RIDGEFIELD CITY COUNCIL
MEETING AGENDA

Thursday, October 9, 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**

II. PROCLAMATION

1. **Breast Cancer Awareness Month**

III. PUBLIC COMMENT

Anyone requesting to speak to the Council 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.

IV. CONSENT AGENDA

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the September 18, 2025 & September 25, 2025 Meeting**
3. **Approval to Submit CDBG Grant Application for Hayden Park**
4. **Interlocal Agreement Between the Cities of Ridgefield and La Center for Code Enforcement Services**

V. PRESENTATION

1. **Pink Patch Presentation - Cathy Doriot, Police Chief**
2. **Police Department Body Camera Presentation - Cathy Doriot, Police Chief**
3. **Workforce as Economic Infrastructure: What It Means for the City of Ridgefield - Darcy Hoffman, Director of Business Services and Nolan Yaws-Gonzalez, Associate Director of Programs**

4. **Bee City USA: Process, Requirements, and Considerations - Corey Crownhart, Park Manager**

VI. BUSINESS

1. **Second Reading of Ordinance No. 1459 — Adoption of a Public Safety Sales Tax - Kirk Johnson, Finance Director**

2. **First Reading of Ordinance No. 1461 - Amendments to RMC Chapter 5.04 Business Licenses and Regulations - Kirk Johnson, Finance Director**

VII. PUBLIC HEARING/BUSINESS

1. **Public Hearing and First Reading of Ordinance No. 1462 - MAJ Boschma RMUO Zone Change - Claire Lust, Community Development Director**

VIII. PUBLIC COMMENT

Anyone requesting to speak to the Council 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.

IX. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. **Council**

2. **Mayor**

3. **City Manager**

X. ADJOURN

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

The City Council approves claims and/or payroll of the City on a regular basis

SUMMARY/BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor details attached

RECOMMENDED ACTION OR MOTION:

Approve the claims and/or payroll by making the following motion:
"I move to approve the consent agenda as presented"

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. October 9, 2025 Claims Report

City of Ridgefield

Claims Payment Report
For Approval on:
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Sum of Amount Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ACTIVE CONSTRUCTION INC.	4038	C2024-019-14	Public Works	08.2025 Pioneer Widening Construction	1,641,956.05
ACTIVE CONSTRUCTION INC. Total					1,641,956.05
AETTA ARCHITECTS PC	3569	21001-46	Public Works	08.2025 YMCA Site Plan	7,395.39
		24043-11	Public Works	08.2025 Ridgefield Recreation & Community Center	171,412.60
AETTA ARCHITECTS PC Total					178,807.99
BLACKLINE INC.	3573	2025-17	Genl Govt/Facilities	2025 Slurry Seal Street Work	(4,916.78)
			Public Works	2025 Slurry Seal Street Work	98,335.60
BLACKLINE INC. Total					93,418.82
BLUEROCK VENTURES LLC	4073	1013	Public Works	09.2025 Rec Center Project Management	20,987.50
BLUEROCK VENTURES LLC Total					20,987.50
CASCADE CENTERS INC.	3969	26509	Genl Govt/Facilities	10.2025 Employee Assistance Program	11.00
			Public Safety	10.2025 Employee Assistance Program	133.16
			Public Works	10.2025 Employee Assistance Program	205.16
			Community Development	10.2025 Employee Assistance Program	105.26
			Human Resources	10.2025 Employee Assistance Program	15.23
			Executive	10.2025 Employee Assistance Program	6.33
			Finance	10.2025 Employee Assistance Program	38.33
			Administration	10.2025 Employee Assistance Program	35.53
CASCADE CENTERS INC. Total					550.00
CHINOOK RESTORATION INC	4188	45074	Public Works	8004 S 5th St. Asbestos Abatement - Eastside Elevated Water Rese	31,558.33
CHINOOK RESTORATION INC Total					31,558.33
CINNAMON BAY INC.	4042	176836-1	Public Works	Splash Pad Chlorine & Cal-Hypo Shock	95.38
CINNAMON BAY INC. Total					95.38
CINTAS CORPORATION NO 2	3497	5293942808	Public Safety	09.2025 First Aid Supplies	44.55
		5293942803	Genl Govt/Facilities	09.2025 First Aid Supplies - PW Bldg	28.00
			Public Works	09.2025 First Aid Supplies - PW Bldg	516.16
			Community Development	09.2025 First Aid Supplies - PW Bldg	34.30
		5293942807	Genl Govt/Facilities	09.2025 First Aid Supplies - CH	22.28
		5293942806	Genl Govt/Facilities	09.2025 First Aid Supplies - RACC	9.73
			Community Development	09.2025 First Aid Supplies - RACC	17.53
CINTAS CORPORATION NO 2 Total					672.55
CITY ELECTRIC CO	4167	25021-2	Public Works	08.2025 Systemic Horizontal Curve Safety Improvments	52,296.30
		25021-1R	Genl Govt/Facilities	07.2025 Systemic Horizontal Curve Safety Impr. - Retainage	2,875.00
CITY ELECTRIC CO Total					55,171.30
CITY OF WOODLAND	2708	2025-070-PW	Genl Govt/Facilities	2021 Ford PIU 72002D - Oil & Filters Change	(6.39)
			Public Safety	2021 Ford PIU 72002D - Oil & Filters Change	138.09
		2025-069-PW	Genl Govt/Facilities	2025 Ford PIU 79336D - Oil Change	(6.39)
			Public Safety	2025 Ford PIU 79336D - Oil Change	123.29
CITY OF WOODLAND Total					248.60
CLAIRE LUST	2782	2782-20251008	Community Development	WA APA Conference Meals - Lust	142.00
CLAIRE LUST Total					142.00
CLARK AND SONS EXCAVATING INC.	2848	3061-R	Public Works	08.2025 S 11th St & S Timm Rd Safety Impr. - Retainage	4,202.89

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CLARK AND SONS EXCAVATING INC. Total					**4,202.89**
CLARK COUNTY	**0102**	CI079091	**Public Works**	2025 LTIF Administration Cost Recovery	10,712.00
		CI079075	**Judicial**	08.2025 Pretrial Supervision & Investigations	5,415.70
CLARK COUNTY Total					**16,127.70**
COLUMBIAN PUBLISHING CO	**0116**	53171	**Public Works**	Speed Limit Code Amendments	75.60
			Community Development	Commercial Code Amendments	82.80
		53196	**Community Development**	MAJ Boschma Zone Change & 2025 Municipal Code Amendmnet 2	207.00
		53227	**Community Development**	Royle Ridge Master Plan	117.00
COLUMBIAN PUBLISHING CO Total					**482.40**
CORO MEDICAL LLC	**4189**	PS-INV247629	**Public Works**	RORC AED	1,756.59
CORO MEDICAL LLC Total					**1,756.59**
DEPARTMENT OF LICENSING - EPAY	**0154**	RG0001891-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001902-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001890-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001899-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001901-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001903-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001900-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001894-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001892-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001893-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001897-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001896-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001904-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001898-2025	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001895-2025	**Genl Govt/Facilities**	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					**270.00**
DEPARTMENT OF NATURAL RESOURCES	**0715**	9186167	**Genl Govt/Facilities**	2025 Forest Land Assessment	364.20
DEPARTMENT OF NATURAL RESOURCES Total					**364.20**
ENCORE ONE LLC	**3890**	672836	**Genl Govt/Facilities**	09.2025 Janitorial Services - 487 S 56th Pl	33.10
				09.2025 Janitorial Services - 101 Mill Street Ste 210	350.00
				09.2025 Janitorial Services - 230 Pioneer Street	278.69
			Public Safety	09.2025 Janitorial Services - 101 Mill Street Ste 110	681.71
			Public Works	09.2025 Janitorial Services - 487 S 56th Pl	453.59
			Community Development	09.2025 Janitorial Services - 487 S 56th Pl	40.55
			Public Works	09.2025 Janitorial Services - 487 S 56th Pl	156.60
ENCORE ONE LLC Total					**1,994.24**
ESSEX SILVER LINE WEST INC.	**4185**	100924	**Public Works**	Sidewalk Scarifier Grinding Tool	6,869.84
ESSEX SILVER LINE WEST INC. Total					**6,869.84**
EWING IRRIGATION PRODUCTS INC.	**2374**	27669456	**Public Works**	Parks Irrigation Repair Parts	126.68
		27749235	**Public Works**	Parks Irrigation Repair Parts	206.87
		27669480	**Public Works**	Parks Irrigation Repair Parts	17.80
		27662475	**Public Works**	Parks Irrigation Repair Parts	121.91
		27669352	**Public Works**	Parks Irrigation Repair Parts	222.64
EWING IRRIGATION PRODUCTS INC. Total					**695.90**
EXPRESS SERVICES INC.	**4012**	32897480	**Public Works**	09.08.2025-09.14.2025 PWOM Admin Temp Services - Proshe	945.00

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EXPRESS SERVICES INC.	**4012**	32897480	**Community Development**	09.08.2025-09.14.2025 PWOM Admin Temp Services - Proshe	405.00
		32923114	**Public Works**	09.15.2025-09.21.2025 PWOM Admin Temp Services - Proshe	945.00
			Community Development	09.15.2025-09.21.2025 PWOM Admin Temp Services - Proshe	405.00
EXPRESS SERVICES INC. Total					**2,700.00**
FERGUSON ENTERPRISES INC # 8423	**0181**	1342253	**Public Works**	Manhole Repair Supplies - Jet Set Cement	270.49
		1339310	**Public Works**	Water Meters	20,112.59
FERGUSON ENTERPRISES INC # 8423 Total					**20,383.08**
FIDELITY NATIONAL TITLE COMPANY OF WASHINGT(	**3923**	612902160-1	**Public Works**	Park Laundry Cleanup Owner's Policy	380.80
FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON Total					**380.80**
GRACE YOON YI	**4192**	25-925	**Judicial**	09.25.2025 Interpreting Service	200.00
GRACE YOON YI Total					**200.00**
GROUNDWATER SOLUTIONS INC.	**2971**	00727.001-78	**Public Works**	08.2025 Hydrological Study	3,560.00
GROUNDWATER SOLUTIONS INC. Total					**3,560.00**
H.D. FOWLER CO. INC.	**2036**	I7138387	**Public Works**	Water Meter Parts	263.32
H.D. FOWLER CO. INC. Total					**263.32**
HALME EXCAVATING INC.	**2746**	25439	**Public Works**	Task Order 11 Oak St Waterline Replacement	14,322.74
HALME EXCAVATING INC. Total					**14,322.74**
HAMPTON AUTO GLASS	**0906**	69927	**Genl Govt/Facilities**	PWOM 2019 Ford F-350 Rock Chip Windshield Repair	5.40
			Public Works	PWOM 2019 Ford F-350 Rock Chip Windshield Repair	38.00
HAMPTON AUTO GLASS Total					**43.40**
HARPER HOUF PETERSON RIGHELLIS INC.	**1678**	61856	**Public Works**	08.2025 51st Roundabout & Pioneer Widening	20,863.75
HARPER HOUF PETERSON RIGHELLIS INC. Total					**20,863.75**
HD SUPPLY INC.	**3886**	INV00825635	**Public Works**	Water Pressure Test Kit	448.06
HD SUPPLY INC. Total					**448.06**
HI-SCHOOL PHARMACY INC WOODLAND ACE HARDV	**4191**	26476-1	**Public Works**	Parks Irrigation Repair Parts	43.66
				Parks Irrigation Tools	30.93
		26458-1	**Public Works**	Parks Cleaning Supplies	112.44
		26488-1	**Public Works**	Sidewalk Grinder Paint	21.82
		26457-1	**Public Works**	Sidewalk Grinder Carrier Parts	117.73
		26477-1	**Public Works**	Sidewalk Grinder Repair Parts	15.27
HI-SCHOOL PHARMACY INC WOODLAND ACE HARDWARE Total					**341.85**
HOME DEPOT VISA - EPAY	**1805**	3020307	**Genl Govt/Facilities**	Wire Cutters/Zip Ties - Events	117.95
HOME DEPOT VISA - EPAY Total					**117.95**
HONEY BUCKETS	**0223**	0555111788	**Genl Govt/Facilities**	09.16.2025-10.13.2025 PW Shop Port-a-Potty	53.92
			Public Works	09.16.2025-10.13.2025 PW Shop Port-a-Potty	995.08
HONEY BUCKETS Total					**1,049.00**
J2 BLUE PRINT SUPPLY CO	**0243**	AR172389	**Community Development**	09.2025 Plotter Conctract	65.71
J2 BLUE PRINT SUPPLY CO Total					**65.71**
JULIE SWARTS	**3875**	3875-20251014	**Public Works**	30th Annual Cross Connection Control Seminal Meals - Swarts	78.00
JULIE SWARTS Total					**78.00**
JULIETA RUBIO ROMERO	**2164**	2164-20251002	**Finance**	WFOA Conference Meals - Rubio Romero	136.00
JULIETA RUBIO ROMERO Total					**136.00**
JULIETA RUBIO ROMERO	**2164**	2164-20251010	**Finance**	WFOA Conference Mileage - Rubio Romero	218.40
JULIETA RUBIO ROMERO Total					**218.40**
KYLE HENKER	**4181**	4181-20251009	**Public Works**	Water Treatment Plant Exam - Henker	193.00
KYLE HENKER Total					**193.00**

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L.N. CURTIS AND SONS	**3075**	INV990125	**Public Safety**	Short Sleeve Polo - Mullinax	65.38
L.N. CURTIS AND SONS Total					**65.38**
LAND EXPRESSIONS LLC	**3703**	6948-251005	**Public Works**	Splash Pad Water Feature Design	4,010.43
LAND EXPRESSIONS LLC Total					**4,010.43**
LES SCHWAB GROUP HOLDINGS LLC	**4006**	43700061915	**Community Development**	2022 Ford Escape 74578D - Oil Change	121.51
		43700062649	**Public Works**	2023 Ford F-150 74575D - Tires	1,691.98
LES SCHWAB GROUP HOLDINGS LLC Total					**1,813.49**
LISA BLAKE	**2297**	2297-20251014	**Public Works**	30th Annual Cross Connection Control Seminal Meals - Blake	78.00
LISA BLAKE Total					**78.00**
MARTA L. OCHOA-RUTUHERFORD	**3396**	757	**Judicial**	09.11.2025 Interpreting Service	130.00
MARTA L. OCHOA-RUTUHERFORD Total					**130.00**
MATT COLE	**3882**	3882-20251002	**Council**	AWC Mayor's Exchange Meals - Cole	79.00
MATT COLE Total					**79.00**
MATT COLE	**3882**	3882-20251002	**Council**	AWC Mayor's Exchange Mileage - Cole	455.70
MATT COLE Total					**455.70**
MEGHAN HAMILTON	**4165**	4165-20251007	**Council**	PLACES 2025 Conference Meals - Hamilton	231.00
MEGHAN HAMILTON Total					**231.00**
NAPA AUTO PARTS	**0498**	493182	**Genl Govt/Facilities**	PW Shop Cleaner & Car Wash & Other Supplies	6.12
			Public Works	PW Shop Cleaner & Car Wash & Other Supplies	113.04
		493986	**Public Works**	Sidewalk Grinder Winch	92.41
NAPA AUTO PARTS Total					**211.57**
NEW DAY PEST MANAGEMENT LLC	**4004**	14073	**Genl Govt/Facilities**	09.2025 Pest Control City Hall	107.61
		14076	**Genl Govt/Facilities**	Q3.2025 Pest Control - PW Bldg	7.84
			Public Works	Q3.2025 Pest Control - PW Bldg	144.52
			Community Development	Q3.2025 Pest Control - PW Bldg	9.60
		14077	**Genl Govt/Facilities**	09.2025 Pest Control - 109 Division	107.61
		14094	**Public Works**	09.2025 Pest Control - Bennett Hall	107.61
NEW DAY PEST MANAGEMENT LLC Total					**484.79**
NORTHSTAR CHEMICAL INC.	**1019**	321699	**Public Works**	Sodium Hypochlorite	1,371.79
NORTHSTAR CHEMICAL INC. Total					**1,371.79**
PACIFIC OFFICE AUTOMATION - LEASE	**1564**	592244901	**Genl Govt/Facilities**	10.2025 Copier Lease - PW Bldg	24.74
			Public Works	10.2025 Copier Lease - PW Bldg	456.32
			Community Development	10.2025 Copier Lease - PW Bldg	30.32
		592285044	**Genl Govt/Facilities**	Copier Lease Late Fee - PW Shop	0.22
			Public Works	Copier Lease Late Fee - PW Shop	3.78
		592285038	**Genl Govt/Facilities**	10.2025 Copier Lease - PW Shop	3.19
			Public Works	10.2025 Copier Lease - PW Shop	58.76
PACIFIC OFFICE AUTOMATION - LEASE Total					**577.33**
PBS ENGINEERING AND ENVIRONMENTAL LLC	**0342**	25009175-10007	**Public Works**	Overlook Park Splash Pad Inspection Services	17,852.50
		78194.000-9992	**Public Works**	08.2025 Systemic Horizontal Curve Safety Imp.	1,069.75
		24010473-10002	**Public Works**	05.2025 11th St and S Timm Safety Improvements	3,114.50
		71069.009-9988	**Public Works**	08.2025 S Royle Rd 19th-Hillurst & 15th st to 5th Way	18,286.43
PBS ENGINEERING AND ENVIRONMENTAL LLC Total					**40,323.18**
PFEIFERS MOBILE CONCRETE LLC	**3800**	3475	**Public Works**	Royle Rd & 4th Way Concrete	454.62
PFEIFERS MOBILE CONCRETE LLC Total					**454.62**
PURCHASE POWER - EPAY	**0356**	76837183	**Genl Govt/Facilities**	09.18.2025 Postage Replenishment	502.25

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PURCHASE POWER - EPAY Total					**502.25**
RIDGEFIELD HIGH SCHOOL BOOSTER CLUB	**2404**	1082	**Genl Govt/Facilities**	2025 F2T Tables Clean-Up	2,000.00
RIDGEFIELD HIGH SCHOOL BOOSTER CLUB Total					**2,000.00**
RIVER CITIES POWER INC	**4190**	113034	**Public Works**	Streets Speed Sign Batteries	379.72
RIVER CITIES POWER INC Total					**379.72**
Sarkinen Ground Works Inc	**UB*01207**	(blank)	**Genl Govt/Facilities**	Refund Check 016850-001 Hydrant Meter S 39th & S 16th Way	153.78
Sarkinen Ground Works Inc Total					**153.78**
SGA ENGINEERING PLLC	**2596**	19685	**Public Works**	50th Court Sidewalk Repair	850.00
SGA ENGINEERING PLLC Total					**850.00**
SIMPLIFILE - EPAY	**2962**	E6276181	**Public Works**	Legacy Town Center Streets Deed of Dedication	319.37
SIMPLIFILE - EPAY Total					**319.37**
SKAMANIA COUNTY SHERIFF'S OFFICE	**1554**	1554-202508	**Public Safety**	08.2025 Jail Beds	322.16
SKAMANIA COUNTY SHERIFF'S OFFICE Total					**322.16**
THE PARR COMPANY	**0964**	718459	**Genl Govt/Facilities**	PWOM Head Hammer Drill Bits	1.20
			Public Works	PWOM Head Hammer Drill Bits	8.40
		704793	**Public Works**	Sidewalk Repair Supplies	28.30
		718447	**Public Works**	Stormwater Catch Basin Repair Supplies	117.51
		711587	**Public Works**	Crosswalk Frog Paint	30.79
		721575	**Public Works**	Carty Rd Street Sign Concrete Mix	5.35
				ADA Parking Supplies	26.91
		696288	**Public Works**	Sidewalk Repair Supplies	27.39
		704794	**Public Works**	Sidewalk Repair Supplies	26.09
THE PARR COMPANY Total					**271.94**
THOMAS ERAZO	**4093**	4093-20251010	**Public Safety**	Field Training Officer Meals - Erazo	286.00
THOMAS ERAZO Total					**286.00**
TRANSPO GROUP USA INCORPORATED	**4112**	35903	**Public Works**	08.2025 ADA Transition Plan	1,361.25
TRANSPO GROUP USA INCORPORATED Total					**1,361.25**
TRI MOUNTAIN INVESTORS LLC	**3866**	2025-267	**Genl Govt/Facilities**	101 Mill St Ste 210 - 08.2025 Natural Gas	8.33
				101 Mill St Ste 210 - 08.2025 Water	2.70
				101 Mill St Basement - 10.2025 Estimated NNN Maint.	320.24
				101 Mill St Basement - 10.2025 Lease	971.65
				101 Mill St Ste 210 - 10.2025 Estimated NNN Maint.	1,067.46
				101 Mill St Ste 210 - 09.2025 Janitorial	28.17
				101 Mill St Ste 210 - 08.2025 Sewer	21.27
				101 Mill St Ste 210 - 10.2025 Lease	6,437.50
				101 Mill St Ste 210 - 08.2025 Electricity	15.72
		2025-266	**Public Safety**	101 Mill St Ste 101 - 08.2025 Sewer	61.67
				101 Mill St Ste 101 - 10.2025 Estimated NNN Maint.	3,032.61
				101 Mill St Ste 101 - 08.2025 Water	95.90
				101 Mill St Ste 101 - 09.2025 Janitorial	62.83
				101 Mill St Ste 101 - 10.2025 Lease	31,432.34
TRI MOUNTAIN INVESTORS LLC Total					**43,558.39**
TRINA SIEBERT	**4080**	4080-20251009	**Community Development**	WSAPT Conference Mileage Reimb. - Siebert	440.08
TRINA SIEBERT Total					**440.08**
UNIFIRST CORPORATION	**3904**	2240265486	**Genl Govt/Facilities**	09.16.2025 PW Bldg Floor Mats	2.98
				09.16.2025 PWO&M Uniforms	11.34

UNIFIRST CORPORATION	**3904**	2240265486	**Public Works**	09.16.2025 PW Bldg Floor Mats	54.91
				09.16.2025 PWO&M Uniforms	79.76
				09.16.2025 PWWTR Uniforms	47.27
				09.16.2025 PWSTW Uniforms	55.69
			Community Development	09.16.2025 PW Bldg Floor Mats	3.65
				09.16.2025 PWWTR Uniforms	2.49
				09.16.2025 PWSTW Uniforms	2.93
		2240267894	**Genl Govt/Facilities**	09.23.2025 PW Bldg Floor Mats	2.98
				09.23.2025 PWO&M Uniforms	11.34
			Public Works	09.23.2025 PWWTR Uniforms	47.27
				09.23.2025 PWSTW Uniforms	55.69
				09.23.2025 PW Bldg Floor Mats	54.91
				09.23.2025 PWO&M Uniforms	79.76
			Community Development	09.23.2025 PWWTR Uniforms	2.49
				09.23.2025 PWSTW Uniforms	2.93
				09.23.2025 PW Bldg Floor Mats	3.65
		2240267892	**Genl Govt/Facilities**	09.23.2025 Floor Mats - CH	20.77
		2240265456	**Genl Govt/Facilities**	09.16.2025 Floor mats - RACC	4.96
			Community Development	09.16.2025 Floor mats - RACC	8.92
		2240267891	**Genl Govt/Facilities**	09.23.2025 Floor mats - RACC	4.96
			Community Development	09.23.2025 Floor mats - RACC	8.92
		2240265467	**Public Safety**	09.16.2025 Floor Mats - PD	47.43
		2240267893	**Public Safety**	09.23.2025 Floor Mats - PD	47.43
		2240265460	**Genl Govt/Facilities**	09.16.2025 Floor Mats - CH	20.77
UNIFIRST CORPORATION Total					**686.20**
WA ST CRIMINAL JUSTICE TRAINING COMMISSION	**2721**	201141441	**Public Safety**	Criminal Justice Training - Mullinax & Thormodsgaard	14,790.00
WA ST CRIMINAL JUSTICE TRAINING COMMISSION Total					**14,790.00**
WAGER AUDIO INC	**3957**	230757085	**Genl Govt/Facilities**	Ridgefield Hometown Celebration & Tree Lighting - 50% Deposit	1,325.29
WAGER AUDIO INC Total					**1,325.29**
WALTER E. NELSON COMPANY	**3553**	1969254	**Genl Govt/Facilities**	PW Bldg Sanitary Supplies	20.73
			Public Works	PW Bldg Sanitary Supplies	382.09
			Community Development	PW Bldg Sanitary Supplies	25.39
		69021	**Genl Govt/Facilities**	PW Bldg Sanitary Supplies Refund	(5.59)
			Public Works	PW Bldg Sanitary Supplies Refund	(102.96)
			Community Development	PW Bldg Sanitary Supplies Refund	(6.84)
		1969905	**Genl Govt/Facilities**	PW Shop Scott Towels	11.87
			Public Works	PW Shop Scott Towels	218.90
WALTER E. NELSON COMPANY Total					**543.59**
WASHINGTON STATE PATROL	**0463**	I2601340	**Genl Govt/Facilities**	09.2025 Background Checks - CPL	120.00
WASHINGTON STATE PATROL Total					**120.00**
WELLWORKS FOR YOU	**3414**	39921	**Human Resources**	09.2025 Wellness Program	793.51
WELLWORKS FOR YOU Total					**793.51**
WOODLAND SAW AND CYCLE INC.	**2223**	4374	**Public Works**	Weed Eater & Backpack Sprayer & Sprayer Attachment	901.47
WOODLAND SAW AND CYCLE INC. Total					**901.47**
WSP USA INC.	**3338**	40246120	**Community Development**	09.2025 Comprehensive & System Plan Updates	23,245.58
WSP USA INC. Total					**23,245.58**

City of Ridgefield

Claims Payment Report
For Approval on:
October 9th, 2025

YADON MECHANICAL LLC	**4111**	12295650	**Genl Govt/Facilities**	Q3.2025 HVAC Maintenance - PW Bldg	52.36
			Public Works	Q3.2025 HVAC Maintenance - PW Bldg	965.29
			Community Development	Q3.2025 HVAC Maintenance - PW Bldg	64.15
		12295657	**Genl Govt/Facilities**	09.08.2025 HVAC Air Screen Replacement - CH	538.90
		12295651	**Genl Govt/Facilities**	Q3.2025 HVAC Maintenance - CH	580.71
YADON MECHANICAL LLC Total					**2,201.41**
YOUR LEADERSHIP MAP	**4193**	504085764	**Genl Govt/Facilities**	Business License Refund 504085764	50.00
YOUR LEADERSHIP MAP Total					**50.00**
Grand Total					**2,267,125.61**

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Approval of Minutes from the September 18, 2025 & September 25, 2025 Meeting

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GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Staff has prepared the minutes for Council consideration of adoption for the Council meeting(s).

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Approve the minutes by making the following motion: 1. "I move to approve the consent agenda".

STAFF CONTACT:

ATTACHMENTS:

1. 09-18-2025
2. 09-25-2025

CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
SEPTEMBER 18, 2025

Regular Meeting - 4:00 PM

I. STUDY SESSION - 4:00 P.M.

Present:
Mayor Matt Cole
Council Member Lee Wells
Mayor Pro Tem Judy Chipman
Council Member Clyde Burkle
Council Member Katie Favela
Council Member Rian Davis
Council Member Meghan Hamilton

1. HB 2015 - Public Safety Funding Options - Kirk Johnson, Finance Director, Cathy Doriot, Police Chief

Staff presented information on HB 2015, adopted by the Washington State Legislature during the 2025 session, which provides two mechanisms for local public safety funding: a grant program and a councilmanic sales tax.

II. ADJOURN

5:06PM

____________________________________ ____________________________________

Julie Ferriss, City Clerk   Matt Cole, Mayor

CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
SEPTEMBER 25, 2025

Regular Meeting - 6:30 PM

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

1. Flag Salute

2. Roll Call

Present:
Mayor Matt Cole
Mayor Pro Tem Judy Chipman
Council Member Lee Wells
Council Member Katie Favela
Council Member Rian Davis
Council Member Meghan Hamilton

Absent:
Council Member Clyde Burkle

COUNCIL MEMBER WELLS MOVED TO EXCUSE COUNCIL MEMBER BURKLE FROM THE MEETING.
SECOND: COUNCIL MEMBER FAVELA.
MOTION PASSED.

3. Late changes to the agenda

II. PROCLAMATION

1. National Service Dog Month

III. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

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

IV. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT:	**(UNANIMOUS)**
MOVER:	Council Member Davis
SECONDER:	Council Member Favela
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Favela, Council Member Davis, Council Member Hamilton

1. **Approval of Claims And/Or Payroll**

2. **Approval of Minutes from the September 11, 2025 Meeting**

3. **Approval to Submit DOT Bridge Planning Grant Application**

V. BUSINESS

1. First Reading of Ordinance No. 1458 - Establishing a Youth Commission - Lee Knottnerus, Deputy City Manager

City Council has previously included youth perspectives in community decision-making, such as input on the downtown skate park and the creation of a youth position on the Ridgefield Parks Board. At the May 2025 annual retreat, Council discussed creating the first Ridgefield Youth Commission and directed staff to research options for a youth advisory board. At the September 11, 2025 meeting, Council reviewed the proposed mission, structure, and work of the Commission. The Youth Commission would serve as an advisory board to provide youth perspectives on community issues. Commissioners would serve October 1–September 30. The proposed topic for the 2025–2026 year is electric bikes, scooters, and mini-motorcycles. City Council reviewed the proposed code prior to making a final decision.

MOTION: MAYOR PRO TEM CHIPMAN MADE A MOTION TO WAIVE SECOND READY AND ADOPT ORDINANCE NO. 1458 WITH CREATION OF RIDGEFIELD YOUTH COMMISSION, AND WITH AN AMENDMENT TO SAY MEMBERS MUST BE ENROLLED IN RIDGEFIELD SCHOOL DISTRICT OR LIVE WITHIN RIDGEFIELD CITY LIMITS.
SECOND: COUNCIL MEMBER WELLS.

COUNCIL CONDUCTED A DISCUSSION ON THE PROPOSED MOTION AND AMENDMENT.

COUNCIL MEMBER DAVIS MADE AN AMENDMENT: UPDATE TO SAY RIDGEFIELD URBAN GROWTH AREA.
SECOND: COUNCIL MEMBER HAMILTON.
AMENDMENT PASSED.

MOTION TO APPROVE AS AMENDED.

RESULT:	**(UNANIMOUS)**
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Favela, Council Member Davis, Council Member Hamilton

2. First Reading of Ordinance No. 1459 — Adoption of a Public Safety Sales Tax - Kirk Johnson, Finance Director

The Washington State Legislature adopted HB 2015, effective July 27, 2025, creating two new public safety funding options: a grant program to hire and train officers, and a councilmanic option for a 0.1% sales and use tax to fund criminal justice initiatives. Staff provided an informational study session on September 18, 2025. Council directed staff to return with an ordinance to consider adopting the 0.1%

sales and use tax, which would be retained entirely by Ridgefield (minus a small DOR administration fee). The sales tax requires majority council approval and must be adopted by June 30, 2028. To implement by January 1, 2026, DOR notification must occur by October 18, 2025. Staff will return for authorization to submit a grant application once the program opens later in 2025. Council conducted a discussion and held the first reading of the ordinance.

3. Motion for Approval of the Quail Ridge Final Plat - Claire Lust, Community Development Director

The Hearing Examiner approved the preliminary plat for Quail Ridge PUD on April 18, 2024, for 41 single-family residential lots. The proposal subdivides Assessor's Parcels #215811000 and #215867000 into lots ranging from 7,549 to 14,348 sq. ft., with an average lot size of approximately 9,398 sq. ft. Lot 17 (6.5 acres) will be retained by the original owner and includes Gee Creek and its riparian buffer. The project is located immediately west of Cloverhill Phase 4. Staff recommended that City Council approve the Quail Ridge Final Plat subject to conditions of approval.

MOTION: MOVED TO APPROVE QUAIL RIDGE FINAL PLAT AS PRESENTED.

RESULT:	**(UNANIMOUS)**
MOVER:	Council Member Hamilton
SECONDER:	Mayor Pro Tem Chipman
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Favela, Council Member Davis, Council Member Hamilton

4. Motion – Removing Construction Speed Limit for S. Royle Road - Steve Stuart, City Manager

During construction on S. Royle Road a temporary 30 MPH speed limit was established for the safety of the road workers and drivers. Now that work is complete, City staff recommends removing the temporary speed limit and re-establishing the 35 MPH speed limit for the corridor that is included in the City's Speed Limit Code.

MOTION: APPROVAL OF REMOVING CONSTRUCTION SPEED LIMIT FOR S. ROYLE ROAD AS PRESENTED.

RESULT:	**(UNANIMOUS)**
MOVER:	Mayor Pro Tem Chipman
SECONDER:	Council Member Wells
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Favela, Council Member Davis, Council Member Hamilton

VI. PUBLIC HEARING/BUSINESS

1. Public Hearing and First Reading of Ordinance No. 1460 - 2025 Commercial Development Code Amendments - Claire Lust, Community Development Director

Staff annually compiles proposed municipal code amendments based on experience and community feedback. On July 24, 2025, Council reviewed proposed topics and directed staff to draft text amendments, including several related to commercial development. The draft amendments were presented to Planning Commission at a public hearing on September 3, 2025; no public testimony was received. Planning Commission recommended approval with modificationsCity Council subsequently reviewed the proposed amendments and provided feedback to staff.

Mayor Cole Opened the Public Hearing: 8:13PM

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

Mayor Cole Closed the Public Hearing: 8:17PM

The first reading of the Ordinance was conducted.

VII. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

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

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Davis recognized staff for facilitating the Envision Ridgefield 2045 Open House.

Council Member Favela attended the Washington State Partnership Council on Juvenile Justice and provided an update CARES program.

Council Member Wells attended nine meetings, including a CRWWD meeting.

Council Member Hamilton met with multiple business owners and expressed enthusiasm about starting work on the Youth Commission.

Mayor Pro Tem Chipman attended a CREDC meeting and provided an update.

2. Mayor

Spoke at the Cloth + Foster fundraising luncheon, and shared personal experience with foster care.

3. City Manager

City Manager Steve Stuart will speak at next week's Chamber meeting and provided an update on the Pioneer Widening project.

Community Development Director Claire Lust provided an update on the Envision Ridgefield 2045 Open House.

Deputy City Manager Lee Knottnerus provided an update on Birdfest and activities taking place around town.

City Attorney Janean Parker provided an update on the CTRAN Board.

IX. ADJOURN

8:31PM

____________________________________ ____________________________________

Julie Ferriss, City Clerk Matt Cole, Mayor

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Approval to Submit CDBG Grant Application for Hayden Park

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GOVERNING LEGISLATION

Financial Policy #07: Budget; and Financial Policy #15: Grant Management.

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Financial Policy #15: Grant Management in January 2024. Council has approved the submission of multiple grant applications in the past.

SUMMARY/BACKGROUND:

Hayden Park's playground and core site systems, originally installed in 2005, are at the end of their expected 20-year lifecycle. As a neighborhood park serving one of Ridgefield's older subdivisions, Hayden Park provides essential access for families and children. The existing play area now presents increasing safety, accessibility, and maintenance challenges which, if unaddressed, will ultimately lead to closure. This proposed project will remove the current play structure and replace it with Ridgefield's first inclusive-design playground and park. It will also include a new playground surface that is ADA-accessible.

Increasingly, Community Development Block Grants (CDBG) have had less funding relative to the cost of traditional neighborhood improvements such as sidewalk replacements, new water lines, and similar projects. In addition, their income survey requirements have restricted where projects in Ridgefield can take place and have required Council members' time to conduct. This proposed project is less expensive than road infrastructure improvements and would not require an income survey due to the installation of an inclusive play structure.

BUDGET/FINANCIAL IMPACTS:

The total estimated cost of the project is $487,791.25. If awarded a CDBG grant, the City would be responsible for a 50% match, or $243,895.63 from the General Fund.

RECOMMENDED ACTION OR MOTION:

If the Council chooses to approve the submittal of this grant application, a motion would be:
"I move to approve the consent agenda as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

None

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Interlocal Agreement Between the Cities of Ridgefield and La Center for Code Enforcement Services

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GOVERNING LEGISLATION

RCW 39.34 Interlocal Cooperation Act

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

The Ridgefield Community Development Department seeks to establish an interlocal agreement with the La Center Community Development Department through which La Center could provide code enforcement services for Ridgefield on an as-requested basis through the end of 2025. The purpose is to ensure adequate code enforcement coverage by a qualified professional while Ridgefield's Code Enforcement Officer is on temporary leave.

BUDGET/FINANCIAL IMPACTS:

Code enforcement services rendered by City of La Center staff on behalf of the City of Ridgefield will be charged to the general fund.

RECOMMENDED ACTION OR MOTION:

Adopt the interlocal agreement and authorize the City Manager to sign via approval of the consent agenda as presented.

STAFF CONTACT:

ATTACHMENTS:

1. Code Enforcement Interlocal Agreement Ridgefield and La Center

INTER-LOCAL AGREEMENT FOR SERVICES
BETWEEN

City of Ridgefield, Washington
230 Pioneer Street
PO Box 608
Ridgefield, WA 98642
Phone: 360.887.3557
Fax: 360.887.0861

AND

City of La Center, Washington
214 E. 4th Street
La Center, WA 98629
Phone: 360-263-7665
Fax: 360-263-7666

Inter-Local Agreement Period

Beginning: October 10, 2025
Ending: December 31, 2025

Code Enforcement Services

Ridgefield - Contact Person(s)
Contact: Claire Lust 360.857-5024,
claire.lust@ridgefieldwa.us
Fiscal: Kirk Johnson 360.857-5008,
kirk.johnson@ridgefieldwa.us

La Center - Contact Person(s)
Contact: Tracy Coleman 360.605-2269
tcoleman@ci.lacenter.wa.us
Fiscal: Peter Boyce, 360.263.2782,
pboyce@ci.lacenter.wa.us

This Inter-Local Agreement consists of the following:

The City of Ridgefield and the City of La Center agree to the terms and conditions of this Inter-Local Agreement as listed above by signing below:

CITY OF RIDGEFIELD, WASHINGTON	CITY OF LA CENTER, WASHINGTON
By:______________________________	By: ______________________________
City Manager, City of Ridgefield	Mayor, City of La Center

Approved as to form: By:	By: ______________________________
Ridgefield City Attorney	La Center City Attorney

TERMS AND CONDITIONS

I. PURPOSE AND BACKGROUND

A. This is an Inter-Local Agreement entered into under the authority of the Inter-Local Cooperation Act, RCW 39.34, between the Cities of Ridgefield and La Center, Washington, municipal corporation code cities in the State of Washington.

B. No property shall be acquired pursuant to this Agreement which will need to be disposed of upon partial or complete termination of this Agreement.

C. The City of La Center (hereinafter "La Center") and the City of Ridgefield (hereinafter “Ridgefield”) by and through their Community Development Departments operate code enforcement divisions that regularly review reported code violations, conduct site visits, and enforce their respective municipal code requirements.

D. The City of Ridgefield (hereinafter "Ridgefield") by and through its Community Development Department wishes to use the resources of La Center to assist Ridgefield in performing code enforcement duties during the temporary leave of its Code Enforcement Officer.

E. The purpose of this Agreement is to provide for the use of La Center's code enforcement services by Ridgefield through December 31, 2025.

II. CODE ENFORCEMENT SERVICES.

The City of La Center agrees to provide code enforcement services as set forth herein:

A. Schedule and perform requested code enforcement services on an as requested basis as staff resources are available as set forth herein:

1. Review code violation complaints, conduct site inspections to verify violations of the Ridgefield Municipal Code (“RMC”), and draft notices described in RMC Chapter 20.200 for review by the Ridgefield Community Development Director (hereinafter, “code enforcement services”).

2. Perform such other intermittent code enforcement services as may be requested and mutually agreed to.

3. La Center will provide code enforcement services on an as requested basis subject to the exception of official holidays recognized by each agency, inclement weather limitations, and unforeseen illness.

4. To the greatest extent possible, La Center will exercise its best efforts to

respond to Ridgefield's requests for code enforcement services.

5. All services provided will be performed in accordance with Ridgefield Municipal Code Title 20 – Enforcement Code.

B. La Center will assign only those personnel with the credentials and expertise to perform the work.

C. Provide transportation, adequate workspace, tools, equipment and materials as needed to complete work in anefficient and professional manner.

D. At its sole expense, provide City of La Center employees with all appropriate insurance coverage related to workplace exposure to health and safety risks, damage to property, injuries to persons or death.

E. Each agency will provide for compliance with the applicable standards for workplace health and safety promulgated by the Washington State Department of Labor and Industries under the Washington Industrial Safety and Health Act, Chapter 49.17 RCW (WISHA) as they apply to its own employees. Should performance on a project covered under this agreement and compliance with a WISHA standard become cost prohibitive for either agency, or an exposure to risk be unacceptable, at its own discretion, that agency reserves the right to reject that project in whole or part. Both will make every reasonable effort to convey workplace safety issues to the other agency and find suitable means to avoid exposure to safety hazards.

F. Where appropriate make timely arrangements for duties related to code enforcement services.

G. If appropriate, provide coordination with any third parties deemed necessary and/or required (i.e. permits and/or permission/authorizations). Acquiring and maintaining permits and/or permit authorizations relating to project operations and the other agency's employees' activities on any project will be the sole responsibility of requesting agency and will be at that agency's sole expense.

III. JOINT PROCEDURES AND DISPUTES

A. The Ridgefield Community Development Director and the La Center Community Development Director shall develop mutually agreed procedures for the notification, transmittal, review, and communications regarding the services performed under this Agreement. The Directors will periodically review these procedures and confer as needed to address any issues that arise in the administration of this Agreement.

B. Disputes. If there are disputes or concerns relating to the performance of work under this

Agreement or personnel concerns relating to the other agency's employees that cannot be resolved directly by department staff, the parties agree to the following dispute resolution procedures. Either party shall give notice to the other party, and the La Center Community Development Director or Ridgefield Community Development Director shall agree to meet and confer as soon as possible but not later than 14 days after receipt of notice, unless an extension thereto is agreed, and to work in a good faith attempt to resolve the dispute or performance concern.

IV. COMPENSATION

A. In consideration of this Agreement and the code enforcement services provided, the City of Ridgefield will pay the City of La Center the current hourly rate published in the La Center Master Fee Schedule in effect at the time the services are provided, plus reimbursement for mileage, for code enforcement services.

   La Center will be compensated for services provided under this Interlocal Agreement at the rates defined within this Agreement, exclusive of any applicable taxes. Mileage will be compensated at the current federal allowable mileage rate in effect at the time of billing.

B. In the event there is an increase in the hourly rate in the City of La Center's Master Fee Schedule within the term of this Agreement, the new rate shall apply to work performed as of the effective date of the updated Master Fee Schedule. The City of La Center will provide 30 days' notice to the City of Ridgefield for any rate changes under consideration.

C. Ridgefield will pay properly documented invoices within 45 days of receipt of the invoice.

D. Ridgefield has provided budgetary authority to compensate the City of La Center at or within the aforementioned dollar limits. If budgetary authority relating to this Agreement changes over the term, that agency may adjust the dollar limits set forth above through the agreement amendment process as outlined in Article V below.

V. BILLING METHOD AND PROCESS

A. La Center will bill/invoice Ridgefield for charges on a monthly basis.

B. The billing invoice will identify the dates and the actual hours worked and include the amount due for that billing period. Billings will be recorded to the nearest quarter-hour.

C. The monthly billing invoice will include sufficient backup documentation to verify the actual accomplishments for the billing period and include an indication (via signature) that the responsible official has reviewed the billing documentation for correctness. Any backup documentation supplied with billing invoices will be expected to reconcile to La Center's tracking system.

   Payments for services shall be made by Ridgefield each month within forty-five (45) days of receipt of the billing statement/invoice from La Center.

VI. INDEMNIFICATION

Each party does hereby release, indemnify and promise to defend and save harmless the other party, its elected officials, officers, employees and agents from and against any and all liability, loss, damages, expense, action, and claims, including costs and reasonable attorney's fees incurred by the other party, its elected officials, officers, employees and agents in defense thereof, asserting or arising directly or indirectly on account of or out of its performance of service pursuant to this Inter-Local Agreement. In making such assurances, each party specifically agrees to indemnify and hold harmless the other party from any and all bodily injury claims brought by its employees and expressly waives its immunity under the Industrial Insurance Act as to those claims which are brought against the other party; provided, however , this paragraph does not purport to indemnify either party against the liability for damages arising out of bodily injuries to person or damages caused by or resulting from the negligence of the other party, its elected officials, officers, employees and agents.

VII. INDEPENDENT CONTRACTOR

The parties agree that La Center is acting hereunder as an independent contractor and shall maintain control of City employees performing services under this agreement, including but not limited to hiring, firing, discipline, evaluation, and the establishment of standards for performance thereof. All personnel performing services under this Agreement will be, for all purposes, employees of the performing City although they may from time to time act on behalf of the requesting City.

VIII. DURATION OFAGREEMENT

This Agreement shall be effective October 10, 2025 and remain in effect through December 31, 2025 unless administratively extended pursuant to this section or renewed. This Agreement may be administratively extended upon the mutual written agreement of the Mayor of La Center and the City Manager of Ridgefield for a maximum of two (2) one-year periods. In any such administrative extension, all terms set forth herein shall remain the same, except the Duration in Section IV.

IX. TERMINATION

Ridgefield or La Center may terminate this Inter-Local Agreement in whole or in part for any reason by providing written notice of termination to the other party of this Inter- Local Agreement at least thirty (30) days prior to the date of termination. In the event of early termination, each agency shall be responsible for the payment for any work performed by the other agency up to the point of termination.

X. AMENDMENT

The provisions of this Inter-Local Agreement may be amended with the mutual consent of the parties. No additions to, or alterations of, the terms of this Inter-Local Agreement shall be valid unless made in writing and formally approved and executed by the duly authorized agents of both parties. Amendments to an administrative extension of this Agreement, as defined in Section IV above, may be limited solely to modification to the hourly rate to accurately reflect the cost of providing said services; any other amendment included within an extension must be approved by both parties.

XI. RATIFICATION

Acts taken in conformity with this Inter-Local Agreement prior to its execution are hereby ratified and affirmed.

XII. SEVERABILTY

If any section or part of this Inter-Local Agreement is held by a court to be invalid, such action shall not affect the validity of any other part of this Inter-Local Agreement.

XIII. ENTIRE CONTRACT

The parties agree that this Inter-Local Agreement is the complete expression of the terms hereto, and any oral representations or understandings not incorporated herein are excluded. Further, any modification of this Inter-Local Agreement shall be in writing and signed by both pai1ies. Failure to comply with any of the provisions stated herein shall constitute material breach of the Inter-Local Agreement and cause for termination. It is agreed by the parties hereto that the forgiveness of non-compliance with any provision of this Inter-Local Agreement does not constitute a waiver of the provisions of this Inter- Local Agreement.

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Pink Patch Presentation

GOVERNING LEGISLATION

PREVIOUS COUNCIL ACTION TAKEN:

SUMMARY/BACKGROUND:

BUDGET/FINANCIAL IMPACTS:

RECOMMENDED ACTION OR MOTION:

STAFF CONTACT: Cathy Doriot, Police Chief

ATTACHMENTS:

None

Axon Body 4 & TASER 10

BWC - August 25th & August 29th, 2025
Taser 10 – September 18th & October 16th, 2025

Axon Body Camera 4

- Worn on center of chest.
- Angle & FOV set in admin profile for consistency across officers.
- Full-shift battery with fast charging and Wi-Fi connectivity.

BWC Activation

- Officer double taps front to activate camera.
- Beep/LED feedback confirms recording state.
- Officers must maintain camera in constant state of readiness.
- Pre-Event Buffer captures 30 seconds of video before activation (No audio).
- Sleep mode.

When to Record

Activated for all calls for service, interviews, collection of evidence.

Must give advisement you are audio/video recording: Traffic stops & Custodial Interrogations.

Officers must document the use of BWC within all reports, citations, and CAD notes.

In-Field Use Features

Officers can bookmark to flag key moments for later review.

GPD tagging & automatic time stamp; full audit trail – everything in Axon has audit trail.

“Watch Me” option – Limited use.

Automatic Activation (Hands-Free)

- Axon Signal Sidearm: drawing a firearm will auto-start cameras nearby.
- CEW (TASER 10): arming /deployment events can trigger cameras.
- Signal Vehicle: in-car cues (e.g., light bar, driver door) can trigger recording.

End of Shift: Upload & Charge

Dock the camera: video uploads to Axon Evidence and battery recharges.

RPD or Home

Uploads can also occur over secure Wi-Fi/LTE Footage is stored in the cloud with encryption and user-based permissions.

Video Access

- Officers can view their own videos anytime and can use them to write their reports.
- Officers can share their videos with other RPD officers for police purposes.
- Sergeants can view BWC footage for specific reasons as outlined in the BWC policy.

Redaction: How We Protect Privacy

- Axon assists with Redaction Assistant, which detects faces, license plates, and screens.
- Records Unit does review and PDR prior to public disclosure.
- Prosecutors get unredacted videos for cases.

Safeguards & Limits

- Every access and any change is logged (audit trail).
- Cameras can be obstructed by clothing, hands or environment.
- Technology assists officers but doesn’t replace reports or testimony.

Q & A

Demo

Thank You

The City of Ridgefield, Washington

Workforce as Economic Infrastructure:

Supporting the City of Ridgefield's Vision for the Future

workforce
SOUTHWEST WASHINGTON

ABOUT WORKFORCE SOUTHWEST WASHINTON

Workforce Southwest Washington (WSW) is a nonprofit that fuels economic growth in Clark, Cowlitz, and Wahkiakum counties. Since 2002, we've invested more than **$142.5 million** to connect residents to jobs that support families and help businesses grow.

- We fund training that leads to living-wage careers for young adults, adults, and those who have been laid off
- We help businesses recruit, train, and retain skilled workers
- The programs we fund lead to a stronger, more self-sufficient workforce—reducing reliance on public assistance

workforce
SOUTHWEST WASHINGTON

FOUNDATION FOR ECONOMIC GROWTH

Strengths: location, transportation access, quality of life, available land and development opportunities, waterfront redevelopment, population growth feeding housing, education, healthcare, and services demand

Largest Industries by Employment Concentration:

1. Wholesale trade (average wages in Ridgefield are $94K)
2. Construction ($73K)
3. Transportation & warehousing ($82K)
4. Manufacturing ($76K)
5. Other services (except public administration) ($46K)

Human infrastructure - **people power the economy**

A skilled workforce **transforms public investment** into local jobs and thriving industries

Workforce development **connects residents to opportunity** and **businesses to talent**

Investing in workforce strengthens the tax base and **reduces reliance on public services**

workforce SOUTHWEST WASHINGTON

ENVISION RIDGEFIELD 2045

Economic Development Element – Draft Goals & Polices

Policy 4.1.3 - Pursue an economic development strategy aimed at above average wage, high growth sectors such as professional business services, advanced manufacturing, sustainable/green jobs, and tech, and prioritize initiatives to enhance job security.

Policy 4.1.7 - Target high property value businesses such as manufacturing, utility, and medical facilities.

Policy 4.3.6 - Keep up on regional and local economic trends and be on the lookout for existing or emerging employment clusters to attract large employers.

WSW's Alignment & Support of Draft Goals

Target sectors:

- Advanced Manufacturing
- Construction & Clean Energy
- Healthcare

Opportunity:

- Recruit professional, scientific, and technical services (IE – legal, design, computer, architectural, engineering, consulting, research, etc.)
    - Could feed remote work opportunities

Clean Energy Sector

- PNW Mass Timber Tech Hub

workforce
SOUTHWEST WASHINGTON

INVESTMENTS

Our Approach:

- Braided funding **stretches every dollar** further
- Programs are **guided by employer demand**
- We **track results** and adjust to **improve outcomes**

Our Community Benefit:

- Programs help residents **get to work, or get back to work**
- Support local businesses with **job-ready talent**
- **Reduce pressure on public services** over time

workforce SOUTHWEST WASHINGTON

FUTURE LEADERS PROJECT:
A PARTNERSHIP BETWEEN WSW, CREDC, & WSU VANCOUVER

6	91	41
Summers	Internships	Host Sites

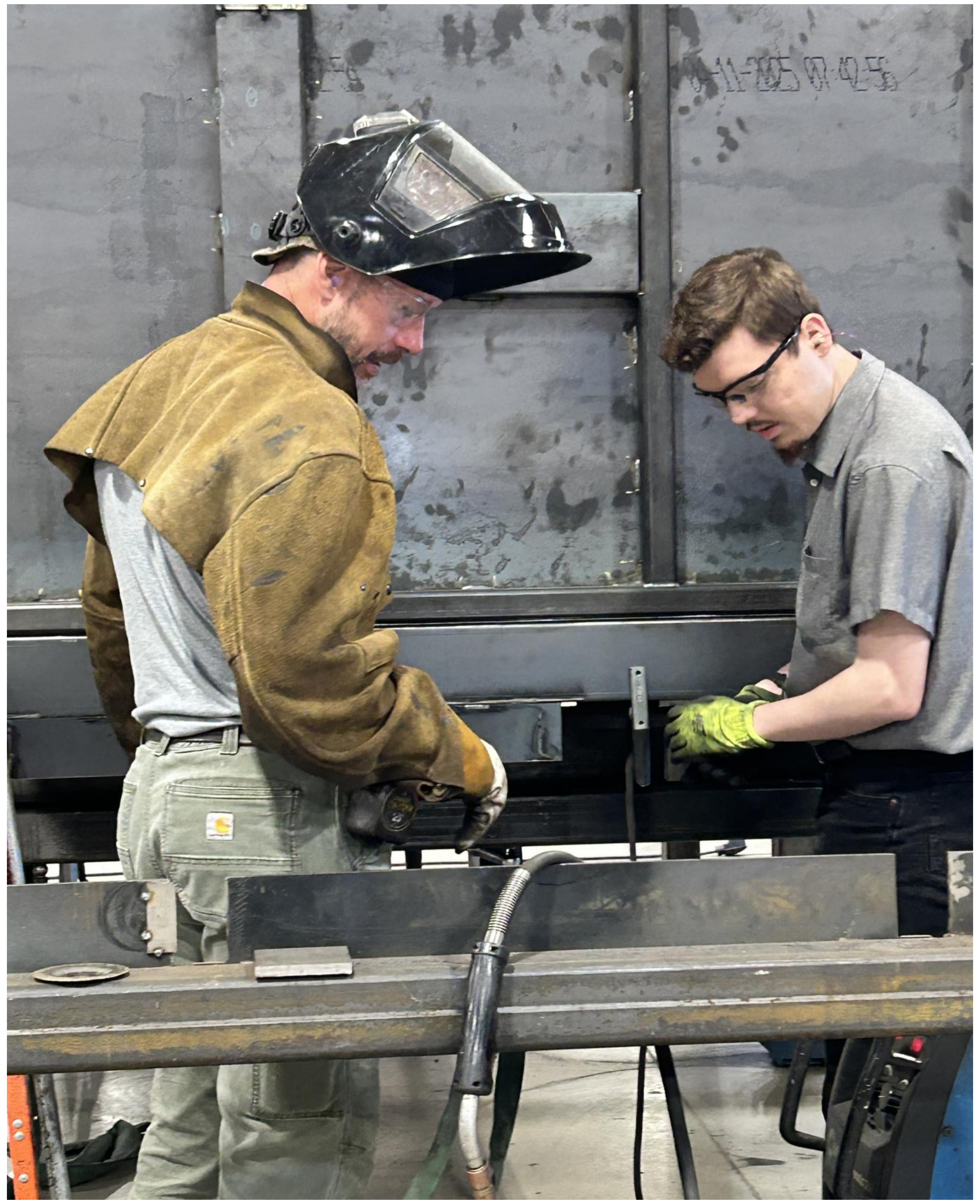
workforce
SOUTHWEST WASHINGTON

FUTURE LEADERS PROJECT: PROGRAM GROWTH: 2020 - PRESENT

- Summer 2020 – **3** interns, **3** host sites
- Summer 2021 – **6** interns, **6** host sites
- Summer 2022 – **10** interns, **8** host sites
- Summer 2023 – **15** interns, **12** host sites
- Summer 2024 – **24** interns, **19** host sites
- Summer 2025 – **33** interns, **23** host sites

workforce SOUTHWEST WASHINGTON

FUTURE LEADERS PROJECT:
LUCAS & SUMMIT TRUCK BODY



SUMMIT
TRUCK BODY
AN EMPLOYEE-OWNED COMPANY

workforce
SOUTHWEST WASHINGTON

CLOSING:
WHY WORKFORCE DEVELOPMENT MATTERS

- **Reduces unemployment** and reliance on public assistance
- **Helps the emerging workforce** get connected to hands-on, paid work experience that builds skills and expands their networks
- **Grows the local economy** through stronger businesses and increased tax revenue
- Prepares residents for in-demand careers with **self-sufficiency** wages
- Makes **Ridgefield more competitive** by building a skilled labor force

workforce SOUTHWEST WASHINGTON

LET'S BUILD RIDGEFIELD'S WORKFORCE INFRASTRUCTURE...TOGETHER

How You Can Be Involved:

- **Investment -**
  Consider modest funding or in-kind resources to support training programs, hiring events, or job connection services.
- **Collaboration -**
  Join us as opportunities arise—whether on advisory boards, strategy sessions, roundtables, or regional grant applications.
- **Support -**
  Help amplify workforce efforts through city communications, co-hosted events, public alignment, and ongoing partnership.

workforce
SOUTHWEST WASHINGTON

QUESTIONS

WSW business services and Youth and Adult programs are funded through a USDOL grant. To learn more about funding, follow this QR code.

workforce
SOUTHWEST WASHINGTON

CONTACT US

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360.567.1066
nyaws-gonzalez@workforcesw.org

Darcy Hoffman | Director of Business Services
360.608.4949
dhoffman@workforcesw.org

workforce
SOUTHWEST WASHINGTON

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Bee City USA: Process, Requirements, and Considerations

---

GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Bee City USA is a national certification program of the Xerces Society that recognizes cities for their commitment to pollinator conservation. The program encourages habitat creation, reduced pesticide use, and public education to support native bees and other pollinators. This agenda item provides an overview of the Bee City USA framework and highlights the environmental and community benefits of participation, including biodiversity support, partnerships, and positive visibility. No action is requested from City Council at this time; however, direction is welcomed.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

No action is requested from City Council at this time; however, direction is welcomed.

STAFF CONTACT: Corey Crownhart, Park Manager

ATTACHMENTS:

1. CC2025.10.09 - Bee City USA Staff Brief - 2025.10.06

Research Brief:

Bee City USA

Process, Requirements, and Considerations

Ridgefield City Council

Thursday, October 9, 2025

Introduction

Overview

- What is Bee City USA
- Potential Benefits to Ridgefield
- Adoption Process
- Ongoing Work Required
- Case Studies of Other Municipalities

Tonight's Objective

No Action Requested; Receive Direction on Potential Next Steps

What is Bee City?

National Recognition Program

- Administered by Xerces Society for Invertebrate Conservation
- Recognizes cities and campuses dedicated to pollinator conservation

Program Focus

- Habitat creation and enhancement
- Reduce reliance on harmful pesticides
- Public awareness and community education

Potential Impacts

Biodiversity & Ecosystem Health

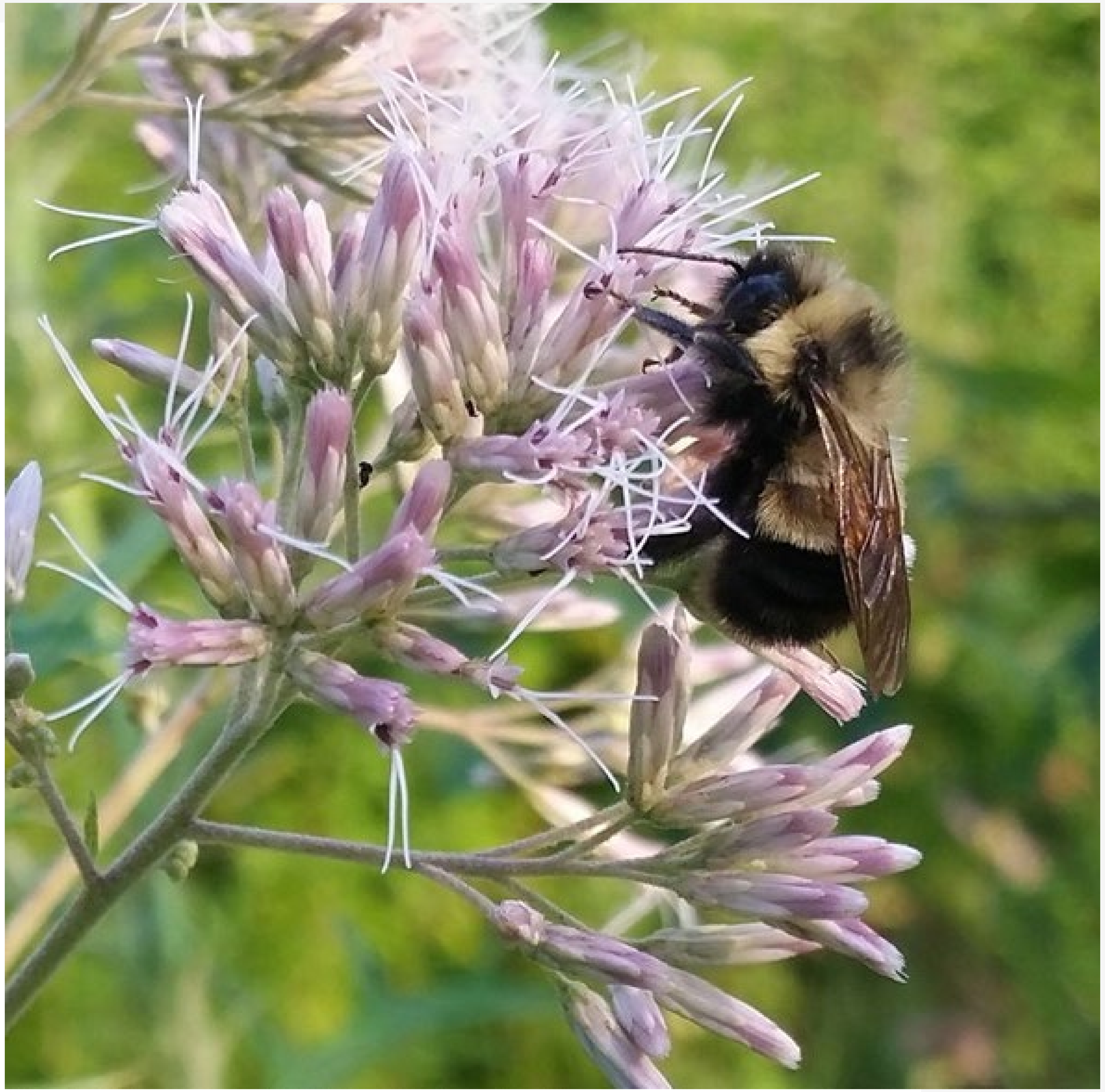
- Protects native pollinators, vital for food webs and seed production
- Helps maintain resilient ecosystems in city parks and open spaces
- Reduces risk of further pollinator decline at local and regional scales

Community Value

- Educational opportunities for schools and civic groups
- Builds partnerships with nonprofits and neighborhood associations
- Enhances Ridgefield's reputation as a sustainability leader

Adoption Process

1. Assign a city liaison
2. Form or designate a Pollinator Committee
3. Draft and adopt a Council Resolution
4. Submit application and $200 annual fee
5. Plan an annual public education event
6. Submit annual progress report to maintain certification



Ongoing Work Required

Habitat & Maintenance

- Coordinate pollinator-friendly planting and maintenance
    - *COR Engineering Standards Vol. 3 already requires this*
- Utilize Integrated Pest Management (IPM) practices
    - *COR O&M already adhere to these principles*

Education & Reporting

- Host at least one annual outreach event
    - *COR's Spring Festival would be a prime candidate*
- Provide signage and online presence of commitment
    - *Easily incorporated into communications strategies*
- Track and report activities annually

Comparable Cities

Vancouver, WA (2025)

- Hosted Pollinator Festival; Established partnerships with nonprofits and schools.

Hillsboro, OR (2019)

- Integrated pollinator policies into city planning and parks maintenance.

Eugene, OR (2018)

- Expanded native habitat across parks and open spaces.

City Council Discussion

Contact Us

Public Works Department

Parks, Trails, and Recreation Division

Corey Crownhart, MSML

(he/him)

Title: Parks Manager

Phone: (360) 887-6010

Email: corey.crownhart@ridgefieldwa.us

Thank You

The City of Ridgefield, Washington

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Second Reading of Ordinance No. 1459 — Adoption of a Public Safety Sales Tax

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GOVERNING LEGISLATION

HB 2015 - Public Safety Enhancement Sales Tax

PREVIOUS COUNCIL ACTION TAKEN:

The City Council conducted a study session on HB 2015 on September 18, 2025.

SUMMARY/BACKGROUND:

The Washington State legislature adopted two new funding mechanisms to fund public safety through HB 2015. The new law was effective July 27, 2025, and provides a grant program to help hire and train new officers. In addition, the law provides for a councilmanic option to implement a new 0.1% sales and use tax to fund a broad range of criminal justice work. The grant program will open later in 2025 and staff will come back to council for authorization to submit an application.

Staff presented an informational study session on the two funding options on September 18, 2025. Council directed staff to bring back an ordinance for consideration to adopt the 0.1% sales and use tax to assist with funding ongoing criminal justice needs. Adoption of the sales tax is specific to Ridgefield and would be retained 100% in Ridgefield less a small administration fee from the DOR. This is in contrast to other sales tax options available or currently in use for public safety purposes, because the City must share those funding options with Clark County.

The City Council can pass the sales and use tax with a majority vote of the council. The ability to pass the tax by council vote must be completed prior to June 30, 2028. If the city council chooses to adopt the sales and use tax, DOR requires a 75-day notification period. To be implemented by January 1, 2026, the city would need to notify DOR no later than October 18, 2025.

The public safety sales tax could be used to cover the following items in 2026.

Description	Expense
Personnel Expense - Grant Match	$73,250
Officer Equipment — Outfitting	$247,000
Radio Replacement — 3 Year Plan	$70,000
Training	$30,000
Increased contract cost mobile/body worn cameras	$21,750

BUDGET/FINANCIAL IMPACTS:

Adoption of the public safety sales tax is estimated to increase revenue by $442,000 in the first year it is enacted.

RECOMMENDED ACTION OR MOTION:

If the City Council chooses to adopt Ordinance No. 1459, a motion would be:
I move to adopt Ordinance No. 1459 as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. HB 2015 Public Safety Sales Tax 2nd Reading

ORDINANCE NO. 1459

AN ORDINANCE of the City of Ridgefield, Washington, enacting an additional sales and use tax of one-tenth of one percent, as authorized in section 201, Chapter 350, Laws of Washington 2025, for criminal justice purposes; adding a Chapter 3.12, Criminal Justice Sales and Use Tax, to the Ridgefield Municipal Code; and providing for severability and establishing an effective date.

WHEREAS, the Legislature enacted House Bill 2015 in the 2025 legislative session to provide qualified cities, towns, or counties to authorize, by resolution or ordinance, a new local option sales and use tax of one-tenth of one percent (0.1%) for criminal justice purposes; and

WHEREAS, the City Council seeks to enhance criminal justice funding; and

WHEREAS, the City Council finds that the additional criminal justice funding is necessary to maintain and improve the City's public safety levels of service and enhance the City programs that reduce the number of people interacting with the criminal justice system; and

WHEREAS, the City Council finds that the city of Ridgefield, through its law enforcement agency, meets the requirements to receive a grant from the Local Law Enforcement Grant Program created in Section 101, Chapter 350, Laws of Washington 2025; and

WHEREAS, the city receives distributions from the sales and use tax authorized by RCW 82.14.340 for criminal justice purposes and receives distributions from the public safety sales and use tax authorized by RCW 82.14.450 for public safety; and

WHEREAS, the city voters have not repealed by referendum the criminal justice sales tax imposed pursuant to RCW 82.14.340 or rejected a ballot proposition to impose the public safety sales tax authorized by RCW 82.14.450 in the previous 12 months;

NOW, THEREFORE, the city council of the City of Ridgefield, Washington do ordain as follows:

Section 1. Findings.
A. The City Council finds that the city of Ridgefield, through its law enforcement agency, meets the requirements to receive a grant from the Local Law Enforcement Grant Program created in Section 101, Chapter 350, Laws of Washington 2025, subject to final approval of the Criminal Justice Training Center, with the City having:

1. Issued and implemented policies consistent with RCW 43.17.425 and 10.93.160, and the office of the attorney general's keep Washington working act guide, model policies, and training recommendations for state and local law enforcement agencies;
2. Participated in commission trainings as required by RCW 43.101.455 and 36.28A.445;
3. Issued and implemented policies and practices regarding use of force and de-escalation tactics consistent with RCW 10.120.030 and the office of the attorney general's model policies, and all other commission and attorney general model policies regarding use of force for law enforcement, including, but not limited to, duty to intervene and training and use of canine teams;
4. Implemented use of force data collection and reporting consistent with chapters 10.118 and

10.120 RCW when the program is operational, as confirmed by a notice from the attorney general's office to all police chiefs and sheriffs;

5. Issued and implemented policies and practices consistent with chapters 7.105 and 9.41 RCW and the commission model policies and training addressing firearm relinquishment pursuant to court orders;
6. A 25 percent officer completion rate with the commission's 40-hour crisis intervention team training;
7. A 100 percent officer compliance rate for those officers required to complete trauma-informed, gender-based violence interviewing, investigation, response, and case review training developed or approved by the commission pursuant to RCW 43.101.272 and 43.101.276, and if requested by the commission, participated in agency case reviews;
8. Received funding from a sales and used tax authorized pursuant to RCW 82.14.340 or RCW 82.14.450;
9. A chief of police who is certified by the criminal justice training commission, and who has not been convicted of a felony anywhere in the United States or under foreign law, or been convicted of a gross misdemeanor involving moral turpitude, dishonesty, fraud, or corruption; and
10. Issued and implemented policies and practices that prohibit volunteers who assist with agency work from enforcing criminal laws, other than for assistance with special event traffic and parking, including engaging in pursuits, detention, arrests, the use of force, or the use of deadly force; carrying or the use of firearms or other weapons; or the use of dogs to track people or animals other than for purposes of search and rescue; and that set forth the required supervision of volunteers, including that they must be clearly identifiable by the public as distinguishable from peace officers and any identifying insignia must be officially issued by the agency and only used when on duty.

B. The city has provided the criminal justice training commission with a detailed staffing plan specifying the following:

1. The total number of commissioned officers currently employed by the agency;
2. The total number of specially commissioned officers currently employed by the agency;
3. The total number of co-response teams established within the agency and what staffing are included in each co-response team;
4. The total number of administrative staff currently employed by the agency;
5. The number of officers on flexible work schedules;
6. The average 911 response rate of the agency over the 12-month period immediately preceding the month in which the city is submitting documentation to the criminal justice training commission; and
7. The average case closure rate of the city over the 12-month period immediately preceding the month in which the county is submitting documentation to the criminal justice training commission.

C. The City Council directs the city to submit required documentation to the criminal justice training commission demonstrating that the city meets the requirements of Section 101, Chapter 350, Laws of Washington 2025.

Section 2. Tax Imposed.
There is hereby added to City of Ridgefield municipal code a new Chapter 3.12, Criminal Justice Sales and Use Tax to read as follows:

3.12.010 Tax Imposed
To provide funding for criminal justice purposes as authorized by Section 201, Chapter 350, Laws of Washington 2025, an additional one-tenth of one percent (0.1%) sales and use tax is hereby levied, fixed, and imposed on all taxable events within the city as defined in chapter 82.08, 82.12, or 82.14 RCW.

3.12.020 Applicability of the Tax
The tax shall be imposed upon and collected from those persons from whom sales tax or use tax is collected in accordance with chapter 82.08 or 82.12 RCW, and shall be collected at the rate of one-tenth of one percent of the selling price in the case of a sales tax, or value of the article used, in the case of a use tax.

3.12.030 Additional Tax
The additional sales and use tax shall be in addition to all other existing sales and use taxes currently imposed by the city.

Section 3. Notice to Department of Revenue.
The city clerk is requested to submit this ordinance to the Department of Revenue and take all steps necessary to implement and collect the tax imposed by this Ordinance.

Section 4. Severability.
If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

Section 5. Effective Date.
This ordinance shall take effect and be in full force five (5) days after publication. The additional tax imposed by Section 2 shall apply to taxable events occurring on or after January 1, 2026.

ADOPTED by the City Council of Ridgefield, Washington, at a regular meeting thereof this Ninth day of October, 2025.

APPROVED

____
Mayor

ATTEST

______________________________ ________________
City Clerk Date

____
Date published

APPROVED AS TO FORM

______________________________ ________________
City Attorney Date

HB 2015 – Public Safety Sales Tax

HB 2015 – Public Safety Sales Tax

- Councilmanic through June 2028
- 0.1% tax on sales and use
- Permanent
- Broad use for public safety
- Stackable with other taxes & jurisdictions
- Need to meet requirement of the HB 2015 grant program
- Do not need to apply or be awarded the grant to adopt the sales tax

HB 2015 – Public Safety Sales Tax

Sales tax quick facts

Local legislative authority:

The tax can be imposed by councilmanic action through June 30, 2028

Permanent:

Once passed by the council, the sales tax is permanent

Stackable:

The taxes can stack with other sales taxes and jurisdictions; and revenues are not shared with other jurisdictions

Broad use:

The new 0.1% sales tax can be used for broadly defined "criminal justice purposes"

Requirements:

A city or county can only collect the tax if it meets all the requirements of the CJTC grant (But no requirement to *apply* for the grant)

Caveat:

The jurisdiction's voters must not have rejected or repealed any public safety sales tax within 12 months

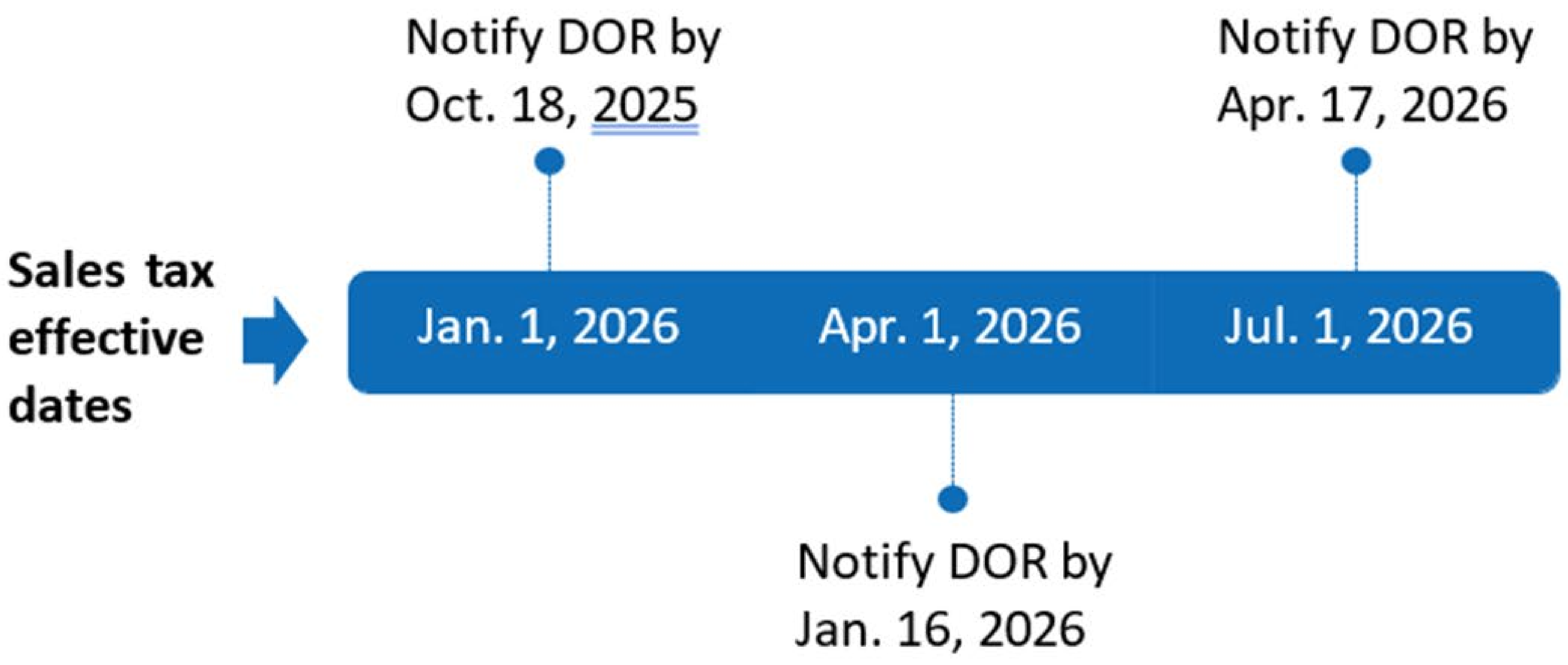
HB 2015 – Public Safety Sales Tax

Timing: DOR notification deadlines

75 days prior

Before the new sales tax takes effect, cities must give DOR 75-days' notice of the passed ordinance and include a copy of it

DOR notification deadlines



HB 2015 – Public Safety Sales Tax

Requirements to qualify for a grant and/or sales tax

- **AGO training & polices:** Established policies that comply with state law as well as the Attorney General's guidance for law enforcement practices related to citizenship status
- **CJTC trainings:** Participated in CJTC trainings related to behavioral health and first aid
- **Use of force policies:** Established policies on de-escalation and use of force that incorporate the Attorney General's guidance on duty to intervene and use of police dogs
- **Use of force database:** Complied with state laws on use of force data reporting (once that state program is operational)
- **Court-ordered firearm relinquishment:** Established policies related to civil protection orders and the court-ordered surrender of firearms
- **Crisis intervention training:** At least 25% of officers who have completed CJTC crisis intervention team training
- **Gender-based violence trainings:** 100% completion by required officers for CJTC trainings on sexual assault and gender-based violence

HB 2015 – Public Safety Sales Tax

Requirements to qualify for a grant and/or sales tax (continued)

- **Public safety sales taxes:** Received funds from or authorized a public safety or criminal justice sales tax
- **Leadership requirements:** A police chief, sheriff, or marshal who is CJTC-certified and has no felony convictions or gross misdemeanor convictions for moral turpitude, dishonesty, fraud, or corruption
- **Volunteer requirements:** Establish policies for supervising agency volunteers, including insignia worn, and for restricting volunteers from enforcing criminal laws, using force, carrying weapons, or using dogs (besides search and rescue)
- **Staffing plans:** Provide detailed agency staffing reports and plans including numbers of co-response teams, administrative staff, specially commissioned officers, and officers on flexible schedules
- **911 & case-closure rates:** Provide average rates for the preceding year for 911 responses and case closures

HB 2015 – Public Safety Sales Tax

- Public Safety Expense
  - Judicial expenses have increased 23% over the past two years ($47,500)
  - Public safety expense has increase 20% over the past two years ($811,000)
- HB 2015 Public Safety Sales Tax
  - 0.1% tax is estimated to increase revenue by $442,000
- HB 2015 Grant Funding
  - Grant funding covers 75% of the initial personnel expense and the city match is 25%, The city funds ongoing expense after year one.
- Officers per 1,000 Population
  - Washington State has the lowest officer count per 1,000 population at 1.38 officers. To meet this number Ridgefield would need to employ 22 officers and current staffing is 19.

HB 2015 – Public Safety Sales Tax

- Next Steps
  - Submit information to CJTC to verify eligibility
  - Conduct second reading of Ordinance No. 1459 – Adoption of a Public Safety Sales Tax October 9, 2025
  - Pending adoption of Ordinance 1459, submit the adopted Ordinance to the Washington State Department of Revenue by October 18, 2025. The tax would be implemented as of January 1, 2026, if approved


THANK YOU

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: First Reading of Ordinance No. 1461 - Amendments to RMC Chapter 5.04 Business Licenses and Regulations

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GOVERNING LEGISLATION

RCW 35.90 Municipal Business Licensing

PREVIOUS COUNCIL ACTION TAKEN:

The City Council adopted Title 5 Business Licenses and Regulations in 2008. The Council updated Chapter 5.04 Business Licenses in 2018 by Ordinance No. 1275 to meet state requirements for the statewide business license model ordinance required in RCW 35.90.

SUMMARY/BACKGROUND:

The state legislature has mandated that cities requiring business licenses must adopt certain model business license provisions that provide a threshold for exempting out-of-city businesses from the payment of any fee for the license. That model ordinance has been updated to increase the fee from $2,000 to $4,000, effective January 1, 2026 and to provide for regular CPI adjustments to this threshold. The ordinance incorporates these required changes. Cities using the state's business license service need to update their ordinances to provide 75 days' notice before the January 2026 implementation.

Changes to the Business License Model include:

- Effective date of January 1, 2026.
- One-time increase to a higher threshold to $4,000 for out-of-city businesses.
- Automatic periodic increase every four years based on an amount equal to the increase in the Consumer Price Index ("CPI") for "West Urban, All Urban Consumers" (CPI-U) for each 12-month period ending on June 30 of the prior year. The rate of inflation would be calculated as zero in any year in which inflation was negative and capped at 5% per year or 20% over four years if inflation exceeded those amounts.

BUDGET/FINANCIAL IMPACTS:

No significant financial impact is expected.

RECOMMENDED ACTION OR MOTION:

If the Council chooses to approve Ordinance No. 1461 a motion would be:
" I move to adopt Ordinance No. 1461 as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

None

ORDINANCE NO. 1461

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING cHAPTER 5.04, BUSINESS LICENSES AND REGULATIONS OF THE RIDGEFIELD MUNICIPAL CODE TO BRING THE BUSINESS LICENSE PROVISIONS INTO CONFORMANCE WITH THE STATEWIDE MODEL ORDINANCE REQUIRED BY CHAPTER 35.90 RCW

WHEREAS, the Legislature has enacted Chapter 35.90 RCW that requires cities to adopt a model business license ordinance with certain mandatory provisions; and

WHEREAS, in 2025, the legislature revised certain mandatory provisions of the model ordinance related to amending the threshold for fee free license registrations; and

WHEREAS, the comments and legislative intent explanations provided in the model ordinances are intended by the City to form the basis for adopting the model ordinance provisions and are included as a part of the record and adopted findings and conclusions in support of this ordinance; and

WHEREAS, the City Council wishes to amend the City's business license provisions to reflect these changes and comply with the mandatory provisions of the model ordinance;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. **Public Interest.** The City Council for the City of Ridgefield, Washington finds that it is in the public interest for the City to amend the business license regulations to increase the threshold for fee free license registrations.

Section 2. **Findings of Fact**. Each and every of the recitals contained in the 'whereas' clauses of the preamble to this ordinance are hereby adopted as findings of fact and incorporated herein fully by reference.

Section 3. **Amending RMC 5.04, Business Licenses and Regulations.** That Section 5.04.027 of the Ridgefield Municipal Code is hereby amended as follows:

5.04.027 - Threshold with fee-free license/registration only.

For purposes of the license required by this chapter, any person or business whose annual value of products, gross proceeds of sales, or gross income of the business in the city is equal to or less than a threshold amount of two thousand dollars and who does not maintain a place of business within the city, shall submit a business license registration to the director or designee. The threshold does not apply to regulatory license requirements or other activities that require a specialized permit. Beginning January 1, 2026, the threshold amount is equal to or less than $4000 per year. The threshold amount will be adjusted every forty-eight months on January 1, by an amount equal to the increase in the Consumer Price Index ("CPI") for "West Urban, All Urban Consumers" (CPI-U) for each 12-month period ending on June 30 as published by the United States Department of Labor Bureau of Labor Statistics or successor agency. To calculate this adjustment, the current rate will be multiplied by one plus the cumulative four-year (forty-eight months) CPI increase using each 12-month period ending on June 30 of each prior year, and rounded to the nearest $100. However, if any of the annual CPI increases are more than five (5) percent, a five (5) percent increase will be used in computing the annual basis and if any of the annual CPI decreased during the forty-eight-month period, a zero (0) percent increase will be used in computing the annual basis.

Section 4. **Corrections**. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 5. **Severability**. Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid, the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

Section 6. **Effective Date**. This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS NINTH DAY OF OCTOBER 2025.

CITY OF RIDGEFIELD

____

Matt Cole, Mayor

ATTEST:

____

Julie Ferriss, City Clerk

APPROVED AS TO FORM:

____

Janean Parker, City Attorney

First reading: October 9, 2025

Second Reading Waived

Date of Publication: October 15, 2025

Effective Date: November 8, 2025

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 9, 2025

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1462 - MAJ Boschma RMUO Zone Change

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GOVERNING LEGISLATION

RCW 36.70A Growth Management
RMC 18.320 Amendments

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

None. Public hearing and first ordinance reading only.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Applicant's Narrative
3. Conceptual Site Plan
4. Market and Land Need Analysis
5. Trip Generation Analysis

ORDINANCE NO. 1462

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON ADDING THE RIDGEFIELD MIXED USE ZONING OVERLAY TO THREE COMMERCIAL PARCELS IN THE RIDGEFIELD JUNCTION SUBAREA

WHEREAS, on August 27, 2025, staff received an application to add the Ridgefield Mixed Use Overlay (RMUO) zoning overlay to Assessor's PINs 213957000, 214232000, and 214224000 ("MAJ Boschma") totaling approximately 9.09 acres; and

WHEREAS, the proposal to add a zoning overlay is a zone change proposal subject to the applicable criteria in Ridgefield Municipal Code (RMC) Chapters 18.320 – Amendments and 18.310.090 – Type IV procedure; and

WHEREAS, the proposal meets the approval criteria set forth in RMC 18.310.090 and RDC 18.320; and

WHEREAS, the City of Ridgefield submitted notice to the Washington State Department of Commerce on September 3, 2025 meeting the sixty (60) day State agency/public review process as prescribed by RCW 36.70A; and,

WHEREAS, consistent with WAC 197-11-340(2), on September 10, the City of Ridgefield issued a SEPA Determination of Non-Significance (DNS) regarding the proposal; and,

WHEREAS, the SEPA DNS public comment period expired on September 24, 2025 and the City addressed all comments received; and,

WHEREAS, the Ridgefield Planning Commission conducted a public hearing on the proposal on October 1, 2025 during which specific time was given for the public to provide oral and written testimony on the amendments and at the conclusion of the public hearing the Planning Commission voted 4-1 to recommend approval of the proposal to City Council; and,

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading of the proposal during a regularly scheduled City Council meeting held on October 9, 2025; and

WHEREAS, the Ridgefield City Council conducted the second ordinance reading on the proposal during a regularly scheduled meeting held on [DATE]; and,

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to adopt a zone change adding the RMUO zoning overlay to the MAJ Boschma property.

Section 2. Adoption of the Updated Zoning Map. The City Council for the City of Ridgefield hereby adopts the updated zoning map attached hereto as Attachment A superseding all previously adopted zoning maps.

Section 3. Compliance with the Ridgefield Municipal Code. The City of Ridgefield has met its obligations under RMC 18.310.090 and 18.320 and finds no additional compliance actions are necessary.

Section 4. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 5. Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed

this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.
Section 6. Applicability. This ordinance shall be applied in the current city limits and City of Ridgefield Urban Growth Area (UGA) as adopted by the Ridgefield City Council.
PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS [DATE].

____

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

____
Julie Ferriss
City Clerk

APPROVED AS TO FORM:

____
Janean Parker, City Attorney

First Reading: October 9, 2025
Second Reading/Passage:
Date of Publication:
Effective Date:

Attachment A: Zoning Map Update

THE CITY OF RIDGEFIELD

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

MAJ Boschma RMUO Zone Change

Staff Report to City Council

File No. MASTER-25-0043, PLZ-25-0112-0113

I. BASIC INFORMATION

Planning Commission public hearing: October 1, 2025

City Council public hearing: October 9, 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 15th St Ste 200 / Vancouver, WA 98660. Contact: Mike Jenkins, 360-823-5125, mikej@majdevelopment.com; 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

Property owner: Boschma Family LLC. 2150 Timon Rd / Everson, WA 98247. Contact: Shirley Boschma Rubbert, (360) 815-6151, 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

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 notice to property owners within 300 feet of the site and 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

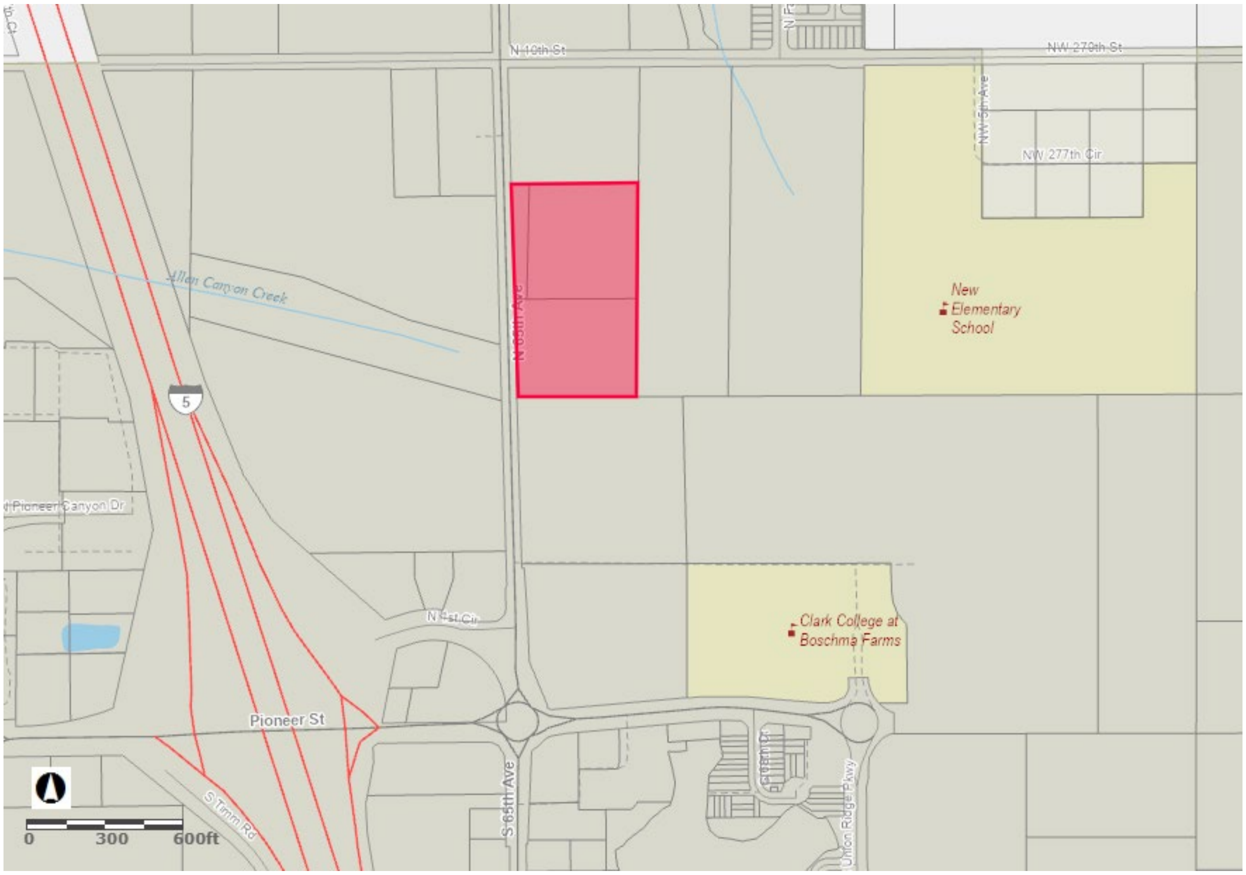


Figure 2. Existing zoning

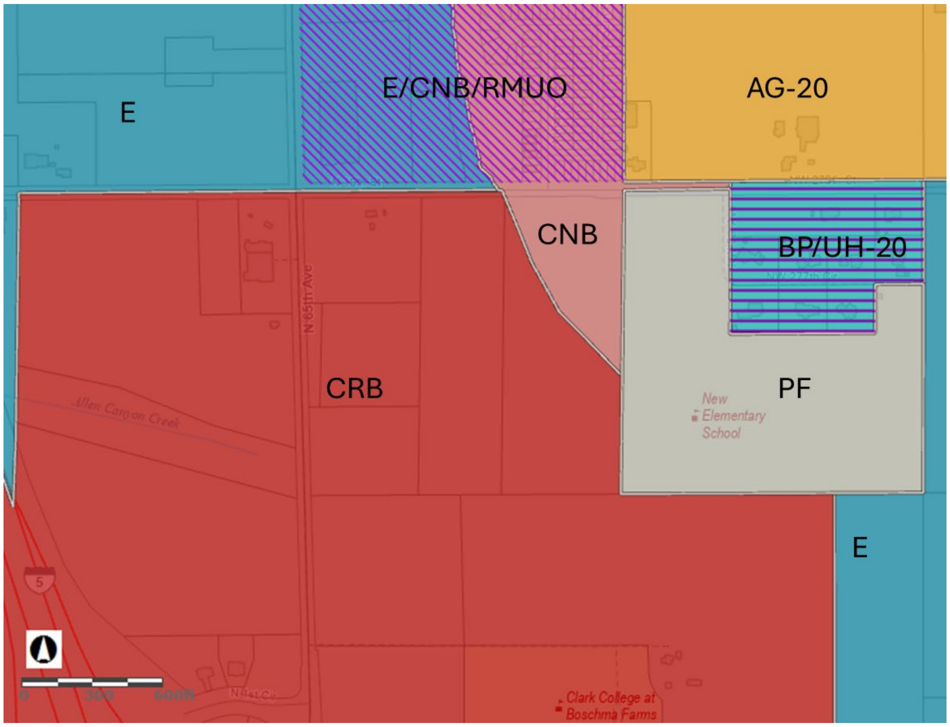
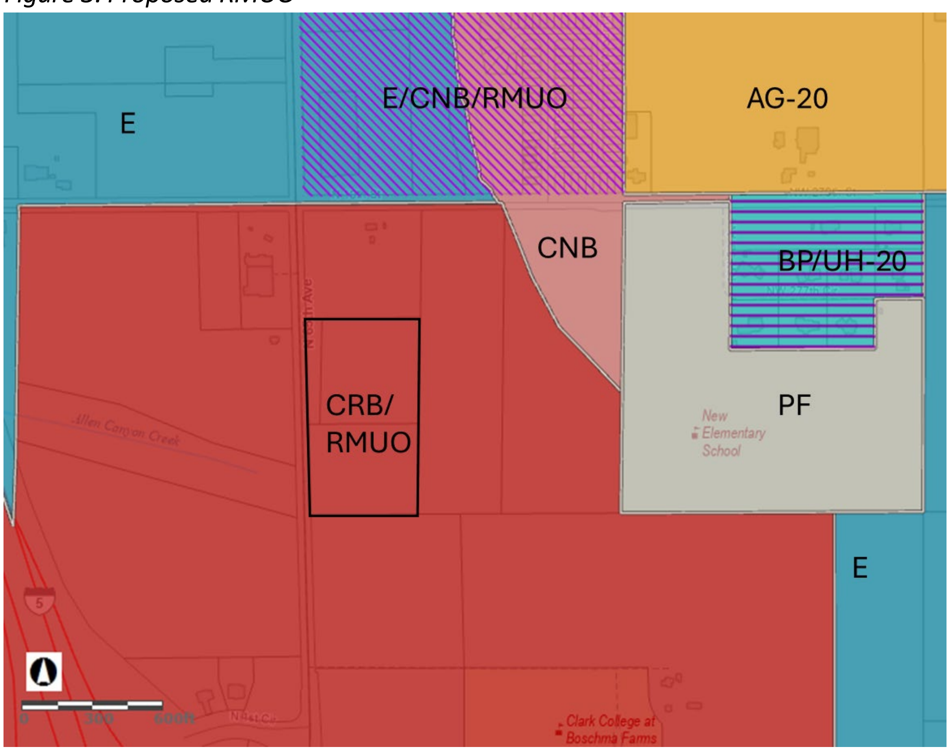


Figure 3. Proposed RMUO

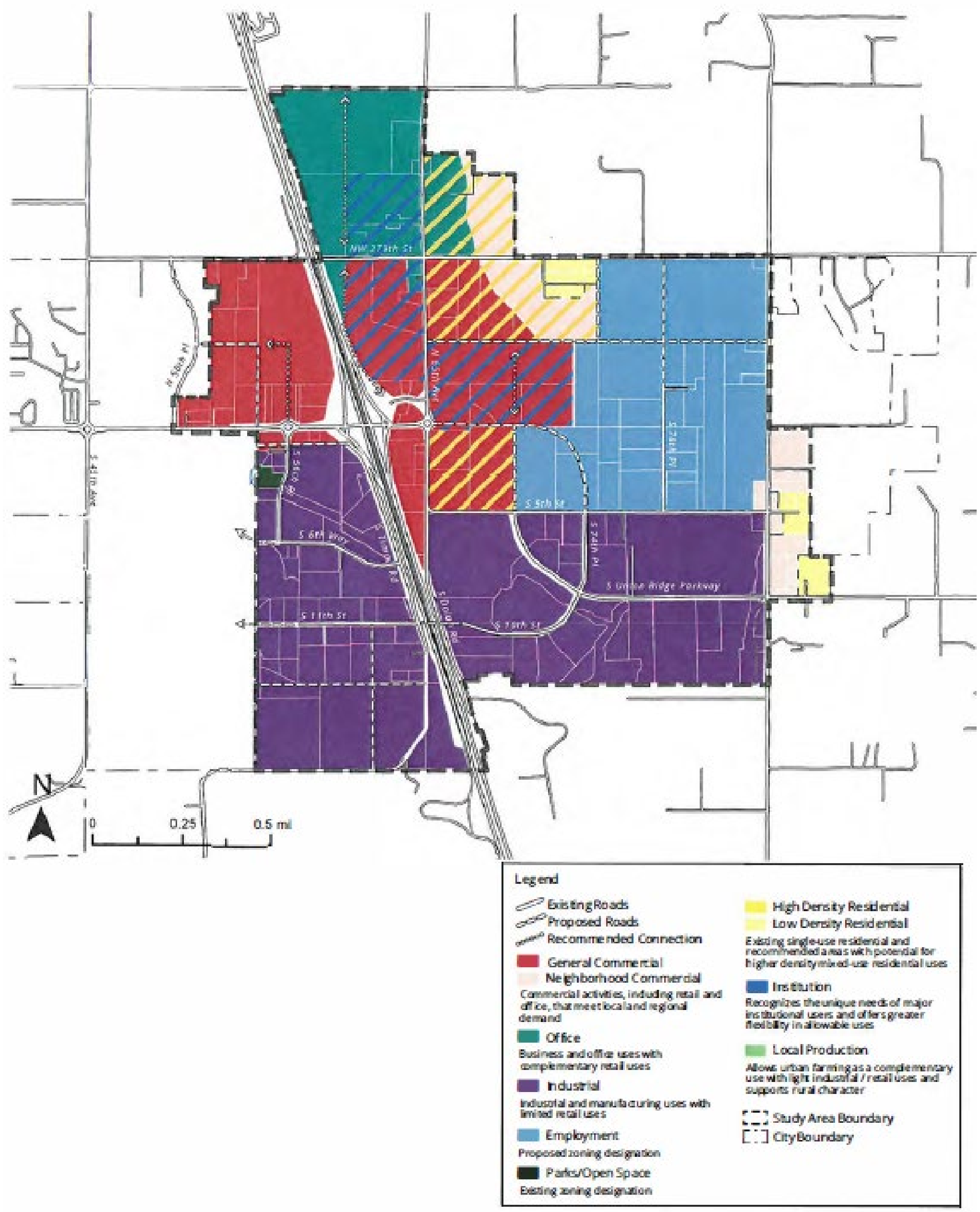


III. DISCUSSION & ANALYSIS

Zoning and Uses

Per RDC 18.235.060.B, the RMUO is an optional overlay that may be applied within the Pioneer and 45th and Ridgefield Junction subareas when initiated by the property owner through an approved master plan. The Ridgefield Junction Subarea Plan is illustrated in Figure 4.

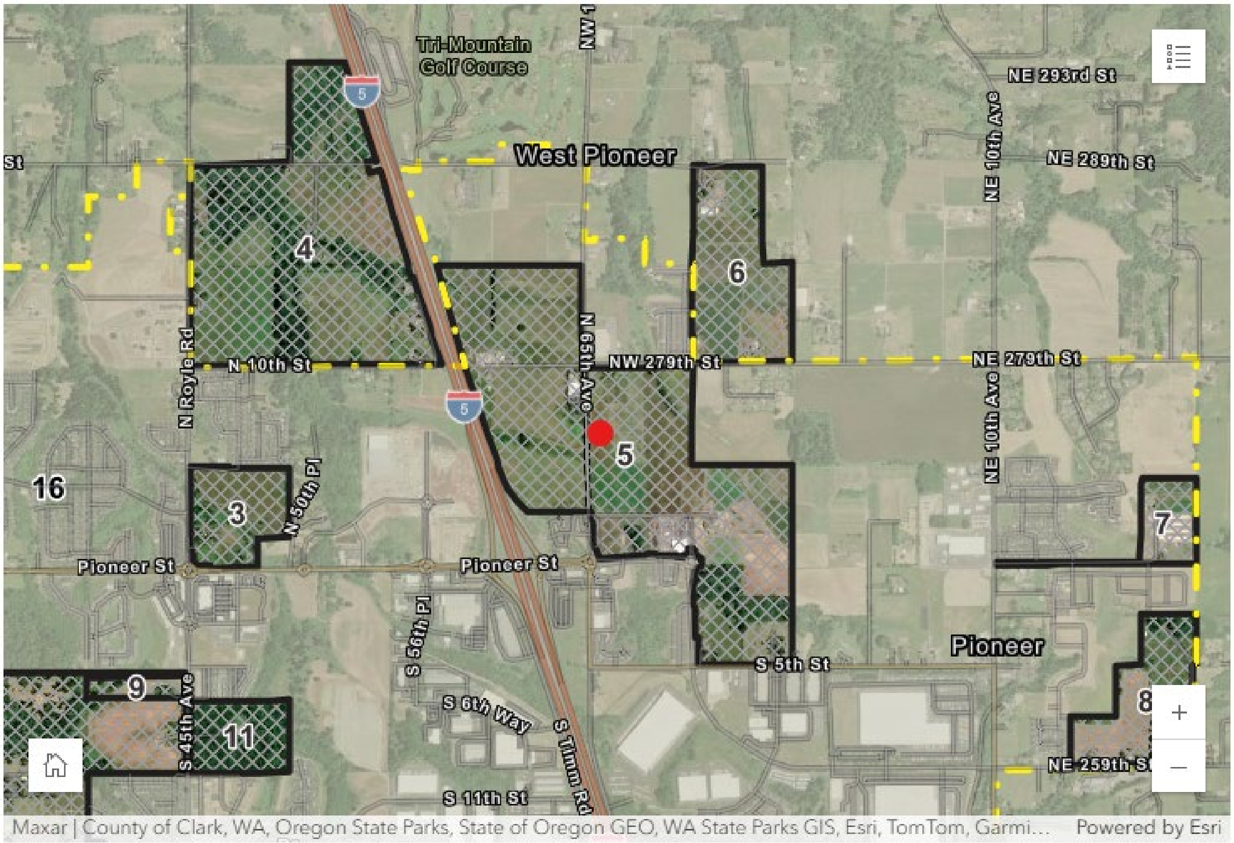
Figure 4. Ridgefield Junction Concept Plan (subject parcels show a general commercial base with a high-density residential overlay)



Ridgefield City Council has adopted a preferred land use concept for Envision Ridgefield 2045, the 20-year growth management plan. The preferred land use concept identifies the area anchored by Clark

College at Boschma Farms as a mixed-use center that would allow a mix of jobs and housing close to services. The subject property is within the identified East Ridgefield Mixed Use area. See Figure 5.

Figure 5. City Council Preferred Land Use Map for Envision Ridgefield 2045 (Area 5 is the East Ridgefield Mixed Use area; the location of the properties subject to this application is indicated in red)



Zoning and uses surrounding the subject site include:

- Commercial Regional Business (CRB) zoning on all immediate surrounding parcels
  - Clark Cowlitz Fire Rescue station to the northwest
  - A single-family residence on a 5.74-acre lot to the north
  - Farmland under common ownership (Boschma Family LLC) to the east
  - Farmland, residence, and outbuildings owned by the Clark College Foundation to the south and southeast
  - 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

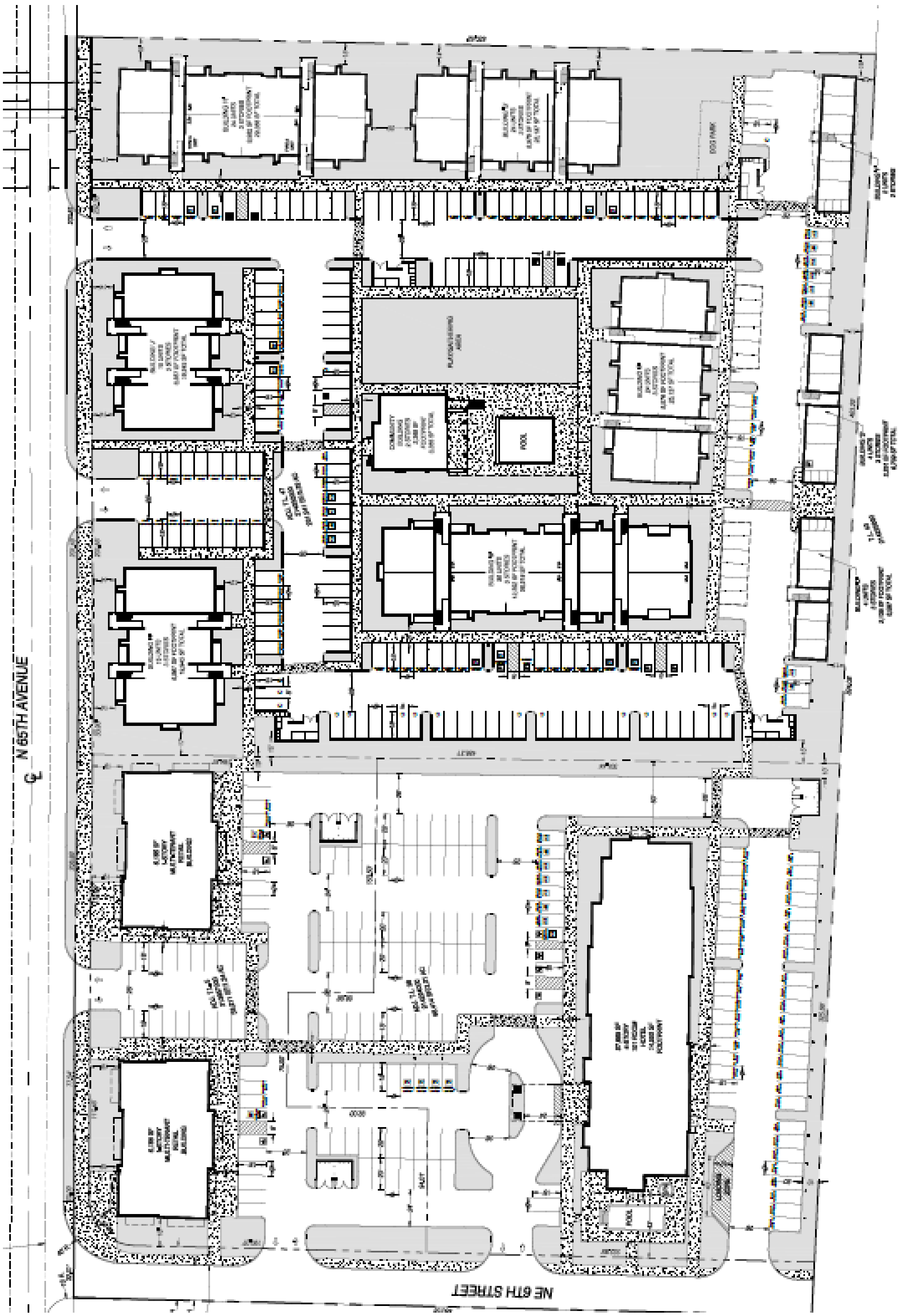
Uses allowed on 40-65 percent of the site	Uses allowed on 35-60 percent of the site
General retail trade/services, eating and drinking establishment, electric vehicle infrastructure, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, 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 6 and separate attachment.

Figure 6. 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

See attached project narrative for the applicant's analysis of how the proposal can support existing comprehensive plan goals and policies.

Findings

Staff finds that (A) can be 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) can be 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) can be met.

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

IV. PLANNING COMMISSION

Planning Commission reviewed the proposed zone change and held a public hearing on October 1, 2025. The following testimony was received (summarized here; the full hearing begins at 22:00 in the recorded meeting audio):

- Mike Odren, the applicant's representative, testified in support of the proposal including its compatibility with Council's preferred land use map and its associated transportation improvements.

- Monte Bloemke, a resident of a property north of the site on 65th, testified with concerns about more businesses on the site and associated traffic. Increased traffic would further damage the existing roads. Trucks using 65th to get around the scales are already causing damage. All it takes to change zoning is deep pockets.

- TC King, a resident of the McCormick Creek neighborhood, testified with concerns about the lack of other development in the immediate vicinity which could result in an island. Specifically, roads, sidewalks, and bike lanes need to connect to surrounding uses such as the new elementary school. The existing roads in the vicinity would not support 300-400 new people. Connectivity is needed beyond piecemeal infrastructure improvements at the site. A hotel may not be a compatible use with an elementary school.

- Steve Morasch, the applicant's land use attorney, testified that a traffic impact analysis has been prepared and that a hotel and other commercial uses are already allowed under the existing zoning.

Planning Commission discussed the proposal and asked questions of staff. They supported the potential inclusion of affordable housing on the site but also shared concerns about losing commercial space to support large employers.

Planning Commission voted 4-1 to recommend approval of the proposed zone change to City Council.

V. PROPOSED TIMELINE

Review 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 1st ordinance reading and public hearing
Subsequent Council meeting TBD	City Council 2nd ordinance reading and action
30 days after adoption, if adopted	Approximate effective date

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VIA EMAIL
Claire.Lust@ridgefieldwa.us

August 18, 2025

Claire Lust
Community Development
230 Pioneer Street
Ridgefield, WA 98642

Re: Written Narrative for RMUO

Dear Ms. Lust:

We represent the applicant and are submitting this written narrative supporting the request to add the Ridgefield Mixed Use Overlay ("RMUO") to the following parcels: APN 213957000, 214232000 and 214224000 (the "Property"), which encompass an approximate total of 9.09 acres within the Commercial Regional Business (CRB) zoning district.

The applicant has submitted a conceptual plan showing how the RMUO development standards could be met with a proposed hotel, two retail pads and a multi-family component. The applicant understands that the City Council will likely require a Concomitant Rezone Agreement requiring an affordable housing component and the applicant is committed to seven affordable units at 60% MFI and eight units at 80% MFI in exchange for waiver of TIF and PIF for these 15 units and deferral of the requirement in RDC 18.235.060(Q)(5) to give applicant five years from issuance of the certificate of occupancy for the residential portion of development to break ground on a minimum of 20% of the commercial component. The TIF and PIF waiver is needed to make the affordable units financially feasible and the deferral is needed due to market conditions and development constraints which necessitate the construction of the residential component first, but completion of at least 20% of the commercial component would be ensured within the five-year period by the terms of the Concomitant Rezone Agreement, which would be a covenant running with the land.

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

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

The subject property is located along N 65th Avenue, approximately 500 feet south of NE 10th Street in an undeveloped area of Commercial Regional Business (CRB) zoning. Further south along 65th Avenue the Ridgefield Crossing project has been developed with townhomes and retail/commercial uses under the RMUO at the southeast corner of N 65th Avenue and Pioneer.

C-TRAN currently provides bus service to Ridgefield through Route #48, with service eight times a day during weekdays and six times a day on weekends. Route #48 extends to N 65th Avenue just north of Pioneer at the Junction Park & Ride (Stop ID 6051).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Applicant's Response: The location of the subject property along 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.

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

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

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

Applicant's Response: The proposed RMUO overlay will allow for connections between sites, as discussed in more detail in the comprehensive plan findings. Being located only 600 feet from a park and ride lot provides opportunities for pedestrian connections to the south along N 65th avenue as it develops.

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

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

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

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

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

Applicant's Response: The property is located in an area of the City that is currently undeveloped but is anticipated to undergo development in the near or foreseeable future. This purpose will be implemented through the City's development regulations, which includes provisions relating to managing transitions between uses in the RMOU zone. Transitions will be managed through subsequent project specific permit applications.

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

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

Applicant's Response: 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."

Based on the above findings, EC-10 supports adoption of the RMUO.

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 then 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-us 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)."

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

EC-4 Community retail
Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

The following response was prepared by applicant's economist:

"By allowing for higher-density residential development 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."

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

EC-6 Employment capacity

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

The following response was prepared by applicant's economist:

"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."

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

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."

Based on the findings of applicant's economist, EC-8 supports adoption of the RMUO.

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

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

The following response was prepared by applicant's economist:

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

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

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

The following response was prepared by applicant's economist:

"*According to Clark County's most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. 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*."

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

HO-3 Multifamily development

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

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

The following response was prepared by applicant's economist:

"*Ridgefield's share of multi-family housing production over the past 10 years was only 12.4% – 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.*"

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

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."

Based on the proposed Concomitant Rezone Agreement and the findings of applicant's economist, HO-4 supports adoption of the RMUO.

HO-5 Housing/employment balance

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

The following response was prepared by applicant's economist:

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

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

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."

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

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

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

"*As described in City of Ridgefield code section 18.235.060 Special provisions for the Ridgefield Mixed-Use Overlay (RMUO), one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The 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."

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

TR-12 Vehicle miles traveled reduction

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

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

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

"*The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified 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.*"

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

TR-16 Pedestrian facilities

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

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

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

"*The 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.*"

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

P-2 Local trail system

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

Applicant's Response: Adopting the RMUO for the subject properties will further this policy in a number of ways. 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.

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

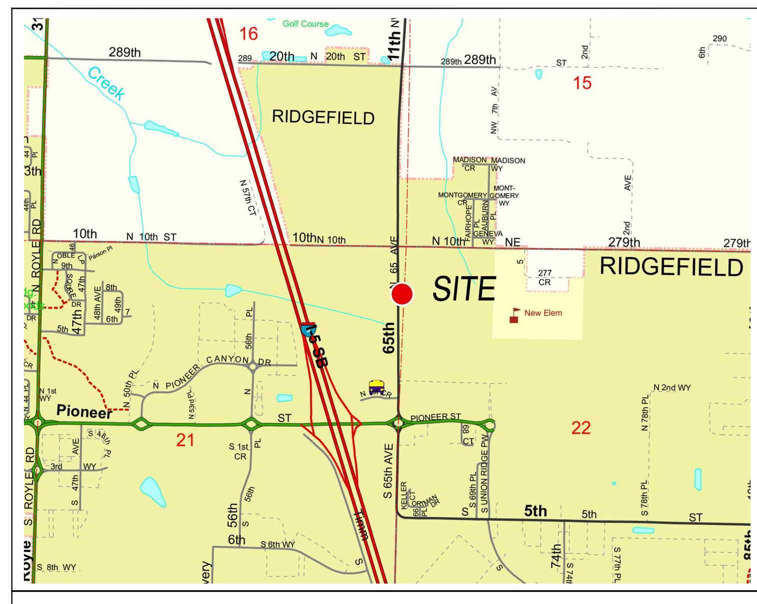
Sincerely,

LANDERHOLM, P.S.

STEVE C. MORASCH
Attorney at Law

SCM/lls

MAJD01-000005 - 7346105



VICINITY MAP SEC. 21 & 22 T4N R1E W.M.
NTS

CONCEPTUAL MASTER PLAN NOTES

EXISTING SITE DATA:

PRESENT USE:	VACANT/AGRICULTURAL USE
ADDRESSES:	NO SITUS ADDRESS
EXISTING ZONING:	COMMERCIAL REGIONAL BUSINESS (CRB)
GROSS SITE AREA:	PARCEL 214224000 IS 3.69 ACRES (160,736 SQUARE FEET) ACCORDING TO CLARK COUNTY GIS, 3.89 ACRES (169,456 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. THE ENTIRE SITE IS 9.09 ACRES (396,072 SQUARE FEET) ACCORDING TO SURVEY BY MINISTER & GLAESER SURVEYING, INC.
TRANSIT ROUTES & STOPS:	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:	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.
WETLAND, STREAM, STEEP BANK BUFFER AREAS/PROTECTED AREAS, AND PLANNED ENHANCEMENT AREAS:	NONE PROPOSED
PROPOSED PRIVATE ROADS:	NONE PROPOSED
PROPOSED EASEMENTS:	TO BE SHOWN ON FUTURE PLANS/SEE NOTE #1
PROPOSED ON-SITE ROAD RIGHTS-OF-WAY:	R.O.W. DEDICATION AS SHOWN
PROPOSED PEDESTRIAN AND BICYCLE FACILITIES:	AS SHOWN
PROPOSED LOADING ZONES:	AS SHOWN
PROPOSED SEPTIC SYSTEMS:	NONE PROPOSED
PROPOSED OPEN SPACE/PARK:	COMMON AREAS AS SHOWN
PROPOSED TRANSIT FACILITIES:	NONE PROPOSED
PROPOSED SIGNS (SIGN PLAN):	NONE PROPOSED AT THIS TIME
PROPOSED LIGHTING:	TO BE SHOWN ON THE LIGHTING PLAN
PROPOSED LOTS, TRACTS, ETC:	NONE. BOUNDARY LINE ADJUSTMENT AS SHOWN
EXISTING BUILDINGS TO REMAIN:	NONE
PROPOSED LANDSCAPING (LANDSCAPE PLAN):	TO BE SHOWN ON THE LANDSCAPE PLAN
PROPOSED BUILDINGS:	AS SHOWN
PROPOSED PARKING:	AS SHOWN

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

SITE PLAN CALCULATIONS - RESIDENTIAL AREA ONLY

TOTAL 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
INTERIOR PARKING LOT LANDSCAPE PROVIDED	5,956 SF (8.4 %)
NET DEVELOPABLE AREA	231,941 SF/5.32 ACRES
OUTDOOR COMMON AREA REQUIRED	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)	88,990 SF (23.0%)
LANDSCAPE AREA	89,984 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.

RMUO DEVELOPMENT STANDARDS AND DENSITY CALCULATIONS:

BUILDING SETBACKS

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

DENSITY STANDARDS

MINIMUM DENSITY:	8 UNITS PER NET DEVELOPABLE ACRE
MAXIMUM DENSITY:	28 UNITS PER NET DEVELOPABLE ACRE
AREA FOR RESIDENTIAL DEVELOPMENT:	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

RMUO 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

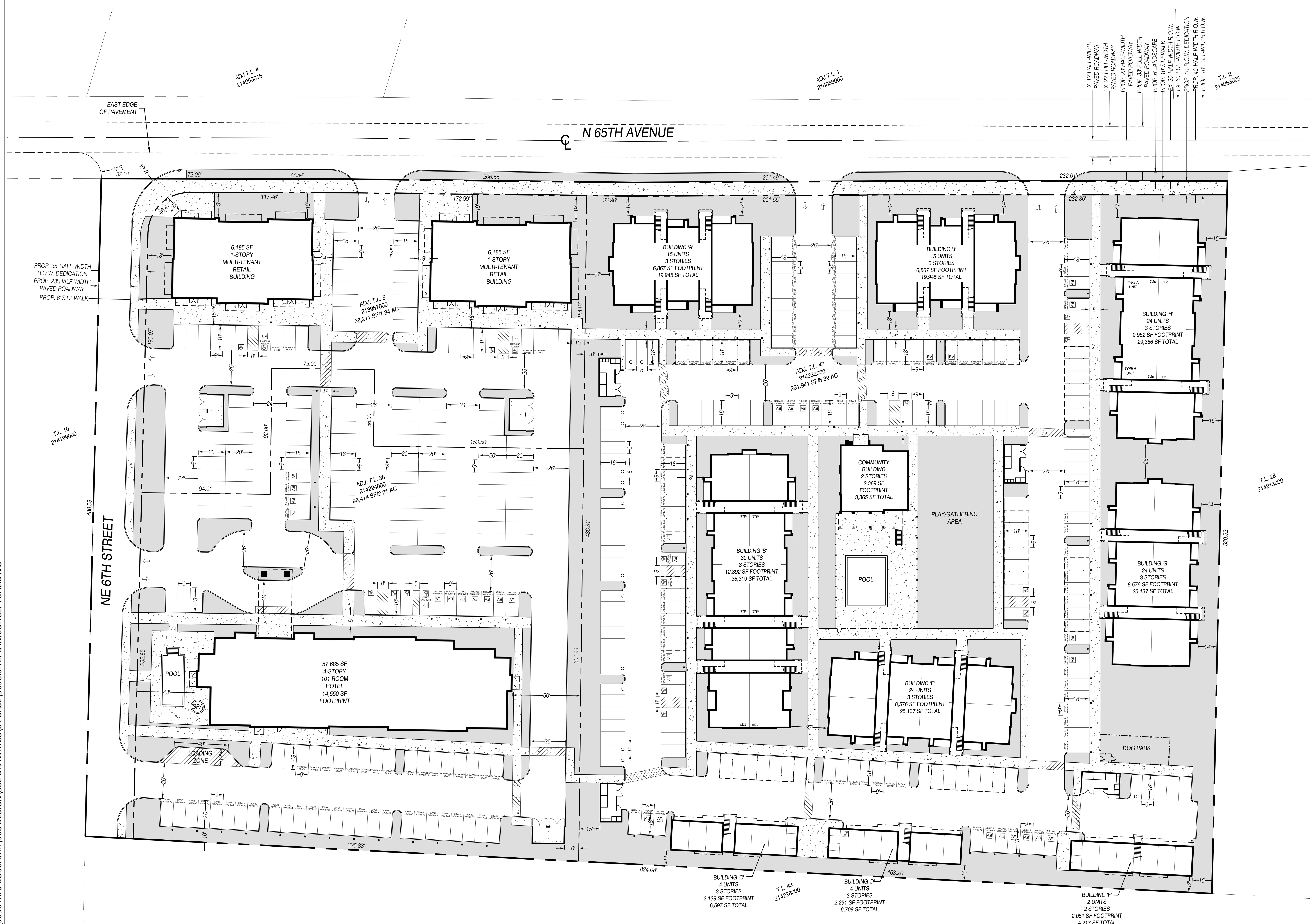
COMMERCIAL NET DEVELOPABLE AREA INCLUDES ADJUSTED PARCELS 213957000 AND 214224000.

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/CARPORT
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:
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(360) 823-5125
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brandi@majdevelopment.com

CONTACT:
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ATTN: MIKE ODREN
18405 SE MILL PLAIN BLVD #100
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(360) 695-3411
modren@mackaysposito.com

N

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

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

MAJ BOSCHMA
RIDGEFIELD, WASHINGTON
CONCEPTUAL MASTER PLAN

REVISIONS:

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

SP1.0
NO. OF

FILE: W:\9096 MAJ BOSCHMA\500 DESIGN\502 DRAWINGS\01 BASE\9096_SITEPLAN.CONCEPTUAL.DWG

MARKET AND LAND NEED ANALYSIS FOR A ZONE CHANGE REQUEST ON A SITE ALONG N 65TH 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

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 65th 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 65th Avenue, between N 10th 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.

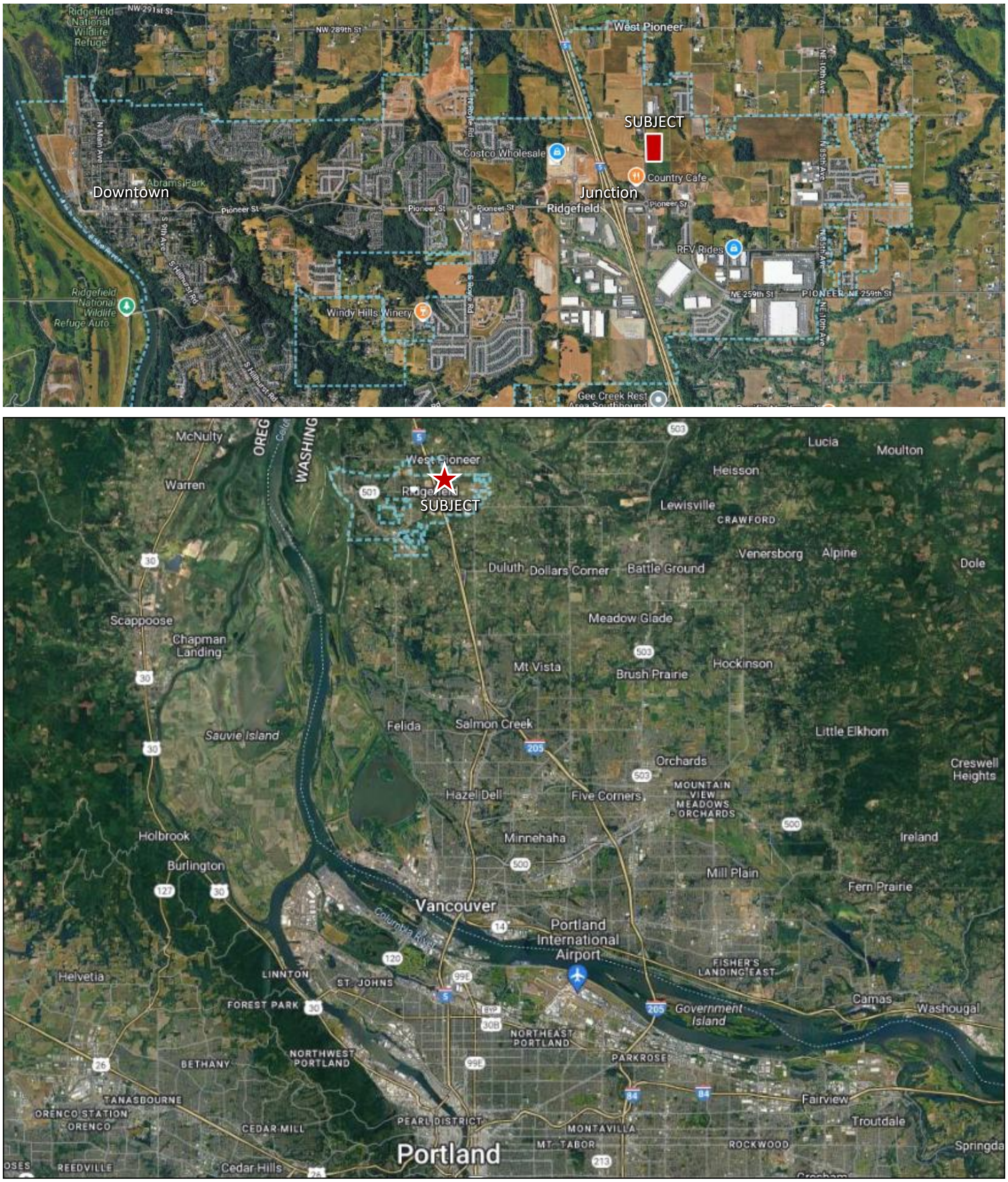
65th Avenue is classified as a minor arterial, while Pioneer Street is classified as a principal arterial, connecting the Junction and the I-5 freeway to Downtown and the commercial node at Royle Road. Pioneer Street is the only transit and commercial corridor in the city. C-Tran operates a bus line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

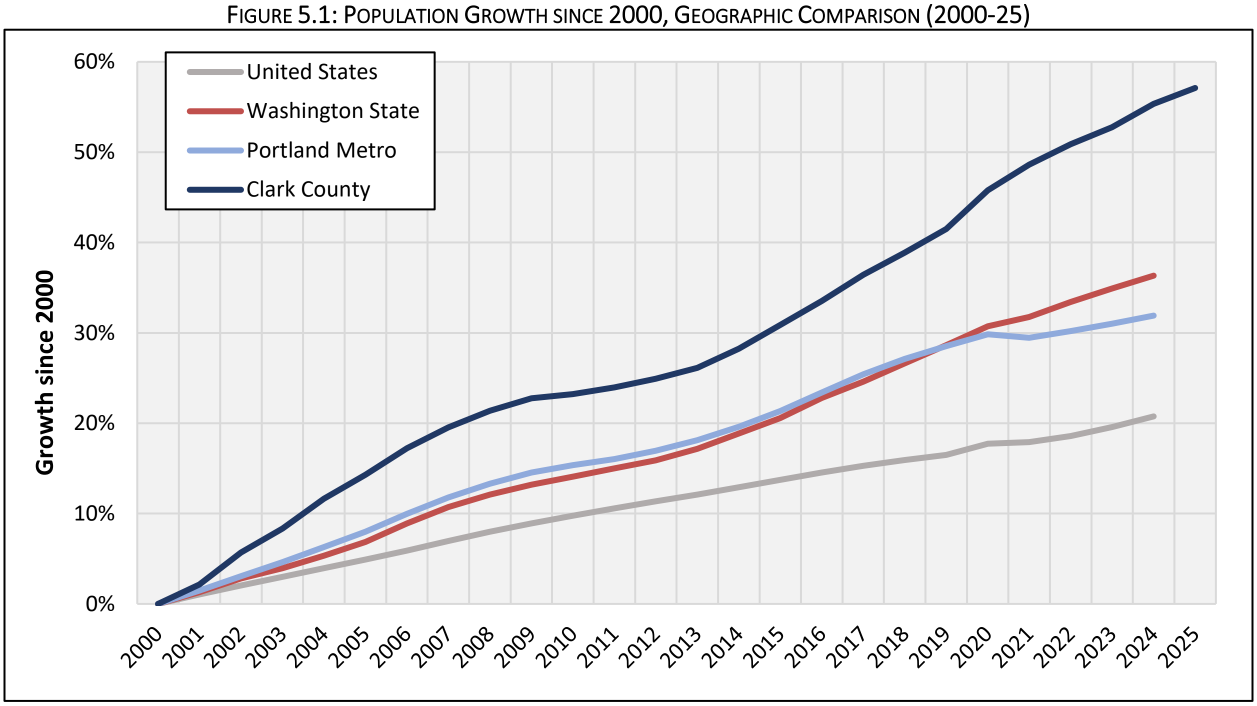
V. Growth Context

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)



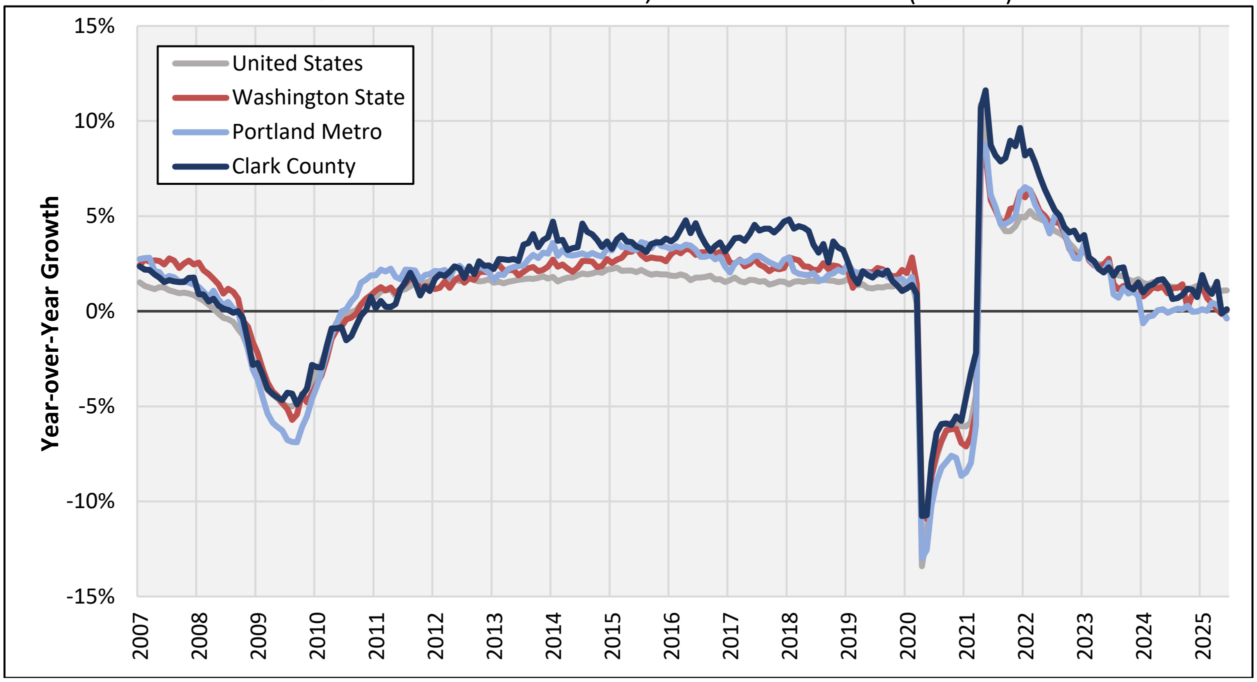
SOURCE: PSU Population Research Center, WA Office of Financial Management, Johnson Economics

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.

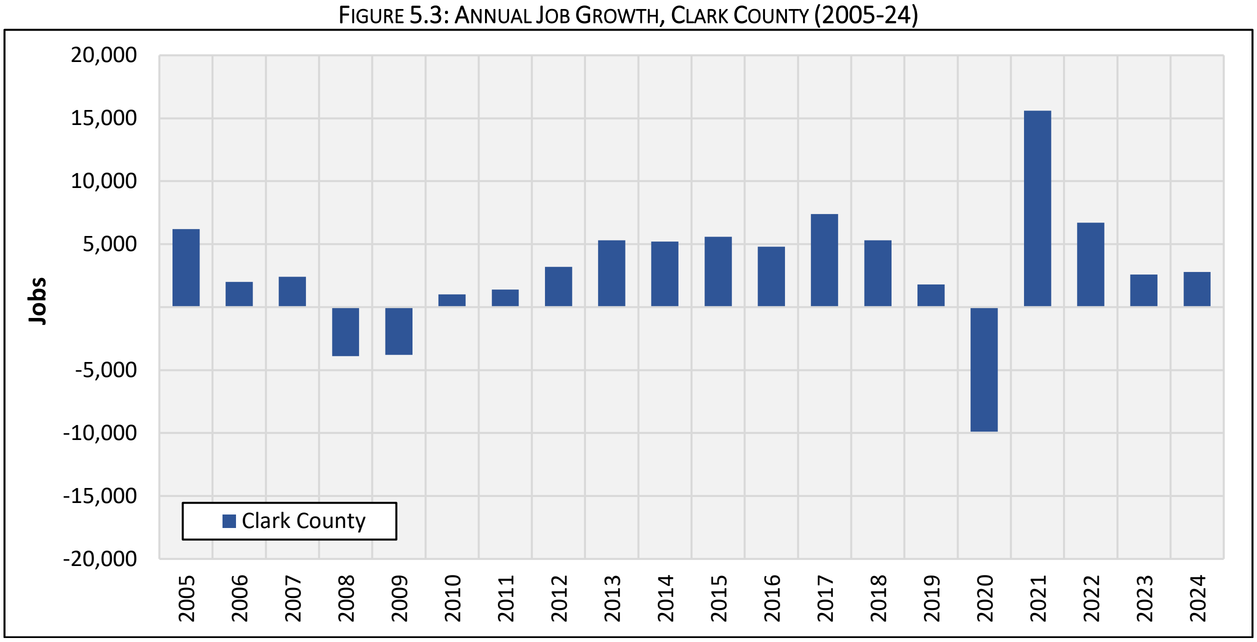
FIGURE 5.2: YEAR-OVER-YEAR JOB GROWTH, GEOGRAPHIC COMPARISON (2007-24)



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)

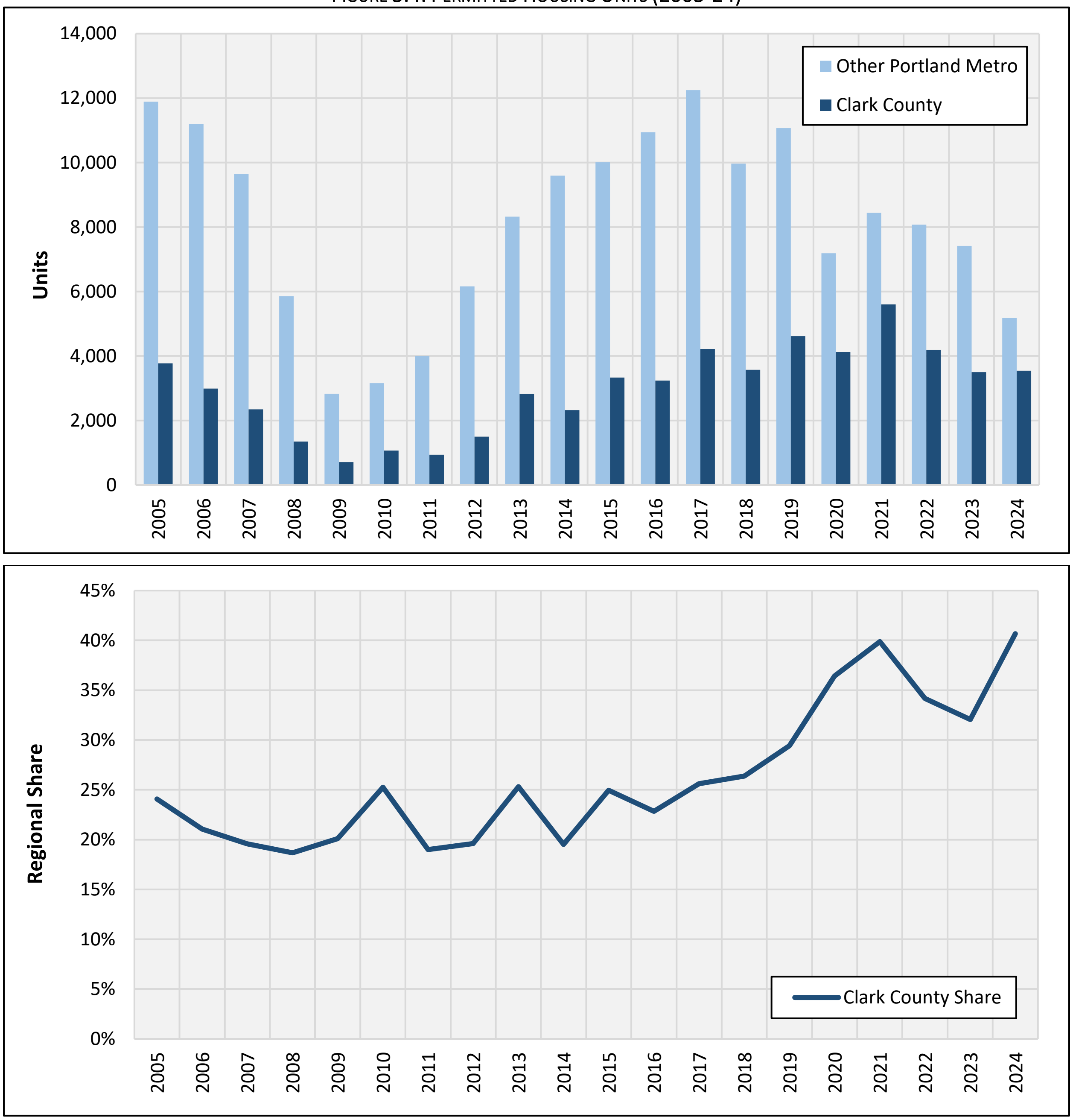


SOURCE: Washington Employment Security Department, JOHNSON ECONOMICS

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 415 in 2024.

FIGURE 5.4: PERMITTED HOUSING UNITS (2005-24)



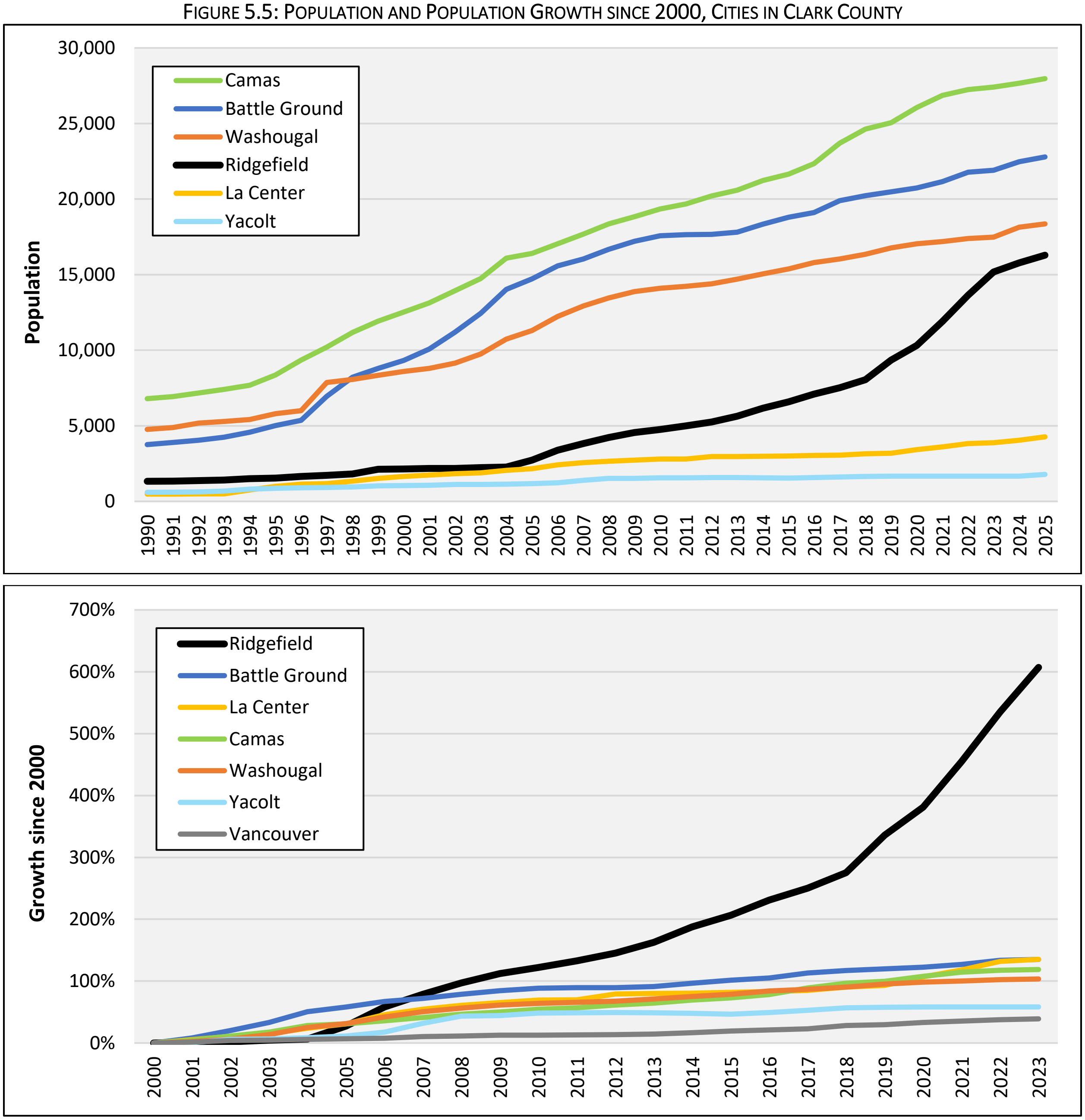
SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

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

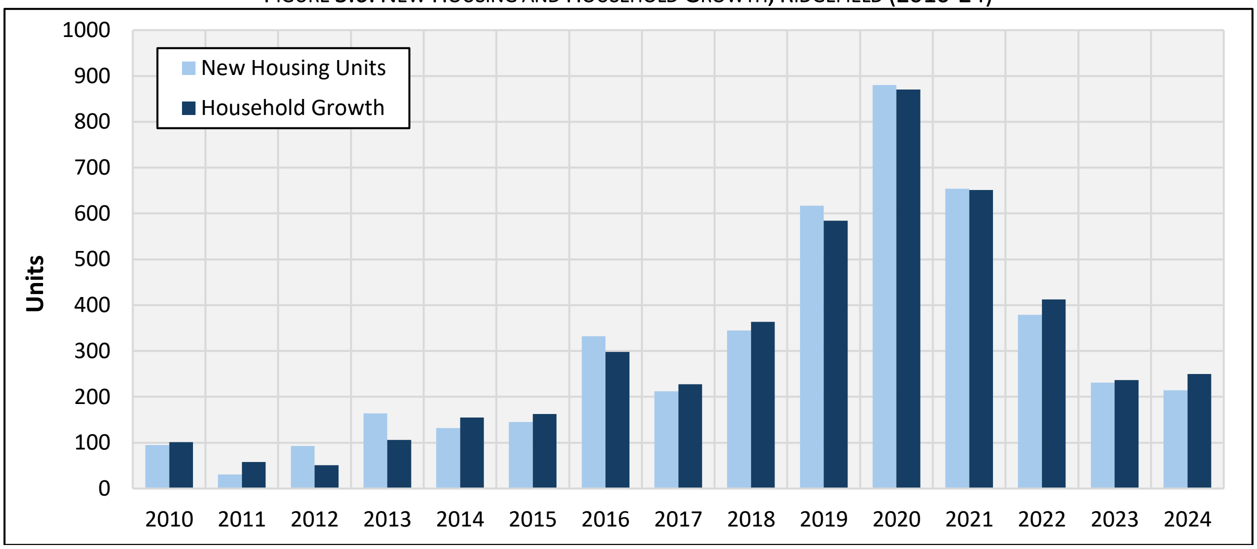


SOURCE: WA Office of Financial Management, JOHNSON ECONOMICS

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.

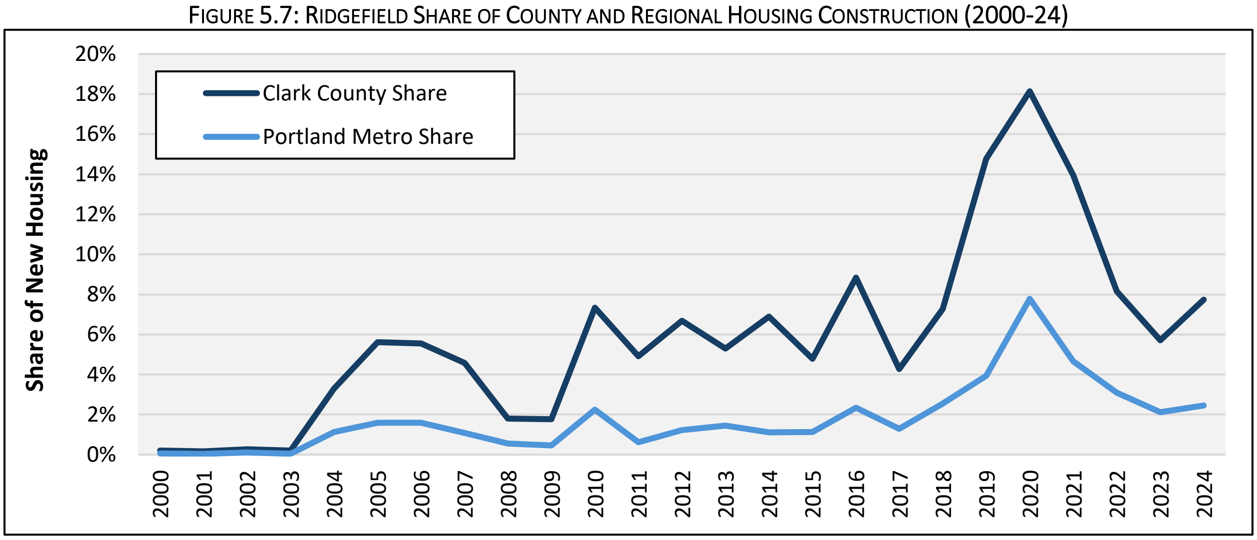
FIGURE 5.6: NEW HOUSING AND HOUSEHOLD GROWTH, RIDGEFIELD (2010-24)



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)



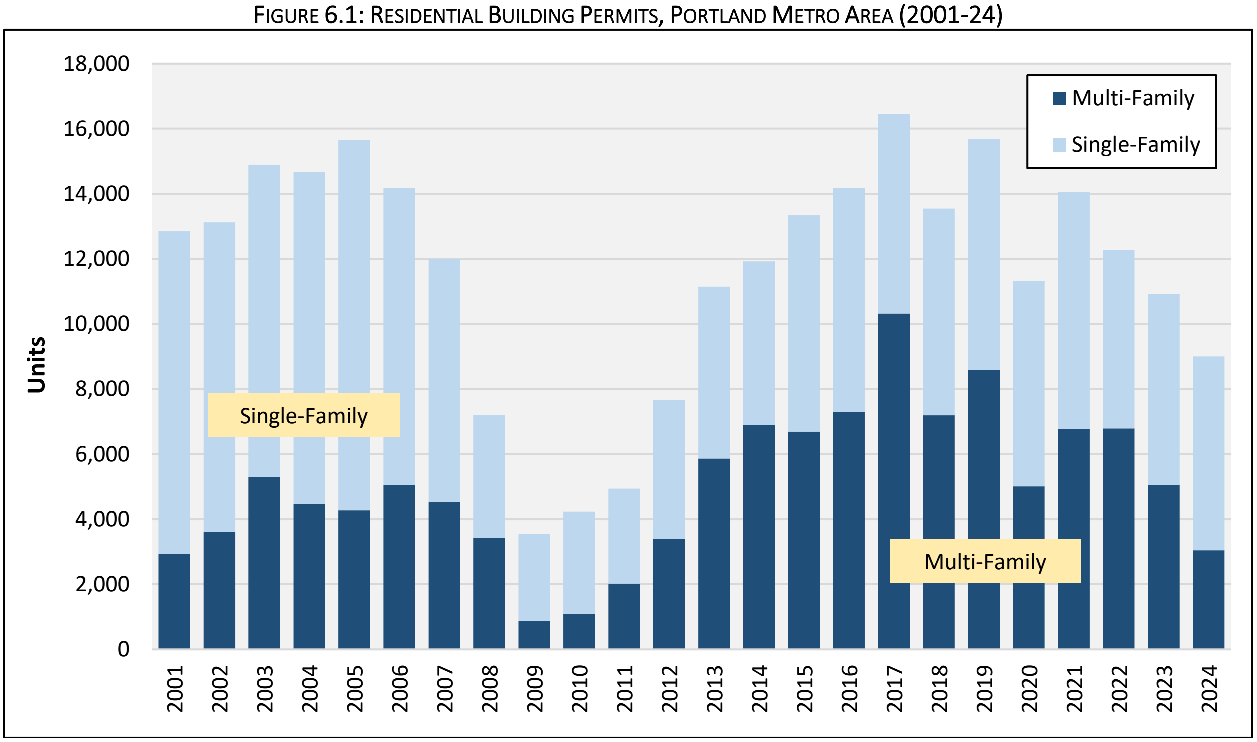
SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

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.

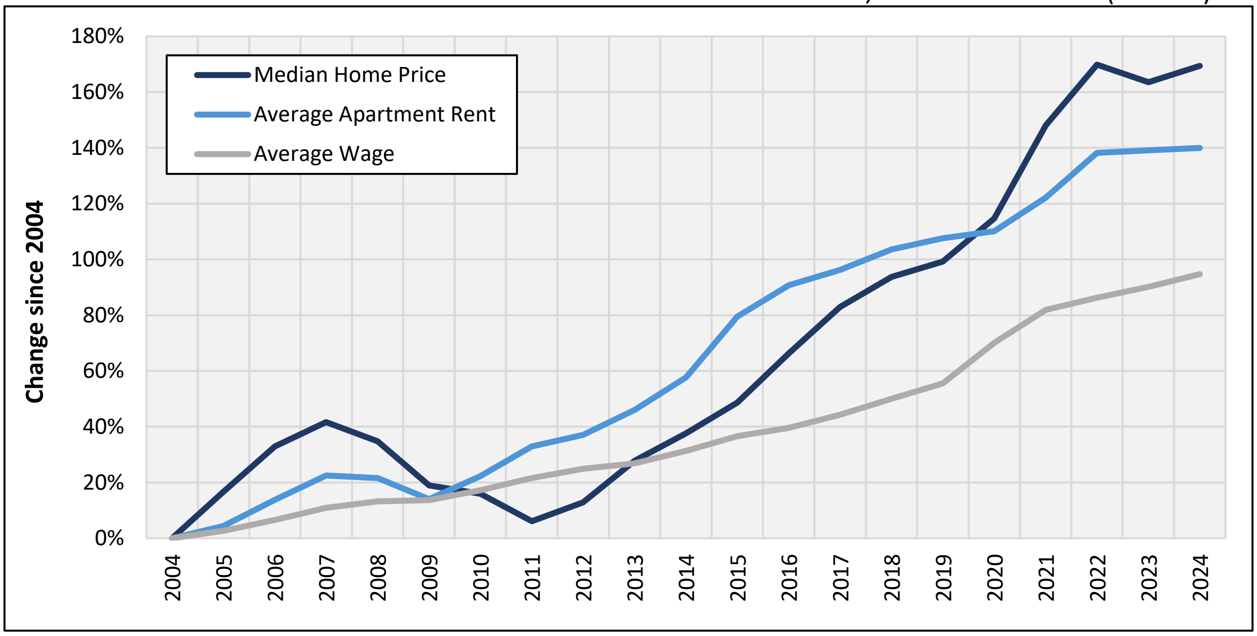
FIGURE 6.1: RESIDENTIAL BUILDING PERMITS, PORTLAND METRO AREA (2001-24)



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.

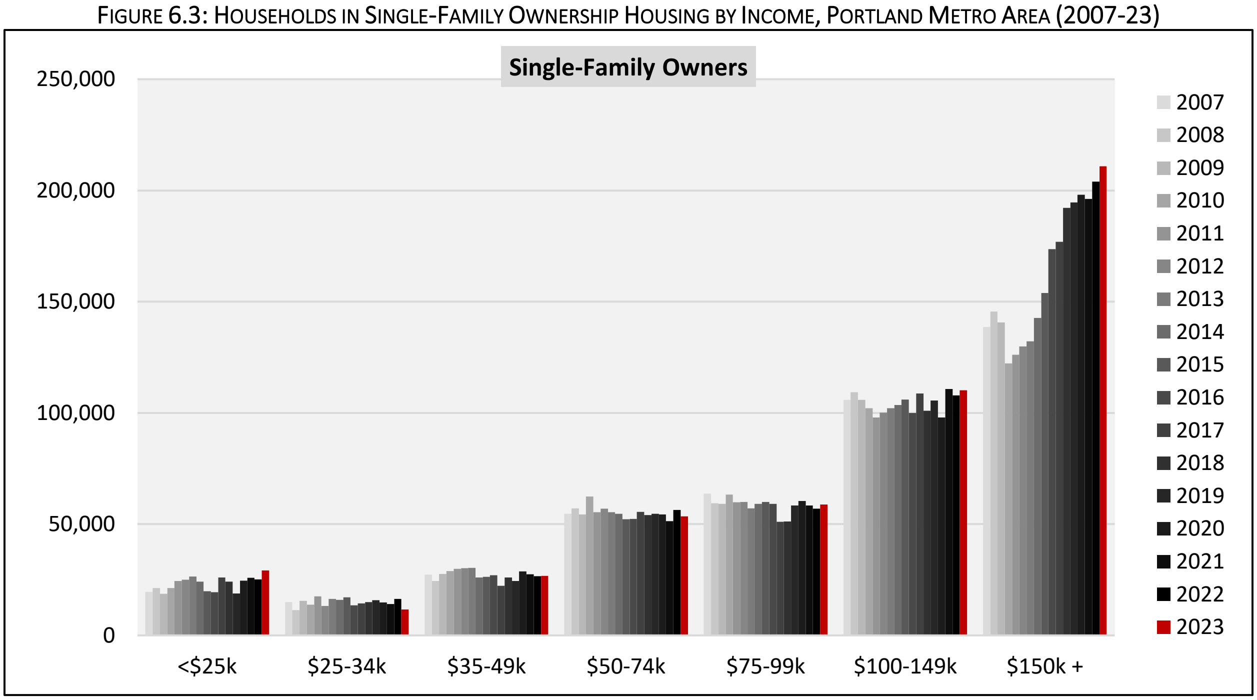
FIGURE 6.2: CHANGE IN MEDIAN HOME PRICE VS. AVERAGE APARTMENT RENT AND WAGE, PORTLAND METRO AREA (2004-24)



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.

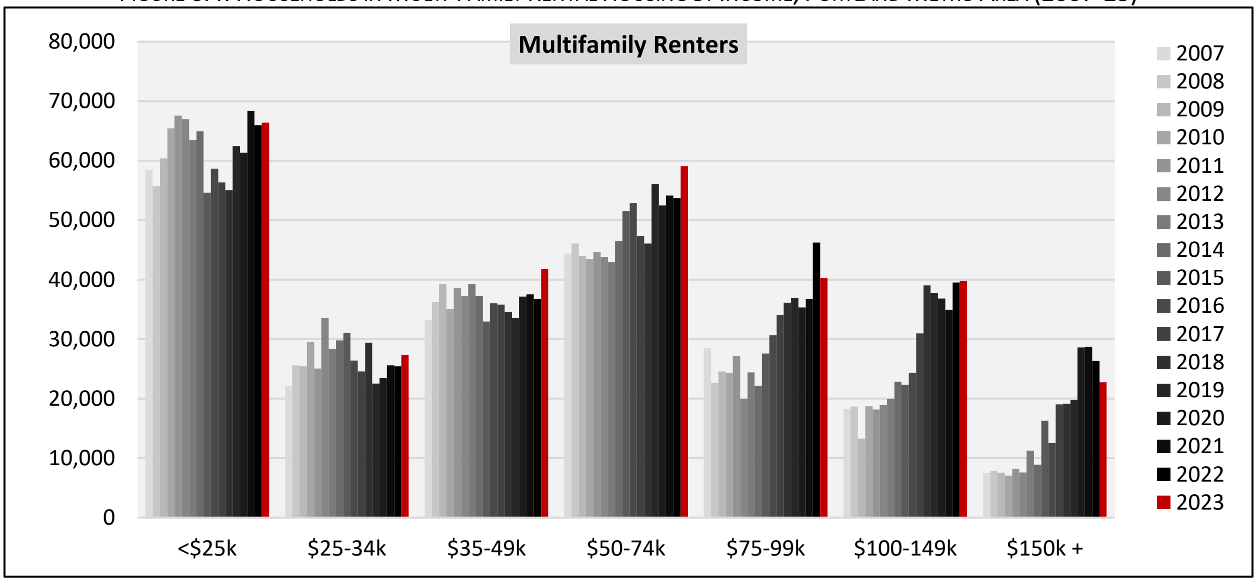
FIGURE 6.3: HOUSEHOLDS IN SINGLE-FAMILY OWNERSHIP HOUSING BY INCOME, PORTLAND METRO AREA (2007-23)



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)

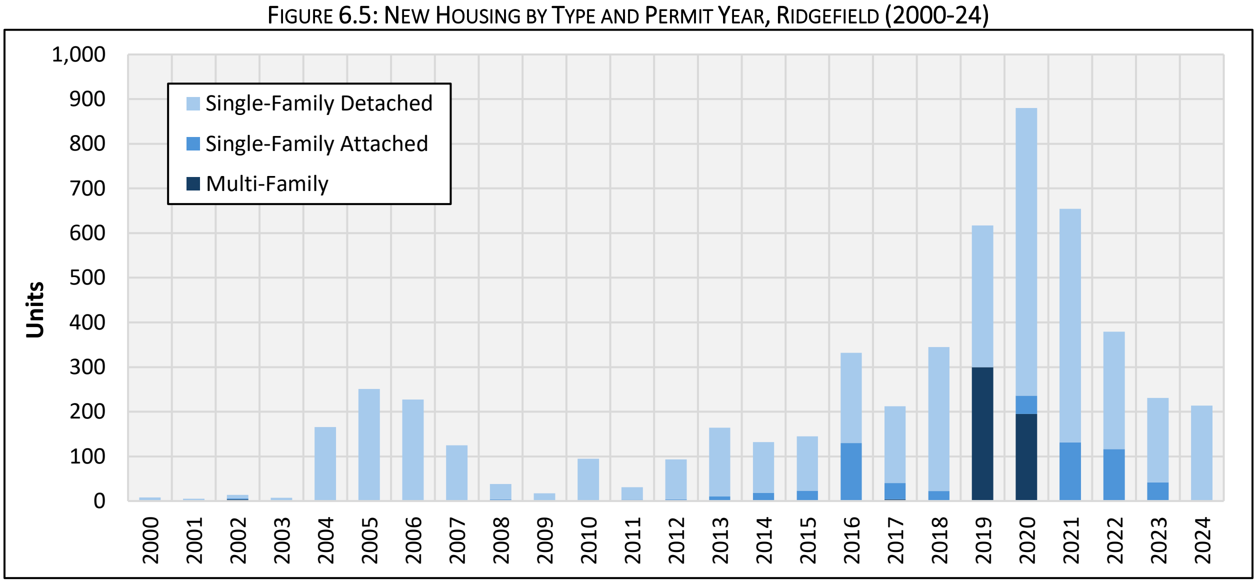


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

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)

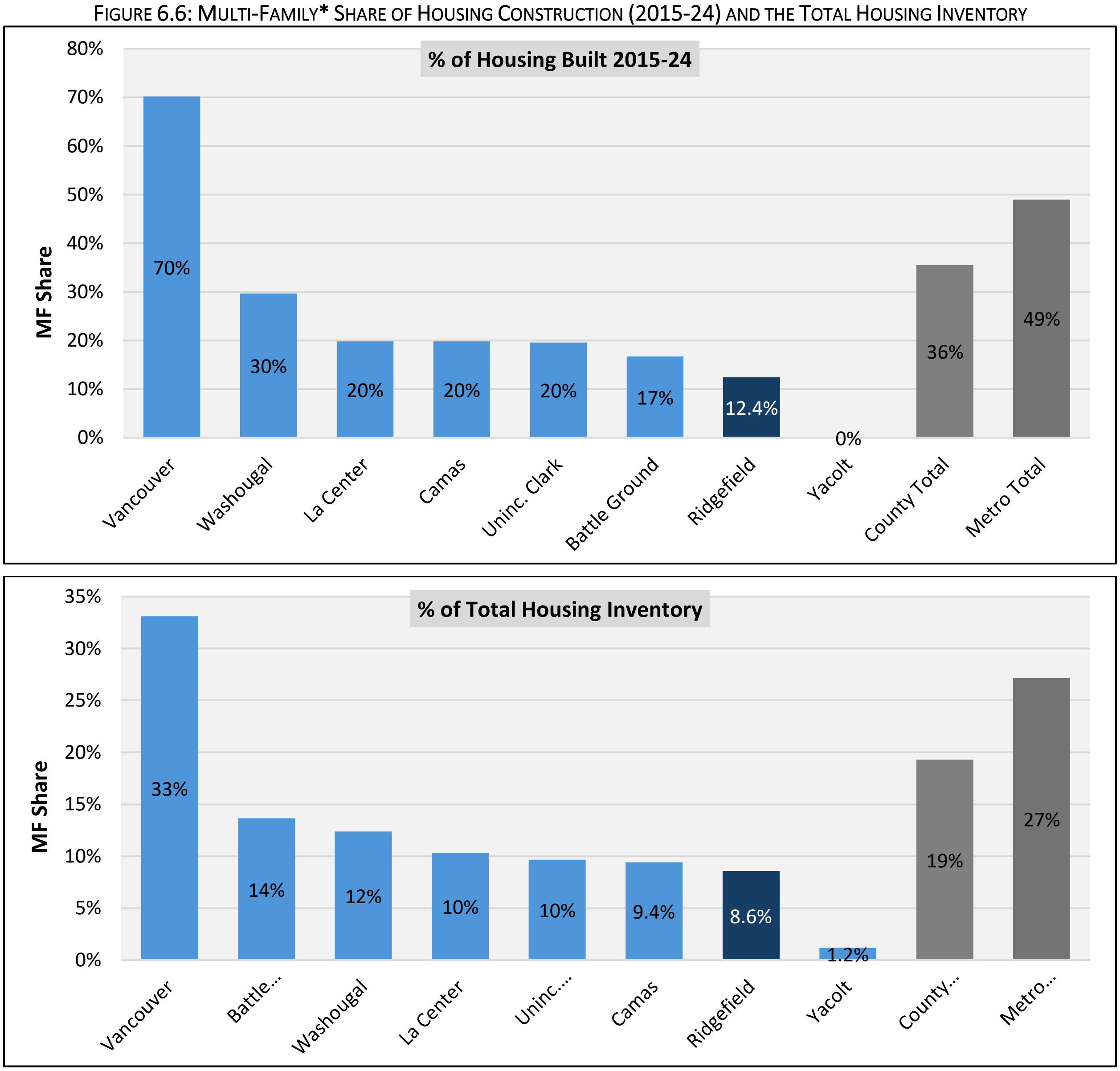


SOURCE: Clark County, JOHNSON ECONOMICS

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.

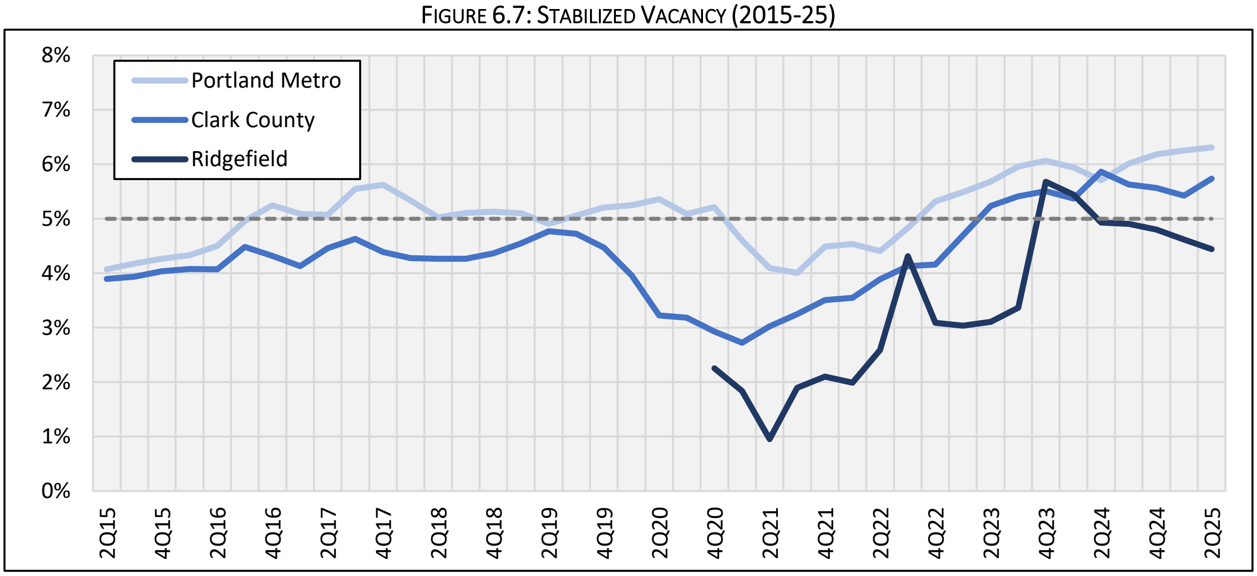
Both these properties have operated at low vacancy rates since lease-up, while maintaining rent levels on par with similar projects in parts of the suburban Clark County. Annual mid-year surveys of these properties by Johnson Economics have found the combined vacancy rate of these two properties to range 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)

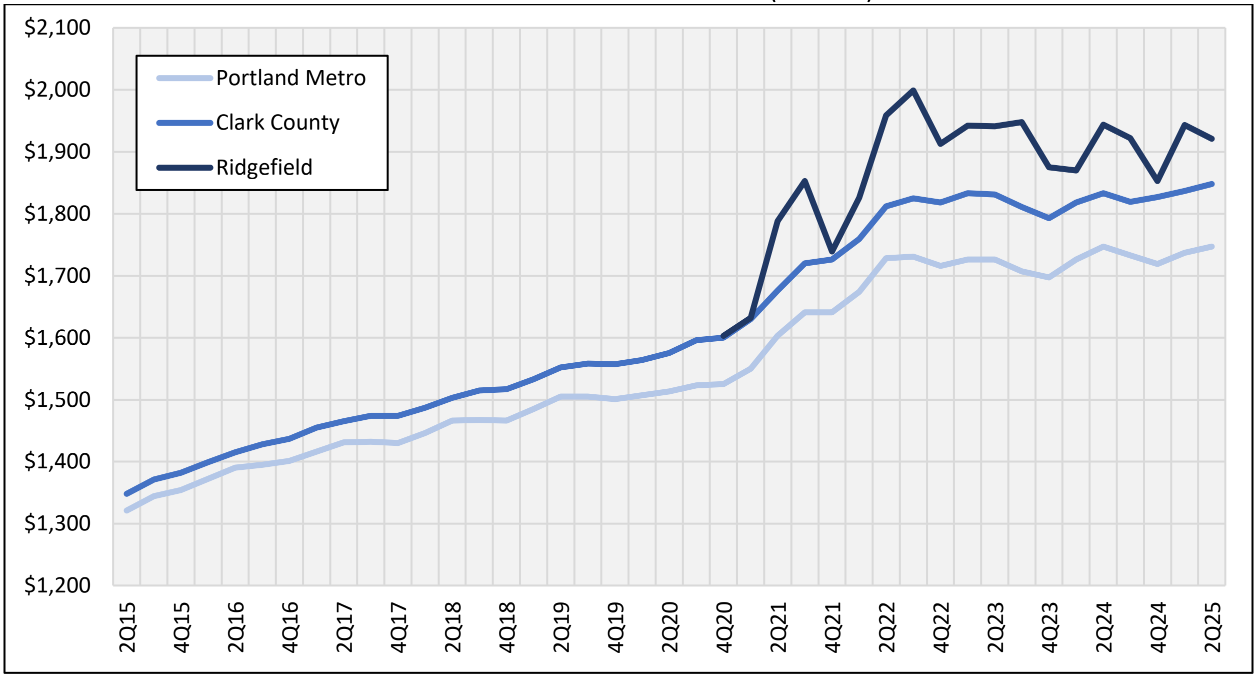


SOURCE: *CoStar*

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 65th 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.

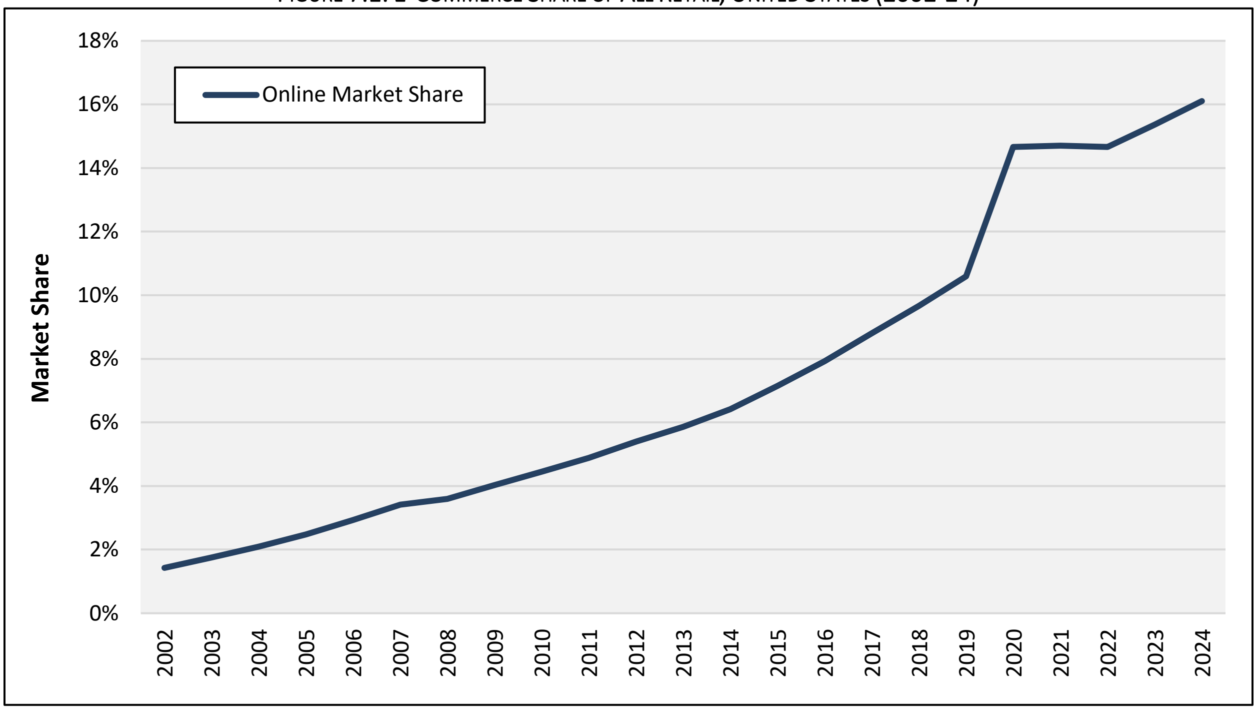
VII. Commercial Market Trends

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)



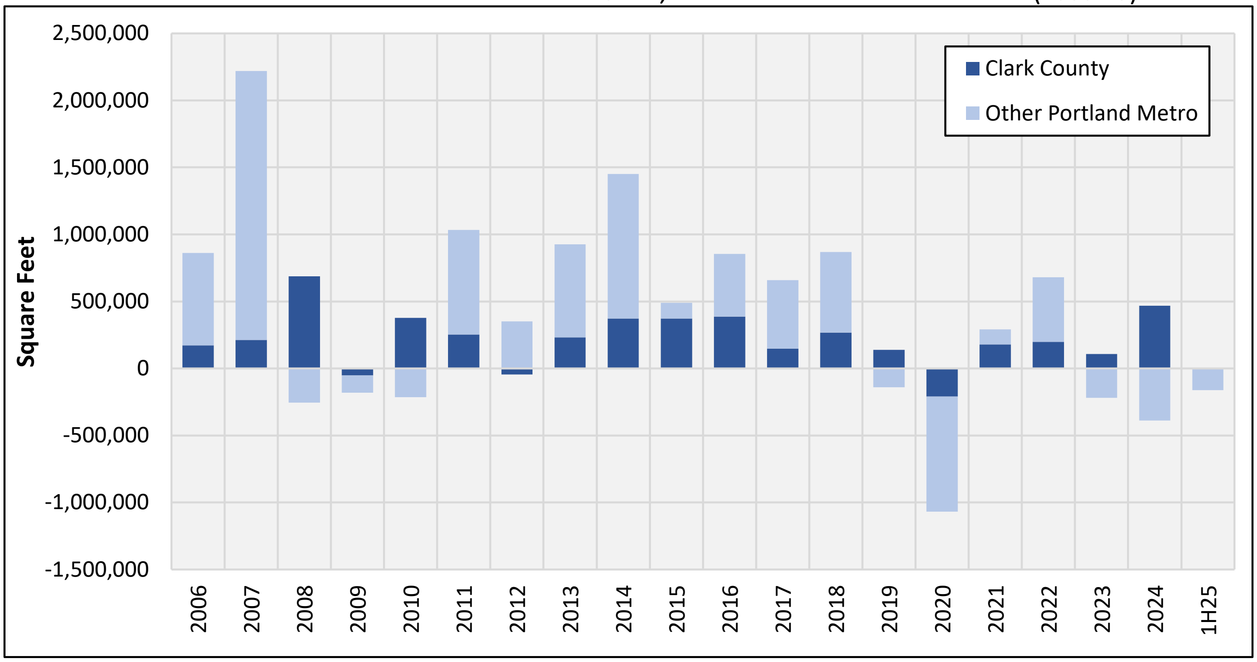
SOURCE: U.S. Dept. of Commerce, Johnson Economics

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.

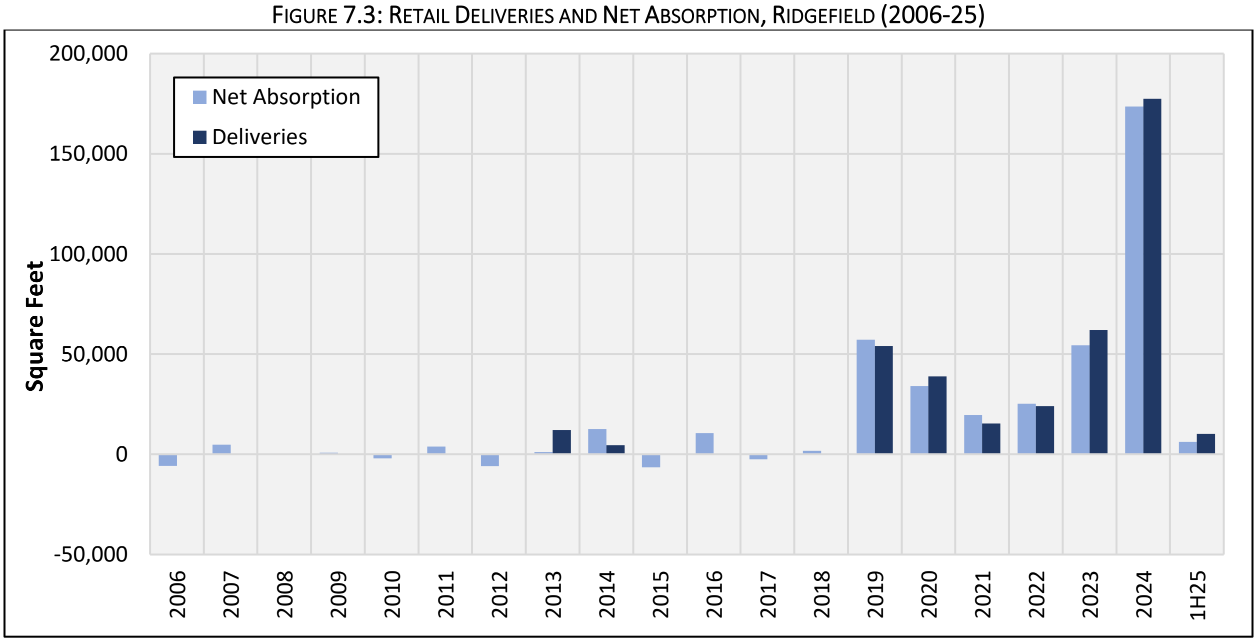
FIGURE 7.2: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CLARK COUNTY AND PORTLAND METRO (2006-25)



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)



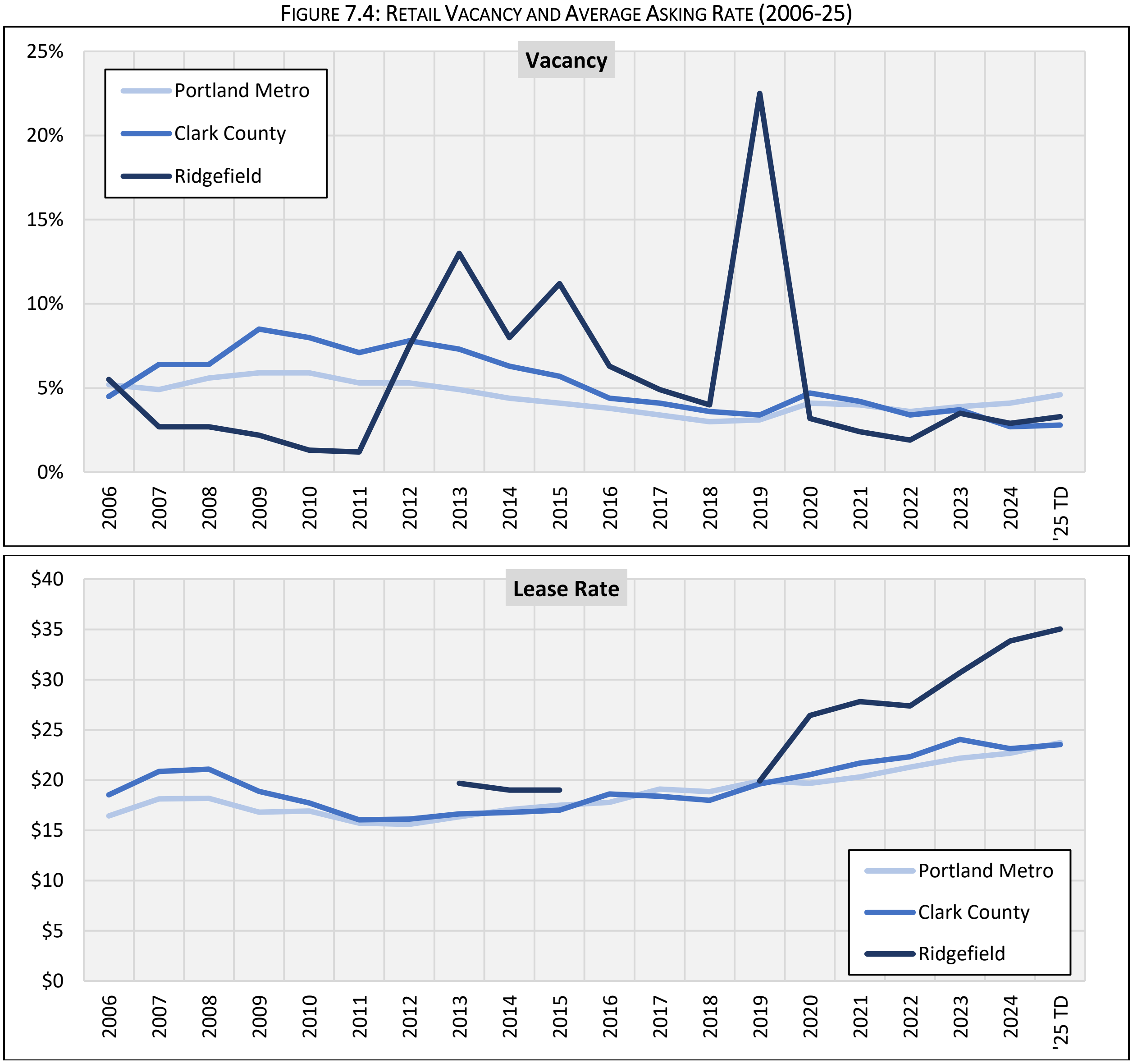
SOURCE: CoStar, JOHNSON ECONOMICS

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)



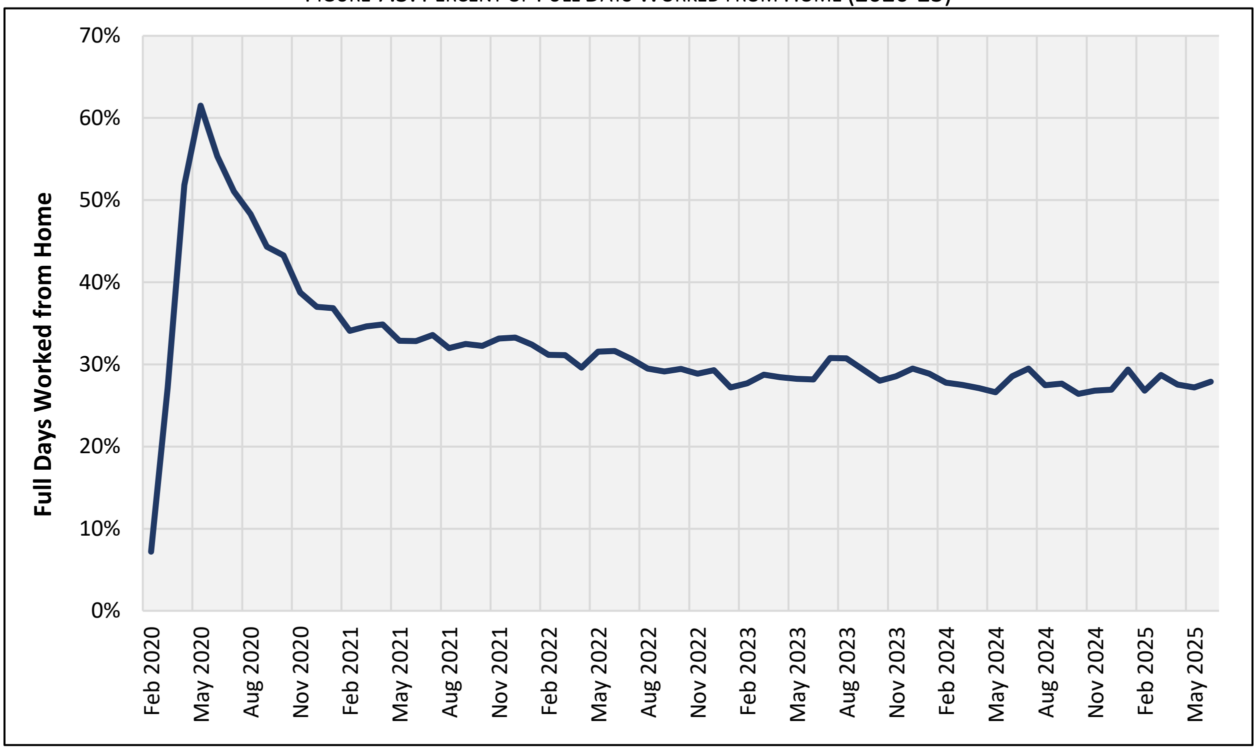
SOURCE: CoStar, Johnson Economics

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)

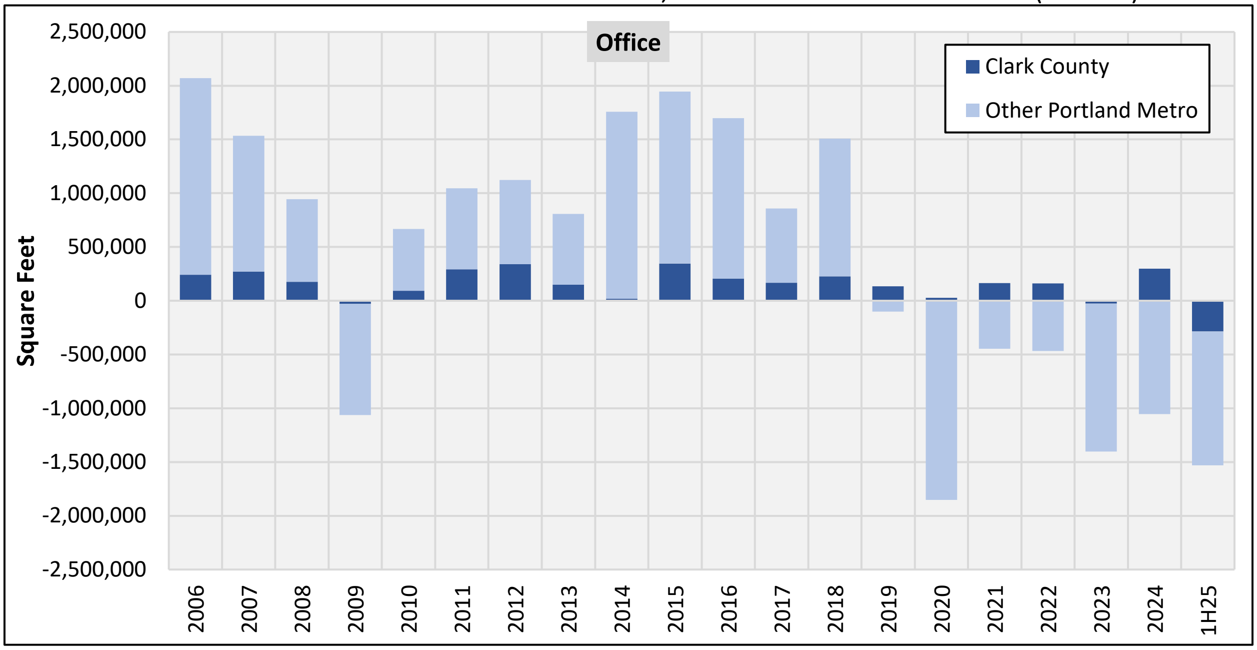


SOURCE: Google, WFH Research, Johnson Economics

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.

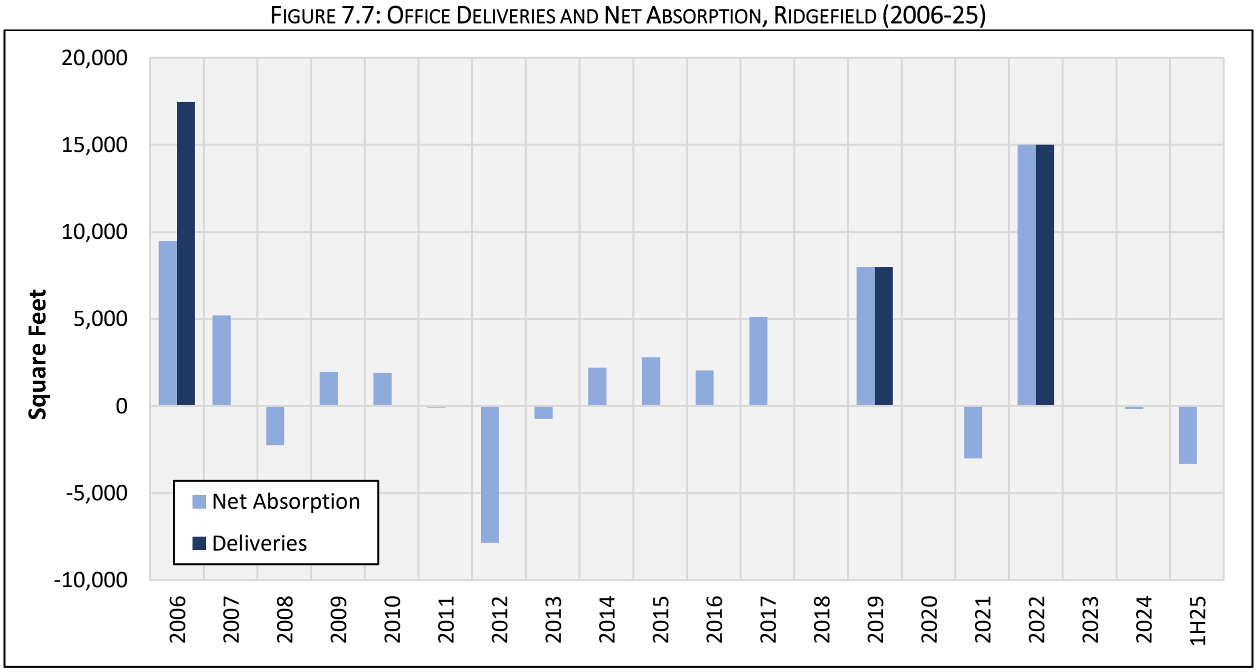
FIGURE 7.6: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CLARK COUNTY AND PORTLAND METRO (2006-25)



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)

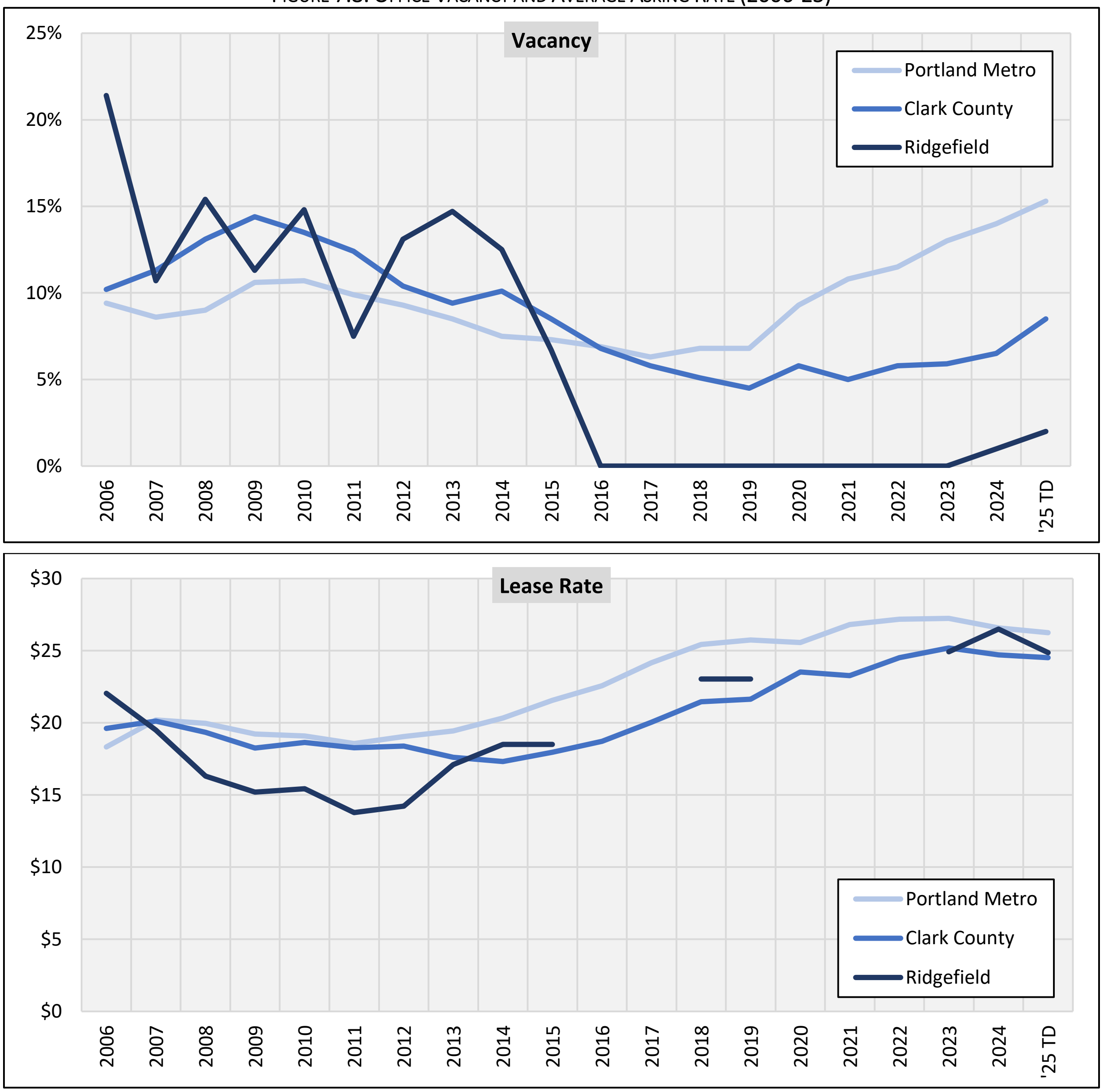


SOURCE: CoStar, JOHNSON ECONOMICS

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
Total							**417,139**

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.

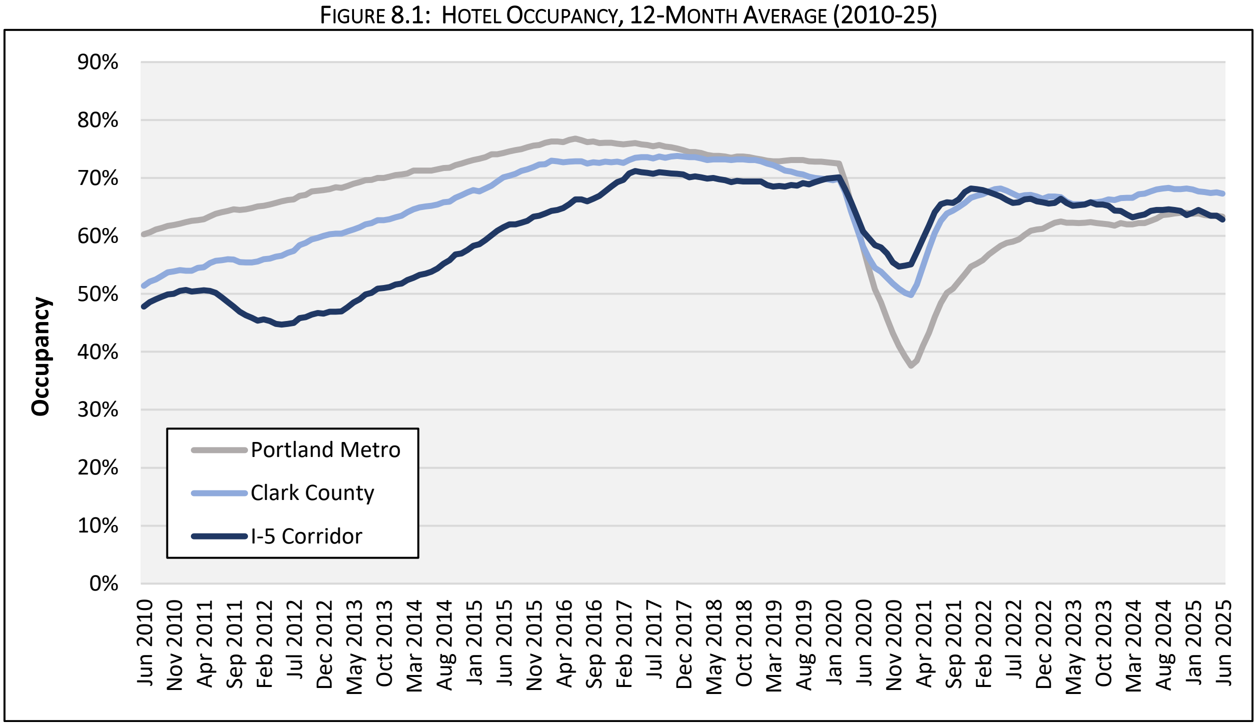
Hotel Occupancy

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)

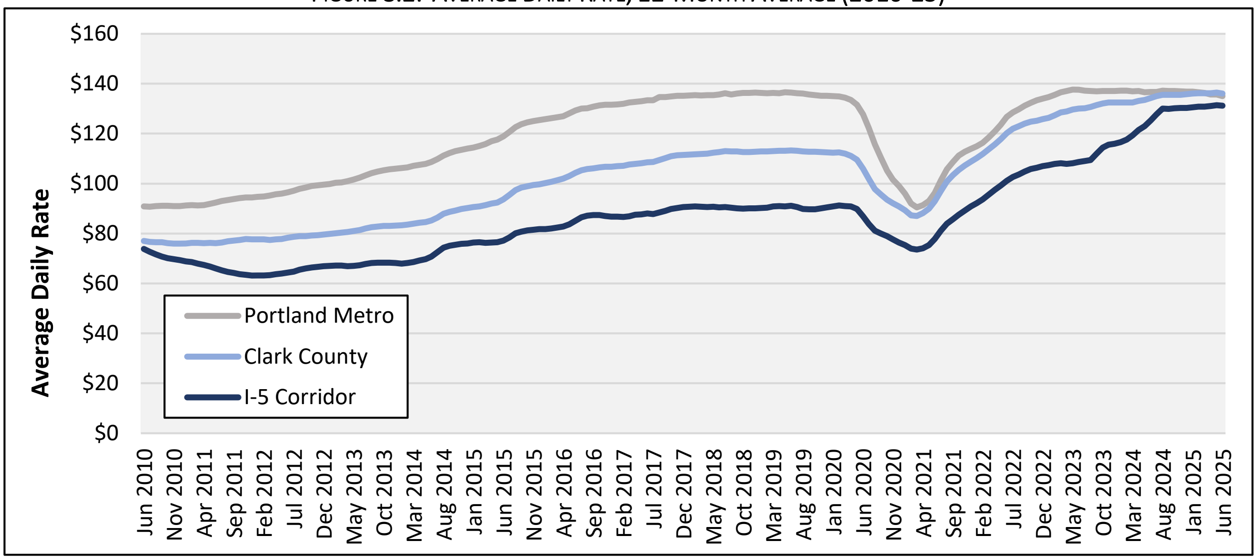


SOURCE: CoStar, Smith Travel Research, Johnson Economics

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.

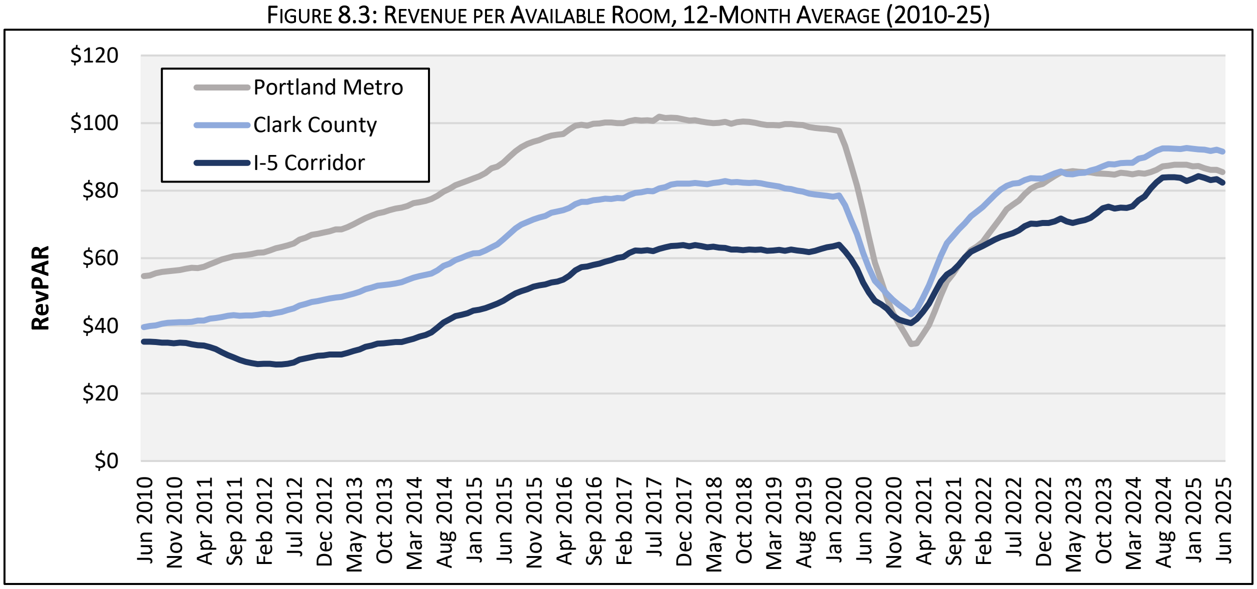
FIGURE 8.2: AVERAGE DAILY RATE, 12-MONTH AVERAGE (2010-25)



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%.

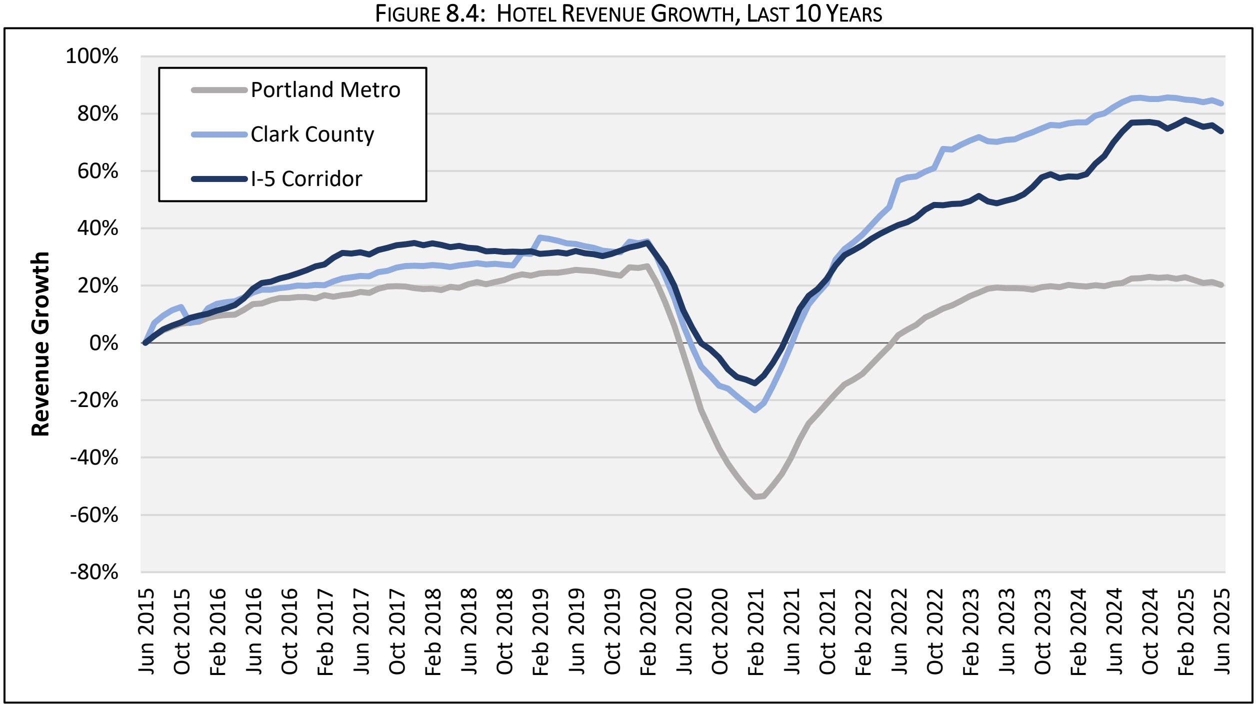
FIGURE 8.3: REVENUE PER AVAILABLE ROOM, 12-MONTH AVERAGE (2010-25)



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
Total								***111***

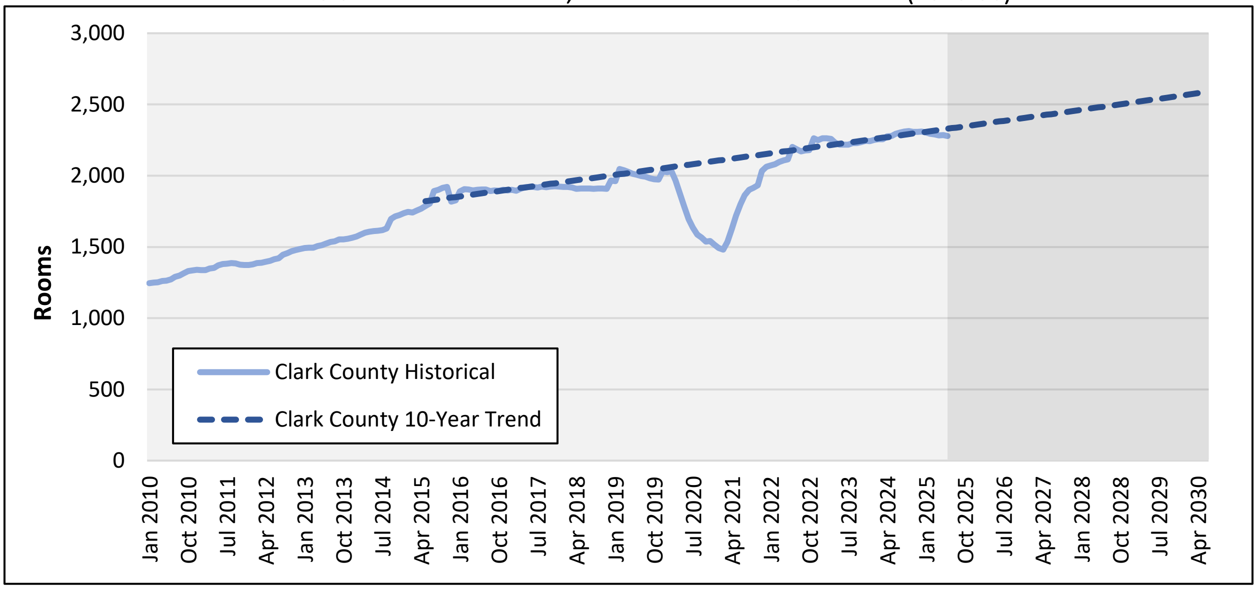
SOURCE: CoStar, Smith Travel Research, City of La Center, JOHNSON ECONOMICS

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)

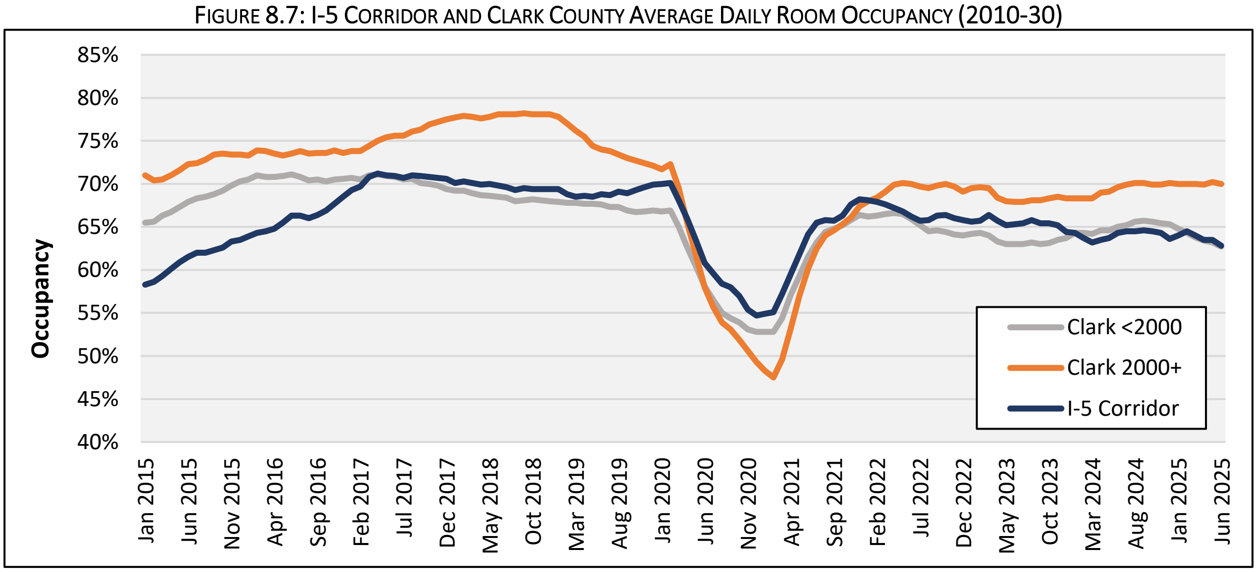


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

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.

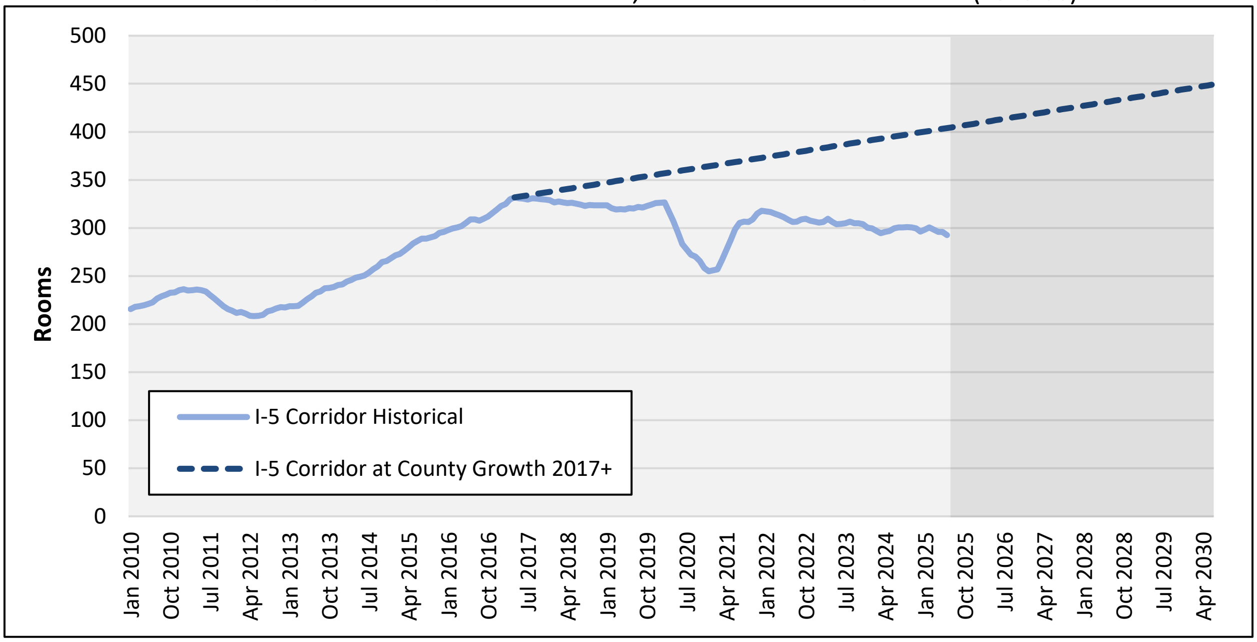
FIGURE 8.7: I-5 CORRIDOR AND CLARK COUNTY AVERAGE DAILY ROOM OCCUPANCY (2010-30)



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)

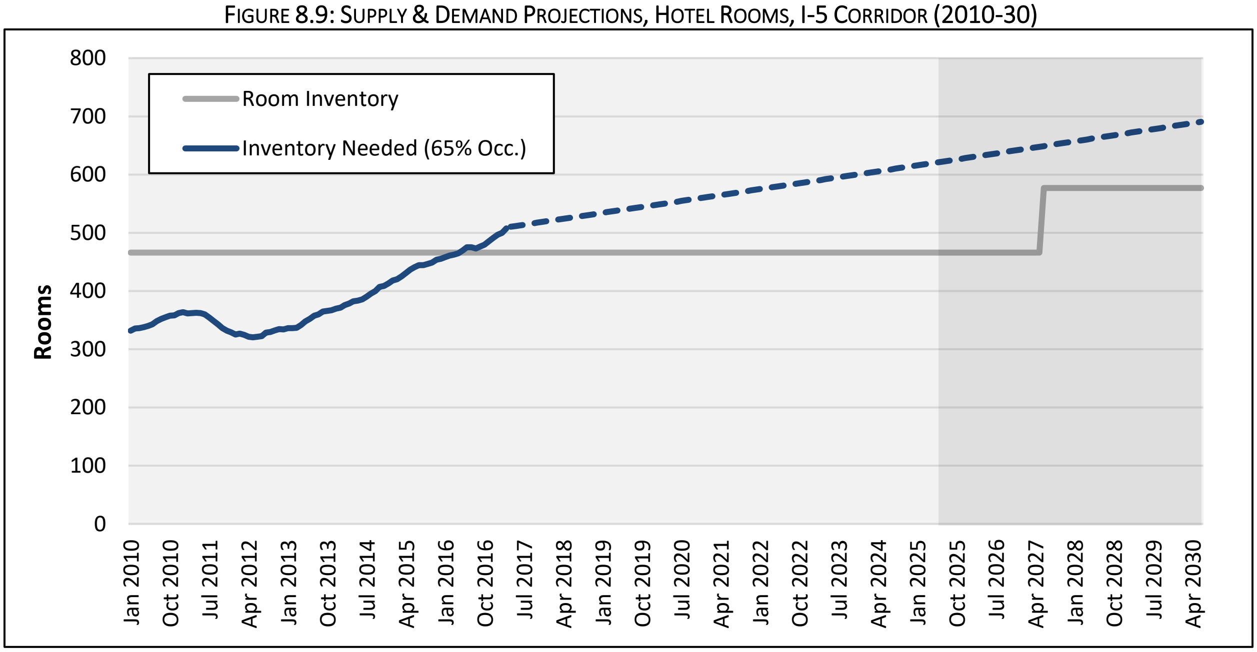


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

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.

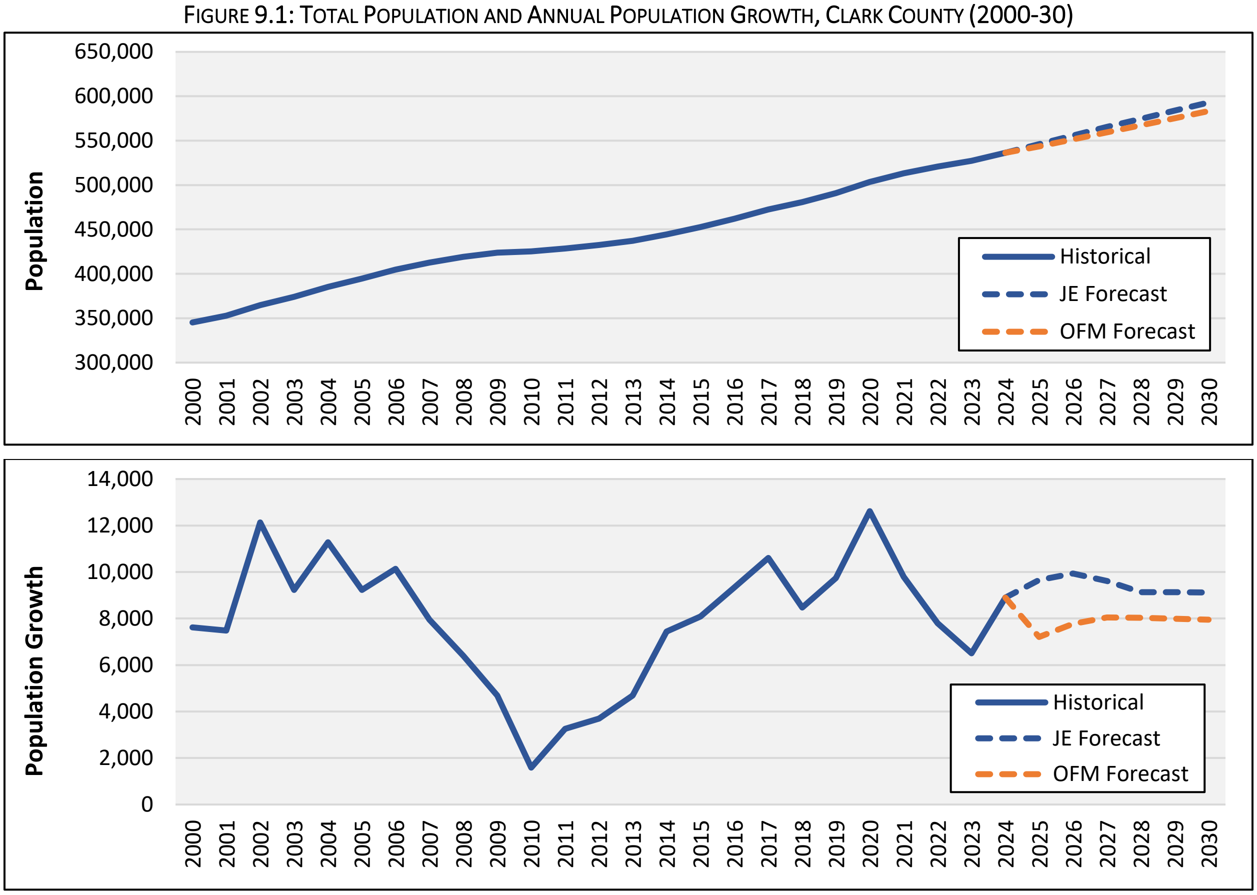
Household Growth

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)

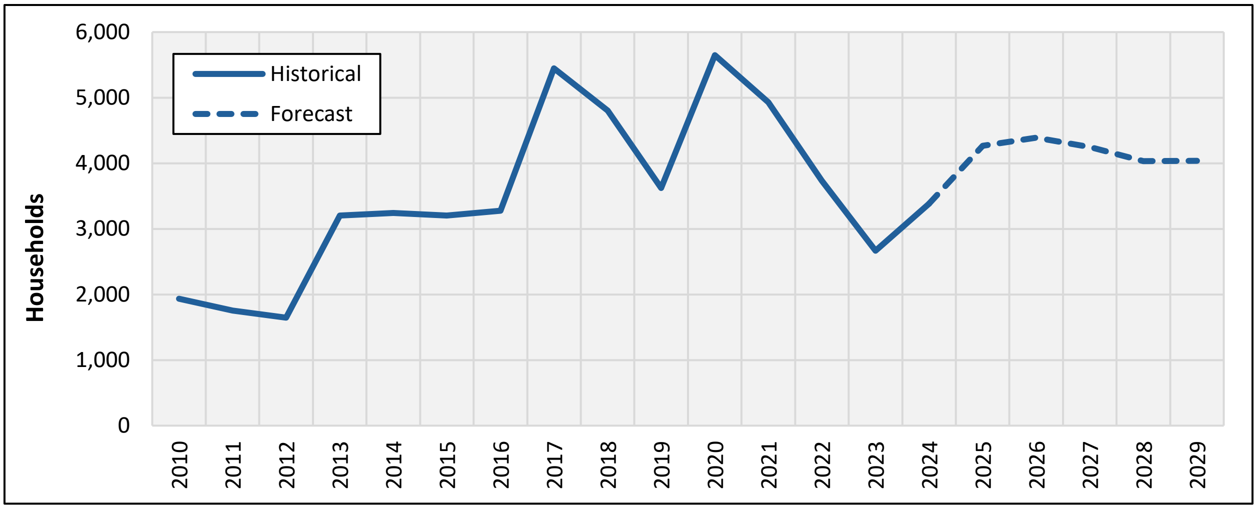


SOURCE: WA OFM, Johnson Economics

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)

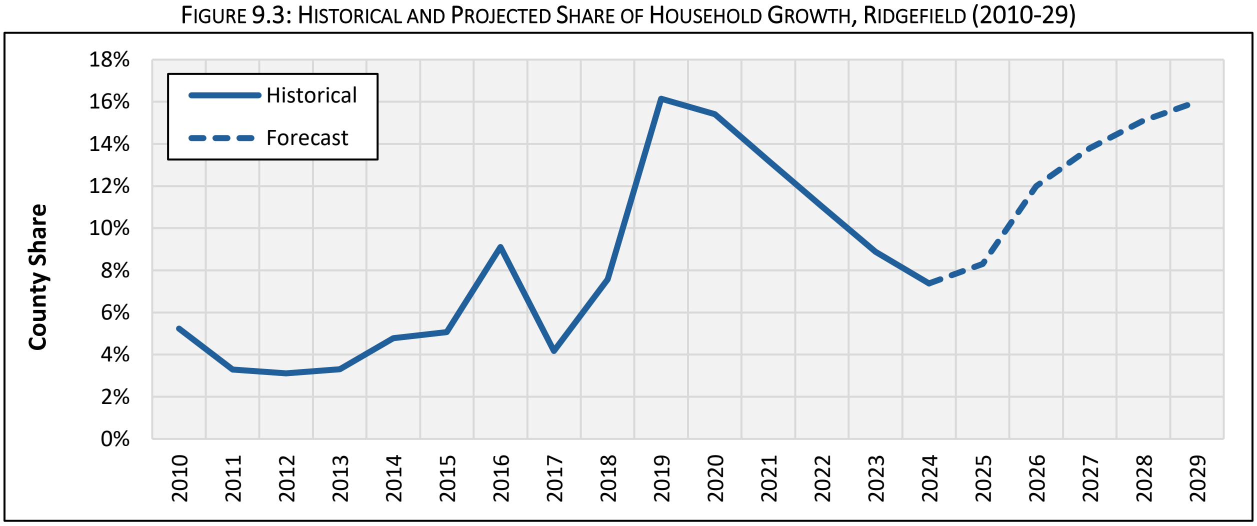


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

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.

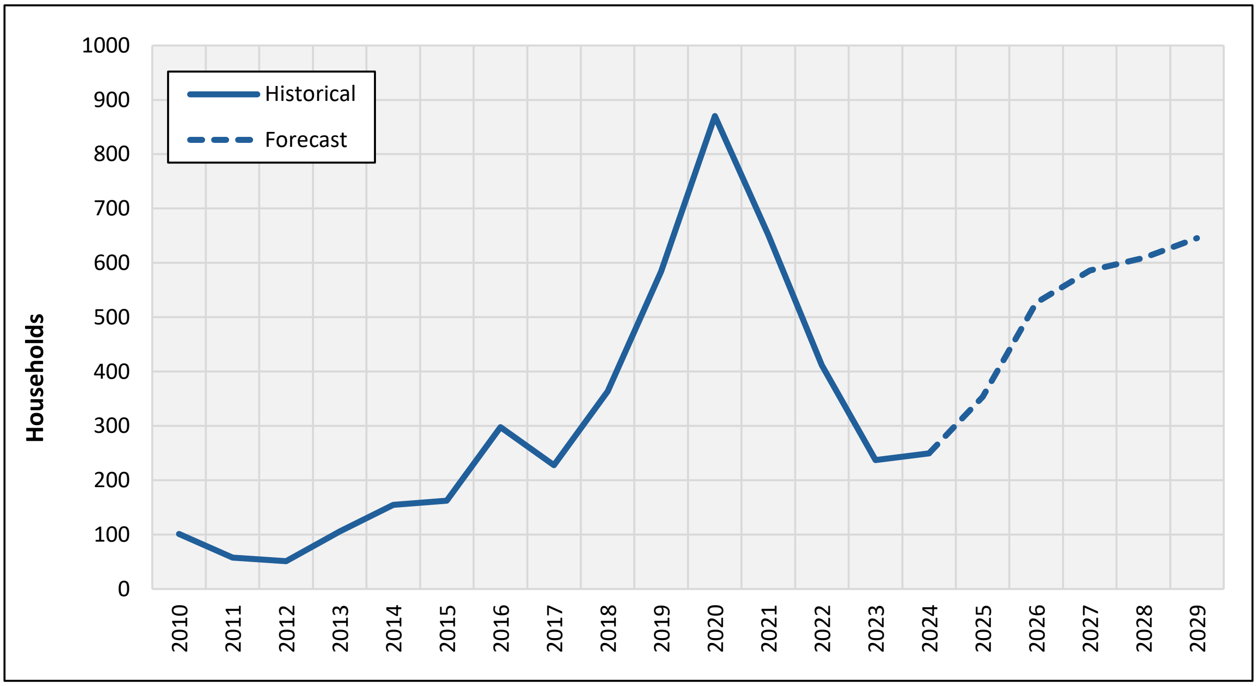
FIGURE 9.3: HISTORICAL AND PROJECTED SHARE OF HOUSEHOLD GROWTH, RIDGEFIELD (2010-29)



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)



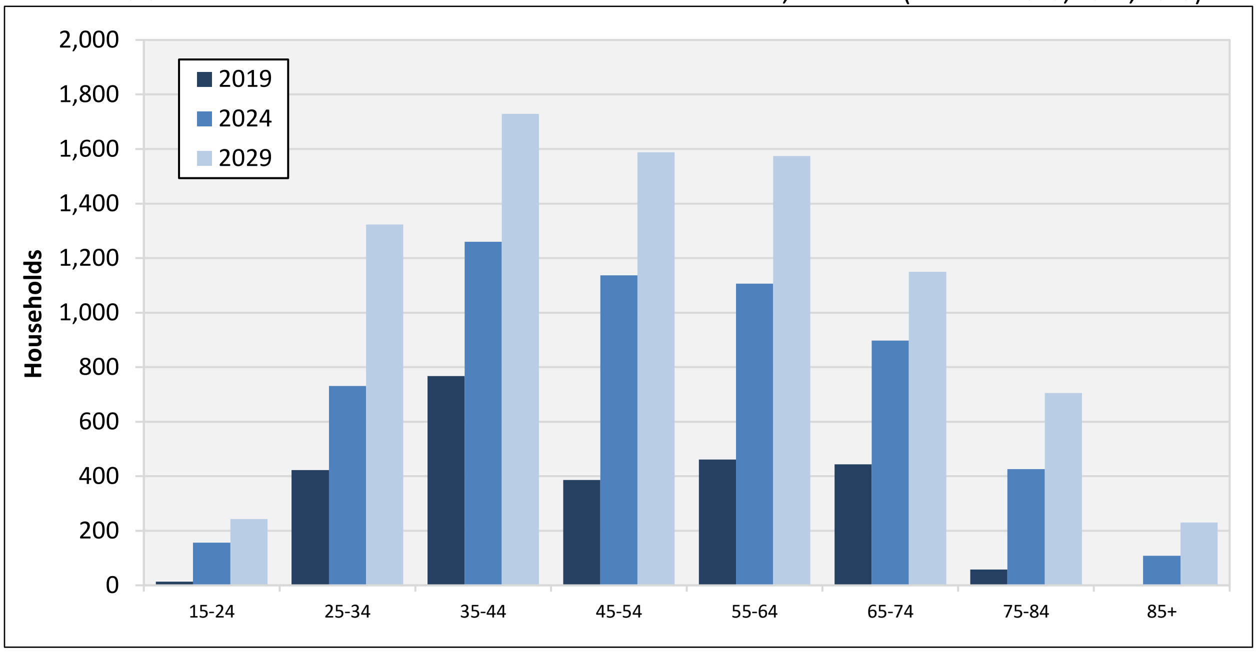
SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

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.

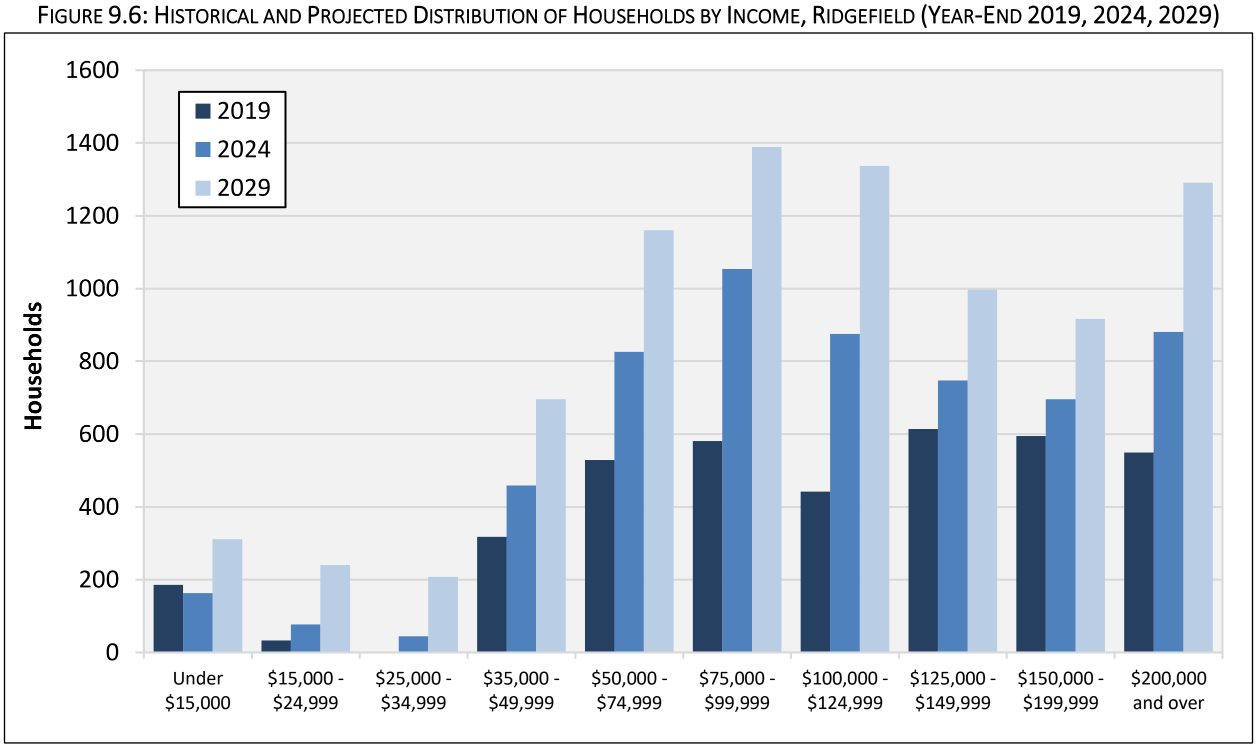
FIGURE 9.5: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, RIDGEFIELD (YEAR-END 2019, 2024, 2029)



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
Total	1,815	992	2,807	363	198	561

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

X. Multi-Family Land Supply

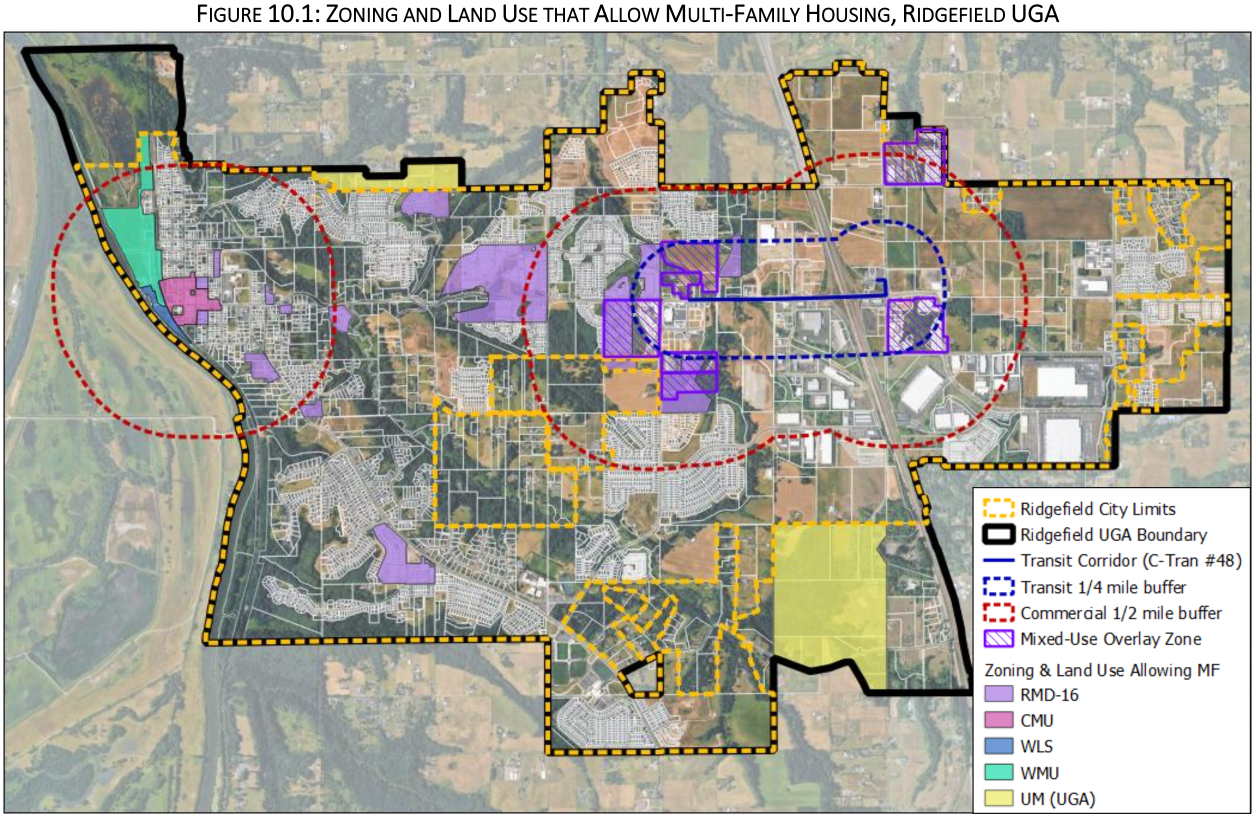
Overview

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 65th Avenue. Over the next pages, we evaluate the buildable land supply in these districts with respect to suitability for multi-family development. Estimates of buildable acres are informed by assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files/maps from Clark County.

FIGURE 10.1: ZONING AND LAND USE THAT ALLOW MULTI-FAMILY HOUSING, RIDGEFIELD UGA



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

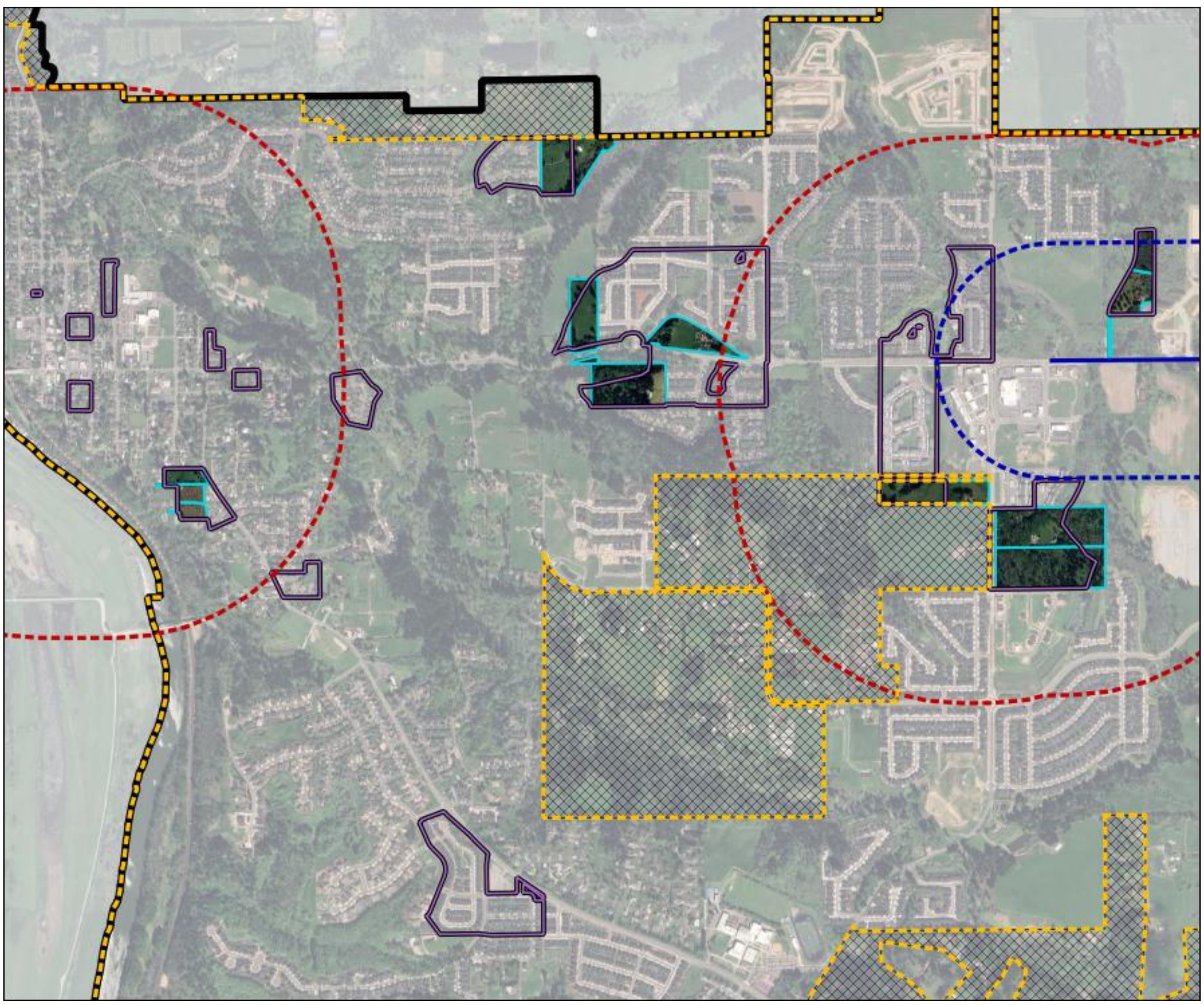
MEDIUM-DENSITY DISTRICT

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

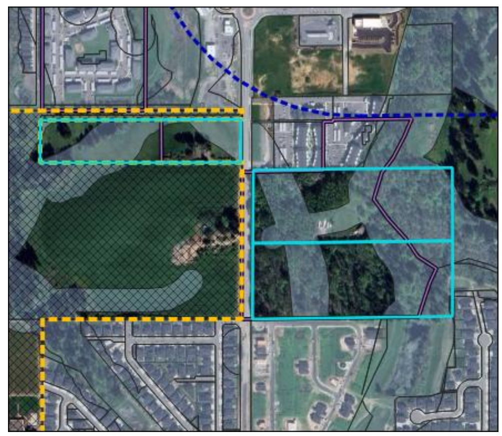


SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics

Gregory & Januik Properties

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

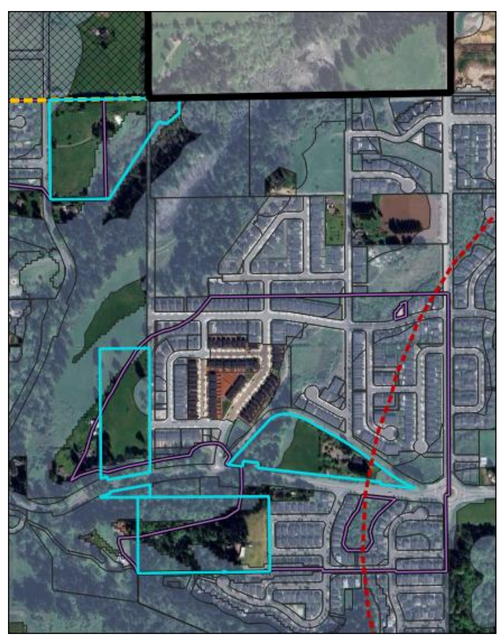
Pioneer Village South & Legacy Trails III/Lahti Properties



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 35th Avenue and Reiman Road



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

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

DOUGHERTY PROPERTY

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

MIXED-USE DISTRICTS

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

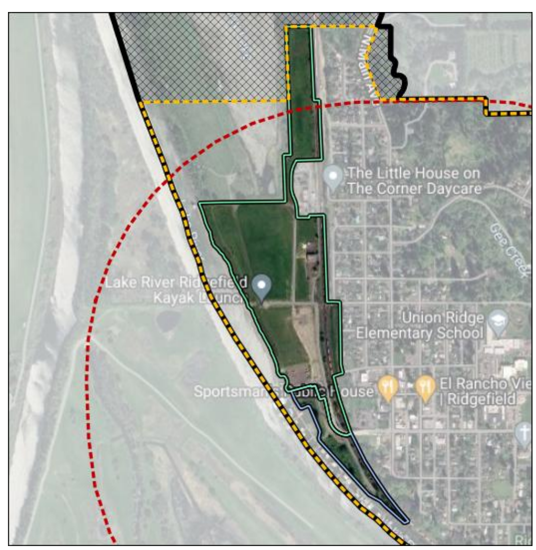
CMU

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

WMU & WLS

The WMU district is the largest of the two waterfront mixed use zones, extending from Carty Lake in the north to Mill Street in the south. According to the Port of Ridgefield, the district includes 26.2 acres of developable land, for which the Port 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).

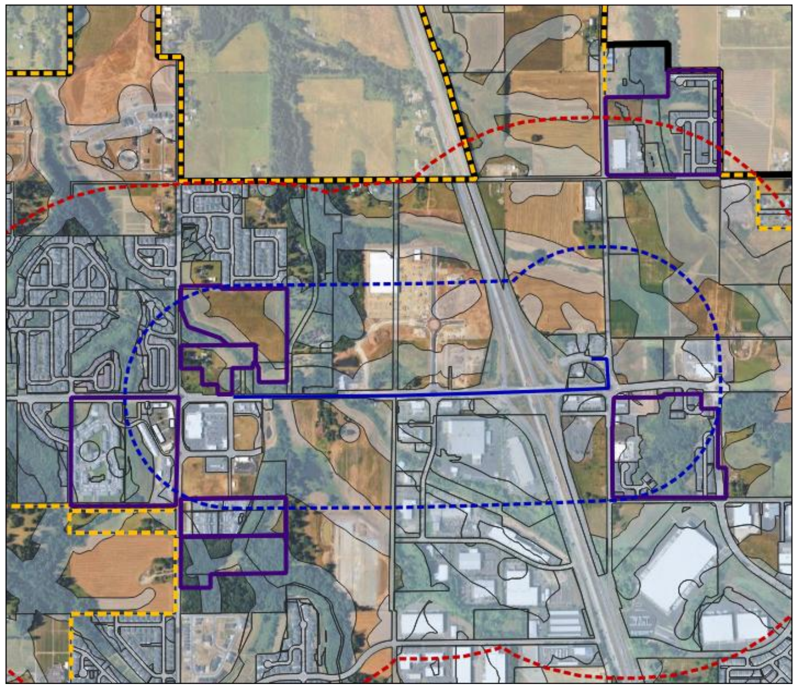
The WLS district covers a narrow area west of the rail line from Mill Street to Shobert Street. Much of this is already in use as parking lots for the marina and existing boathouses. We would not expect any multi-family development on the remaining unused land, given setback requirements and shoreline 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 65th 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

			Acres allowing MF		Assumed	Transit		Com.	Density		Potential Units	
Zoning	Owner(s)	Property ID	Total	Bldbl.	Res.	< 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 65th 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 65th 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 65th/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:

> *<u>LU-10 Commercial Development</u>: 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/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.

> *<u>EC-2 Local Job Creation</u>: 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-us 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).

> *<u>EC-4 Community retail</u>: Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.*

By allowing for higher-density residential development 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.

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

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.

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

According to Clark County's most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. 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.

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

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

Ridgefield's share of multi-family housing production over the past 10 years was only 12.4% – 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.

<u>HO-4 Affordability</u>: 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.

lancaster mobley

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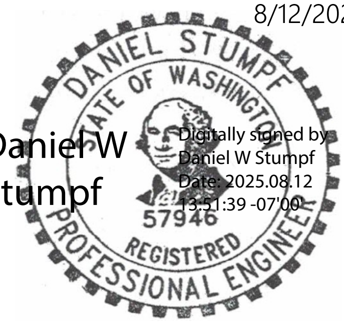
Memorandum

8/12/2025



Daniel W Stumpf

Digitally signed by Daniel W Stumpf
Date: 2025.08.12 13:51:39 -07'00'

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

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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 65th 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 10th Street, and east of N 65th 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 10th Street, and N 65th 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.

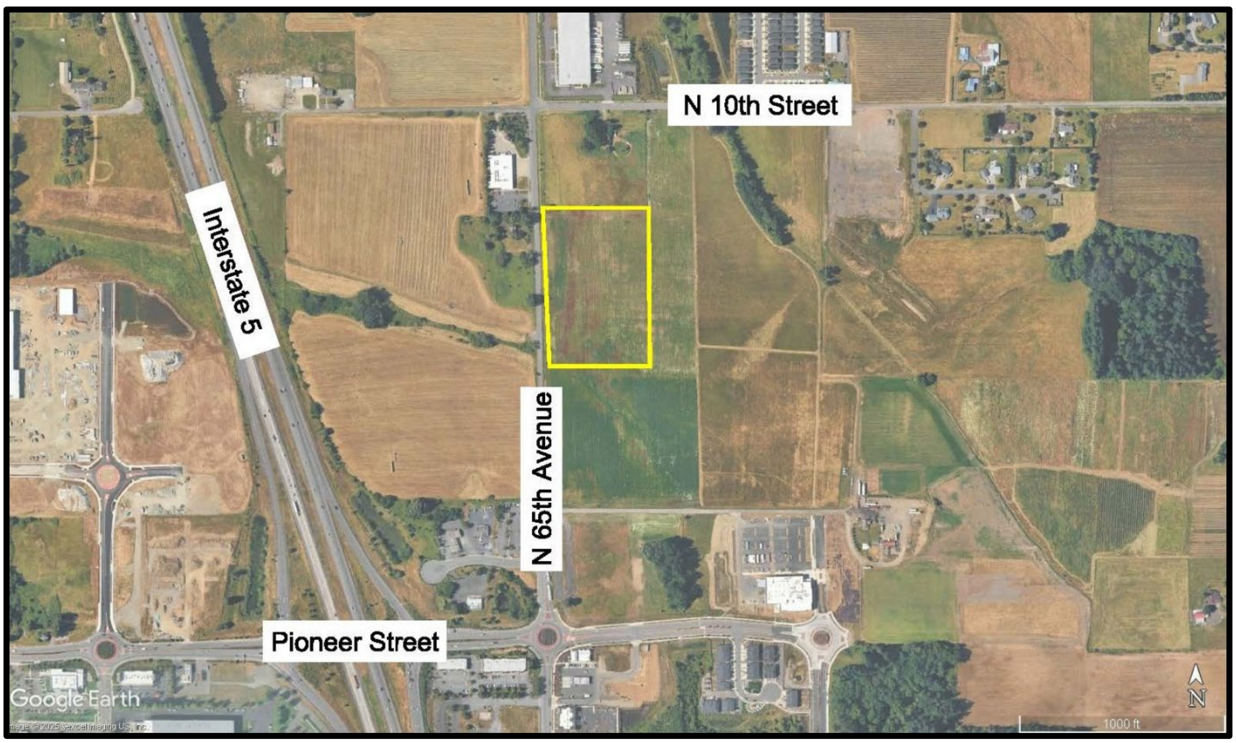


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

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, 11th Edition*.[1], 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.

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

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

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

Proposed Conditions (with RMUO)

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	
Existing Conditions: CRB Zone without RMUO									
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
Proposed Conditions: CRB Zone with RMUO									
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
Net Change in Site Trip Generation									
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 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 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.*

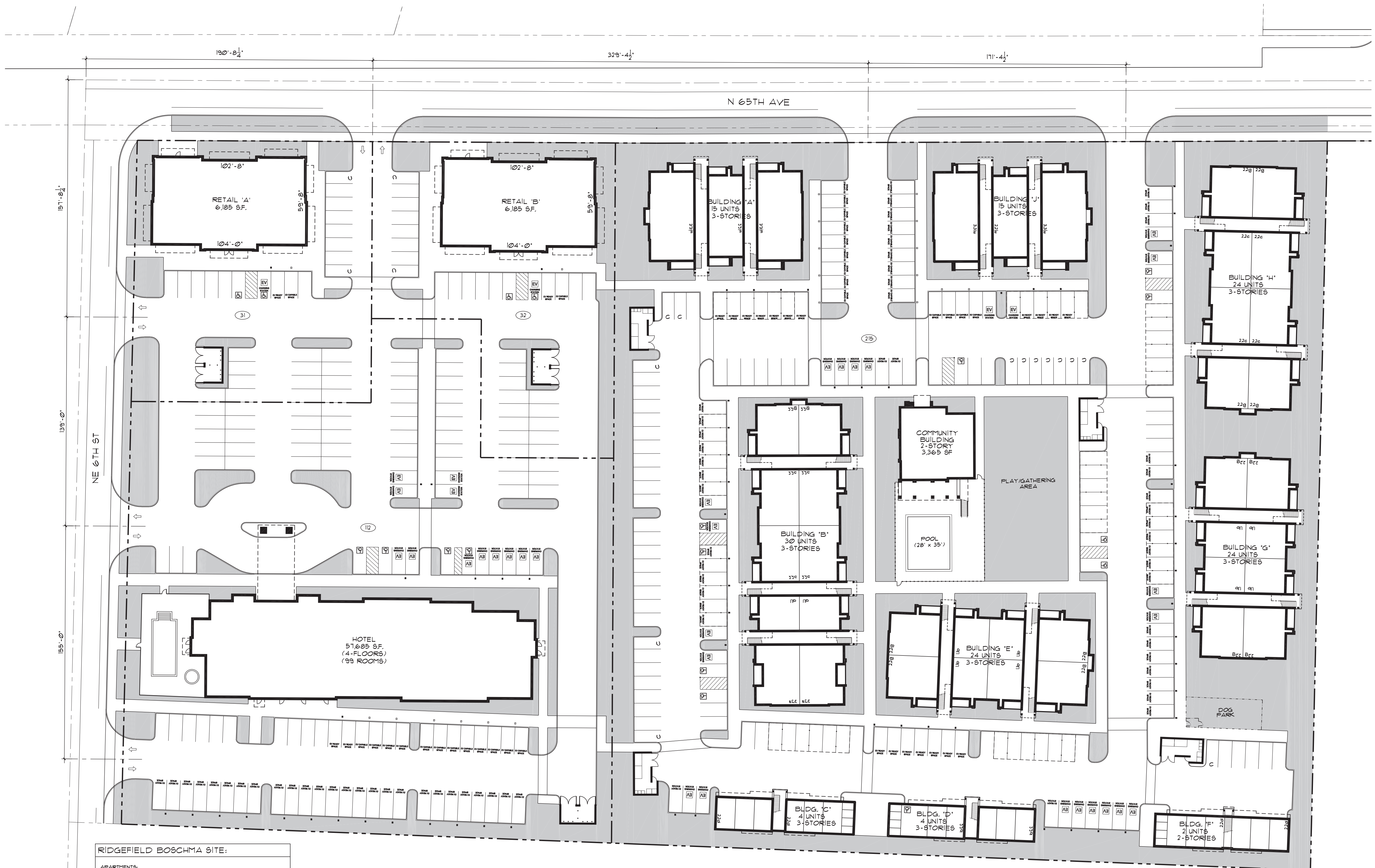
The *Boschma Farms* conceptual development plan will construct internal sidewalks and drive aisle crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of N 65th Avenue and the planned NE 6th Street to the south. Right-of-way 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.

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.



SITE PLAN

RIDGEFIELD BOSCHMA SITE:

APARTMENTS:

38	1-BEDROOM / 1-BATH	1,1b
16	2-BEDROOM / 2-BATH	2,2b
24	2-BEDROOM / 2-BATH	2,2c
10	2-BEDROOM / 2-BATH	2,2d
42	2-BEDROOM / 2-BATH	2,2g
2	2-BEDROOM / 2-BATH (LIVE/WORK)	2,2lw
6	3-BEDROOM / 2-BATH	3,2a
4	3-BEDROOM / 3-BATH (LIVE/WORK)	3,3lw
142	TOTAL	

PARKING:

143	PARKING STALLS
54	COVERED STALLS
18	GARAGES
215	TOTAL (10 ADA SPACES)

REQUIRED PARKING: 213 (1.5 SPACES PER UNIT)

STORAGE UNITS: 12 UNITS

COMMUNITY BLDG:

3,365 SF

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ARCHITECTS, P.C.
16101 SW 72ND AVENUE
SUITE 135
PORTLAND, OR 97224
(503) 220-8517
www.schmidtarchitectspc.com

MAJ RIDGEFIELD EAST

N 65TH AVE & N 10TH ST
RIDGEFIELD, WA 98642
MAJ DEVELOPMENT

PROJECT NO.
2025-126
DATE :
08-04-2025
DRAWN BY :
CY, GAH
CHECKED BY :
FMS

REVISIONS

2025-126-sp10.dwg

SP10

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

	State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	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			
Project Name:	Boschma Farms	**Organization:**	Lancaster Mobley
Project Location:	Ridgefield, WA	**Performed By:**	Daniel Stumpf, PE
Scenario Description:	Full Site Buildout	**Date:**	8/11/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

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

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	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[2]				0		
Total				132	57	75

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[2]						

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

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

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	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[3]	128	55	73
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

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

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	2%
Hotel	0%	4%

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

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Boschma Farms
Analysis Period:	**AM Street Peak Hour**

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

Land Use	Table 7-A (D): Entering Trips				Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0		1.00	0	0
Retail	1.25	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

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

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

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

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

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

Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	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[3]	0	0	0		0	0	0

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

Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	0	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[3]	0	0	0		0	0	0

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

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

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

Land Use	Development Data (*For Information Only*)				Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units		Total	Entering	Exiting
Office					0		
Retail	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[2]					0		
Total					212	116	96

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[2]							

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

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					0	
Restaurant						
Cinema/Entertainment						
Residential		0				
Hotel					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[3]	174	97	77
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

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

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	12%	31%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	23%	18%
Hotel	11%	3%

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

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

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

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Boschma Farms
Analysis Period:	**PM Street Peak Hour**

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

Land Use	Table 7-P (D): Entering Trips				Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0		1.00	0	0
Retail	1.25	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

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

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

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

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

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

Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	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[3]	0	0	0		0	0	0

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

Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	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[3]	0	0	0		0	0	0

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

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

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