



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, February 12, 2026
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. Black History Month**

III. APPOINTMENTS

- 1. Appointment of City Representative to the Clark County Arts Commission**

IV. 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.

V. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the January 15, 2026 & January 22, 2026 Meeting**
- 3. Approval to Submit an Application for a Department of Transportation Grant for Preliminary Engineering for the 10th/11th Street Crossing**
- 4. Approval to Submit an Application for a Criminal Justice Training Center Grant for Funding Through HB 2015**

VI. BUSINESS

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

2. **Second Reading of Ordinance No. 1472 - Kelly/Windy Hills Petition to Annex - Claire Lust, Community Development Director**
3. **Motion to Approve Sanderling Park Phase 3 Final Plat - Claire Lust, Community Development Director**
4. **Approval of Resolution No. 672 - Cheeky Noodles TIF Reduction - Claire Lust, Community Development Director**
5. **First Reading of Ordinance No. 1473 - Repealing Establishment of Temporary Speed Limits and Establishing a Process to Administratively Approve a Temporary Closure or Speed Limit - Janean Parker, City Attorney**

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.

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. **Council**
2. **Mayor**
3. **City Manager**

IX. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION

Revised Code of Washington Title 35A – Optional Municipal Code

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. February 12, 2026 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

February 12nd 2026

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
Abitbol David	UB*01255	(blank)	Genl Govt/Facilities	Refund Check 011062-001 750 N 47th Ave	2.12
Abitbol David Total					2.12
ACTIVE CONSTRUCTION INC.	4038	2024-019-19	Public Works	12.2025 Pioneer Widening Construction	413,442.93
ACTIVE CONSTRUCTION INC. Total					413,442.93
AHMAD ALQATANANI	3463	3463-20260212	Community Development	ICC Certificate Renewal - Alqatanani	105.00
AHMAD ALQATANANI Total					105.00
AQUATIC INFORMATICS INC.	3337	116371	Public Works	12.2025 Web Test	10.88
AQUATIC INFORMATICS INC. Total					10.88
BACKWOOD BARK	3944	16277	Public Works	01.2026 Cedar Chips & Dark Hemlock - Parks	607.10
BACKWOOD BARK Total					607.10
BLUEROCK VENTURES LLC	4073	1017	Public Works	01.2026 Rec Center Project Management	21,170.00
BLUEROCK VENTURES LLC Total					21,170.00
BRENT DANIELS	3825	3239	Public Works	Brush Debris Pickup - Cemetery	109.50
				Brush Debris Pickup - Streets	328.50
				Brush Debris Pickup - Parks	657.00
BRENT DANIELS Total					1,095.00
BRIDGETOWER OPCO LLC	3585	745841763	Public Works	Invitation to Bid Adv - Eastside Elevated Water Reservoir	725.84
BRIDGETOWER OPCO LLC Total					725.84
BSK ASSOCIATES	2119	VJ00189	Public Works	01.2026 Coliform Testing	620.00
BSK ASSOCIATES Total					620.00
CASCADE CENTERS INC.	3969	CAN020226146-01	Genl Govt/Facilities	02.2026 Employee Assistance Program	11.00
			Public Safety	02.2026 Employee Assistance Program	133.16
			Public Works	02.2026 Employee Assistance Program	205.16
			Community Development	02.2026 Employee Assistance Program	105.26
			Finance	02.2026 Employee Assistance Program	38.33
			Administration	02.2026 Employee Assistance Program	35.53
			Human Resources	02.2026 Employee Assistance Program	15.23
			Executive	02.2026 Employee Assistance Program	6.33
CASCADE CENTERS INC. Total					550.00
CINTAS CORPORATION NO 2	3497	5313402803	Genl Govt/Facilities	01.2026 First Aid Supplies - CH	77.42
		5313402801	Genl Govt/Facilities	01.2026 First Aid Supplies - PW Bldg	26.28
			Public Works	01.2026 First Aid Supplies - PW Bldg	484.68
			Community Development	01.2026 First Aid Supplies - PW Bldg	32.21
		5313402802	Genl Govt/Facilities	01.2026 First Aid Supplies - RACC	26.77
			Community Development	01.2026 First Aid Supplies - RACC	48.17
		5313683002	Public Safety	01.2026 First Aid Supplies - PD	95.34
CINTAS CORPORATION NO 2 Total					790.87
CITIES DIGITAL INC.	3382	66072	Information Technology	03.01.2026-02.28.2027 Docusign Licensing	5,530.48
CITIES DIGITAL INC. Total					5,530.48
CITY OF BATTLE GROUND	0092	INV00540	Judicial	12.2025 Public Defender	1,950.00
		INV00537	Judicial	12.2025 Court Costs/Public Defender	27,374.92
CITY OF BATTLE GROUND Total					29,324.92

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CITY OF RIDGEFIELD - EPAY PERMITS	0095	PLZ-25-0114	Public Works	Ridgefield Recreation Center Site Plan Review Fee	908.25
		COM-25-0111	Public Works	Ridgefield Recreation Center Building Permit	35,750.00
		COM-26-0011	Public Works	Ridgefield Recreation Center Sign Permit COM-26-0011/PLZ-25-0016	463.35
		ENG-26-0012	Public Works	Ridgefield Recreation Center Engineering/Grading Review	10,050.00
CITY OF RIDGEFIELD - EPAY PERMITS Total					47,171.60
CITY OF WOODLAND	2708	2026-001-PW	Genl Govt/Facilities	2023 Ford Explorer 74570D - Tail Light & Siren Speaker Replaceme	(6.47)
			Public Safety	2023 Ford Explorer 74570D - Tail Light & Siren Speaker Replaceme	709.42
CITY OF WOODLAND Total					702.95
CIVICPLUS LLC	3832	356065	Information Technology	2026 Municipal Code Software	7,957.49
CIVICPLUS LLC Total					7,957.49
CLARK COUNTY	0102	CI083201	Council	2025 Voter Registration File Maintenance	18,262.51
		CI083926	Public Safety	2026 Annual RMS Support & Maint. Fee	12,409.21
		CI083218	Public Works	Q3.2025-Q4.2025 Stormwater Partners Workplan Expense Reimb.	2,903.97
		CI083893	Public Safety	Q4.2025 Jail Beds	10,174.31
		CI083133	Judicial	12.2025 Pretrail Supervision & Investigations	2,744.28
		CI083176	Public Works	12.2025 Traffic Signals & ITS Services	264.46
		CI083210	Genl Govt/Facilities	2025 Liquor Profits & Excise Tax	4,539.84
		CI083808	Public Works	12.2025 Whatley Decant Billing	1,358.96
		CI083173	Public Safety	Q4.2025 TER&R NetMotion Support	9,842.80
		CI083081	Council	11.04.2025 General & Special Election Services	7,371.69
		CI083193	Public Works	Salt Brine	9,211.95
CLARK COUNTY Total					79,083.98
CLARK PUBLIC UTILITIES	3619	33345874	Public Works	27050 NE 10th Ave	978.30
		7745-602-8	Public Works	Street Lights Late Fee 12.2025	53.80
		33345872	Public Works	7000 Pioneer St R41224311	1,467.45
		33345871	Public Works	Eagle Ridge Estates R41293420 & R41293421	2,934.90
CLARK PUBLIC UTILITIES Total					5,434.45
CLARK REGIONAL WASTEWATER DISTRICT	3600	0144626	Public Works	03.25.2025 Pioneer Widening Services	793.70
CLARK REGIONAL WASTEWATER DISTRICT Total					793.70
COLUMBIA RESOURCE COMPANY	0114	49706B051	Public Works	Yard Debris - Parks/Streets	114.81
COLUMBIA RESOURCE COMPANY Total					114.81
COLUMBIAN PUBLISHING CO	0116	54897	Community Development	Ord 1471 - Oberreuter/Degenhardt Annexation	55.80
		54810	Community Development	Kelly/Windy Hills Petition to Annex PLZ-25-0142	135.00
		54864	Public Works	Invitation to Bid Adv - Eastside Elevated Water Reservoir	524.70
COLUMBIAN PUBLISHING CO Total					715.50
CT PUBLISHING	3753	30864	Public Works	Invitation to Bid Adv - Eastside Elevated Water Reservoir	346.80
CT PUBLISHING Total					346.80
CWT LLC	3437	36795	Public Works	Stormwater Illicit Discharge Training	1,629.00
CWT LLC Total					1,629.00
DAPHNE R SCHNEIDER DAPHNE R SCHNEIDER AND A	4231	26-1	Public Safety	11.2025 Investigative Services	8,155.06
DAPHNE R SCHNEIDER DAPHNE R SCHNEIDER AND ASSOCIATES Total					8,155.06
DEPARTMENT OF LICENSING - EPAY	0154	RG0001982-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001984-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001993-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001970-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001971-2026	Genl Govt/Facilities	CPL Fees	18.00

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DEPARTMENT OF LICENSING - EPAY	0154	RG0001977-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001994-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001989-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001991-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001960-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001992-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001972-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001965-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001985-2026	Genl Govt/Facilities	CPL Fees	21.00
		RG0001973-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001980-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001962-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001958-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001990-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001995-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001974-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001975-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001996-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001969-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001987-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001983-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001979-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001967-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001966-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001968-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001978-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001976-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001964-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001986-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001988-2026	Genl Govt/Facilities	CPL Fees	18.00
		RG0001961-2026	Genl Govt/Facilities	CPL Fees	18.00
RG0001963-2026	Genl Govt/Facilities	CPL Fees	18.00		
RG0001981-2026	Genl Govt/Facilities	CPL Fees	18.00		
RG0001959-2026	Genl Govt/Facilities	CPL Fees	18.00		
DEPARTMENT OF LICENSING - EPAY Total					705.00
DOOLEY ENTERPRISES INC.	2747	71192	Public Safety	2026 Ammunition	3,218.21
DOOLEY ENTERPRISES INC. Total					3,218.21
ELCOR INC	2081	20112	Public Safety	Backup Server	3,745.93
			Public Works	Backup Server	5,672.29
			Community Development	Backup Server	1,186.75
			Information Technology	Backup Server	4,867.70
ELCOR INC Total					15,472.67
ENCORE ONE LLC	3890	700536	Genl Govt/Facilities	01.2026 Janitorial Services - 487 S 56th Pl	33.10
				01.2026 Janitorial Services - 101 Mill Street Ste 210	350.00
				01.2026 Janitorial Services - 230 Pioneer Street	278.69
				Public Safety	01.2026 Janitorial Services - 101 Mill Street Ste 110

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ENCORE ONE LLC	3890	700536	Public Works Community Development Public Works	01.2026 Janitorial Services - 487 S 56th PI 01.2026 Janitorial Services - 487 S 56th PI 01.2026 Janitorial Services - 487 S 56th PI	453.59 40.55 156.60
ENCORE ONE LLC Total					1,994.24
EWING IRRIGATION PRODUCTS INC.	2374	28898020 28939391	Public Works Public Works	Irrigation Supplies - Parks Irrigation Supplies - Lark Park	183.27 202.30
EWING IRRIGATION PRODUCTS INC. Total					385.57
EXPRESS SERVICES INC.	4012	33448885 33397595 33427437	Public Works Public Works Public Works	01.19.2026-01.25.2026 PWOM Admin Temp Services - Proshe 01.05.2026-01.11.2026 PWOM Admin Temp Services - Proshe 01.12.2026-01.18.2026 PWOM Admin Temp Services - Proshe	1,340.00 1,350.00 1,350.00
EXPRESS SERVICES INC. Total					4,040.00
GLOBAL SECURITY & COMMUNICATIONS INC.	3447	4707954	Genl Govt/Facilities Public Works Community Development	02.2026 Alarm Monitoring Services - PW Bldg 02.2026 Alarm Monitoring Services - PW Bldg 02.2026 Alarm Monitoring Services - PW Bldg	6.21 114.45 7.61
GLOBAL SECURITY & COMMUNICATIONS INC. Total					128.27
GOVERNMENTJOBS.COM INC.	4101	INV-150265	Human Resources	2026 Governmentjobs.com Subscription	1,326.67
GOVERNMENTJOBS.COM INC. Total					1,326.67
GRANICUS LLC	3863	223198 223308	Community Development Community Development	SmartGov Reports Consulting Services 01.2026-08.2026 SmartGov Connector ECM-Laserfiche	788.25 940.06
GRANICUS LLC Total					1,728.31
Green Amy	UB*01254	(blank)	Genl Govt/Facilities	Refund Check 014328-001 7104 S 13th St	152.68
Green Amy Total					152.68
GROUNDWATER SOLUTIONS INC.	2971	00727.001-82	Public Works	12.2025 Abrams Park Wellfield Monitoring 12.2025 Hydrological Study	4,728.75 5,608.00
GROUNDWATER SOLUTIONS INC. Total					10,336.75
GROVER ELECTRIC AND PLUMBING SUPPLY	0210	HD36241 HD35746	Public Works #N/A	Irrigation Wire Repair - Lark Park Salt Brine Tank Pump Repair	26.20 71.05
GROVER ELECTRIC AND PLUMBING SUPPLY Total					97.25
H.D. FOWLER CO. INC.	2036	I7211638	Public Works	Street Sweeper Parts	47.83
H.D. FOWLER CO. INC. Total					47.83
HARRY'S KEY SERVICE INC.	0982	11260081	Genl Govt/Facilities Public Works Community Development	Keys and Lock Battery - PW Bldg Keys and Lock Battery - PW Bldg Keys and Lock Battery - PW Bldg	5.23 96.29 6.40
HARRY'S KEY SERVICE INC. Total					107.92
HD SUPPLY INC.	3886	INV00933161 INV00942209	Public Works Public Works	Junction Well Water Supplies Inverted Paint - PWWTR Inverted Paint - PWSTW	362.18 124.17 124.17
HD SUPPLY INC. Total					610.52
HID GLOBAL CORPORATION	3831	13402025370	Public Safety	10.2025-09.2026 PD Live Scan Fingerprint Services Warranty	1,190.51
HID GLOBAL CORPORATION Total					1,190.51
HI-SCHOOL PHARMACY INC	4191	26937-1 26932-1 26997-1 26931-1	Genl Govt/Facilities Public Works Genl Govt/Facilities Public Works #N/A	Work Bench Repair Supplies - PW Shop Work Bench Repair Supplies - PW Shop Moving Blanket & Fasteners Cleaning Supplies - Parks Salt Brine Tank Repair Parts	1.06 19.64 44.49 55.91 13.75
HI-SCHOOL PHARMACY INC Total					134.85

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HOME DEPOT VISA - EPAY	1805	8370300	Public Works	Overlook Park Water Heater Replacement/Repair	391.79
HOME DEPOT VISA - EPAY Total					391.79
HONEY BUCKETS	0223	0555348988	Public Works	01.23.2026-02.19.2026 Port-a-Potty - Davis Park	373.00
HONEY BUCKETS Total					373.00
HUMANE SOCIETY FOR SW WASHINGTON	0526	5796	Public Safety	Q4.2025 Animal Control	5,588.75
HUMANE SOCIETY FOR SW WASHINGTON Total					5,588.75
INTERCOM LANGUAGE SERVICES CORP.	4187	26-021	Judicial	01.15.2026 & 01.22.2026 Interpreting Services	85.00
INTERCOM LANGUAGE SERVICES CORP. Total					85.00
J2 BLUE PRINT SUPPLY CO	0243	AR177069	Genl Govt/Facilities	City of Ridgefield Map	104.35
		AR176813	Community Development	01.2026 Plotter Contract	59.79
J2 BLUE PRINT SUPPLY CO Total					164.14
JUDY CHIPMAN	3757	3757-20260212	Council	10.2025-12.2025 Mileage & Parking Reimb. - Chipman	333.55
JUDY CHIPMAN Total					333.55
LEADERSHIP CLARK COUNTY	3502	3772	Council	2025-2026 Tuition - Katie Favela	3,500.00
LEADERSHIP CLARK COUNTY Total					3,500.00
LEPS-PSS PLLC	3896	6827	Public Safety	Post-COE Psychological Evaluation - Simpson	450.00
LEPS-PSS PLLC Total					450.00
LES SCHWAB GROUP HOLDINGS LLC	4006	43700075127	Public Safety	2022 Ford Explorer 76425D Oil Change - PD	108.67
		43700074348	Public Safety	2022 Ford Explorer 73432D Oil Change - PD	123.90
LES SCHWAB GROUP HOLDINGS LLC Total					232.57
MARTA L. OCHOA-RUTUHERFORD	3396	781	Judicial	01.22.2026 Interpreting Services	65.00
		779	Judicial	01.15.2026 Interpreting Services	65.00
MARTA L. OCHOA-RUTUHERFORD Total					130.00
MELISSA M COSGROVE NP LLC	4096	19632	Public Works	DOT Physical	100.00
MELISSA M COSGROVE NP LLC Total					100.00
MJB CONSULTING INC	3117	2479	Genl Govt/Facilities	02.2026 State Lobbyist	3,000.00
MJB CONSULTING INC Total					3,000.00
MOTION & FLOW CONTROL PRODUCTS INC	2723	9707595	Public Works	Street Sweeper Water Fill Hose	724.25
MOTION & FLOW CONTROL PRODUCTS INC Total					724.25
NAPA AUTO PARTS	0498	510553	Public Works	Truck Headlight Bulb - PWWTR	41.15
				Performance Tool Set - PWWTR	20.71
			Community Development	Truck Headlight Bulb - PWWTR	0.84
NAPA AUTO PARTS Total					62.70
NORTHSIDE FORD TRUCK SALES INC	3281	303700	Genl Govt/Facilities	2023 Ford F150 76426D Oil Change - PWOM	14.37
			Public Works	2023 Ford F150 76426D Oil Change - PWOM	69.25
		303565	Public Works	2020 Ford F350 70455D Repair & Oil Change - PWWTR	692.29
			Community Development	2020 Ford F350 70455D Repair & Oil Change - PWWTR	14.13
		303566	Public Works	2023 Ford F150 76404D Oil Change - PWWTR	85.28
			Community Development	2023 Ford F150 76404D Oil Change - PWWTR	1.74
		3281-20260212	Public Works	2026 Ford F250 VIN C88708	72,407.30
		303447	Public Works	2014 Ford F550 Repair & Maintenance - Streets	167.34
		303441	Public Works	2012 Ford F550 Repair & Maintenance - Streets	6,892.44
NORTHSIDE FORD TRUCK SALES INC Total					80,344.14
NORTHSTAR CHEMICAL INC.	1019	330995	Public Works	Sodium Hypochlorite	1,392.64
		331715	Public Works	Sodium Hypochlorite	1,392.64
NORTHSTAR CHEMICAL INC. Total					2,785.28

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ONE CALL CONCEPTS INC.	0326	6019108	Public Works	01.2026 Excavation Notifications/Modern Ticket Delivery	316.52
ONE CALL CONCEPTS INC. Total					316.52
ON-HOLD CONCEPTS INC	2217	690833	Information Technology	02.2026 On Hold Music Services	27.95
ON-HOLD CONCEPTS INC Total					27.95
PACIFIC OFFICE AUTOMATION	2710	973736	Genl Govt/Facilities	Q4.2025 Copier Usage - PW Shop	5.41
				Q4.2025 Copier Usage - PW Bldg	0.40
				Q4.2025 Copier Usage - RACC	94.41
				Q4.2025 Copier Usage - City Hall	239.88
			Public Safety	Q4.2025 Copier Usage - PD	146.44
			Public Works	Q4.2025 Copier Usage - PW Shop	99.87
				Q4.2025 Copier Usage - PW Bldg	7.27
			Community Development	Q4.2025 Copier Usage - PW Bldg	0.48
				Q4.2025 Copier Usage - RACC	169.90
PACIFIC OFFICE AUTOMATION Total					764.06
PACIFIC OFFICE AUTOMATION - LEASE	1564	594916117	Genl Govt/Facilities	02.2026 Copier Lease - PW Bldg	26.26
			Public Works	02.2026 Copier Lease - PW Bldg	484.14
			Community Development	02.2026 Copier Lease - PW Bldg	32.17
		595596880	Genl Govt/Facilities	03.2026 Copier Lease - PW Shop	3.19
			Public Works	03.2026 Copier Lease - PW Shop	58.82
		594916026	Genl Govt/Facilities	02.2026 Copier Lease - RACC	244.06
				02.2026 Copier Lease - CH	683.25
			Public Safety	02.2026 Copier Lease - PD	632.59
			Public Works	02.2026 Copier Lease - PWWTR	47.36
			Community Development	02.2026 Copier Lease - RACC	439.19
		594916160	Public Safety	02.2026 Copier Lease- PD	62.81
PACIFIC OFFICE AUTOMATION - LEASE Total					2,713.84
PBS ENGINEERING AND ENVIRONMENTAL LLC	0342	24012361-13312	Public Works	12.2025 Recreation Center Land Surveying Services	2,212.50
PBS ENGINEERING AND ENVIRONMENTAL LLC Total					2,212.50
PETERSON MACHINERY CO	1767	PC2A0017947	Public Works	Backhoe Sweeper Broom Attachment	2,100.56
PETERSON MACHINERY CO Total					2,100.56
Pithoud Jean	UB*01256	(blank)	Genl Govt/Facilities	Refund Check 005166-000 415 Pioneer St	256.48
Pithoud Jean Total					256.48
PORTLAND ENGINEERING INC	2082	13447	Public Works	12.2025 AC006 Ridgefield Serice 2025	1,011.29
PORTLAND ENGINEERING INC Total					1,011.29
POSTMASTER	348	0348-2026-608B	Genl Govt/Facilities	2026 PO Box 608 - Price Increase Difference	16.00
POSTMASTER Total					16.00
PURCHASE POWER - EPAY	0356	78921035	Genl Govt/Facilities	01.09.2026 Postage Replishment	502.25
PURCHASE POWER - EPAY Total					502.25
RIAN DAVIS	4099	4099-20260212	Council	10.2025-12.2025 Mileage Reimb. - Davis	191.24
RIAN DAVIS Total					191.24
RIDGEFIELD 4TH OF JULY	2788	1	Genl Govt/Facilities	4th of July 2025 Event Vendors	4,100.00
RIDGEFIELD 4TH OF JULY Total					4,100.00
RIDGEFIELD SCHOOL DISTRICT 122	0378	0378-20260212B	Public Works	2025-2026 School Year Water Tower Lease	1,800.00
		0378-20260212A	Public Works	Q4.2025 RORC Operational Cost	13,762.07
RIDGEFIELD SCHOOL DISTRICT 122 Total					15,562.07
RONALD EARL VAN METER	4103	23-1055	Genl Govt/Facilities	Parks Trees	(46.28)

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RONALD EARL VAN METER	4103	23-1055	Public Works	Parks Trees	572.23
RONALD EARL VAN METER Total					525.95
ROYAL THRONE LLC	2909	2401	Genl Govt/Facilities	2026 F2T Restroom Rental	1,000.00
ROYAL THRONE LLC Total					1,000.00
SAUER HOLDINGS LLC	2885	w2379	Genl Govt/Facilities	Event Tent Cleaning Services	369.92
		45541	Genl Govt/Facilities	2026 Big Paddle Equipment Rental	6,623.74
		45542	Genl Govt/Facilities	2026 F2T Barrel Rental	571.20
SAUER HOLDINGS LLC Total					7,564.86
SEATTLE DAILY JOURNAL OF COMMERCE	3980	3416559	Public Works	Invitation to Bid Adv- Eastside Elevated Water Reservoir	1,072.50
SEATTLE DAILY JOURNAL OF COMMERCE Total					1,072.50
SKAMANIA COUNTY SHERIFF'S OFFICE	1554	1554-202512	Public Safety	12.2025 Jail Beds	402.70
SKAMANIA COUNTY SHERIFF'S OFFICE Total					402.70
SPRINGBROOK SOFTWARE LLC	3444	INV-023068	Public Works	01.2026 Customer Web Payments	4,175.84
SPRINGBROOK SOFTWARE LLC Total					4,175.84
STERICYCLE INC	2504	8013311278	Genl Govt/Facilities	12.2025 & 01.2026 Secure Shredding - PW Bldg	11.15
			Public Works	12.2025 & 01.2026 Secure Shredding - PW Bldg	205.46
			Community Development	12.2025 & 01.2026 Secure Shredding - PW Bldg	13.65
STERICYCLE INC Total					230.26
STEVE STUART	2075	2075-20260212	Executive	AWC City Action Days Mileage - Stuart	142.10
STEVE STUART Total					142.10
SUMMIT LAW GROUP PLLC	0413	169464	Legal	2026 Summit Annual Webinar Subscription	1,360.00
SUMMIT LAW GROUP PLLC Total					1,360.00
SW WA REGIONAL TRANSPORTATION COUNCIL	0602	0112202610	Genl Govt/Facilities	2026 Members Contributions	4,448.00
SW WA REGIONAL TRANSPORTATION COUNCIL Total					4,448.00
TAMMI NEBLOCK	3735	3735-20260212	Community Development	ICC Certificate Renewal - Neblock	115.00
TAMMI NEBLOCK Total					115.00
THE MASTER'S TOUCH LLC	1786	99148	Public Works	12.2025 UB Final Bills	191.63
		99031	Public Works	12.2025 UB Statements	1,569.61
		P99031	Public Works	12.2025 UB Statements - Postage	2,264.63
		P99148	Public Works	12.2025 UB Final Bills - Postage	31.37
THE MASTER'S TOUCH LLC Total					4,057.24
THE PARR COMPANY	0964	915420	Public Works	Street Sign Concrete Mix	5.35
		900765	Public Works	8x8 Dirt Tamper - Parks/Streets	93.05
		900769	Public Works	Poly Line Level Set - Parks	4.97
				100' Twist String - Parks	5.76
THE PARR COMPANY Total					109.13
TRAFFIC SAFETY SUPPLY CO INC.	0432	INV087638	Genl Govt/Facilities	Pedestrian Symbol - Streets	(7.46)
			Public Works	Pedestrian Symbol - Streets	92.26
		INV087594	Public Works	Traffic Calming Crosswalk Signs	442.43
		INV087935	Genl Govt/Facilities	Sign Installation Drive Rivet - Streets	(8.62)
			Public Works	Sign Installation Drive Rivet - Streets	106.52
TRAFFIC SAFETY SUPPLY CO INC. Total					625.13
TRANSPORTATION SOLUTIONS INC.	4155	20291	Community Development	01.2026 TIA Review - Royle Ridge Convenience Store COM-25-0089	408.00
		20284	Community Development	09.2025-12.2025 TIA Review - Carty Rd Subarea C2025-021	2,872.00
TRANSPORTATION SOLUTIONS INC. Total					3,280.00
TRI MOUNTAIN INVESTORS LLC	3866	2026-308	Genl Govt/Facilities	101 Mill St Ste 210 - 2025 NNN True-Up	1,907.76

City of Ridgefield

Claims Payment Report

For Approval on:

February 12nd 2026

TRI MOUNTAIN INVESTORS LLC	3866	2026-308	Genl Govt/Facilities	101 Mill St Basement - 2025 NNN True-Up	572.30
				101 Mill St Ste 210 - 01.2026 NNN Adjustment	158.98
				101 Mill St Basement - 01.2026 NNN Adjustment	47.69
		2026-306	Public Safety	12.2025 Water - 101 Mill St Ste 110	145.72
				02.2026 Lease - 101 Mill St Ste 110	31,432.34
				12.2025 Sewer - 101 Mill St Ste 110	61.67
				02.2026 Estimated NNN Maint. - 101 Mill St Ste 110	3,556.43
				01.2026 Janitorial - 101 Mill St Ste 110	62.83
		2026-309	Genl Govt/Facilities	02.2026 Estimated NNN Maint. - 101 Mill St Ste 210	1,226.44
				02.2026 Lease - 101 Mill St Basement	971.65
				12.2025 Water - 101 Mill St Ste 210	3.52
				12.2025 Sewer - 101 Mill St Ste 210	21.27
				01.2026 Janitorial - 101 Mill St Ste 210	28.17
				12.2025 Electricity - 101 Mill St Ste 210	15.33
				02.2026 Lease - 101 Mill St Ste 210	6,437.50
		12.2025 Natural Gas - 101 Mill St Ste 210	76.67		
		02.2026 Estimated NNN Maint. - 101 Mill St Basement	367.93		
		2026-307	Public Safety	101 Mill St Ste 110 - 2025 NNN True-Up	6,285.83
				101 Mill St Ste 110 - 01.2026 NNN Adjustment	523.82
TRI MOUNTAIN INVESTORS LLC Total					53,903.85
UNIFIRST CORPORATION	3904	2240311537	Genl Govt/Facilities	01.27.2026 Floor Mats - PW Bldg	2.98
				01.27.2026 Uniforms - PWO&M	11.41
			Public Works	01.27.2026 Floor Mats - PW Bldg	54.95
				01.27.2026 Uniforms - PWSTW	55.98
				01.27.2026 Uniforms - PWO&M	80.21
				01.27.2026 Uniforms - PWWTR	23.68
			Community Development	01.27.2026 Floor Mats - PW Bldg	3.65
				01.27.2026 Uniforms - PWSTW	2.95
				01.27.2026 Uniforms - PWWTR	1.25
		2240309048	Genl Govt/Facilities	01.20.2026 Floor Mats - PW Bldg	2.98
				01.20.2026 Uniforms - PWO&M	11.41
			Public Works	01.20.2026 Floor Mats - PW Bldg	54.95
				01.20.2026 Uniforms - PWO&M	80.21
				01.20.2026 Uniforms - PWWTR	23.68
				01.20.2026 Uniforms - PWSTW	55.98
			Community Development	01.20.2026 Floor Mats - PW Bldg	3.65
				01.20.2026 Uniforms - PWWTR	1.25
				01.20.2026 Uniforms - PWSTW	2.95
		2240309031	Genl Govt/Facilities	01.20.2026 Floor Mats - CH	20.79
		2240311498	Genl Govt/Facilities	01.27.2026 Floor Mats - RACC	4.96
			Community Development	01.27.2026 Floor Mats - RACC	8.93
2240309028	Genl Govt/Facilities	01.20.2026 Floor Mats - RACC	4.96		
	Community Development	01.20.2026 Floor Mats - RACC	8.93		
2240311514	Public Safety	01.27.2026 Floor Mats - PD	47.47		
2240311506	Genl Govt/Facilities	01.27.2026 Floor Mats - CH	20.79		
2240309039	Public Safety	01.20.2026 Floor Mats - PD	47.47		

City of Ridgefield

Claims Payment Report

For Approval on:

February 12nd 2026

UNIFIRST CORPORATION Total					638.42
WALTER E. NELSON COMPANY	3553	1999160	Genl Govt/Facilities	Sanitary Products - PW Bldg	9.81
			Public Works	Sanitary Products - PW Bldg	180.98
			Community Development	Sanitary Products - PW Bldg	12.03
WALTER E. NELSON COMPANY Total					202.82
WASHINGTON STATE PATROL	0463	12603907	Genl Govt/Facilities	01.2026 Background Checks - CPL	192.00
WASHINGTON STATE PATROL Total					192.00
WELLWORKS FOR YOU	3414	42338	Human Resources	01.2026 Wellness Program	794.24
WELLWORKS FOR YOU Total					794.24
WOODLAND SAW AND CYCLE INC.	2223	4554	Public Works	20" Chain Saw - Parks	155.38
		4555	Public Works	String Trimmer Repair Parts - Streets	12.93
WOODLAND SAW AND CYCLE INC. Total					168.31
WSP USA INC.	3338	40300447	Public Works	12.2025 S 35th Av Extension	8,829.16
		40297700	Community Development	12.2025 Comprehensive & System Plan Updates	18,641.54
WSP USA INC. Total					27,470.70
ZION ADULT FAMILY HOME LLC	4239	504223843	Genl Govt/Facilities	Business License Refund 504223843	50.00
ZION ADULT FAMILY HOME LLC Total					50.00
Grand Total					908,326.71

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Approval of Minutes from the January 15, 2026 & January 22, 2026 Meeting

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. 01-15-2026
2. 01-22-2026



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
JANUARY 15, 2026**

Regular Meeting - 4:00 PM

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

Present:

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

Absent:

Council Member Rian Davis

- 1. Envision Ridgefield 2045: Arts, Culture, and Heritage Goals and Policies - Claire Lust, Community Development Director, Lee Knottnerus, Deputy City Manager**

Staff presented Envision Ridgefield 2045: Arts, Culture, and Heritage goals and policies to City Council and received feedback.

II. ADJOURN

5:01PM

Julie Ferriss, City Clerk

Matt Cole, Mayor



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
JANUARY 22, 2026**

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 Clyde Burkle
Council Member Katie Favela
Council Member Rian Davis
Council Member Meghan Hamilton

- 3. Late changes to the agenda**

II. 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 \(ridgefieldwa.us\)](#).

III. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

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

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

2. Approval of Minutes from the January 8, 2026 Meeting

IV. PRESENTATION

1. Pink Patch Donation to Pink Lemonade - Cathy Doriot, Police Chief

Officer Debiak presented a Pink Patch donations check to Pink Lemonade in the amount of \$3,900.

V. BUSINESS

1. Motion to Approve the 2026 Planning Commission Work Plan - Claire Lust, Community Development Director

Chair Mark Tyler presented the recommended work plan to City Council.

MOTION: MOVED TO APPROVE THE 2026 PLANNING COMMISSION WORK PLAN AS PRESENTED.

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

2. Motion to Approve the 2026 Parks Board Work Plan - Corey Crownhart, Park Manager

Chair Brigid Taylor presented the recommended work plan to City Council.

MOTION: MOVED TO APPROVE THE 2026 PARKS BOARD PLAN AS PRESENTED.

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

3. Resolution No. 671 - Update to the 2026 Master Fee Schedule - Kirk Johnson, Finance Director

Community Development staff, in coordination with the Finance team, reviewed and updated the Master Fee Schedule to ensure full cost recovery for municipal services. Updates included revising the hourly staff rate to reflect current cost-of-living adjustments and labor agreements, adding and clarifying inspection, land use, engineering, and permit review fees, implementing a code enforcement fee previously adopted by Council, updating special event permit fees to account for staff review time, and clarifying cleaning fee and deposit requirements for TMI building community space rentals.

MOTION: MOVED TO ADOPT RESOLUTION NO. 671 AS PRESENTED.

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

4. Motion to Approve an Amendment to the Interlocal Agreement between the City of Ridgefield and Clark-Cowlitz Fire Rescue - Kirk Johnson, Finance Director

The City and Clark-Cowlitz Fire Rescue entered into an interlocal agreement in December 2023 related to voluntary mitigation associated with Ordinance No. 1410 and the establishment of a tax increment financing area. The agreement provides up to \$2 million in City funding for CCFR to purchase land for a new fire station in Ridgefield and is set to expire December 31, 2025. CCFR is currently evaluating potential sites within Ridgefield, and the City and CCFR propose extending the agreement through April 30, 2026, to allow additional time for site selection, negotiations, and property acquisition.

MOTION: MOVED TO APPROVE AMENDMENT 1 TO THE INTERLOCAL AGREEMENT WITH CLARK-COWLITZ FIRE RESCUE CONCERNING VOLUNTARY MITIGATION RELATED TO RIDGEFIELD ORDINANCE NO. 1410 AS PRESENTED.

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

5. Second Reading of Ordinance No. 1462 - MAJ Boschma RMUO Zone Change - Claire Lust, Community Development Director

The City received a zone change application for parcels 214224000, 214232000, and 213957000 (MAJ Boschma) to add the Ridgefield Mixed Use Overlay (RMUO) to approximately 9.26 acres of vacant property. The proposed overlay would allow future mixed commercial and multifamily residential development; no development is proposed with this application, and any future development would be subject to a Type III master planning process and public hearing. City Council held a public hearing on October 9, 2025, reviewed the proposed zone change, discussed Ordinance No. 1462, provided feedback, and directed staff to continue working with the applicant on a concomitant rezone agreement addressing affordable housing and site access.

Staff presented Council with an updated Ordinance and concomitant rezone agreement. City Council discussed the updates and directed staff to continue working with the applicant to address questions raised during the discussion and to return with a revised agreement at a future meeting.

6. Second Reading of Ordinance No. 1471 - Oberreuter & Degenhardt Petition to Annex - Claire Lust, Community Development Director

Staff presented that the proposed annexation includes three residential parcels located in the southwest portion of the Gee Creek Plateau Subarea within the Ridgefield Urban Growth Area and contiguous with the City limits. The parcels are eligible for annexation and would require concurrent rezoning from County to City zoning. The area is designated Urban Low Density Residential with RLD-6 zoning under the Comprehensive Plan and Gee Creek Plateau Subarea Plan. The UH-10 overlay would remain in effect upon annexation until capital facilities deficiencies are resolved. City Council held a public hearing and first ordinance reading for the Oberreuter & Degenhardt Petition to Annex on December 18, 2025. Council received public testimony from residents of the Wishing Wells and Cassini View subdivisions regarding concerns related to streets, traffic, and habitat. Testimony in support of the annexation was also received.

City Council discussed the proposed annexation and considered issues raised during public comment.

MOTION: MOVED TO ADOPT ORDINANCE NO. 1471 AS PRESENTED.

RESULT:	(5-2)
MOVER:	Mayor Pro Tem Chipman
SECONDER:	Council Member Davis
AYES:	Mayor Pro Tem Chipman, Council Member Davis, Council Member Wells, Mayor Cole, Council Member Burkle
NAYS:	Council Member Hamilton, Council Member Favela

VI. PUBLIC HEARING/BUSINESS

1. Public Hearing and First Reading of Ordinance No. 1472 - Kelly/Windy Hills Petition to Annex - Claire Lust, Community Development Director

Staff presented that the petition to annex includes seven residential parcels in the Gee Creek Plateau Subarea, within the Ridgefield Urban Growth Area and contiguous with the City limits, making them eligible for annexation. Annexation requires concurrent rezoning from Clark County zoning to City zoning. Staff noted that the parcels are currently zoned R1-6 with a UH-10 overlay, are designated Urban Low Density Residential under the Comprehensive Plan, and that the Gee Creek Plateau Subarea Plan assigns RLD-4 zoning with a Residential Cluster Overlay. The proposed City zoning is RLD-4 with a Residential Cluster Overlay, with the UH-10 overlay remaining until capital facilities deficiencies are resolved. The applicant, Quail Homes, intends to develop the western portion of the Windy Hills property following annexation, with any future development subject to City review and the applicable Ridgefield Development Code. City Council discussed the proposed annexation before opening the public hearing.

The public hearing was opened by Mayor Cole at 8:05PM.

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

The public hearing was closed by Mayor Cole at 8:08PM.

The first reading 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 Hamilton noted that RMS is hosting a Micro Enterprise Series on January 25th from 12:00–2:00 PM at the Old Liberty Theater.

Council Member Wells attended the Port of Ridgefield meeting.

Council Member Davis attended the CTRAN Board meeting.

2. Mayor

Mayor Cole attended the 16th Annual Rev. Dr. Martin Luther King Jr. Breakfast Celebration.

3. City Manager

City Manager Steve Stuart thanked Council for their efforts during the recent lobbying trip to Olympia.

Public Works Director Ryan Thamert provided an update on the consultant/contractors open house event.

Deputy City Manager reminded Council of the Saturday event and activities scheduled for February 7th.

IX. EXECUTIVE SESSION

1. Executive Session Pursuant to RCW 42.30.110(1)(b): To consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price.

8:20 PM – The City Council entered into executive session pursuant to RWC 42.30.110(1)(b). The session was scheduled to last until 8:50 PM. No action would be taken after the session.

Attendees: Mayor, City Council, City Manager Steve Stuart, Finance Director Kirk Johnson, City Attorney Janean Parker, Clark Cowlitz Fire Rescue Chief John Nohr.

8:48 PM – The City Manager announced that the executive session would be extended until 9:05 PM.

9:05 PM – The City Manager announced a further extension of the executive session until 9:15 PM.

9:15 PM – The City Manager announced that the executive session would continue until 9:25 PM.

9:25 PM – The Mayor reconvened the regular meeting.

X. ADJOURN

9:25PM

Julie Ferriss, City Clerk

Matt Cole, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Approval to Submit an Application for a Department of Transportation Grant for Preliminary Engineering for the 10th/11th Street Crossing

GOVERNING LEGISLATION

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

PREVIOUS COUNCIL ACTION TAKEN:

Council passed Financial Policy #15: Grant Management in January 2024. Council has approved the submission of multiple grant applications for additional capital funding.

SUMMARY/BACKGROUND:

In December 2025 and January 2026, the Grants Steering Committee discussed multiple upcoming grant opportunities: The federal US Department of Transportation BUILD grant was recommended for City Council consideration to submit an application to help fund preliminary engineering and design work.

The DOT BUILD grant would provide funding for preliminary engineering and design work for the S.10th/11th Street Crossing project. This planning work would allow the project to move closer to being shovel-ready. The total estimated cost for the project, including right-of-way and construction, is approximately \$31,767,975. The BUILD grant is a highly competitive grant program. The City recently received a BUILD grant for the S Pioneer Street extension project.

BUDGET/FINANCIAL IMPACTS:

Department of Transportation BUILD Grant: The cost of preliminary engineering for the 10th/11th Street Crossing project is \$3,092,333. If secured, the BUILD grant would cover 80% (\$2,473,867) while local funds would be required for 20% (\$618,466).

RECOMMENDED ACTION OR MOTION:

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

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

None

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Approval to Submit an Application for a Criminal Justice Training Center Grant for Funding Through HB 2015

GOVERNING LEGISLATION

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

PREVIOUS COUNCIL ACTION TAKEN:

Council passed Financial Policy #15: Grant Management in January 2024. Council has approved the submission of multiple grant applications for additional capital funding.

SUMMARY/BACKGROUND:

In December 2025 and January 2026, the Grants Steering Committee discussed multiple upcoming grant opportunities: the Washington State CJTC police funding grant through HB 2015 was recommended due to prior Council direction.

The CJTC grant would provide funding for the following criminal justice needs:

- New hire police officers' salaries
- Officer Training
- Mental health clinician professional services
- Public safety radio and equipment

The application period opens in late February and the City expects to receive notification of the pending award in the next few months.

BUDGET/FINANCIAL IMPACTS:

CJTC funding would provide \$125,000 per officer, or \$250,000 total. Officers' salaries would be part of the City's personnel budget after the grant period. Additional requests under consideration for this grant opportunity do not require matching funds. Any ongoing costs would be covered by the recently adopted criminal justice sales tax that went into effect on January 1, 2026. The total grant request is expected to be in the range of \$250,000 - \$450,000.

RECOMMENDED ACTION OR MOTION:

If the Council chooses to approve this grant application, a motion would be:

" I move to adopt the consent agenda as proposed."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

None

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Second Reading of Ordinance No. 1462 - MAJ Boschma RMUO Zone Change

GOVERNING LEGISLATION

RCW 36.70A Growth Management
RMC 18.320 Amendments

PREVIOUS COUNCIL ACTION TAKEN:

October 9, 2025: Public hearing and first reading of Ordinance No. 1462
January 22, 2026: Second reading of Ordinance No. 1462

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

To approve the MAJ Boschma RMUO zone change and concomitant rezone agreement:

"I move to adopt Ordinance No. 1462 as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Applicant's Narrative
3. Applicant's Response Memo
4. Concomitant Rezone Agreement
5. Conceptual Site Plan
6. Market and Land Need Analysis
7. 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 WITH A CONCOMITANT REZONE AGREEMENT

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, Council directed staff to coordinate with the applicant on a concomitant rezone agreement pursuant to RMC 18.320.080 and RCW 36.70B.170 addressing certain development issues prior to adoption of the proposed zone change; and

WHEREAS, the Ridgefield City Council conducted the second ordinance reading on the proposal during a regularly scheduled meeting held on January 22, 2026; 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 of the City of Ridgefield hereby adopts the updated zoning map attached hereto as Attachment A superseding all previously adopted zoning maps.

Section 3. Adoption of the Concomitant Rezone Agreement. The City Council of the City of Ridgefield hereby adopts the Concomitant Rezone Agreement attached hereto as Attachment B.

Section 4. 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 5. 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 6. 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 7. 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 12th DAY OF FEBRYARY, 2026.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: October 9, 2025
Second Reading: January 22, 2026
Passage: February 12, 2026
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Effective Date:



THE CITY OF RIDGEFIELD

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

Ord. 1462 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

Second ordinance reading: January 22, 2026, February 12, 2026

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

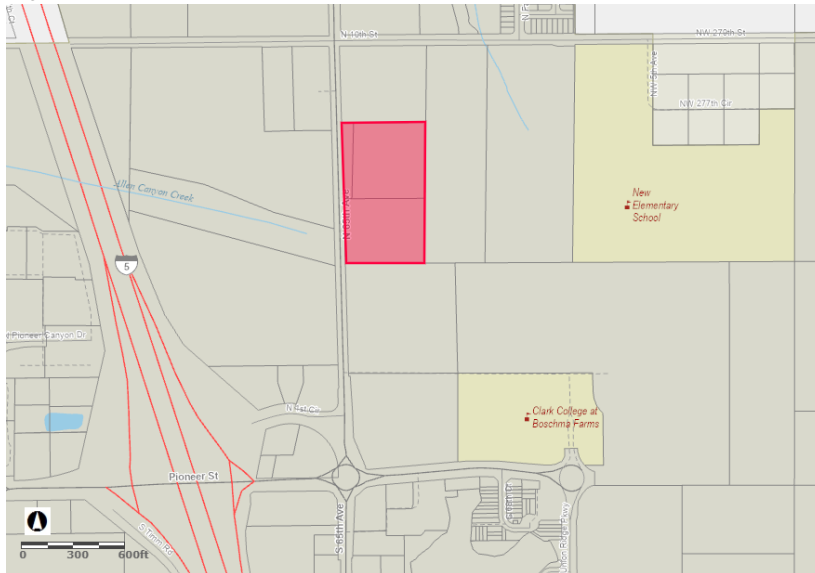


Figure 2. Existing zoning

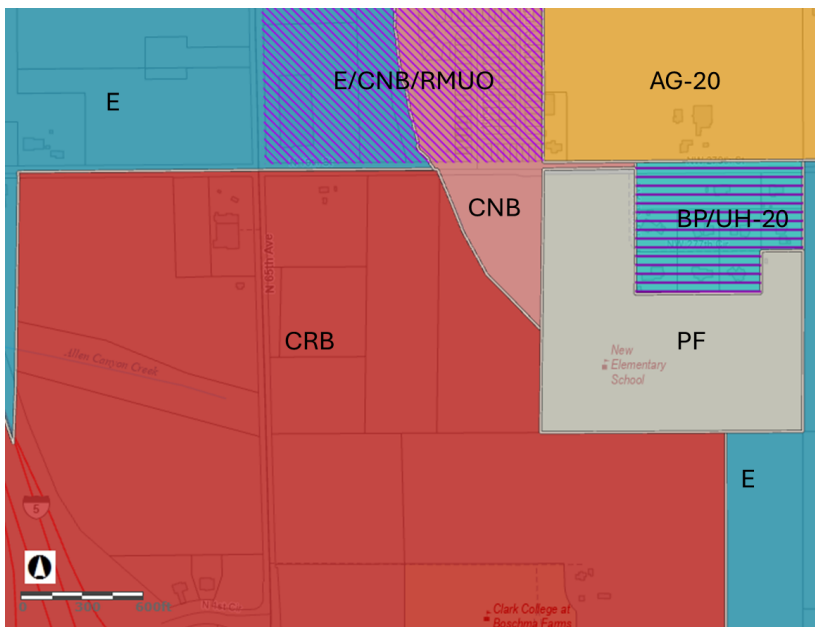
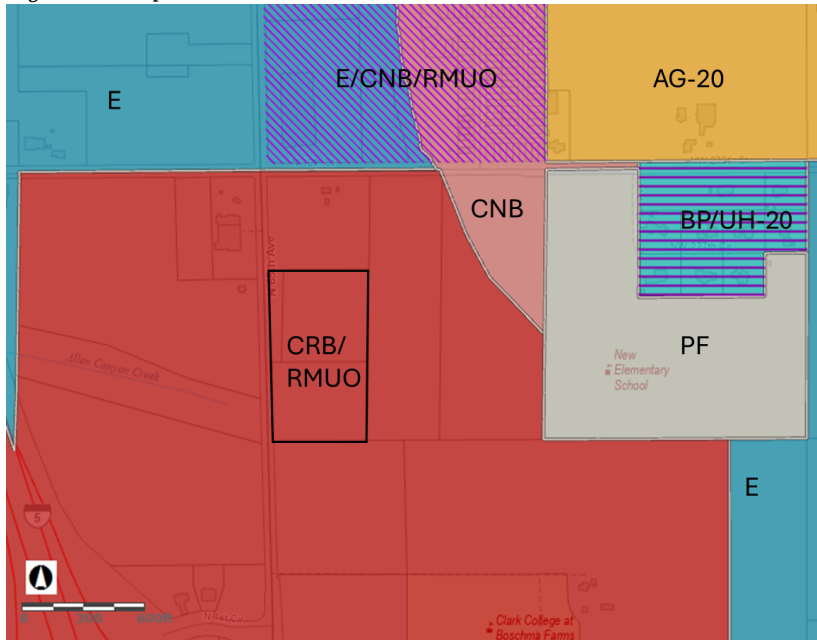


Figure 3. Proposed RMUO



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.

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

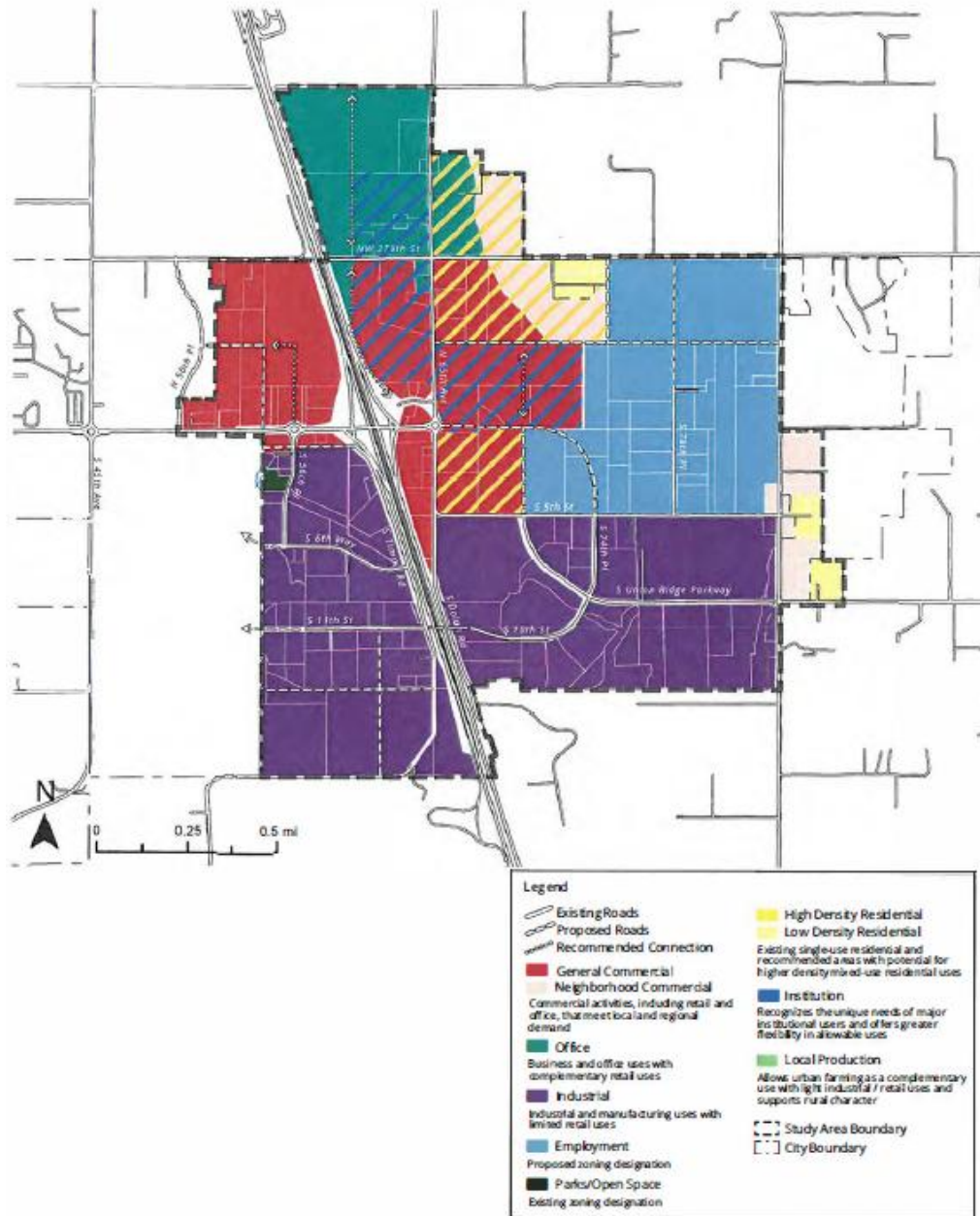
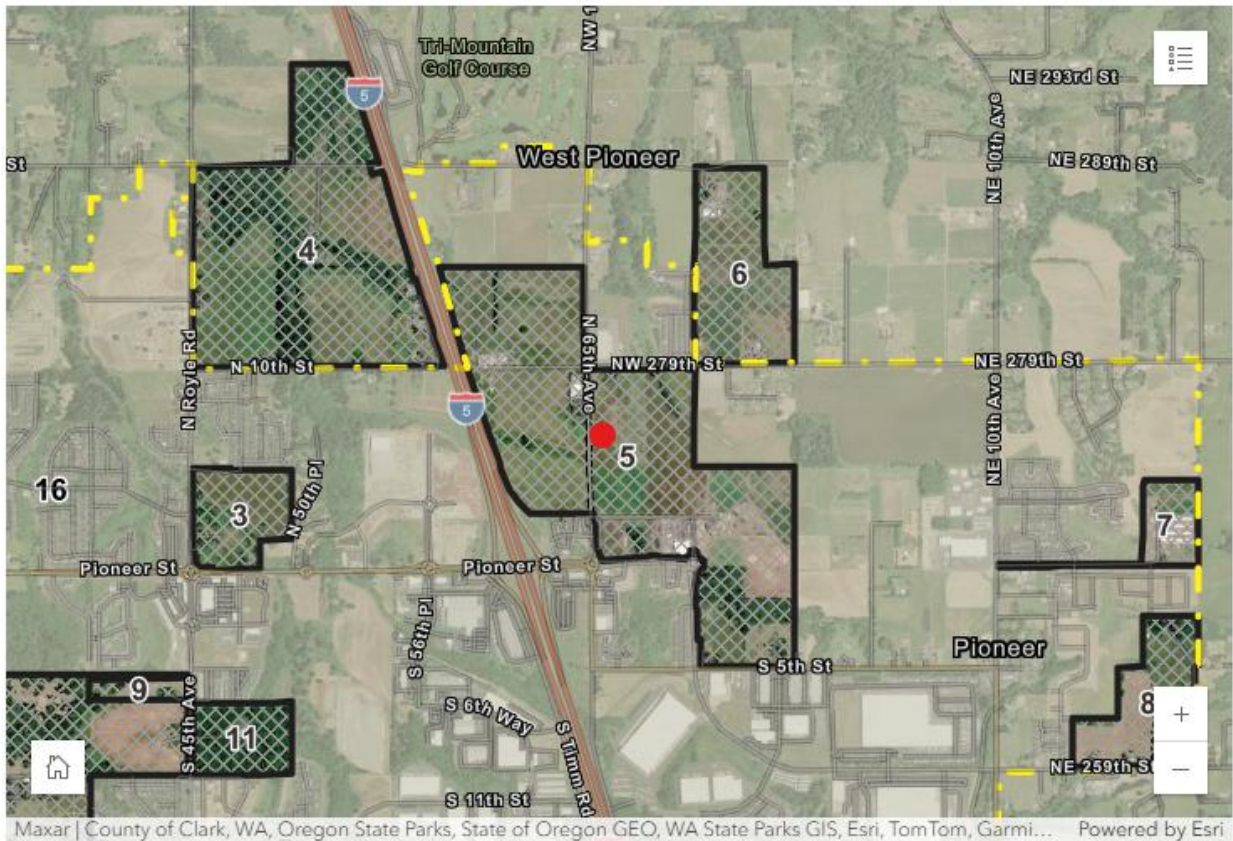


Figure 5. City Council Preferred Land Use Map for Envision Ridgefield 2045 (Area 5 is the East Ridgefield Mixed Use area; the location of the properties subject to this application is indicated in red)



red)

Zoning and uses surrounding the subject site include:

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

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

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

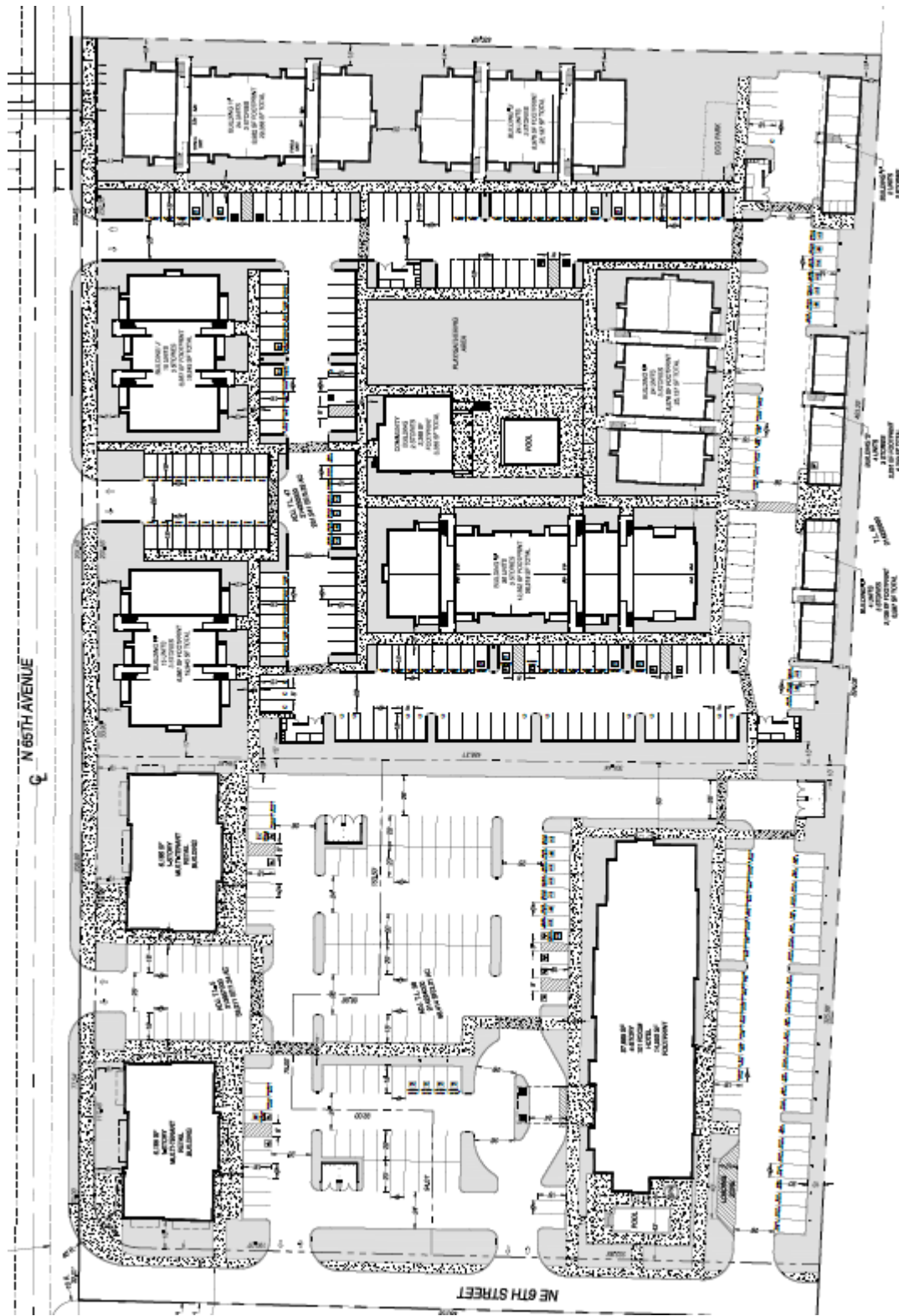
Uses allowed on 40-65 percent of the site	Uses allowed on 35-60 percent of the site
General retail trade/services, eating and drinking establishment, electric vehicle infrastructure, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail,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

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

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

To demonstrate how this mix of uses could be implemented on the subject properties, the applicant has submitted a conceptual master plan. This concept plan is illustrative only and is not the subject of this application. Any future development under the RMUO will be subject to a Type III master planning process including a public hearing before the Hearing Examiner. The concept plan shows a four-story, 101-room hotel; two 6,185-square foot multitenant retail buildings; and 142 residential units with an associated community building, pool, play area, and dog park. See Figure 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. COUNCIL

City Council reviewed the proposed zone change and held a public hearing on October 9, 2025. The following testimony was received (summarized here; the full hearing begins at 1:31:00 in the recorded [meeting audio](#)).

- Mike Odren, the applicant's representative, testified in support of the proposal with the following details: B
 - The proposed residences adjacent to 65th on the concept plan are live/work units.
 - The residential portion of the concept plan is less than 7 % of the surrounding commercially-zoned area.
 - The traffic analysis shows that fewer trips would be generated under a mixed-use overlay than would be generated under the existing commercial-only zoning.

Concomitant rezone. On October 9, 2025, Council directed staff to engage with the applicant on a concomitant rezone agreement addressing affordable housing and site access. On January 22, 2026, Council directed additional questions to staff and the applicant to guide final edits to the concomitant rezone agreement. The updated agreement and the applicant’s response memo are included as attachments. The agreement would become an exhibit to Ordinance No. 1462 on adoption.

VI. TIMELINE

October 1, 2025	Planning Commission public hearing and recommendation to Council
October 9, 2025	City Council 1 st ordinance reading and public hearing
January 22, 2026	City Council 2nd ordinance reading
February 12, 2026	City Council action
30 days after adoption	Approximate effective date



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

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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

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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 than average median wages. Pursue employers in sectors that currently employ many Ridgefield residents outside the city in order to increase the number of people who both live and work in Ridgefield.

The following response was prepared by applicant's economist:

"The RMUO supports the jobs-to-housing balance by allowing for connected commercial and residential mixed-use development. The mixed-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:

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“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

Claire Lust, Community Development Director

Re: **Written Narrative for RMUO**

Page 13

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.

Claire Lust, Community Development Director
Re: **Written Narrative for RMUO**
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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

February 5, 2026

City of Ridgefield
Attn: Claire Lust, Community Development Director
P.O. Box 608
Ridgefield, WA 98642

RE: MAJ Boschma RMUO Planning Commission 2nd Hearing Response Memo
PLZ-25-0112-0113

Ms. Lust,

On behalf of the Applicant, thank you for your second presentation of the Type IV Ridgefield Mixed Use Overlay (RMUO) application to the City Council on Wednesday, January 22, 2026.

Provided below is the Applicant's response to comments from the City Council with an amended Concomitant Rezone Agreement attached:

- Set a percentage of affordable units rather than a fixed number: 5% affordable to 60% Average Median Income (AMI), 5% affordable to 80% AMI.
 - **Response:** The Concomitant Rezone Agreement has been revised to remove the current fixed number of affordable units and only provide for a percentage.
- Require the affordable units to remain affordable at these rates for 15 years.
 - **Response:** This provision has been added to the Concomitant Rezone Agreement.
- Require the temporary connector path along N 65th Avenue to be ADA compliant.
 - **Response:** This provision for the 6-foot-wide temporary asphalt connector path to be ADA compliant as it applies to pathways/sidewalks within rights-of-way has been included in the Concomitant Rezone Agreement.
- Minimize closures to N 65th Avenue during construction that would impact CCFR service.
 - **Response:** Complete closure of N 65th Avenue is not anticipated. A traffic control plan, as approved by City of Ridgefield staff, and signage will be implemented while construction takes place within the right-of-way.
- Minimize construction impacts to residents of the first buildings.
 - **Response:** Daily construction activities will take place during City permitted time period(s) and will meet the City of Ridgefield's noise ordinance. Construction of the multi-family portion of the project will take place in one continuous stage with sequencing organized to minimize impacts to initial residents and their access. Once tenants move into completed units, the other buildings should be far enough along with construction that most of the work will take place within the interior of the buildings, thus minimizing any exterior noise to the greatest extent practicable.

Once construction on the commercial portion takes place, the multi-family phase will be completed. As with the multi-family portion, construction will only take place during City permitted time period(s) and will meet the City's noise ordinance. Additionally, most of the multi-family buildings have been placed as far from the commercial portion of the project as possible with an intervening parking area to minimize construction impacts while still providing for an integrated mixed-use development.

Respectfully submitted,

Michael Odren, RLA
Landscape Architect, Land Use Planner

Attachments:

- Revised Concomitant Rezone Agreement.

RETURN ADDRESS

City of Ridgefield
PO Box 608
Ridgefield, WA 98642

Document Title(s)

Concomitant Rezone Agreement by And Between The City of Ridgefield and Boschma Family LLC

Reference Number(s) of related documents:

N/A

Grantor(s)

Boschma Family LLC, a Washington Limited Liability Company

Grantee(s)

City of Ridgefield, a municipal corporation

Abbreviated Legal Description:

#47 SEC 22 T4N R1EWM 4.61A

#5 SEC 21 T4NR1EWM .96A

#39 SEC 22 T4N R1EWM 3.69A

Assessor's Property Tax Parcel/ Account Number

214232000; 213957000; 214224000

CONCOMITANT REZONE AGREEMENT

BY AND BETWEEN THE CITY OF RIDGEFIELD AND BOSCHMA FAMILY LLC

This Concomitant Agreement (“Agreement”) is made and entered into this ____ day of _____ 2025 by and between the City of Ridgefield, a municipal corporation, (hereinafter referred to as “City”), and Boschma Family LLC, a Washington Limited Liability Company (hereinafter collectively referred to as “Owner”), or their assigns or successors.

RECITALS:

Whereas, the City and Owner are authorized to enter into a concomitant rezone agreement pursuant to RMC 18.320.080 and as a development agreement pursuant to RCW 36.70B.170; and

Whereas, the Owner owns the property legally described on the attached **Exhibit A** (hereinafter collectively referred to as the “Property”) consisting of Assessor Parcel Numbers 213997000, 213998000, and 214022000; and

Whereas, the Owner has requested the City to add the Ridgefield Mixed Use Overlay (“RMUO”) to the Property; and

Whereas, the Planning Commission recommended to City Council to add the RMUO to the Property after a public hearing on October 1, 2025; and

Whereas the Owner’s request to add the RMUO to the Property is consistent with the comprehensive plan goals and policies and other approval criteria; and

Whereas, the City wishes to condition the development of the Property to mitigate the impacts of the approval of the Owner’s requested RMUO zoning as shown on the conceptual master plan (the “Conceptual Master Plan”) attached as **Exhibit B** and as described in more detail in this Agreement; and Whereas, the City conducted a public hearing, taking public testimony on the rezone request October 9, 2025, with the City Council directing a concomitant agreement substantially in the form attached at the conclusion of the public hearing;

NOW THEREFORE, as a condition of the City's rezone of the Property in the manner described below, the City and Owner and Developer agree to the following terms and conditions:

1. The City will add the RMUO overlay to the Property.
2. The Owner agrees to promote affordable housing as follows: five (5%) percent of total units constructed on site shall be "affordable" at 80% AMI and an additional five percent (5%) of the total units shall be "low income" at 60% AMI. The Owner will maintain these units as affordable units at these percentages of AMI for a period of fifteen (15) years. The City shall not charge Traffic Impact Fees ("TIF") or Park Impact Fees ("PIF") on the affordable housing units pursuant to RMC 18.070.140.
3. The requirement in RDC 18.235.060(Q)(5) to receive final occupancy on a minimum of 20% of the non-residential component prior to issuing a building permit for the residential component is hereby deferred for a period of three years from issuance of the final certificate of occupancy for the final residential building in the residential portion of development. The Owner agrees and covenants to initiate construction for a minimum of 20% of the non-residential component within such three-year period and this obligation shall be a covenant running with the land or by April 1, 2032 (the "Outside Construction Date"), whichever occurs earlier.
4. The City shall be responsible for obtaining a 20-foot wide construction easement plus sufficient public right-of-way (the 20-wide construction easement together with needed right-of-way are referred to herein collectively as the "ROW") to allow the construction of a temporary 6 foot wide asphalt path that complies with the Americans with Disabilities Act (ADA) (the "Improvements") from the Property along the east side of N 65th Avenue to connect with the existing sidewalk at the N 65th Avenue and Pioneer roundabout by April 1, 2029 (the "Right-of-Way Acquisition Deadline"). If the City obtains the ROW by Right-of-Way Acquisition Deadline, then Owner shall construct the Improvements on or before the earlier of the following: (1) issuance of the final certificate of occupancy for the final residential building in the residential portion of development (2) or April 1, 2030; provided that Owner shall have a minimum of one year from the date the City obtains the ROW to construct the Improvements and Owner shall have no obligation to construct the Improvements under this Agreement unless City obtains the ROW by the Right-of-Way Acquisition Deadline.
5. In accordance with RCW 36.70B.170, the City reserves the right to impose new or different comprehensive plans, zoning maps or development regulations affecting the Property as the City Council may deem necessary to the extent required by a serious threat to public health and safety.
6. Nothing in this Agreement will be construed to limit the discretion, authority or obligation of the City to process any land use approvals under the processes established by the City.
7. The conditions and covenants set forth in this Agreement shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties, and their heirs,

successors and assigns. This Agreement shall be recorded against the Property with the Clark County Auditor.

8. The Term of this Agreement shall be from the Effective Date of this Agreement and shall continue in force until the Property has been fully developed and all Owner's obligations in connection therewith are satisfied as determined by the City.
9. The Effective Date of this Agreement shall be the date that the last party signs this Agreement or the effective date of the ordinance approving this Agreement and the agreed zoning change.
10. Severability. In the event that any provision of this Agreement or its application to any person, legal entity, or circumstance is held invalid, the remainder of the Agreement or its application to other persons, legal entities, or circumstances is not affected.
11. This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by all parties, or their assigns and successors.
12. All notices, demands and communication to the City and Owner under this Agreement shall be in writing and mailed or delivered to the parties at the addresses below or such other address as the party will have designated by notice to the other. Such notices, demands, and communication shall be deemed delivered two (2) days after mailing.

Notices to City:

Steve Stuart
City of Ridgefield
230 Pioneer Street
P.O. Box 608
Ridgefield, WA 98642

With Copy to:

Janean Parker
Law Office of Janean Z. Parker
P.O. Box 298
Adna, WA 98522

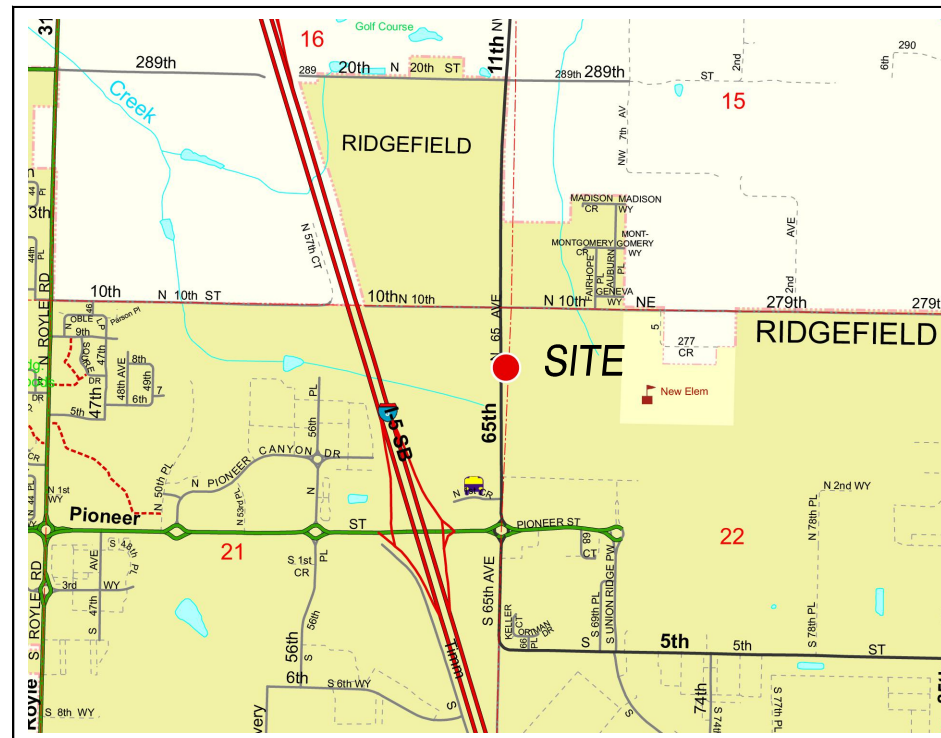
Notices to Owner

Boschma Family LLC

—
—

With Copies to:

Steve Morasch



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

CONCEPTUAL MASTER PLAN NOTES

EXISTING SITE DATA:

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

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

TRANSIT ROUTES & STOPS:

C-TRAN'S JUNCTION PARK & RIDE APPROX 600 FEET TO THE SOUTH ALONG N 65TH AVENUE, C-TRAN ROUTE #48.

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

PROPOSED SITE DATA:

PROPOSED PROJECT:

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

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

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

SITE PLAN CALCULATIONS - RESIDENTIAL AREA ONLY

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

SITE PLAN CALCULATIONS - COMMERCIAL AREA ONLY

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

SITE PLAN CALCULATIONS - RESIDENTIAL AND COMMERCIAL

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

PARKING CALCULATIONS

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

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

RMU DEVELOPMENT STANDARDS AND DENSITY CALCULATIONS:

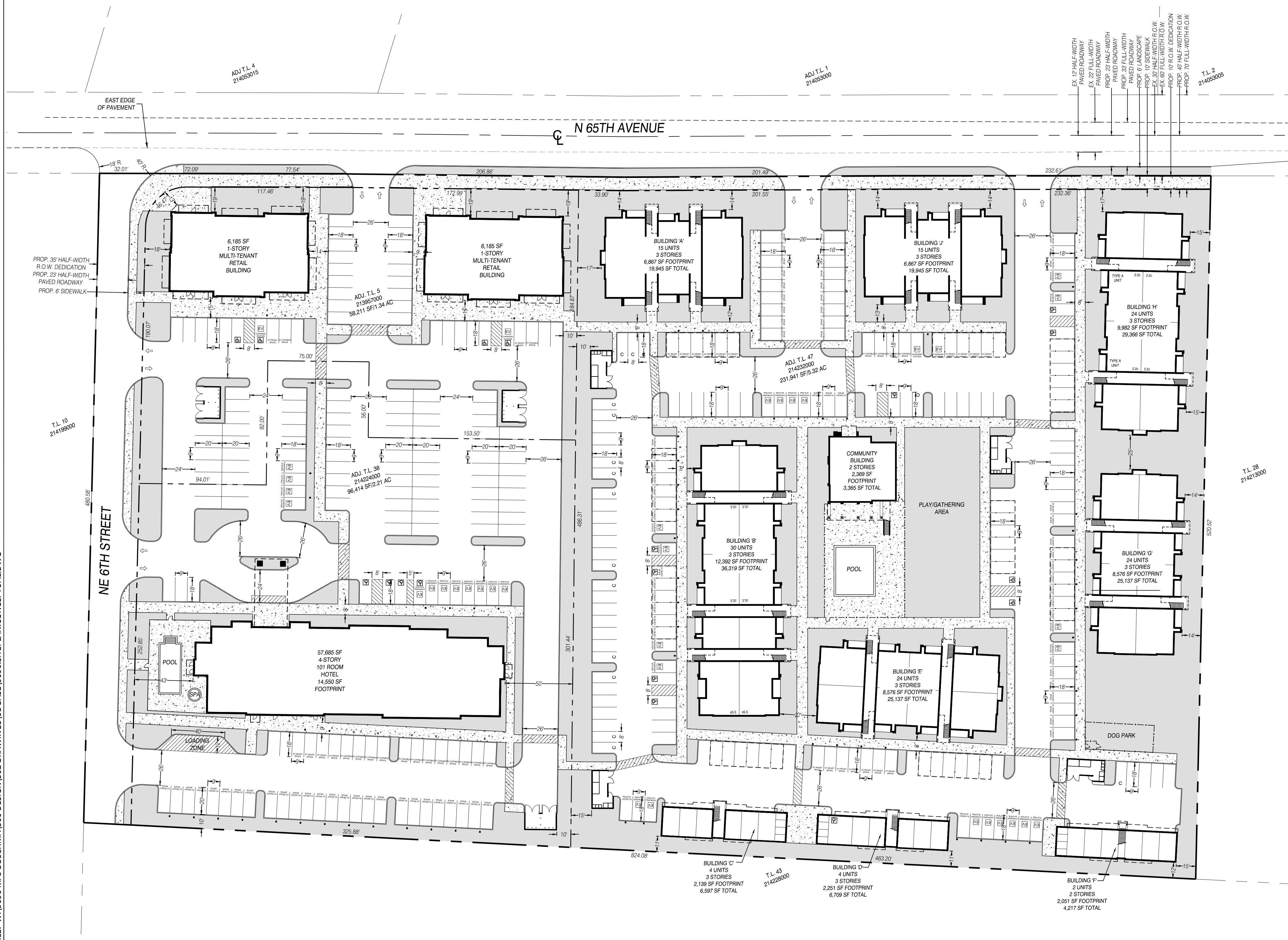
BUILDING SETBACKS	
MIN. FRONT AND STREET YARD RESIDENTIAL:	10 FEET
MIN. FRONT AND STREET YARD NON-RESIDENTIAL:	0 FEET
MAX. FRONT AND STREET YARD RESIDENTIAL:	20 FEET
MAX. FRONT AND STREET YARD NON-RESIDENTIAL:	10 FEET ON PEDESTRIAN STREETS, 20 FEET ON MAJOR CORRIDOR
MIN. STREET SIDE YARD RESIDENTIAL:	5 FEET
MAX. STREET SIDE YARD NON-RESIDENTIAL:	10 FEET + 1 FOOT FOR EVERY 2 FEET IN HEIGHT ABOVE 35 FEET FROM ADJACENT RLD, RMD OR POS ZONES, 0 FEET ALL OTHERS
MIN. REAR YARD RESIDENTIAL:	5 FEET
MIN. REAR YARD NON-RESIDENTIAL:	NOT INDICATED
MAX. BLDG. HEIGHT RESIDENTIAL:	3 STORIES UP TO 45 FEET
MAX. BLDG. HEIGHT NON-RESIDENTIAL:	65 FEET
MIN. GROUND FLOOR CEILING HEIGHT:	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
RMU USE AREA PERCENTAGE	
TOTAL NET DEVELOPABLE AREA:	386,566 SF
RESIDENTIAL NET DEVELOPABLE AREA/PERCENTAGE:	231,941 SF/60.0%
NON-RESIDENTIAL NET DEVELOPABLE AREA/PERCENTAGE:	154,625 SF/40.0%
RESIDENTIAL NET DEVELOPABLE AREA INCLUDES ADJUSTED PARCEL 214232000	
COMMERCIAL NET DEVELOPABLE AREA INCLUDES ADJUSTED PARCELS 213957000 AND 214224000.	

PHASING NOTE

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

LEGEND

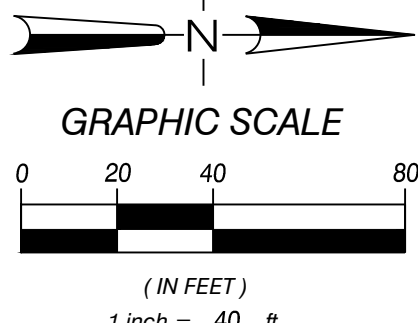
--- BOUNDARY
--- ADJUSTED ON-SITE TAXLOTS
--- ROAD CENTERLINE
--- BUILDING OVERHEAD/CARPPOUT
--- 4" HIGH WROUGHT IRON-STYLE FENCE
--- LANDSCAPE AREA
--- CONCRETE



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REVISIONS:

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

FILE: W:\9096 MAJ BOSCHMA\500 DESIGN\502 DRAWINGS\01 BASE\9096 SITE PLAN\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



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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

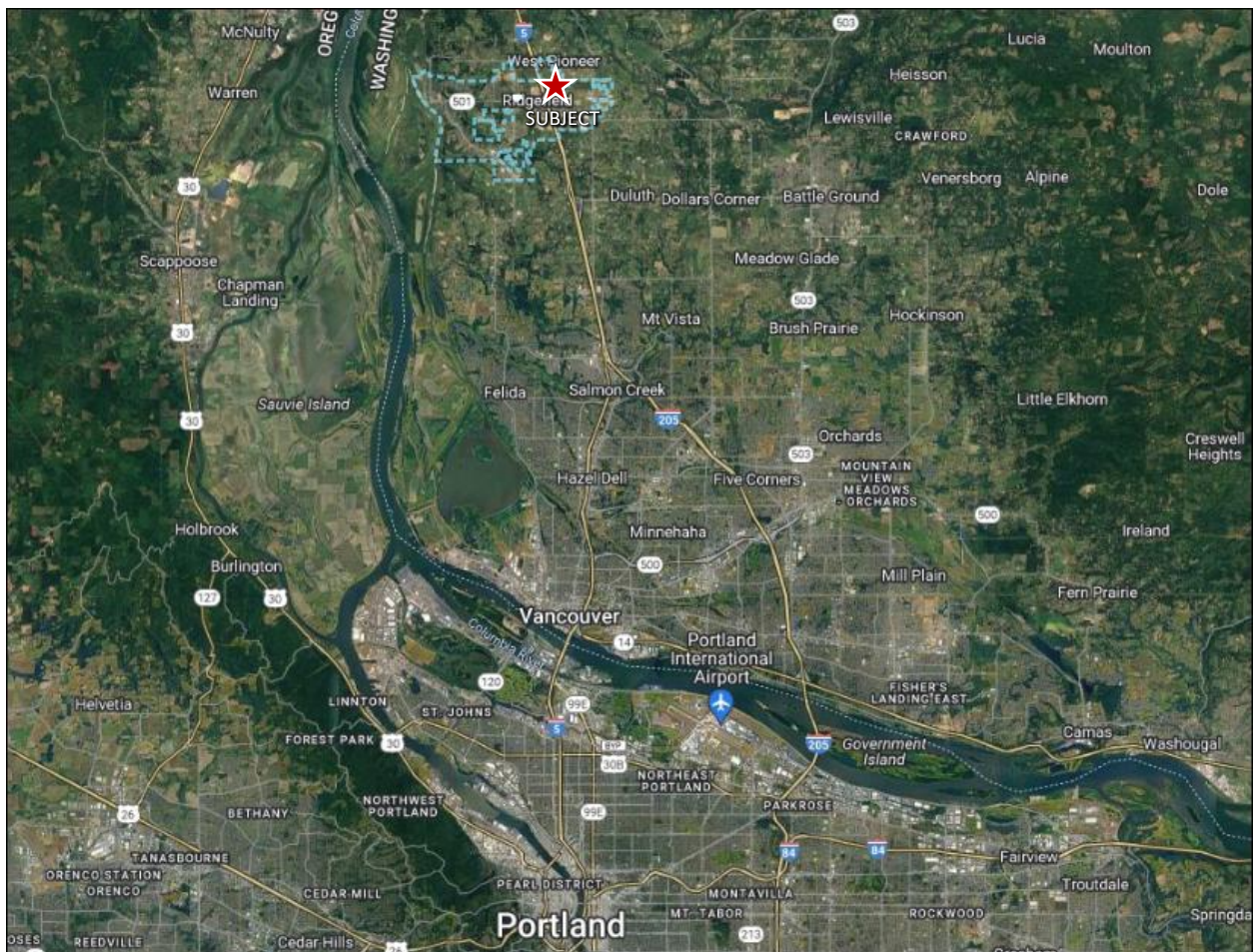


SOURCE: Clark County, MAJ Development, Google, Johnson Economics



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).



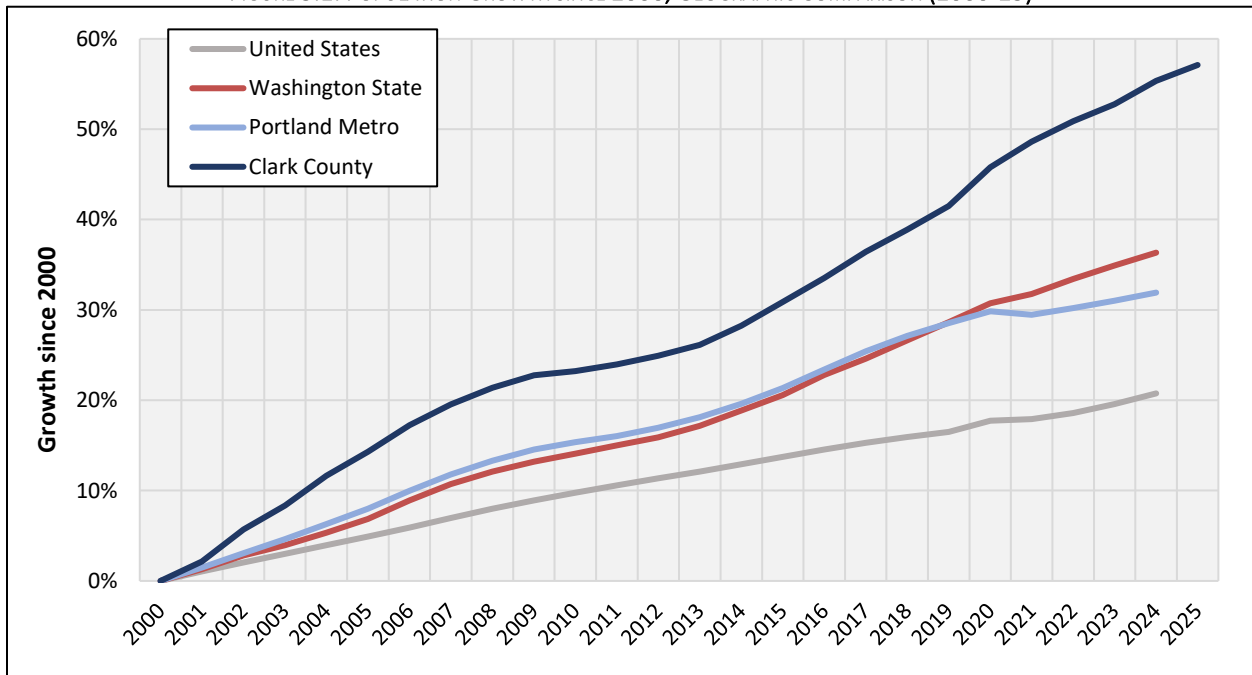
V. GROWTH CONTEXT

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

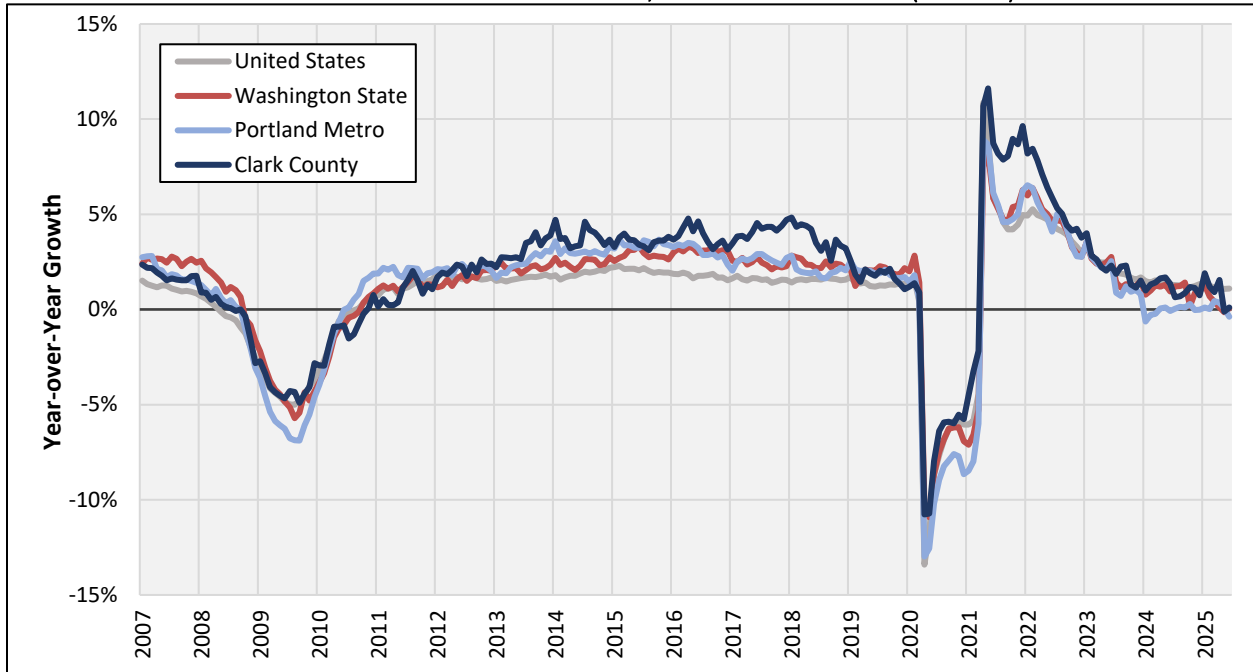
EMPLOYMENT GROWTH

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.



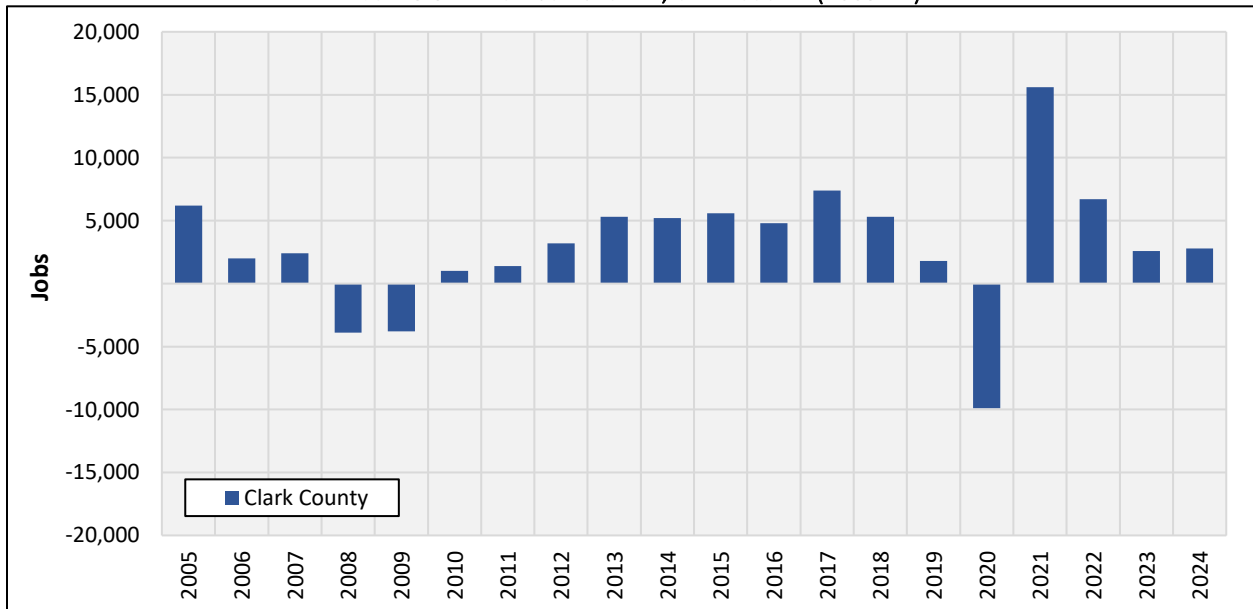
FIGURE 5.2: YEAR-OVER-YEAR JOB GROWTH, GEOGRAPHIC COMPARISON (2007-24)



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)



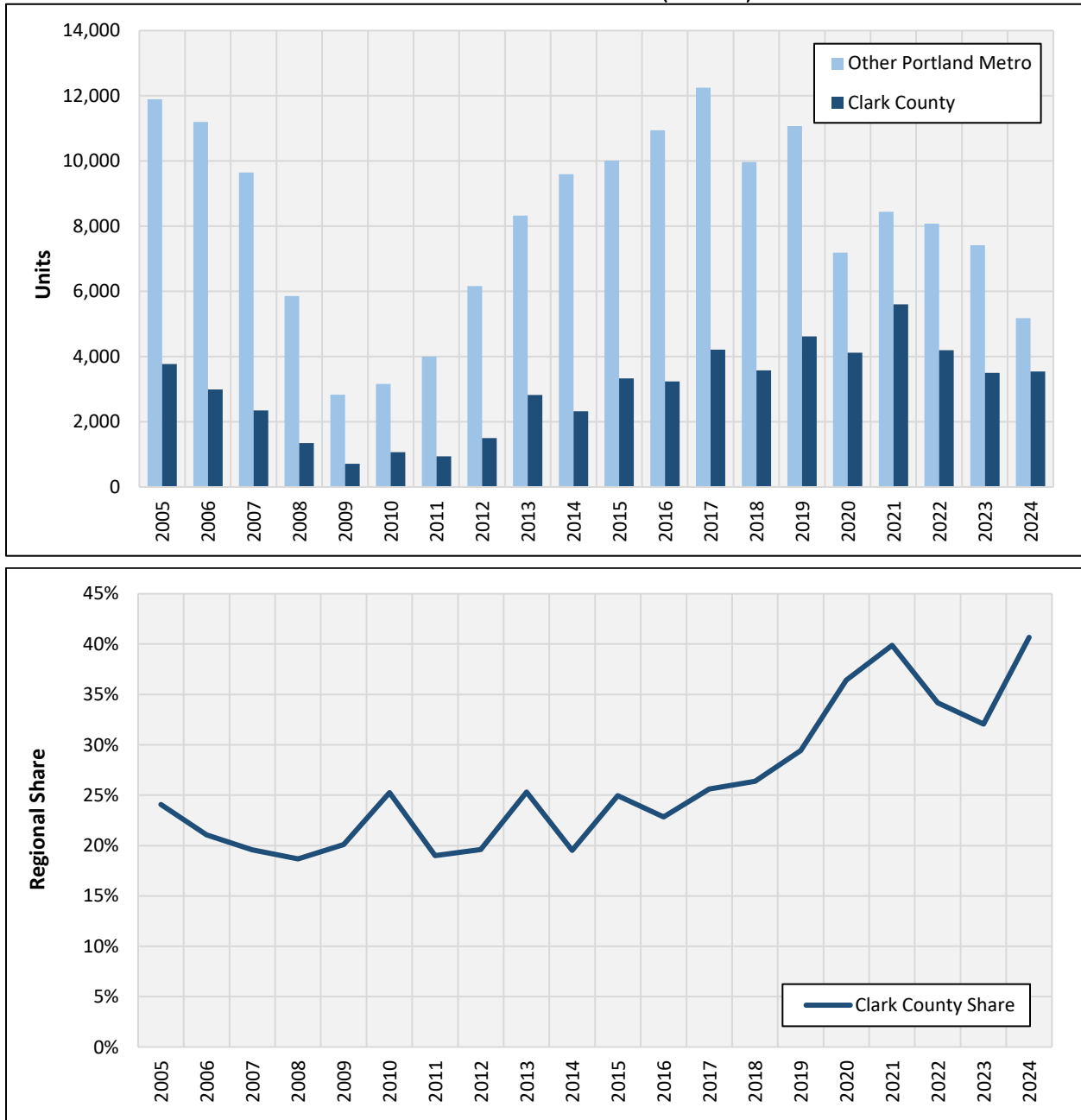
SOURCE: Washington Employment Security Department, JOHNSON ECONOMICS

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 41% in 2024.

FIGURE 5.4: PERMITTED HOUSING UNITS (2005-24)



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

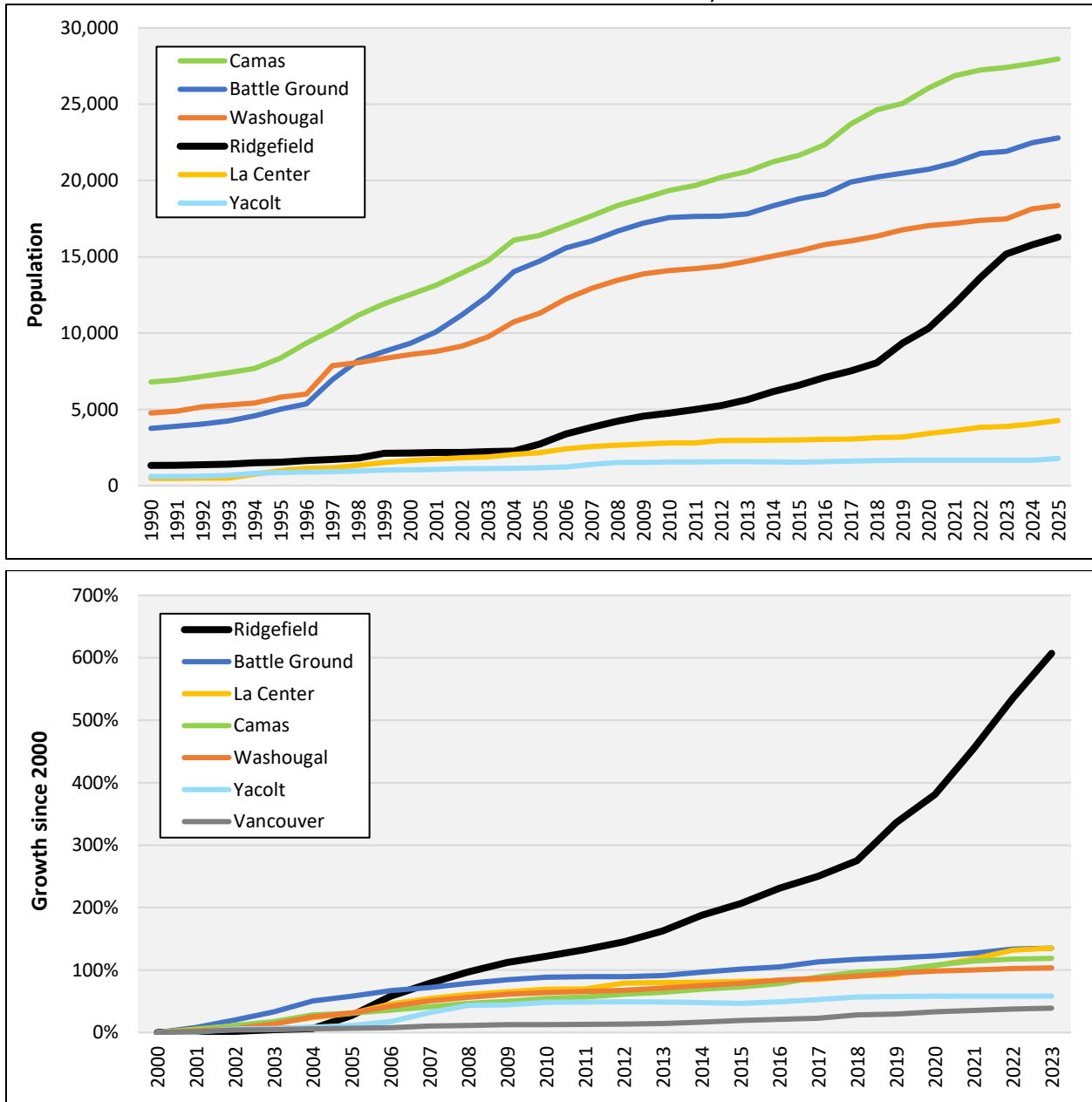


RIDGEFIELD

POPULATION GROWTH

The rapid growth of Clark County over the last decades has absorbed large amounts of residential land. The southern part of the county, close to Portland and the Columbia River, was built out first – especially areas accessible via the three freeways (SR-14, I-5, I-205). As the supply of accessible land in the south has dwindled, development has shifted to the north, particularly to the Orchards area and the I-5 corridor – including Ridgefield. Ridgefield’s population has nearly tripled over the past 10 years and currently totals 16,290. The average growth rate over the 10-year period was 9.5% per year. This is far above the second fastest growing city, La Center, which has averaged 3.6%.

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



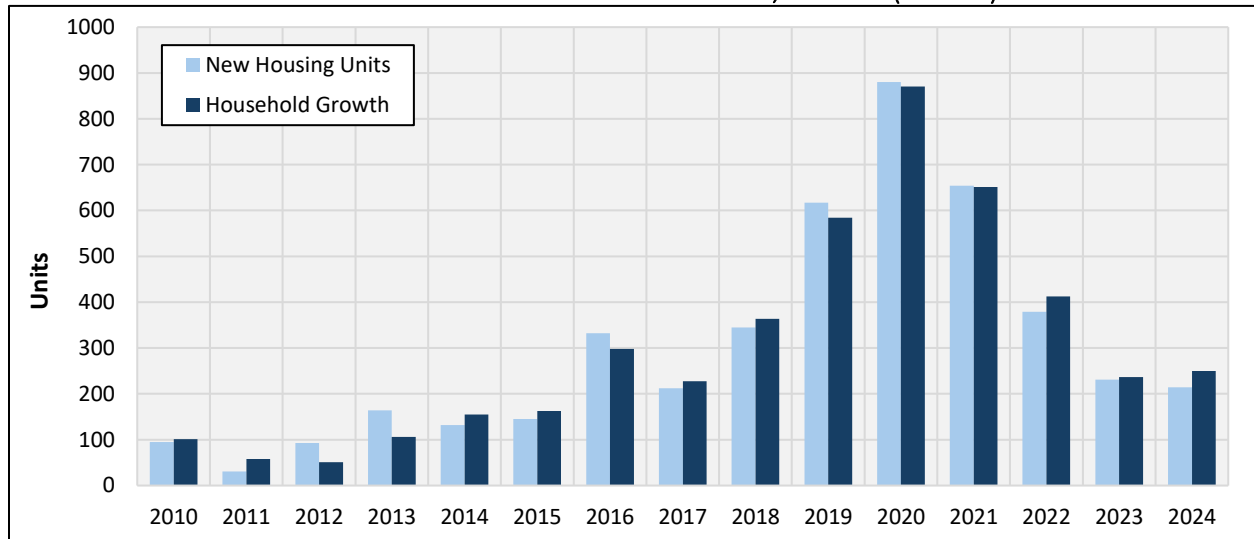
SOURCE: WA Office of Financial Management, JOHNSON ECONOMICS



HOUSING CONSTRUCTION AND HOUSEHOLD GROWTH

Housing construction in Ridgefield has mirrored the population growth, exhibiting strong growth over the past decade. The construction pace increased from a low of 31 new units in 2011 to a high of 880 units in 2020, according to assessor data. The pace fell to 214 units by 2024, reflecting the market impact of high mortgage rates. By applying vacancy rates in Ridgefield from the Census Bureau to the total housing inventory, we can estimate the number of households and the annual household growth in the city. The household growth has closely matched the housing inventory growth, peaking at 870 in 2020. Over the past five years, the city added 2,400 households, or 475 households per year on average. This represents an average growth rate of 11.6% per year.

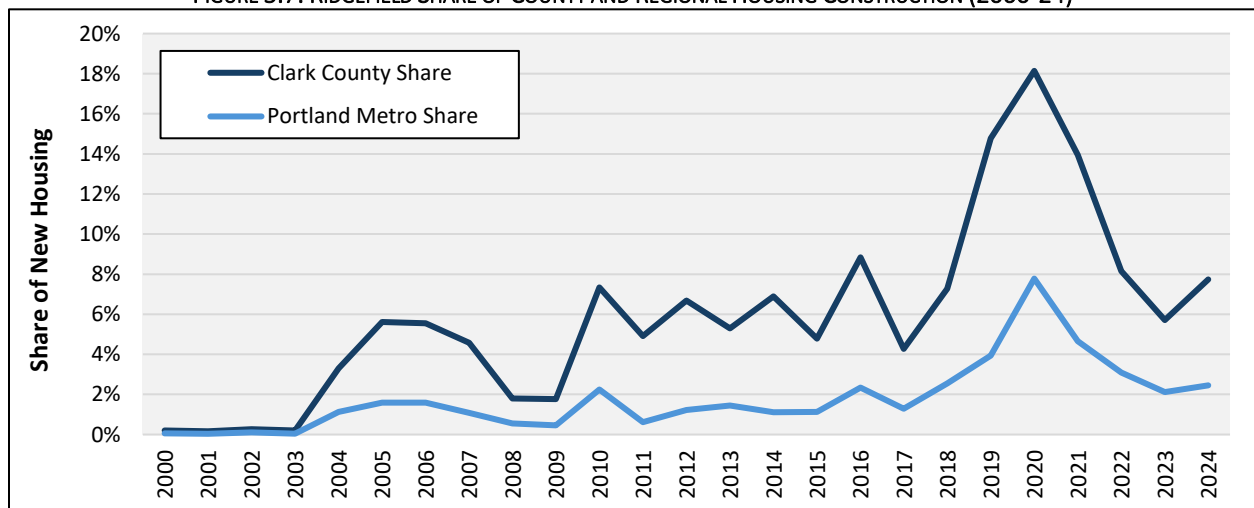
FIGURE 5.6: NEW HOUSING AND HOUSEHOLD GROWTH, RIDGEFIELD (2010-24)



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

Ridgefield's share of the county's housing production has increased as the growth has shifted northward. Ridgefield represented less than 0.1% of the county's new housing early in the 2000s and around 6.0% in the early 2010s. The rate rose to 18.2% by 2020, before falling back to 7.7% by 2024. Over the past five years, the total share is 11.2%. As a percent of Portland Metro housing production, Ridgefield's rate was 4.1% in 2024, after peaking at 7.8% in 2020.

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



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

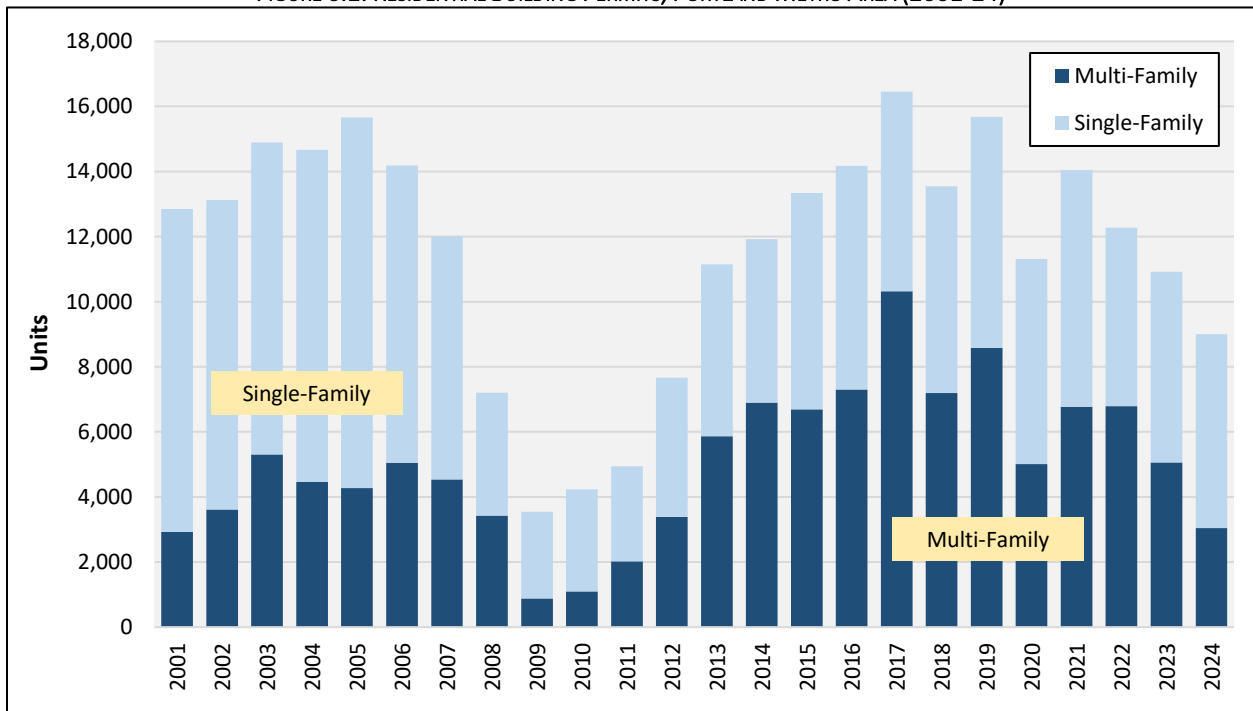


VI. MULTI-FAMILY TRENDS

HOUSING SHIFT

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements and larger downpayments for homebuyers. This affected young households disproportionately. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for downpayments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction from single- to multi-family units. Regionally, multi-family units have represented 51% of the regional housing production over the past 10 years. Nearly all of these were rental apartments. This compares to 32% during the 2000s, when a large share of the multi-family units were condominiums.

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

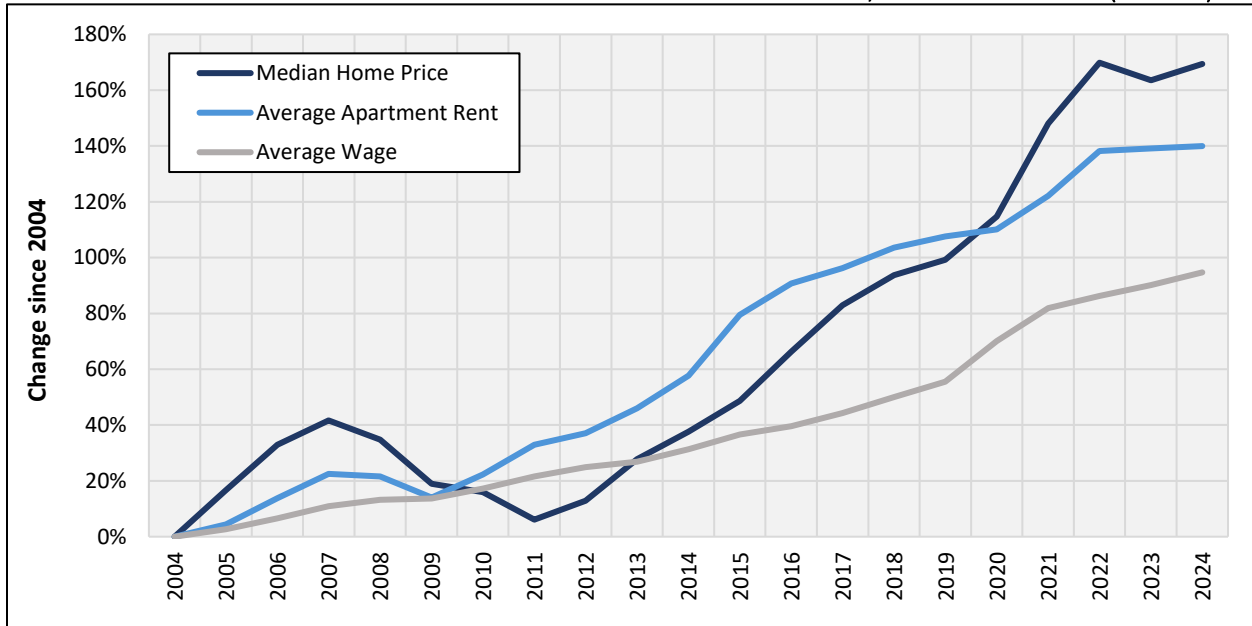


SOURCE: U.S. Census Bureau, HUD, JOHNSON ECONOMICS

Another factor that along with the stricter mortgage requirements has served to shut out a large number of prospective homebuyers from the ownership market is the rapid price increases in this market. This is a nationwide trend, driven by underproduction. In the Portland Metro Area, the median home price nearly tripled over the past 20 years (+169%), while the average wage level “only” doubled (+95%). The average apartment rent increased 140%, and thus became more affordable relative to ownership housing (mostly single-family), though all housing became less affordable relative to wage levels. See chart on the next page.



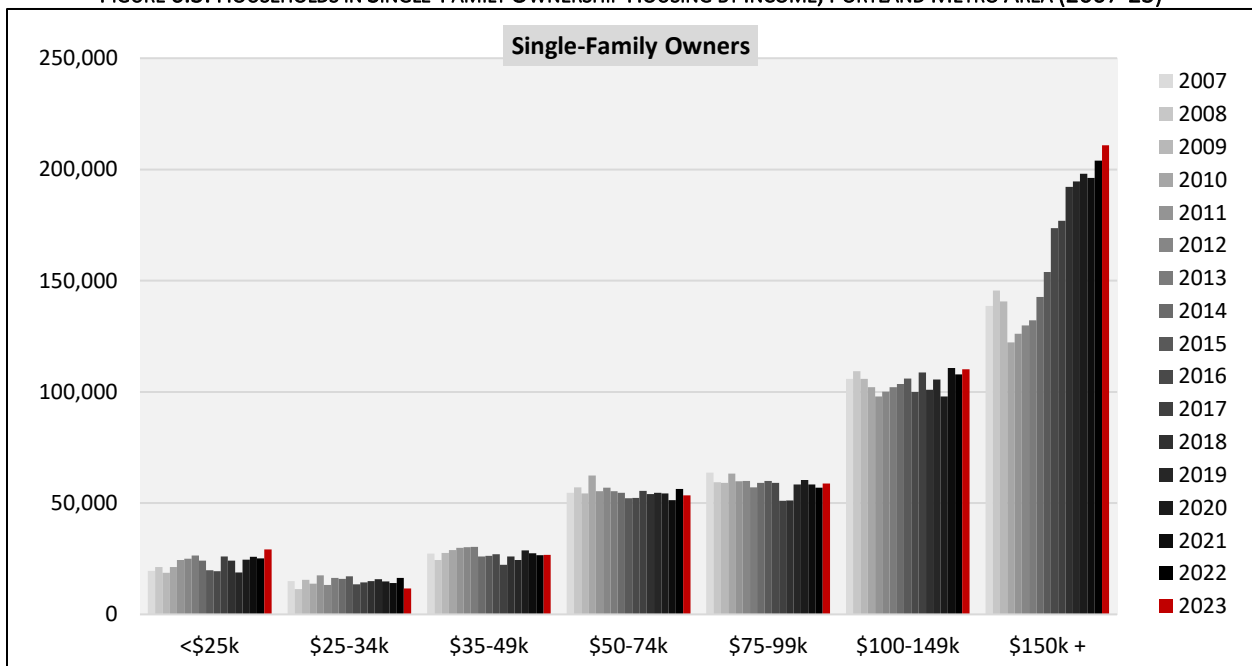
FIGURE 6.2: CHANGE IN MEDIAN HOME PRICE VS. AVERAGE APARTMENT RENT AND WAGE, PORTLAND METRO AREA (2004-24)



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

Because of the reduced affordability, single-family ownership housing is increasingly becoming a high-income housing option. The following census data, which is so far only available through 2023, shows the number of households in detached single-family ownership housing in the Portland Metro Area. Virtually all the growth in this segment since 2007 has come among households earning more than \$150,000 annually. There have been declines among households earning between \$25,000 and \$75,000.

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

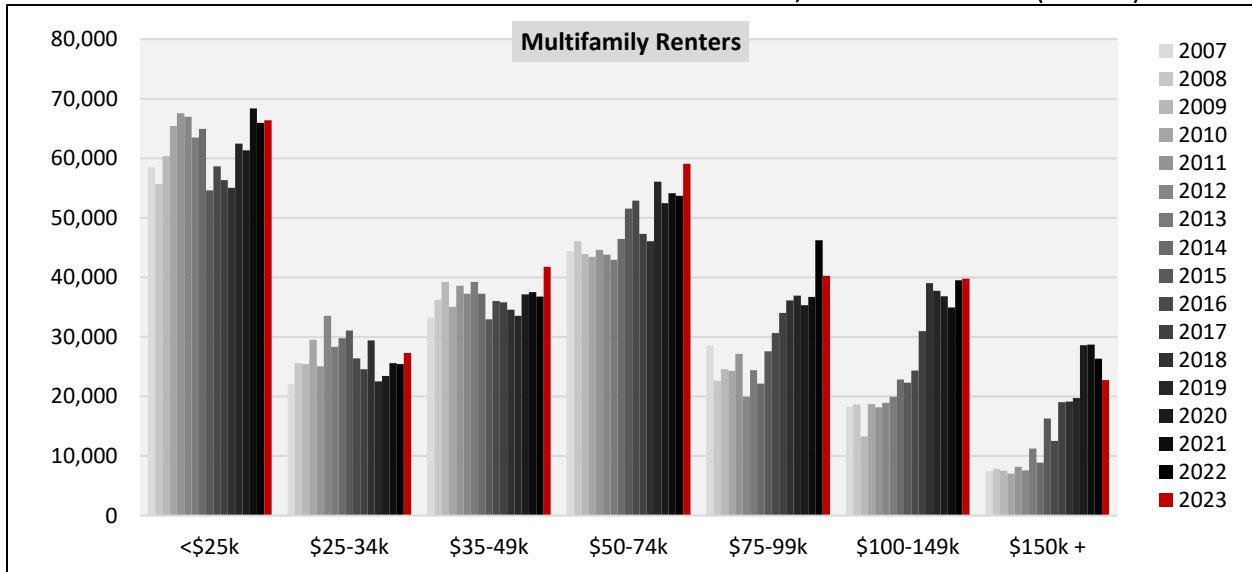


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



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

FIGURE 6.4: HOUSEHOLDS IN MULTI-FAMILY RENTAL HOUSING BY INCOME, PORTLAND METRO AREA (2007-23)

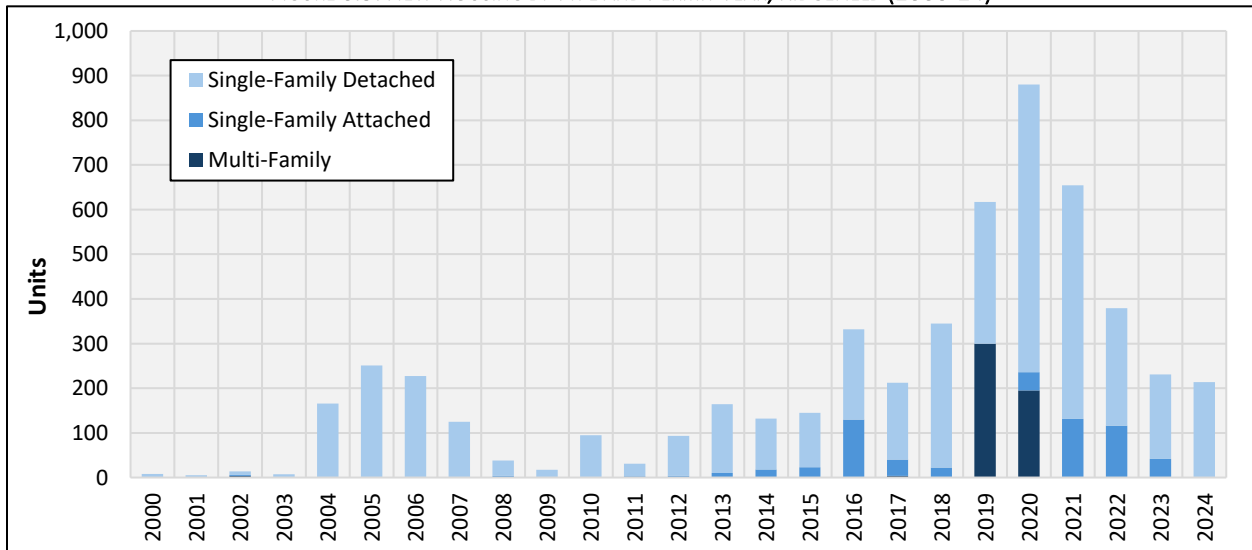


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

MULTI-FAMILY HOUSING IN RIDGEFIELD

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

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



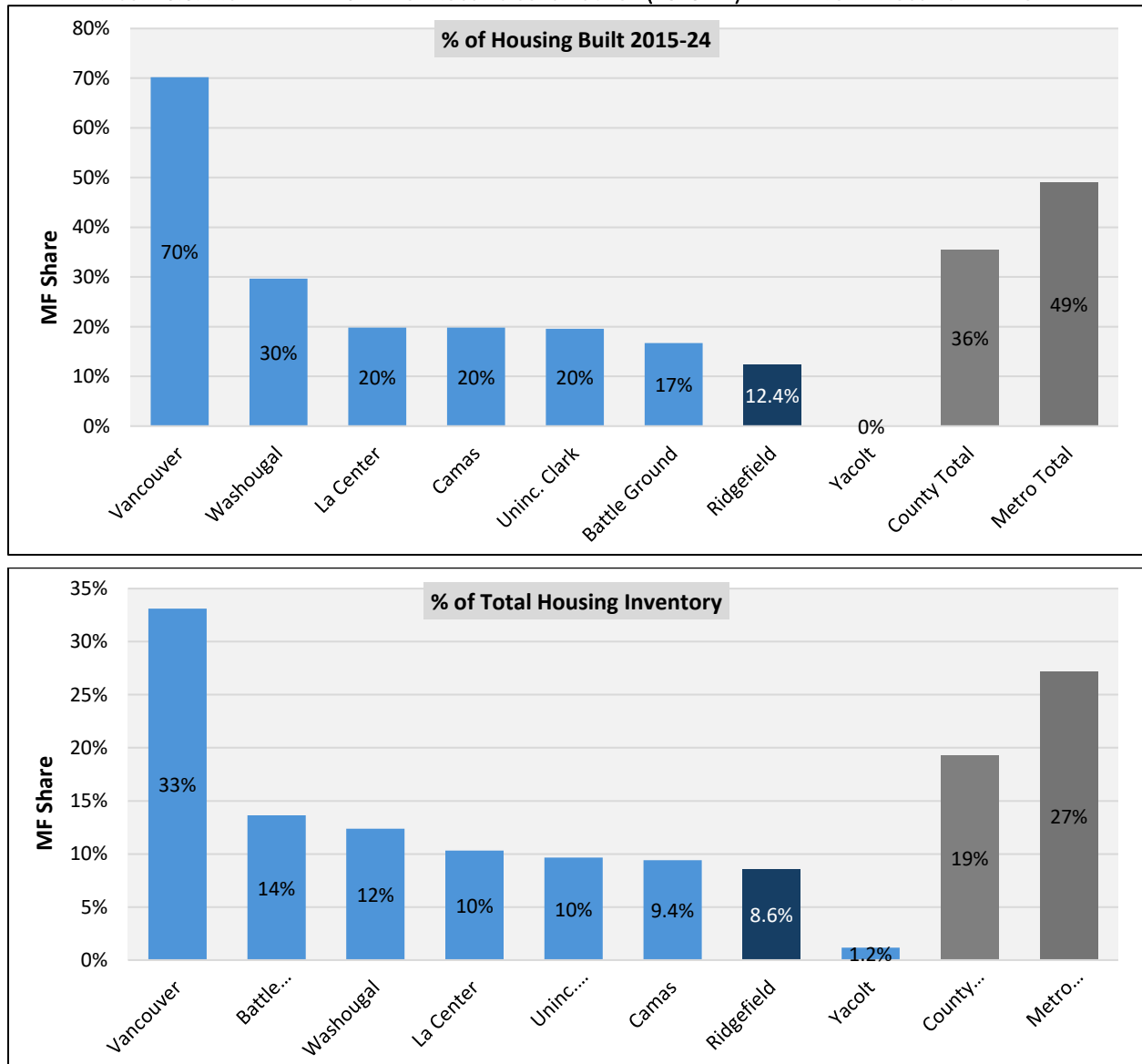
SOURCE: Clark County, JOHNSON ECONOMICS



Ridgefield’s rate of multi-family construction is well below most other cities in Clark County. Even if we limit the time period to the last 10 years, only 12.4% of the new housing has been multi-family. This is roughly half the stated target in the Comprehensive Plan (25%). In comparison, the countywide multi-family share is 36% over this period. The only city with a smaller multi-family share is Yacolt (0%). Apart from Vancouver, which has a 70% multi-family share, the other cities in the county (and the unincorporated area) have produced 17-30% multi-family housing over the 2015-24 period. Note that condominium flats are not included in this count of multi-family units, but these represent only a negligible number – mostly confined to Vancouver.

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

FIGURE 6.6: MULTI-FAMILY* SHARE OF HOUSING CONSTRUCTION (2015-24) AND THE TOTAL HOUSING INVENTORY



* Housing units categorized as “apartments” by the Clark County Assessor’s Office.

SOURCE: Clark County, JOHNSON ECONOMICS



MULTI-FAMILY MARKET TRENDS

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

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

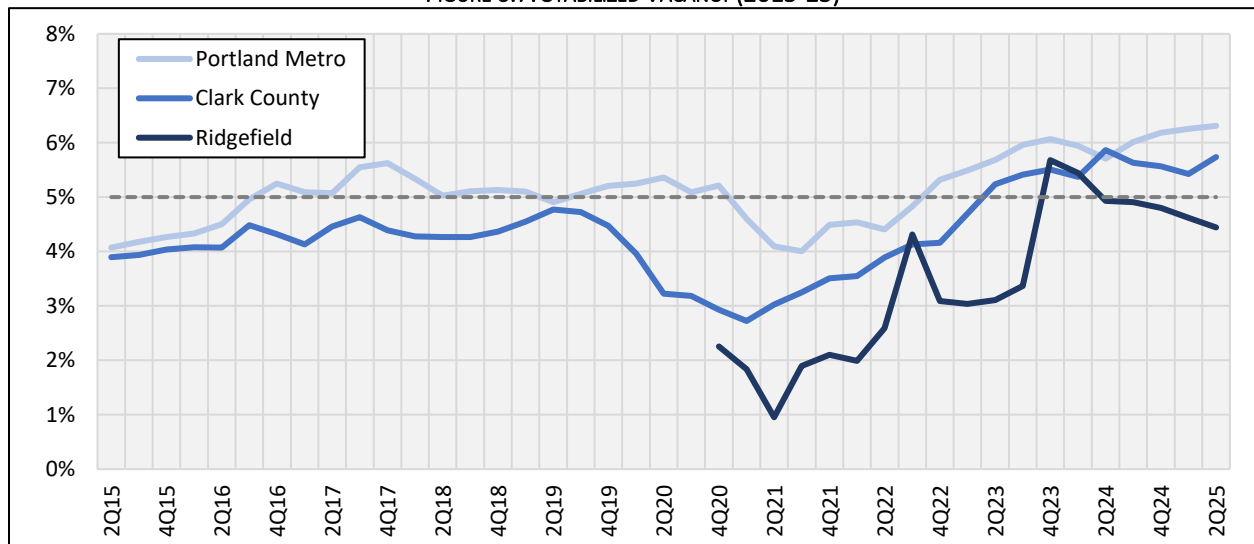
Both these properties have operated at low vacancy rates since lease-up, while maintaining rent levels on par with similar projects in parts of the suburban Clark County. Annual mid-year surveys of these properties by Johnson Economics have found the combined vacancy rate of these two properties to range from 0.2% to 2.4% over the 2022-24 period. As of mid-2025 the rate is 1.6%. These rates are well below the 5.0% level that typically represents a balanced market in terms of supply and demand, indicating that additional supply could have been provided without oversaturating the market.

RENT AND VACANCY

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

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

FIGURE 6.7: STABILIZED VACANCY (2015-25)



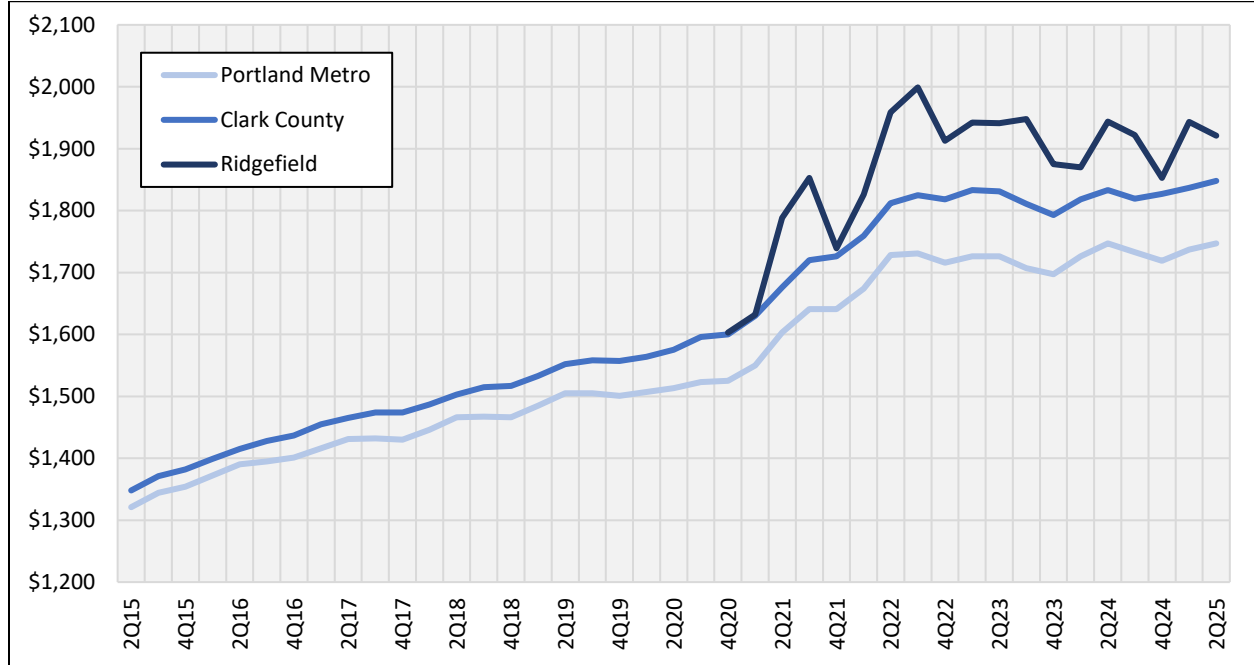
SOURCE: CoStar



RENT TRENDS

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

FIGURE 6.8: AVERAGE APARTMENT RENTS (2015-25)



SOURCE: CoStar

MULTI-FAMILY DEVELOPMENT PIPELINE

According to the Ridgefield Planning Department, there are three multi-family projects in the development pipeline within the city. The first is Residence at Ridgefield, a 148-unit senior living project under construction south of Pioneer Street and east of S 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.



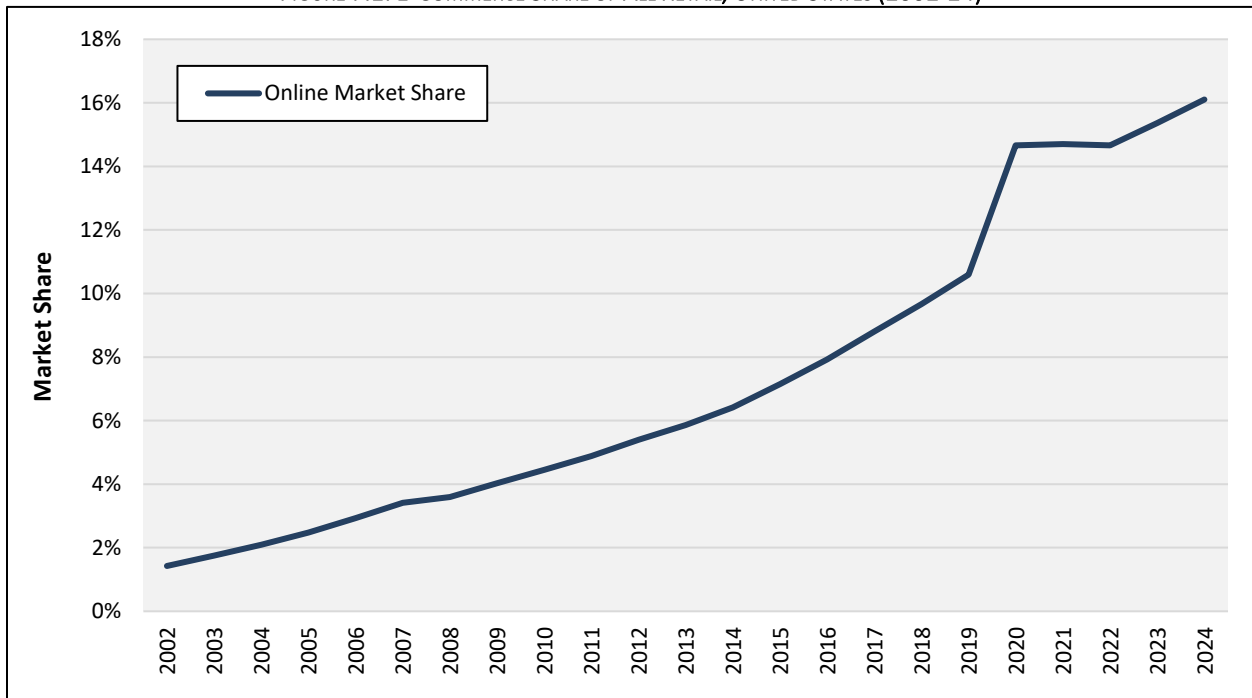
VII. COMMERCIAL MARKET TRENDS

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

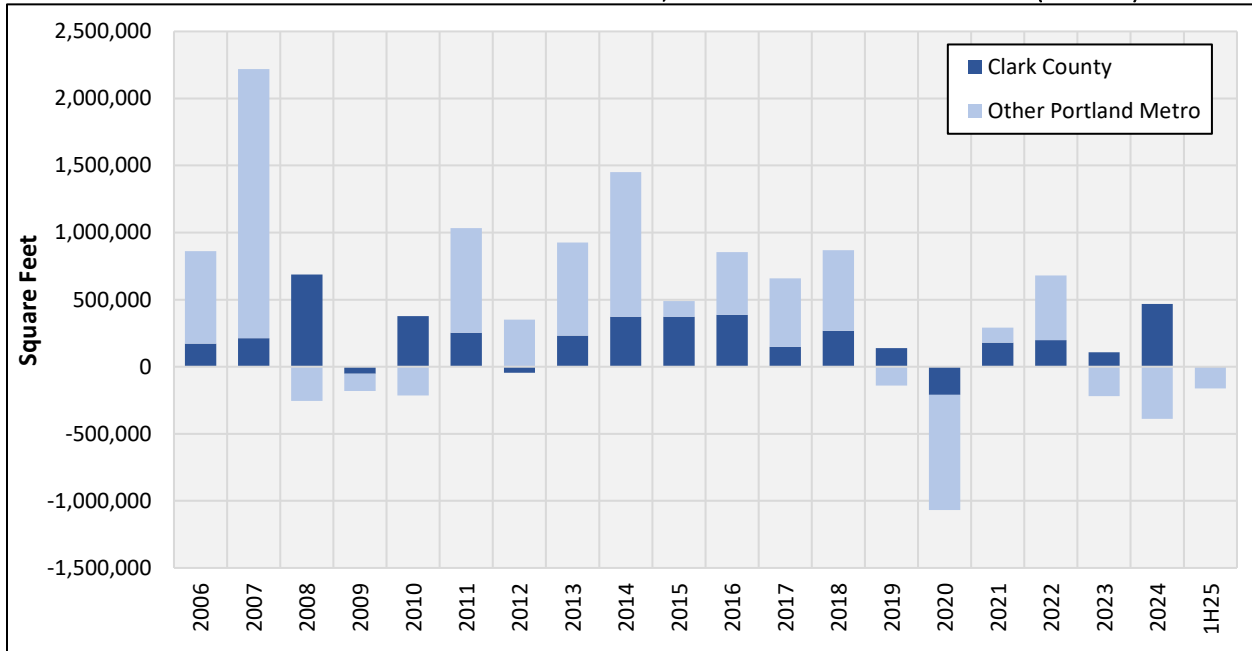
An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee 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.



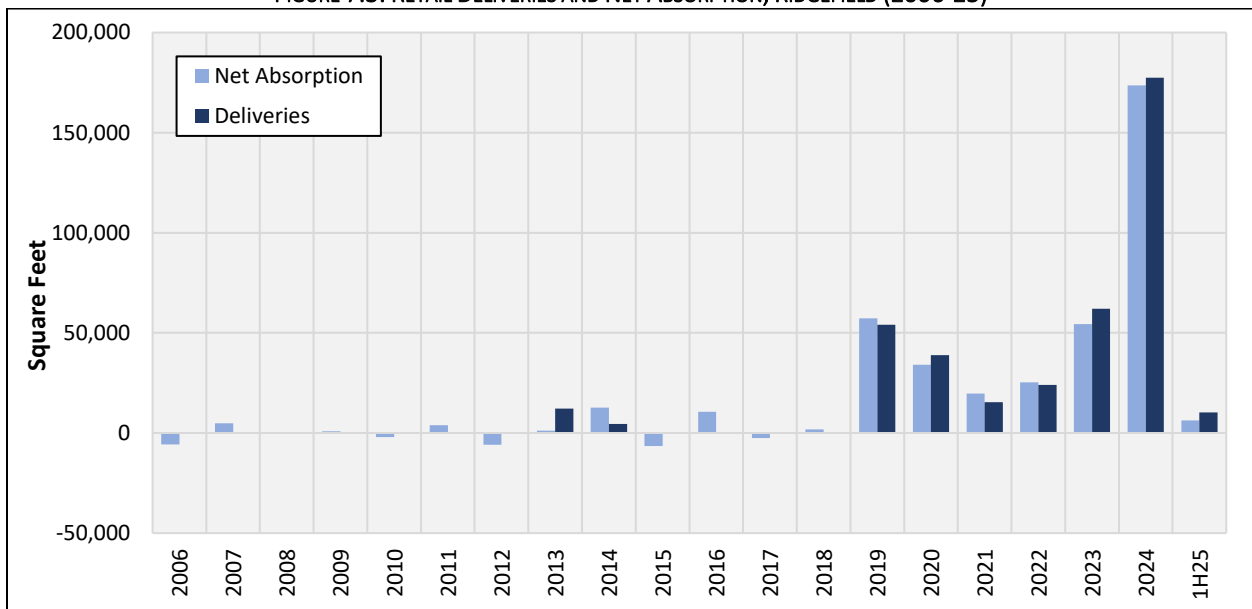
FIGURE 7.2: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CLARK COUNTY AND PORTLAND METRO (2006-25)



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

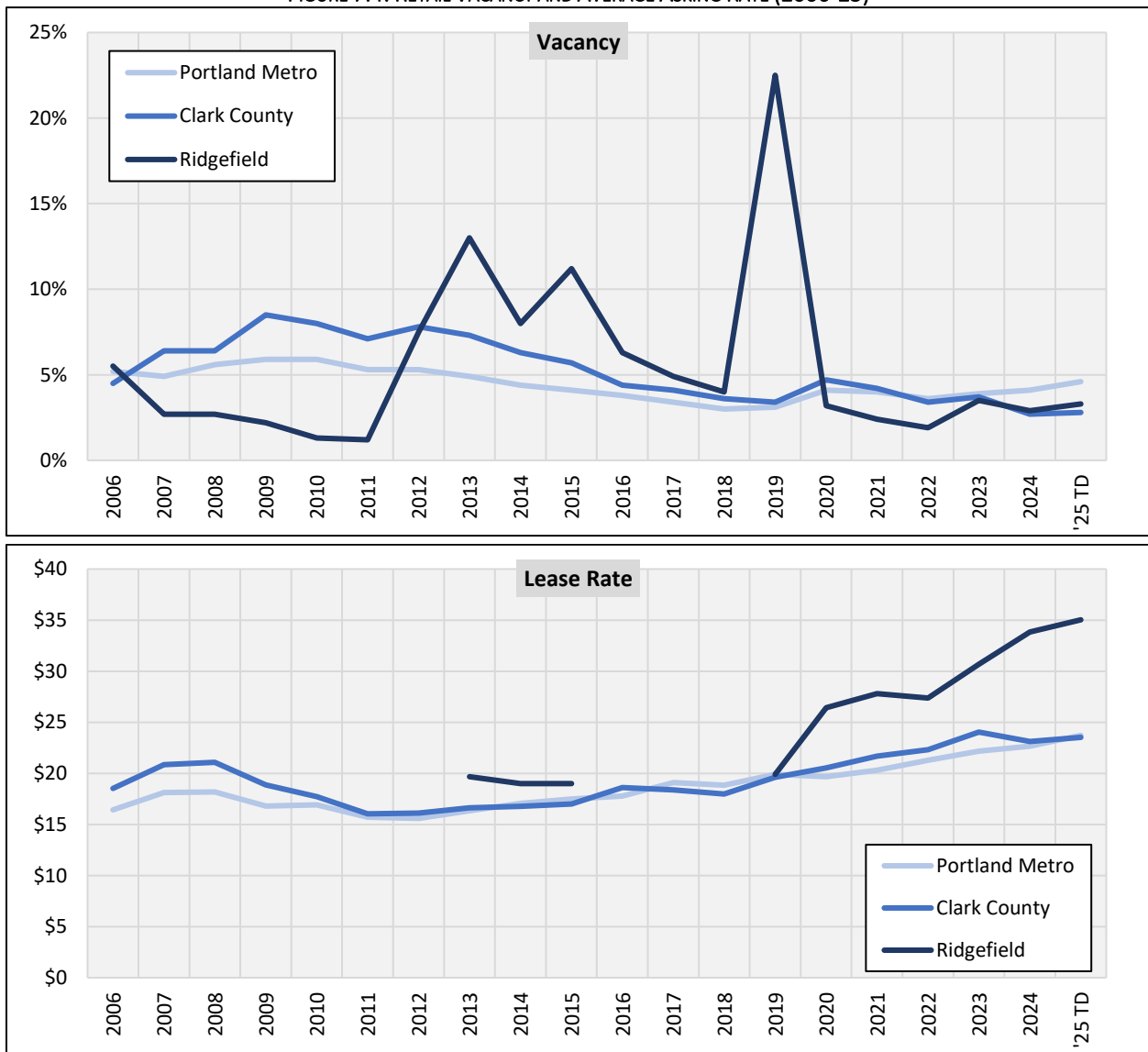


VACANCY AND LEASE RATES

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

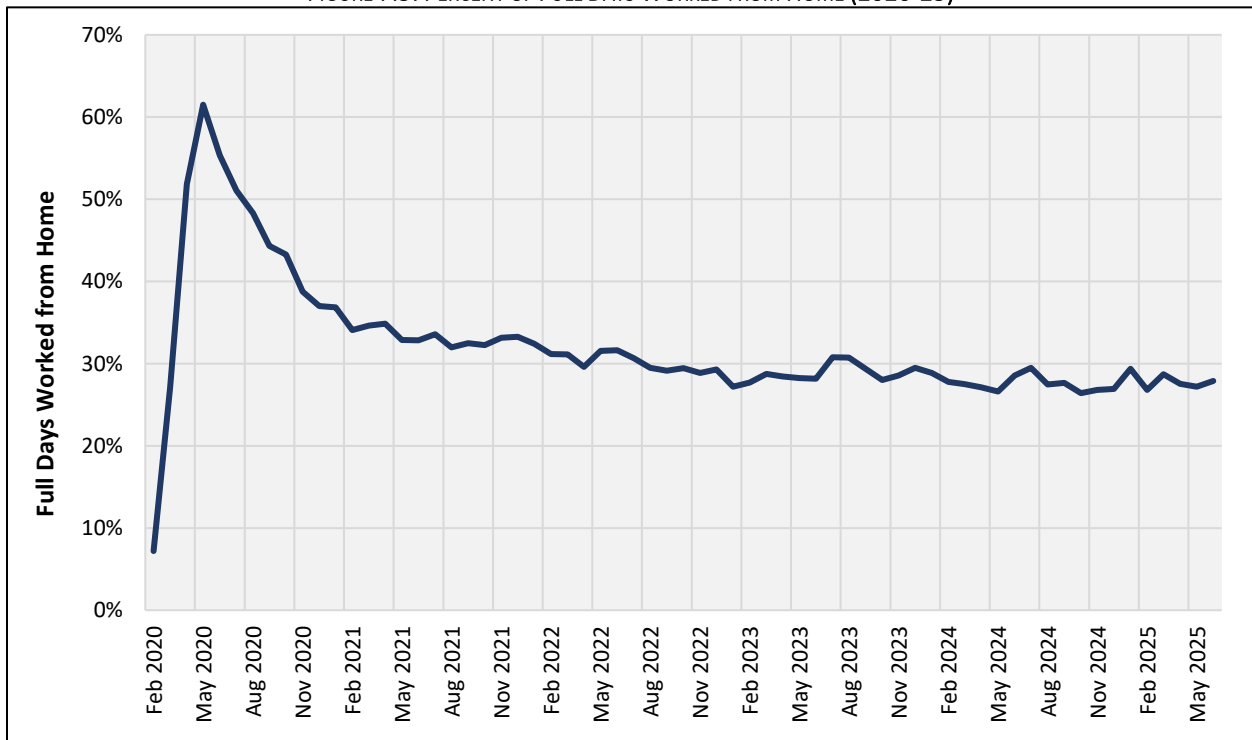


OFFICE TRENDS

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)



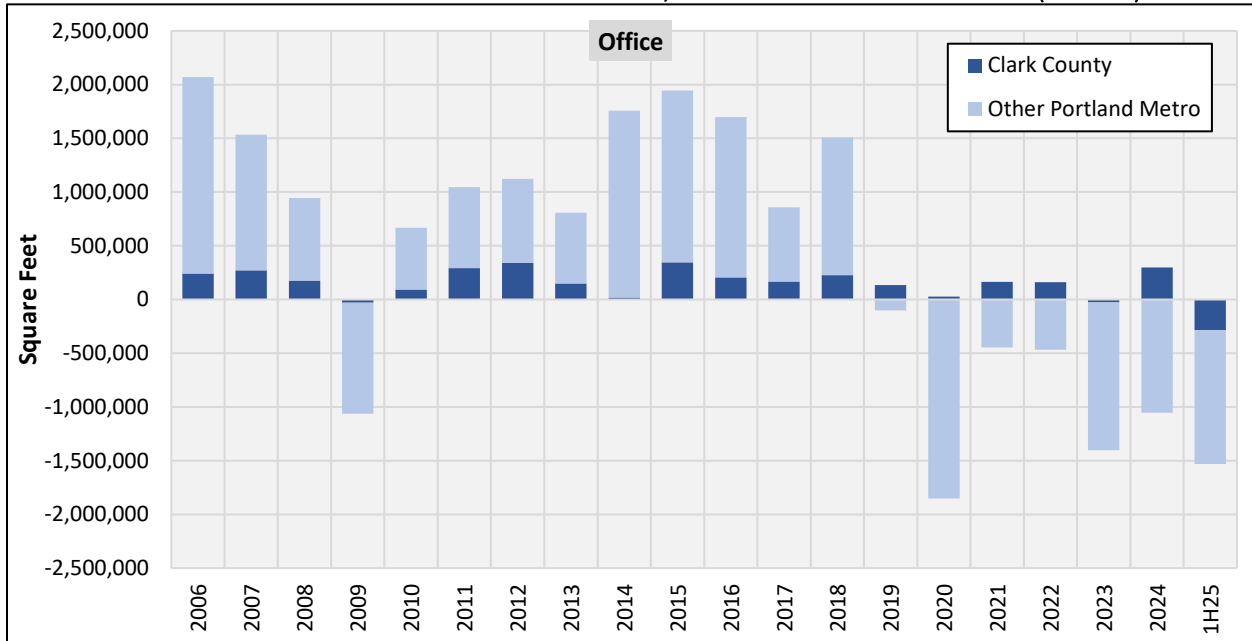
SOURCE: Google, WFH Research, JOHNSON ECONOMICS

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.



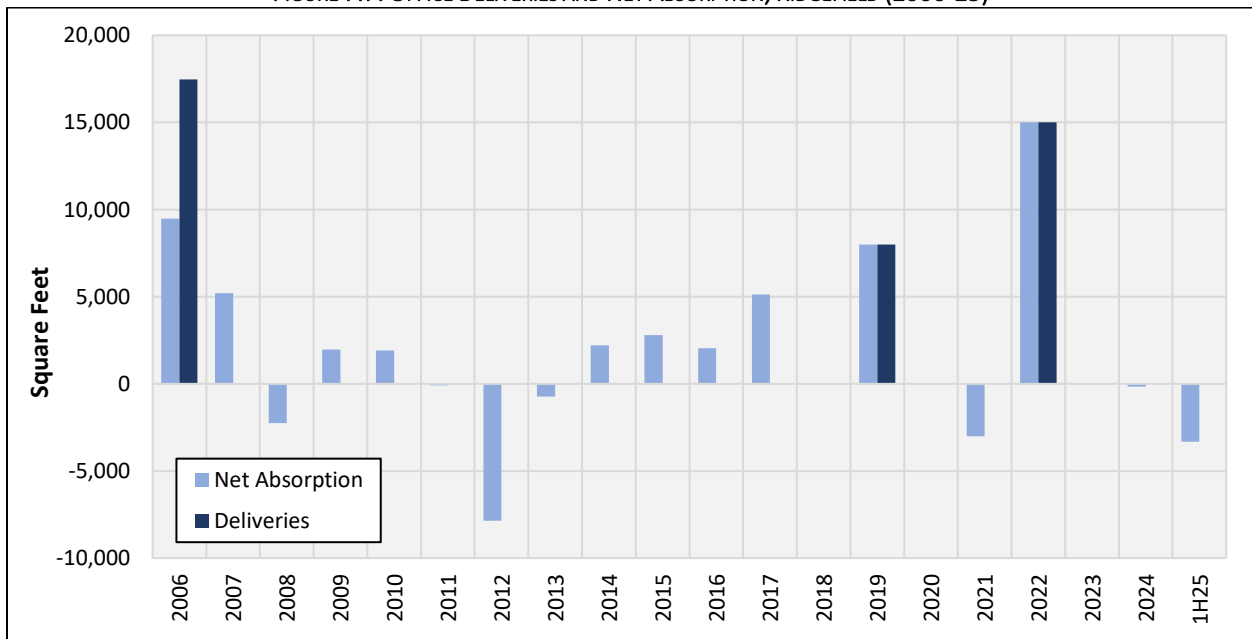
FIGURE 7.6: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CLARK COUNTY AND PORTLAND METRO (2006-25)



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)



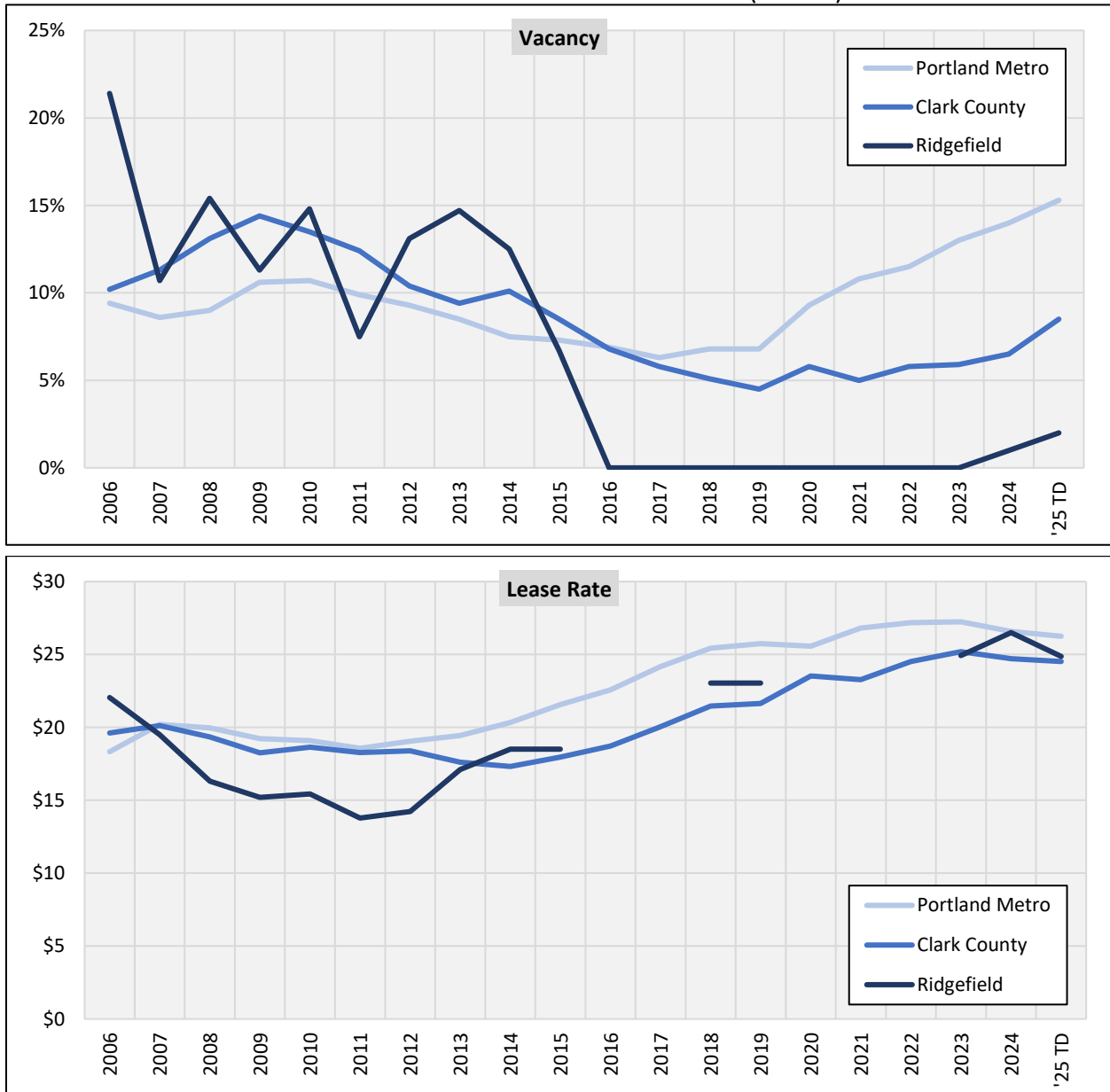
SOURCE: CoStar, JOHNSON ECONOMICS



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.

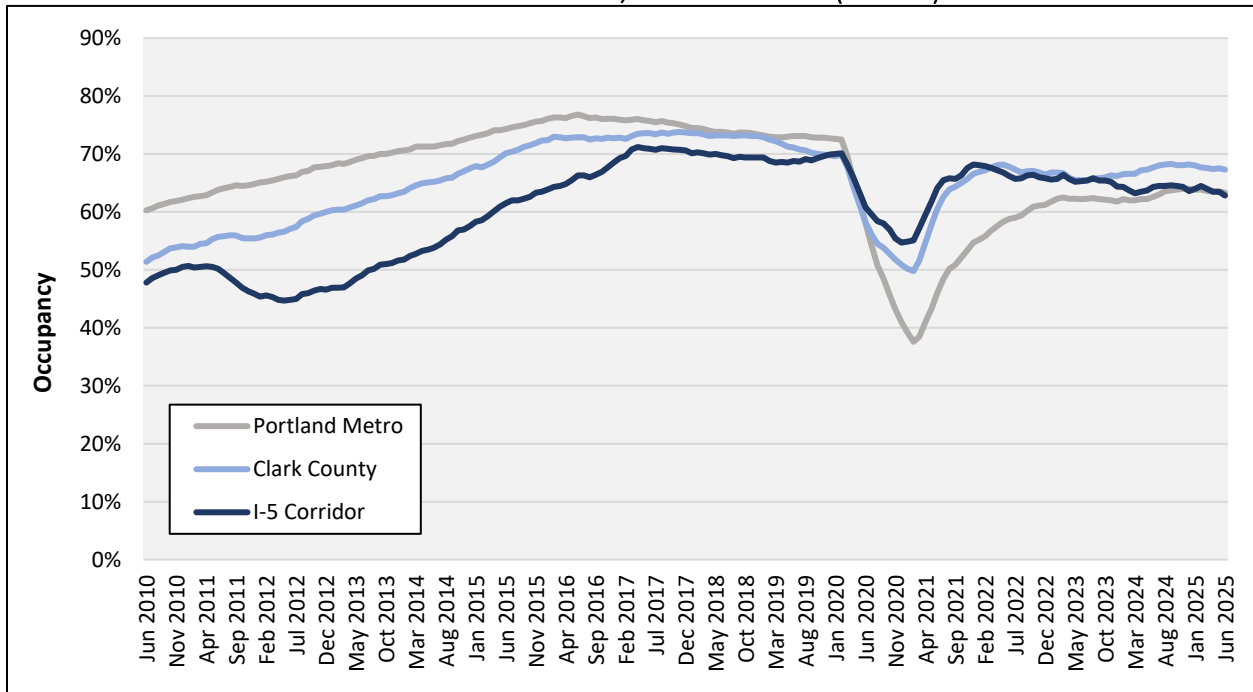
HOTEL OCCUPANCY

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)



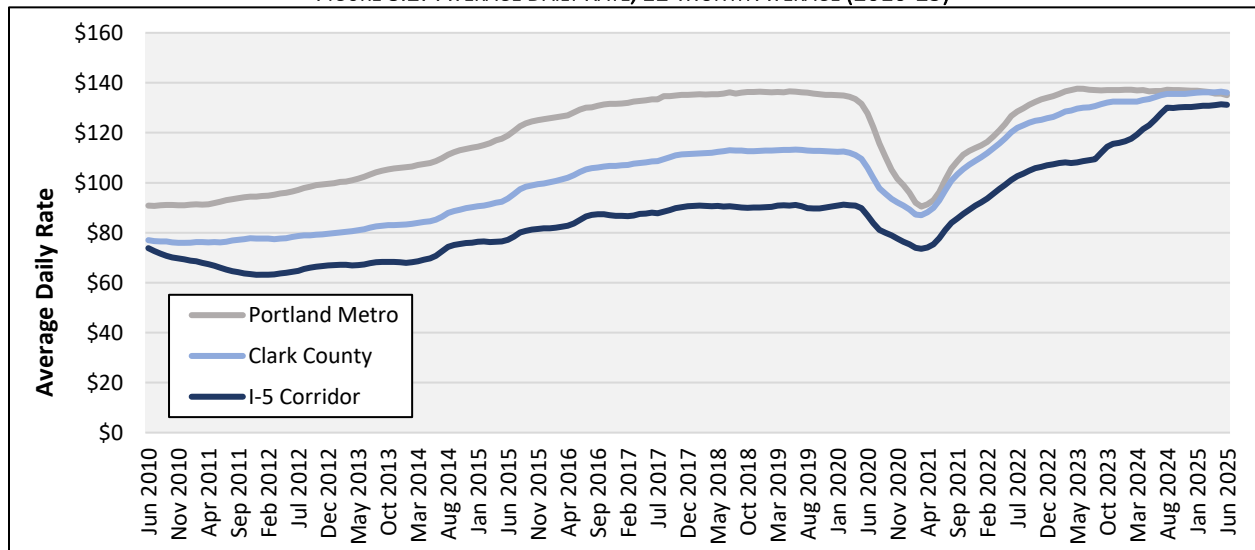
SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS



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.

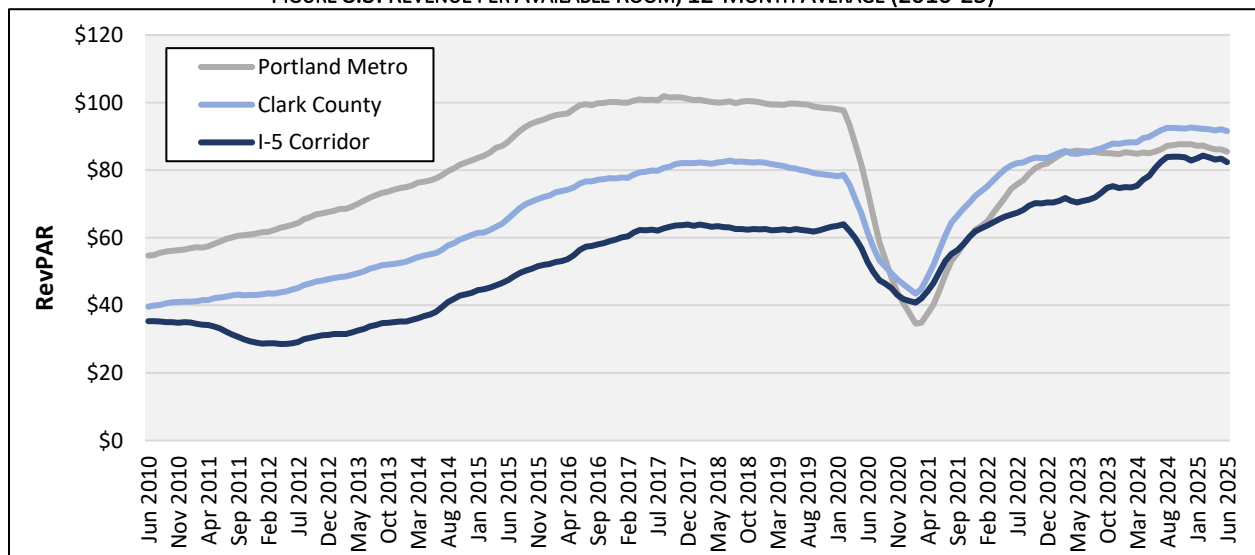
FIGURE 8.2: AVERAGE DAILY RATE, 12-MONTH AVERAGE (2010-25)



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)

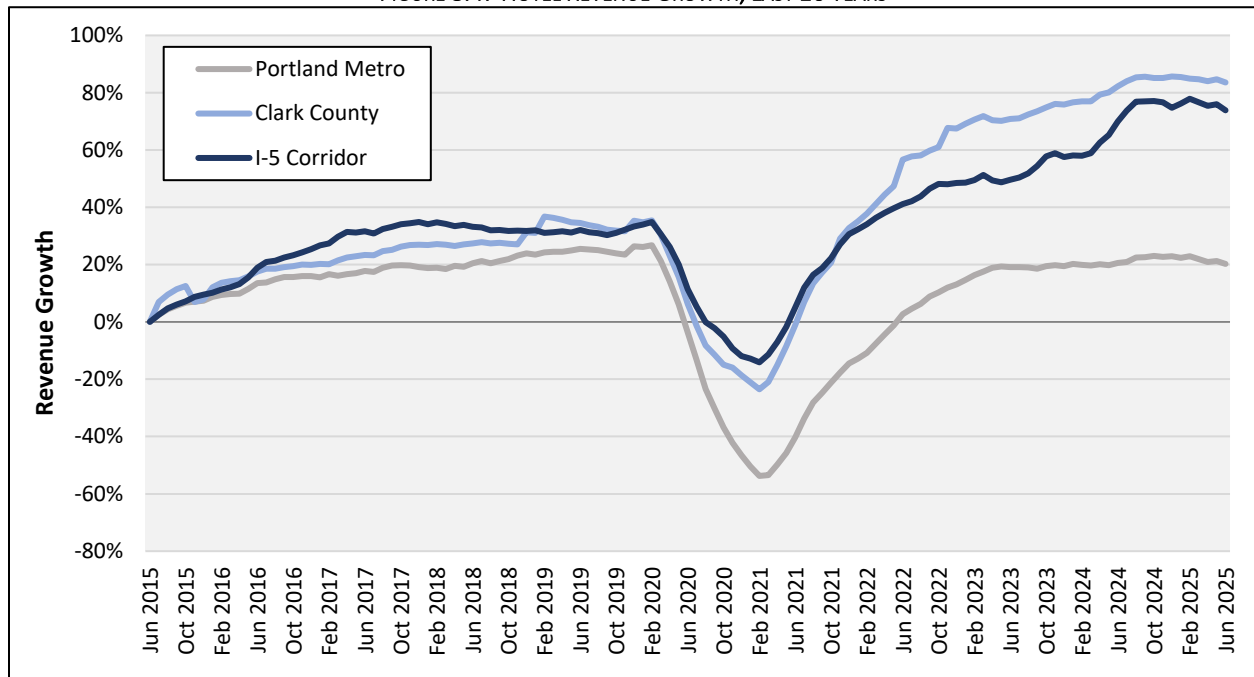


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS



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

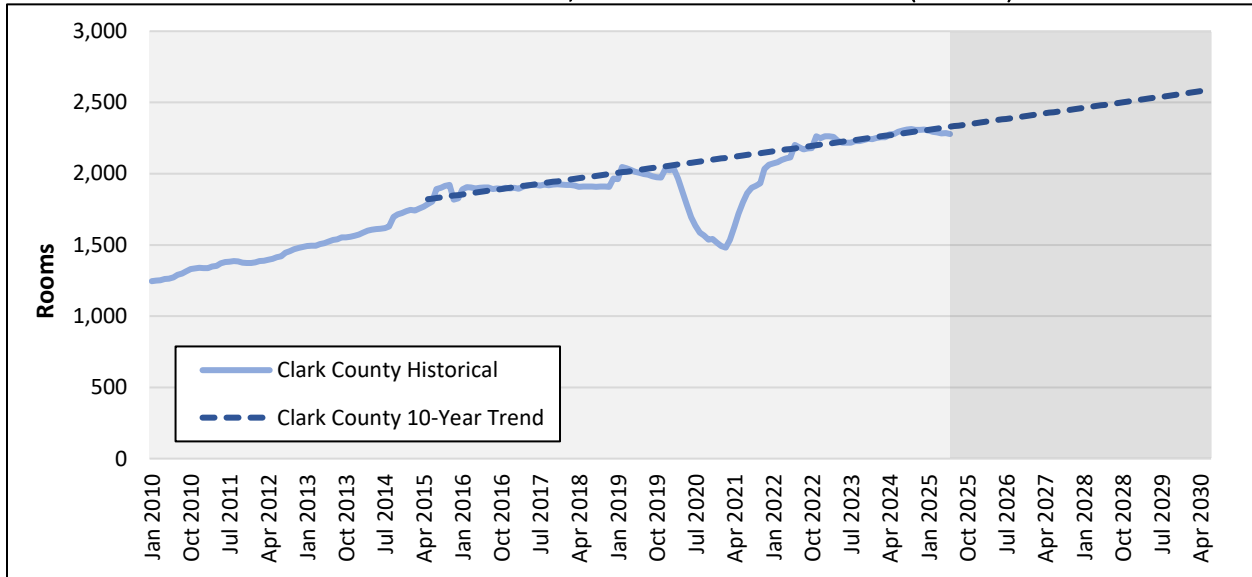
ROOM DEMAND

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)

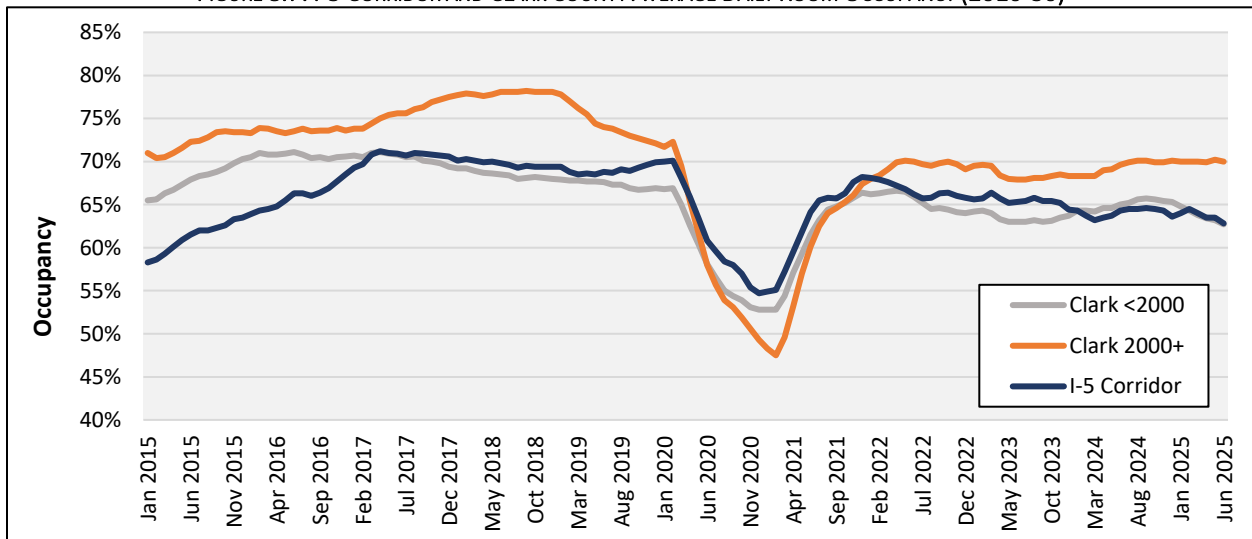


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

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)

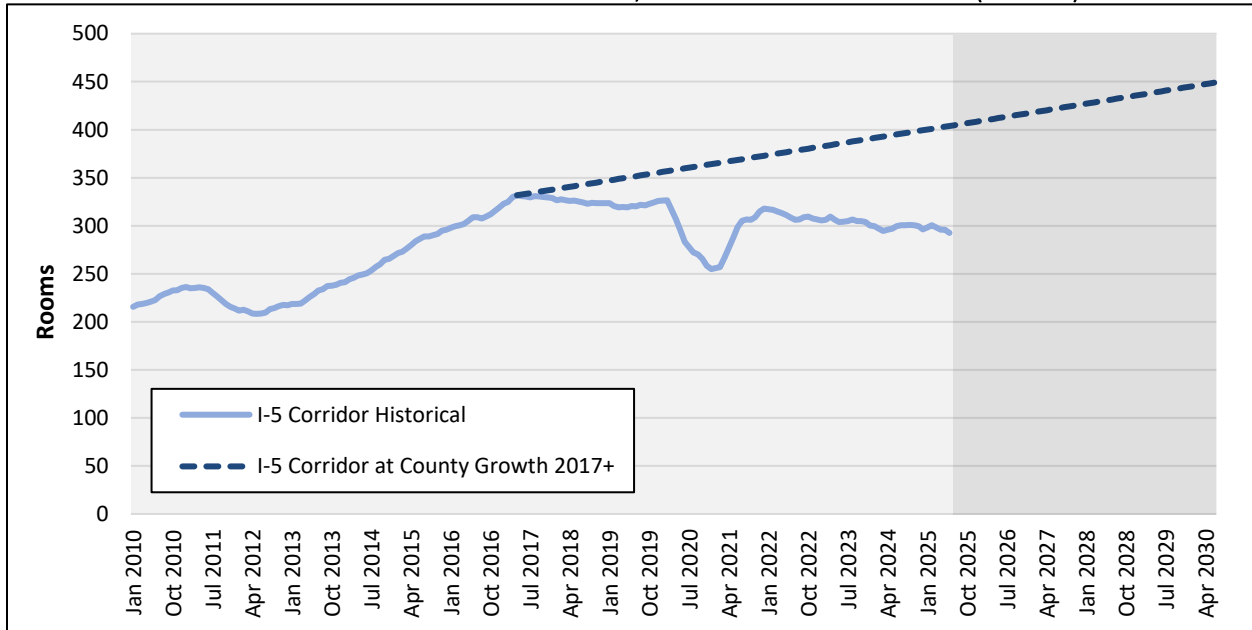


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

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)

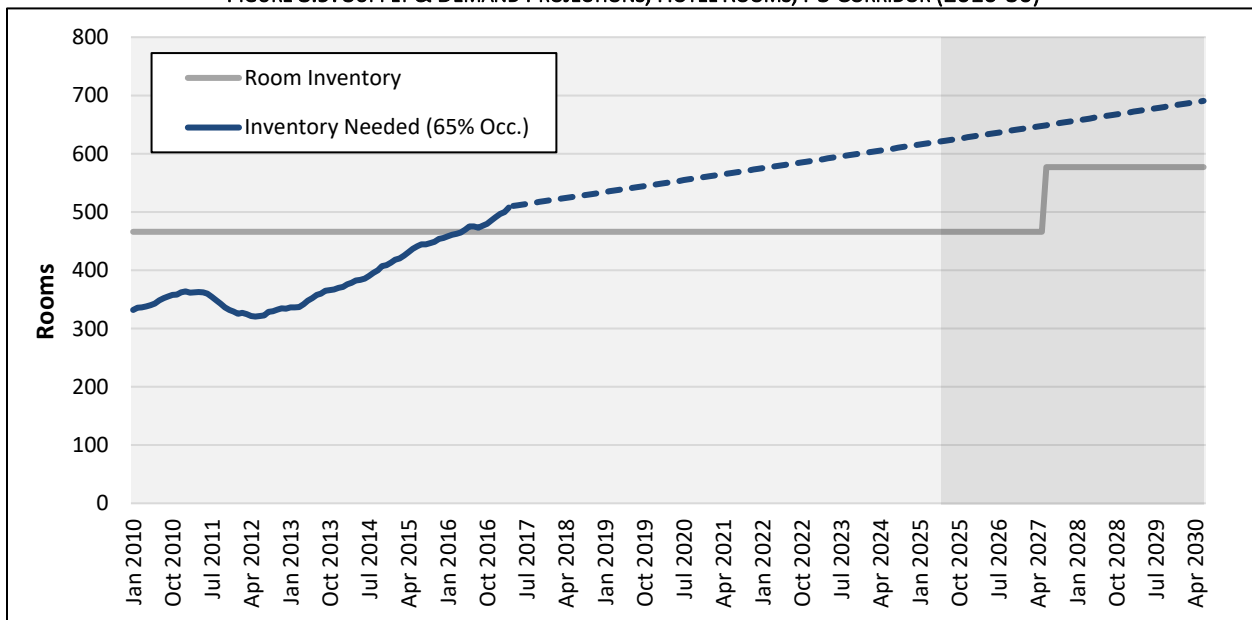


SOURCE: CoStar, Smith Travel Research, JOHNSON ECONOMICS

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.

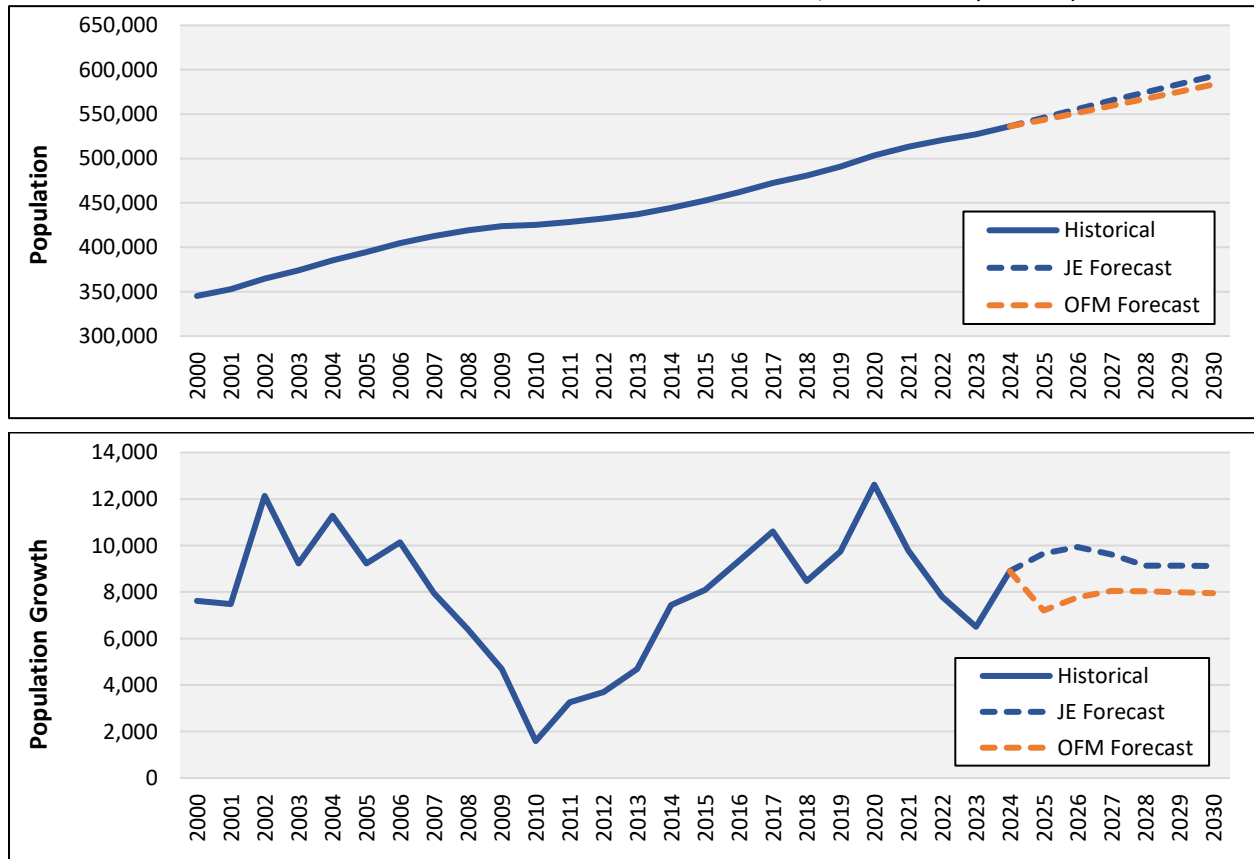
HOUSEHOLD GROWTH

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)



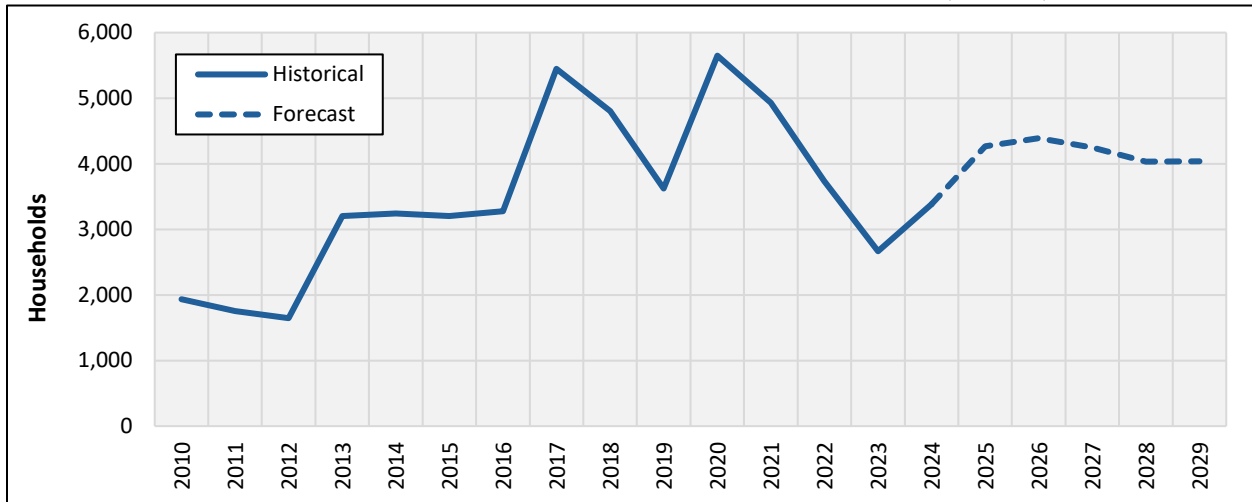
SOURCE: WA OFM, JOHNSON ECONOMICS



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)

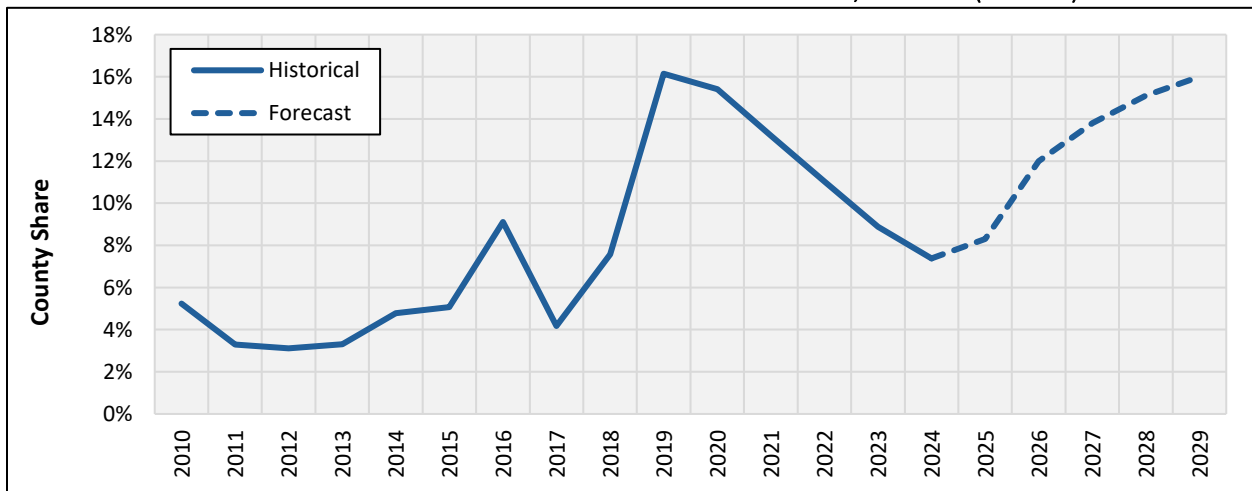


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

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)

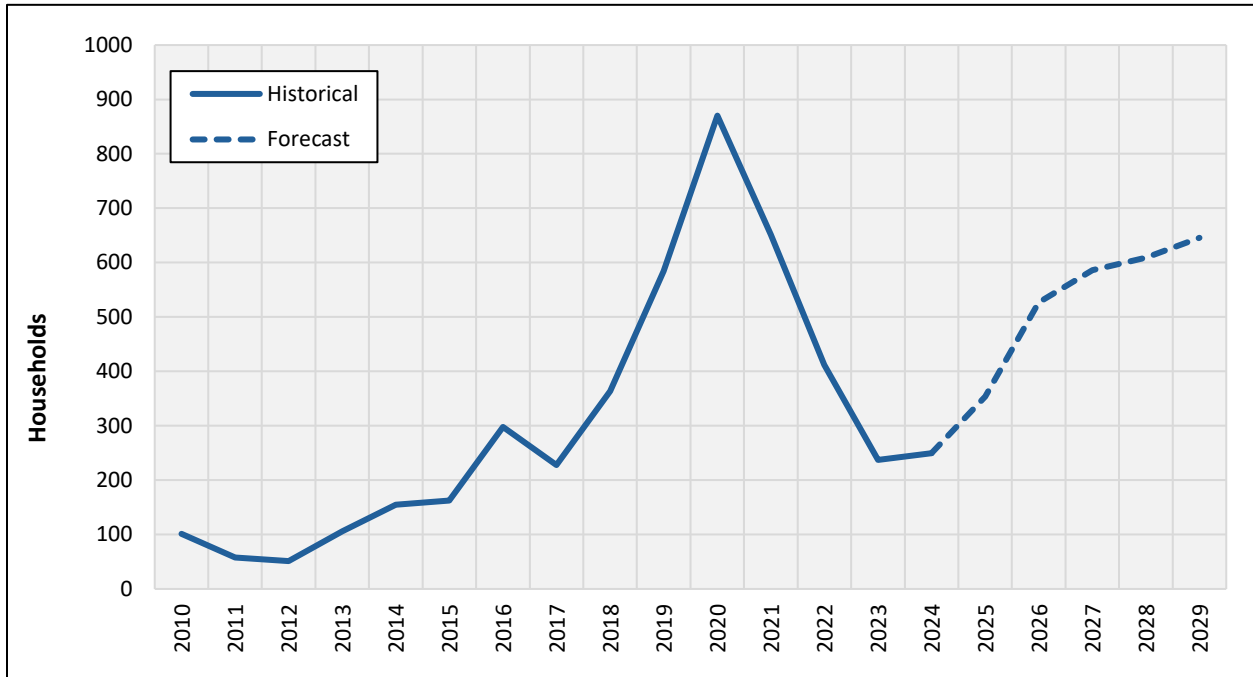


SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS



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

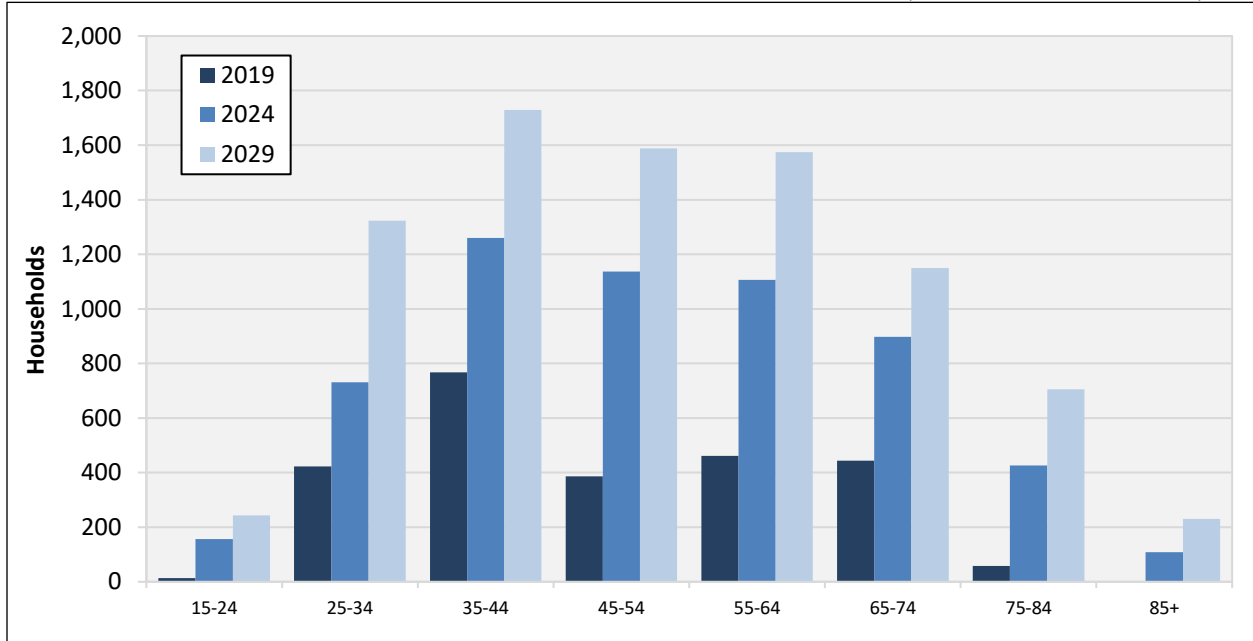
HOUSING DEMAND BY TYPE

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.



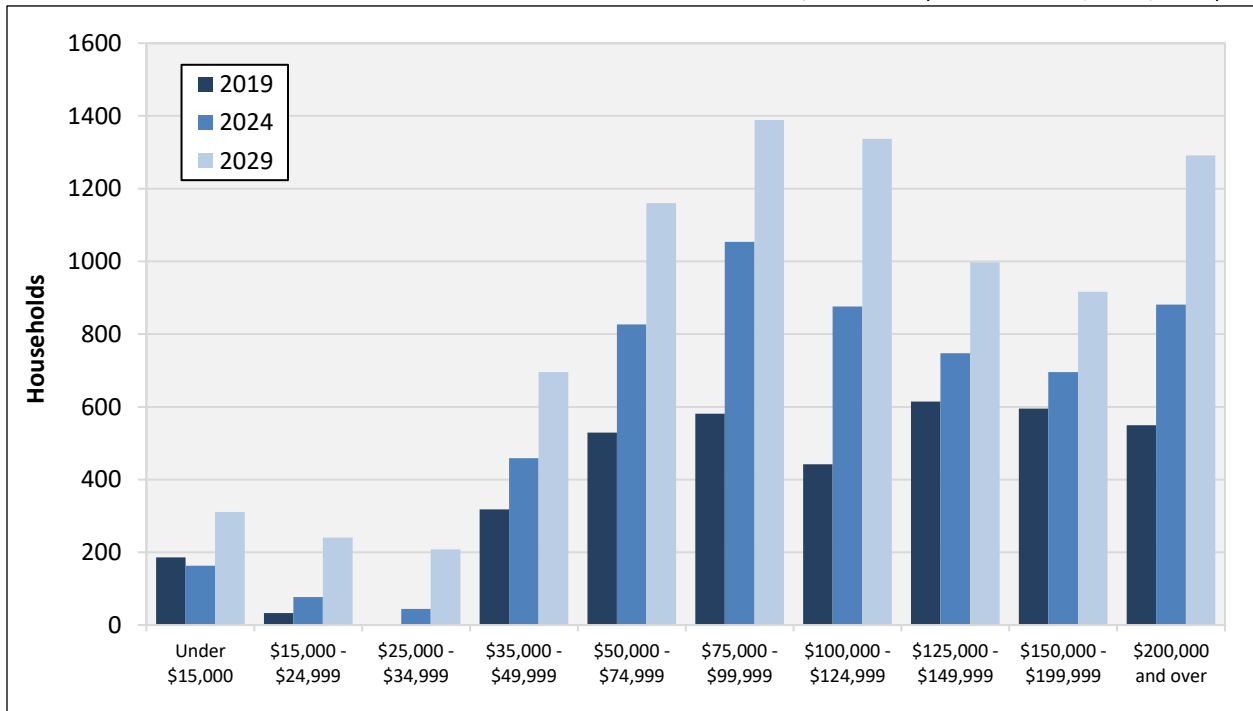
FIGURE 9.5: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, RIDGEFIELD (YEAR-END 2019, 2024, 2029)



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

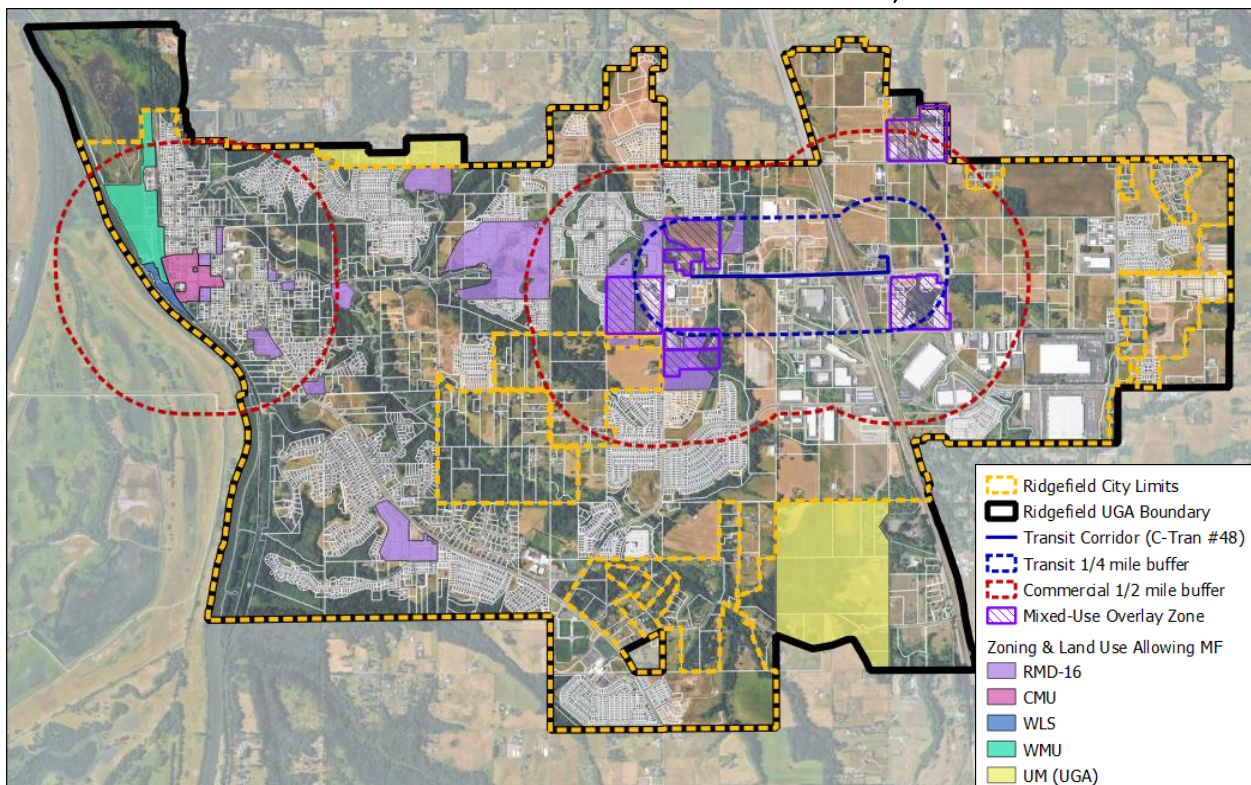
OVERVIEW

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



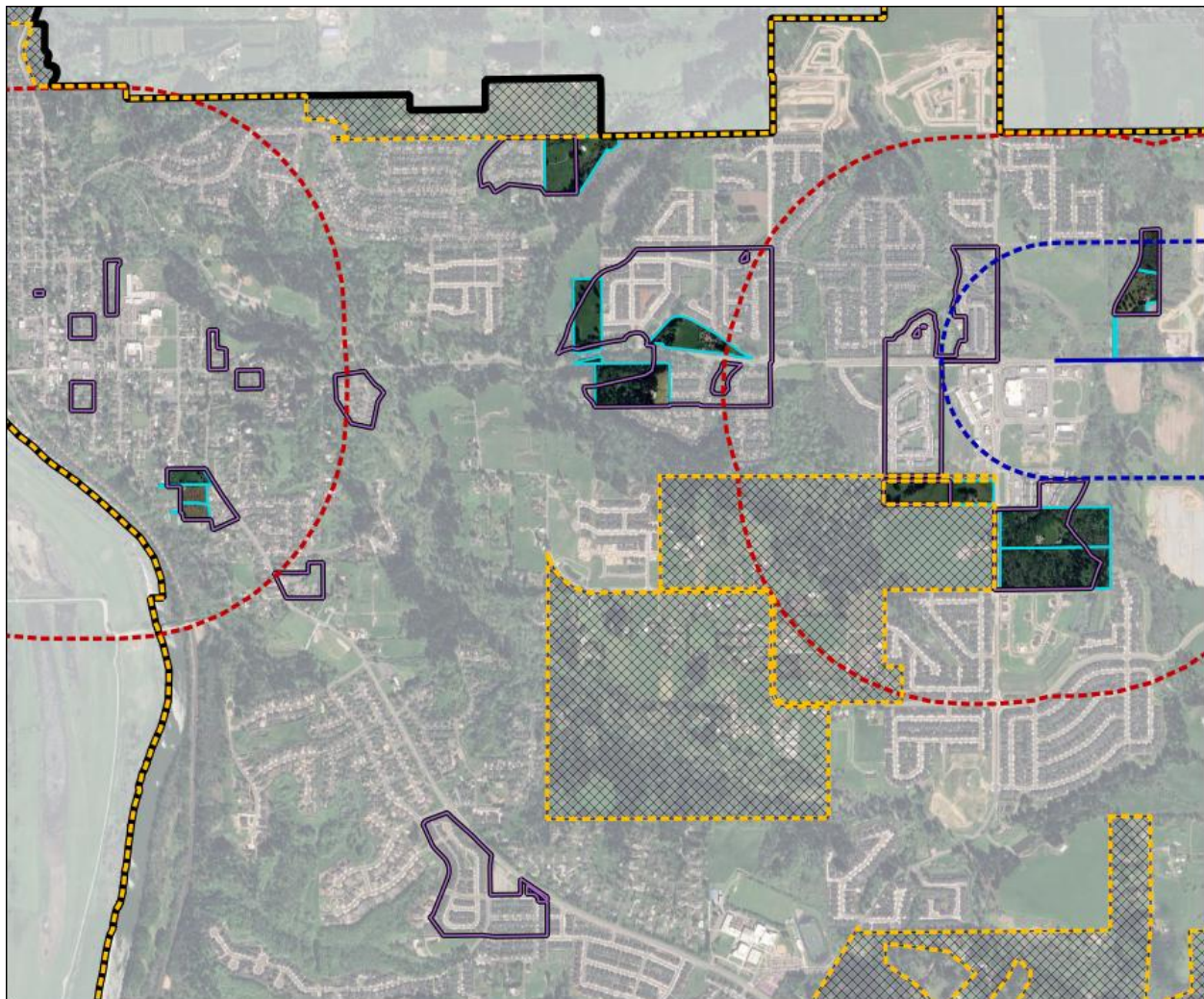
MEDIUM-DENSITY DISTRICT

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

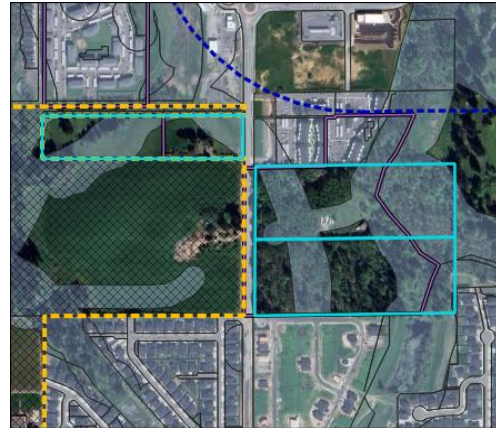
The only potentially buildable site within a quarter mile of transit is the Gregory and Januik properties, accessed via NW 26th Avenue. These are partially built, but could potentially accommodate some multi-family housing. The parcels are within walking distance of transit and commercial services along 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.

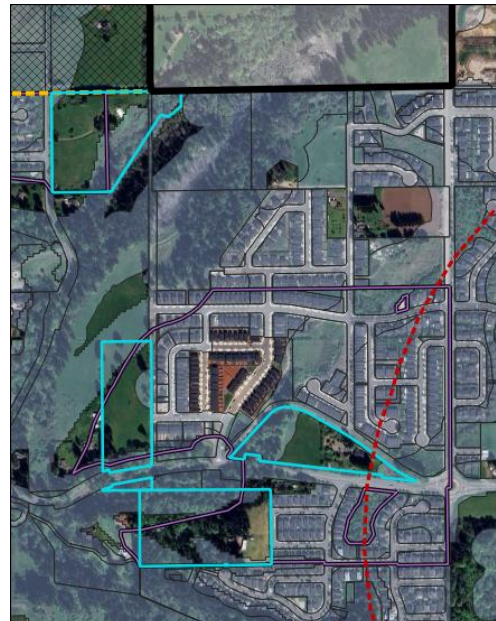
On the east side of Royle Road, Legacy Trails III (north) includes wetlands in the east, plus an existing homesite in the middle. A recent pre-application submittal (under RMUO, see next subsection) indicates that 7.7 acres are buildable (216 u.). The Lahti property (south) includes roughly 11.5 acres 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.



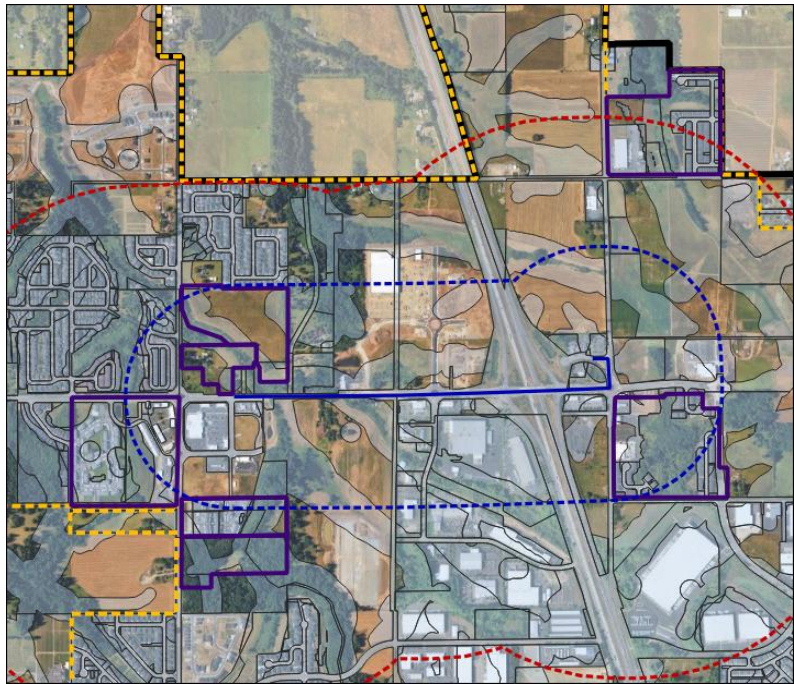


MIXED-USE OVERLAY ZONE

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.

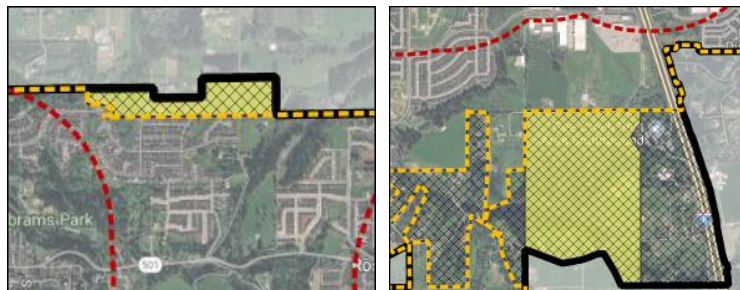
The RMUO area in the south, east of Royle Road, is mostly built out or wetlands, but some unbuilt land in the south (Legacy Trails III/Lahti) is zoned RMD-16. The RMUO on Legacy Trails III was recently expanded for a project with a proposed 216 multifamily units.



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

Zoning	Owner(s)	Property ID	Acres allowing MF		Assumed Res.	Transit			Com.		Density		Potential Units	
			Total	Bldbl.		< 1/4 m.	< 1/2 m.	< 1/2 m.	Max	CP*	Max	CP*		
RMD-16	Gregory, Januik	214028000, 214029000	7.0	4.0	100%	✓	✓	✓	16	12	64	48		
RMD-16	Pioneer Village South	213784000	5.0	2.0	100%		✓	✓	16	12	32	24		
RMD-16	Lahti	213965000	11.5	6.0	100%		✓	✓	16	12	96	72		
RMD-16	Bennett	213705000	6.8	3.0	100%				16	12	48	36		
RMD-16	Hickman	213788000	7.2	3.0	100%				16	12	48	36		
RMD-16	McCanta	213721000	5.7	4.0	100%				16	12	64	48		
RMD-16	Hinton Services	213710000	5.8	5.0	100%				16	12	80	60		
CMU	[11 parcels]	[11 parcels]	1.6	1.6	100%			✓	16	8	23	10		
WMU	Port of Ridgefield	68314000, 67897000, ++	48.7	26.2	N/A			✓	Conc. plan		256	256		
RMUO	Legacy Trails III	213966000	13.9	7.7	N/A			✓	Site plan		216	216		
RMUO	Discovery Ridge Holdings	213960000	18.6	10.0	60%	✓	✓	✓	28	8	168	48		
RMUO	MAJ Royle Ridge LLC	214022000	8.0	5.7	N/A	✓	✓	✓	Site plan		92	92		
Total within 1/4 mile of transit and 1/2 mile of commercial:			33.6	19.7							324	188		
Total within 1/2 mile of commercial:			114.4	63.2							947	766		
Total, all:			139.8	78.2							1187	946		

* Density assumptions used in the Ridgefield Comprehensive Plan

SOURCE: Clark County, City of Ridgefield, Johnson Economics



XI. CONCLUSIONS

MULTI-FAMILY NEED AND SUPPLY

Ridgefield will continue to see strong growth over the next decades as the land supply south in Clark County is dwindling and development is shifting northward. A significant portion of the housing need will be for multi-family units, which is increasingly becoming the middle-income housing option as price gains and mortgage rates in the single-family market are putting this housing form out of reach of more households. Our modeling indicates a need for 790 new multi-family units in Ridgefield over the coming five years – or roughly 160 units annually. This represents 28% of the modeled housing need.

One of the goals of Ridgefield’s 2016 Comprehensive Plan is that 25% of its new housing shall be multi-family units. Over the past 10 years, the share has been 12.4% – half the stated target. In Clark County, only Yacolt has had smaller multi-family share over this period. The county-wide share is 36%, and even the unincorporated portion of the county has a larger share than Ridgefield (20%).

The constraint does not appear to be on the demand side. As two apartment projects with nearly 500 units were built over the 2019-21 period, the units were absorbed at an average rate of 190 units per year. High occupancy rates and rents subsequent to lease-up reflect significant demand pressure, suggesting that additional supply is needed. Currently, only one project is in the construction pipeline, with 148 units restricted to seniors. Two additional projects have been proposed, with potential for 308 units.

We suspect that the limited supply of buildable land suitable for multi-family development is the main reason for the shortage of multi-family construction over the past 10 years. And given the current land supply in the city, we expect the shortfall to continue. Based on our analysis of satellite imagery and buildable lands data from the county, we estimate that buildable land with zoning that allows multi-family housing in theory can accommodate 1,190 units. Using density assumptions from the Comprehensive Plan, the total number of potential units is 950. However, this includes land that is more likely to be developed for other uses and land that is unlikely to be developed at all.

The Comprehensive Plan states that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors.” We estimate that only 320 units can theoretically be accommodated on land that meets these criteria (190 units at CP assumed density). Site-specific issues may preclude development of most of this land.

In summary, we expect limited multi-family development to occur in Ridgefield with the current land supply – well short of the estimated need. This is likely to prevent middle-income households from settling in Ridgefield, thus constraining the supply of labor necessary for the city’s current business expansion. This might hamper economic growth, and is likely to lead to a significant increase in commuter traffic.

MARKET TRENDS

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

The market for commercial space has been weak in recent years due to the shift to online retail and the increased use of home offices. The office market is particularly weak. New commercial development is generally limited to retail



concentrated in areas with strong residential growth or near freeway interchanges accessible to large populations. Ridgefield is a prime example of this. As its population has reached the size needed to attract large anchor stores, a wide range of additional commercial establishments are also looking to locate within the city. Thus, the city is expected to meet a much larger portion of its demand for goods and services going forward. However, cities at the periphery of larger metropolitan areas typically never become self-sufficient in terms of commercial services, as residents continue to frequent establishments in more central parts of the region.

In contrast to prospective multi-family tenants, commercial tenants looking for space in Ridgefield are likely to have a wealth of options over the next years. An estimated 417,000 square feet of space is currently in the development pipeline, including 160,000 square feet under construction. In comparison, absorption of commercial space in Ridgefield averaged 33,000 square feet annually between the opening of the Rosauers grocery store in 2019 and the Costco store in 2024. Though the Costco store is likely to increase the absorption rate over the next years, we expect the buildout of the current pipeline to extend well into the next decade.

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

RMUO AT THE SUBJECT SITE

The RMUO overlay allows for a mix of commercial and residential uses, including lodging. The subject site represents limited potential for commercial development currently, due to low traffic volumes on 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:

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

The RMUO overlay is one of the regulations established on the basis of LU-10 to accommodate mixed-use development in the Pioneer/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.

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

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

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

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

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



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

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

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

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

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

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

The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses that will contribute to the mixed-use vitality of the Junction. The residential portion will provide housing for Clark College students and the local workforce, while also contributing support for service employment in the subarea and the city. The commercial portion will accommodate commercial services and lodging that can meet both local and regional needs.

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

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

Ridgefield’s share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for multi-family development. The proposed



RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.

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

According to Clark County's most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. While one 148-unit senior living project under construction (Residence at Ridgefield) will meet some of the need from seniors, the only multi-family projects without age restrictions (92 units proposed at Royle Ridge and 216 units at Legacy Trails III) will meet only a portion of the need from working-age residents and students. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply.

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

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

Ridgefield's share of multi-family housing production over the past 10 years was only 12.4% – roughly half the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint. Specifically, there are very few such sites that meet the criteria of being within a half mile of commercial/employment centers and along the transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located near commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target.

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



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

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

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

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

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

Memorandum

To: Mike Jenkins
MAJ Development

From: Daniel Stumpf, PE
Todd Mobley, PE

Date: August 12, 2025

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



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.

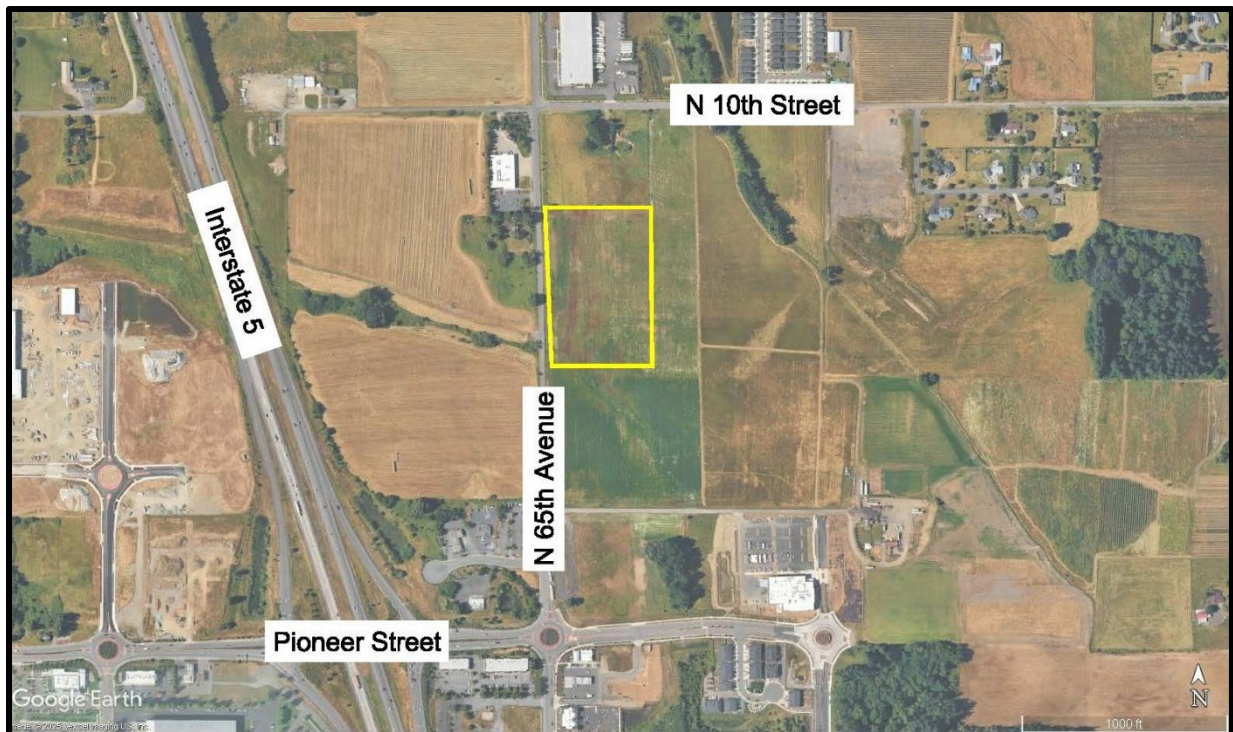


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

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.



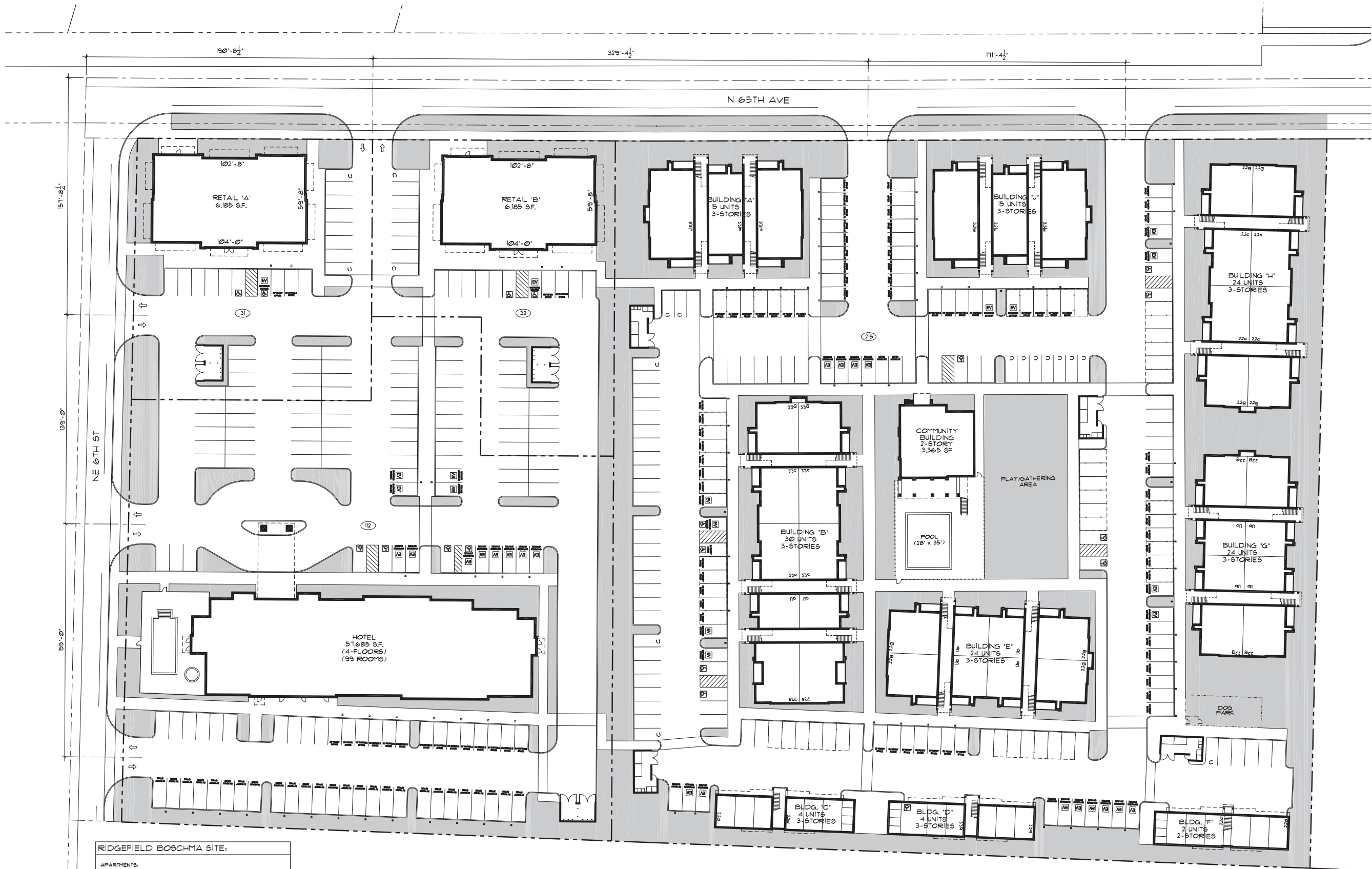
MAJ RIDGEFIELD EAST
 N 65TH AVE & N 10TH ST
 RIDGEFIELD, WA 98642
 MAJ DEVELOPMENT

PROJECT NO.
2025-126

DATE : 08-04-2025
 DRAWN BY : CY. GAH
 CHECKED BY : RMS

REVISIONS

2025-126-1sp10.dwg



RIDGEFIELD BOSCHMA SITE:

APARTMENTS:	
38	1-BEDROOM / 1-BATH
16	2-BEDROOM / 2-BATH
24	2-BEDROOM / 2-BATH
2	2-BEDROOM / 3-BATH
42	2-BEDROOM / 2-BATH
2	2-BEDROOM / 3-BATH (LIVE/WORK)
6	3-BEDROOM / 2-BATH
4	3-BEDROOM / 3-BATH (LIVE/WORK)
142	TOTAL

PARKING:	
143	PARKING STALLS
54	COVERED STALLS
8	GARAGES
215	TOTAL (10 ADA SPACES)
REQUIRED PARKING: 215 (15 SPACES PER UNIT)	
STORAGE UNITS: 12 UNITS	
COMMUNITY BLDG: 3,365 SF	



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

Land Use: Multifamily Housing (Low-Rise)

Land Use Code: 220

Land Use Subcategory: Not Close to Rail Transit

Setting/Location: General Urban/Suburban

Variable: Dwelling Units

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: **142**

AM PEAK HOUR

Trip Rate: 0.4

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

PM PEAK HOUR

Trip Rate: 0.51

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

WEEKDAY

Trip Rate: 6.74

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

SATURDAY

Trip Rate: 4.55

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

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition



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

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

AM PEAK HOUR

Trip Rate: 0.46

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

PM PEAK HOUR

Trip Rate: 0.59

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

WEEKDAY

Trip Rate: 7.99

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

SATURDAY

Trip Rate: 8.07

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



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Existing Conditions

Land Use: Shopping Plaza (40-150k)

Land Use Code: 821

Land Use Subcategory: Supermarket - Yes

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: **108.9**

AM PEAK HOUR

Trip Rate: 3.53

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

PM PEAK HOUR

Trip Rate: 9.03

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

WEEKDAY

Trip Rate: 94.49

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

SATURDAY

Trip Rate: 116.15

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



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions

Land Use: Strip Retail Plaza (<40k)

Land Use Code: 822

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: **12.37**

AM PEAK HOUR

Trip Rate: 2.36

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

PM PEAK HOUR

Trip Rate: 6.59

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

WEEKDAY

Trip Rate: 54.45

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

SATURDAY

Trip Rate: 0

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

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
					Non-Pass-By Trips				
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

NCHRP 8-51 Internal Trip Capture Estimation Tool					
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%

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

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

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

⁴Person-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

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total 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%

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

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

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

⁴Person-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

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.25	41	51	1.25	41	51
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	45	56	1.25	27	34
Hotel	1.25	30	38	1.25	28	35

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

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

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles 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

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

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

²Person-Trips

³Total 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%

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Second Reading of Ordinance No. 1472 - Kelly/Windy Hills Petition to Annex

GOVERNING LEGISLATION

RCW 35a.14 Annexation by Code Cities

PREVIOUS COUNCIL ACTION TAKEN:

Council approved Resolution No. 664, Kelly Property Intent to Annex, on June 12, 2025.
Council held a public hearing on Ordinance No. 1472, Kelly/Windy Hills Petition to Annex, on January 22, 2026.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

To approve the Kelly/Windy Hills Petition to Annex:

"I move to adopt Ordinance No. 1472 as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report

ORDINANCE NO. 1472

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON ANNEXING INTO THE CORPORATE LIMITS OF THE CITY OF RIDGEFIELD APPROXIMATELY 32.63 ACRES IDENTIFIED AS THE KELLY-WINDY HILLS ANNEXATION AREA AND ASSIGNING THE ZONING OF THE ANNEXED AREA AS RESIDENTIAL LOW DENSITY 4 WITH A RESIDENTIAL CLUSTER OVERLAY AND URBAN HOLDING 10 OVERLAY.

WHEREAS, annexations to the City of Ridgefield are regulated by Revised Code of Washington (RCW) Chapter 35A.14, Annexation by Code Cities; and

WHEREAS, the proposed annexation area (Kelly-Windy Hills Annexation Area comprised of Assessor's parcels 215857015, 215857010, 215815000, 215816000, 215857005, 215857000, and 215822000) is within the Ridgefield Urban Growth Area as shown on the Ridgefield Urban Growth Area Comprehensive Plan Map of the Clark County 20-Year Comprehensive Growth Management Plan which the Board of Clark County Councilors adopted on June 28, 2016, Ordinance No. 2016-06-12; and

WHEREAS, RCW 35A.14.010 provides that an unincorporated area lying contiguous to a code city may become part of the charter code city or noncharter code city by annexation; and

WHEREAS, the area proposed to be annexed is contiguous to the city limits; and

WHEREAS, RCW 35A.14.120 provides a direct petition annexation method which requires that prior to circulating a petition for annexation, the initiating party or parties, who shall be the owners of not less than ten percent in value, according to the assessed valuation for general taxation of the property for which annexation is sought, shall notify the legislative body of a charter code city or noncharter code city; and

WHEREAS, on June 12, 2025 the City Council of the City of Ridgefield adopted Resolution No. 664 accepting a notice of intent to annex for parcel 215857015, modifying the geography to include the six additional parcels described herein, and authorizing the applicant to circulate a petition to annex; and

WHEREAS, the City of Ridgefield received a petition to annex for the Kelly-Windy Hills Annexation Area and assigned File No. PLZ-25-0142; and

WHEREAS, RCW 35A.14.120 requires that the petition to annex must be signed by the owners of not less than sixty percent in value, according to the assessed valuation for general taxation of the property for which annexation is petitioned; and

WHEREAS, the petition to annex is signed by the owners of greater than sixty percent in value of the property for which annexation is petitioned; and

WHEREAS, on January 2, 2026, the City of Ridgefield requested that the Clark County Department of Assessment and GIS certify the petition to annex by direct petition method according to RCW 35A.01.040(4) which requires that a petition signed by property owners be transmitted to the county assessor for determination of sufficiency; and

WHEREAS, on February 6, 2026, the Clark County Assessor provided to the City of Ridgefield a Certification of Sufficiency for the annexation petition by the direct petition method; and

WHEREAS, RCW 43.21C.222 exempts annexation of territory by a city or town from compliance with the chapter entitled State Environmental Policy; and

WHEREAS, RCW 35A.14.130 provides that the legislative body of a code city may entertain a petition for annexation and fix a date for a public hearing thereon and cause notice of the hearing to be published in one or more issues of a newspaper of general circulation in the city, and post in three public places within the territory proposed for annexation, and shall specify the time and place of hearing and invite interested persons to appear and voice approval or disapproval of the annexation; and

WHEREAS, the City of Ridgefield met the requirements defined within RCW 35A.14.130 by publishing a notice of public hearing in the Columbian newspaper, posting notice of public hearing at three public places within the territory proposed for annexation, mailing the notice to surrounding property owners, and posting the notice online; and

WHEREAS, on January 22, 2026, the City Council of the City of Ridgefield held and closed a public hearing on the proposed annexation; and

WHEREAS, RCW 35A.14.140 provides that after the public hearing, if the legislative body determines to effect the annexation, then they shall do so by ordinance and file a copy of the ordinance with the board of county commissioners; and

WHEREAS, the proposed annexation area is designated Urban Low as shown on the Comprehensive Plan Map of the Ridgefield Urban Area Comprehensive Plan which the City Council adopted on February 25, 2016, Ordinance No. 1203; and

WHEREAS, the City is designating subject properties Residential Low Density 4 with a Residential Cluster Overlay pursuant to RDC 18.210.015.A, the 2016 Ridgefield Urban Area Comprehensive Plan, and the Gee Creek Plateau Subarea Plan; and

WHEREAS, the City is placing all newly annexed properties in UH-10 pursuant to RDC 18.210.015.B until certification by the city engineer that identifies capital facilities deficiencies have been satisfactorily resolved, as required in RMC 18.270.060;

NOW THEREFORE, the City Council for the City of Ridgefield hereby ordains as follows:

SECTION 1. Annexation. The City of Ridgefield hereby annexes into the corporate limits of the City of Ridgefield the Kelly-Windy Hills Annexation Area shown in Exhibits A and B.

SECTION 2. Zoning. The zoning of the annexed area shall be Residential Low Density 4 with the Residential Cluster Overlay and Urban Holding 10 overlay. The Urban Holding 10 overlay shall not be removed until the requirements of RDC 18.210.015.B and 18.270.060 are met.

SECTION 3. City Filing of Certificate with Washington State Office of Financial Management. A Certificate of Annexation shall be filed with the Washington State Office of Financial Management within thirty (30) calendar days of the effective date of this ordinance.

SECTION 4. City Filing with Clark County. A certified copy of the adopted ordinance shall be separately filed with the Board of Clark County Commissioners and the Clark County Department of Assessment and GIS.

SECTION 5. Severability. If any section, sentence, clause or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

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

SECTION 7. 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.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 12TH DAY OF FEBRUARY, 2026.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss, City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading/Passage: January 22, 2026
Second reading/Passage: February 12, 2026
Date of Publication:
Effective Date:

Exhibit A. Survey

Exhibit B. Legal Description



COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3908 | Fax: (360) 887-2507 | www.ridgefieldwa.us

Ord. 1472 Kelly/Windy Hills Petition to Annex

Staff Report

File No. PLZ-25-0142

February 12, 2026

I. Basic Facts

Petition to annex submitted: December 16, 2025

Technically complete: December 23, 2025

Council hearing: January 22, 2026

Property information:

1. 1346 S 38th Ct, Ridgefield, WA 98642. ADJ LOT 4 SP2-697, Assessor's #215857015, 21.5 acres
2. 1360 S 38th Ct, Ridgefield, WA 98642. LOT 3 SP2-697, Assessor's #215857010, 1.2 acres
3. 3748 S 15th St, Ridgefield, WA 98642. #20 SEC 29 T4N R1E WM, Assessor's #215815000, 4.53 acres
4. 3756 S 15th St, Ridgefield, WA 98642. #21 SEC 29 T4N R1E WM, Assessor's #215816000, 1 acre
5. 1418 S 38th Ct, Ridgefield, WA 98642. LOT 2 SP2-697, Assessor's #215857005, 1.2 acres
6. 1432 S 38th Ct, Ridgefield, WA 98642. LOT 1 SP2-697, Assessor's #215857000, 1.2 acres
7. 4012 S 15th St, Ridgefield, WA 98642. #27 SEC 29 T4N R1E WM, Assessor's #215822000, 2 acres

Property Owners:

1. & 2. David D and Karen M Kelly Trustee, 1360 S 38th Ct
3. Charles Dougals Verdier Trustee, 3748 S 15th St
4. George Ray and Muriel Barrett, 3756 S 15th St
5. Paul and Carrie Prigge, 1418 S 38th Ct
6. Kurt and Joy Stonex, 1432 S 38th Ct
7. Leanne M Bremer and Robert W Mayfield, 4012 S 15th St

Applicant: Quail Development LLC. 4501 NE Minnehaha St #200, Vancouver, WA 98661. Contact: Brandy McEllrath, brandy@quailhomes.com, 360-952-0713

Comprehensive Plan Designation: Urban Low, Urban Holding

County Zoning: Clark County Single-Family Residential (R1-6), Urban Holding 10 (UH-10)

Gee Creek Subarea Plan Zoning: Residential Low Density 4 (RLD-4), Residential Cluster Overlay

Staff Contact: Claire Lust, Community Development Director. 360.857.5024, Claire.Lust@ridgefieldwa.us

II. Property Information

The Petition to Annex includes seven residentially-zoned parcels in the Gee Creek Plateau Subarea (See Figures 1 and 2). The parcels are in the Ridgefield Urban Growth Area (UGA) and are contiguous with the existing Ridgefield City limits. Therefore, the parcels are eligible for annexation. The property information is in Table 1.

Table 1. Property information

Property Owner	Legal	Square Feet	Acres	2025 Assessed Taxable Property Value for 2026 Taxes	Site Address
KELLY DAVID D & KELLY KAREN M TRUSTEE	ADJ LOT 4 SP 2-697, Assessor's #215857015	936,540	21.5	\$1,489,430.00	1346 S 38 th Ct
	LOT 3 SP2-697, Assessor's #215857010	52,272	1.2	\$1,350,996.00	1360 S 38 th Ct
CHARLES DOUGALS VERDIER LIV TRUST	#20 SEC 29 T4N R1E WM, Assessor's #215815000	197,327	4.53	\$969,890.00	3748 S 15 th St
BARRETT GEORGE RAY & BARRETT MURIEL	#21 SEC 29 T4N R1E WM, Assessor's #215816000	43,560	1	\$882,816.00	3756 S 15 th St
PRIGGE PAUL & PRIGGE CARRIE	LOT 2 SP2-697, Assessor's #215857005	52,272	1.2	\$733,771.00	1418 S 38 th Ct
STONEX KURT & STONEX JOY	LOT 1 SP2-697, Assessor's #215857000	52,272	1.2	\$739,739.00	1432 S 38 th Ct
BREMER LEANNE M & MAYFIELD ROBERT W	#27 SEC 29 T4N R1E WM, Assessor's #215822000	87,120	2	\$846,290.00	4012 S 15 th St
Totals		1,421,363	32.63	\$7,012,932	

Figure 1. Vicinity map

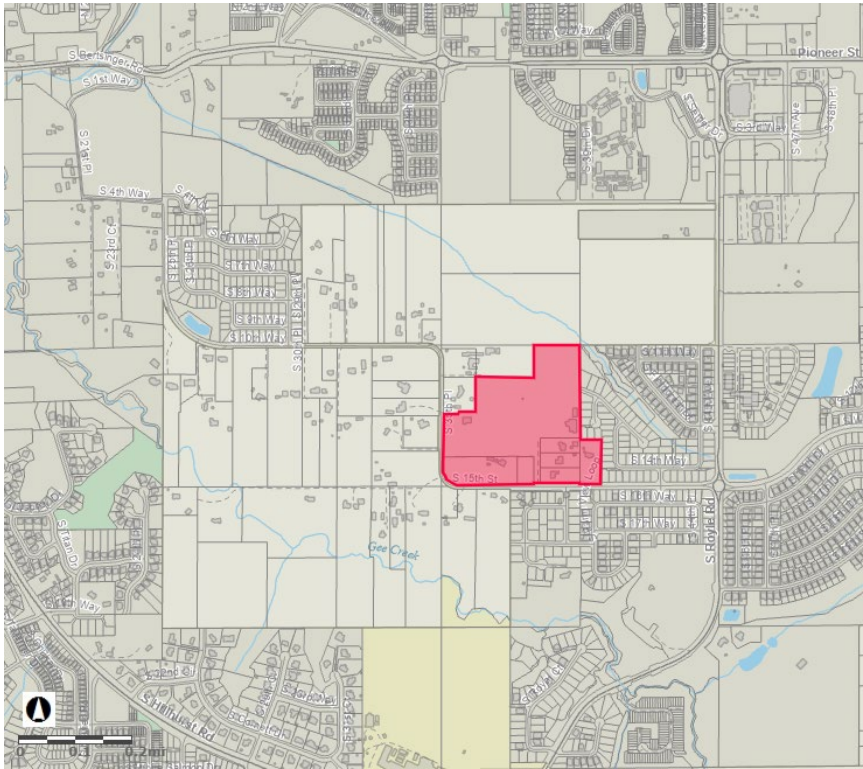
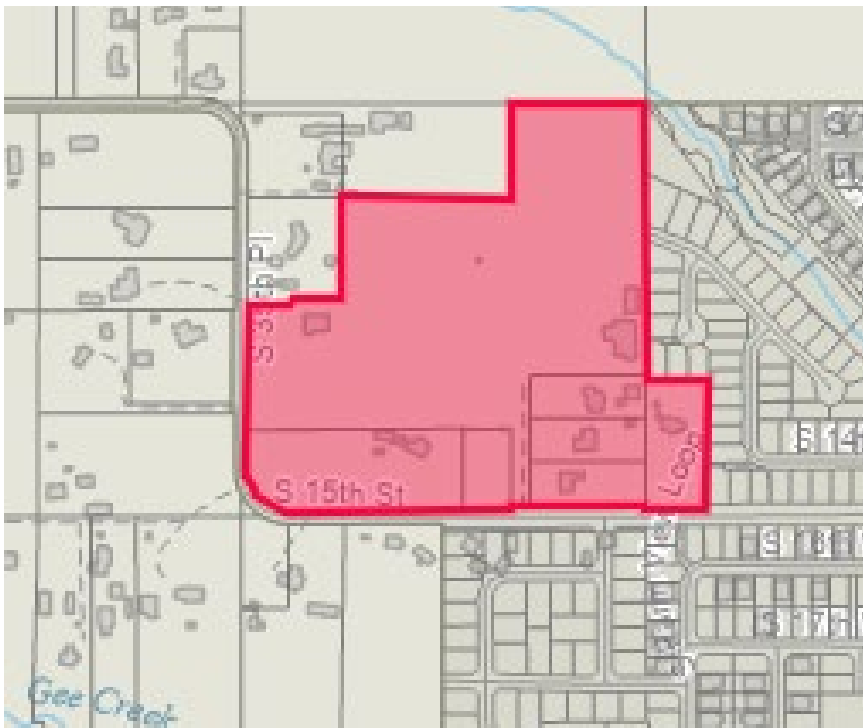


Figure 2. Site map



III. Zoning and Development

Annexation requires concurrent rezoning from the existing Clark County zoning designation to a City zoning designation. Staff finds:

- The County zoning of the proposed annexation area is Single Family Residential R1-6 with the Urban Holding – 10 (UH-10) overlay.
- The 2016 Ridgefield Urban Area Comprehensive Plan designation is Urban Low Density Residential (UL).
- Per RDC 18.210.015.A, the RLD-4, RLD-6, and RLD-8 zoning districts shall implement the UL comprehensive plan designation.
- The adopted Gee Creek Plateau Subarea Plan assigns RLD-4 zoning with a Residential Cluster Overlay to the annexation area.
- Therefore, the proposed City zoning is RLD-4 with a Residential Cluster Overlay.
- The Urban Holding – 10 (UH-10) overlay shall remain in until capital facilities deficiencies are adequately resolved per RDC 18.270.060.

The applicant, Quail Homes, intends to develop the western portion of the Windy Hills property (1346 S 38th Ct) following annexation. Upon annexation, any proposed development will be subject to the City’s land use, engineering, and building review processes beginning with a pre-application conference. The project will vest to the version of the Ridgefield Development Code effective at the time the land use application is found to be technically complete including the special provisions for the Gee Creek Plateau Subarea in 18.210.140.

IV. Procedure

Intent to Annex

On June 12, 2025, Council reviewed the Kelly Property Intent to Annex (PLZ-25-0055). The annexation request was for 1346 S 38th Court. Via Resolution No. 664, Council approved the intent to annex with a geographic modification to include six additional parcels. This established the maximum annexation area as the seven parcels included in this request.

Direct petition (60 percent petition) method for owner-initiated annexation.

The direct petition method of annexation (RCW 35A.14.120-150) requires that owners of 60 percent or more of the taxable value of the proposed annexation area must sign the Petition to Annex. Road values are not included in this calculation. Owners representing 100 percent of the value signed the Petition to Annex, so this requirement has been met.

Certificate of sufficiency.

Staff requested a certificate of sufficiency from the Clark County Assessor’s office on January 1, 2026. A signed certificate of sufficiency will be required prior to adoption of the annexing ordinance.

Council hearing.

City Council held a public hearing and first ordinance reading for the Kelly/Windy Hills Petition to Annex on January 22, 2026.

Second ordinance reading.

City Council will hold a second reading and vote to determine whether the city will adopt the Petition to Annex on February 12, 2026.

Remaining steps:

- Ordinances: The city shall adopt an ordinance annexing certain lands, adopt a zoning ordinance for the annexed area, and forward the ordinance(s) to the Clark County Assessor's Office, State Department of Revenue, State Department of Commerce, and State Office of Financial Management.
- Census: The City Clerk shall report population increases to census reporting agencies.

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Motion to Approve Sanderling Park Phase 3 Final Plat

GOVERNING LEGISLATION

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

To approved the plat:

"I move to approve the Sanderling Park Phase 3 Final Plat as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report



COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642
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Sanderling Park Phase 3 Final Plat

Staff Report

File No. PLZ-25-0140

February 12, 2026

I. Basic Facts

Dates: On November 18, 2025, the City received an application for final plat approval for Sanderling Park Phase 3 (28 lots). All comments on the plat were addressed and site construction substantially complete on January 30, 2026.

Council: February 12, 2026

Applicant: Fidelity National Title. 655 W Columbia Way #200, Vancouver, WA 98660. Contact: Deanna Haake, 360-980-0124, builderdev@fnf.com

Property Owner: Pahlisch Homes at Sanderling Park, LP. 210 SW Wilson Ave., Suite 100, Bend, OR 97702. Contact: Mike Morse, 503-317-6500, mikem@pahlisch.com

Property Information: #7 OF SEC 32 T4NR1EWM 3.00A (PEND 2106 SANDERLING PARK PH3), Assessor's # 216452000, 3 acres

Zoning: Residential Low Density 4 (RLD-4), Urban Holding 10 (UH-10)

Comprehensive Plan: Urban Low (UL)

Compliance: The proposed plat complies with the applicable provisions in the Ridgefield Development Code, the Kennedy Farms Development Agreement, and the Ridgefield Urban Area Comprehensive Plan.

II. Documents Received

- A. Master land use application
- B. Final plat checklist
- C. Plat sheets
- D. Title report
- E. Lot closure report
- F. Legal description
- G. Narrative
- H. Draft CC&Rs
- I. Revised materials as required by staff

Figure 2. Kennedy Farm East Preliminary PUD

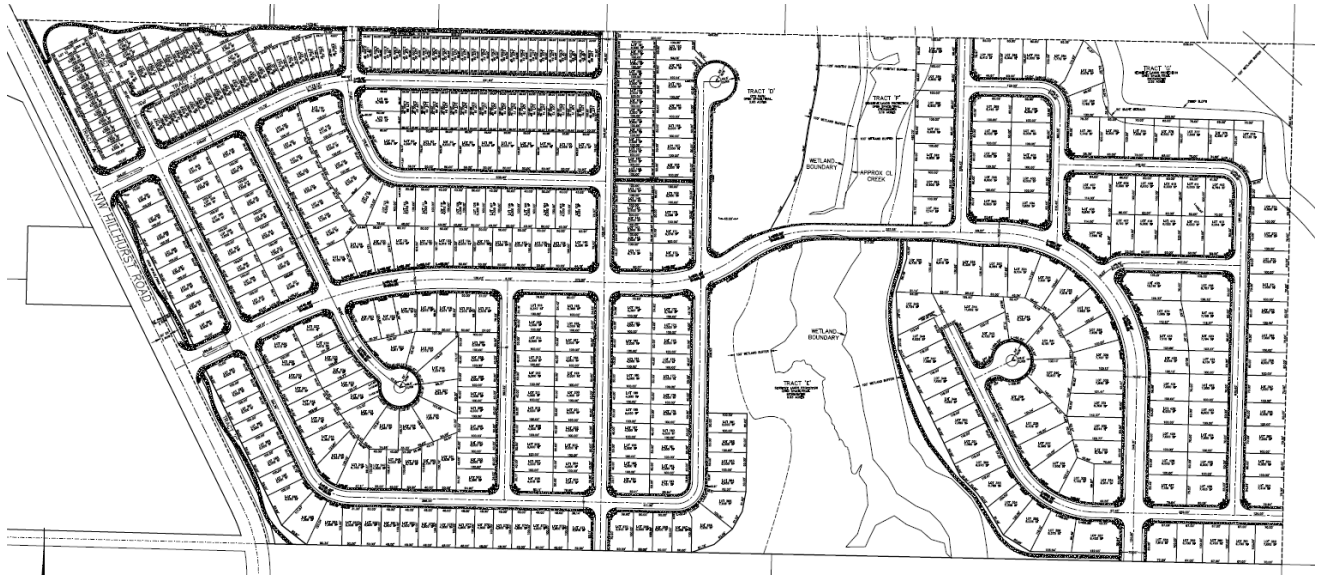
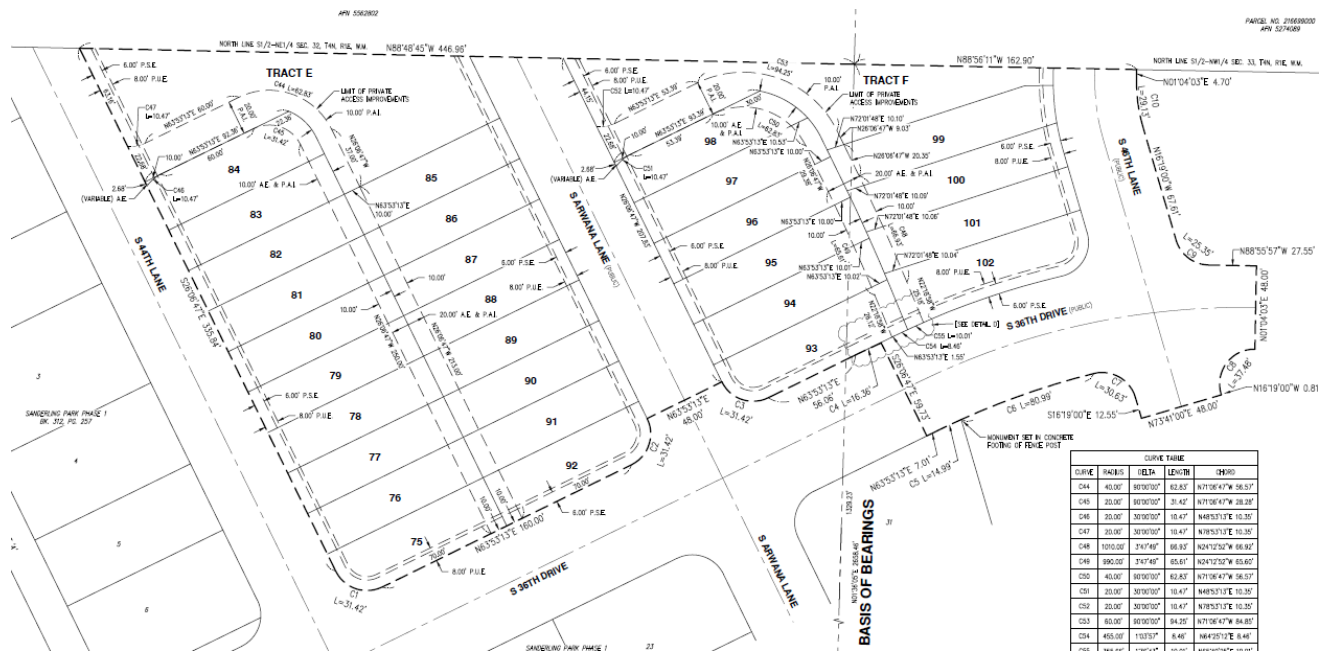


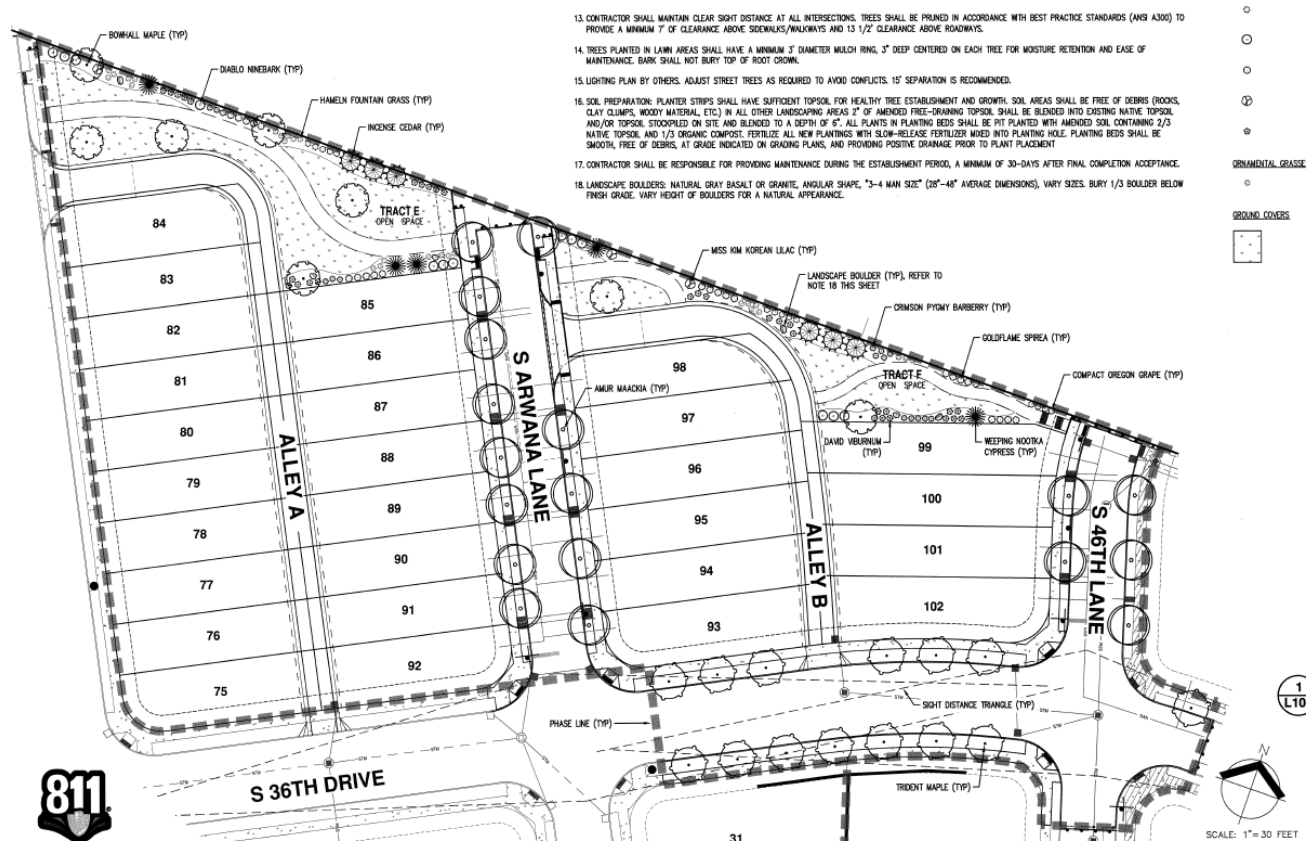
Figure 3. Sanderling Park Phase 3 Final Plat (full plans included as attachment)



The applicant proposes to subdivide Phase 3 (Parcel #986064821, 3 acres) into 28 townhouse lots with alley access. See Figure 3 and attachments. The lots range from 2,600 square feet to 3,722 square feet, consistent with the lot sizes and overall density approved through the Kennedy Farms DA, Kennedy Farm East Preliminary PUD, and subsequent Phase 3 post decision review. The average lot area is 2,834 square feet.

Tracts E (12,593 sf) and F (8,714 sf) are open space tracts to be owned and maintained by the HOA with public access. An 8-foot pedestrian path traverses Tracts E and F. See Figure 4. It connects to the path in Phase 1 to the west and future Phase 4 to the east.

Figure 4. Phase 3 Open Space



IV. Staff Review

The purpose of this review is to consider whether the applicant has met the conditions of approval from the preliminary plat approval, the Development Agreement, the Ridgefield Development Code, the Ridgefield Urban Area Comprehensive Plan, and the City Engineering Standards for Public Works Construction. Staff evaluated the final plat materials provided and offer the following combined comments.

Survey Review

All survey comments have been addressed.

Engineering Review

Site improvements are substantially complete and no performance bond is required for incomplete public improvements. As a **condition of approval**, the applicant shall obtain engineering acceptance prior to obtaining city signatures on the final plat mylar.

All other engineering comments and conditions of approval have been addressed.

Land Use Review

The City Attorney reviewed the document annexing Phase 3 into the Sanderling Park CC&Rs and found that the requirements in RDC 18.620.145 are met. As a **condition of approval**, the applicant shall record the CC&Rs and submit a recorded copy to the City.

All other land use comments and conditions of approval have been addressed.

Urban Holding

RDC 18.270.060.A allows the Urban Holding 10 overlay to be removed from a property concurrent with final plat approval. Urban Holding shall be removed from Sanderling Park Phase 3 concurrent with this final plat approval.

V. Conditions

Staff recommends City Council **approve** the Sanderling Park Phase 3 Final Plat subject to the following **conditions of approval**:

1. The applicant shall obtain engineering acceptance prior to obtaining city signatures on the final plat mylar.
2. The applicant shall submit mylars for signature containing the signature and seal of the surveyor of record (Certification of Subdivision Platting, see RDC 18.620.120.L) and the signatures of all parties having an ownership interest in the land for purposes of dedication (Dedication of Subdivision, see RDC 18.620.120.M).
3. The applicant shall record the final plat with the Clark County Auditor's Office within thirty (30) calendar days of City signatures on the face of the Mylar.
4. The applicant shall submit the recorded plat and all associated written documents within thirty (30) calendar days of City signatures on the face of the Mylar.
5. The applicant shall record the CC&Rs and submit a recorded copy to the City.

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: Approval of Resolution No. 672 - Cheeky Noodles TIF Reduction

GOVERNING LEGISLATION

RCW 82.02.060 Impact Fees - Local Ordinances

RMC 18.070 Impact Fees including subsection 140, Impact Fee Exemptions

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

In November 2025, Council adopted an amendment to RMC 18.070.040 allowing partial or full transportation impact fee (TIF) exemptions for development projects created within a neighborhood commercial zone (CNB). Any exemption is required to be paid into the impact fee fund out of the general fund or other lawful sources of funding.

Cheeky Noodles applied for a commercial tenant improvement building permit in 2025 and TIF was assessed as \$18,011.73 at the time of submittal. The permit was issued on December 9, 2025, at which time staff deferred the TIF payment from issuance to final occupancy as is permitted under RMC 18.070. The tenant improvements are currently under construction.

The co-owner of Cheeky Noodles, Oliver Nouwens, submitted a memo in support of the TIF waiver request which is included as an attachment.

BUDGET/FINANCIAL IMPACTS:

Payment of up to \$18,011.73 from the general fund into the traffic impact fee fund.

RECOMMENDED ACTION OR MOTION:

To waive TIF for Cheeky Noodles and authorize a transfer of \$18,011.73 from the general fund to the traffic impact fee fund:

"I move to adopt Resolution No. 672 as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Memo to City of Ridgefield

RESOLUTION NO. 672

A RESOLUTION AUTHORIZING APPROVAL OF TRANSPORTATION IMPACT FEE EXEMPTION FOR CHEEKY NOODLES

WHEREAS, the City of Ridgefield has adopted a Transportation Impact Fees (TIF) regulation, Ridgefield Development Code (RDC) 18.070; and

WHEREAS, RDC 18.070 requires new development to pay a proportionate share of transportation system improvements necessary to construct the City's road system; and

WHEREAS, RCW 82.02.060 authorizes cities to establish impact fee waiver programs for development projects with broad public purposes; and

WHEREAS, RDC 18.070.140.D provides that the Ridgefield City Council may grant a partial or full TIF exemption for development projects created within the Commercial Neighborhood Business (CNB) zone; and

WHEREAS, any exemption shall be paid into the impact fee fund established under RDC 18.070 by the city out of general funds or other lawful sources of funding; and

WHEREAS, the granting of a TIF waiver is a discretionary legislative action not subject to land use appeal; and

WHEREAS, Cheeky Noodles, an eating establishment, received building permit approval (commercial tenant improvement) under COM-25-0046; and

WHEREAS, Cheeky Noodles is located at 2209 S Hillhurst Road Suite 130 in the CNB zone; and

WHEREAS, the City assessed TIF against Cheeky Noodles based on a rate of 33 average daily trips (ADT); and

WHEREAS, the TIF assessment for 33 average daily trips was calculated at the time of building permit submittal as $\$545.81/\text{ADT} \times 33 \text{ ADT} = \$18,011.73$; and

WHEREAS, the owner of Cheeky Noodles requested a TIF exemption under the provisions of RMC 18.070.140.D; and

WHEREAS, the City Council, in public meeting, has determined that it is in the public interest waive TIF for Cheeky Noodles;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, AS FOLLOWS:

Section 1. The City Council exempts Cheeky Noodles from payment of TIFs associated with commercial tenant improvement COM-25-0046 calculated at \$18,011.73.

Section 2. Consistent with RDC 18.070.140.D, the City shall pay \$18,011.73 into the TIF fund from general funds or other lawful source of funding on behalf of Cheeky Noodles.

Section 3. Payment may be made by including such amount(s) in the public share of system improvements undertaken within the applicable service area.

ADOPTED AT THE REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 12TH DAY OF FEBRUARY, 2026.

CITY OF RIDGEFIELD

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

CHEEKY NOODLES

Memorandum for Application of Traffic Impact Fees (“TIFs”) Exemption

Dear Ridgefield City Council,

Cheeky Foods LLC respectfully submits this memorandum in support of its request for relief from TIFs, based on the nature of the business, the zoning and location of the premises, and the anticipated travel patterns of our customers.

The premises are located within a ***neighborhood commercial*** zoning area intended to support neighborhood-scale commercial activity rather than functioning as a traffic-generating destination. The proposed use is consistent with that zoning designation, which anticipates low-intensity commercial services that integrate into existing residential and mixed-use areas and do not materially increase traffic demand beyond what is already anticipated for the site.

We are expecting our customer base to consist primarily of nearby residents and workers who will walk or make short local trips to the location. The proximity to an existing and established arterial roadway, Hillhurst Road, means that any customers travelling by car would likely be doing so as part of an existing journey. Given this, we anticipate that the business will create a negligible traffic burden on the city’s roads.

With that in mind, imposing TIFs would create a significant financial burden on a new, locally-owned business which would not be proportional to the actual transportation impacts. Relief from TIFs is consistent with the intent of such fees and supports the City of Ridgefield’s broader goals of encouraging locally owned businesses, neighborhood-scale commercial development, and walkable community-oriented services to maintain Ridgefield’s unique charm and character

Yours faithfully,



Oliver Nouwens
Co-Owner and Ridgefield Resident
2/9/2026

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: February 12, 2026

AGENDA ITEM NAME: First Reading of Ordinance No. 1473 - Repealing Establishment of Temporary Speed Limits and Establishing a Process to Administratively Approve a Temporary Closure or Speed Limit

GOVERNING LEGISLATION

RCW 46.90.010 and WAC 308-300-265

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Ordinance 1431 in September 2024 to set a temporary speed limit for certain sections of Royle Road and Pioneer Street.

SUMMARY/BACKGROUND:

With the substantial completion of the public works construction projects that led to Ordinance 1431, City staff has determined that the reduced speed limit is no longer necessary at these locations. Section 3 of the proposed ordinance repeals Ordinance 1431 and in doing so repeals RMC 10.08.035 that set the temporary speed limits.

Additionally, the City has reviewed the process for establishing temporary speed limits in order to establish a more streamlined and responsive process consistent with the law. Based on that review, the proposed ordinance also adopts a new Chapter 12.17 of the Ridgefield Municipal Code. Under this new chapter, the City Manager is authorized after consultation with the City Engineer to close to travel or restrict the use or speed of on City roads when such roads are being constructed, repaired, maintained or improved or if there are permitted special uses. Except in an emergency, at least three days prior to any such restriction, the City would publish notice of the restriction in the City's newspaper of record and also erect signage at either end of the affected roadway. In the event of an emergency, the City can continue to close or restrict a road by posting notice at each end of the closed or restricted portion of the roads, consistent with current authority.

BUDGET/FINANCIAL IMPACTS:

There is no significant budget or financial impact.

RECOMMENDED ACTION OR MOTION:

First reading only.

STAFF CONTACT: Janean Parker, City Attorney

ATTACHMENTS:

1. CLOSURE OR RESTRICTED USE OF CITY STREETS

ORDINANCE NO. 1473

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON REPEALING SECTION 10.08.035 CONCERNING THE ESTABLISHMENT OF TEMPORARY SPEED LIMITS TO RESCIND CERTAIN TEMPORARY SPEED LIMITS AND CREATING CHAPTER 12.17 TO ESTABLISH A PROCESS TO ADMINISTRATIVELY APPROVE TEMPORARY CLOSURE OR RESTRICTED USE OF CITY STREETS

WHEREAS, the City Council adopted Ordinance No. 1431 in September 2024 to provide for the temporary reduction of speed limits along Royle Road from South Wells Drive/15th Street to Hillhurst Road and along Pioneer Street from Royle Road to 56th Place due to certain public road construction projects in those locations; and

WHEREAS, those road projects have been substantially completed and there is no longer the need for a reduced speed limit at those locations; and

WHEREAS, the City Engineer has determined that, consistent with the approved plans the construction in these areas has been completed and the reduced speed limits should be removed and the speed limit returned to 35 MPH; and

WHEREAS, due to the City's road construction schedule and the need to control traffic in construction areas temporarily on a more frequent basis, the City wishes to establish a more streamlined and responsive process for temporary traffic restrictions in construction areas within the City.;

WHEREAS, the State Model Traffic Ordinance authorized by RCW 46.90.010 and codified at WAC 308-330 authorizes the City Engineer to regulate traffic for construction, detours, emergencies, and other special conditions as he or she deems necessary under the ordinances of the City Council.

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 to repeal existing temporary speed limit reductions and to establish a more expedited and responsive process for temporarily adjusting speed limits.

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. **Repealing Ordinance 1431**. The City Council hereby repeals Ordinance 1431, that provided for temporary speed limit reductions along Royle Road from South Wells Drive/15th Street to Hillhurst Road and along Pioneer Street from Royle Road to 56th Place. The speed limits for those street sections are returned to the limits set forth in RMC 10.08 (currently imposed as 35 MPH).

Section 4. **Adopting a new RMC Chapter 12.17**. The City Council hereby adopts a new Chapter 12.17 of the Municipal Code. The new Chapter 12.17 is adopted as set forth in Exhibit A, attached hereto and hereby incorporated fully by reference.

Section 5. **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 6. **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 7. **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 _____ DAY OF _____ 2026.

CITY OF RIDGEFIELD:

Mayor

ATTEST:

Julie Ferriss
City Clerk

APPROVAL AS TO FORM:

Janean Parker
City Attorney

First reading: 2-12-2026
Second Reading/Passage:
Date of Publication:
Effective Date:

Chapter 12.17

CLOSURE OR RESTRICTED USE OF CITY STREETS

12.17.010 Temporary closure – Posting notices.

A. For any definite period of time, the City Manager, in consultation with the Director of Public Works or the City Engineer, may close to travel, or restrict the speed or use of, or require special permitting for, any City road to all vehicles, or to any designated class of vehicles, or to any designated frequency of use or vehicle loads by any class of vehicles, as the case may be, whenever the City road is being constructed, altered, repaired, improved or maintained in such a manner as to require its use or any portion of its use be closed or restricted or subject to special permitting; provided:

1. That before any City road is closed or restricted to all vehicles or any class of vehicles, a notice including the effective date shall be published in one issue of the City's newspaper of record.

2. That on or prior to the date of publication of such notice, the City shall erect and maintain, or cause to be erected and maintained signs designating the provisions of this chapter in a conspicuous place at each end of the portion of any City road affected.

3. No City road will be closed sooner than three days after the publication and posting of the notice.

B. In accordance with the provisions of RCW 47.48.020, whenever due to emergency conditions the use of a City road by all vehicles, or by vehicles of a class, will damage a City road or will be dangerous to traffic and the traveling public using the City road, the City Manager, Director of Public Works or the City Engineer may, without publication or delay, close City roads temporarily to all vehicles or to any designated class of vehicles or to the frequency of use or vehicle loads by any class of vehicles or place other conditions or restrictions by posting notice of same at each end of the closed portion of road or roads. Such restrictions shall be effective immediately upon posting.

12.17.020 Effect on other rules.

The rule set forth in this chapter shall not supersede or modify any rule in force establishing load limitations on City roads or bridges.

12.17.030 Special permits.

The Director of Public Works, or the City Engineer, pursuant to RCW 47.48.020 and 46.44.080, may issue special permits in writing authorizing the operation of school buses, emergency vehicles and motor trucks transporting perishable commodities or commodities necessary for the health and welfare of local residents under specified weight and speed restrictions as may be necessary to protect any City road from undue damage or to protect the traveling public, or may issue special haul road permits in writing authorizing and setting terms and conditions for existing, new, and expanded hauling operations for use of City roads that may cause accelerated deterioration of roadway surfaces and improvements or be dangerous to traffic, including but not limited to: pits and quarries, logging operations, contractors, and developers.

12.17.040 Violation – Penalty.

Any violation of the prohibitions and restrictions provided in this chapter shall be designated as a traffic infraction and punishable in accordance with state law and/or local traffic ordinances. The monetary penalty amount shall be as set forth in the City's adopted penalty schedule for traffic violations.