crematorium/Columbarium/Cemetery.
1. In the residential zones:
    - a. Funeral homes, crematoria, columbaria, and cemeteries are allowed conditionally as an accessory to a church or other religious use, provided that the area dedicated to the use may not be counted toward the required landscaping.
    - b. Permanent structures must be set back a minimum of one hundred feet from adjoining residential zones and uses.
  2. In the P/OS and PF zones, funeral homes, crematoria, columbaria and cemeteries are permitted outright, provided permanent structures are setback a minimum of one hundred feet from adjoining residential zones and uses.
- R. General Retail Trade/Services.
1. In the E zone no more than fifteen percent of the gross area of a property may be dedicated to general retail uses. The retail use is permitted outright as an accessory use to a primary use allowed outright or conditionally in the zone. All other retail uses are permitted conditionally.
  2. In the WMU zone, high-impact commercial uses such as outdoor nurseries, lumber and building materials, farm equipment and similar uses that have large outdoor storage areas, significant truck traffic, and often rely on heavy equipment are prohibited. Other retail uses are allowed outright.
- S. Home occupation. Residents of a dwelling unit may conduct one or more home occupations as an accessory use(s), provided:
1. Exempted home occupations. Home occupations that occupy less than 25 percent of a residence (up to one thousand square feet of combined space) and generate no more than an average of one additional vehicle trip per day associated with the home occupation use, including trips by customers, delivery vehicles, employee vehicles for employees not residing at the residence, and vehicles used in association with the home occupation use excluding the residents' personal vehicles, are exempt from the home occupation permitting requirements of this section. The home occupation development standards of this section and the Ridgefield business license requirement still apply.
  2. Type I review. The planning director shall review the following home occupation requests through a Type I process, unless otherwise exempt, provided there are no on-site sales associated with the use and the home occupation is located outside of the WMU zone.
    - a. Offices, including but not limited to architects, engineers, lawyers, real estate agents, religious persons, salesmen, or authors.
    - b. Studios, including but not limited to artists, tailors, composers, crafts such as wood work or weaving.

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- c. Specialized instruction schools academic tutoring, foreign languages, art, dance, music, cooking, yoga, martial arts and related disciplines that do not exceed four students at any one time.
  - d. Uses the planning director finds to be materially similar to the above-listed uses.
3. Type II Review.
- a. The planning director shall review all home occupation requests not described in subsections (1) or (2) as a Type II process for compliance with subsection (4) and other requirements of this section.
  - b. The planning director may elevate a home occupation request described in subsection (2) to a Type II review process if the proposed use involves an issue of broad public interest warranting public notice.
  - c. In addition to the notice requirements of RDC 18.310.070, the planning director shall provide notice of the pending application to:
    - i. Any developer or active homeowners association for the subdivision in which the dwelling is located; and
    - ii. Any neighborhood association registered with the city clerk's office, whose geographic boundaries include the subject dwelling.
  - d. The planning director shall review all home occupation requests located in a dwelling within the WMU zone as a Type II process. For consideration of a home occupation in the WMU zone, a resolution in support of the proposed use adopted by the port commission stating the use is consistent with the master plan shall be required.
4. Site and Use Limitations. In addition to the applicable base zone standards, all home occupations are subject to the following limitations:
- a. The principal operator of the home occupation must be a full-time resident of the dwelling.
  - b. A home occupation use may not employ more than one full-time equivalent employee who is not a resident of the dwelling unit.
  - c. Except for articles produced on the premises, no stock in trade shall be displayed or sold on the premises.
  - d. All home occupation business activity, including storage, shall be conducted indoors within the dwelling or accessory structures, except for plants and materials directly needed for the cultivation of plants essential to the home occupation use. No outdoor display of goods or outside storage of equipment or materials used in the home occupation shall be permitted.
  - e. The total area devoted to all home occupation activity shall not exceed twenty-five percent of the combined floor area of the dwelling, garage and accessory structures, or one thousand square feet, whichever is less.
  - f. No alteration to the exterior of the principal residential building shall be made which changes the residential character of a dwelling.
  - g. The home occupation use may not increase vehicular traffic flow or on-street parking by more than two nonresident vehicles per hour, or an average of six total vehicles per day. Nonresident vehicles include customers, delivery vehicles, employee vehicles for employees not residing at the residence, and vehicles used in association with the home occupation use excluding the residents' personal vehicles.



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- e. Plans for storage and disposal of hazardous materials meeting the applicable requirements of RCW 70.105.
  - f. Trip reservation.
  - g. Vesting.
  - h. System development charge and impact fee credits.
  - i. The development agreement shall also include a site plan satisfying all requirements of RDC 18.500.040 if the proposed project requires site plan approval.
- 2. When located in the CMU and CNB zones, hospitals are allowed only as a re-use of a nonresidential facility; and burning of refuse or hazardous waste is prohibited.
- U. Indoor Entertainment Facility.
    - 1. Shooting ranges, as defined under indoor entertainment facility, are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 332-52-145.
    - 2. Axe throwing lounges, as defined in definitions, are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 314-03-060.
    - 3. Archery facilities are subject to a Type II "special use" review through community development which requires approval from Ridgefield Police and Building Departments and Clark Cowlitz Fire Rescue. The proposal shall be compliant with the standards in Title 18, Title 9.07 and WAC 332-52-145.
- V. Motor Vehicle Related Uses. In the WMU and WLS zones, only sales, rental, leasing, repair and service of watercraft are permitted outright. Sales, rental, leasing, repair and service of automobiles, light trucks, mobile homes, and recreational vehicles are prohibited.
- W. Multifamily Residential.
    - 1. In the CNB zone, residential uses are limited to upper stories.
    - 2. In the WLS zones, residential uses are limited to upper stories and shall achieve a minimum density of eight dwelling units per acre and a maximum density of sixteen dwelling units per acre.
    - 3. In the WMU zone, no ground floor residences or residential uses are permitted. Multifamily residential uses are permitted only as upper story living units, not less than four units per net acre nor more than eighteen units per net acre.
    - 4. In the CMU zone ground floor residential is only permitted as part of a horizontal mixed use development. Ground floor residential uses are not permitted for buildings with frontage on Pioneer Street or Main Avenue.
- X. Office.
    - 1. In the WMU zone, drive-through banks are prohibited.
- Y. Park and Ride Lots.
    - 1. In the RLD-4, RLD-6, RLD-8, RMD-16, CNB and CMU zones, park and ride lots are subject to a Type I limited use review and must meet the following standards:

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- a. Park and ride lots may be sited on an existing parking lot or in conjunction with a publicly owned or nonprofit facility (i.e., church, social service agency, etc.) as a permitted use.
  - b. New park and ride lots (not including new park and ride facilities located on existing parking lots) are subject to site plan review pursuant to RDC 18.500 and shall:
    - i. Be limited to fifty stalls in the RLD or RMD zones;
    - ii. Provide screening and/or landscaping on interior setbacks that abut residentially zoned properties; and
    - iii. Provide additional landscaping along street frontages; and
    - iv. Direct lighting to the interior of the site and away from adjacent residentially zoned properties, as required by RDC 18.715.
- Z. Public Agency or Utility Yard.
- 1. In the CRB, WLS and E zones, utility yards are permitted only when co-located with utility offices.
  - 2. In the WMU zone, public agency and utility yards may include storage of port-related machinery and equipment, and production and assembly of materials and equipment for port business. Port-related use may include fabrication of parts and storage of materials for use in fabrication of parts as a permitted use.
- AA. Recreational Vehicle (Single). Persons may occupy a recreational vehicle (RV), parked on a lot, for up to two weeks per year with the permission of the property owner. The following standards apply:
- 1. Only one RV may be occupied on a lot at any time.
  - 2. Occupancy is subject to the city's animal, public health, and nuisance standards.
  - 3. An occupied RV shall be parked on-street or in allowed off-street parking areas outside of required setbacks.
  - 4. Commercial activity is not permitted in the RV.
  - 5. RVs shall not use generators while parked in a residential zone.
  - 6. Unoccupied RVs may be parked off-street in any zone in any parking areas meeting the requirements of RDC 18.720. In the RLD zones, RV parking is subject to the provisions of RDC 18.210.080.
- BB. Recreational Vehicle Parks. In the WMU zone, recreational vehicle parks are limited to no more than twenty-five percent of the total area zoned WMU, whether in a single location or multiple locations within the zone.
- CC. School: Elementary/Middle/High. In the PF zone, schools are a permitted use. Modular classroom units shall be reviewed through a Type I limited use review and site plan review, consistent with RDC 18.500.
- DD. Self-Storage.
- 1. Self-storage facilities within the Ridgefield corporate boundary shall not exceed eight and thirty-two-hundredths square feet per capita based on the Washington State Office of Financial population estimate for the current year. This calculation is to be construed as the total allowable self-storage space within Ridgefield, not on a single site basis.
  - 2. The planning horizon population numbers shall be updated during the comprehensive land use plan periodic update.

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3. In addition to conditional use permit criteria found in RDC 18.340 a conditional use review for self-storage shall include the following:
    - a. Self-storage units shall gain access from the interior of the building(s) or site. No unit doors may face public right-of-way.
    - b. Self-storage facilities shall not be located on a principal or minor arterial street or a corner where a principal or minor arterial street intersects with another road of a different classification. Self-storage facilities shall not be located adjacent to, or visible from, Interstate 5.
    - c. Self-storage facilities shall comply with all design requirements in the Employment (E) zone.
  4. Manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances, or other electrical equipment, or any other industrial activity is prohibited.
  5. Conducting garage or estate sales is prohibited. This does not preclude auctions or sales for the disposition of abandoned or unclaimed property.
  6. Storage of flammable, perishable, or hazardous materials or the keeping of animals is prohibited.
  7. Outdoor storage is prohibited. All goods and property stored at a self-storage facility shall be stored in an enclosed building. No outdoor storage of boats, RVs, vehicles, or similar, or storage pods or shipping containers is permitted.
- EE. Townhouses.
1. In the WMU zone, only live/work units where the associated business is allowed as a permitted or limited use are allowed, provided the residence is not located on the ground floor. No ground floor residences or residential uses are permitted.
  2. In the CMU zone ground floor residential is only permitted as part of a horizontal mixed use development. Ground floor residential uses are not permitted for buildings with frontage on Pioneer Street or Main Avenue.
  3. Number of units allowed per townhouse building.
    - a. RLD zones: No more than four townhouses shall be allowed in a single building.
    - b. RMD-16 zone: No more than six townhouses shall be allowed in a single building.
    - c. All other zones: No more than four townhouses shall be allowed in a single building.
- FF. Single-Family Detached Residential.
1. For PUD subdivisions, see standards in RDC 18.401.060.
  2. ~~Only single-story single-family detached structures are permitted in the RMD-16 zone. This limitation does not apply to cottage housing.~~
- GG. Specialized Instruction and Vocational School.
1. In the RLD-4, RLD-6, RLD-8 and RMD-16 zones, specialized instruction schools are permitted conditionally provided:
    - a. The number of students is limited to twelve at one time; (Schools serving four or fewer students are permitted as a home occupation.)
    - b. Fifty percent or more of the instruction area shall be within an enclosed structure; and
    - c. Structures and areas used for instruction must be set back a minimum of twenty-five feet from property lines.

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HH. Tent Cities.

1. The use shall be authorized by a temporary and revocable use permit reviewed through a Type II decision, not to exceed ninety days during one calendar year.
2. A minimum of two weeks prior to application submittal, the applicant shall hold a neighborhood information meeting on, or as close to as possible, the site on which the tent city will be located. The city manager shall approve the time and location of the meeting and the applicant shall notify all property owners within one thousand feet of the proposed site by U.S. Mail at least fourteen days prior to the information meeting. This meeting shall supersede the notification required for a Type II review by RDC 18.310.070.
3. The applicant shall provide sanitary portable toilets, potable water, trash receptacles, hand-washing facilities, and food and security facilities sufficient to satisfy applicable local and county health regulations.
4. Tent cities are not permitted in critical areas or buffers.
5. Permanent structures are prohibited.
6. The maximum size of a tent city is one hundred occupants. The city may limit the size of the tent city based upon site conditions and public health and safety regulations.
7. Parking for vehicles shall be adequate to serve the numbers of vehicles generated by the use and shall be fully contained on-site.
8. The tent city shall be adequately buffered and screened from adjacent right-of-way and residential properties. Screening shall be a minimum height of six feet and may include, but is not limited to, a combination of fencing, landscaping, or existing buildings.

II. Utility Facility.

1. In the RLD-4, RLD-6, RLD-8, RMD-16, CNB, CMU, WMU, WLS, E and P/OS zones:
  - a. Minor utilities are permitted outright subject to the site plan review requirements of RDC 18.500.
  - b. Major utility facilities are permitted outright on sites adjacent to only nonresidential zones subject to the site plan review requirements of RDC 18.500.
  - c. Major utility facilities are permitted conditionally on sites adjacent to residential zones subject to the site plan review requirements of RDC 18.500 and the conditional use requirements of RDC 18.340.
  - d. Essential public facilities on sites adjacent to only nonresidential zones are exempt from the height limitations of the base zone.
2. In the WMU zone, municipal wastewater treatment facilities are prohibited.

JJ. Veterinary Clinic and Hospital. Veterinary clinics and hospitals are permitted under the following provisions:

1. No burning of refuse or dead animals is allowed.
2. The portion of the building or structure in which animals are kept or treated shall be constructed so as to prevent incursion of noise from animals into any residential zone.
3. All run areas shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material.
4. The provisions of RMC Chapter 7 relative to animal keeping are met.

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5. Clinics and hospitals whose activities are conducted wholly indoors shall be reviewed through a Type I limited use process, while those with any outdoor uses, excluding parking or landscaping, shall be reviewed through a Type II limited use process.

KK. Wireless Communication Facilities. See RDC 18.760 Wireless Communication Facilities for applicable regulations.

LL. Gasoline Fueling Stations. Gasoline fueling stations are permitted in employment zones "E" within one thousand feet of an intersection of two road alignments classified arterial or greater.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1163, § 2(Att.), 10-23-2014; Ord. No. 1164, § 2(Att.), 10-23-2014; Ord. No. 1178, § 2(Exh. A), 2-12-2015; Ord. No. 1226, § 2(Exh. A), 12-15-2016; Ord. No. 1232, § 2(Exh. A), 4-27-2017; Ord. No. 1245, § 2(Exh. A), 11-2-2017; Ord. No. 1253, § 2(Exh. A), 12-7-2017; Ord. No. 1260, § 2(Exh. A), 4-26-2018; Ord. No. 1266, § 2(Exh. A), 9-13-2018; Ord. No. 1272, § 2(Exh. A), 10-25-2018; Ord. No. 1290, § 2(Exh. A), 4-25-2019; Ord. No. 1325, § 2(Exh. A), 9-24-2020; Ord. No. 1339, § 2(Exh. A), 5-27-2021; Ord. No. 1370, § 2(Exh. A), 9-8-2022; Ord. No. 1406, § 2(Exh. A), 7-13-2023; Ord. No. 1419, § 2(Exh. A), 3-28-2024; Ord. No. 1426, § 2(Exh.), 7-25-2024)

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## 18.206.020 Single-family design standards.

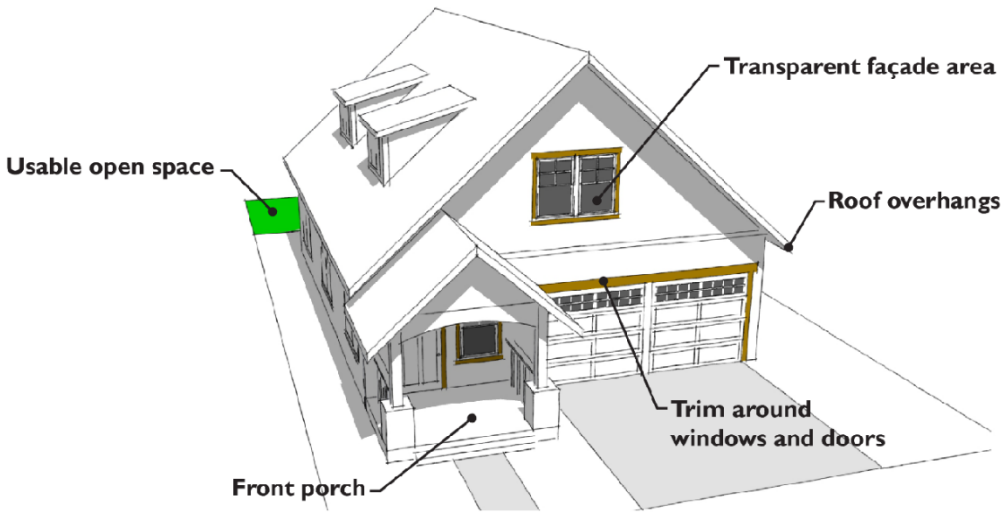
- A. Purpose. The purposes of these standards are to ensure compatibility and continuity between and within developments, as well as variety in architecture. The standards are intended to complement the site with quality building design.
- B. Applicability. The standards of this section apply to new single-family development in the RLD zones and the RMD-16 zone.
- C. Small Single Family Dwelling Incentives.
  - 1. In developments in RLD zones, single family dwellings with less than one thousand six hundred square feet of floor area (excluding garages with up to five hundred square feet) may be counted as one-half a dwelling unit for the purpose of calculating density. Once the cap is reached, such units are counted as one unit.

This bonus is available for a limited percentage of each development's total dwelling units as follows. Once the percentage cap is reached, such dwelling units are counted as one full dwelling unit.

- a. RLD-4: Up to ten percent of qualifying small single family dwelling units qualify.

For example, a subdivision on a net ten-acre parcel has a default maximum capacity of forty units. If four of the units are small single family dwellings, the calculated density is thirty-eight units, but the functional total is forty-two units (a bonus of two units).
    - b. RLD-6: Up to fifteen percent of such units qualify.
    - c. RLD-8: Up to twenty percent of such units qualify.
  - 2. Where such small single family dwellings are integrated with other housing types qualifying for density bonuses, RDC 18.210.025.F.2 sets forth the cumulative limitations to the percentage of qualifying bonus dwelling units in a development.
  - 3. For plat recording requirements, see RDC 18.210.025.F.3.
- D. Every home shall contain the following features:
- 1. All wall openings, regardless of visibility from a public right-of-way, shall have:
    - a. Contrasting trim (minimum three inches wide);
    - b. Recess (windows) at least one and one-half-inches from the façade; or
    - c. Other design treatments that add depth, richness, and visual interest to the façade.
  - 2. Roof overhang (minimum six inches);
  - 3. Porch or other covered entry at least three feet deep for the primary entrance.
  - ~~4. A front door visible from the street (applies only to front-loaded lots less than fifty feet wide).~~
  - 54. Minimum useable open space [see standards in subsection (E) below].
  - 65. Minimum front façade window transparency: At least ten percent. This applies to all vertical surfaces of the façade elevation (excluding rooflines). Windows and their frames shall be used in the calculations, while trim may not be included. Garage door windows may be used to meet up to fifty percent of the minimum transparency requirement.

**Figure 18.206.020-D**  
**Example of required design features.**



- E. Architectural design. To ensure variety in architecture and to reduce the dominance of garages on the streetscape, applicants for new residential developments shall demonstrate compliance with the following provisions at the time of building permit application:
1. Front façade variety. Dwellings with the same front façade located on the same side of a street shall be separated by no less than four lots, and dwellings with the same front façade located on opposite sides of a street shall be separated by no less than four lots, with the lot directly across the street not included in the four-lot calculation. In this context, the lot "directly across the street" means the lot with which the greatest portion of frontage aligns with the frontage of the subject lot.
    - a. Structural elements.
      - i. Covered porch area with a minimum of fifteen square feet.
      - ii. Dormers.
      - iii. Gables.
      - iv. Hipped, gable, gambrel, mansard or similar pitched roof.
      - v. Bay windows.
      - vi. Twelve-inch offset from one exterior wall to another.
      - vii. Balconies.
      - viii. Roofline offset of at least two feet from the top surface of one roof to the other.
      - ix. Vertical breaks/horizontal walls.
      - x. Recessed building entry at least two feet deep by four feet wide.
      - xi. Other structural element that adds comparable visual interest to the features above, as approved by the community development director.
    - b. Decorative elements.
      - i. Decorative garage doors.

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- ii. Pillars/posts.
  - iii. Decorative eave or barge boards with two material variations.
  - iv. Decorative shingles or varied siding in gables.
  - v. Decorative siding (shingles, shake, batten board, wainscoting, or similar).
  - vi. Brick, stone or cedar accents covering at least ten percent of the front facade wall surface area.
  - vii. Variable siding; the use of two or more types of siding.
  - viii. Fiber-cement horizontal lap siding between three and seven inches wide.
  - ix. Shed roof above window(s).
  - x. Belly Band cladding.
  - xi. Functional shutters or louvers.
  - xii. Corner boards/posts.
  - xiii. Knee or eave braces.
  - xiv. Enlarged trim on garage door headers at least six inches wide.
  - xv. Other architectural elements, other than color, glass or lighting, approved by the community development director.

**Figure 18.206.020-E.1**  
**Example of front façade features.**



- A. Covered porch, dormer, pitched roof, pillars/posts, stone accents, variable siding, belly band cladding, knee/eave braces.
- B. Covered porch, pitched roof, exterior wall offsets, roofline offsets, pillars/posts, variable siding, and "other" decorative elements being window trim keystones and extruding joists.
- C. Covered porch, pitched roof, pillars/posts, variable siding, decorative windows/trim, and knee/eave braces.
- D. Pitched roof, covered porch, exterior wall offsets, variable siding, and decorative window treatments.

2. Garage design and integration. Garages or carports detached from or attached to the main structure and facing the street shall comply with at least one of the following features listed below. For lots less than fifty feet wide and featuring driveways wider than twelve feet wide and/or two-car garages facing the street, see the garage design and integration standards in subsection (E)(3) of this section.
  - a. Set back the garage or carport from the front building facade or front face of a covered porch, by a minimum of four feet. To qualify as a porch under this subsection, the porch must extend along a minimum of fifty percent of the street-facing building facade that is not devoted to the garage, and must be at least six feet wide.
  - b. Provide enhanced architectural details. Under this option, the front façade shall contain a minimum of six elements from elements lists under subsection (E)(1) of this section, including at least two elements from the structural elements list and at least two elements from the decorative elements list.

**Figure 18.206.020-E.2**  
**Garage design integration examples.**



Left: Garage set back from the front covered porch at least four feet. Right: Garage set back less than four feet, and the front façade includes enhanced architectural details including a covered porch, variable siding, pillars/posts, balcony, and other details.

3. Garage design and integration for lots less than fifty feet wide and featuring driveways wider than twelve feet wide and/or two-car garages facing the street. Standards:
  - a. The home must feature at least one of the following massing elements:
    - i. Upper floor living space and/or covered deck that projects at least eighteen inches in front of ground level street façade surrounding the garage. The projecting living space and/or covered deck area must occupy a space at least seventy-five percent of the width of the garage door.
    - ii. An upper floor living space that is recessed from the ground level street façade surrounding the garage by at least eighteen inches. A roofline must separate the first floor from the façade of the second floor. The second floor roofline must be modulated (one continuous roofline is not allowed).

- iii. Other massing designs that effectively deemphasize the garage doors and add visual interest to the streetscape.

See Figure 18.206.020-E.3 for acceptable ~~and unacceptable~~ examples of both subsections (i) and (ii).

- b. The home must also comply with at least one of the following design/detail options:
  - i. Minimum front façade window transparency: At least twelve percent. This applies to all vertical surfaces of the street façade elevation (excluding rooflines). Windows and their frames shall be used in the calculations, while trim may not be included. Garage door windows may be used to meet up to fifty percent of the minimum transparency requirement.
  - ii. Provide enhanced architectural details on the street facade, using minimum of eight elements from elements lists under subsection (E)(1) of this section, including at least three elements from the structural elements list and at least three elements from the decorative elements list.
- c. Any balconies over the driveway should have structural design, materials, and color that is well-integrated into the composition of the façade.
- ~~d. The front door must be located on the street façade elevation. Front doors that are tucked behind the garage door do not meet this requirement. For clarification, the homes in images C and D in Figure 18.206.020-E.3 meet this requirement, while the homes in images E and F do not meet this requirement.~~
- ed. Garage doors are encouraged to be colored consistent with the body of the house. Transparent and semi-transparent garage doors are an exception.

**Figure 18.206.020-E.3**  
**Garage design integration examples on narrow lots.**



- A. Acceptable: Covered deck projects over garage/driveway. The prominent entry, mix of materials, detailing, and roofline modulation also help emphasize the living areas over the garage.
- B. Acceptable: Living areas project over the garage/driveway. The mix of materials, detailing, and roofline modulation also help.



C and D. Acceptable: Upper floor living area is recessed behind garage-wall and separated by rooflines in both examples. ~~While the front doors are set back from the street, they are facing the street and visible from the street.~~ The mix of materials, detailing, and roofline modulation also help. Images courtesy of urbannw.com.



E. ~~NOT acceptable: The front door is tucked behind the garage and largely not visible from the street. While the recessed second floor, rooflines, material changes and detailing help, the garage takes up the entire ground level of the street façade. Also, the façade transparency does not meet the minimum twelve percent threshold.~~

F. ~~NOT acceptable: These homes feature flat street facades with the garage door dominating the ground level elevation. While the balcony helps, it's not covered and appears tacked on to the façade. Also, the front doors are not visible from the street.~~

4. Where houses are served by alleys, all garages and on-site parking shall be accessible from the alley and the facade of the house facing the street shall be designed as the front of the house including, but not limited to, a primary building entrance consisting of inward swinging door(s), porch(es), window(s) and pathway(s) to the street.

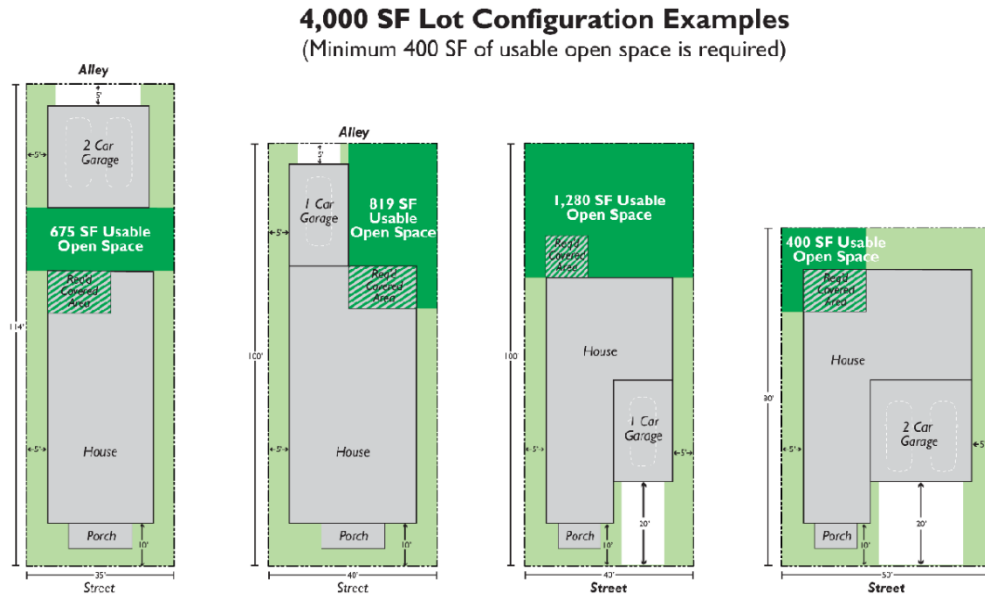
F. Minimum Useable Open Space.

1. Every home shall provide a minimum one hundred-square-foot covered outdoor area at the side or rear of the dwelling.
2. Every lot shall provide a useable open space equivalent to at least ten percent of the lot area, with a minimum dimension of fifteen feet on all sides of the useable open space. For example, a four thousand-square-foot lot would require a contiguous open space of at least four hundred square feet. Porches, patios, and the covered outdoor area required above may be used to fulfill this requirement provided they are part of an open space that meets the minimum dimension requirement.
3. If the rear edge of the usable open space is within five feet of an alley, any fence between the rear edge and the alley shall be limited to four feet in height except where the portion of the fence between four and six feet in height is at least fifty percent transparent. Vegetative matter which functions as a fence has no height limit.
4. Driveways shall not count in the calculations for usable open space.

5. Additions must not create or increase any nonconformity with this standard.

**Figure 18.206.020-F.1**

Examples of how to integrate minimum useable open space on small lots.



**Figure 18.206.020-E.2**

Good and bad examples of useable open spaces.



Left: Alley loaded lot that uses a zero-lot line configuration that allows for a wider/consolidated side yard (at least fifteen feet wide) where the adjacent home excludes windows on the facing wall. Right: Open space that is both too narrow and awkwardly located to be useable.

G. Driveway standards. The following standards apply to driveways on lots less than fifty feet wide with vehicular access from the street.

1. Driveways are limited to twelve feet in width, except as provided in subsection (2) below.

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2. Driveways may be up to twenty feet in width when on-street parking is prohibited on the near side of the street and the subject homes comply with the design provisions of subsection (E)(3) of this section.
- H. Tree Standards. Trees shall be integrated on new lots at the time of occupancy as provided below.
1. Lots less than seven thousand square feet in area: Minimum three trees.
  2. Lots seven thousand square feet in area or greater: Minimum four trees.
  3. Where one or more existing native trees (as set forth in RDC 18.830.050) are preserved and integrated into the design of the development, the community development director will allow for credits of up to four required trees for each preserved tree depending on the size, health, and maturity of the tree.
  4. See RDC Chapter 18.725 for related landscaping plans, installation, and maintenance standards.

**Figure 18.206.020-G**  
**Examples of integrating existing trees into a new subdivision.**



Right: Google Streetview showing one of those large trees, where the lot pattern was shifted to accommodate the tree.  
(Ord. No. 1339, § 2(Exh. A), 5-27-2021; Ord. No. 1406, § 2(Exh. A), 7-13-2023; Ord. No. 1426, § 2(Exh.), 7-25-2024)

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## 18.206.030 Accessory dwelling units (ADU).

### A. Purpose.

1. To add affordable units and make housing units available to moderate-income people who might otherwise have difficulty finding homes within the city.
2. To promote the development of additional housing options in residential neighborhoods that are appropriate for people at a variety of stages of their lives.
3. To provide homeowners with a means of obtaining, through tenants in either the accessory dwelling unit or the principal residence, rental income, companionship, or security.
4. To protect neighborhood stability, property values, and the character of the neighborhood.

### B. Standards.

1. No lot may have more than ~~one-two~~ accessory dwelling units.
2. ~~The a~~Accessory dwelling unit(s) may be located in the principal residence or in ~~a~~ detached structures on a lot that is at least five thousand square feet in area.
3. Accessory dwelling units, whether attached or detached, shall be designed in the same style as the primary dwelling and shall use like kind materials on exterior elements.
4. ~~The a~~Individual accessory dwelling units shall not be larger than fifty percent of the living area of the primary residence or 1,000 square feet, whichever is greater.
5. An accessory dwelling unit in a detached structure shall be located behind the primary street facade of the primary dwelling.
6. The maximum height of accessory dwelling units shall be 24 feet.

### C. Accessory Dwelling Unit Incentive. For every five single family homes that integrate an ADU, those homes count as only four dwelling units, for density purposes.

### D. Ownership. The accessory dwelling unit shall not be subdivided or otherwise segregated in ownership from the primary residence.

### E. Approval Criteria. The community development director shall process a request for accessory dwelling approval as Type ~~H~~I review consistent with RDC 18.310.~~070060~~.

1. An application for an accessory dwelling shall include a dimensioned site plan showing the location of the proposed dwelling on the subject property and its relationship to all property lines and easements on-site.
2. In addition to the notice requirements of RDC 18.310.~~070060~~, the city shall provide the applicable homeowner's association and/or the neighborhood association with notice of the application for accessory dwelling.
3. Prior to approval of an accessory dwelling the community development director shall make the following findings:
  - i. The location of the accessory dwelling complies with the underlying zoning district setbacks, ~~height restrictions~~, lot area coverage requirements, and other applicable zoning district standards with the following exceptions.:
    - a. Detached accessory dwelling units may be sited at a lot line if the lot line abuts a public alley and the other provisions of subsection of (3) are met.

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b. Existing structures that violate current code requirements for setbacks or lot coverage may be converted to accessory dwelling units. Any increase to the nonconformity with current code requirements for setbacks or lot coverage is subject to the review procedures for alteration of a nonconforming development under RDC 18.340,050.

ii. Location of the accessory dwelling shall not interfere with any proposed public facilities or services or with private easements.

iii. The proposed accessory dwelling does not adversely affect public health, safety, or welfare.

F. Impact Fees. Impact fees assessed on the construction of an accessory dwelling unit shall be assessed at 50 (fifty) percent of the impact fees that would be imposed on the principal unit as defined in RCW 36.70A.696.

(Ord. No. 1339, § 2(Exh. A), 5-27-2021)

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## 18.206.050 Duplex and triplex.

### A. Purpose.

1. Provide opportunities for creative, diverse and high-quality infill development that is compatible with existing neighborhoods.
2. Promote housing affordability and greater choice by encouraging smaller and more diverse home sizes in accordance with the Ridgefield Urban Area Comprehensive Plan.
3. Support compatibility with existing neighborhoods by promoting high-quality design.
4. Support more efficient use of urban residential land.
5. Enhance the character of the residential neighborhood.
6. Provide usable open space for residents.

### B. Duplex and Triplex Density Calculations and Incentives. RDC 18.210.025030.F.2 sets forth the cumulative limitations to the percentage of qualifying bonus dwelling units in a development.

1. On existing lots (created as of ~~ADD ADOPTED DATE OF THIS ORDINANCE~~ May 27, 2021), ~~duplexes and triplex units may be counted as one-half a dwelling unit~~ and triplex units may be counted as one-third a dwelling unit, for the purpose of calculating density, ~~provided the dwelling units within each building average no more than one thousand square feet. A covenant restricting any increases in unit size after initial construction shall be recorded against the property. Vaulted space may not be converted to habitable space.~~
2. On all corner lots in subdivisions, duplex units may be counted as one-half a dwelling unit for the purpose of calculating density. This incentive may not be combined with subsection (3).
3. In subdivision developments in RLD zones, each duplex or triplex unit less than one thousand four hundred square feet in gross floor area and not on a corner lot may be counted as one-half a dwelling unit for the purpose of calculating density. This bonus is available for a limited number of units as follows. Once the cap is reached, additional duplex and triplex units are counted as one unit.
  - a. RLD-4 zone: Up to twelve percent of dwelling units may be duplex units using the density bonus, and up to eight percent of the units may be triplex units using the density bonus.

For example, a subdivision on a net ten-acre parcel has a default maximum capacity of forty dwelling units. If thirty-six dwelling units are single-family homes, up to two duplexes (four dwelling units) and one triplex (three dwelling units) could be integrated. The calculated density is thirty-nine and one-half units, but the functional total is forty-three units (a bonus of three units).
  - b. RLD-6 zone: Up to eighteen percent of dwelling units may be duplex units using the density bonus, and up to twelve percent of units may be triplex units using the density bonus.
  - c. RLD-8 zone: Up to twenty-five percent of dwelling units may be duplex units using the density bonus, and up to twenty-five percent of units may be triplex units using the density bonus.
  - d. Where duplex or triplex dwellings are integrated with other housing types qualifying for density bonuses, RDC 18.210.025.F.2 sets forth the cumulative limitations to the percentage of qualifying bonus dwelling units in a development.
4. For plat recording requirements, see RDC 18.210.025.F.3.

### C. Required Design Features.

1. All wall openings, regardless of visibility from a public right-of-way, shall have:

- 
- i. Contrasting trim (minimum three inches wide);
      - ii. Recess (windows) at least one and one-half-inches from the façade; or
      - iii. Other design treatments that add depth, richness, and visual interest to the façade.
    2. Roof overhang (minimum six inches) or other design feature with comparable visual impact that adds depth and richness to the home design.
    3. Covered entry at least three feet deep for the primary entrances.
    4. Minimum useable open space [see standards in subsection (E) below].
    5. Minimum front façade window transparency: At least ten percent. This applies to all vertical surfaces of the façade elevation (excluding rooflines). Windows and their frames shall be used in the calculations, while trim may not be included. Garage door windows may be used to meet up to fifty percent of the minimum transparency requirement.
  - D. Architectural Design Guidelines and Standards.
    1. Character. Generally, duplexes and triplexes should maintain the traditional character and quality of detached single-family dwelling units by using similar traditional design elements and materials such as wood siding, trim, porches, and chimneys. More detailed standards are provided throughout this section.
    2. Front façade articulation. Duplexes and triplexes shall utilize a combination of roofline and façade modulation to distinguish each unit located on the ground floor that faces the street. This is not required for stacked unit configurations or front-and-rear configurations that appear as a single-family home with only one entry facing the street.
    3. Front façade features. Every front façade of a duplex and triplex shall contain a minimum of three elements from the lists, including at least one element from the structural elements list and at least one element from the decorative elements list.
      - a. Structural elements. Qualifying features shall be integrated on the façade of each dwelling unit.
        - i. Covered porch area with a minimum of fifteen square feet.
        - ii. Dormers.
        - iii. Gables.
        - iv. Hipped, gable, gambrel, mansard or similar pitched roof.
        - v. Bay windows.
        - vi. Twelve-inch offset from one exterior wall to another.
        - vii. Balconies.
        - viii. Roofline offset of at least two feet from the top surface of one roof to the other.
        - ix. Vertical breaks/horizontal walls.
        - x. Recessed building entry at least two feet deep by four feet wide.
        - xi. Other structural element that adds comparable visual interest to the features above, as approved by the community development director.
      - b. Decorative elements. Qualifying features shall be integrated on the façade of each dwelling unit.
        - i. Decorative garage doors. Standard squares on a garage door will not qualify as a decorative detail.

- ii. Pillars/posts.
- iii. Decorative eave or barge boards with two material variations.
- iv. Decorative shingles or varied siding in gables.
- v. Decorative siding (shingles, shake, batten board, wainscoting, or similar).
- vi. Brick, stone or cedar accents covering at least ten percent of the front facade wall surface area.
- vii. Variable siding; the use of two or more types of siding.
- viii. Fiber-cement horizontal lap siding between three and seven inches wide.
- ix. Shed roof above window(s).
- x. Belly Band cladding.
- xi. Functional shutters or louvers.
- xii. Corner boards/posts.
- xiii. Knee or eave braces.
- xiv. Enlarged trim on garage door headers at least six inches wide.
- xv. Other architectural elements, other than color, glass or lighting, approved by the community development director.

**Figure 18.206.050-D**  
**Examples emphasizing façade articulation and details.**



Left example: Duplex with covered entry, separate gabled roofs, pillars/posts, decorative shingles, stonework, and eave braces.

Right example: Triplex with covered porches, pillars/posts, roofline offsets, variable siding, projecting window bays and multi-paned windows.

- 4. Pitched roof. Roofs must be pitched with slopes between 2:12 and 15:12, and along street frontages roof design for a duplex or triplex building shall not repeat unless separated by three different types of roofs (a design is determined by the predominate axis and pitch of the roof form together with intersecting secondary roof forms). Porches and dormers are exempt from this standard.
- 5. Exterior materials. Building exteriors shall be constructed from quality and durable materials such as stone, brick, wooden lap siding, fiber cement siding, or similar materials. Insubstantial materials, such

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as fiberglass, and materials such as mirrored glass, corrugated siding, exposed concrete block, and plywood or T-111 siding are not permitted.

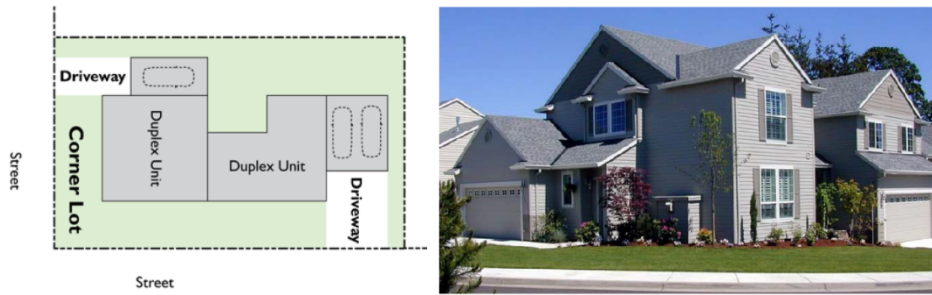
E. Garage Location and Design.

1. Garages or carports detached from or attached to the main structure and facing the street shall comply with at least one of the following:
  - a. Set back the garage or carport from the front building facade or front face of a covered porch, by a minimum of four feet. To qualify as a porch under this subsection, the porch must extend along a minimum of 50 percent of the street-facing building facade that is not devoted to the garage, and must be at least six feet wide.
  - b. Provide enhanced architectural details. Under this option, the front façade shall contain a minimum of six elements from elements lists under subsection (D)(3) of this section, including at least two elements from the structural elements list and at least two elements from the decorative elements list.
2. No more than fifty percent of any ground floor façade may be occupied by a garage, and detached garages and all carports shall not protrude beyond the front building façade. This limit may be increased to a maximum of sixty-five percent provided at least three of the following design details are utilized:
  - a. A decorative trellis over at least the entire width of the garage door(s).
  - b. A window or windows are placed above the garage on a second story or attic wall.
  - c. A balcony that extends out over the driveway.
  - d. Utilizing all single-vehicle car doors as an alternative to wider garage doors suitable for two-car garages.
  - e. Windows in the garage door.
  - f. Decorative details on the garage door. Standard squares on a garage door will not qualify as a decorative detail.

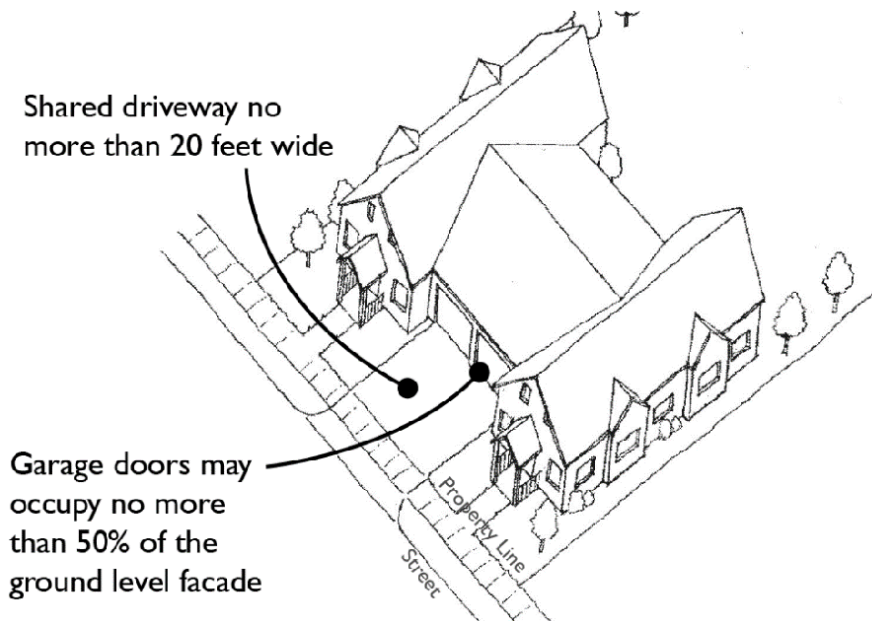
F. Driveways and Access.

1. Where the dwellings are served by alleys, all garages and on-site parking shall be accessible from the alley and the façade(s) facing the street shall be designed as the front of the dwellings including, but not limited to, a primary building entrance consisting of inward swinging door(s), porch(es), window(s) and pathway(s) to the street.
2. When no alleys are present, the following apply:
  - a. Side- and rear-facing parking areas and garages are encouraged.
  - b. When located on a corner lot, both streets must be utilized for vehicle access, unless one street is designated as an arterial. Such driveways must be located as far from the street corner as feasible.
  - c. Driveways for duplexes are limited to:
    - i. One twenty-foot wide (maximum) driveway; or
    - ii. Two twelve-foot wide (maximum) driveways, provided the driveways are spaced at least twenty feet apart.

**Figure 18.206.050-F.2.b**  
**Duplex corner lot driveway location examples.**



**Figure 18.206.050-F.2.c**  
**Duplex driveway and garage example.**



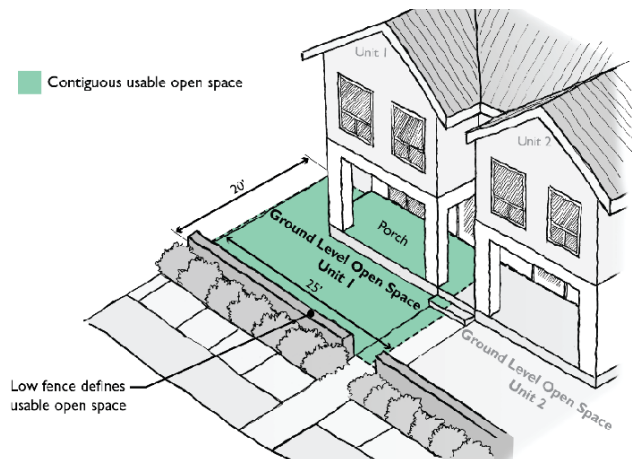
**G. Open Space Standards.**

1. All new duplex and triplex developments shall provide usable open space with a collective size equal to ten percent of the lot area. For example, an eight thousand square-foot lot would require at least eight hundred square feet of usable open space. Usable open space may be a single large space or separate spaces.
2. All useable open space shall a minimum dimension of fifteen feet on all sides.
3. Where the usable open space is located within a front yard setback, the open space must be defined with a fence, hedge, or wall between eighteen and thirty-six inches tall (meeting the standards of RDC Chapter 18.740). See Figure 18.206.050-G for an example.
4. If the rear edge of the usable open space is within five feet of an alley, any fence between the rear edge and the alley shall be limited to four feet in height except where the portion of the fence between

four and six feet in height is at least fifty percent transparent. Vegetative matter which functions as a fence has no height limit.

5. Unenclosed decks, porches, patios, and entries may be used as a part of the usable open space, provided they are a part of a space that meets the standards herein.
6. Driveways shall not count in the calculations for usable open space.
7. Additions shall not create or increase any nonconformity with this standard.

**Figure 18.206.050-G**  
**Duplex front yard open space example.**



- H. Tree Standards. Trees shall be integrated on new lots at the time of occupancy as provided below.
1. Lots less than seven thousand square feet in area:
    - a. Minimum two deciduous trees.
    - b. Minimum one evergreen tree.
  2. Lots seven thousand square feet in area or greater:
    - a. Minimum two deciduous.
    - b. Minimum two evergreen trees.
  3. Where one or more existing native trees (as set forth in RDC 18.830.050) are preserved and integrated into the design of the development, the community development director will allow for credits of up to four required trees for each preserved tree depending on the size, health, and maturity of the tree.
  4. See RDC Chapter 18.725 for related landscaping plans, installation, and maintenance standards.

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**Figure 18.206.050-H**  
**Example of integrating tree preservation into a duplex/triplex housing development.**



(Ord. No. 1339, § 2(Exh. A), 5-27-2021)

**18.210.030 Dimensional and density standards.**

- A. Dimensions shall be consistent with Table 18.210.030-1. Adjustments for townhouse developments are in RDC 18.206.060.
- B. The maximum lot area does not apply to existing lots, the remaining parent parcel after a land division, and lots created for non-residential uses such as parks and trails, utilities, and critical areas.
  - 1. For a two-lot short plat with one existing residence, a one-time exemption may be allowed wherein neither the existing lot with the residence nor the remainder lot must meet the maximum lot area permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
- C. Development in the RLD-4 zone may be rounded to a minimum of three and one-half dwelling units per net developable acre and a maximum of four and one-half dwelling units per net developable acre.
- D. See RDC 18.210.060 for special setback and design requirements along major corridors.
- E. Minimum side yard setbacks shall not be reduced through the adjustment or variance process.

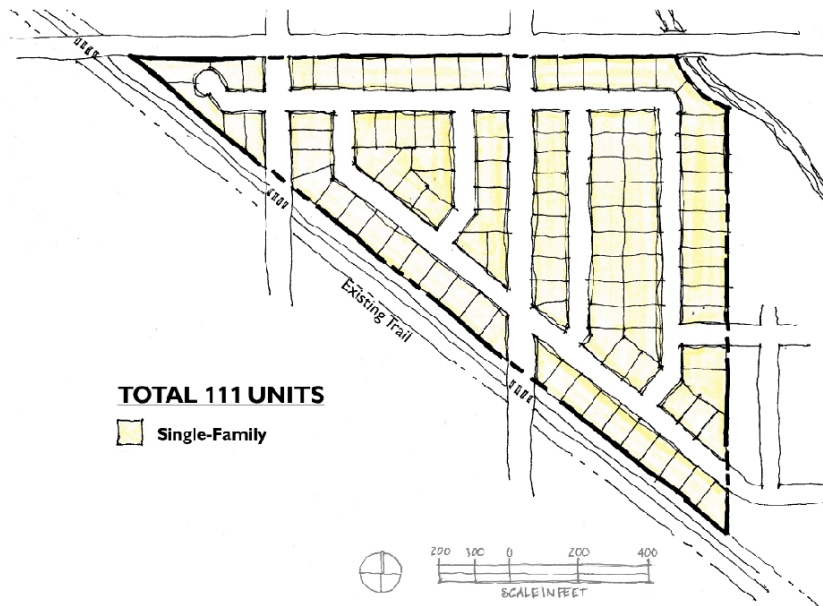
Table 18.210.030-1  
RLD dimensional and density standards.

| Standard   | RLD-4                           | RLD-6                           | RLD-8        |
|--|---------------------------------|---------------------------------|--------------|
| Min. Lot Width   | 50 ft                           | 50 ft                           | 50 ft        |
| Min. Lot Area  | 10,890 sq ft                    | 7,200 sq ft                     | 5,000 sq ft  |
| Max. Lot Area  | 16,355 sq ft                    | 10,800 sq ft                    | 7,500 sq ft  |
| Min. Density: Dwelling Units/Net Developable Acre  | 4 du/ac                         | 4 du/ac                         | 6 du/ac      |
| Max. Density: Dwelling Units/Net Developable Acre [see subsection (F) of this section for density bonus options] | 4 du/ac                         | 6 du/ac                         | 8 du/ac      |
| Min. Front Yard Setback  | 15 ft                           | 15 ft                           | 10 ft        |
| Min. Rear Yard Setback   | 10 ft                           | 10 ft                           | 5 ft         |
| Min. Side Yard Setback   | 5 ft                            | 5 ft                            | 5 ft         |
| Min. Street Side Yard Setback  | 15 ft                           | 15 ft                           | 10 ft        |
| <u>Min. Garage Setback</u>   | <u>20 ft</u>                    | <u>20 ft</u>                    | <u>20 ft</u> |
| Max. Height  | 30 ft (35 ft with pitched roof) | 30 ft (35 ft with pitched roof) | 35 ft        |
| Max. Impervious Surface  | 60%                             | 60%                             | 65%          |

- F. Housing Type Diversity Bonus Option.
  - 1. Density bonus incentives are available for the following "missing middle" housing types:
    - i. Small detached single-family dwellings per RDC 18.206.020.C.
    - ii. Accessory dwelling units per RDC 18.206.030.C.
    - iii. Cottages per RDC 18.206.040.B.2.

- iv. Duplexes and triplexes per RDC 18.206.050.B.
  - v. Townhouses per RDC 18.206.060.B.
2. Limitations. The maximum combined percentage of applicable small detached dwellings, cottages, and duplex, triplex, and townhouse dwelling units in development that qualify for the density bonus option herein are set forth by zone. Figure 18.206.025-F illustrates an example of how this works.
- i. RLD-4: twenty percent.
  - ii. RLD-6: thirty percent.
  - iii. RLD-8: forty percent.
- Individual cottage developments are exempt from this limitations. However, for larger developments that include cottages and other housing types, such cottages will be included in the calculations and the subject development shall comply with these limitation standards herein.
3. Any use of a density bonus under this section and the referenced sections of RDC Chapter 18.206 shall be recorded on the face of the plat noting the maximum total number of units, the designated types and number of units for each lot, and if applicable the maximum floor area of units.

**Figure 18.206.025-F**  
**Illustrating an example of a subdivision integrating missing middle housing types**  
**to allow for a modest density bonus.**



Example standard subdivision example with one hundred percent of lots single family.



Example subdivision integrating missing middle housing types to achieve a density bonus. Using the calculations for available density bonuses for these housing types, the one hundred fifty-two dwelling units represented here would equate to one hundred twenty-three dwelling units for the purpose of density calculations. Missing middle housing types represent thirty-nine percent of the total dwelling units in this example - a percentage that would be acceptable in the RLD-8 zone.

(Ord. No. 1339, § 2(Exh. A), 5-27-2021; Ord. No. 1352, § 2(Exh. A), 11-4-2021)

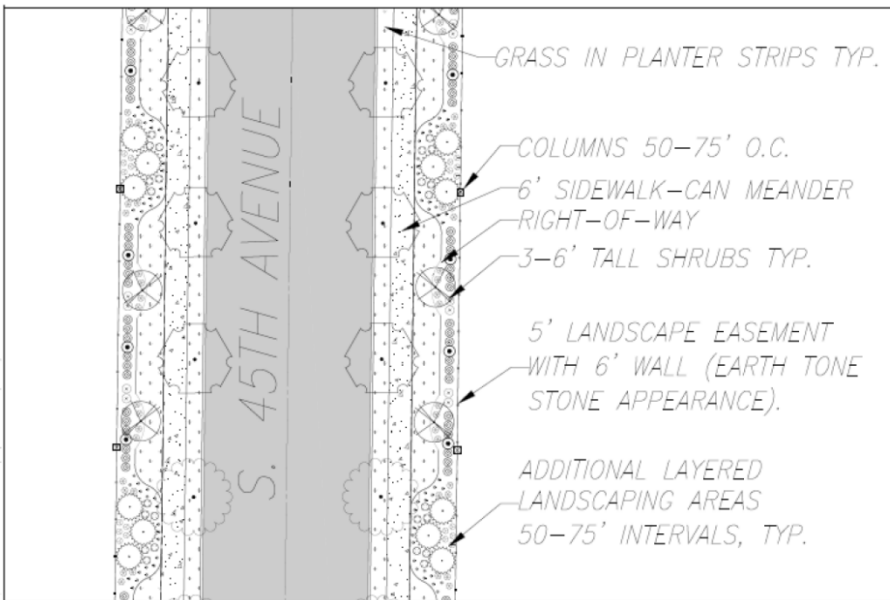
Editor's note(s)—Ord. No. 1339, § 2(Exh. A), adopted May 27, 2021, amended § 18.210.030 in its entirety to read as herein set out. Former § 18.210.030 pertained to lot requirements and derived from Ord. No. 1132, § 2(Exh. A), adopted July 11, 2013; and Ord. No. 1207, § 2(Exh. A), adopted May 26, 2016.

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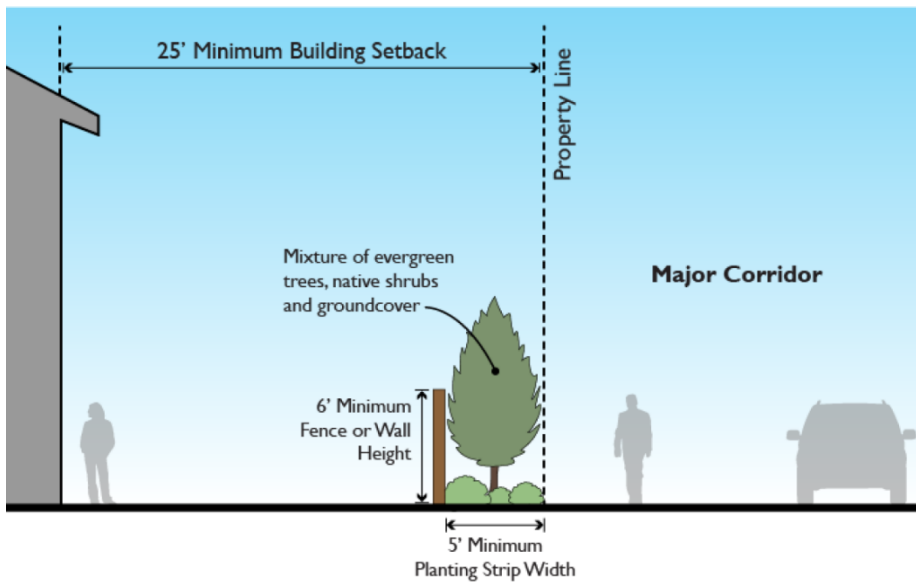
### 18.210.060 Design provisions along major corridors.

- A. The following standards apply to all lots abutting or adjacent to the public rights-of-way of major corridors, which are defined as Hillhurst Road, Pioneer Street (east of the Gee Creek crossing), and Royle Road. Adjacent, when used in this section, means, separated by a street, tract, open space, or similar intervening element. These standards may not be modified through the Planned Unit Development (PUD) process. The six-foot height requirement for the fence or wall may not be modified through the administrative adjustment or variance processes.
- B. Setbacks. All yard setbacks for applicable lots are twenty-five feet from the ~~major corridor right-of-way~~property line.
- C. Fencing and Walls. All residential lots shall comply with the following fencing and wall standards in addition to RDC 18.210.110 and Chapter 18.740.
1. Install a fence or wall continuously along major corridors as listed in subsection (A) of this section, and located directly behind the planting strip required in subsection (D) of this section. The fence or wall must comply with the site clearance provisions of Section 2.15 of the city engineering standards.
  2. The fence or wall must be a minimum of six feet high and be constructed to give the appearance of earth tone stone with columns or physical indentations in the fence or wall at least every fifty lineal feet to reduce the massing effect of the fence material. The fence or wall design shall be compatible with nearby fences and walls along the major corridors and shall match the design of any previous fences or walls in the same subdivision. The design shall be approved by the community development director.
  3. The property owner, developer or homeowners association is responsible for the maintenance of the fence or wall.
  4. The fence or wall shall not be built until the city issues a fence permit consistent with RDC 18.740.050, the city issues a building permit for a wall, or grants approval through the development review process.
- D. Landscaping. The following standards are in addition to the requirements in RDC 18.725. Figure 18.210.065-D is an example of design adhering to these standards.
1. A minimum five-foot wide planting strip shall be required between the property lines of abutting lots, tracts or parcels and the required fence listed in subsection (C) of this section. Vegetation within this planting strip shall satisfy the following standards:
    - a. Proposed vegetation shall be detailed in a landscape plan, consistent with the requirements of RDC 18.725.070, that addresses plant location, plant type, quantity, initial and mature planting sizes and method of irrigation.
    - b. The planting strip shall be planted with a diverse mixture of evergreen trees, native shrubs and groundcover. Water features (creeks, fountains, etc.) may augment or replace the landscaping feature.
    - c. All plantings shall remain fifty percent opaque year round.
    - d. An in-ground irrigation system shall be installed to ensure the growth and long-term viability of planted materials.
    - e. The perpetual maintenance and operation of the planting strip shall be the responsibility of a homeowner's association and/or the developer.

**Figure 18.210.060-D**  
**Major corridor plan-view example.**



**Figure 18.210.060-D.2**  
**Major corridor cross section example.**



(Ord. No. 1339, § 2(Exh. A), 5-27-2021; Ord. No. 1426, § 2(Exh.), 7-25-2024)

Editor's note(s)—Ord. No. 1339, § 2(Exh. A), adopted May 27, 2021, amended § 18.210.060 in its entirety to read as herein set out. Former § 18.210.060 pertained to neighborhood design standards and derived from Ord.

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No. 1132, § 2(Exh. A), adopted July 11, 2013; Ord. No. 1232, § 2(Exh. A), adopted April 27, 2017; Ord. No. 1253, § 2(Exh. A), adopted Dec. 7, 2017; and Ord. No. 1325, § 2(Exh. A), adopted Sep. 24, 2020.

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### 18.210.090 Off-street parking.

- A. Off-street parking shall comply with this chapter and Chapter 18.720 including the EV infrastructure requirements in RDC 18.720.040.C.8.-
- B. For individual garage or carport units facing a street, at least twenty linear feet of driveway shall be provided between any garage or carport entrance and the property line abutting the street , measured along the centerline of the driveway. This standard shall not be modified through the adjustment or variance process per RDC 18.350 or the PUD process per RDC 18.401.
- C. For individual garage or carport units facing an alley, driveways shall not be any linear length between five feet and twenty feet from the garage or carport entrance to the edge of the alley; measured along the centerline of the driveway. The intent of this standard is to prevent parked cars from protruding into alleys. This standard shall not be modified through the adjustment or variance process per RDC 18.350 or the PUD process per RDC 18.401.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1207, § 2(Exh. A), 5-26-2016; Ord. No. 1339, § 2(Exh. A), 5-27-2021)

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### **18.210.120 Accessory structures ~~and dwellings~~.**

- A. Accessory structures ~~and dwellings~~ must meet the lot requirements and dimensional standards in RDC 18.210.030 with the following exceptions:
1. Height.
    - a. Accessory structures other than recreational vehicle garages shall not exceed the lesser of eighteen feet in height or the height of the primary structure.
    - b. Recreational vehicle garages shall not exceed the lesser of twenty-four feet in height or the height of the primary structure.
  2. Setbacks.
    - a. One uninhabited freestanding structure up to ten feet high and 120 square feet in footprint area, such as a storage shed or greenhouse, may be located within the required rear or side yard setback, provided:
      - i. The structure shall be located a minimum of three feet from property lines with eaves no greater than twelve inches.
      - ii. The structure shall retain a five-foot fire separation distance from other structures as specified in adopted building codes.
      - iii. The structures shall be setback at least five feet farther than the front façade of the house if the structure is located in the side yard. For corner lots, the structure shall be set back a minimum of ten feet farther than the front façade of the house on the street side, or outside of the Sight Obstruction area pursuant to Section 2.16 of the Engineering Standards.
- B. Accessory structures greater than one hundred twenty square feet shall be visually compatible with the primary structure.
- C. Accessory structures ~~and dwellings~~ are only permitted as accessory uses to a primary use and must be located on the same parcel as the primary use.
- D. Accessory dwelling units are regulated ~~by~~ under RDC 18.205.020, RDC 18.205.030 and RDC 18.206.030. (Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1325, § 2(Exh. A), 9-24-2020; Ord. No. 1339, § 2(Exh. A), 5-27-2021; Ord. No. 1370, § 2(Exh. A), 9-8-2022)

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**18.220.030 Dimensional and density standards.**

- A. Dimensions shall be consistent with Table 18.220.030-1. Adjustments for townhouse developments are in RDC 18.206.060.
- B. See RDC 18.210.060 for special setback and design requirements along major corridors.
- C. Minimum side yard setbacks shall not be reduced through the adjustment or variance process.
- D. The senior housing bonus, as described in RDC 18.235.020.P, may be applied to development within the RMD-16 zone. All site requirements and development standards of the RMD district shall apply to developments that obtain a senior housing bonus. Additionally, developments shall be designed to project a residential appearance through architectural design, landscaping, the use of building materials, and surface lengths.

Table 18.220.030-1  
RMD dimensional and density standards.

| Standard  | RMD-16                              |
|---|-------------------------------------|
| Min. Lot Width                                    | 30 feet                             |
| Min. Lot Area                                     | 2,500 square feet                   |
| Min. Density: Dwelling Units/Net Developable Acre | 8 du/ac                             |
| Max. Density: Dwelling Units/Net Developable Acre | 16 du/ac                            |
| Min. Front Yard Setback                           | 10 feet                             |
| Min. Rear Yard Setback                            | 5 feet                              |
| Min. Side Yard Setback                            | 5 feet                              |
| <u>Min. Garage Setback</u>                        | <u>20 feet</u>                      |
| Max. Height                                       | 35 feet (40 feet with pitched roof) |
| Max. Impervious Surface                           | 75% (net developable acres)         |

(Ord. No. 1339, § 2(Exh. A), 5-27-2021)

Editor's note(s)—Ord. No. 1339, § 2(Exh. A), adopted May 27, 2021, amended § 18.220.030 in its entirety to read as herein set out. Former § 18.220.030 pertained to lot requirements and derived from Ord. No. 1132, § 2(Exh. A), adopted July 11, 2013.

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### **18.220.100 Off-street parking.**

- A. Off-street parking shall be provided as required in RDC 18.720, [including the EV infrastructure requirements in RDC 18.720.040.C.8](#), in addition to the provisions of this section.
- B. For individual garage or carport units facing a street, at least twenty linear feet of driveway shall be provided between any garage or carport entrance and the property line abutting the street, measured along the centerline of the driveway. This standard shall not be modified through the adjustment or variance process per RDC 18.350 or the PUD process per RDC 18.401.
- C. For individual garage or carport units facing an alley, driveways shall not be any linear length between five feet and twenty feet from the garage or carport entrance to the edge of the alley; measured along the centerline of the driveway. The intent of this standard is to prevent parked cars from protruding into alleys. This standard shall not be modified through the adjustment or variance process per RDC 18.350 or the PUD process per RDC 18.401.
- D. Parking lots shall be located behind or to the side of buildings.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1207, § 2(Exh. A), 5-26-2016; Ord. No. 1339, § 2(Exh. A), 5-27-2021)

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**18.220.130 Accessory structures ~~and dwellings~~.**

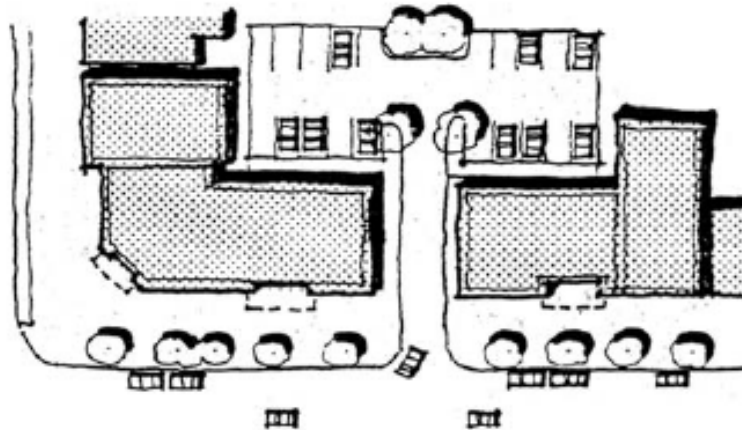
- A. Accessory structures must meet the dimensional standards in RDC 18.220.030, with the exceptions in RDC 18.210.120.
  - 1. Multistory parking structures are exempt from the eighteen-foot maximum height requirement in RDC 18.210.120.
- B. Accessory structures greater than one hundred twenty square feet shall be visually compatible with the primary structure.
- C. Accessory structures are only permitted as accessory uses to a primary use and must be located on the same parcel as the primary use.
- D. Accessory dwelling units are regulated by-under RDC 18.205.020, RDC 18.205.030, and RDC 18.206.030.  
(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1339, § 2(Exh. A), 5-27-2021; Ord. No. 1370, § 2(Exh. A), 9-8-2022)

**18.230.080 Off-street parking and loading.**

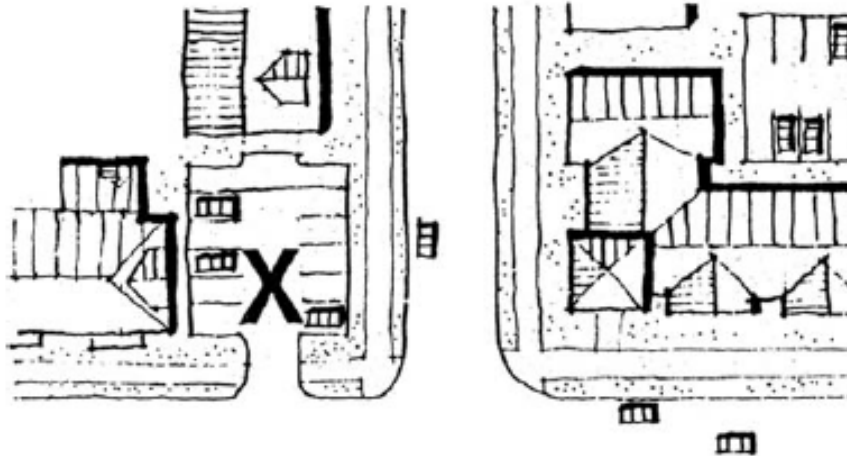
- A. Off-street parking and loading shall be provided as required in Chapter 18.720, [including the EV infrastructure requirements in RDC 18.720.040.C.8.](#)
- B. Parking areas shall be located to minimize their visual and functional impact, generally by locating parking areas along the rear and sides of the buildings, and shall comply with the following standards in lieu of compliance with RDC 18.720.040.C.1.

**ACCEPTABLE**

*Parking behind shops*



**UNACCEPTABLE**



*Street corners are not appropriate locations for parking lots.*

1. For sites along pedestrian streets, parking areas shall not be placed forward of the maximum setback or the front building façade, whichever is closer to the property line, for more than twenty percent of

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- the site's street frontage not encumbered by critical areas or significant vegetation, with the exception of driveways and drive aisles perpendicular to the street frontage.
2. For sites along major corridors, parking areas shall not be placed forward of the maximum setback or the front building façade, whichever is closer to the property line, for more than fifty percent of the site's street frontage not encumbered by critical areas or significant vegetation, with the exception of driveways and drive aisles perpendicular to the street frontage. Slip lane parking lots per RDC 18.230.080.C. are also exempt from this standard.
  3. For sites located on a corner lot or other lot with multiple frontages, both frontages must meet the applicable limitations for parking area locations. No parking area shall be closer than one hundred feet to any corner formed by two public streets, unless the length of the frontage along both streets is less than one hundred feet in which case the parking area shall be located as far as practicable from the corner.
  4. The area between the property line and the parking area, with the exception of driveways and drive aisles providing access to the parking area, shall be fully landscaped to an L2 standard.
- C. Slip lane parking lots are permitted along the street frontage of major corridors, and are exempt from the 50 percent street frontage limitation for parking lots in RDC 18.720.040.C.1.
1. Slip lane parking lots may consist of one, one-way drive aisle and one row of parking stalls arranged parallel or angled, meeting the dimensional standards of RDC Table 18.720.040-1. The combined width of the drive aisle and parking stalls shall not exceed forty-four feet.
  2. Slip lane parking lots shall include a sidewalk with a minimum width of five feet between the parking lot and the interior of the site, running the full length of the slip lane parking lot.
  3. Along a minimum of seventy-five percent of the length of the slip lane parking lot, buildings shall be set back no more than five feet from the back edge of the required sidewalk.
  4. Buildings fronting the slip lane parking lot shall provide a primary pedestrian entrance directly facing the parking lot.
  5. Where practicable, slip lane parking lots shall extend to the edge of the property line to allow seamless continuation along the adjoining properties.
  6. Slip lane parking lots shall only be allowed if the public works director approves access onto the arterial, which may include limitations on driveway spacing and restricted turn movements.

(Ord. No. 1108, § 2, 7-26-2012; Ord. No. 1220, § 2(Exh. A), 10-27-2016; Ord. No. 1234, § 2(Exh. A), 6-22-2017; Ord. No. 1253, § 2(Exh. A), 12-7-2017; Ord. No. 1426, § 2(Exh.), 7-25-2024)

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## 18.240.060 Site and building design.

### A. E District Standards.

1. Applicability. The requirements of Section 18.235.060-140.060 apply to:
  - a. New buildings of any size,
  - b. The addition to or remodel of an existing building that increases the square footage of the building by twenty percent, and
  - c. The addition to or remodel of an existing building where the construction valuation is fifty percent or greater of the existing site and building valuation.
2. All structures proposed to be sited on parcels zoned Employment (E) adjacent to Interstate 5 right-of-way shall comply with the Commercial Design Standards found in Section 18.230.055.
3. Building design shall reinforce the building's location adjacent to street edge and public space.
4. All blank walls facing an arterial, minor arterial or collector street shall be articulated in one or more of the following ways:
  - a. Installing a vertical trellis in front of the wall with climbing vines or planting materials.
  - b. Providing a landscaped planting bed at and five feet wide in front of the wall with plant materials that can obscure at least twenty percent of the wall's surface within three years.
  - c. Providing texture or artwork (mosaic, mural, sculpture, relief, etc.) over the blank wall surface.
  - d. Other equivalent methods that provides for enhancement of the wall.
5. Where the lot abuts an arterial, minor arterial or collector street, at least one main entrance of a building shall face directly onto a sidewalk along a street. Entrances shall be made physically and visually inviting by incorporating a minimum of two of the following entry enhancement features:
  - a. Additional landscaping equal to ten percent of required site landscaping within ten feet of either side of the entry;
  - b. At least two hundred square feet of paving materials different from the street sidewalk;
  - c. At least one hundred square feet of awning, marquee, or arcade over the entry;
  - d. At least two hundred square feet of pedestrian plaza with landscaping and benches that is attached to the entry;
  - e. Entry recessed from the facade surface by at least three feet; or
  - f. Accent lighting.
6. On lots fronting an intersection where at least one leg of the intersection is an arterial, minor arterial or collector street, the building shall accentuate the street-facing corner by including pedestrian access at the corner.
7. The following accessory structures and uses shall be screened by a fence or landscaping to a value of eighty percent year-round opacity from public view along an arterial, minor arterial or collector street:
  - a. All on-site service areas, loading zones, outdoor storage areas, garbage collection, recycling areas, and similar activities. Design of exterior storage areas shall comply with engineering standards and the comprehensive stormwater management plan (CSMP), including roof cover, paving, and runoff containment, to prevent nonstormwater discharges from entering the stormwater drainage system.

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- b. Utility vaults, ground-mounted mechanical units, trash receptacles and other similar structures.
  - c. Satellite dishes or pedestrian-oriented waste receptacles along walkways are not required to comply with this standard.
- 8. Mechanical units, utility equipment, elevator equipment, and telecommunication equipment located on the roof shall be grouped together, incorporated into the roof design, and/or screened from adjacent walkways to a value of eighty percent year-round opacity.
  - 9. Outdoor storage of materials shall generally be located to the rear or side of the site and shall not be located adjacent to any street with a classification of "collector" or higher or any street that is projected to carry more than two thousand average daily trips. Adjacent in this context shall mean without an intervening element such as a building or parking area, but not including a fence or wall, between the street right-of-way and the outdoor storage area. If the location of outdoor storage areas to the rear or side of the site is not practical due to site constraints additional landscaping immediately adjacent to the right-of-way to a L5 standard fifteen feet in depth shall apply.
- B. Site configurations in the E zone shall avoid creating entrapment areas such as dead-end pathways where a pedestrian could be trapped by an aggressor.
  - C. In the E zone, the site and buildings shall provide sight lines to allow observation of outdoor spaces by building occupants. Buildings should be sited so that windows, balconies and entries overlook pedestrian routes and parking areas and allow for informal surveillance of these areas, where possible.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1226, § 2(Exh. A), 12-15-2016; Ord. No. 1232, § 2(Exh. A), 4-27-2017; Ord. No. 1266, § 2(Exh. A), 9-13-2018; Ord. No. 1273, § 2(Exh. A), 10-11-2018; Ord. No. 1296, § 2(Exh. A), 10-10-2019; Ord. No. 1370, § 2(Exh. A), 9-8-2022; Ord. No. 1406, § 2(Exh. A), 7-13-2023)

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### **18.240.080 Off-street parking and loading.**

- A. Off-street parking and loading shall be provided as required by RDC 18.720, including the EV infrastructure requirements in RDC 18.720.040.C.8.
- B. No more than fifty percent of a lot abutting an arterial, minor arterial or collector street may be dedicated to parking area along the arterial or collector street frontage.
  - 1. Sites with the following primary uses are exempt from the requirement in (B) when such a primary use occupies at least fifty thousand square feet: Light manufacturing, research and development, freight/cargo movement and storage, fleet service, warehousing, wholesale retail, and computer and electronics manufacturing.
- C. On corner lots where one leg of the intersection is an arterial, minor arterial, or collector street, the parking area shall be no closer than the lesser of one hundred feet or twenty-five percent of the street frontage, measured horizontally along the frontage, from the intersecting rights-of-way of the arterial, minor arterial, or collector street with another street.
- D. Where the subject lot abuts a public street at the front and rear of the lot, the parking area shall take access from the street with the lowest street classification.
- E. Off-street loading is not permitted within twenty-five feet of a public right-of-way.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1232, § 2(Exh. A), 4-27-2017; Ord. No. 1325, § 2(Exh. A), 9-24-2020)

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### **18.240.110 Special provisions for the employment mixed use overlay district.**

- A. Purpose. The EMUO implements the employment mixed use designation in the RUACP and is intended to provide for a mix of compatible light industrial, service, office, retail, and residential uses. As further detailed in this chapter, the mix of uses is to be mutually supporting and pedestrian- and transit-oriented. Through the development standards described in Section 18.240.110(F), the EMUO promotes physical and functional integration, coordination, cohesive site planning and design that maximizes land use. It also encourages the development of a compact, active environment that is expected to:
1. Achieve the goals and objectives of the RUACP.
  2. Provide additional family wage employment opportunities.
  3. Enhance livability, environmental quality, and economic vitality.
  4. Maximize efficient use of public facilities and services.
  5. Accommodate medium and higher density housing when integrated into a master plan.
  6. Reduce the number of automobile trips and encourage alternative modes of transportation.
  7. Create a safe, attractive and convenient environment for living, working, recreating and traveling.
- B. General Applicability. The provisions of this section may be applied to any parcel or an aggregation of parcels under an applicant's common ownership or control of forty gross acres or greater that are designated EMUO on the RUACP map at the election of an applicant. In the event an applicant elects to file an EMUO master plan application instead of an E master plan application, the applicant shall comply with all of the provisions of this section and unless otherwise provided, Sections 18.240.020 through 18.240.095 of this chapter shall not apply. An EMUO master plan, at a minimum, shall address the following approval criteria:
1. Critical Areas. When development impacts lands regulated by RDC 18.280, Critical Areas, the development project shall comply with all applicable standards in 18.280.
  2. Adequate access shall be provided for vehicles, transit, bicycles, and pedestrians to each property within the master planning area. The circulation plan shall address vehicular, bus, pedestrian and bicycle transportation, access limitation and engineering issues.
  3. The EMUO master plan shall show how capital facilities (sanitary sewer, water, storm drainage) and utilities can be provided efficiently to the site, consistent with city engineering standards and the CFP.
  4. Flag lots are specifically discouraged unless there is no reasonable alternative, as determined by the city engineer.
  5. Each of the parcels within an approved EMUO master plan need not be contiguous provided that noncontiguous parcels are designed to achieve physical and functional integration as defined by this code with contiguous parcels within the master plan, that noncontiguous areas are geographically separated by no more than one mile, that development on noncontiguous parcels complies with all adopted EMUO development standards and provided that any noncontiguous parcel have a minimum size of forty gross acres or greater. Properties cannot be in a master plan if there is a built or natural barrier that does not allow the achievement of physical and functional integration.
- C. EMUO Master Planning Process.
1. The purpose of the master planning process is to:
    - a. Assure that the proposed master plan is considered as a whole and conforms to the RUACP. The master plan may serve to allow flexibility of uses and development standards. Any other reviews needed for the development review process, such as conditional uses, plan amendments,

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subdivisions, variances or zone changes may be considered at the same time as the master plan; provided, that the applications for these other permits comply with the city's submittal requirements;

- b. Assure that phased development is properly coordinated;
  - c. Provide the applicant with reliable assurances of the city's expectation for the overall project as a basis for the applicant's detailed planning and investment.
2. Requirements. An EMUO master plan must include a concept plan that shows the location and distribution of land uses and related facilities. The following components are required:
- a. Boundaries of the Site and Existing Conditions. The master plan must show the current and potential future boundaries of the site for the duration of the master plan and existing conditions such as environmental constraints, utility services, existing structures and uses and existing transportation improvements.
  - b. General Statement. The master plan must include a narrative that generally describes the uses and site as well as expansion plans for the duration of the EMUO master plan. An applicant shall calculate the approximate net developable acres of proposed uses and net densities by type, area of public rights-of-way, the percentage of impervious surfaces and the approximate amount, location and type of sensitive lands impacted.
  - c. A SEPA Checklist.
  - d. Master Plan. The master plan must generally show the proposed division of land and distribution of proposed uses and the items described in subsections (C)(2)(a) and (b) of this section. Additional information may include:
    - i. Conceptual plans for potential future uses;
    - ii. Conceptual plans for improvements planned in conjunction with the proposed use(s); and
    - iii. General locations of usable open space, any land proposed to be dedicated for open space, pedestrian and transit connection between the site and public or private streets serving the EMUO master plan and connecting to off-site open space, and internal circulation (both auto and pedestrian).
  - e. Development Standards. The applicant may propose standards that will control development of the future uses that are in addition to or substitute for the requirements of this section as set forth in a duly approved development agreement pursuant to RDC 18.310.150, provided they are consistent with the RUACP and RCFP.
  - f. Phasing of Development. The master plan shall include the proposed development phases, probable sequence of future phases, estimated dates and interim uses of the property awaiting development. In addition, the plan shall identify any proposed temporary uses or locations of uses during construction periods.
  - g. Transportation and Parking. The master plan shall include information on the following items for each phase:
    - i. Projected Transportation Impacts. This includes the expected number of trips (peak and daily), an analysis of the impact of those trips on the street system, and the proposed mitigation measures. Mitigation measures may include improvements to the street system or specific programs to reduce traffic impacts, including transportation demand management techniques, such as encouraging the use of public transit, carpool, vanpools, adjustment of work hours and other alternatives to single occupancy vehicles. A transportation impact study may be substituted for these requirements and shall be

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required for any development within a master plan that is projected to generate more than ten peak hour trips.

- ii. Proposed Parking Impacts. This information includes: projected peak-hour parking demand, an analysis of this demand compared to proposed on-site and off-site parking supply, potential impacts to the on-street parking system and adjacent land uses and mitigation measures.
- h. Procedures.
- i. Master plan preapplication meetings are required prior to submitting a conceptual master plan.
  - ii. The master plan review shall be processed in accordance with the procedures of a Type III land use review per this title.
  - iii. Type II site plan review is required for each phase of development within the master plan, unless otherwise specified herein.
  - iv. In lieu of compliance with the general modification procedures of Chapter 18.350 RDC, any modifications, additions or changes to an approved EMUO master plan are subject to the following:
    - a. Minor changes as defined in this subsection shall be reviewed as a Type I post-decision review process and a determination made by the planning director. To be considered minor, the modification must meet the following criteria:
      - i. A minor modification shall not result in a deviation to a numeric performance standard of more than ten percent. Examples of minor modifications include but are not limited to minor relocation of buildings or landscaped areas, moving an approved use from one part of a master plan site to another part, minor changes in phasing and timing, and minor changes in elevations of buildings and also include modification that will result in:
        - (A) No more than a ten percent reduction in the amount of landscaping, buffering and open space, or the relocation of open space;
        - (B) No more than a ten percent reduction in the amount of parking is proposed;
        - (C) No more than a ten percent reduction of any landscape buffer, in width or density of planting, between the development and adjoining properties is proposed;
        - (D) No more than a ten percent increase in the total ground area covered by buildings or other impervious surfaces is proposed;
        - (E) No more than a ten percent change in the preservation of trees or other unique natural features which were required to be preserved by the master plan approval is proposed;
        - (F) No structures are relocated closer to the perimeter of the site, to water bodies or to sensitive areas;
        - (G) No more than a ten percent increase in traffic volumes; and
        - (H) No more than a ten percent change in trip generation is proposed.

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- b. Moderate changes that do not affect the general concept for development of the site as set out in the EMUO master plan shall be reviewed as a Type II post-decision review process. To be considered moderate, the modification must meet the following criteria:
    - i. A moderate modification shall not result in a deviation to a numeric performance standard of more than twenty percent. Examples of moderate modifications are ones that will result in:
      - (A) No more than a twenty percent reduction in the amount of landscaping, buffering and open space, or the relocation of open space is proposed;
      - (B) No more than a twenty percent reduction in the amount of parking is proposed;
      - (C) No more than a twenty percent reduction of any landscape buffer, in width or density of planting, between the development and adjoining properties is proposed;
      - (D) No more than a twenty percent increase in the total ground area covered by buildings or other impervious surfaces is proposed;
      - (E) No more than a twenty percent change in the preservation of trees or other unique natural features which were required to be preserved by the preliminary master plan approval is proposed;
      - (F) No more than a twenty percent increase in traffic volumes; and
      - (G) No more than a twenty percent change in trip generation is proposed.
    - c. Major changes that do not meet the above criteria for minor or moderate modifications shall be subject to a Type III land use review per this title, subject to fees in effect at the time of the change request application.
      - v. Projects approved as part of an EMUO master plan do not require an additional public hearing on a project specific basis so long as the original master plan is followed unless a conditional use permit, variance or other permit in and of itself requires a Type III post-decision review. Unless otherwise required, further review of master plan projects shall be conducted by means of a Type II—Site plan review process.
  - D. Required Mix of Uses. A mix of uses, either within a single building or within a master plan, must be provided. In the case of a mix of uses within a single building, the percentage of allowable uses shall be calculated with reference to the gross square feet devoted to each type of use, and in the case of mix of uses in a master plan, the percentage of uses shall be calculated with reference to the net developable acres devoted to each type of use.

There is no maximum percentage of net developable acres devoted to employment uses that must be provided. The required mix of uses either within a single building or in a master plan shall include:

- 1. If an applicant for an EMUO master plan site elects to provide residential units within an EMUO master plan pursuant to this section, the following standards will apply:
  - a. Except as otherwise modified by RDC 18.240.110, the medium density residential districts provisions of Chapter 18.220 RDC shall apply to residential development within an EMUO master plan site.
  - b. Except as provided in Section 18.240.110(D)(21)(c) RDC, a maximum of one residential unit for each net developable acre of an EMUO master plan site shall be permitted within an EMUO master plan site.

- c. For residential units located above the ground floor of a structure containing commercial or employment uses, one additional residential unit, over and above the allocation set forth in Section 18.240.100110(D)(21)(b) RDC, for each net developable acre of an EMUO master plan site shall be permitted within an EMUO master plan site.
- d. If the applicant elects to include residential uses in the EMUO master plan, the minimum average residential density within an EMUO master plan site shall be ten dwelling units per net developable acre and the maximum density shall be sixteen residential units per net developable acre.
- e. The permitted residential uses are listed in Table 18.240.110-2 RDC.
- f. If an applicant for an EMUO master plan site elects to provide residential units within an EMUO master plan pursuant to this section, then at the master plan approval stage, the maximum residential allocation for the entire master plan site (except units located above commercial or employment uses) shall be calculated at a rate of one residential dwelling unit per net developable acre of the master plan site. The number of housing units constructed in any one year shall not exceed twenty percent of the total allocation for a master plan site; provided, however, if an applicant does not construct up to twenty percent of the residential allocation in any one year, then the applicant shall be entitled to add the unused number of housing units from that year to the annual sub-allocation of any following year up to the allowed percentage of that following year.<sup>1</sup> After constructing sixty percent of the housing units allocated to a master plan site, before an applicant is entitled to construct the remaining forty percent of the residential unit allocation, the applicant must provide a certain number of family wage job opportunities in accordance with the following table:

**Table 18.240.110-1**

| Housing Allocation Designation | Maximum Permitted Percentage of Total Housing Units that can be Constructed Annually  |
|--------------------------------|---|
| A                              | Up to twenty percent of the total residential unit allocation in year 1   |
| B                              | Up to an additional twenty percent, for a total of forty percent of the allocation, in year 2   |
| C                              | Up to an additional twenty percent, for a total of sixty percent of the total allocation, in year 3   |
| D                              | Up to an additional twenty percent, for a total of eighty percent of the total allocation, in year 4 provided 9 family wage job opportunities × the number of units in Allocations A, B, and C have been provided within the Master Plan Site   |
| E                              | Up to the final twenty percent in year 5, for a total of one hundred percent of the total allocation, provided 9 family wage job opportunities × the number of units in Allocation A, B, C and D have been provided within the Master Plan Site |

<sup>1</sup> For illustrative purposes only, if an approved master plan includes one hundred housing units, up to twenty percent of those units can be built in any one year after master plan approval; another twenty percent of those units can be constructed in a following year; and so on with the potential of an applicant constructing twenty percent of the one hundred units, or twenty units, each year over a period of five years. If an applicant only constructs fifteen percent of the first year's allocation, then in the second year, the applicant can construct up to twenty-five percent of the total housing units.

- g. An applicant shall have the option of constructing commercial uses, up to the maximum percentage permitted, and employment uses within a master plan site in advance of constructing

any allowable residential units and in such case, the maximum residential units that may be constructed concurrently or subsequent to construction of the commercial or employment uses, shall correspond to the number of family wage employment opportunities provided according to the formulas in the above table.

- h. For the purposes of Section 18.240.110(D)(2)(f) RDC, an applicant shall be deemed to have provided nine family wage employment opportunities per each residential unit constructed, if (1) the employers within the EMUO master plan site fall into any of the employment categories listed in a document entitled Family Wage Employment Categories adopted by city council in a resolution, as may be updated from time to time, where such list shall also include a percentage of family wage job opportunities typically found in each employment category, or, in the alternative if the category is not on the list, the employers demonstrate to the city through other records that it is providing family wage employment opportunities, and (2) the average number of employees within the EMUO master plan site equals nine family wage employment opportunities per residential unit constructed at the time of the calculation. The city shall keep on record, as part of its business licensing program, information about each employer within an EMUO master plan site, including each employer's employment categories and the number of employees in each category. Such employer information need only be updated upon business license renewal or issuance.
  - i. The total maximum residential allocation for an EMUO master plan site shall encumber the entire site for the period of time established in a development agreement adopted pursuant to Section 18.310.150 RDC so that in the event the master plan site is subdivided and held in separate ownership, the total maximum residential allocation shall apply to the initial master plan site for the stated term.
2. Commercial. A maximum of twenty percent of the net developable acres may be devoted to the commercial uses defined in Section 18.100 RDC. There is no minimum percentage of net developable acres devoted to commercial uses that must be provided.
  3. Existing Uses. Any existing use included in an EMUO master plan shall be allowed to continue, even if such use is not a permitted or conditional use listed in Table 18.240.1, until that use is abandoned; provided, however that should an existing use be included in an EMUO master plan the design standards contained in Section 18.240.110(F) RDC shall apply if a major modification, as defined in Section 18.240.110(C)(2)(h)(v)(c) RDC, is proposed for the existing use or structure. Any existing use included in a EMUO master plan shall be counted toward the required calculations for allowable uses under the EMUO.
- E. Permitted and Conditional Uses. The city permits the following uses in an EMUO master plan:

**Table 18.240.110-2**

X—prohibited use    P—permitted use    C—conditional use

| DESIGNATED AREAS WITHIN MIXED USE MASTER PLAN |   |                       |        |            |             |
|---|---|-----------------------|--------|------------|-------------|
| Zone <sup>1</sup> →                           | Destination Retail High Impact Commercial | Low Impact Commercial | Office | Industrial | Residential |
| Use ↓   |   |                       |        |            |             |
| <b>A. Residential</b>                         |   |                       |        |            |             |
| 1. Existing residential                       | P   | P                     | P      | P          | P           |
| 2. Multi-family residential <sup>2</sup>      | X   | C                     | C      | X          | P           |

|   |                |   |   |   |   |
|---|----------------|---|---|---|---|
| 3. Multi-family residential in mixed-use structure with residential units above ground floor <sup>3</sup>   | P              | P | P | C | P |
| 4. Multi-family residential in mixed-use structure with residential units on ground floor <sup>4</sup>  | C              | P | P | C | P |
| <b>B. Commercial<sup>5</sup></b>  |                |   |   |   |   |
| 1. Retail sales—Low Impact <sup>6</sup>   | P <sup>7</sup> | P | P | C | C |
| 2. Retail sales—High Impact <sup>8</sup>  | P              | X | X | X | X |
| 3. Retail sales—Destination Retail <sup>9</sup>   | P              | X | X | X | X |
| 4. Temporary fireworks stands   | P              | X | X | X | X |
| 5. Restaurants—without drive through facility   | P              | P | P | C | X |
| 6. Restaurants—with drive through facility  | P              | X | X | X | X |
| 7. Bed & breakfast lodging <sup>10</sup>  | X              | P | X | X | C |
| 8. Hotels, resident hotels and motels   | P              | C | P | C | X |
| 9. Auto-oriented businesses such as gas stations, coffee stands and similar uses <sup>11</sup>  | P              | X | P | C | X |
| 10. Institutional uses—low impact <sup>12</sup>   | P              | P | P | C | C |
| 11. Elementary schools, public or private   | X              | X | X | X | C |
| 12. Institutional uses—high impact <sup>13</sup>  | P              | X | C | C | X |
| 13. Daycare facilities  | X              | P | P | C | C |
| 14. Adult Entertainment   | X              | X | X | X | X |
| <b>C. Industrial</b>  |                |   |   |   |   |
| 1. Manufacture, assembly and wholesale distribution of electronic or specialized equipment and components, including but not limited to communications, medical and dental, pharmaceutical, computer, optical, photographic, analytical, measurement, controlling and office products | X              | X | C | P | X |
| 2. Research and development facilities  | X              | C | P | P | X |
| 3. Regional distribution facilities, provided that  | X              | X | C | P | X |

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(Supp. No. 107)

|   |                 |   |   |   |   |
|---|-----------------|---|---|---|---|
| loading and unloading activities are conducted on dock facilities primarily located indoors   |                 |   |   |   |   |
| 4. Automotive repair and service  | P               | X | C | P | X |
| 5. Heavy equipment repair and service   | X               | X | X | P | X |
| 6. Machine, metal, sheet metal, fabric, finished wood manufacturing and assembly  | X               | X | X | P | X |
| 7. Plastics and rubber products manufacturing   | X               | X | X | P | X |
| 8. Nonmetallic mineral product manufacturing  | X               | X | X | P | X |
| 9. Manufacture, compounding, processing, packaging or treatment of bakery goods, candy, drugs, perfume, toiletries, soft drinks and food products                               | X               | X | X | P | X |
| 10. General wholesaling, warehousing, distribution and storage  | P               | X | X | P | X |
| 11. Transportation equipment and appliance manufacture and assembly   | X               | X | X | P | X |
| 12. Creameries, ice and cold storage plants   | C <sup>14</sup> | X | X | P | X |
| 13. Manufacture of wood and paper products, textiles, chemical and chemical products, feed, metal and metal alloy products and the storage of raw materials for such industries | X               | X | X | C | X |
| 14. Converted paper product manufacturing   | X               | X | X | C | X |
| 15. Compounding, assembly or treatment of previously prepared materials   | X               | X | X | C | X |
| 16. Ferrous metal foundry and stamping plants   | X               | X | X | C | X |
| 17. Non-ferrous metal artisan foundry <sup>15</sup>   | X               | C | X | P | X |
| 18. Mechanical facilities related to utility distribution   | C               | X | C | P | X |
| 19. Essential public services and facilities <sup>16</sup>  | X               | X | X | C | X |

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(Supp. No. 107)

|   |   |   |   |   |                 |
|---|---|---|---|---|-----------------|
| 20. Truck stop facilities   | C | X | X | X | X               |
| 21. Cleaning and dyeing plants  | X | X | X | C | X               |
| <b>D. Office<sup>17</sup></b>   |   |   |   |   |                 |
| 1. Business parks, office buildings and multi-use ("flex") buildings, exclusive of retail trade   | X | X | P | P | X               |
| 2. Business educational and training facilities   | C | C | P | P | X               |
| 3. Media productions, including but not limited to TV and radio broadcasting, motion picture production and newspaper, magazine, book publishing, printing, commercial art and photography, and advertising | P | C | P | P | X               |
| 4. Financial institutions   | P | P | P | P | C               |
| 5. Business, labor, scientific and professional organizations   | P | C | P | P | C               |
| 6. Office and business support services and facilities  | P | C | P | P | X               |
| 7. Administrative, professional and business offices; medical, dental and health related services, managerial, real estate, insurance and similar uses  | P | P | P | P | C <sup>18</sup> |
| 8. Blue printing, photocopying or business offices  | P | C | P | P | X               |
| <b>E. Other</b>   |   |   |   |   |                 |
| 1. Wireless communication facilities  | P | P | P | P | C               |
| 2. Public utilities directly serving permitted or conditional uses  | P | P | P | P | P               |

<sup>1</sup> The term "zone" applies to areas with the EMUO master plan and not to city adopted zoning districts.

F. Development Standards. The development standards set forth in this section, and any development standards contained in a development agreement adopted pursuant to Section 18.310.150 RDC apply in lieu of any other development standards contained in RDC, unless otherwise provided. The standards in this section shall apply to any mix of development that is proposed for an EMUO master plan site; provided, however, that an applicant may propose new development standards that are consistent with the RUACP and the purpose of the EMUO. Development standards that differ from the standards in this section will be

reviewed as part of the city's review of the EMUO master plan and shall be included in a development agreement adopted pursuant to Section 18.310.150 RDC.

**Table 18.240.110-3**

|  |   |  |                      |                         |   |
|--|---|--|----------------------|-------------------------|---|
| <b>1. Densities</b>  |   |  |                      |                         |   |
| Use  |   | Density  |                      |                         |   |
| Residential  |   | 10 units per Net Developable Acre (average minimum) <sup>20</sup><br>16 units per Net Developable Acre (maximum) |                      |                         |   |
| <b>2. Lot Dimension Requirements</b>   |   |  |                      |                         |   |
| Development Standard   | Destination Retail/High Impact Commercial use | Low Impact Commercial use  | Office use           | Industrial use          | Residential use   |
| a. Lot Width (minimum)   | 30 feet                                       | 30 feet  | 30 feet              | 30 feet                 | 20 feet   |
| b. Lot Depth (minimum)   | 60 feet                                       | 60 feet  | 60 feet              | 60 feet                 | 60 feet   |
| <b>3. Front Yard Building Setback Requirements</b>   |   |  |                      |                         |   |
| Development Standard <sup>21</sup>   | Destination Retail/High Impact Commercial use | Low Impact Commercial use  | Office use           | Industrial use          | Residential use   |
| a. Minimum setback <sup>22</sup> from arterial or collector, includes 20 foot landscape buffer except if minimum setback is 0 feet <sup>23</sup> | 20 feet                                       | 0 feet <sup>24</sup>   | 20 feet              | 20 feet                 | 20 feet   |
| b. Minimum setback from local or industrial street, includes 20 foot landscape buffer except if minimum setback is 0 feet                        | 20 feet                                       | 0 feet <sup>24</sup>   | 0 feet <sup>24</sup> | 20 feet                 | 20 feet if parking located in front of dwelling unit or 0 feet if it is not |
| c. Maximum setback from any street,  | None  | 10 feet <sup>24</sup>  | 100 feet             | 100 feet <sup>24a</sup> | 100 feet  |

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(Supp. No. 107)

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| includes 20 foot landscape buffer except as otherwise noted  |   |   |   |   |  |
| <b>4. Side and Rear Yard Building Setback Requirements</b>   |   |   |   |   |  |
| Development Standard   | Destination Retail/High Impact Commercial use           | Low Impact Commercial use                               | Office use  | Industrial use  | Residential use  |
| a. Minimum setback abutting residentially zoned or used land <sup>25</sup>   | 20 feet   | 20 feet   | 20 feet   | 20 feet   | None   |
| b. Minimum setback abutting nonresidential zoned or used land  | None, except for landscaping requirement. See Section 5 | None, except for landscaping requirement. See Section 5 | None, except for landscaping requirement. See Section 5 | None, except for landscaping requirement. See Section 5 | 20 feet, includes landscaping requirement. See Section 5 |
| c. Maximum setbacks  | None  | None  | None  | None  | None   |
| <b>5. Landscape Standard</b>   |   |   |   |   |  |
| Development Standard   | Destination Retail/High Impact Commercial use           | Low Impact Commercial use                               | Office use  | Industrial use  | Residential use  |
| Landscape standard pursuant to Table 18.500.050(B) RDC along a site's boundaries which abut a parcel with a zone different than the zone of the parcel being developed and along a site's boundaries which abut an | Minimum 20 feet wide at a L4 standard                   | Minimum 10 feet wide at a L2 standard <sup>27</sup>     | Minimum 10 feet wide at a L2 standard <sup>27</sup>     | Minimum 20 feet wide at a L4 standard                   | Minimum 10 feet wide at a L2 standard                    |

|  |   |                                       |   |                                       |  |
|--|---|---------------------------------------|---|---------------------------------------|--|
| arterials or collector <sup>26</sup>   |   |                                       |   |                                       |  |
| Landscape standard pursuant to Table 18.500.050(B) RDC along a site's boundaries which abut a parcel with the same zone as the parcel being developed and along a site's boundaries which abut local streets | Minimum 10 feet wide at a L2 standard         | Minimum 10 feet wide at a L2 standard | Minimum 10 feet wide at a L2 standard   | Minimum 10 feet wide at a L2 standard | Minimum 10 feet wide at a L2 standard  |
| <b>6. Building Coverage and Open Space</b>   |   |                                       |   |                                       |  |
| Development Standard   | Destination Retail/High Impact Commercial use | Low Impact Commercial use             | Office use  | Industrial use                        | Residential use  |
| a. Building, Parking coverage and other impervious surfaces (maximum) <sup>28</sup>  | 85%   | 85%                                   | 100% provided that stormwater quality control and quantity control standards can be met | 85%                                   | 100% subject to any landscaping requirements, and subject to the recreation area requirement of RDC 18.220.120 (4) if applicable <sup>29</sup> |
| <b>7. Building Height Requirements</b>   |   |                                       |   |                                       |  |
| Development Standard   | Destination Retail/High Impact Commercial use | Low Impact Commercial use             | Office use  | Industrial use                        | Residential use  |
| a. Building Height (maximum) <sup>30</sup>   | 60 feet                                       | 60 feet                               | 60 feet   | 60 feet                               | 60 feet  |
| b. Structural Ceiling Height of Ground Floor (minimum)   | 10 feet                                       | 10 feet                               | 10 feet   | 10 feet                               | 9 feet   |

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(Supp. No. 107)

| <b>8. Parking Requirements</b> |   |
|--------------------------------|---|
| Use                            | Number of spaces required   |
| a. Destination Retail          | A minimum of one space per 300 square feet of gross floor area; no maximum  |
| b. High Impact Commercial      | As required in RDC 18.720.030   |
| c. Low Impact Commercial       | As required in RDC 18.720.030 <sup>31</sup>   |
| d. Office                      | As required in RDC 18.720.030   |
| e. Industrial                  | As required in RDC 18.720.030 except for industrial warehouse which shall have a minimum of one space per 3,000 square feet of gross floor area |
| f. Residential                 | As required in RDC 18.720.030   |

<sup>2</sup> Multi-family housing includes apartments, townhouses, duplex housing, condominiums and other attached dwelling units.

<sup>3</sup> No residential units allowed on ground floor of structure.

<sup>4</sup> Non-residential uses on ground floor of structure limited to twenty percent of the gross floor area of a single building.

<sup>5</sup> All commercial uses are limited to a combined maximum area of twenty percent of net acres of the mixed-use master plan site.

<sup>6</sup> This category includes a wide range of retail sales, including grocery stores, general and specialty merchandise. Low-impact retail sales uses typically do not have offensive odors, noise, or visual impacts. Such uses usually do not have significant truck traffic and have no outdoor storage areas.

<sup>7</sup> These uses must comply with the low impact—retail site and design standards.

<sup>8</sup> High impact (heavy) commercial uses include outdoor nurseries, lumber and building materials, farm equipment, heavy equipment rental, and the like. Such uses typically have large, outdoor storage areas, significant truck traffic and often rely on heavy equipment. Such uses may be noisy or have other off-site impacts. However, if impacts can be fully mitigated, such uses may be permitted conditionally in certain zoning districts.

<sup>9</sup> See Section 18.100.083 RDC.

<sup>10</sup> Less than ten beds in a single structure.

<sup>11</sup> Auto-oriented uses are limited to frontage and access onto designated arterial and collector streets.

<sup>12</sup> Transit facilities, police and fire stations and other government administrative buildings.

<sup>13</sup> Public middle, junior high and high schools; colleges and universities; hospitals, health clinics and urgent care facilities; churches; non-elementary religious and private schools; and amusement uses.

<sup>14</sup> If use includes retail component.

<sup>15</sup> A facility less than five thousand square feet for the creation of craftsman products sold at retail.

<sup>16</sup> Essential public services and facilities as defined under 36.70A.200 RCW.

<sup>17</sup> Retail components of office uses will be considered as part of the twenty percent maximum commercial area allowed in a mixed-use project.

<sup>18</sup> This use may be allowed on the ground floor of a multi-story residential building.

<sup>19</sup> Floor area ratio means the amount of gross square feet of a building compared to one square foot of net developable land. A 0.25:1 ratio would mean that for every square foot of net developable land, there must be 0.25 gross square feet of building. Each floor of a multi-storied building is counted in the calculation. In calculating floor area ratio for a phased development, the applicant shall meet the applicable FAR for only that portion of the master plan site which is subject to site plan review.

<sup>20</sup> "Average minimum" shall mean that an applicant may provide less than the minimum number of residential units on portions of a master plan site as long as the average minimum number of dwelling units for the entire master plan site is not less than ten dwelling units per acre.

<sup>21</sup> Buffer and setback widths are imposed on the site being developed.

<sup>22</sup> The setback shall be measured from edge of street right-of-way at the property line. The following uses shall be allowed within a setback: open space, sidewalks, other pedestrian ways and pedestrian amenities such as benches, outdoor restaurant seating and bike racks, stormwater facilities, parking facilities and drive lanes.

<sup>23</sup> Landscape buffers shall be developed consistent with Table 18.500.050(B) RDC.

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<sup>24</sup> No landscape buffer required.

<sup>24a</sup> Except for industrial distribution facilities which will have no maximum setback but will provide a minimum fifty foot landscape buffer with standards found in L4.

<sup>25</sup> Setback includes any required landscaping pursuant to Section 18.240.110(F)(5) RDC.

<sup>26</sup> Provided, however, that if a site requires a L4 landscape buffer, an abutting site which would otherwise be required to have a L4 landscape buffer shall only be required to have an L2 landscape buffer. If two or more abutting properties are subject to the L4 landscape buffer requirement, the applicant which files the first site plan review application shall be subject to the L4 landscape buffer requirement unless the two applicants and the city mutually agree on a different location for L4 landscape buffer, as long as the landscaping standards are met for both projects.

<sup>27</sup> Except that no landscaping is required in the front yard setback if the minimum front yard setback is zero feet.

<sup>28</sup> In the case where there is a mix of employment or commercial uses and residential uses within a single structure, the building coverage requirements applicable to employment and commercial developments shall apply.

<sup>29</sup> The recreation area requirement of RDC 18.220.120(4) shall be satisfied if outdoor recreation areas, including parks, trails, and school grounds, that meet the one-quarter acre per thirty-five dwelling unit ratio, are located within one-quarter mile of an MDR building if sidewalks or other direct pedestrian access is provided from the MDR building to the recreation area.

<sup>30</sup> Maximum building height does not include buildings or structures such as steeples, chimneys, flagpoles, electronic aerial, cupolas, or other features such as roof gardens, mechanical equipment, or solar panels.

<sup>31</sup> Parking spaces required may include on-site parking along adjacent street frontage.

The following standards apply to all EMUO mixed-use developments regardless of the use or subzones.

9. Landscaping and Natural Areas.

a. Landscaping.

- i. Except where in conflict with this chapter or the provisions of a development agreement, all mixed-use developments shall meet the landscaping requirements set forth in Chapter 18.240.090 RDC, site plan review.
- ii. Street trees shall be planted at twenty-five-foot to forty-foot spacing along all street frontages within the mixed use zoning district. The actual tree spacing allowed shall be determined by a landscape architect as appropriate to the leaf canopy of the approved street tree species at maturity and approved by the city. In addition, street trees shall be species-approved by the city and shall have a two-inch minimum trunk caliper at the time of planting.
- iii. Only under the following conditions may freestanding walls, fences and hedges be permitted along public streets or sidewalks:
  - a. The maximum height of any solid wall, fence, or hedge on any portion of a site devoted to residential uses shall be six feet. For all other uses or a mix of uses, the maximum height of any solid wall, fence, or hedge shall be eight feet, unless a solid masonry or concrete wall higher than eight feet is required to mitigate significant noise impacts. For any use, the maximum combined height of a solid, wall, fence or hedge along a front yard that abuts a street shall not be higher than three and one-half feet to meet site distance requirements.
  - b. The maximum height of any decorative wall, fence, or hedge which allows visibility, such as wrought iron and split rail fences, shall be eight feet.
  - c. Barbed wire, razor wire, electric and other dangerous fences are prohibited unless such fences are required by law.

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- iv. All landscaped areas within the mixed-use development shall be irrigated; except for landscape areas planted with drought-tolerant or native vegetation species that will not require irrigation watering after the initial plant maintenance/establishment period.
  - v. All required landscaping shall be installed prior to occupancy and maintained as a condition of use except if the superintendent/director of public works determines that inclement weather prevents the successful installation of landscaping, and in such case a conditional occupancy permit shall be issued.
  - vi. Except in emergency drought conditions as determined by city council in an adopted resolution, required landscape buffer areas shall be continuously maintained in lawn or live groundcover, with such live groundcover and trees or shrubs established and maintained in a manner providing a park-like character of the property.
- b. Natural Areas.
- i. Areas that are to be maintained in their natural setting shall be so designated on a landscape plan and protected through a conservation easement, dedication, conveyance to a property owners' and/or homeowners' association, or other effective means approved by the planning director.
  - ii. Natural areas shall be maintained with their existing native vegetation and/or enhanced with supplemental plantings of native tree, shrub and ground cover species common to the area to provide scenic, environmental, and wildlife habitat value.
10. Conversion of Existing Structures.
- a. An existing residential structure may be converted to a commercial or employment use if the structure is brought into conformance with the building code for such uses and all site plan review standards and standards in the applicable development agreement can be met.
11. Signs.
- a. The requirements of Chapter 18.710 RDC applicable to the E district shall be met; provided however that entry or gateway signs along the perimeter of the mixed-use development identifying the development shall be allowed at the following locations, with a maximum sign area of three hundred fifty square feet at each location, provided further that the maximum area of all entry or gateway signs for a mixed-use development shall be no greater than an amount equal to five square feet times the total net acreage for the mixed-use development:
    - i. One sign at each of the entrances into a mixed-use development (or two signs at both sides of an entrance shall be permitted with a total sign area for both signs not to exceed three hundred fifty square feet).
    - ii. One sign at each public street intersection on which the mixed-use development has street frontage.
    - iii. One sign oriented to the I-5 freeway (if applicable).
    - iv. Any sign in the EMUO shall be no greater than twenty-five feet in height from average finished grade.
12. Parking and Loading.
- a. Off-street parking and loading shall be provided in accordance with this chapter and Chapter 18.720 RDC with the following stipulations;
  - b. On-street parking spaces directly and fully adjacent to a site and available to the master planned area shall be counted toward the maximum and minimum number of spaces allowed for a use, if

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any; provided, however that if on-street parking is provided, no reduction in street widths shall be permitted. Parking spaces provided through the shared parking provisions below shall be counted toward the maximum as well.

- c. Shared parking between and among uses is encouraged, and shall be permitted in accordance with Section 18.720.020 RDC.
  - d. Parking lot landscaping shall be provided in accordance with Chapters 18.500 and 18.720 RDC.
  - e. Where there is a conflict between this chapter and Chapter 18.720 RDC, the provisions of this chapter shall control.
13. Building Entrances. The primary building entrance shall be oriented to the street on which the building has frontage. The building may have other entrances as long as direct pedestrian access is provided to all entrances.
14. Pedestrian Access.
- a. An on-site pedestrian circulation system which links street, sidewalks or other pedestrian ways and the primary entrance(s) of the structure(s) on the site shall be provided. Sidewalks or pedestrian ways must connect the required pedestrian system within the EMUO master plan site to existing pedestrian systems within a master plan site and to pedestrian systems on adjacent properties if adequate safety and security can be maintained. Convenient pedestrian access to transit stops shall be provided if transit service is available or planned.
  - b. Sidewalks shall be required and constructed according to the city's road and engineering standards. The city shall permit, at an applicant's option, meandering sidewalks as long as all other applicable engineering standards are met.
  - c. The circulation system must meet the standards of the Americans with Disabilities Act.
  - d. Where the system crosses driveways, parking areas and loading areas, it must be clearly identifiable by signage and through the use of elevation changes, speed bumps, a different paving material, or other similar method approved by the reviewing authority. Striping may be permitted only in conjunction with at least one of the preceding methods.
  - e. Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety. Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact off-site uses or traffic on adjacent streets.
15. Streetscape Frontage.
- a. To screen the visual impact of on-site parking surfaces and vehicles from nearby public roadways and other properties, landscape buffers shall be established along the frontage of all parcels unless otherwise exempt under RDC 18.240.110.
  - b. Tree masses shall be emphasized within these buffers to accent and/or filter views of buildings.
16. Building Facades.
- a. At least seventy-five percent of the width and fifty percent of the ground level wall area (as calculated by multiplying the total width by ten feet above grade) of any new or reconstructed building facing a public street or road, including interstate highways, shall be devoted to interest-creating features such as doors, pedestrian entrances, landscaping, transparent show or display windows, or other windows; or when approved by the review authority, reliefs and murals. Such interest-creating features shall achieve the objective of interrupting large expanses of blank walls as viewed from the public streets by devoting a majority of the wall area to such features.

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- b. For residential uses, an unbroken series of garage doors greater than two is not permitted on any street frontage, including walls facing controlled access highways and freeways. For the purposes of this section, an unbroken series includes garage doors that are physically attached, side by side and are not separated by side yards, setbacks, landscaping, or nongarage structures or are not offset from other garage portions of the structure.
  - c. Visual separation of commercial ground floors and residential upper floors shall provide for the visual interest of those utilizing the ground floors. This may be accomplished by the use of varied textural materials, awnings, overhangs, fascia treatment or other such methods.
  - d. If garages, carports, or other accessory structures designed for the parking of automobiles in multifamily residential areas are front-loaded (i.e., having their large and primary entry door facing the street), they shall not be located closer to the front lot line than the foremost facade of the principal building facing the front property line. For the purposes of this subsection, foremost facade of the principal building shall mean the front elevation of the building, not including garages, carports or other accessory parking structures, but including porches.
  - e. The building facade requirements above will not apply where they are in conflict with the design or character of architecture of existing buildings on the National Register of Historic Places Buildings or Structures, or listed in the Washington State Inventory of Historical Sites and Buildings, or designated by the Clark County Historic Preservation Commission as a building site or structure of historical, architectural or cultural significance or merit, or as a historical or architectural landmark.
17. Additional Development Standards for Noncontiguous Parcels Within an Approved EMUO Master Plan.
- a. There shall be similar design between buildings in noncontiguous areas.
  - b. There shall be similar on-site and perimeter landscaping design and plant material usage for individual developments in noncontiguous areas.
  - c. There shall be similar on-site pedestrian pathways and walkway designs and similar design of convenient and safe connections to the off-site pedestrian network system for individual developments in noncontiguous areas.
  - d. There shall be similar bicycle storage and parking opportunities for individual developments in noncontiguous areas.
  - e. There shall be similar internal exterior wall-mounted and pole-mounted lighting fixtures for individual developments in noncontiguous areas.
  - f. There shall be similar private wall-mounted and freestanding signage for individual developments in noncontiguous areas.
  - g. There shall be similar public sidewalk and landscaping design and construction to insure consistency between the frontages of individual developments in noncontiguous areas.
  - h. There shall be similar public street light installation along the frontages of individual developments in noncontiguous areas.

G. Incentives.

- a. Traffic Impact Fee (TIF) Reduction. A reduction of the TIF may be granted pursuant to this section with the implementation and maintenance of the corresponding action in the below table upon approval of the planning director. The city shall have the authority to enforce the continuing provision and implementation of the incentives pursuant to its authority under Chapter 18.395 of this title.

**Table 18.240.110-4: Incentives**

| Action  | TIF Reduction |
|---|---------------|
| Construction of direct walkway connection from a building site within a Master Plan site to the nearest arterial  | 1%            |
| Installation of an on-site sheltered bus-stop (with current or planned service) or bus stop within 1/4 mile of site with adequate walkways if approved by C-TRAN or other provider of public transportation (not including school buses transporting K—12 students) | 10%           |
| Installation of 1 bike locker per 25,000 square feet of office, industrial, multi-family residential or commercial building   | 1%            |
| Connection from a building site to an existing or future bike trail   | 1%            |
| Direct walk/bikeway connection from one type of use to another  | 3%            |
| Total if all strategies were implemented  | 16%           |

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1232, § 2(Exh. A), 4-27-2017; Ord. No. 1234, § 2(Exh. A), 6-22-2017; Ord. No. 1253, § 2(Exh. A), 12-7-2017)

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## 18.280.020 General provisions.

- A. No Net Loss of Functions. Land development and uses within the city shall result in no net loss of functions and values in the critical areas. Since values are difficult to measure no net loss of functions and values means no net loss of functions. The beneficial functions provided by critical areas include, but are not limited, to water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage; conveyance and attenuation of flood waters; ground water recharge and discharge; erosion control; and wave attenuation. These beneficial functions are not listed in order of priority. This chapter is also intended to protect residents from hazards and minimize risk of injury or property damage.
- B. Relationship to Other Regulations. These critical areas regulations shall apply in addition to zoning and other regulations adopted by the city. When there is a conflict between any provisions of this chapter or any other regulations, that which provides the most protection to the subject critical area shall apply. Conditions of approval of a project affecting critical areas may be supplemented by a review under the State Environmental Policy Act (SEPA), as locally adopted. Compliance with the provisions of this chapter does not constitute compliance with other federal, state, and local regulations and permit requirements (for example, Shoreline Substantial Development Permits, Hydraulic Project Approval (HPA) permits, Section 106 of the National Historic Preservation Act, U.S. Army Corps of Engineers Section 404 permits, or National Pollution Discharge Elimination System permits). The applicant is responsible for complying with other state and federal requirements in addition to the requirements of this chapter. Obtaining all applicable state and federal permits shall be made a condition of a critical areas permit and such permits shall be obtained prior to issuance of permits for construction or site disturbance.
- C. Implementation of Best Available Science. The regulations of this chapter are intended to protect critical areas in accordance with the Growth Management Act (GMA) through the application of best available science as determined according to WAC 365-195-900 through 365-195-925, and in consultation with state and federal agencies and other qualified professionals.
- D. Regulatory Flexibility. This chapter is to be administered with flexibility and attention to site-specific characteristics. This chapter is not intended to make a property in the city unusable by denying its owner reasonable economic use of the property or to prevent the provision of public facilities and services necessary to support existing or planned development.
- E. ~~When property that is identified as being within a critical area or the proposed buffers buffer has been used by the property owner for domestic uses such as lawns, buildings and similar uses other than being left in its natural state that land shall not be considered as critical as intended by this code. These areas shall also be exempt from the critical area permitting process. residential uses the city shall administer Chapter 18.280 flexibly, as follows:~~
- ~~1. The identified property has been used exclusively for domestic use since January 1, 1994. Commercial agriculture, resource extraction, and logging are not domestic uses.~~
  - ~~2. The burden of proof for establishing exclusive domestic uses is on the applicant and shall be supported by substantial evidence prepared by a qualified professional as defined in RDC 18.280.170.~~
  - ~~3. Buffer areas meeting the requirements of subsections (a) through (c) shall be exempt from the critical area permitted process.~~
- ~~Subsection E does not apply to critical areas as defined in RDC 18.100.014~~
- EE. General Public Interest Served. The city's enactment and enforcement of this chapter shall not be construed for the benefit of any individual person or group of persons other than the general public.

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**FG.** Warning and Disclaimer of Liability. The standards established herein are minimum standards. The standards are established for regulatory purposes only. Minimum compliance with these standards may not be sufficient protection from identified or unidentified hazards. city-establishment of these minimum standards is not a representation that these standards are sufficient protection from any hazard. Critical areas development should be based on sound scientific and engineering considerations that may be more stringent than this chapter. The city assumes no liability if these established standards prove to be insufficient protection.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013)

**18.280.110 Fish and wildlife habitat conservation areas.**

A. Designation.

1. There are established in the city the following identified fish and wildlife habitat conservation areas:
  - a. Habitat for any life stage of state or federally designated endangered, threatened, and sensitive fish or wildlife species. A current list of federally and state identified species is available from the community development director or designee.
  - b. Priority habitats and areas associated with priority species including Oregon white oaks. Current lists of priority habitats and species and applicable management recommendations promulgated by the Washington Department of Fish and Wildlife are available from the community development director or designee.
  - c. Water bodies including lakes, streams, rivers and naturally occurring ponds.
2. Fish and wildlife habitat conservation areas do not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of, and are maintained by, a port district or an irrigation district or company.
3. Habitat Location Information. Information on the approximate location and extent of habitat conservation areas is available from the community development director or designee. The habitat location information is based on:
  - a. Washington Department of Fish and Wildlife Priority Habitat and Species Maps.
  - b. Washington Department of Fish and Wildlife Anadromous and Resident Salmonid Distribution Maps in the Salmon and Steelhead Habitat Inventory Assessment Program (SSHIAP).
  - c. Washington Department of Natural Resources Official Water Type Reference Maps.
  - d. Other information acquired by the city.

B. Fish and Wildlife Habitat Conservation Areas and Riparian Buffers. Fish and wildlife habitat conservation areas within the city shall be established pursuant to the Washington State Department of Natural Resources Stream Typing System, as amended. Fish and wildlife habitat conservation areas shall be established by a qualified professional and shall be measured to include the land in each direction from the ordinary high water mark of the designated stream type.

1. The minimum riparian buffer widths for stream types designated in accordance with the Washington State Department of Natural Resources (DNR) Stream Typing System shall be as follows:

**Table 18.280.110-1**

**Minimum Riparian Buffer Widths for Fish and Wildlife Habitat Conservation Areas—DNR Stream Typing System**

| Fish and Wildlife Habitat Conservation Areas—DNR Stream Typing System           | Minimum Riparian Buffer Width (feet) |
|---|--------------------------------------|
| Type S - Shorelines of the state  | 150 feet                             |
| Type F - Fish-bearing streams (>5 feet wide)                                    | 150 feet                             |
| Type F - Fish-bearing streams (<5 feet wide)                                    | 125 feet                             |
| Type Np and Ns — Perennial or seasonal streams with high mass wasting potential | 100 feet                             |

|  |         |
|--|---------|
| Type Np and Ns — Perennial or seasonal streams with low mass wasting potential | 50 feet |
|--|---------|

2. Fish and wildlife habitat conservation areas and associated buffers shall be identified on the face of plat maps site plans or other development plans, and shall be protected in perpetuity with conservation covenants, deed restrictions or other legally binding mechanisms.
3. If impervious surfaces from previous development completely functionally isolate the designated stream type and associated buffer the regulated fish and wildlife habitat conservation shall extend from the ordinary high water mark to the impervious surfaces. An example would be an existing industrial paved area and warehouses in the riparian buffer.

C. Additional Critical Areas Report Requirements.

1. A critical areas report for a fish and wildlife habitat conservation area shall include evaluation of the habitat functions using the Clark County Habitat Conservation Ordinance Riparian Habitat Field Rating Form or another habitat evaluation tool approved by the Washington Department of Fish and Wildlife.
2. If the clearing or development activity is in the fish and wildlife habitat conservation area, the critical areas report shall contain the following information, if applicable, in addition to the general critical areas report requirements of RDC 18.280.050.B:
  - a. How the clearing or development activity constitutes a water-dependent, water-related or water-enjoyment use.
  - b. How the clearing or development activity cannot feasibly be located on the site outside of the fish and wildlife habitat conservation area.
  - c. How the proposal meets the fish and wildlife habitat conservation area width averaging standard.
  - d. How the proposal will not adversely affect the connectivity of habitat functions.

D. Performance Standards.

1. General.
  - a. Development or clearing activities shall protect the functions of the fish and wildlife habitat conservation areas on the site. The activity shall result in no net loss of functions. Protection can be provided by avoiding (the preferred protection) or minimizing and mitigating. Functions include:
    - i. Providing habitat for breeding, rearing, foraging, protection and escape, migration, and over-wintering.
    - ii. Providing complexity of physical structure, supporting biological diversity, regulating stormwater runoff and infiltration, removing pollutants from water, and maintaining appropriate temperatures.
  - b. An applicant shall replace any lost functions by enhancement to other functions, so long as the applicant demonstrates that enhancement of the other functions provides no net loss in overall functions and maintains habitat connectivity. An example of unavoidable loss of function would be interruption of a travel corridor in a fish and wildlife habitat conservation area and its associated buffer. To the maximum extent feasible, enhancement shall be undertaken on-site.
  - c. If development or clearing activity is within a priority habitat and species area the applicant shall follow Washington Department of Fish and Wildlife Management Guidelines or other standards approved by the Washington Department of Fish and Wildlife.

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- d. Signs for Fish and Wildlife Conservation Areas:
    - i. Temporary Markers. The location of the outer perimeter of the fish and wildlife habitat conservation area shall be marked in the field, and such marking shall be approved by the community development director or designee prior to the commencement of permitted activities. Such field markings shall be maintained throughout the duration of the permit.
    - ii. Permanent Signs. Wood or metal signs shall be posted at an interval of one per lot for single family residential uses or at a maximum interval of two hundred feet or as otherwise determined by the community development director or designee, and must be perpetually maintained by the property owner. The sign shall be worded as follows or with alternative language approved by the community development director or designee: "The area beyond this sign is a fish and wildlife habitat conservation area. Alteration or disturbance is prohibited by law. Please call the city of Ridgefield for more information."
2. Fish and Wildlife Habitat Conservation Areas and Riparian Buffers.
- a. Fish and Wildlife Habitat Conservation Areas. Development or clearing activity may occur in fish and wildlife habitat conservation areas for the following:
    - i. A water-dependent, water-related or water-enjoyment activity where there are no feasible alternatives that would have a less adverse impact on the fish and wildlife habitat conservation area or riparian buffer. The applicant shall minimize the impact and mitigate for any unavoidable impact to functions; or
    - ii. A road, railroad, trail, dike, or levee or a water, sewer, stormwater conveyance, gas, electric, cable, fiber optic cable, or telephone facility that cannot feasibly be located outside of the fish and wildlife habitat conservation area, that minimizes impacts, and that mitigates for any unavoidable impact to functions; or
    - iii. Trails and wildlife viewing structures provided that the trails and structures are constructed to minimize impacts.
  - b. Riparian Buffer. Development or clearing activity may occur in the riparian buffer, provided that mitigation is conducted that results in no net loss of riparian habitat functions on the site, and further, that functionally significant habitat, defined as habitat that cannot be replaced or restored within twenty years, shall be preserved unless the clearing or development activity cannot feasibly be located on the site outside of the riparian buffer. An example of habitat that cannot be replaced within twenty years would be a stand of mature trees or a peat bog.
  - c. Buffer Width Averaging. The community development director or designee may allow buffer width averaging in accordance with an approved critical area report on a case-by-case basis. Buffer width averaging shall not be used in combination with buffer width reduction or a minor exception on the same buffer segment to reduce the minimum buffer width below that specified in this chapter. Averaging of buffer widths may only be allowed where a qualified ecologist or biologist demonstrates that:
    - i. Such averaging will not reduce functions or functional performance; and
    - ii. The fish and wildlife habitat conservation area varies in sensitivity due to existing physical characteristics or the character of the buffer varies in slope, soils, or vegetation, and the wetland would benefit from a wider buffer in places and would not be adversely impacted by a narrower buffer in other places; and
    - iii. The total area contained in the buffer area after averaging is no less than that which would be contained within the standard buffer; and

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- iv. The buffer width is reduced by no more than fifty percent of the standard width and at no point to less than twenty-five feet.
  - d. Buffer Width Reduction. The community development director or designee may authorize the reduction of required buffer widths to a lesser width provided that an applicant demonstrates compliance with the following:
    - i. Written evidence prepared by a qualified ecologist or biologist addressing the proposed buffer width reduction and demonstrating how the reduced buffer will enhance the functions and values of the fish and wildlife habitat conservation area.
    - ii. The remaining buffer area shall be intensely planted with a mixture of native vegetation pursuant to an approved landscape plan prepared by a registered landscape architect in the State of Washington and reviewed and certified by a qualified ecologist or biologist certifying that the plantings to be used in the remaining buffer area will compliment and support the functions and values of the fish and wildlife habitat conservation area.
    - iii. The remaining buffer area shall be managed by the applicant or applicant's successor in interest for a minimum of three years following the city's final acceptance of any portion or phase of the project. A detailed management plan prepared by a qualified ecologist or biologist shall be submitted for city review and approval prior to the city's authorization of any on-site construction, unless otherwise authorized by the community development director or designee. The detailed management plan shall address among other things the replanting of dead or dying plant material, the contents and submittal to the city of annual monitoring report prepared by a qualified ecologist or biologist with the cost of this report to be borne entirely by the applicant or applicant's successor in interest and methods to address any identified problems with the buffer's support of the functional value of the fish and wildlife habitat conservation area.
  - e. Buffer width reduction shall not be used in combination with buffer width averaging on the same buffer segment, but can be used in combination with the same wetland resource. Where multiple resources exist on a property or site, the community development director or designee may authorize the use of buffer width averaging and buffer width reduction on different resources on the property or site provided that any required scientific analysis or reporting addresses and supports the separate use.
  - f. Buffer Maintenance. Except as otherwise specified or allowed in accordance with this chapter, buffers for fish and wildlife habitat conservation areas shall be maintained according to the approved critical area permit.
  - g. Buffer Uses. The following uses may be permitted within a buffer for a fish and wildlife habitat conservation area in accordance with the review procedures of this chapter; provided, they are not prohibited by any other applicable law or regulation and they are conducted in a manner so as to minimize impacts to the buffer and the wetland:
    - i. Activities allowed under the same terms and conditions as in the associated fish and wildlife habitat conservation areas.
    - ii. Enhancement and restoration activities aimed at protecting the soil, water, vegetation or wildlife.
    - iii. Passive recreation facilities including trails and wildlife viewing structures, provided that the trails and structures are constructed with a surface that does not interfere with wetland hydrology.

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- iv. Stormwater management facilities limited to detention facilities, constructed wetlands, stormwater dispersion outfalls and bioswales, may be constructed in accordance with an approved critical area report.
3. Signs and Fencing of Fish and Wildlife Habitat Conservation Areas:
- a. The location of the outer perimeter of the fish and wildlife habitat conservation areas and its buffer shall be marked in the field, and such marking shall be approved by the community development director or designee prior to the commencement of permitted activities. Such field markings shall be maintained throughout the duration of the permit.
  - b. A permanent physical demarcation along the upland boundary of the fish and wildlife habitat conservation area buffer shall be installed and thereafter maintained. Such demarcation may consist of fencing, hedging or other prominent physical marking that allows wildlife passage, blends with the wetland environment, and is approved by the community development director or designee.
  - c. Permanent fencing of the fish and wildlife habitat conservation area buffer on the outer perimeter shall be erected and thereafter maintained when there is a substantial likelihood of the presence of domestic grazing animals within the property unless the community development director or designee determines that the animals would not degrade the functions of the fish and wildlife habitat conservation area or buffer.
  - d. Wood or metal signs shall be posted at an interval of one per lot for single family residential uses or at a maximum interval of two hundred feet or as otherwise determined by the community development director or designee, and must be perpetually maintained by the property owner. The sign shall be worded as follows or with alternative language approved by the community development director or designee: "The area beyond this sign is a fish and wildlife habitat conservation area or fish and wildlife habitat conservation area buffer. Alteration or disturbance is prohibited by law. Please call the city of Ridgefield for more information."

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1207, § 2(Exh. A), 5-26-2016)

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## 18.401.065 Trails.

- A. Applicability. All PUD subdivisions shall comply with this standard.
- B. General Standards.
1. Quantity. One foot of trail (as measured at the trail centerline) shall be provided for each three feet of the PUD's total outside perimeter. For example: A ten-acre PUD with an outside perimeter of two thousand six hundred forty feet is required to provide eight hundred eighty lineal feet of trails.
  2. Design. ~~Trails may either be a Type 3 trail with a soft surface walking path, a Type 1 or Type 2 hard surfaced walking path, or a Type 1 hard surfaced multi-use trail. Refer to the Ridgefield Engineering Standards for Public Works Construction Volume I for the following design requirements: easement widths (section 2.06), trail surface widths (section 2.21), and surface construction requirements (section 2.33).~~ Trails shall be classified as either Multi-Modal Trails or Recreational Trails, based on their designed use and function. Multi-Modal Trails, which are primarily designed to support transportation and connectivity, are further defined as Arterial Trails and Collector Trails. Recreational Trails, which are intended to provide recreational experiences and outdoor access, are further defined as Hiking Trails or Semi-Primitive Trails.  
All trail design and construction shall adhere to the Ridgefield Engineering Standards for Public Works Construction Volume III, which establishes specific requirements for trail classification and designed use, design tread width, design surface and surface material depth, design grade and cross slope, design clearing and shoulder widths, design turns and switchbacks, base material depth and compacted material depth, and trail-constructed features including but not limited to boardwalks, puncheons, waterbars, and other erosion control and accessibility structures. Compliance with these standards is required for all new trail construction and significant trail modifications within the City of Ridgefield.
  3. Multi-use trail bonus. For the purpose of the quantity requirement under subsection (B)(1) of this section, each lineal foot of ~~trail classified as hard surfaced Type 1 multi-use trail~~ Multi-Modal, counts as two lineal feet, provided the trail meets all the standards of this section.
  4. Location.
    - a. Trails should be located throughout the PUD subdivision to ensure connectivity within the PUD and to neighboring properties, parks, businesses, or other desirable features.
    - b. Trails are encouraged to use critical areas and woodlands where permitted by the standards of this title, and to provide recreational and aesthetic access to natural features like streams, ponds, and landscape views.
    - c. Trails are encouraged to be continuous and provide unobstructed access throughout and through the PUD without significant changes to trail classification where possible.
    - c. Standard sidewalks and roadways not meeting the requirements of subsection (2) above, including crosswalks, shall not be considered as part of a trail for the quantitative requirements of this section.
  5. Fence and walls. Fences and walls abutting trail corridors should be designed to balance safety and visibility of trail users with privacy for residents in their rear yards. To accomplish this, the portion of any fences or walls within twenty feet of a trail and taller than five feet must be at least fifty percent transparent. Vegetative matter which functions as a fence has no height limit. Notes referencing this standard shall be included on the plat.

6. Separation and landscaping. Trails must be separated from rear property lines with landscaping that softens the appearance of fences or walls.

**Figure 18.401.065-B**  
**Trail examples.**



Left: ~~Multi-use~~Multi-Modal Trail~~pathway~~. Right: Sidewalk-like trail between dwelling units.



Left: ~~Soft-surface-trail~~Recreational Trail. Right: ~~Multi-use-pathway~~Modal Trail integrated into a local street.

C. Connections.

1. PUD subdivisions with a planned public trail mapped in the Ridgefield Parks and Recreation Comprehensive Plan shall build the public trail. Required public trails count toward the trail quantity required in subsection (B) of this section.
2. To the extent practical, new trails shall connect to adjacent built and planned private trails in order to create a continuous and useable network of residential trails across the city.
3. Dead-end trails are prohibited, unless the end of the trail is at the edge of the subdivision and adjacent to another property that the Director determines is likely to be developed with trails in the future based on zoning and suitability of the adjacent site for development. This provision does not prohibit typical trail endpoints that lead to or from a street, park, viewpoint, water body, or similar points.

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4. In addition to providing recreational benefits, trails shall facilitate convenient pedestrian connections (such as mid-block connections) and connect to parks and open spaces.

**Figure 18.401.065-C**  
**Trail network examples.**



Left: Trail network through blocks and a natural area. Right: Variety of trails on hillsides, integrated into park spaces, and acting as frontage for homes. (Google Earth)

- D. Relation to Open Space Requirement. Required public and private trails may be integrated into parks that qualify as Main Facilities and Dispersed Facilities required under RDC 18.401.080.B.

(Ord. No. 1339, § 2(Exh. A), 5-27-2021)

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**18.610.040 Final short plat application.**

- A. An applicant may file for a final short plat within five years of the date of approval of the preliminary short plat.
- B. An applicant for a final short plat shall submit to the city clerk the requisite fee and the following information:
  - 1. The final short plat map, including the following:
    - a. The entire lot or parcel constituting the applicant's land;
    - b. Short subdivision name (if any);
    - c. North arrow and scale;
    - d. The taxation parcel number or numbers as assigned to the land proposed to be divided by the Clark County assessor;
    - e. The names or recording numbers of any contiguous subdivisions or short subdivisions;
    - f. Lot corners and lines marking the division of the land into nine or fewer lots;
    - g. Location, size, purpose and nature of existing roads, streets, rights-of-way, and easements adjacent to, or across, the land;
    - h. Location of any roads, rights-of-way, or easements proposed to serve the lots within the short plat with a clear designation of their size, purpose and nature, as well as street names;
    - i. Tracts (if any) and the purpose of each;
    - j. The acknowledged signatures of all fee simple owners and other parties having interest in the lands being subdivided as enumerated in subsections (ii)(A) and (B) below, as well as the acknowledged signatures of all owners of property over which access or utility easements pass unless such easements are previously or simultaneously recorded by separate instrument in the county auditor's office, certifying the following:
      - i. In case of a short subdivision not containing a dedication:
        - (A) A full and correct legal description of the land to be divided as it appears on the short plat;
        - (B) A statement of free consent in substantially the following form, the reference to easements to be omitted where not applicable:

Know all men by these presents that: \_\_\_\_\_ are the fee simple owners of the land hereon described; have with their free consent and in accordance with their desires caused the same to be surveyed and short platted as shown hereon and do hereby grant and reserve the easements as shown hereon for the uses indicated hereon.

...  
(Name)

...  
(Name)

- ii. In the case of a short subdivision containing a dedication or easement:
  - (A) A full and correct legal description of the land to be divided as it appears on the short plat;
  - (B) A statement of free consent and waiver of claims for damages in substantially the following form:

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DEDICATION AND WAIVER OF CLAIMS

Know all men by these presents that are the owners and all other parties having any interest in the land hereon described have with their free consent and in accordance with their desires caused the same to be surveyed and short platted as shown hereon do hereby dedicate those roads, rights-of-way or easements shown a public dedications hereon to the use of the public: do hereby waive on behalf of themselves and their successors in interest all claims for damages against the City of Ridgefield and any other governmental authority which may be occasioned to the adjacent land by the established construction, drainage and maintenance of said dedicated roads and/or rights-of-way and do hereby grant and reserve the easements as shown hereon for the uses indicated.

...  
(Name)

...  
(Name)

- iii. If an offer of dedication includes, or is required to include, a waiver of direct access to any street from any property, the appropriate certificate shall additionally recite said waiver;
- k. A certificate by a surveyor certifying to the accuracy of the survey and short plat in substantially the following form:

I, \_\_\_\_\_, Professional Land Surveyor, do hereby certify that the short plat as shown is based upon an actual survey in accordance with the requirements of the Survey Recording Act, that the distances, courses and angles are shown hereon correctly, and that the monuments and lot corners have been set on the ground as shown hereon.

\_\_\_\_\_  
(Surveyor's Signature, seal and number);

- I. Signature blocks for the:
  - i. City engineer;
  - ii. Public works director;
  - iii. Community development director;
  - iv. Mayor;
  - v. Clark County Public Health
  - vi. County auditor; and
  - vii. County assessor.

(Ord. No. 1178, § 2(Exh. A), 2-12-2015)

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### 18.620.120 Final plat requirements.

Each final plat submitted for approval shall be drawn at a scale of one inch equals one hundred feet or larger, shall be twenty-two inches by thirty-four inches or twenty-four inches by thirty-six inches in size, and shall contain the following information on the face of the plat or on additional sheets if approved by the administrator:

- A. Date, north arrow and scale;
- B. Name of subdivision;
- C. Accurate and complete legal description of the subdivision on the face of the final plat;
- D. A complete survey of the section or sections in which the plat or re-plat is located, or as much thereof as may be necessary to properly orient the plat within such section or sections. The plat and section survey shall be submitted with complete field and computation notes showing the original or reestablished corners with descriptions of the same and the actual traverse showing error of closure and method of balancing. A sketch showing all distances, angles and calculations required to determine corners and distances of the plat shall accompany this data. The allowable error of closure shall not exceed one foot in five thousand feet;
- E. Boundary lines of the subdivision of the proposed lots therein of the rights-of-way for any streets, highways, roads, easements or other uses and of dedications all to be indicated by accurate dimensions, bearing or deflection angles, and radii, arcs and central angles of all curves;
- F. Notation and description of any protective improvements or dedications required by the city council or otherwise provided for;
- G. Reference to any recorded subdivision or short subdivision adjoining the subdivision;
- H. Name and right-of-way width of each street or other right-of-way;
- I. Location, dimensions and purpose of any easements;
- J. Number to identify each lot and block;
- K. Purpose for which sites, other than residential lots, are dedicated or reserved;
- L. Certificate by the surveyor certifying to the accuracy of the survey and plat in substantially the following form:

*I, \_\_\_\_\_, a Professional Land Surveyor, do hereby certify that the plat of \_\_\_\_\_ is based upon an actual survey and subdivision of Section \_\_\_\_\_, Township \_\_\_\_\_, Range \_\_\_\_\_; that the distances, courses, and angles are shown thereon correctly and that monuments and lot corners have been set on the ground as shown on the plat.*

\_\_\_\_\_  
*(Surveyor's Signature and Seal);*

- M. Dedication by the owner of streets, rights-of-way, easements and any sites for private, semiprivate, or public use;
- N. The signature of the planning director, city engineer, or appointed representative acting on behalf of the city. Signature by the city representative shall certify that the subdivider has either:
  - 1. Completed all public and private improvements in accordance with these regulations and with the action of the city council, or
  - 2. Submitted a bond or other method of security, approved by the city engineer, that is sufficient to assure completion of required improvements, in accordance with the provisions of Section

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18.620.070 and all approved plans. The city engineer may condition or deny the use of a bond or other security based on the following factors:

- a. The timeline for construction in light of the deadlines for the final plat and the applicant's progress toward the completion of the facilities to be bonded;
  - b. Whether the improvements necessary for vehicular access, emergency access, stormwater management, and general safety are available to meet the impacts of any permitted construction;
  - c. The potential consequences of any construction of homes or other development before the necessary public facilities are installed and approved;
  - d. The ability of the city to enter the property to construct the improvements; and
  - e. Any other factors that may affect public health and safety
- O. The signature of the administrator which shall certify that the final plat conforms with the conditions of approval for the preliminary plat of the subdivision;
- P. The signature of the representative acting on behalf of Clark County Public Health.
- P. A space for the signature of the mayor whose signature shall evidence the approval of the final plat by the city council.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1296, § 2(Exh. A), 10-10-2019)

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## 18.620.145 Homeowners' association.

- A. Every subdivision shall have a homeowners' association and agreements to fund such an organization in order to secure appropriate provision of and ensure ongoing management of open space, recreation areas, infrastructure, and other common facilities as required by RDC 18.620.050.A.4.
1. Before approval of the final plat may be granted, the developer shall submit to the city covenants, deeds and/or homeowners' association bylaws and other documents. These documents shall be reviewed and approved by the city attorney and planning director to insure that they comply with the requirements of this chapter prior to approval of the final plat by the city. Such documents and conveyances shall be accomplished and be recorded, as applicable, with the county auditor as a condition of any final plat approval. These documents shall address:
    - a. Maintenance of Lots, Buildings and Facilities. The covenants, declarations and restrictions shall provide that buildings, utilities and facilities on individual lots shall be maintained by the property owner in accordance with city codes and the requirements of such covenants, declarations and restrictions.
    - b. Maintenance of Private Common Areas and Infrastructure. All common open space, community facilities, stormwater facilities, private roads and drives, and all other commonly owned and operated property located within the development shall be maintained in perpetuity by the homeowners' association. The covenants, declarations and restrictions shall provide for the maintenance of all common areas and infrastructure by the homeowners' association in accordance with all applicable provisions of the city code. Said covenants, declarations and restrictions shall provide authority for the city, after providing reasonable written notice to the homeowners' association and opportunity to perform required maintenance, to recover any costs incurred by the city to maintain private infrastructure or common areas due to a failure of the homeowners' association to adequately maintain privately owned improvements, including a lien on the property or other appropriate assurance device, as determined by the city.
  2. A homeowners' association bylaws, once reviewed and approved by the city, shall contain the following provisions:
    - a. The following clause: "Changes in these documents must be approved by the city of Ridgefield through the city council or if the council designates an agency or department, by that agency or department." Any changes suggested shall be reviewed by the city attorney, who will make a written report to the city council or designee concerning the effect of the proposed changes. The cost of review by the city attorney will be paid by the homeowners' association. The Community Development Director may approve minor changes when the changes do not have a significant effect on a city facility or city right;
    - b. A clause whereby unpaid taxes on all property owned in common shall constitute a proportioned lien on all property of each owner in common;
    - c. Subject to due process, the city may enforce the terms of the covenants, conditions and restrictions and place a lien on property if the city is compelled to correct a problem which threatens public health, safety or welfare, or is compelled to undertake construction, repairs or modifications necessary to protect or preserve public property or facilities.

(Ord. No. 1178, § 2(Exh. A), 2-12-2015; Ord. No. 1296, § 2(Exh. A), 10-10-2019; Ord. No. 1406, § 2(Exh. A), 7-13-2023; Ord. No. 1426, § 2(Exh.), 7-25-2024)

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**18.725.030 Types of landscaping.**

- A. The types of landscaping required by this chapter are articulated in Table 18.725.030-1 and further illustrated in Figure 18.725.030-1.

**Table 18.725.030-1  
Screening and Buffering Standards**

| Screening and Buffering Type | Required Plant Units in Separation in Feet on Center (o/c) | Structure Description (See Table 18.725.040-1) |
|------------------------------|--|--|
| L1                           | trees @ 25' & lawn or groundcover                          | None   |
| L2                           | trees @ 25' & shrubs @ 5' & lawn or groundcover            | None   |
| L3                           | trees @ 25' & dense shrubbery & lawn or groundcover        | S1 or S2                                       |
| L4                           | trees @ 25' & shrubs @ 5' & lawn or groundcover            | B-1  |
| L5                           | trees @ 25' understory trees @ 8' & lawn or groundcover    | S2   |

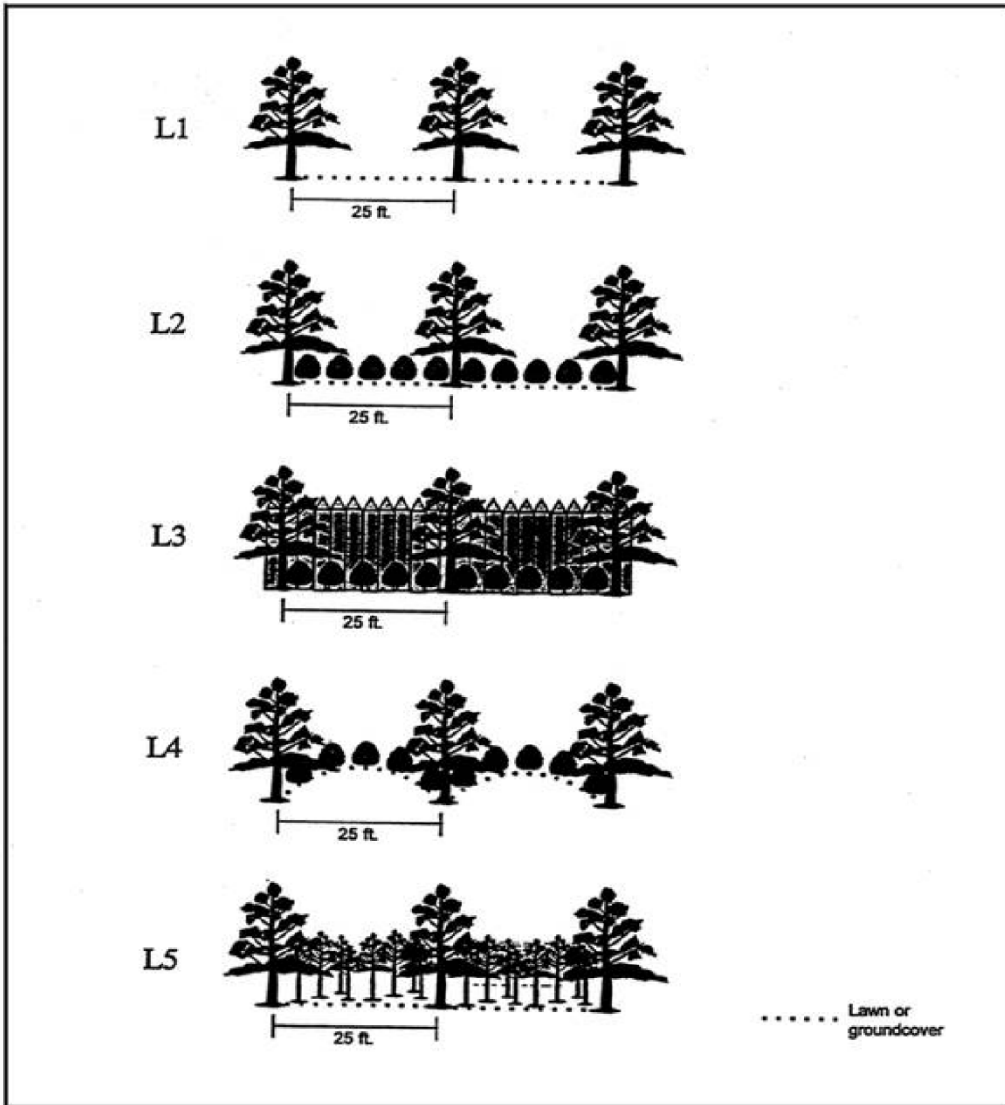


Figure 18.725.030-1

B. The plant units installed shall meet the requirements of Chapter 18.830. Applicants shall use plants on the native plant species list to the greatest extent possible, and shall avoid using plants on the nuisance or prohibited plant lists, as required by RDC 18.830.020.

C. Development landscaping shall incorporate drought resistant species to support water conservation to the greatest extent possible.

(Ord. No. 1132, § 2(Exh. A), 7-11-2013; Ord. No. 1232, § 2(Exh. A), 4-27-2017; Ord. No. 1325, § 2(Exh. A), 9-24-2020)

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**18.830.020 Applicability.**

- A. In any development application where ~~site plan~~ landscaping review under RDC 18.725 is required, the applicant shall landscape their property using plants on the native plant list or plants not on the nuisance or prohibited plant lists. Property owners shall avoid use of plants from the nuisance plant list and shall not landscape with any plants on the prohibited plant list.
- B. Where the city does not review a landscaping situation, the city discourages but does not prohibit property owners from making use of plants on either or both of the nuisance or prohibited plant list.

(Ord. 676 § 1 (part), 1995).