



**RIDGEFIELD PLANNING COMMISSION
MEETING AGENDA**

**Wednesday, October 3, 2018
Ridgefield Community Center
210 N. Main, Ridgefield, WA 98642**

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

- 1. Flag Salute**
- 2. Roll Call**
- 3. Late changes to the agenda**

II. PUBLIC COMMENT

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

III. CONSENT AGENDA

- 1. Approval of Minutes from Wednesday, 9/5/18 Meeting**

IV. BUSINESS

- 1. Public Hearing: Comprehensive Plan Amendment - Discover Ridge - Jeff Niten, Community Development Director**
- 2. Public Hearing: Comprehensive Plan Amendment - Jones - Jeff Niten, Community Development Director**
- 3. Public Hearing: Comprehensive Plan Amendment - Transportation CFP - Jeff Niten, Community Development Director**
- 4. Public Hearing: Ridgefield Mixed Use Overlay - Jeff Niten, Community Development Director**

V. 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 address. Comments are limited to three minutes. Written comments may be submitted to the City Clerk prior to the meeting.

VI. STAFF REPORTS

VII. FROM THE COMMISSION

VIII. ADJOURN

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



CITY OF RIDGEFIELD, WASHINGTON
Planning Commission MEETING MINUTES
September 5, 2018

Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM

FLAG SALUTE

ROLL CALL

Attendee Name	Title	Status	Arrived
Jerry Bush	Commissioner	Present	
Jason Carnell	Chair	Present	
Stan Okinaka	Commissioner	Present	
Victoria Haugen	Commissioner	Present	
Paul Young	Commissioner	Excused	
Jen Lindsay	Commissioner	Present	
Patrick Flynn	Commissioner	Present	

COMMISSIONER OKINAKA MOTIONED TO EXCUSE COMMISSIONER YOUNG. COMMISSIONER HAUGEN SECONDED THE MOTION. APPROVAL WAS UNANIMOUS.

LATE CHANGES TO THE AGENDA

Jeff Niten, Community Development Director, requested to change the order of the business items being presented tonight. He requested the Gee Creek Plateau Code be moved from the third business item to the first business item.

PUBLIC COMMENT

None

CONSENT AGENDA

1. Approval of Minutes from Wednesday, 8/1/18 Meeting

COMMISSIONER FLYNN MOTIONED TO APPROVE THE MINUTES A PRESENTED. COMMISSIONER OKINAKA SECONDED THE MOTION. APPROVAL WAS UNANIMOUS.

BUSINESS

1. Gee Creek Plateau Code - Public Hearing - [6:33 PM](#)

SUMMARY/BACKGROUND:

The Gee Creek Plateau sub-area plan was developed over the summer and fall of 2017 with extensive input from property owners in the area. The sub-area plan was ultimately adopted by

Minutes Acceptance: Minutes of Sep 5, 2018 6:30 PM (CONSENT AGENDA)

City Council on December 7, 2017 following public hearings with the Planning Commission and Council. The implementation of the sub-area plan is part of the Planning Commission work program in 2018, and staff has developed the attached regulations for consideration that implement the sub-area plan principles and vision for the Gee Creek Plateau.

A major component of the sub-area plan, included in the attached development regulations, is the preservation of a rural feeling for the sub-area while developing the area at a density required under the Growth Management Act (GMA). The GMA allows for, and promotes, innovative zoning techniques which is what is attempted here. The idea that cluster zoning provisions can be applied in an urban area is unique.

Approximately half of the Plateau area is proposed for cluster type development in the future, and the attached regulations describe how the cluster areas will develop. The concept requires preservation of open space, and open areas along the current public roadways designed to maintain the feel of a rural area within an urban space. Additional elements include a special roadway cross section that allows for sidewalks on only one side of the road, and design details such as split rail fencing. Preservation of open space play a large role in the development of the cluster concept while allowing for 4 homes per acre with lot size ranging from 6,000 to 15,000 square feet.

Jeff Niten, Community Development Director, presented the Gee Creek Plateau Code business item.

Chair Carnell opened the Public Hearing at 6:37pm.

Bob Sawyer, resident

- The City needs better distribution for meeting dates and times. Suggested the City email meeting information to people.
- Animals should be limited to standard animals, pigs should not be allowed.

Cheryl Mitchell, resident

- Commented on safety items, questioned whether the City is putting a fence around the water collection pond.
- On the south side of 15th, there's excavating which has dropped the height of the ground below the height of the road, no guard rail, dangerous to leave it this way, even temporarily.
- Split rail fences (in the Gee Creek Plateau), who's paying for this?

Roy Garrison, resident

- Appreciate the City and Planning Commission for renaming the 'donut hole' to Gee Creek Plateau and taking on this unique project.

Kevin Stadelman, resident

- We'll lose acres from our property that will just sit there, landlocked with homes. Jeff (Niten) said he would take a look at this issue.

-Regarding the 15th street drop off, trucks are parking on the side of the road with trailers, road is too narrow. Ridiculous that we allow large trucks through here. With young kids going to school, somebody is going to get hurt.

-Think whole area should be 'criss-cross' zoning, shouldn't be different zones. It will look weird if you come around the corner and all you see is houses, compared to the other locations.

-Too much dirt flying round with no water.

Richard Amerman, resident

-I appreciate the goals of the plan. Is there anything built in to create an incentive for developers to work together?

Nancy Finn, resident

-How are we supposed to know about this meeting?

-I was told that with our existing house, we were only allowed to keep 15,000 square feet. How will the City work with owners to keep the integrity of houses that will be kept on the properties? Can they keep existing buildings on their properties if they choose to develop?

-Mentioned the drop off issue and dust issue.

Dave Kelley, resident

-Good process by the City staff and BergerABAM.

-If we don't apply to be annexed, we won't be annexed?

Chair Carnell asked the citizens for a show of hands from those concerned with the drop off on 15th.

John Finn, resident

-Reiterated the drop off issue. There are no street lights at night. Suggested the City put up some signs or cones in the future.

Pam Stadelman, resident

-We were under the impression that annexation would be based on individual requests, not forced. Is this the case?

Chair Carnell closed the Public Hearing at 6:54pm.

Jeff Niten, Community Development Director, addressed comments and questions from the public hearing.

Discussion with Commissioners and Staff:

Commissioner Lindsay - concerns with the RLD-4 areas in the upper northwest quadrant and making sure the rules for the open spaces required for the clustered areas would also be applied to the RLD-4 areas. Critical Areas, Open Spaces, Recreational Areas, and Scenic Vistas aren't well defined in this code for the RLD-4 areas and may get lost and not followed by the developer. Commissioner Lindsay suggested the requirements for these open spaces be better defined in this code.

COMMISSIONER FLYNN MOTIONED TO MOVE TO COUNCIL WITH THE SUGGESTED CHANGES THAT COMMISSIONER LINDSAY PROVIDED. COMMISSIONER LINDSAY SECONDED THE MOTION. VOTE WAS UNANIMOUS APPROVAL.

2. Boat and RV Storage Facilities - Public Hearing - [7:24 PM](#)

SUMMARY/BACKGROUND:

During discussion about the self-storage regulations undertaken by both Planning Commission and the City Council in 2017 the Council directed staff to further refine the regulations to consider self-storage and boat/RV storage facilities separately. Development of regulations specific for boat and RV storage facilities is part of the 2018 Community Development and Planning Commission work program for 2018.

Staff researched boat and RV storage facility regulations across the state and region and development the attached draft for consideration. The draft regulations require any structures adjacent to a public right of way to be fully enclosed and meet design requirements for the zone. If a project is within 200 feet of the Interstate 5 right of way the project must meet Commercial design requirements regardless of zone. Finally, while structures adjacent to public rights of way must be fully enclosed, interior structures are not required to be, though the roof structures must still maintain the appearance and conform to the design guidelines applicable to the project.

Jeff Niten, Community Development Director, presented the Boat and RV Storage Facilities business item.

Chair Carnell opened the Public Hearing at 7:31pm.

Roy Garrison, resident

-Regarding density and growth management, we need storage space so we don't have clutter on the street creating a safety situation. Kids will dart out from between boats, etc, into the street. Demand is horrendous now for storage, people moving into Ridgefield need storage. Some council members are opposed to ideas that don't generate jobs per acre. If it's a case where the City needs revenue, then the City should put, for example, a \$5 a year tax on each storage unit.

Richard Amerman, resident

-Regarding the suggestion of changing the parking limit to just summer months, I don't think it's a good idea because in the summer, more people are out walking, biking, and engaging in the community and it would clash with having more obstruction, more visibility (on boats and RVs). I am sensitive to the fact that this is happening in the employment zone, and I like the idea of a tax or something to offset things. I think this is a good plan overall.

Chair Carnell closed the Public Hearing at 7:38pm.

Commissioners and Staff discussed the topic.

COMMISSIONER BUSH MOTIONED TO MOVE TO COUNCIL AS PRESENTED. COMMISSIONER OKINAKA SECONDED THE MOTION. VOTE WAS UNANIMOUS APPROVAL.

CHAIR CARNELL MOTIONED FOR STAFF TO REPRESENT BOTH VIEWPOINTS TO THE COUNCIL WHEN THEY PRESENT THIS TO THEM SO THEY CAN HEAR PLANNING COMMISSION'S CONCERNS. COMMISSIONER BUSH SECONDED THE MOTION. VOTE WAS 5-1 APPROVED. COMMISSIONER FLYNN-NAY.

3. Freewayscape - Public Hearing - [8:04 PM](#)

SUMMARY/BACKGROUND:

Part of the work program for the Planning Commission and Community Development Department in 2018 is to develop a "freewayscape" design that ensures development adjacent to Interstate 5 will be high quality and highlight the unique nature of Ridgefield.

Staff presented research to the Planning Commission during a discussion at the regularly scheduled meeting on August 1, 2018. Following that discussion staff has taken input into account and has developed several recommended changes to the Ridgefield Development Code that are designed to implement a unique "freewayscape".

The proposed changes include a requirement for any development proposal to design structures adjacent to Interstate 5 using the commercial design standards regardless of underlying zone. Secondly, landscape buffers adjacent to Interstate 5 will be 15 feet wide and designed to an L5 standard which requires trees, shrubs, and ground cover. Added to this standard landscape buffer is a requirement that at least 50% of the required trees be Blue Spruce which will add an element of uniqueness to our freeway frontage. Lastly, sign height is not proposed to be changed in the Community Regional Business (CRB) zone, however a 50 square foot bonus would be permitted for signs associated with a development in the CRB zone. Under this proposal the sign must also incorporate design elements in the commercial design standards such as exposed beam components, and be constructed of similar material to associated buildings on the site.

Jeff Niten, Community Development Director, presented the Freewayscape business item.

Chair Carnell opened the Public Hearing at 8:11pm.

Roy Garrison, resident

-Questioning the description made earlier regarding the Blue Spruce tree, these do get big.

-I'm involved with the property north of Pioneer, along I-5. Finest piece of land on I-5 for development. We've had one offer and turned it down. We're trying to market our properties to bring jobs and revenue to Ridgefield. Some of the restrictions to make it 'goody-two-shoes' will hamper the development community from what they wish to do.

-A 50' sign, that's like the casino, the casino is developing, they've got plans up there. I'm competing with the nearby casino, when I'm trying to market my property. They're going to put in commercial developments up there. They're looking at outlet stores, and hotels. Ridgefield needs a hotel.

-You start putting limitations for those who would like freeway visibility, I think this program is wrong.

Dave Kelly, resident

-Regarding the property referenced by Roy, we have an EMUO (Employment Mixed Use Overlay) with the City, does this do anything to the EMUO? I think that's the key piece in this whole thing. The

folks we've been chatting with want freeway visibility, they don't want it covered up, that's what the value of the land is. We have an EMUO that will protect us. We've turned down a lot of offers that weren't for Ridgefield, lost a lot of money but we felt we were the caretakers of that valuable piece of land, we don't want to be forced out of it.

Cheryl Mitchell, resident

-Freeway: I've brought up the concern with traffic from the development, I see an increase in traffic, takes longer to get on the freeway, especially during rush hour. What about Carty Road as an alternate route, create an entrance/exit to freeway?

-RV and Boat Storage: if you had a large enough lot, you could design a home with the outer stall garage taller, tied in with the roof line, for an RV or boat, with door closed. Design these houses that are all tied in, design-wise; 'build it and they will come', will bring people to Ridgefield to buy these houses. I'm sure the storage issue is still needed for other people not buying a larger lot.

Chair Carnell closed the Public Hearing at 8:21pm.

Commissioners and Staff discussed the topic.

COMMISSIONER BUSH MOTIONED TO RECOMMEND APPROVAL TO CITY COUNCIL. COMMISSIONER FLYNN SECONDED THE MOTION. VOTE WAS UNANIMOUS APPROVAL.

PUBLIC COMMENT - [8:25 PM](#)

Roy Garrison, resident

-Three businesses mentioned as examples in Ridgefield, Dollar Tree, Detroit Diesel, and a steel company. As you look into getting the jobs per acre, you need to take into consideration the people making deliveries, hauling stuff out, people out in the field constructing with the products they manufacture.

-A hotel and a sit-down restaurant in the junction area is needed in the community.

-I just don't want to see restrictions that will hamper the growth in Ridgefield. I'm for quality, not quantity.

Rob Ackley, resident

-Ridgefield is the fastest growing city in the state of Washington. I would encourage the Planning Commission to suggest an evaluation as to whether to hire another Development Inspector/Code Enforcement Officer. I'm a firm believer of boots on the ground to look for construction, code enforcement issues.

Richard Amerman, resident

-RV/Boat storage: I respect the intention of the employment zone. If the net development isn't met, my assumption is there's a fairly reasonable process for adjusting the zoning to affect a change in the employment adoption rate. Maybe by switching between Employment to Commercial to have a higher density or adding some more Commercial or Industrial zoning where there wasn't any.

-Quantity of storage: It will be used by outsiders, no matter what. Too little space, it'll take away from Ridgefield residents.

-Saw a lapse in inspections at certain stages of construction on my house. Worth doing a review on the staffing requirements, process, etc, so that fewer things are slipping through the cracks.

Chair Carnell closed the public comment at 8:36pm.

STAFF REPORTS - [8:36 PM](#)

None

FROM THE COMMISSION - [8:36 PM](#)

-Commissioner Okinaka - Ridgefield Main St - one of the biggest fundraising events is Oktoberfest this Saturday, event location is changing from Overlook Park to Ridgefield Outdoor Recreation Complex. At the end of this year, there will be three board vacancies on the Ridgefield Main St board.

-Chair Carnell - Requested a presentation at a later date of the formula for City staffing.

ADJOURN - [8:39 PM](#)

Yonya Deshiell

Jason Carnell

CITY OF RIDGEFIELD PLANNING COMMISSION PUBLIC HEARING

MEETING DATE: October 03, 2018

ITEM:

AGENDA ITEM TITLE: Public Hearing: Comprehensive Plan Amendment - Discover Ridge

GOVERNING LEGISLATION:

RCW 36.70A

SUMMARY/BACKGROUND:

The city, in consultation with the property owners, are proposing a Comprehensive Plan Amendment and associated zone change for APN 213968-000, 213969-000, 213970-000, and 214071-000 in order to correct a split zoning issue. The applicant requests to change the Comprehensive Plan designation from General Commercial (GC) and Employment (EM) to General Commercial (GC) for the entirety of the site, and the zoning designation for Commercial Community Business (CCB) and Employment (E) to Commercial Community Business (CCB) for the entirety of the site. The purpose of the change is to permit siting of a new comprehensive commercial development on the subject property.

The site is 35.34 acres and is located at the southeast corner of Pioneer Street and S. 45th Avenue (Royle Road) within the 45th and Pioneer sub-area adopted as part of the Comprehensive Growth Management Plan.

MOTION AND RECOMMENDATION TO CITY COUNCIL:

"I move to recommend **approval** of the Discovery Ridge Comprehensive Plan Amendment to the City Council".

STAFF CONTACT: Jeff Niten, Community Development Director

ATTACHMENTS: Discovery_Ridge_Staff_Rpt_PC_10_3_18 (DOCX)
Location Map (PDF)
Zoning_Discovery Ridge (PDF)
Comp_Plan Discovery Ridge (PDF)
Env_Discovery Ridge (PDF)
Discovery Ridge Overall Site Plan VBJ (PDF)

OVERVIEW

The city, in consultation with the property owners, are proposing a Comprehensive Plan Amendment and associated zone change for APN 213968-000, 213969-000, 213970-000, and 214071-000 in order to correct a split zoning issue. The applicant requests to change the Comprehensive Plan designation from General Commercial (GC) and Employment (EM) to General Commercial (GC) for the entirety of the site, and the zoning designation for Commercial Community Business (CCB) and Employment (E) to Commercial Community Business (CCB) for the entirety of the site. The purpose of the change is to permit siting of a new comprehensive commercial development on the subject property. In addition, a portion of the site, phase 4 on the attached conceptual site plan, is proposed for application of the Ridgefield Mixed Use Overlay.

The site is 35.34 acres and is located at the southeast corner of Pioneer Street and S. 45th Avenue (Royle Road) within the 45th and Pioneer sub-area adopted as part of the Comprehensive Growth Management Plan.

REVIEW PROCESS

Consistent with RCW 36.70A adopted Comprehensive Plans may only be modified once per calendar year. This request shall be considered with two additional proposed changes to the Comprehensive Plan, and if approved by City Council, will become effective January 1, 2019.

Department of Commerce 60 day notice issued August 24, 2018; and

SEPA Threshold Determination issued September 13, 2018; and

Planning Commission Public Hearing scheduled October 3, 2018; and

City Council Public Hearing scheduled October 11, 2018; and

City Council second reading October 25, 2018; and

Effective date, if approved, January 1, 2019.

EXISTING CONDITIONS

Immediately north and west of the subject property are undeveloped parcels designated for commercial uses. The commercial parcels to the west, across S. 45th Ave., have an approved Master Plan that envisions a Mixed Use development which is under partial construction. To the northwest of the subject parcels is an existing residential subdivision, Pioneer Canyon, that is fully developed. Parcels to the east are underdeveloped and zoned for employment uses. Parcels to the immediate south are zoned for commercial and employment uses. Wetlands, Streams, and Habitat areas exist on the eastern edge of the subject site.

TYPE IV PROCEDURE (RDC 18.310.090)

18.310.090 - Type IV procedure—Legislative decision.

- A. A Type IV procedure requires one or more hearings before the planning commission and one or more hearings before the city council.

Findings: A Public Hearing is scheduled with the Planning Commission on October 3, 2018 and scheduled with the City Council on October 11, 2018. Additionally, a second reading of the adopting ordinance is scheduled with the City Council on October 25, 2018.

- B. At least fourteen days before the date of the first planning commission hearing for an application subject to Type IV review, the planning director shall:
1. Prepare a notice that includes the following information:
 - a. The case file number(s),
 - b. A description and map of the area that will be affected by the application if approved reasonably sufficient to inform the reader of its location,
 - c. A summary of the proposed application(s),
 - d. The place, days and times where information about the application may be examined and the name and telephone number of the city representative to contact about the application,
 - e. A statement that the notice is intended to inform potentially interested parties about the hearing and to invite interested parties to appear orally or by written statement at the hearing,
 - f. Which review body will conduct the hearing, the date, time and place of the hearing, and a statement that the hearing will be conducted in accordance with the rules of procedure adopted by the review body,
 - g. A statement that a staff report will be available for inspection at the city hall at no cost at least seven days before the hearing, and copies will be provided at reasonable cost,
 - h. A general explanation of the requirements for submission of testimony and the procedure for the conduct of hearings;
 2. Post on the city website and publish in a newspaper of general circulation a summary of the notice, including the date, time and place of the hearing and a summary of the subject of the Type IV process; and
 3. Provide other notice deemed appropriate and necessary by the planning director based on the subject of the Type IV process.

Findings: Public Hearing notices for both the Planning Commission and City Council public hearings were published in the Columbian Newspaper on September 17, 2018. The notice included all of the information required above.

- C. At least seven days before the date of the first hearing for an application subject to Type IV review, the planning director shall issue a written staff report and recommendation regarding the application(s), shall make available to the public an electronic and paper copy of the staff report for review and inspection, and provide a copy staff report and recommendation to the review body. The city clerk shall mail or provide a copy of the staff report at reasonable charge to other parties who request it.

Findings: Finalized staff reports and associated exhibits shall be available to the public by 8am on September 26, 2018 for the Planning Commission Public Hearing, and by 8am on October 4, 2018 for the City Council Public Hearing.

- D. Public hearings shall be conducted in accordance with the rules of procedure adopted by the planning commission or city council, except to the extent waived by the review body. A public hearing shall be recorded on audio or audio/visual tape.

Findings: Public Hearings with both the Planning Commission and City Council shall be conducted according to appropriate procedure.

- E. At the conclusion of a planning commission hearing on a Type IV application, the planning commission shall announce one of the following actions, neither of which may be appealed:
1. That the hearing is continued. If the hearing is continued to a place, date and time certain, then additional notice of the continued hearing is not required to be mailed, published or posted. If the hearing is not continued to a place, date and time certain, then notice of the continued hearing shall be given as though it was the initial hearing before the planning commission; or
 2. That the planning commission recommends against or in favor of approval of the application(s) with or without certain changes, together with a brief summary of the basis for the recommendation.

Findings: It is anticipated that the Planning Commission will make a recommendation to the City Council for approval, approval with changes, or denial at the conclusion of the public hearing scheduled for October 3, 2018.

- F. Within ninety days of receipt of the report from the planning commission, the council shall conduct a public hearing. At least fourteen days before the date of the first city council hearing for an application subject to Type IV review, the planning director shall:
1. Prepare a notice that includes the information listed in subsection (B)(1) of this section except the notice shall be modified as needed:
 - a. To reflect any changes made in the application(s) during the planning commission review,
 - b. To reflect that the city council will conduct the hearing and the place, date and time of the council hearing, and
 - c. To state that the planning commission recommendation, and staff report, is available for inspection at city hall at no cost, and copies will be provided at reasonable cost;
 2. Mail a copy of that notice to the parties identified in subsection (B)(2) of this section and to parties who request it in writing;
 3. Post on the city website and publish in a newspaper of general circulation a summary of the notice, including the date, time and place of the hearing and a summary of the subject of the Type IV process; and
 4. Provide other notice deemed appropriate and necessary by the planning director based on the subject of the Type IV process.

Findings: Notice of the City Council Public Hearing on this matter was published in the Columbian newspaper on September 17, 2018. The staff report will incorporate any changes made by the Planning Commission and shall include the Planning Commission recommendation. The City Council staff report shall be available to the public at 8am on October 4, 2018. This requirement is met.

AMENDMENT PROCESS (RDC 18.320.020)

- A. The city shall consider amendments to the RUACP no more frequently than once every year. All proposals shall be considered by the city council concurrently so the cumulative effect of various proposals can be ascertained. (RCW 36.70A.130.2.)
- B. The city shall coordinate the timing of its annual review process so as to be consistent with county plan amendment procedures.

Findings: This proposed Comprehensive Plan Amendment is scheduled to be considered concurrently with other proposals. The timing is consistent with Clark County Comprehensive Plan amendment consideration.

- C. To be considered during the annual amendment review process, an applicant must file a petition no later than July 1 for the petition to be considered during that calendar year.
 - 1. The planning director shall find a petition to be technically complete pursuant to Section 18.320.050 before it shall be submitted to the city council.
 - a. The planning director shall decide whether the petition is technically complete within seven days from receipt of the application.
 - b. The planning director shall return a petition he or she finds to be technically not complete.
 - c. An applicant shall have seven days from the date of the planning director's decision as to technical completeness to amend and resubmit the petition.
 - d. The planning director shall decide whether the amended petition is technically complete no later than seven days from the date the applicant submits a petition.
 - 2. The planning director shall submit technically complete petitions to the appropriate review authority for review during that calendar year.
 - a. The review authority shall consider such petitions at the immediately following regularly scheduled meeting of that review body.
 - b. The review authority shall conduct a minimum of one public hearing for all technically complete petitions.

Findings: The application for an amendment was added to the list of amendments for consideration prior to July 1, 2018. There is sufficient background information to consider the request in light of all proposed amendments in 2018. This requirement is met.

- 3. The review authority shall issue a final decision on each petition for plan or code amendment within the same calendar year in which the petition was submitted.

Findings: All amendments shall be considered this calendar year, and a decision made in 2018. If approved this amendment shall be effective January 1, 2019. This requirement is met.

AMENDMENTS CONSIDERED (RDC 18.320.030)

Amendments to the RUACP may occur under the following situations:

- A. Plan Designation and Zoning District Map Amendments.
 - 1. Zoning district map amendments must be consistent with RUACP designations, except where the existing zoning is inconsistent with the RUACP plan designation.

2. Zoning district map amendments must be accompanied by a corresponding plan designation amendment.
- B. Annexation. As the city annexes land, it may be necessary for the city to apply zoning districts and overlay districts to ensure compliance with the RUACP. In such cases, the city shall apply zoning at the time of annexation.

Findings: Annexation is not applicable to this request, the site of the proposed amendment exists within city jurisdiction. The city has requested a Comprehensive Plan and Zoning Map amendment to correct a split zoning issue. This requirement is met.

APPLICATION PROCEDURES (RDC 18.320.040)

The planning director, city council or planning commission, or petition of the property owner may initiate a petition to amend the RUACP.

- A. The city may consider a proposed amendment with general application only as part of the city's annual review process.
- B. The city shall use a Type IV procedure when a proposed amendment affects a specific property, or small group of properties.
 1. For site specific amendments property owners within 300 feet shall receive a public hearing notice, and the property shall be posted with the relevant hearing information in at least three (3) conspicuous places on the subject site.
- C. The planning director shall determine, under Type I review, whether a proposed amendment to a zoning district requires an amendment to the RUACP map.
- D. An applicant shall use the forms provided by the city, and the petition shall include a site plan drawn to scale showing the property involved and adjacent land. The written petition and site plan must address relevant approval criteria with sufficient detail for the hearing examiners planning commission or council to determine compliance.
- E. Amendments initiated by private parties are subject to the adopted master fee schedule.

Findings: This proposed amendment is being considered as part of the annual review process, and does require an amendment to the Comprehensive Plan and zoning map.

APPROVAL CRITERIA (RDC 18.320.050)

The burden of proof shall be on the applicant to fully satisfy the following criteria prior to approval of an amendment to RUACP or its components:

- 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.

Findings: The city has initiated a request to amend the RUACP map. The application shall be reviewed for consistency with Comprehensive Plan policies below.

- 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.

Findings: The application shall be reviewed for consistency with plan policies below.

- 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: The proposal to amend Comprehensive Plan designation and zoning controls for the subject site is due to a split zoning issue where two of the parcels under consideration have two distinct zoning regulations applied. To correct this issue and to permit the development of a cohesive development with a single regulatory structure the amendment is proposed. Any amendments to Capital Facilities Plans are for mitigation purposes, and are part of the Transportation Capital Facilities Plan included in the 2018 package of reviews.

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

Findings: This amendment, if approved, is not contrary to state or federal law.

COMPREHENSIVE PLAN POLICIES

LAND USE

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.

Findings: The site of this proposal is at the corner of Pioneer Street and S. 45th Avenue which are two of the major transportation facilities in the city. A commercial development sited at the intersection of two major transportation facilities satisfies policy LU-2. Further, portions of the site are currently designated for commercial purposes, and correction of the split zone will allow a more cohesive development pattern near major transportation facilities.

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

Findings: The location of the proposed amendment minimizes adverse impacts to adjacent areas because it will concentrate more intense commercial development near public transportation facilities planned to accommodate additional users.

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.

Findings: Siting commercial development at the intersection of major transportation facilities, rather than designing “strip type” development patterns, allows for residential and commercial uses to be located in proximity and to reduce distance traveled to access commercial opportunities.

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.

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.

Findings: If approved, any development occurring on this site will be subject to commercial design standards which prioritizes human scale development, pedestrian access, and architectural variety at the street level. Additionally, locating a significant commercial development at the intersection of two major transportation facilities, Pioneer and S. 45th Avenue, encourages locating an appropriate mix of commercial opportunities at a location the majority of citizens pass by frequently.

ECONOMIC DEVELOPMENT

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.

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

EC-5 Public revenue enhancement: Promote development that encourages revenue generation for public services.

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.

EC-7 Support emerging businesses: Attract and retain small- to mid-sized businesses with high growth potential.

Findings: Approval of a cohesive commercial development in this location is key to further attraction of employers that provide family wage jobs to the community and satisfies policies EC-2, 4, 5, 6 and 7. During site selection many employers seek locations that are close to amenities their employees need during the workday including pharmacies, grocery stores, and other similar uses. Permitting commercial development at this location will provide those employers with services their employees need close by to areas of major employment directly east of the subject site. Additionally, development of cohesive commercial opportunities will serve as a catalyst advancing other commercial development near the newly created node.

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

Findings: The 45th and Pioneer sub-area plan identified the subject area for commercial opportunities. Approval of this amendment would permit the development of a cohesive commercial node at the intersection of two major transportation facilities, and help implement the vision of the 45th and Pioneer sub-area planning effort.

TRANSPORTATION

TR-6 Transportation system efficiency: Invest in and improve efficiency of the transportation system with multimodal design, advanced traffic management and operations technologies, demand management strategies and transit service.

Findings: As part of the development of a cohesive commercial development at the subject site additional lanes will be added to the round-a-bout control at 45th and Pioneer, and a new round-a-bout will be added on S. 45th Avenue providing the main entrance to the site, utilizing advanced traffic management techniques. Further, a planned trail segment runs through the eastern third of the site and will be incorporated as part of site design.

45th and Pioneer sub-area plan

Providing mixed use overlays at locations that could potentially involve a mix of either residential or community business use responsive to market opportunities. (sub-area plan, pg. 17)

Findings: The proposed application of the Ridgefield Mixed Use Overlay (RMUO) to phase 4 of the attached conceptual site plan is responsive to business opportunities. The RMUO is an optional regulation which means the site could be developed under the base commercial zone, or could be developed as a horizontal mixed use development depending on market opportunities.

In smaller communities as well as major cities, creating opportunities for a mix of residential and commercial uses is increasingly pivotal for attracting millennials as starter families plus baby boomers look to downsize. Horizontal (or side-by-side) mixed use offers the prospect for improved market absorption and site utilization. (sub-area plan, pg. 10)

Findings: Identifying the applying the optional Ridgefield Mixed Use Overlay to specific portions of a development will become increasingly important as the city attempts to create vibrant nodes of development.

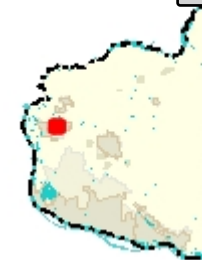
CONCLUSION:

Staff recommends approval of the proposed Comprehensive Plan amendment when considering the analysis provided above.



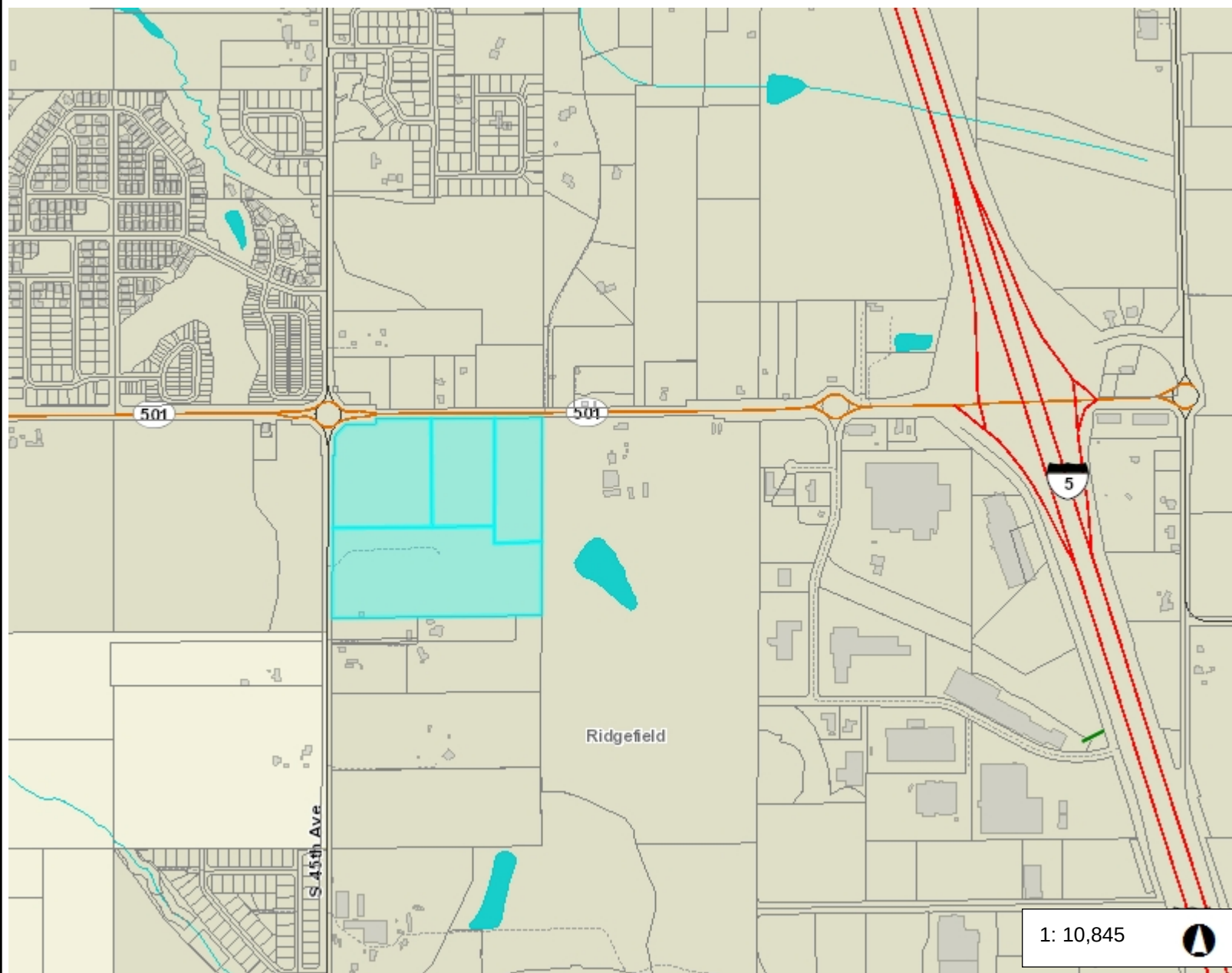
Discovery Ridge

4.1.b



Legend

- Building Footprints
- Taxlots
- Cities Boundaries
- Urban Growth Boundaries



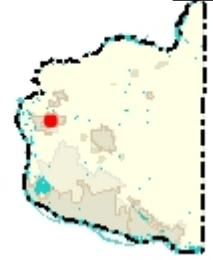
Notes:

1,807.6 0 903.78 1,807.6 Feet

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Clark County, WA. GIS - <http://gis.clark.wa.gov>

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Attachment: Location Map (Comprehensive Plan Amendment - Discovery Ridge)



Zoning Overlay

- | | |
|--|--|
| | Urban Reserve - 10 (UR-10) |
| | Urban Reserve - 20 (UR-20) |
| | Urban Holding - 10 (UH-10) |
| | Urban Holding - 20 (UH-20) |
| | Railroad Industrial Urban Reserve |
| | Freight Rail Dependent Use |
| | Railroad Industrial Overlay District |
| | Rural Industrial Land Bank Overlay |
| | Airport Environs Overlay |
| | Surface Mining Overlay District |
| | Rural Center Mixed Use |
| | Existing Historic Resort |
| | Mill Creek Overlay District |
| | Highway 99 Overlay District |
| | Activity Center Overlay |
| | Transitional Area Overlay |
| | Single Family Residential Area Overlay |
| | Mixed Residential Area Overlay |
| | Multifamily Residential Area Overlay |
| | 78th Street Property |
| | Columbia River Gorge Scenic Area |
| | Vancouver - Multiple Overlays |
| | Sewer Capacity Overlay |

Notes:

Attachment: Zoning_Discovery Ridge (Comprehensive Plan Amendment - Discovery Ridge)

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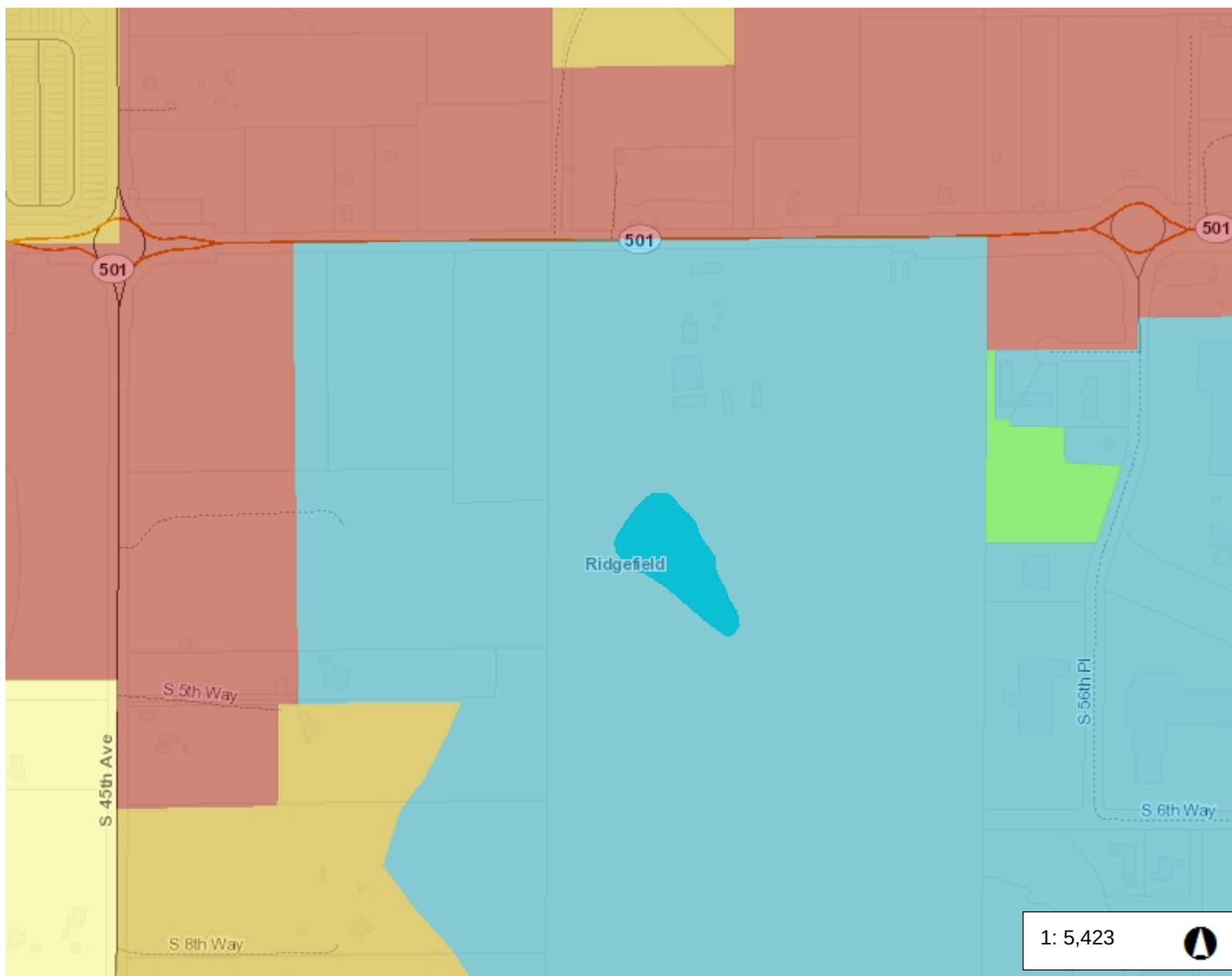
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Packet Pg. 20



Discovery Ridge Comprehensive Plan

4.1.d



Legend

Comprehensive Plan

- Urban Low Density Residential
- Urban Medium Density Residential
- Urban High Density Residential
- Mixed Use
- Commercial
- Industrial
- Heavy Industrial
- Public Facility
- Bonneville Power Administration
- Mixed use - Residential
- Mixed use - Employment
- Downtown
- Neighborhood Commercial
- Community Commercial
- General Commercial
- Regional Center
- Employment
- Employment Campus
- Light Industrial
- Single-Family_Low
- Single-Family_Medium
- Single-Family_High
- Multi-Family_Low

Notes:

903.8 0 451.89 903.8 Feet

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Clark County, WA. GIS - <http://gis.clark.wa.gov>

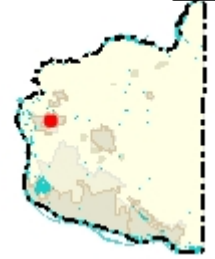
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Attachment: Comp_Plan Discovery Ridge (Comprehensive Plan Amendment - Discovery Ridge)



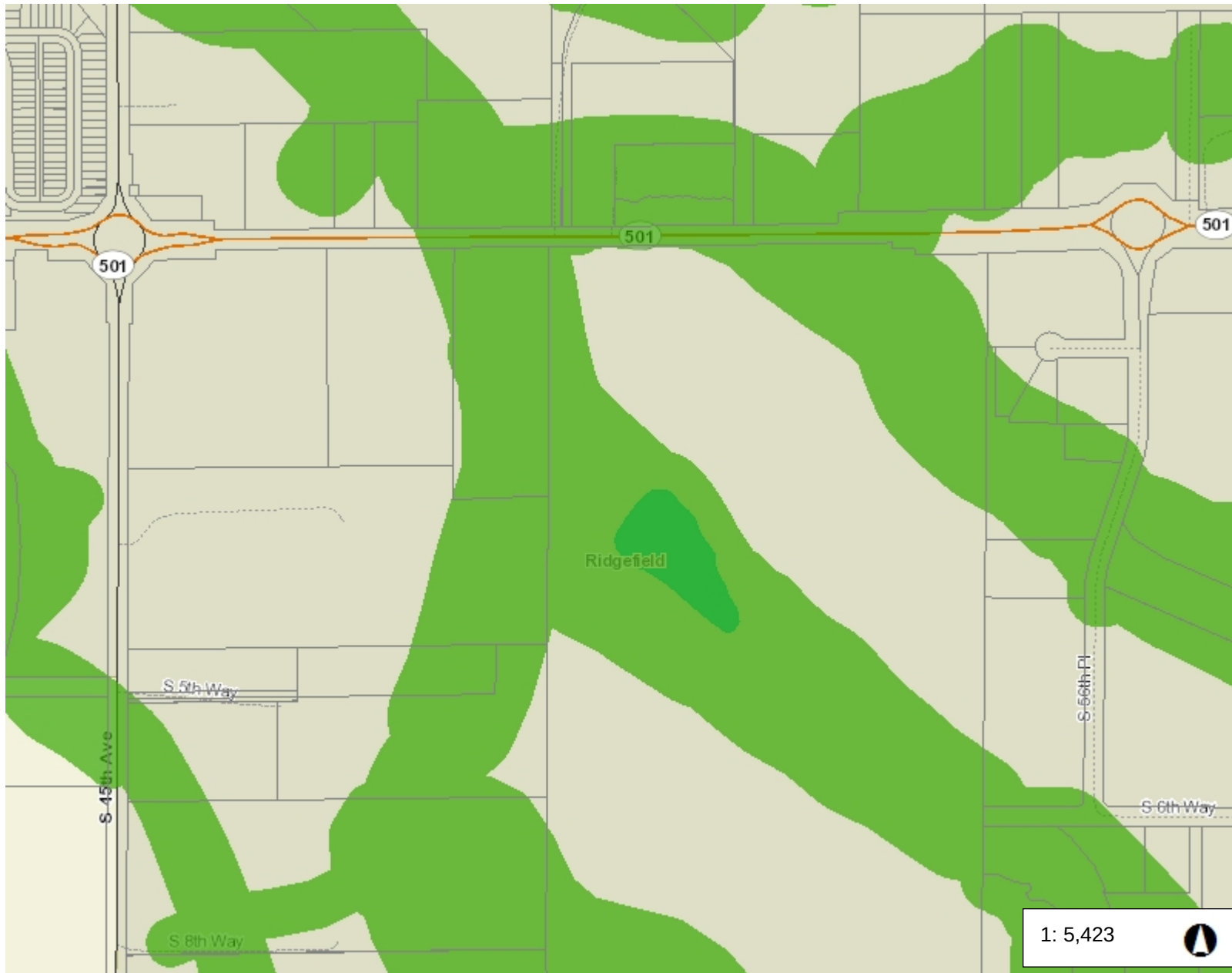
Env_Discovery Ridge

4.1.e



Legend

- Taxlots
- Environmental Constraints Area
- Cities Boundaries
- Urban Growth Boundaries



1: 5,423



903.8 0 451.89 903.8 Feet

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Notes:

Attachment: Env_Discovery Ridge (Comprehensive Plan Amendment - Discovery Ridge)



PHASES 1-4 CONCEPTUAL SITE PLAN

DISCOVERY RIDGE

FDM DEVELOPMENT INC.
RIDGEFIELD, WA

EXHIBIT
J

0 60' 120'

NOTE: BAR IS ONE INCH ON ORIGINAL
DRAWING. IF NOT ONE INCH ON THIS
SHEET, ADJUST SCALE ACCORDINGLY.

MFA JOB #: 1416.03.03

ISSUE DATE: 2/26/2018

CHECKED:

DRAWN: C. RILEY



MAUL FOSTER ALONGI

400 EAST MILL PLAIN BLVD, SUITE 400

VANCOUVER, WA 98660

PHONE: 360.694.2691

www.maulfooster.com

**CITY OF RIDGEFIELD
PLANNING COMMISSION PUBLIC HEARING**

MEETING DATE: October 03, 2018

ITEM:

AGENDA ITEM TITLE: Public Hearing: Comprehensive Plan Amendment - Jones

GOVERNING LEGISLATION:

RCW 36.70A

SUMMARY/BACKGROUND:

The city received an application for a Comprehensive Plan Amendment and associated zone change for APN 214214-002. The applicant requests to change the Comprehensive Plan designation from General Commercial (GC) and Neighborhood Commercial (NC) to Public Facilities (PF), and the zoning designation for Commercial Regional Business (CRB) and Commercial Neighborhood Business (CNB) to Public Facilities (PF). The purpose of the change is to permit siting of a new elementary school on the subject property.

The site is 27.36 acres and is located immediately south of N. 10th Street approximately .5 miles east of Interstate 5 within the Ridgefield Junction sub-area adopted as part of the Comprehensive Growth Management Plan.

MOTION AND RECOMMENDATION TO CITY COUNCIL:

"I move to recommend **approval** of the Jones Comprehensive Plan Amendment to the City Council".

STAFF CONTACT: Jeff Niten, Community Development Director

ATTACHMENTS: Jones_School_Staff_Rpt_PC_10_3_18 (DOCX)
Location_Jones (PDF)
Zoning_Jones (PDF)
Comp_Plan_Jones (PDF)
Env_School (PDF)

OVERVIEW

The city received an application for a Comprehensive Plan Amendment and associated zone change for APN 214214-002. The applicant requests to change the Comprehensive Plan designation from General Commercial (GC) and Neighborhood Commercial (NC) to Public Facilities (PF), and the zoning designation for Commercial Regional Business (CRB) and Commercial Neighborhood Business (CNB) to Public Facilities (PF). The purpose of the change is to permit siting of a new elementary school on the subject property.

The site is 27.36 acres and is located immediately south of N. 10th Street approximately .5 miles east of Interstate 5 within the Ridgefield Junction sub-area adopted as part of the Comprehensive Growth Management Plan.

REVIEW PROCESS

Consistent with RCW 36.70A adopted Comprehensive Plans may only be modified once per calendar year. This request shall be considered with two additional proposed changes to the Comprehensive Plan, and if approved by City Council, will become effective January 1, 2019.

Department of Commerce 60 day notice issued August 25, 2018; and

SEPA Threshold Determination issued September 13, 2018; and

Planning Commission Public Hearing scheduled October 3, 2018; and

City Council Public Hearing scheduled October 11, 2018; and

City Council second reading October 25, 2018; and

Effective date, if approved January 1, 2019.

EXISTING CONDITIONS

Immediately north of the subject property lies a single family subdivision, Claiborne Acres, approved by Clark County as a cluster subdivision in 1992. Claiborne Acres is within the Ridgefield Urban Growth Area, but has not been annexed by the city. Further north, across N. 10th Street, parcels are designated for agriculture uses and are not within the Ridgefield Urban Growth Area. The parcels immediately west are undeveloped and zoned for Commercial Regional Business (CRB) and Commercial Neighborhood Business (CNB) uses. Land immediately south is owned by the Clark Community College District No. 14 Foundation and is currently undeveloped and zoned for Commercial Regional Business (CRB) uses. Parcels to the east are undeveloped and zoned for Employment (E) uses. Wetlands, Streams, and Habitat areas exist on-site.

TYPE IV PROCEDURE (RDC 18.310.090)

18.310.090 - Type IV procedure—Legislative decision.

- A. A Type IV procedure requires one or more hearings before the planning commission and one or more hearings before the city council.

Findings: A Public Hearing is scheduled with the Planning Commission on October 3, 2018 and scheduled with the City Council on October 11, 2018. Additionally, a second reading of the adopting ordinance is scheduled with the City Council on October 25, 2018.

- B. At least fourteen days before the date of the first planning commission hearing for an application subject to Type IV review, the planning director shall:
1. Prepare a notice that includes the following information:
 - a. The case file number(s),
 - b. A description and map of the area that will be affected by the application if approved reasonably sufficient to inform the reader of its location,
 - c. A summary of the proposed application(s),
 - d. The place, days and times where information about the application may be examined and the name and telephone number of the city representative to contact about the application,
 - e. A statement that the notice is intended to inform potentially interested parties about the hearing and to invite interested parties to appear orally or by written statement at the hearing,
 - f. Which review body will conduct the hearing, the date, time and place of the hearing, and a statement that the hearing will be conducted in accordance with the rules of procedure adopted by the review body,
 - g. A statement that a staff report will be available for inspection at the city hall at no cost at least seven days before the hearing, and copies will be provided at reasonable cost,
 - h. A general explanation of the requirements for submission of testimony and the procedure for the conduct of hearings;
 2. Post on the city website and publish in a newspaper of general circulation a summary of the notice, including the date, time and place of the hearing and a summary of the subject of the Type IV process; and
 3. Provide other notice deemed appropriate and necessary by the planning director based on the subject of the Type IV process.

Findings: Public Hearing notices for both the Planning Commission and City Council public hearings were published in the Columbian Newspaper on September 17, 2018. The notice included all of the information required above.

- C. At least seven days before the date of the first hearing for an application subject to Type IV review, the planning director shall issue a written staff report and recommendation regarding the application(s), shall make available to the public an electronic and paper copy of the staff report for review and inspection, and provide a copy staff report and recommendation to the review body. The city clerk shall mail or provide a copy of the staff report at reasonable charge to other parties who request it.

Findings: Finalized staff reports and associated exhibits shall be available to the public by 8am on September 26, 2018 for the Planning Commission Public Hearing, and by 8am on October 4, 2018 for the City Council Public Hearing.

- D. Public hearings shall be conducted in accordance with the rules of procedure adopted by the planning commission or city council, except to the extent waived by the review body. A public hearing shall be recorded on audio or audio/visual tape.

Findings: Public Hearings with both the Planning Commission and City Council shall be conducted according to appropriate procedure.

- E. At the conclusion of a planning commission hearing on a Type IV application, the planning commission shall announce one of the following actions, neither of which may be appealed:
1. That the hearing is continued. If the hearing is continued to a place, date and time certain, then additional notice of the continued hearing is not required to be mailed, published or posted. If the hearing is not continued to a place, date and time certain, then notice of the continued hearing shall be given as though it was the initial hearing before the planning commission; or
 2. That the planning commission recommends against or in favor of approval of the application(s) with or without certain changes, together with a brief summary of the basis for the recommendation.

Findings: It is anticipated that the Planning Commission will make a recommendation to the City Council for approval, approval with changes, or denial at the conclusion of the public hearing scheduled for October 3, 2018.

- F. Within ninety days of receipt of the report from the planning commission, the council shall conduct a public hearing. At least fourteen days before the date of the first city council hearing for an application subject to Type IV review, the planning director shall:
1. Prepare a notice that includes the information listed in subsection (B)(1) of this section except the notice shall be modified as needed:
 - a. To reflect any changes made in the application(s) during the planning commission review,
 - b. To reflect that the city council will conduct the hearing and the place, date and time of the council hearing, and
 - c. To state that the planning commission recommendation, and staff report, is available for inspection at city hall at no cost, and copies will be provided at reasonable cost;
 2. Mail a copy of that notice to the parties identified in subsection (B)(2) of this section and to parties who request it in writing;
 3. Post on the city website and publish in a newspaper of general circulation a summary of the notice, including the date, time and place of the hearing and a summary of the subject of the Type IV process; and
 4. Provide other notice deemed appropriate and necessary by the planning director based on the subject of the Type IV process.

Findings: Notice of the City Council Public Hearing on this matter was published in the Columbian newspaper on September 17, 2018. The staff report will incorporate any changes made by the Planning Commission and shall include the Planning Commission recommendation. The City Council staff report shall be available to the public at 8am on October 4, 2018. This requirement is met.

AMENDMENT PROCESS (RDC 18.320.020)

- A. The city shall consider amendments to the RUACP no more frequently than once every year. All proposals shall be considered by the city council concurrently so the cumulative effect of various proposals can be ascertained. (RCW 36.70A.130.2.)
- B. The city shall coordinate the timing of its annual review process so as to be consistent with county plan amendment procedures.

Findings: This proposed Comprehensive Plan Amendment is scheduled to be considered concurrently with other proposals. The timing is consistent with Clark County Comprehensive Plan amendment consideration.

- C. To be considered during the annual amendment review process, an applicant must file a petition no later than July 1 for the petition to be considered during that calendar year.
 - 1. The planning director shall find a petition to be technically complete pursuant to Section 18.320.050 before it shall be submitted to the city council.
 - a. The planning director shall decide whether the petition is technically complete within seven days from receipt of the application.
 - b. The planning director shall return a petition he or she finds to be technically not complete.
 - c. An applicant shall have seven days from the date of the planning director's decision as to technical completeness to amend and resubmit the petition.
 - d. The planning director shall decide whether the amended petition is technically complete no later than seven days from the date the applicant submits a petition.
 - 2. The planning director shall submit technically complete petitions to the appropriate review authority for review during that calendar year.
 - a. The review authority shall consider such petitions at the immediately following regularly scheduled meeting of that review body.
 - b. The review authority shall conduct a minimum of one public hearing for all technically complete petitions.

Findings: The application for an amendment was submitted for consideration prior to July 1, 2018. The application was submitted with sufficient background information to consider the request in light of all proposed amendments in 2018. This requirement is met.

- 3. The review authority shall issue a final decision on each petition for plan or code amendment within the same calendar year in which the petition was submitted.

Findings: All amendments shall be considered this calendar year, and a decision made in 2018. If approved this amendment shall be effective January 1, 2019. This requirement is met.

AMENDMENTS CONSIDERED (RDC 18.320.030)

Amendments to the RUACP may occur under the following situations:

- A. Plan Designation and Zoning District Map Amendments.
 - 1. Zoning district map amendments must be consistent with RUACP designations, except where the existing zoning is inconsistent with the RUACP plan designation.

2. Zoning district map amendments must be accompanied by a corresponding plan designation amendment.
- B. Annexation. As the city annexes land, it may be necessary for the city to apply zoning districts and overlay districts to ensure compliance with the RUACP. In such cases, the city shall apply zoning at the time of annexation.

Findings: Annexation is not applicable to this request, the site of the proposed amendment exists within city jurisdiction. The applicant has requested a Comprehensive Plan and Zoning Map amendment. This requirement is met.

APPLICATION PROCEDURES (RDC 18.320.040)

The planning director, city council or planning commission, or petition of the property owner may initiate a petition to amend the RUACP.

- A. The city may consider a proposed amendment with general application only as part of the city's annual review process.
- B. The city shall use a Type IV procedure when a proposed amendment affects a specific property, or small group of properties.
 1. For site specific amendments property owners within 300 feet shall receive a public hearing notice, and the property shall be posted with the relevant hearing information in at least three (3) conspicuous places on the subject site.
- C. The planning director shall determine, under Type I review, whether a proposed amendment to a zoning district requires an amendment to the RUACP map.
- D. An applicant shall use the forms provided by the city, and the petition shall include a site plan drawn to scale showing the property involved and adjacent land. The written petition and site plan must address relevant approval criteria with sufficient detail for the hearing examiners planning commission or council to determine compliance.
- E. Amendments initiated by private parties are subject to the adopted master fee schedule.

Findings: This proposed amendment is being considered as part of the annual review process, and does require an amendment to the Comprehensive Plan and zoning map. Appropriate fees have been remitted to the city.

APPROVAL CRITERIA (RDC 18.320.050)

The burden of proof shall be on the applicant to fully satisfy the following criteria prior to approval of an amendment to RUACP or its components:

- 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.

Findings: The applicant has filed a request to amend the RUACP map. The application shall be reviewed for consistency with Comprehensive Plan policies below.

- 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.

Findings: The application shall be reviewed for consistency with plan policies below.

- 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: The applicant states that all deficiencies due to development of the potential school site shall be mitigated appropriately as defined by the adopted Capital Facilities Plans.

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

Findings: This amendment, if approved, is not contrary to state or federal law.

COMPREHENSIVE PLAN POLICIES

LAND USE

LU-1 City Wide Land Supplies: Establish land supplies and density allowances that are sufficient but not excessive to accommodate adopted long-term City of Ridgefield population, public facilities and employment forecast allocations.

Findings: The purpose of the Comprehensive Plan and zone change proposal is to site a new elementary school to serve rapid population growth. Rapid population growth was considered as part of the Comprehensive Plan update in 2016, and conversion of this parcel to public facilities uses will accommodate the anticipated growth.

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.

Findings: This site is located within the Ridgefield Junction sub-area and is planned for dense development. Siting an elementary school in an area proposed for more intense development will serve an area that is currently underserved in regard to educational facilities. Additionally, siting an elementary school adjacent to the future Clark College campus creates an educational node beneficial to the community.

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

Findings: The proposed site of this new elementary school is adjacent to the future Clark College campus to the south, and an existing single family residential sub-division to the north.

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.

Findings: With an existing residential subdivision to the north, an approved subdivision to the north west, and the future site of Clark College immediately south this policy is satisfied.

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.

Findings: If approved this proposal will permit construction of a new elementary school adjacent to planned and existing residential subdivisions.

LU-16 Districts: Form neighborhood districts to help guide development of unique and distinctive neighborhoods. Development in districts would reflect their topographic, historical, economic, and natural features. Districts may be formed to relate to key amenities, such as parks, natural resources, schools, or commercial activities.

Findings: Schools are a key amenity according to the policy above. As such existing and approved residential developments can be served at a neighborhood scale by an elementary school if approved.

LU-18 Land use reassessment: Assure consistency of overall land use and capital facilities plans by reevaluating Ridgefield's land use plan when necessary to ensure adequate funding to provide necessary public facilities and services to implement the plan.

Findings: Ridgefield School Capital Facilities Plan, adopted by reference with the City Comprehensive Growth Management Plan, identifies a school facility deficit for 603 students. Approval of this proposal would permit the construction of a new elementary school intended to address this deficit.

ECONOMIC DEVELOPMENT

EC-1 Discovery Corridor: Implement the Discovery Corridor concept along both sides of Interstate 5.

- Coordinate with project partners including Port of Ridgefield and Columbia River Economic Development Commission. (CREDC)
- Recruit information technology companies.
- Plan for and construct needed infrastructure.
- Assist businesses in the development review process to obtain needed permits fairly and efficiently.

Findings: Planning and constructing needed infrastructure includes new school facilities to support a rapidly expanding population in Ridgefield.

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.

Findings: The current Comprehensive Plan designation and zoning reflect commercial development. However the Comprehensive Plan states "the City also recognizes that the provision of quality public education enhances economic development". (p. 25)

PF-ED-1 Provide quality education and adequate facilities: Work with the RSD to develop and implement policies and regulations that support the District's mission of providing a quality public education. Provide an adequate supply of kindergarten through 12th grade public schools and facilities that keep pace with population growth to avoid overcrowding and to enhance the educational opportunities for our children.

Findings: The proposed amendment to the Comprehensive Plan is to permit the development of an elementary school campus to serve the rapid population growth. The adopted Ridgefield School Capital Facilities Plan, adopted as part of the Ridgefield Comprehensive Growth Management Plan by reference, states the District can serve 1,225 elementary students with current facilities. Student enrollment is anticipated to grow to 1,828 students by 2021.

PF-ED-3 Site selection: Assist the Ridgefield School District in selecting appropriate sites for new school facilities, in locations that enhance neighborhoods and urban districts.

Findings: The subject site is located within the Ridgefield Junction sub-area and is planned for additional residential and commercial development in the coming years. An existing residential subdivision exists immediately north of the site, and several substantial residential subdivisions are approved or planned in the vicinity of the site.

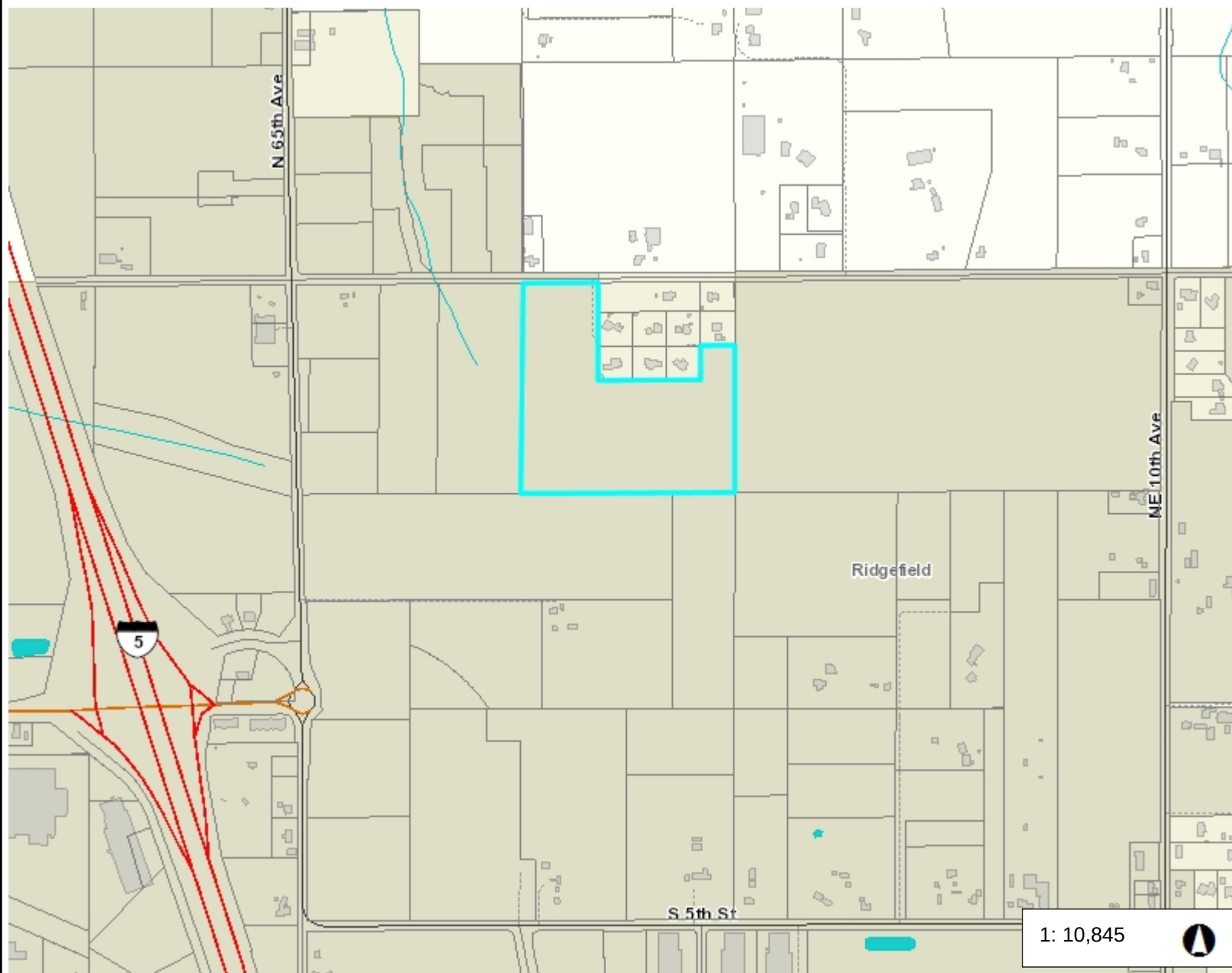
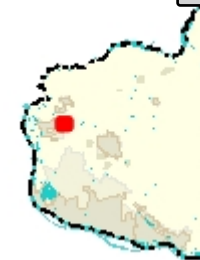
CONCLUSION:

Staff recommends approval of the requested Comprehensive Plan amendment when considering the analysis provided above.



Location Jones

4.2.b



Legend

- Building Footprints
- Taxlots
- Highway
 - Interstate
 - State Route
 - Arterial
 - Forest Arterial
- Arterial
 - Interstate
 - State Route
 - Arterial
 - Forest Arterial
 - Minor Collector
 - Forest Collector
 - Private or Other
- Collector
- Other
- Cities Boundaries
- Urban Growth Boundaries

Notes:

1,807.6 0 903.78 1,807.6 Feet

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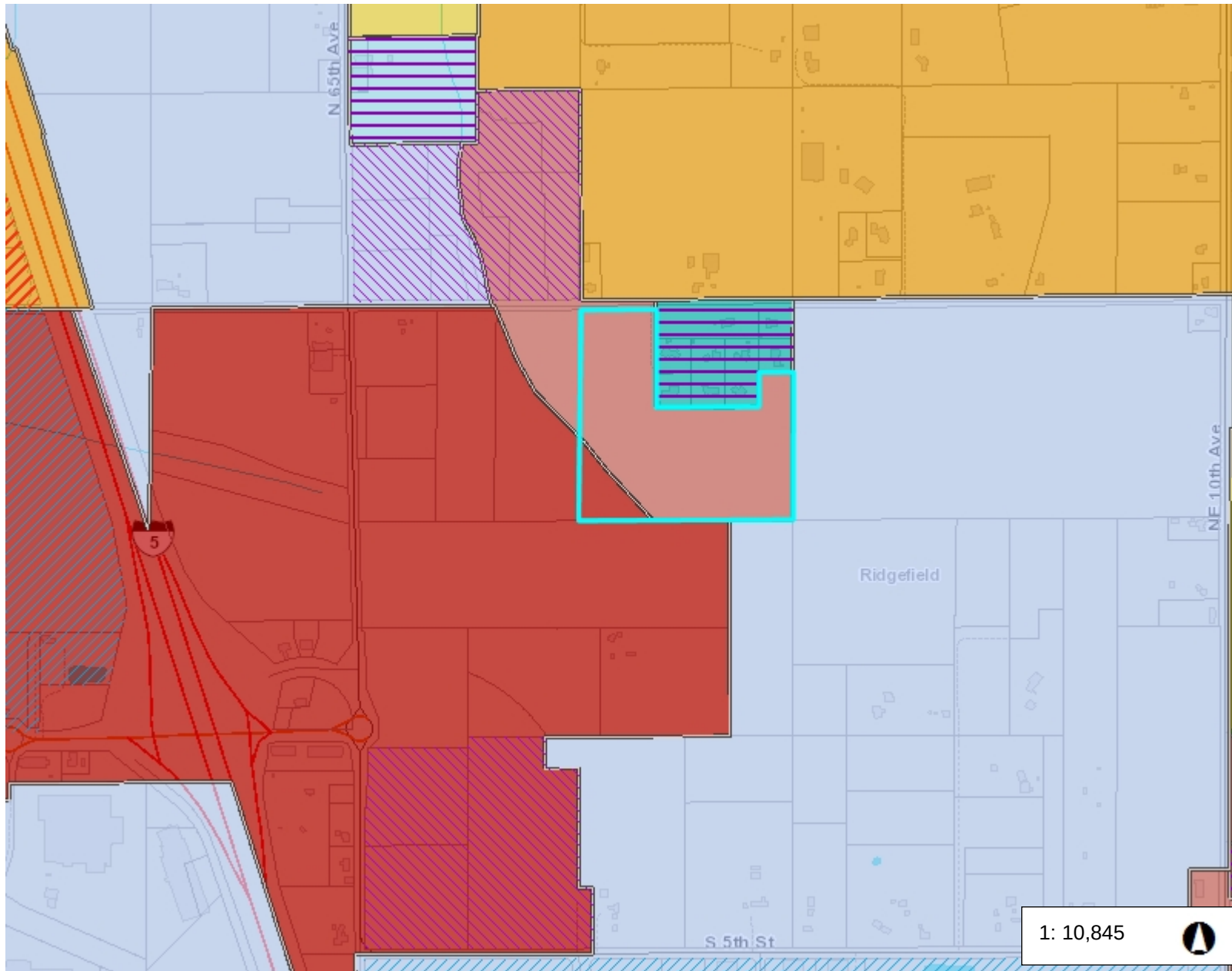
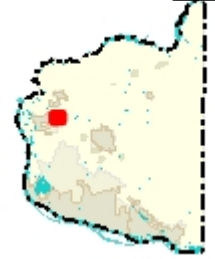


Attachment: Location_Jones (Comprehensive Plan Amendment - Jones)



Zoning_Jones

4.2.c



Legend

Zoning Overlay

- Urban Reserve - 10 (UR-10)
- Urban Reserve - 20 (UR-20)
- Urban Holding - 10 (UH-10)
- Urban Holding - 20 (UH-20)
- Railroad Industrial Urban Reserve
- Freight Rail Dependent Use
- Railroad Industrial Overlay District
- Rural Industrial Land Bank Overlay
- Airport Environs Overlay
- Surface Mining Overlay District
- Rural Center Mixed Use
- Existing Historic Resort
- Mill Creek Overlay District
- Highway 99 Overlay District
- Activity Center Overlay
- Transitional Area Overlay
- Single Family Residential Area Overlay
- Mixed Residential Area Overlay
- Multifamily Residential Area Overlay
- 78th Street Property
- Columbia River Gorge Scenic Area
- Vancouver - Multiple Overlays
- Sewer Capacity Overlay

Notes:

1,807.6 0 903.78 1,807.6 Feet

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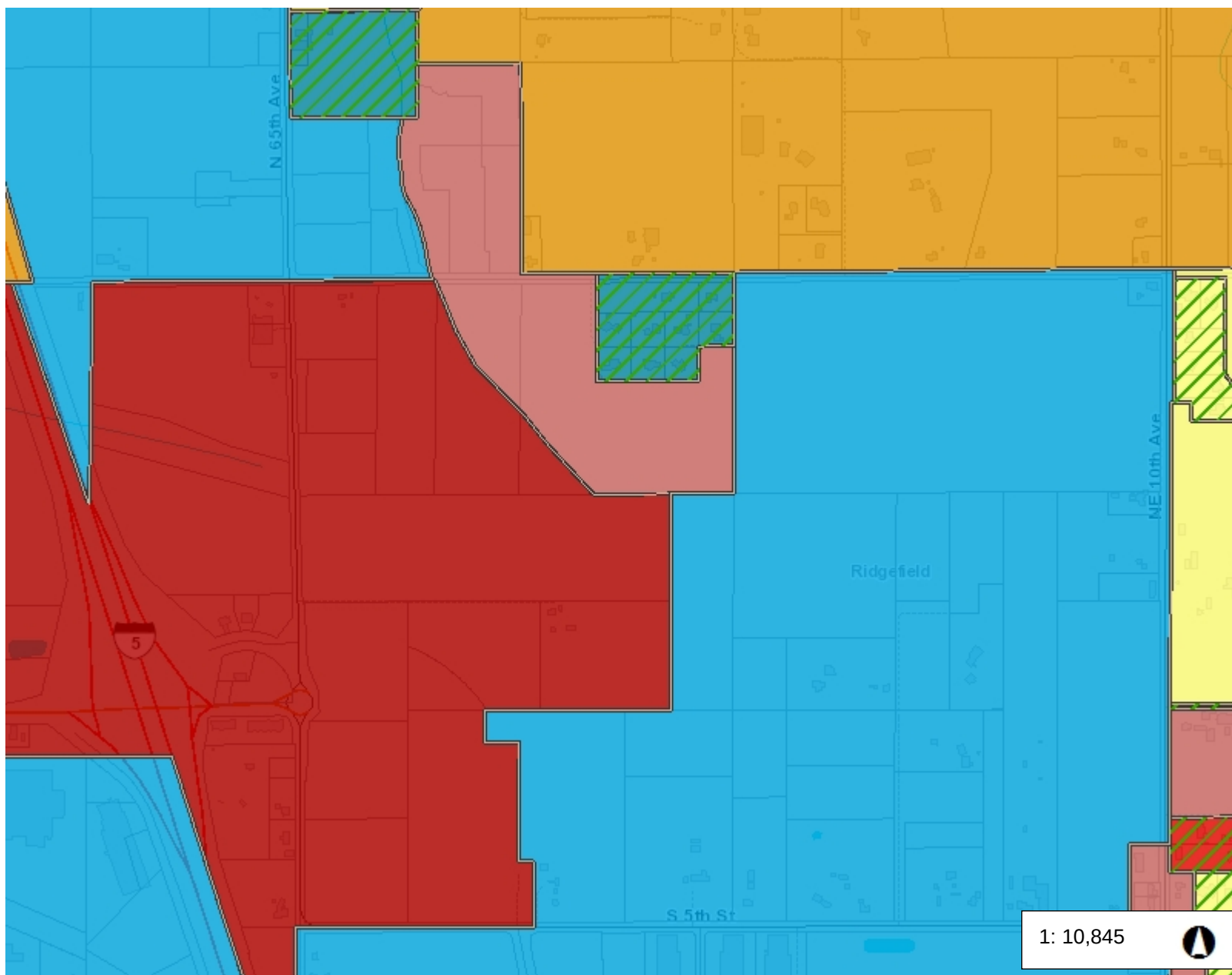
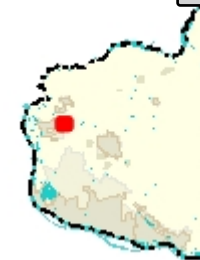
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4.2.d



Legend

Comprehensive Plan Overlay

- Urban Reserve
- Urban Holding
- Railroad Industrial Urban Reserve
- Surface Mining
- Columbia River Gorge Scenic Area
- Rural Center Mixed Use

Comprehensive Plan - Outline

Comprehensive Plan

- Urban Low Density Residential
- Urban Medium Density Residential
- Urban High Density Residential
- Mixed Use
- Commercial
- Industrial
- Heavy Industrial
- Public Facility
- Bonneville Power Administration
- Mixed use - Residential
- Mixed use - Employment
- Downtown
- Neighborhood Commercial
- Community Commercial
- General Commercial

Notes:

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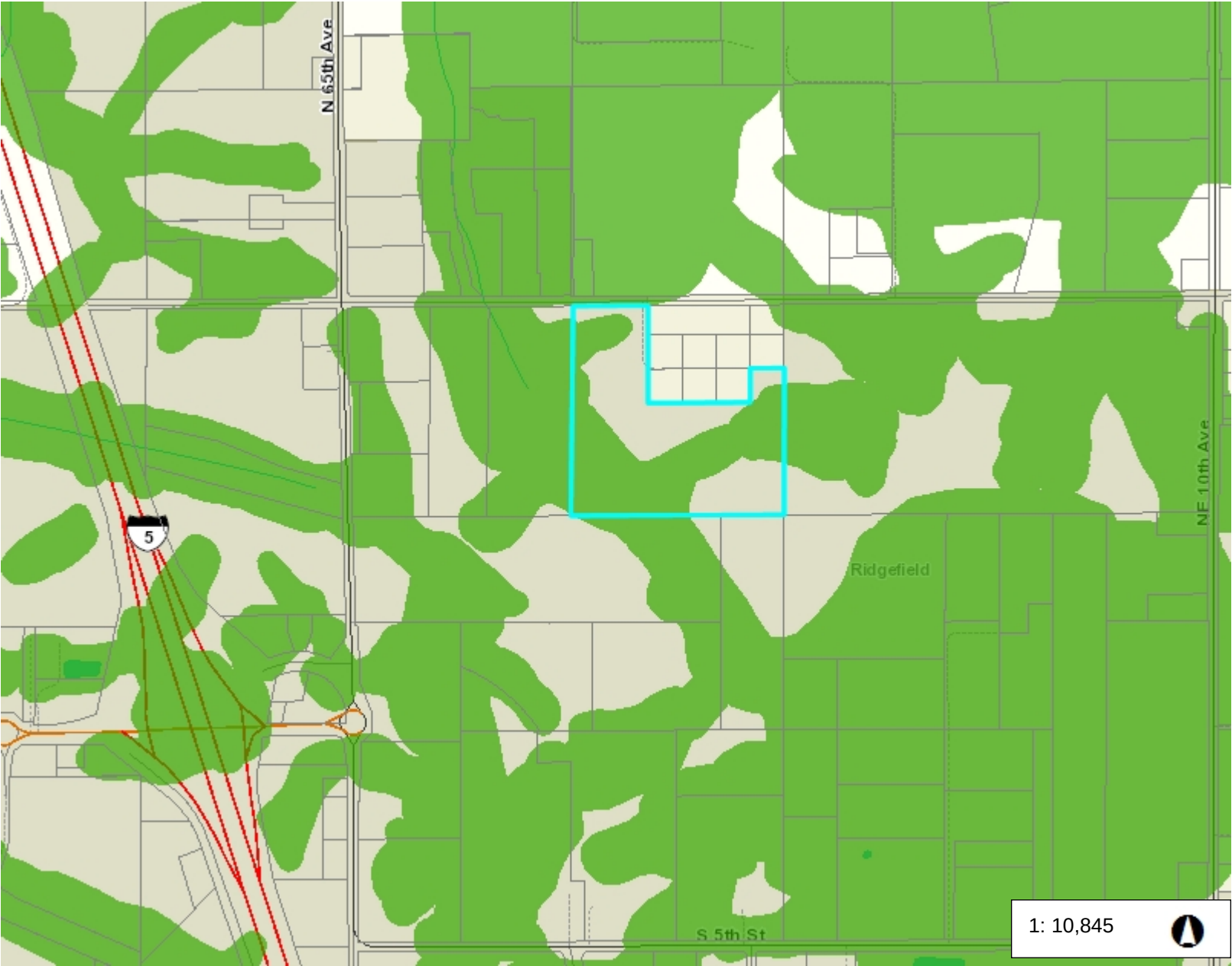
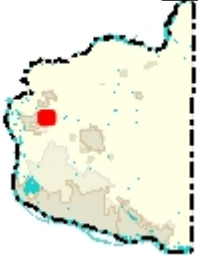
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- Legend**
- Taxlots
 - Environmental Constraints Area
 - Cities Boundaries
 - Urban Growth Boundaries

Notes:



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CITY OF RIDGEFIELD PLANNING COMMISSION PUBLIC HEARING

MEETING DATE: October 03, 2018

ITEM:

AGENDA ITEM TITLE: Public Hearing: Comprehensive Plan Amendment -
Transportation CFP

GOVERNING LEGISLATION:

RCW 36.70A

SUMMARY/BACKGROUND:

The City's Capital Facilities Plan (CFP) is used by the City to plan the future roadway network. The plan is used to establish requirements for developments and to plan, design, and fund City led transportation improvements. This update evaluates the transportation system as a whole, reviews existing conditions with a focus on recent development activity, updates the transportation model to include completed and vested development, and identifies system expansion and transportation system needs to develop a list of projects to meet the current and future demand. Cost estimates were developed for future projects and Traffic Impact Fees were updated to meet future costs.

The city held an Open House to present this draft to the community and solicit input on September 11, 2018.

MOTION AND RECOMMENDATION TO CITY COUNCIL:

"I move to recommend **approval** of the Transportation Capital Facilities Plan update to City Council"

STAFF CONTACT: Jeff Niten, Community Development Director

ATTACHMENTS: CFP Update_Staff_Rpt_PC_10_3_18 (DOCX)
CFP_Figure2-5_FutureRoadwayNetwork_2018Update (PDF)
CFP_Figure2-6_Projects_v2 (PDF)
Ridgefield Transportation Capital Facilities Plan_DraftVersion_9_25 (PDF)
Copy of Ridgefield CFP List 2018 Update (XLSX)

OVERVIEW

The City's Capital Facilities Plan (CFP) is used by the City to plan the future roadway network. The plan is used to establish requirements for developments and to plan, design, and fund City led transportation improvements. This update evaluates the transportation system as a whole, reviews existing conditions with a focus on recent development activity, updates the transportation model to include completed and vested development, and identifies system expansion and transportation system needs to develop a list of projects to meet the current and future demand. Cost estimates were developed for future projects and Traffic Impact Fees were updated to meet future costs.

REVIEW PROCESS

Consistent with RCW 36.70A adopted Comprehensive Plans may only be modified once per calendar year. This request shall be considered with two additional proposed changes to the Comprehensive Plan, and if approved by City Council, will become effective January 1, 2019.

Department of Commerce 60 day notice issued August 25, 2018; and

SEPA Threshold Determination issued September 13, 2018; and

Planning Commission Public Hearing scheduled October 3, 2018; and

City Council Public Hearing scheduled October 11, 2018; and

City Council second reading October 25, 2018; and

Effective date, if approved January 1, 2019.

EXISTING CONDITIONS

The CFP was last updated in 2017. Prior updates occurred in 2016 and 2010. The most recent updates in 2016 and 2017 were minor updates and a more thorough update was deemed necessary due to the significant amount of development and changing transportation needs throughout the City.

TYPE IV PROCEDURE (RDC 18.310.090)

18.310.090 - Type IV procedure—Legislative decision.

- A. A Type IV procedure requires one or more hearings before the planning commission and one or more hearings before the city council.

Findings: A Public Hearing is scheduled with the Planning Commission on October 3, 2018 and scheduled with the City Council on October 11, 2018. Additionally, a second reading of the adopting ordinance is scheduled with the City Council on October 25, 2018.

- B. At least fourteen days before the date of the first planning commission hearing for an application subject to Type IV review, the planning director shall:
 1. Prepare a notice that includes the following information:
 - a. The case file number(s),
 - b. A description and map of the area that will be affected by the application if approved reasonably sufficient to inform the reader of its location,

- c. A summary of the proposed application(s),
 - d. The place, days and times where information about the application may be examined and the name and telephone number of the city representative to contact about the application,
 - e. A statement that the notice is intended to inform potentially interested parties about the hearing and to invite interested parties to appear orally or by written statement at the hearing,
 - f. Which review body will conduct the hearing, the date, time and place of the hearing, and a statement that the hearing will be conducted in accordance with the rules of procedure adopted by the review body,
 - g. A statement that a staff report will be available for inspection at the city hall at no cost at least seven days before the hearing, and copies will be provided at reasonable cost,
 - h. A general explanation of the requirements for submission of testimony and the procedure for the conduct of hearings;
- 2. Post on the city website and publish in a newspaper of general circulation a summary of the notice, including the date, time and place of the hearing and a summary of the subject of the Type IV process; and
 - 3. Provide other notice deemed appropriate and necessary by the planning director based on the subject of the Type IV process.

Findings: Public Hearing notices for both the Planning Commission and City Council public hearings were published in the Columbian Newspaper on September 17, 2018. The notice included all of the information required above.

- C. At least seven days before the date of the first hearing for an application subject to Type IV review, the planning director shall issue a written staff report and recommendation regarding the application(s), shall make available to the public an electronic and paper copy of the staff report for review and inspection, and provide a copy staff report and recommendation to the review body. The city clerk shall mail or provide a copy of the staff report at reasonable charge to other parties who request it.

Findings: Finalized staff reports and associated exhibits shall be available to the public by 8am on September 26, 2018 for the Planning Commission Public Hearing, and by 8am on October 4, 2018 for the City Council Public Hearing.

- D. Public hearings shall be conducted in accordance with the rules of procedure adopted by the planning commission or city council, except to the extent waived by the review body. A public hearing shall be recorded on audio or audio/visual tape.

Findings: Public Hearings with both the Planning Commission and City Council shall be conducted according to appropriate procedure.

- E. At the conclusion of a planning commission hearing on a Type IV application, the planning commission shall announce one of the following actions, neither of which may be appealed:
 - 1. That the hearing is continued. If the hearing is continued to a place, date and time certain, then additional notice of the continued hearing is not required to be mailed, published or posted. If

the hearing is not continued to a place, date and time certain, then notice of the continued hearing shall be given as though it was the initial hearing before the planning commission; or

2. That the planning commission recommends against or in favor of approval of the application(s) with or without certain changes, together with a brief summary of the basis for the recommendation.

Findings: It is anticipated that the Planning Commission will make a recommendation to the City Council for approval, approval with changes, or denial at the conclusion of the public hearing scheduled for October 3, 2018.

- F. Within ninety days of receipt of the report from the planning commission, the council shall conduct a public hearing. At least fourteen days before the date of the first city council hearing for an application subject to Type IV review, the planning director shall:
 1. Prepare a notice that includes the information listed in subsection (B)(1) of this section except the notice shall be modified as needed:
 - a. To reflect any changes made in the application(s) during the planning commission review,
 - b. To reflect that the city council will conduct the hearing and the place, date and time of the council hearing, and
 - c. To state that the planning commission recommendation, and staff report, is available for inspection at city hall at no cost, and copies will be provided at reasonable cost;
 2. Mail a copy of that notice to the parties identified in subsection (B)(2) of this section and to parties who request it in writing;
 3. Post on the city website and publish in a newspaper of general circulation a summary of the notice, including the date, time and place of the hearing and a summary of the subject of the Type IV process; and
 4. Provide other notice deemed appropriate and necessary by the planning director based on the subject of the Type IV process.

Findings: Notice of the City Council Public Hearing on this matter was published in the Columbian newspaper on September 17, 2018. The staff report will incorporate any changes made by the Planning Commission and shall include the Planning Commission recommendation. The City Council staff report shall be available to the public at 8am on October 4, 2018. This requirement is met.

AMENDMENT PROCESS (RDC 18.320.020)

- A. The city shall consider amendments to the RUACP no more frequently than once every year. All proposals shall be considered by the city council concurrently so the cumulative effect of various proposals can be ascertained. (RCW 36.70A.130.2.)
- B. The city shall coordinate the timing of its annual review process so as to be consistent with county plan amendment procedures.

Findings: This proposed CFP update is scheduled to be considered concurrently with other proposals. The timing is consistent with Clark County Comprehensive Plan amendment consideration.

- C. To be considered during the annual amendment review process, an applicant must file a petition no later than July 1 for the petition to be considered during that calendar year.
 - 1. The planning director shall find a petition to be technically complete pursuant to Section 18.320.050 before it shall be submitted to the city council.
 - a. The planning director shall decide whether the petition is technically complete within seven days from receipt of the application.
 - b. The planning director shall return a petition he or she finds to be technically not complete.
 - c. An applicant shall have seven days from the date of the planning director's decision as to technical completeness to amend and resubmit the petition.
 - d. The planning director shall decide whether the amended petition is technically complete no later than seven days from the date the applicant submits a petition.
 - 2. The planning director shall submit technically complete petitions to the appropriate review authority for review during that calendar year.
 - a. The review authority shall consider such petitions at the immediately following regularly scheduled meeting of that review body.
 - b. The review authority shall conduct a minimum of one public hearing for all technically complete petitions.

Findings: The City began consideration of an update in spring 2018. This requirement is met.

- 3. The review authority shall issue a final decision on each petition for plan or code amendment within the same calendar year in which the petition was submitted.

Findings: All amendments shall be considered this calendar year, and a decision made in 2018. If approved this amendment shall be effective January 1, 2019. This requirement is met.

AMENDMENTS CONSIDERED (RDC 18.320.030)

Amendments to the RUACP may occur under the following situations:

- A. Plan Designation and Zoning District Map Amendments.
 - 1. Zoning district map amendments must be consistent with RUACP designations, except where the existing zoning is inconsistent with the RUACP plan designation.
 - 2. Zoning district map amendments must be accompanied by a corresponding plan designation amendment.
- B. Annexation. As the city annexes land, it may be necessary for the city to apply zoning districts and overlay districts to ensure compliance with the RUACP. In such cases, the city shall apply zoning at the time of annexation.

Findings: Annexation is not applicable to this request.

APPLICATION PROCEDURES (RDC 18.320.040)

The planning director, city council or planning commission, or petition of the property owner may initiate a petition to amend the RUACP.

- A. The city may consider a proposed amendment with general application only as part of the city's annual review process.
- B. The city shall use a Type IV procedure when a proposed amendment affects a specific property, or small group of properties.
 - 1. For site specific amendments property owners within 300 feet shall receive a public hearing notice, and the property shall be posted with the relevant hearing information in at least three (3) conspicuous places on the subject site.
- C. The planning director shall determine, under Type I review, whether a proposed amendment to a zoning district requires an amendment to the RUACP map.
- D. An applicant shall use the forms provided by the city, and the petition shall include a site plan drawn to scale showing the property involved and adjacent land. The written petition and site plan must address relevant approval criteria with sufficient detail for the hearing examiners planning commission or council to determine compliance.
- E. Amendments initiated by private parties are subject to the adopted master fee schedule.

Findings: This proposed amendment is being considered as part of the annual review process, and does require an amendment to the Comprehensive Plan.

APPROVAL CRITERIA (RDC 18.320.050)

The burden of proof shall be on the applicant to fully satisfy the following criteria prior to approval of an amendment to RUACP or its components:

- 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.

Findings: Not applicable.

- 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.

Findings: The application shall be reviewed for consistency with plan policies below.

- 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: This will change multiple CFP project and will demonstrate that changed circumstances justifies the amendment.

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

Findings: This amendment, if approved, is not contrary to state or federal law.

COMPREHENSIVE PLAN POLICIES

Transportation

TR-1 Transportation options: Develop and maintain an interconnected and overlapping multimodal transportation system with excellent roadways for automobiles and freight, pedestrian walkways, bicycle facilities, and transit service. Include support programs such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program. Work toward completing and sustaining individual components and programs to ensure success of the entire system.

Findings: The proposed CFP projects consider the entire transportation system and all users including pedestrians, bicyclists, and automobiles.

TR-2 Transportation safety: Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. Allocate City capital resources to high risk and collision locations for motorists, bicyclists, and pedestrians.

Findings: Safety is a primary goal in the development of the CFP.

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.

Findings: The CFP looks at recent and planned development in detail to plan future projects that meet transportation needs that align with zoning and development patterns.

TR-4 Transportation finance: Develop recurring and dedicated funding for a complete transportation program, including capital improvements, system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, fee-based funding sources, impact fees, and assistance from state and federal government as appropriate. Identify additional funding streams for Complete Streets funding (e.g. Washington State Complete Streets Grant Program) and implementation strategies to retrofit existing streets to include Complete Streets infrastructure.

Findings: The CFP evaluates project costs, funding requirements, and traffic impact fees.

TR-6 Transportation system efficiency: Invest in and improve efficiency of the transportation system with multimodal design, advanced traffic management and operations technologies, demand management strategies and transit service.

Findings: The CFP update uses advanced modeling to determine the most necessary and cost efficient improvements to maintain service throughout the City.

TR-7 Service standards: Maintain LOS “D”, except at unsignalized intersections that do not meet the requirements for use of signals or where a signal is not desired, where the planned LOS is “E”. For Pioneer Street/SR 501, maintain LOS D or a mutually-agreed-upon LOS between the City of Ridgefield and WSDOT. Consider establishing transit, bicycle and pedestrian levels of service standards.

Findings: The CFP evaluates current and future LOS throughout the City to determine capital improvements required to maintain stated standards.

TR-11 Design innovation: Encourage the use of innovative traffic management strategies such as roundabouts, road diets, center turn lanes, raised medians, physical separations between vehicular traffic and other users, or other strategies where prudent, feasible, and cost-effective.

Findings: CFP projects were chosen to provide innovative management strategies wherever possible.

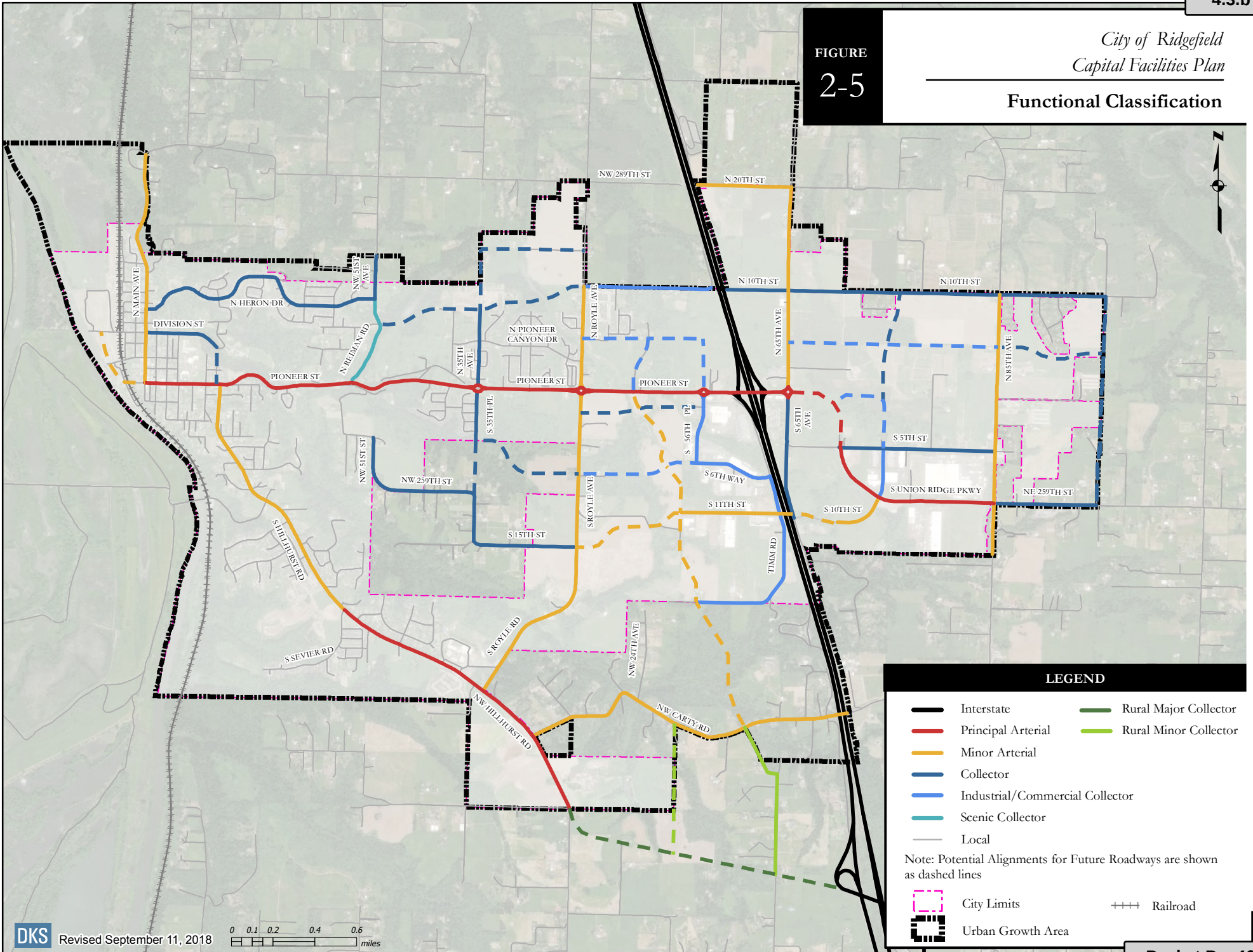
TR-13 Transportation to serve economic development: In order to support the continued economic vitality of Ridgefield, major transportation system investments should facilitate freight mobility, job creation, regional competitive position, and revenue growth. Coordinate with the Port of Ridgefield, the affected rail companies and the county to ensure adequate rail, port and freight transportation facilities are available regionally. Ensure freight transportation facilities are well managed near the downtown core and the Pioneer Street and Interstate 5 interchange.

Findings: The CFP focuses on providing adequate access and freight routes to commercial and industrially zoned lands.

CONCLUSION:

Staff recommends approval of the updated Capital Facilities Plan when considering the analysis provided above.

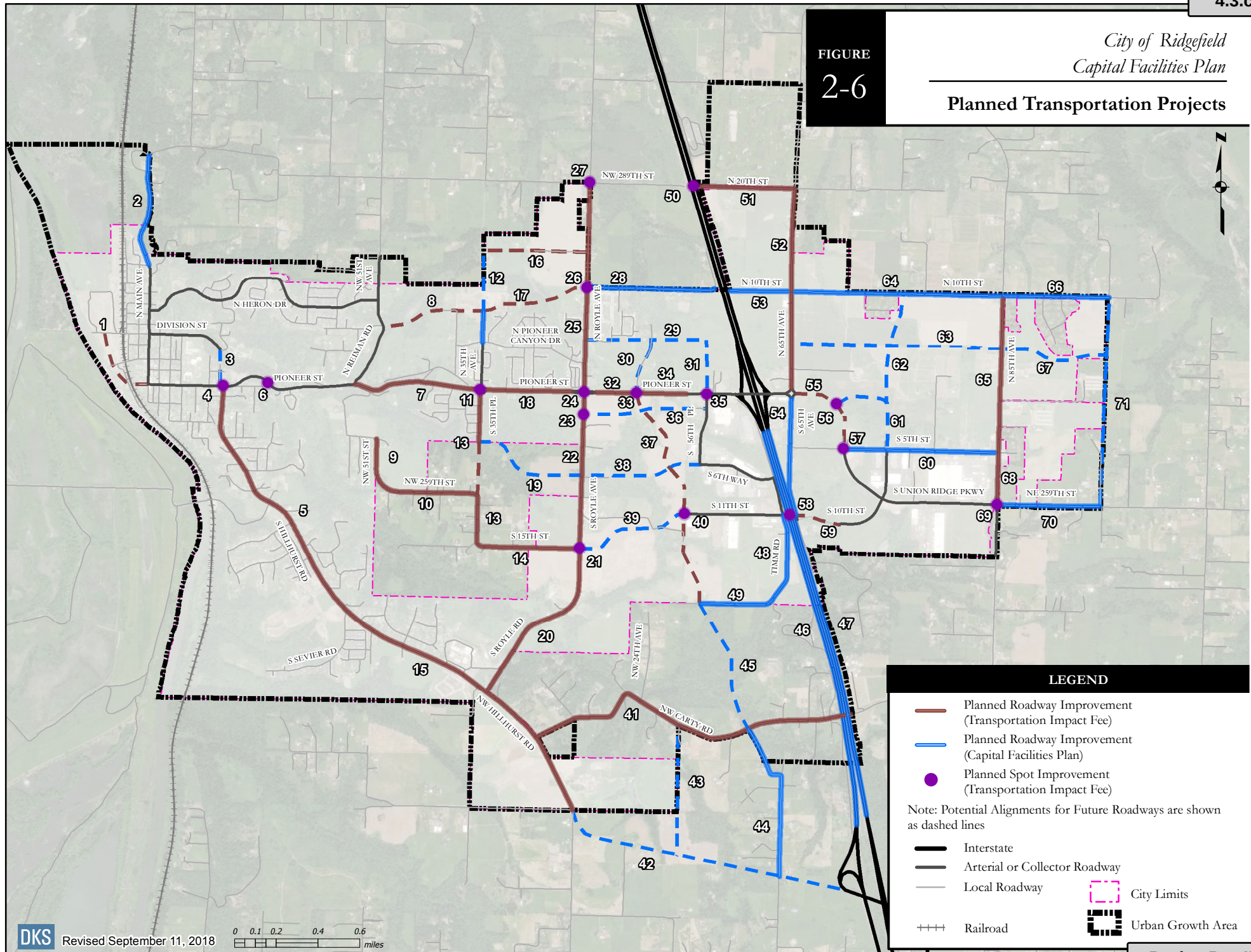
FIGURE
2-5



City of Ridgefield
Capital Facilities Plan

FIGURE
2-6

Planned Transportation Projects



City of Ridgefield

Transportation Capital Facilities Plan



Hearing Draft

September 28, 2018



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Section I. Introduction

Ridgefield must accommodate population and employment growth while maintaining acceptable service levels on its transportation network. The transportation system must serve regional through traffic, residents, and tourists in addition to local growth. With limited funding for transportation improvements, and built and natural environment challenges, the city must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the city and everyone who travels through it.

Transportation Capital Facilities Plan

The Transportation Capital Facilities Plan (CFP) is a long-range plan that sets the vision for a community's transportation system for the next 20 years. The 2018 Plan prepares Ridgefield for accommodating traffic within its Urban Growth Area (UGA) in the best manner possible through 2040. The Transportation CFP's big picture view allows it to guide the city in developing and maintaining acceptable transportation network performance more efficiently than a piecemeal or unorganized approach.

As the transportation element of the city's Comprehensive Plan, the Transportation CFP embodies the community's vision for an equitable and efficient transportation system. It outlines strategies and projects that are important for protecting and enhancing mobility in Ridgefield through the next 20 years. The Transportation CFP is a collection of current inventory, forecasts, past and current project ideas, decisions, and standards into a single document. The city, Clark County, private developers, and state or federal agencies all have a role in implementing elements of the Transportation CFP.

By setting priorities for available and anticipated funds in the 20-year planning period, the Transportation CFP provides a foundation for budgeting, grant writing, and requiring public improvements with private development. The plan also identifies and advocates for the projects and services that the city would like to implement but cannot reasonably expect to fund.

CFP Requirements

The State of Washington Growth Management Act (GMA) requires the Transportation CFP to include:

- An inventory of transportation facilities and services.
- A summary of land-use assumptions used in estimating travel forecasts.



- A summary of roadway Level of Service (LOS) standards.
- A summary of actions to address existing deficiencies (facilities not meeting level of service standards).
- A traffic demand forecast for at least ten years (in this case, twenty years based on the adopted regional land-use plan).
- A list of transportation system needs to meet current and forecasted demand.
- A finance plan that serves as the basis for the six-year transportation improvement program (TIP).



Section 2. Ridgefield 2018

The city of Ridgefield is located along Interstate 5 (I-5), approximately 20 miles north of downtown Portland. Pioneer Street (SR 501) extends west from I-5 to downtown Ridgefield. New development expected in the city will result in increased traffic, particularly along the major corridors leading to and from I-5.

Key Destinations

The first step in planning an effective transportation system is understanding the key destinations throughout the city. These destinations, also called ‘activity generators’, typically fall into the categories of residential areas, employment, shopping, schools, civic buildings, recreation, and entertainment, such as: downtown Ridgefield for the farmers market and First Saturdays, Ridgefield Wildlife Refuge, Overlook Park; schools, including South Ridge Elementary School, Union Ridge Elementary School, Sunset Ridge Intermediate School, View Ridge Middle School, and Ridgefield High School; places of employment like Church and Dwight Distribution Center, Dollar Tree Distribution Center, and Port of Ridgefield; and spaces for civic engagement like City Hall, Ridgefield Community Library, Ridgefield Community Center and the Ridgefield Outdoor Recreation Complex.

Current Facilities and Issues

Ridgefield’s existing transportation system includes a range of facilities for people who walk, ride bikes, use transit, or drive.

Pedestrians and Bicyclists

Pedestrian and bicycle facilities were inventoried along arterial and collector roadways in the city and shown in Figure 1. The Ridgefield Multi-modal Transportation Plan (January 2016) was developed to address future needs specific to non-motorized vehicle travel modes. The city of Ridgefield Engineering Standards includes requirements for non-motorized uses on streets, such as sidewalks, trails, and bikeways. Currently, a 1-mile pedestrian trail exists in Abrams Park. Striped shoulders exist along sections of SR-501. While not officially designated bike lanes, the shoulders do provide refuge for bicyclists and pedestrians. Bike lanes are present along portions of Heron Drive, Reiman Road, S 5th Street, Union Ridge Parkway, S. 11th Street, and N. 85th Avenue. On other roadways within the city, bicycle users currently share the roadway with motorized traffic.



Sporadic sidewalks exist along portions of Pioneer Street/SR 501, Hillhurst Road, Heron Drive, Reiman Road, 35th Avenue, 45th Avenue, S 56th Place, S 6th Way, Timm Road, Union Ridge Parkway, and S 5th Street. Sidewalks are also being included in all new developments.

The city adopted the Ridgefield Comprehensive Park and Recreation Plan, which includes a Trail and Bikeway System Plan that designates locations for future pedestrian and bike facilities in the Ridgefield area. Included in this study are trails identified along Pioneer Street/SR-501, 45th Avenue, Royle Road, Hillhurst Road, and Main Street.

Clark County in September 2010 adopted a countywide Bicycle and Pedestrian Master Plan that identified priority pedestrian and bicycle facility improvements, both on-road and off-road. The on-road portion identified NE 10th Avenue (85th Avenue) as a priority north-south on-road corridor. It also recognized a few of Ridgefield's local off-road trails, including Gee Creek and Pioneer Canyon, as recreational trail priorities.

Transit Users

Transit service for Ridgefield is provided by C-TRAN's "Connector" service (see Figure 1). The Connector provides fully accessible dial-a-ride (reservation-based service) and scheduled stop service (no reservation required) at designated stops. Fixed route service is provided from Ridgefield City Center to the 99th Street Transit Center in Vancouver. Buses leave Ridgefield City Center twice during weekday mornings for the 99th Street Transit Center and return three times during weekday evenings. Midday service is also provided, with one bus arriving, and one leaving for the 99th Street Transit Center during weekday afternoons. The Connector bus service is not available on weekends. A park-and-ride facility is located near the N 65th Avenue/N 1st Circle intersection.

Drivers

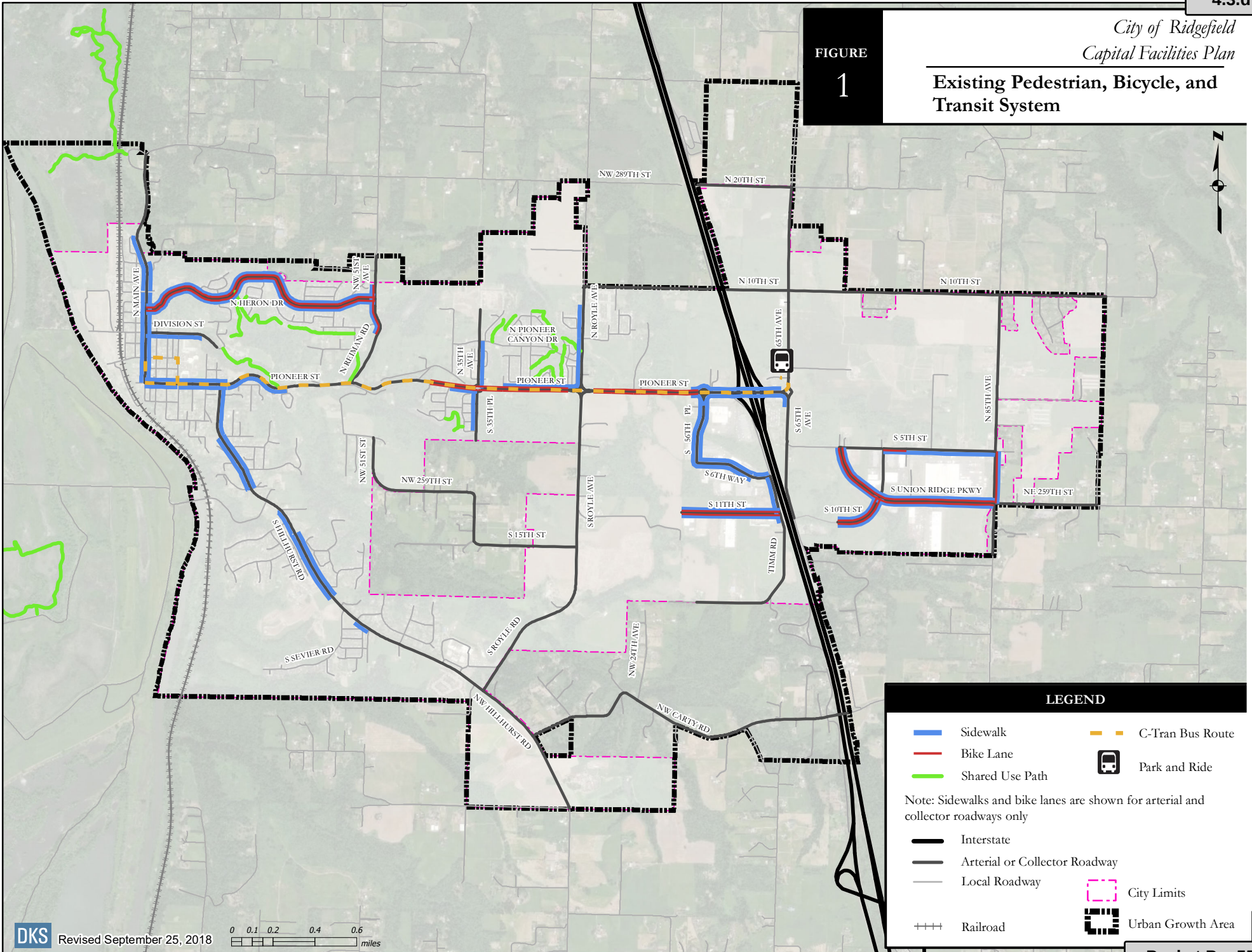
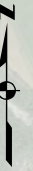
An inventory of the existing arterial and collector street system was prepared using information obtained from the city, Clark County and field investigations. The existing traffic control, lane configurations, and traffic volumes at study intersections are shown in the Appendix.

The existing street network is made up entirely of two-lane roadways, with the exception of the four-lane roadway segments of Pioneer Street/SR 501 east of S 56th Place, and Union Ridge Parkway between S 5th Street and S 10th Street. Traffic control is presently provided by posted stop sign control at the minor street approach to most intersections. Traffic signals exist at the northbound and southbound Interstate 5 ramp terminal intersections along Pioneer Street/SR 501. The highest traffic volumes occur along Pioneer Street/SR 501, between 45th Avenue and Interstate 5.

FIGURE

1

Existing Pedestrian, Bicycle, and
Transit System





Section 3. Transportation Standards

The Transportation Capital Facility Plan sets standards and regulations to ensure future development or redevelopment of property is consistent with the city's transportation goals. The following sections summarize the roadway functional classification system, intersection and street mobility standards, and access spacing standards.

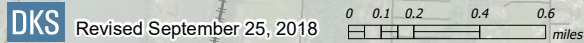
Functional Classification

The functional classification of a roadway determines the level of mobility for all travel modes and anticipated level of access and usage. The functional classification system recognizes that individual streets do not act independently of one another, but instead form a network that serves travel needs on a local and regional level. From highest to lowest intended usage, the functional classifications are (see Figure 2): principal arterial, minor arterial, collector, and local streets. Roadways with higher intended usage generally limit access to adjacent property in favor of more efficient motor vehicle traffic movement (i.e., mobility). Local roadways with lower intended usage have more driveway access and intersections, and generally accommodate shorter trips to nearby destinations.

- **Principal Arterial** roadways serve as the main travel routes through the city. These roadways serve the highest volume of motor vehicle traffic and are primarily used for longer distance regional trips.
- **Minor Arterial** roadways connect many parts of the city and serve traffic traveling to and from principal arterial roadways. These roadways provide greater accessibility to neighborhoods, connect to major activity generators, and provide efficient through movement for local traffic.
- **Collector** roadways connect neighborhoods to minor arterials. These roadways serve as major neighborhood routes and generally provide more direct property access or driveways than arterial roadways. The collector roadways have been grouped in the following three subcategories: standard collector, scenic collector, and commercial/industrial collector.
- **Local** roadways provide more direct access to residences without serving through travel in Ridgefield. These roadways generally are lined with residences and are designed to serve lower volumes of traffic.

City of Ridgfield
Capital Facilities Plan

Functional Classification





Mobility Standards

Mobility standards for streets and intersections in Ridgefield provide a metric to assess the impacts of new development on the existing transportation system. They are the basis for requiring improvements needed to sustain the transportation system as development and traffic growth occur. Two methods to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS).

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Mobility Standards

All streets and intersections in Ridgefield must operate at or below the adopted mobility standards. Any new development that would cause operations to exceed mobility targets is responsible to provide mitigation, such as improvements to the affected streets and intersections, which could include infrastructure or funding for transportation demand management or alternative transportation modes. The following mobility targets are for streets under the city’s jurisdiction.

Signalized Intersections: The intersection as a whole must meet Level of Service (LOS) “D” or better during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m.).

All-way Stop, Two-way Stop, Yield, or Roundabout Controlled Intersections: All movements during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m.) shall be LOS “E” or better.



WSDOT requires a level of service “E” or better for Regionally Significant State Highways (non-HSS) in urban areas¹, including intersections on Pioneer Street (SR 501).

Access Spacing Standards

Access management is a broad set of techniques that balance the need to provide for efficient, safe, and timely travel with the ability to allow access to individual destinations. Appropriate access management standards and techniques can reduce congestion and accident rates and may lessen the need for construction of additional roadway capacity.

Table 1 identifies the minimum and maximum public street intersection and minimum private access spacing standards for streets in Ridgefield. New streets or redeveloping properties must comply with these standards to the extent practical, as determined by the city. As the opportunity arises through redevelopment, streets not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

No new direct driveway access should be allowed onto SR-501/Pioneer Street, to preserve its function as a state highway and principal arterial into downtown, unless no other alternative access can be gained. Public road access shall be kept to a minimum, and full access only provided at collector or arterial roadway intersections with SR-501. Other public roads or private driveways which must intersect SR-501 shall be limited to right-turns only.

For other classified arterials and collectors in the city, direct private access onto principal and minor arterials should be managed unless no other option exists, while driveway access onto collectors should be managed and spaced appropriately so as not to impede traffic flow or safety. Public road intersections on principal and minor arterials should be spaced at least 500 feet apart, while for collectors, public road intersections should be no less than 275 feet apart.

¹ Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.


Table I: Street and Access Spacing Standards

	Principal Arterial	Minor Arterial	Collector	Local
Maximum Block Size (Public Street to Public Street)	N/A	N/A	500 feet*	500 feet*
Minimum Block Size (Public Street to Public Street)	500 feet	500 feet	275 feet	None
Minimum Driveway Spacing (Public Street to Driveway and Driveway to Driveway)	500 feet**	500 feet**	130 feet	None
* If the maximum block size is exceeded, mid-block 15-foot wide pedestrian and bicycle accessways must be provided at spacing no more than 500 feet, unless the connection is impractical due to existing development, topography, environmental constraints or other factors (as determined by the city engineer). ** Driveway access should be prohibited, unless no other option is available.				



Section 4. Travel Conditions

This section summarizes the existing and future travel conditions for the study area.

Existing Travel Conditions

This section summarizes existing travel conditions with an operational analysis of the study intersections and a safety evaluation of the study area.

Motor Vehicle Operations

Motor vehicle operations were evaluated by analyzing the performance of the study intersections. The study intersections are monitored through mobility targets intended to maintain a minimum level of efficiency for motor vehicle travel. Ridgefield mobility targets for intersections are based on level of service (as detailed earlier in this document).

To determine intersection operations, recent turn movement counts were obtained at study intersections during the weekday morning peak period (7 to 9 a.m.), and evening peak period (4 to 6 p.m.). The raw traffic count data is included in the Appendix.

The purpose of the intersection analysis is to determine if the transportation network operates within desired performance levels as required by the Ridgefield mobility targets, which were described earlier in this document. Intersections are the focus of the analysis because they are the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity.

The motor vehicle performance evaluation utilized 2000 Highway Capacity Manual methodology² for the I-5 ramp terminal signalized intersections, Highway Capacity Manual 6th Edition methodology for unsignalized³ and SIDRA for roundabout intersections. During the peak hours, all study intersections operate well within the adopted mobility standards (see Table 2). The detailed intersection operational analysis is included in the Appendix.

² 2000 Highway Capacity Manual, Transportation Research Board, Washington DC, 2000.

³ 2010 Highway Capacity Manual, Transportation Research Board, Washington DC, 2010.

**Table 2: Existing Peak Hour Intersection Operations**

Intersection	Mobility Standard	2018 AM Peak			2018 PM Peak		
		Delay	Level of Service	V/C	Delay	Level of Service	V/C
1 Pioneer Street (SR 501)/ Main Avenue	LOS E	8	A	0.12	8	A	0.16
2 Pioneer Street (SR 501)/ Hillhurst Road	LOS E	22	C	0.51	14	B	0.28
3 Pioneer Street (SR 501)/ Reiman Road	LOS E	12	B	0.18	13	B	0.14
4 Pioneer Street (SR 501)/ 35th Ave	LOS E	12	B	0.06	10	A	0.03
5 Pioneer Street (SR 501)/ Royle Road	LOS E	9	A	0.29	10	A	0.26
6 Pioneer Street (SR 501)/ 56th Place	LOS E	8	A	0.27	6	A	0.42
7 Pioneer Street (SR 501)/ I-5 Southbound Ramps	LOS E	9	A	0.36	9	A	0.41
8 Pioneer Street (SR 501)/ I-5 Northbound Ramps	LOS E	12	B	0.37	13	B	0.43
9 Pioneer Street/ 65th Avenue	LOS E	9	A	0.21	9	A	0.24
10 5th Street/ Union Ridge Parkway	LOS E	10	B	0.12	11	B	0.12
11 Union Ridge Parkway/ 85th Avenue	LOS E	12	B	0.15	15	C	0.21
12 5th Street/ 85th Avenue	LOS E	10	B	0.04	12	B	0.12
13 10th Street/ 65th Avenue	LOS E	10	A	0.07	10	A	0.03
14 10th Street/ 85th Avenue	LOS E	9	A	0.03	10	A	0.05
15 15th Street/ Royle Road	LOS E	11	B	0.03	11	B	0.03
16 Heron Drive/ Reiman Road	LOS E	9	A	0.14	9	A	0.07
17 Hillhurst Road/ Royle Road	LOS E	15	C	0.39	11	B	0.24
18 Hillhurst Road/ Carty Road	LOS E	10	B	0.10	10	B	0.05

Signalized intersections:

LOS = Level of Service of Intersection

V/C = Volume-to-Capacity Ratio of Intersection

Stop / Roundabout Controlled intersections:

LOS = Level of Service of Worst Movement

V/C = Volume-to-Capacity Ratio of Worst Movement



Safety Evaluation

Safety of the roadways and intersections in Ridgefield was assessed through historic collision data to identify deficiencies. The data along the roadways and intersections was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist collisions.

Collision data from the past five years (January 2013 through December 2017) was obtained from the Washington State Department of Transportation (WSDOT) for all roadways within Ridgefield. Over the past five years, 274 collisions, or an average of about 55 per year, were identified along roadways in Ridgefield. Of these collisions, 76 occurred along I-5, and 198 along surface streets. A majority of the collisions (167 of the 274) involved drivers running into fixed objects or turning into or rear-ending another vehicle. The collision data is included in the Appendix.

The severity of the collisions was generally low, with most (241 of the 274 collisions) involving either property damage only (no injuries) or minor injuries. There were 22 collisions involving moderate injuries, seven collisions involving major injuries, and four fatalities over the past five years. Of the four fatalities, three occurred along I-5 and one along surface streets. The surface street fatality occurred along Royle Road near the 5th Way intersection, when a speeding driver left the roadway and hit a culvert.

Intersection Collisions

Crash rates at study intersections were calculated to identify problem areas in need of mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it, therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to determine if the number of crashes should be considered high. Using this technique, a collision rate of 1.0 MEV or greater is commonly used to identify when collision occurrences are higher than average and should be further evaluated.

As shown in Table 3, crash rates calculated at most study intersections are well below this threshold, indicating the frequency of collisions is typical for the volume of traffic served. The exception is the 5th Street/ 85th Avenue intersection. This is four-leg intersection with stop control on 5th Street. Angle crashes were most prominent here, caused by drivers passing the stop sign or failing to yield. Most of the crashes resulted in injuries (4 of 6).

**Table 3: Intersection Collision History**

Intersection	Total Crashes (2013 to 2017)	Collision Type				Collision Severity		Collision Rate per MEV*
		Rear-end	Angle	Pedestrian / Bike	Other	Property Damage Only	Injury	
Pioneer Street (SR 501)/ Main Avenue	2	1	0	0	1	2	0	0.39
Pioneer Street (SR 501)/ Hillhurst Road	1	0	1	0	0	1	0	0.09
Pioneer Street (SR 501)/ Reiman Road	5	0	2	0	3	3	2	0.40
Pioneer Street (SR 501)/ 35th Avenue	0	0	0	0	0	0	0	0.00
Pioneer Street (SR 501)/ Royle Road	4	0	0	0	4	3	1	0.16
Pioneer Street (SR 501)/ 56th Place	8	1	3	0	4	7	1	0.27
Pioneer Street (SR 501)/ I-5 Southbound Ramps	7	1	4	0	2	5	2	0.20
Pioneer Street (SR 501)/ I-5 Northbound Ramps	4	1	3	0	0	4	0	0.15
Pioneer Street/ 65th Avenue	1	0	0	0	1	1	0	0.07
5th Street/ Union Ridge Parkway	1	0	0	0	1	0	1	0.16
Union Ridge Parkway/ 85th Avenue	5	0	5	0	0	3	2	0.48
5th Street/ 85th Avenue	6	0	5	0	1	2	4	1.02
10th Street/ 65th Avenue	0	0	0	0	0	0	0	0.00
10th Street/ 85th Avenue	0	0	0	0	0	0	0	0.00
15th Street/ Royle Road	0	0	0	0	0	0	0	0.00
Heron Drive/ Reiman Road	0	0	0	0	0	0	0	0.00
Hillhurst Road/ Royle Road	1	0	0	0	1	1	0	0.10
Hillhurst Road/ Carty Road	2	1	1	0	0	0	2	0.30

Source: WSDOT

* Collision rate per MEV = number of collisions per million entering vehicles (MEV)



Future Travel Conditions

The following section summarizes the peak hour transportation operating conditions for the planning horizon year of 2040. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support forecasted traffic growth. If intersection mobility standards are not met, then mitigations may be necessary to improve network performance.

Ridgefield 2040

Future land use changes and growth in population, housing, and employment within Ridgefield's UGA will have a significant impact on the existing transportation system and will create new travel demands. These growth projections and how they translate to new trips on the transportation network are key elements of the future conditions and performance analysis.

The Southwest Washington Regional Transportation Council (RTC) travel demand model is the primary tool used to determine future traffic volumes in Ridgefield and the surrounding region. RTC forecasts travel changes in response to future land use and transportation scenarios. This model translates estimated land uses into person trips, selects travel modes and assigns motor vehicle trips to the roadway network. The RTC model is an informational tool to assist with decision making, providing objective and quantitative information exploring the potential impacts of alternative transportation system investments.

Forecasted Population and Employment Growth

Understanding the influence of area land uses on the transportation system is a key factor in transportation system planning. The amount of land that is to be developed, the types of land uses, and their proximity to each other have a direct relationship to expected demands on the transportation system.

The RTC model (base year 2010 and future year 2035) includes forecasted land uses for the Ridgefield Transportation CFP study area. The land uses reflect Ridgefield's Comprehensive Plan and growth assumptions identified for the year 2035. Complete land use data sets are developed for both the 2010 base year and 2035 future year. A growth rate was developed and applied for an additional five-years to estimate the 2040 future year planning horizon for the Ridgefield CFP. Local land uses were developed with input and review from local agencies. The land use information has been coordinated with all the other jurisdictions in the RTC travel area.



Table 4 summarizes baseline and projected future totals for households and employment within the Ridgefield UGA, from which traffic growth estimates were made. These values indicate that growth in employment is expected to outpace residential development, both overall and as a percentage increase.

Table 4: Model Land Use Changes (2010-2035)

Ridgefield UGA	2010	2035	Percent Increase
Households	2,509	7,418	196%
Total Employment	1,720	13,535	687%
Source: RTC Travel Demand Model			

2040 Motor Vehicle Operations

Motor vehicle conditions were evaluated during the 2040 evening peak hour at the study intersections, with the traffic volumes shown in the Appendix.

All intersections are forecast to operate within the adopted mobility targets during the peak hours in 2040, as shown in Table 5. The Pioneer Street (SR 501)/ I-5 Southbound Ramps intersection is expected to operate at level of service F. The detailed intersection operational analysis is included in the Appendix.

**Table 5: 2040 Peak Hour Intersection Operations**

Intersection	Mobility Standard	2040 AM Peak			2040 PM Peak		
		Delay	Level of Service	V/C	Delay	Level of Service	V/C
1 Pioneer Street (SR 501)/ Main Avenue	LOS E	8	A	0.14	8	A	0.17
2 Pioneer Street (SR 501)/ Hillhurst Road	LOS E	7	A	0.34	6	A	0.28
3 Pioneer Street (SR 501)/ Reiman Road	LOS E	12	B	0.22	13	B	0.18
4 Pioneer Street (SR 501)/ 35th Avenue	LOS E	12	A	0.44	12	A	0.36
5 Pioneer Street (SR 501)/ Royle Road	LOS E	14	A	0.67	23	D	0.88
6 Pioneer Street (SR 501)/ 56th Place	LOS E	20	A	0.78	22	A	0.70
7 Pioneer Street (SR 501)/ I-5 Southbound Ramps	LOS E	51	D	>1.00	22	C	>1.00
8 Pioneer Street (SR 501)/ I-5 Northbound Ramps	LOS E	27	C	0.75	32	C	0.80
9 Pioneer Street/ 65th Avenue	LOS E	14	A	0.68	15	A	0.52
10 5th Street/ Union Ridge Parkway	LOS E	9	A	0.34	9	A	0.31
11 Union Ridge Parkway/ 85th Avenue	LOS E	22	C	0.48	51	D	0.74
12 5th Street/ 85th Avenue	LOS E	14	B	0.28	28	D	0.82
13 10th Street/ 65th Avenue	LOS E	21	C	0.49	17	C	0.24
14 10th Street/ 85th Avenue	LOS E	14	B	0.20	18	C	0.32
15 15th Street/ Royle Road	LOS E	14	B	0.38	48	D	0.50
16 Heron Drive/ Reiman Road	LOS E	10	B	0.24	11	B	0.09
17 Hillhurst Road/ Royle Road	LOS E	15	B	0.52	10	A	0.44
18 Hillhurst Road/ Carty Road	LOS E	22	C	0.26	20	C	0.21

Signalized intersections:

LOS = Level of Service of Intersection

V/C = Volume-to-Capacity Ratio of Intersection

Stop / Roundabout Controlled intersections:

LOS = Level of Service of Worst Movement

V/C = Volume-to-Capacity Ratio of Worst Movement



Section 5. Project List

The recommended improvements can be seen in Figure 3, with the project numbers corresponding with those in Table 6. While the estimated project costs are shown, the responsibility will be shared by the city, WSDOT, Clark County, and private development, with the cost shares to be sorted out at a later date. Not all recommended improvements are required to be in place prior to developing land within the UGA. The need to upgrade the existing streets or construct new ones will be driven by the multi-modal access needs of the adjacent properties. The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to agency approval.

The Transportation CFP identifies several transportation projects that will not have funding by 2040, unless additional sources become available. Some of the projects require city funding and resources beyond what would be available in the time frame of this plan. Others are contingent upon future grants, development, or redevelopment.

**Table 6: Transportation Capital Improvements**

Project ID	Project Description	Project Extents		Estimated Cost (2018 Dollars)	TIF Eligible
		From	To		
1	Extend Pioneer Street (SR 501) to Port of Ridgefield as minor arterial (3 lanes)	Division Street	Main Street	\$14,660,000	No
2	Upgrade Main Avenue to minor arterial (3 lanes)	Depot Street	North UGB	\$450,000	No
3	Extend Division Street as collector (2 lanes)	Pioneer Street (SR 501)	N Abrams Park Road	\$4,650,000	No
4	Construct signal at Pioneer Street (SR 501) and Hillhurst Road (9th Avenue)	-	-	\$400,000	Yes
5	Widen Hillhurst Road to minor arterial (3 lanes)	Pioneer Street (SR 501)	Sevier Road	\$6,350,000	Yes
6	Replace Pioneer Street (SR 501) bridge over Gee Creek	-	-	\$3,130,000	Yes
7	Widen Pioneer Street (SR 501) (3 lanes)	Reiman Road	35th Avenue Roundabout	\$6,550,000	Yes
8	Build N 10th Street as collector (2 lanes)	35th Avenue	Reiman Road at 5th Way	\$4,500,000	Yes
9	Rebuild S 25th Place as collector (2 lanes)	S 10th Way	S 4th Way	\$1,020,000	Yes
10	Rebuild S 10th Way as collector (2 lanes)	S 35th Place	S 25th Place	\$3,610,000	Yes
11	Build new east-west collector (2 lanes)	Hillhurst Road	new rural minor collector roadway	\$4,300,000	Yes
12	Extend N 35th Avenue as collector (2 lanes)	N Pioneer Canyon Drive	N 14th Street	\$3,300,000	Yes
13	Build/Rebuild S 35th Ave as collector (3 lanes)	Pioneer Street (SR 501)	S 15th Street	\$7,420,000	Yes
14	Rebuild S 15th Street (2 lanes)	S Royle Road (45th Avenue)	S 35th Avenue	\$4,830,000	Yes
15	Upgrade Hillhurst Road to principal arterial (5 lanes)	Sevier Road	UGA/Williams Road	\$10,000,000	Yes



16	Build N 14th Street as a collector (2 lanes)	N 35th Avenue	Royle Road (45th Avenue)	\$8,240,000	Yes
17	Build N 10th Street as collector (2 lanes)	Royle Road (45th Avenue)	35th Avenue	\$4,000,000	Yes
18	Widen Pioneer Street (SR 501) (4 lanes)	35th Avenue Roundabout	Royle Road (45th Avenue) Roundabout	\$4,140,000	Yes
19	Extend S 6th Way as collector (2 lanes)	Royle Road (45th Avenue)	35th Avenue	\$6,500,000	No
20	Widen S Royle Road to minor arterial (3 lanes)	Hillhurst Road	S 15th Street	\$3,500,000	Yes
21	Build a roundabout at Royle Road (45th Avenue) and S 15th Street	-	-	\$2,250,000	Yes
22	Widen Royle Road (45th Avenue) to minor arterial (3 lanes)	S 15th Street	Pioneer Street (SR 501)	\$4,200,000	Yes
23	Build roundabout at Royle Road (45th Avenue) and new collector south of Pioneer Street (SR 501)	-	-	\$2,250,000	Yes
24	Construct 2-lane roundabout at Pioneer Street (SR 501) at Royle Road (45th Avenue)	-	-	\$100,000	Yes
25	Widen Royle Road (45th Avenue) to minor arterial (3 lanes)	Pioneer Street (SR 501)	N 10th Street	\$3,300,000	Yes
26	Build a signal or roundabout at N 10th Street and Royle Road (45th Avenue)	-	-	\$2,250,000	Yes
27	Construct signal or roundabout at N 20th Street (NW 289th Street) and N Royle Road (45th Avenue)/NW 31st Avenue	-	-	\$1,030,000	Yes
28	Widen N 10th St to industrial/commercial collector (3 lanes)	Royle Road (45th Avenue)	west side of I-5	\$4,000,000	No
29	Build N 5th Street as industrial/commercial collector (3 lanes)	Royle Road (45th Avenue)	N 56th Place	\$3,700,000	No
30	Build N 51st Avenue as industrial/commercial collector (3 lanes)	Pioneer Street (SR 501)	N 5th Street	\$2,000,000	No



31	Build N 56th Avenue as industrial/commercial collector (3 lanes)	Pioneer Street (SR 501)	N 5th Street	\$1,590,000	No
32	Widen Pioneer Street (SR 501) (4 lanes)	Royle Road (45th Avenue) Roundabout	51st Avenue	\$2,570,000	Yes
33	Construct 2-lane roundabout at Pioneer Street (SR 501) at 51st Avenue	-	-	\$1,490,000	Yes
34	Widen Pioneer Street (SR 501) (4 lanes)	51st Avenue	56th Avenue	\$2,570,000	Yes
35	Build northbound right turn lane at Pioneer Street (SR 501) and 56th Ave roundabout	-	-	\$800,000	Yes
36	Build new east-west collector roadway south of Pioneer Street (SR 501) (2 lanes)	Royle Road (45th Avenue)	56th Avenue	\$4,300,000	Yes
37	Build S 51st Avenue as minor arterial (3 lanes)	Pioneer Street (SR 501)	S 20th Way	\$5,150,000	Yes
38	Extend S 6th Way as industrial/commercial collector (3 lanes)	S 56th Place	Royle Road (45th Avenue)	\$5,250,000	No
39	Build S 15th St as a minor arterial (3 lanes)	S Royle Road (45th Avenue)	S 11th Street	\$4,570,000	Yes
40	Construct roundabout at S 11th Street and S 51st Avenue extension	-	-	\$1,030,000	Yes
41	Upgrade Carty Road to minor arterial (3 lanes)	Hillhurst Road	I-5	\$15,270,000	Yes
42	Extend NW 219th Street as rural major collector outside UGA (2 lanes)	I-5	NW 31st Avenue/Hillhurst Road	\$18,820,000	No
43	Build new north-south rural minor collector roadway outside UGA (2 lanes)	NW Carty Road	NW 219th Street	\$3,500,000	No
44	Upgrade Ecklund Road/NW 11th Ave to rural minor collector outside UGA (2 lanes)	NW Carty Road	NW 219th Street	\$4,000,000	No



45	Build S 51st Avenue as minor arterial (3 lanes)	S 20th Way	NW Carty Road	\$4,000,000	No
46	Construct SB auxiliary lane along I-5	Pioneer Street (SR 501)	219th Street	\$9,260,000	No
47	Construct NB auxiliary lane along I-5	219th Street	Pioneer Street (SR 501)	\$10,120,000	No
48	Widen Timm Road to industrial/commercial collector (3 lanes)	S 11th Street	S 20th Way	\$2,330,000	No
49	Widen S 20th Way to industrial/commercial collector (3 lanes)	Timm Road	S 51st Avenue	\$2,980,000	No
50	Build N 20th Street (NW 289th Street) overcrossing over I-5	-	-	\$12,180,000	Yes
51	Widen N 20th Street (NW 289th Street) to minor arterial (3 lanes)	I-5	N 65th Avenue (NW 11th Avenue)	\$2,860,000	Yes
52	Widen N 65th Avenue (NW 11th Avenue) to minor arterial (3 lanes)	Pioneer Street (SR 501)	N 20th Street (NW 289th Street)	\$3,130,000	Yes
53	Widen N 10th Street to collector (2 lanes)	east side of I-5	N 65th Avenue	\$1,460,000	No
54	Widen S 65th Avenue (NW 11th Avenue) to collector (2 lanes)	Pioneer Street (SR 501)	S 10th Street	\$2,350,000	No
55	Extend Pioneer Street (SR 501) to Union Ridge Parkway (4 lanes)	65th Avenue Roundabout	S 5th Street	\$9,000,000	Yes
56	Build a signal or roundabout at Union Ridge Parkway extension and 74th Place extension	-	-	\$2,500,000	Yes
57	Build a signal or roundabout at Union Ridge Parkway and S 5th Street	-	-	\$2,500,000	Yes
58	Build S 11th Street overcrossing over I-5 (3 lanes)	Timm Road	Dolan Road	\$17,150,000	Yes
59	Extend S 10th Street as minor arterial (3 lanes)	S 10th Street	I-5 overpass	\$2,290,000	Yes
60	Widen S 5th Street to collector (2 lanes)	Union Ridge Parkway	N 85th Avenue	\$3,080,000	No

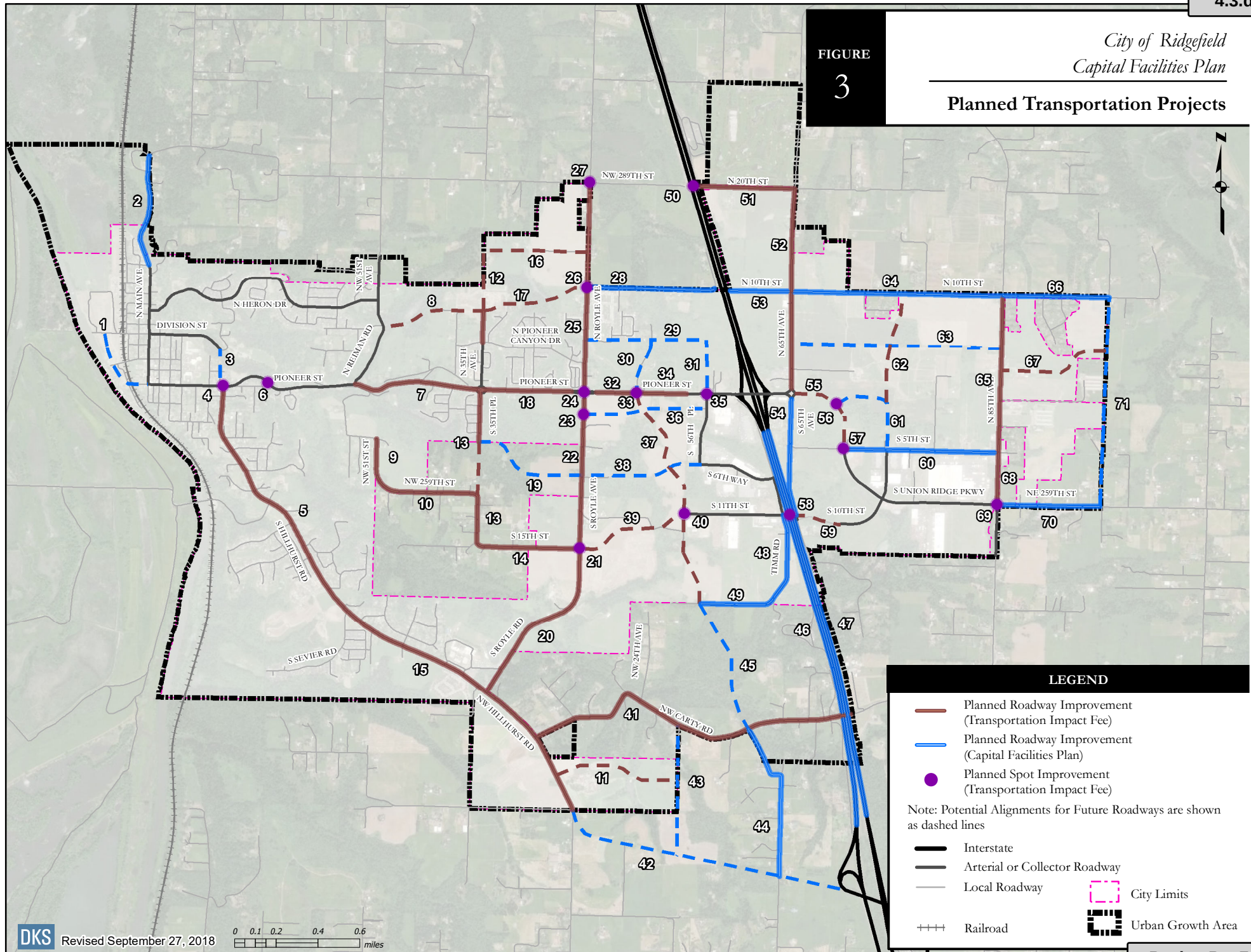


61	Build new industrial/commercial collector (3 lanes)	Union Ridge Parkway	S 5th Street	\$7,820,000	No
62	Build new north-south collector roadway (2 lanes)	N 10th Street	new collector to 74th Place	\$4,000,000	Yes
63	Build new east-west industrial/commercial collector (3 lanes)	N 65th Avenue	N 85th Avenue	\$7,820,000	No
64	Upgrade N 10th Street to collector (2 lanes)	N 65th Avenue	N 85th Avenue	\$4,930,000	No
65	Widen 85th Avenue to minor arterial (3 lanes)	S 5th Street	NE 279th Street	\$4,230,000	Yes
66	Upgrade N 10th Street to collector (2 lanes)	N 85th Avenue	105th Ave (NE 20th Avenue)	\$4,700,000	No
67	Build new east-west collector roadway (2 lanes)	N 85th Avenue	new local roadway	\$4,100,000	Yes
68	Widen S 85th Avenue to minor arterial (3 lanes)	NE 259th Street	S 5th Street	\$1,090,000	Yes
69	Build a signal or roundabout at Union Ridge Parkway and 85th Avenue	-	-	\$2,500,000	Yes
70	Upgrade NE 259th Street to collector (2 lanes)	N 85th Avenue	105th Avenue (NE 20th Ave)	\$4,700,000	No
71	Build 105th Ave (NE 20th Avenue) as collector (2 lanes)	N 10th Street	NE 259th Street	\$7,050,000	No
Total Project Costs				\$337,670,000	
Total TIF Eligible Project Costs				\$195,950,000	
Total Non-TIF Eligible Project Costs				\$141,720,000	

City of Ridgefield
Capital Facilities Plan

FIGURE
3

Planned Transportation Projects





Section 6. Funding

This section details the future transportation funding to help prioritize city investments in the transportation system to meet identified needs over the next 20 years.

Current Funding Sources

The city uses three funding sources for transportation infrastructure, as summarized below.

- **State Fuel Tax**

The state motor vehicle fuel tax revenues are distributed on a per capita basis to cities and counties, and by statute may use the money for any road-related purpose, including walking, biking, bridge, street, signal, and safety improvements. The gas tax in Washington increased to 49.4 cents per gallon during the summer of 2016. The city typically uses State gas tax revenue for system maintenance needs.

- **Miscellaneous Grants and General Fund Transfers**

The city receives grant money, general fund transfers, and other monies. This revenue could be available on a project-specific basis, but none will be assumed for funding the Transportation CFP.

- **Transportation Impact Fee (TIF)**

The city also collects TIF's from new developments, which provide a funding source for transportation system capacity projects. The funds collected can pay for constructing or improving portions of roadways impacted by new development and increased traffic demands. The TIF is a one-time fee.

Transportation Impact Fees

The TIF structure for Ridgefield is designed to determine the fair share of improvement costs that may be charged for new development. Traffic impact fees are therefore only paid by new developments or redevelopment which would add trips compared to its current use. For the purposes of Ridgefield's traffic impact fee program, the bounds of the Ridgefield UGA are also the bounds of the traffic impact fee service area.



In simple terms, the TIF rate is determined by dividing the cost of all necessary improvements required by growth by the number of new trips generated by that growth. The TIF eligible projects (shown in Table 6) are those that are triggered by future growth and expected to be completed within the next 20 years. The non-TIF eligible projects are projects needed in the long-term (7 to 20 years) that are not triggered by growth or those located in the unincorporated UGA.

Criteria for TIF eligible roadways were established as follows:

- Roads classified as principal arterial, minor arterial, collector, and state highways
- Roads that serve primarily citywide trips, regional trips or trips over multiple land uses that serve the majority of trips to and from Ridgefield
- Roads that serve to reduce impacts on adjacent facilities

Non-TIF roads on the Capital Facilities Plan would be built by development to comply with city street standards, or would be funded as a public project (or some public/private combination that does not involve TIF).

To help keep the TIF rate “affordable”, the parts of the improvements on the TIF program that are TIF-eligible include:

- The core roadway section, including stormwater costs, right-of-way costs, bike lane costs and environmental mitigation.
- Frontage improvements, including landscaping, and sidewalks are not included in TIF calculation. The costs of frontage improvements will be borne by the adjacent development.

TIF Zone Structure

The Ridgefield TIF includes a single-zone system. By having one zone, the TIF funding pool can be used on any TIF-eligible roadway citywide, and TIF credits can be used regardless of geographic location in the city.

Trip Basis

The Ridgefield TIF implements a daily trip system. Average Daily Trips are used to calculate the TIF Fee. The advantages of using Daily trips are:

- Captures all trips generated by new development



- Captures trips generated by land uses that typically do not generate trips during the peak period (warehousing, medical services, etc.)
- Also captures truck trips that tend to occur outside peak hours

Pass-by Trip Reductions

Pass-by-trips are those trips already on the system that access new developments as they pass-by (e.g. gas stations, fast food, etc.). Table 7 lists pass-by trips by land use.

Table 7: Pass-by Trip Reductions by Land Use

ITE Code	Land Use	Pass-by Trip Reduction*
820	Shopping center	34%
850	Supermarket	36%
851	Convenience market	51%
912	Drive-in bank	35%
931	Quality restaurant	44%
932	High turnover restaurant	43%
934	Fast food restaurant—with drive thru	50%
944	Service station	42%
Source: ITE Trip Generation Manual, 10th edition, PM peak hour of generator rate		

Public vs. Private Split

The total project costs were split between public (grants, WSDOT, city) and private (TIF, direct private contributions, and developing-provided frontage improvements not subject to TIF credits) funding shares. Overall, the total Capital Facility Plan project costs were split 35 percent public and 65 percent private. Of the private share, 20 percent (or \$68,510,428) was assumed to be funded through the TIF.

Trip Generation

The main criterion used in determining the impacts of new development is the number of trips that will be generated. The accepted source of trip generation rates is the "Trip Generation Manual" published by the Institute of Transportation Engineers. To reduce debate during the development review process, many jurisdictions codify a standardized rate for each common development type



in their regulations. For small developments it is fairly easy to ascertain the number of new trips by using the standard table. For large developments, a separate traffic study may be appropriate to determine the new trips that would be generated. The cost per trip multiplied by the total trips generated by a particular land use gives the impact fee for that use.

TIF Rate Calculation

It is forecasted that by the year 2040, there will be an increase of 91,200 daily motor vehicle trips over current traffic volumes within the Ridgefield urban growth area. The detailed TIF rate calculation is shown below.

$$\begin{aligned} &\text{TIF Eligible Project Cost (\$68,510,428) / New Daily Trips (91,200)} \\ &= \text{Cost per new Daily Trip (\$751.21)} \end{aligned}$$

To fully fund the recommended TIF eligible projects, the TIF rate would have to be \$751.21 per daily trip. Traffic impact fees are assessed for each new development/redevelopment by multiplying the number of new daily trips generated by the TIF rate.

2018

Project ID	old ID	Description
1	T11	Extend Pioneer Street (SR 501) to Port of Ridgefield as minor arterial (3 lanes)
2	N1	Upgrade Main Avenue to minor arterial (3 lanes)
3	N19	Extend Division Street as collector (2 lanes)
4	T1	Construct signal at Pioneer Street (SR 501) and Hillhurst Road (9th Avenue)
5	T15	Widen Hillhurst Road to minor arterial (3 lanes)
6	T2	Replace Pioneer Street (SR 501) bridge over Gee Creek
7	T3	Widen Pioneer Street (SR 501) (3 lanes)
8	T17b	Build N 10th Street as collector (2 lanes)
9	T13	Rebuild S 25th Place as collector (2 lanes)
10	T14	Rebuild S 10th Way as collector (2 lanes)
11	xx	Build new east-west collector (2 lanes)
12	N4	Extend N 35th Avenue as collector (2 lanes)
13	T19	Build/Rebuild S 35th Ave as collector (3 lanes)
14	T20	Rebuild S 15th Street (2 lanes)
15	T25	Upgrade Hillhurst Road to principal arterial (5 lanes)
16	T30	Build N 14th Street as a collector (2 lanes)
17	T17a	Build N 10th Street as collector (2 lanes)
18	T5	Widen Pioneer Street (SR 501) (4 lanes)
19	N9	Extend S 6th Way as collector (2 lanes)
20	T22	Widen S Royle Road to minor arterial (3 lanes)
21	XX	Build a roundabout at Royle Road (45th Avenue) and S 15th Street
22	T18a	Widen Royle Road (45th Avenue) to minor arterial (3 lanes)
23	XX	Build roundabout at Royle Road (45th Avenue) and new collector south of Pioneer Street
24	T6	Construct 2-lane roundabout at Pioneer Street (SR 501) at Royle Road (45th Avenue)
25	T18b	Widen Royle Road (45th Avenue) to minor arterial (3 lanes)
26	XX	Build a signal or roundabout at N 10th Street and Royle Road (45th Avenue)
27	T31	Construct signal or roundabout at N 20th Street (NW 289th Street) and N Royle Road
28	N3b	Widen N 10th St to industrial/commercial collector (3 lanes)
29	N5	Build N 5th Street as industrial/commercial collector (3 lanes)
30	N6	Build N 51st Avenue as industrial/commercial collector (3 lanes)
31	N7	Build N 56th Avenue as industrial/commercial collector (3 lanes)
32	T8a	Widen Pioneer Street (SR 501) (4 lanes)
33	T7	Construct 2-lane roundabout at Pioneer Street (SR 501) at 51st Avenue
34	T8b	Widen Pioneer Street (SR 501) (4 lanes)
35	XX	Build second northbound lane (right turn lane) at Pioneer Street (SR 501) and S 15th Street
36	XX	Build new east-west collector roadway south of Pioneer Street (SR 501) (2 lanes)
37	T12	Build S 51st Avenue as minor arterial (3 lanes)
38	N9	Extend S 6th Way as industrial/commercial collector (3 lanes)
39	T21	Build S 15th St as a minor arterial (3 lanes)
40	T32	Construct roundabout at S 11th Street and S 51st Avenue extension

- 41 T24 Upgrade Carty Road to minor arterial (3 lanes)
- 42 T26 Extend NW 219th Street as rural major collector outside UGA (2 lanes)
- 43 XX Build new north-south rural minor collector roadway outside UGA (2 lanes)
- 44 N21b Upgrade Ecklund Road/NW 11th Ave to rural minor collector outside UGA (
- 45 N21a Build S 51st Avenue as minor arterial (3 lanes)
- 46 N13 Construct SB auxiliary lane along I-5
- 47 N12 Construct NB auxiliary lane along I-5
- 48 N10 Widen Timm Road to industrial/commercial collector (3 lanes)
- 49 T16b Widen S 20th Way to industrial/commercial collector (3 lanes)
- 50 N11 Build N 20th Street (NW 289th Street) overcrossing over I-5
- 51 T16a Widen N 20th Street (NW 289th Street) to minor arterial (3 lanes)
- 52 T27 Widen N 65th Avenue (NW 11th Avenue) to minor arterial (3 lanes)
- 53 N3a Widen N 10th Street to collector (2 lanes)
- 54 N17 Widen S 65th Avenue (NW 11th Avenue) to collector (2 lanes)
- 55 T10 Extend Pioneer Street (SR 501) to Union Ridge Parkway (4 lanes)
- 56 XX Build a signal or roundabout at Union Ridge Parkway extension and 74th Pl
- 57 XX Build a signal or roundabout at Union Ridge Parkway and S 5th Street
- 58 T33 Build S 11th Street overcrossing over I-5 (3 lanes)
- 59 T34 Extend S 10th Street as minor arterial (3 lanes)
- 60 N18a Widen S 5th Street to collector (2 lanes)
- 61 N15 Build new industrial/commercial collector (3 lanes)
- 62 XX Build new north-south collector roadway (2 lanes)
- 63 N15 Build new east-west industrial/commercial collector (3 lanes)
- 64 N3c Upgrade N 10th Street to collector (2 lanes)
- 65 T28 Widen 85th Avenue to minor arterial (3 lanes)
- 66 N14 Upgrade N 10th Street to collector (2 lanes)
- 67 XX Build new east-west collector roadway (2 lanes)
- 68 T29 Widen S 85th Avenue to minor arterial (3 lanes)
- 69 XX Build a signal or roundabout at Union Ridge Parkway and 85th Avenue
- 70 N20 Upgrade NE 259th Street to collector (2 lanes)
- 71 N16 Build 105th Ave (NE 20th Avenue) as collector (2 lanes)

n11

t16b

Segment Extents

From	To	TIF Eligible
Division Street	Main Street	No
Depot Street	North UGB	No
Pioneer Street (SR 501)	N Abrams Park Road	No
-	-	Yes
Pioneer Street (SR 501)	Sevier Road	Yes
-	-	Yes
Reiman Road	35th Avenue Roundabout	Yes
35th Avenue	Reiman Road at 5th Way	Yes
S 10th Way	S 4th Way	Yes
S 35th Place	S 25th Place	Yes
Hillhurst Road	new rural minor collector roac	Yes
N Pioneer Canyon Drive	N 14th Street	Yes
Pioneer Street (SR 501)	S 15th Street	Yes
S Royle Road (45th Avenue)	S 35th Avenue	Yes
Sevier Road	UGA/Williams Rd	Yes
N 35th Avenue	Royle Road (45th Avenue)	Yes
Royle Road (45th Avenue)	35th Avenue	Yes
35th Avenue Roundabout	Royle Road (45th Avenue) Ro	Yes
Royle Road (45th Avenue)	35th Avenue	No
Hillhurst Road	S 15th Street	Yes
-	-	Yes
S 15th Street	Pioneer Street (SR 501)	Yes
-	-	Yes
-	-	Yes
Pioneer Street (SR 501)	N 10th Street	Yes
-	-	Yes
-	-	Yes
Royle Road (45th Avenue)	west side of I-5	No
Royle Road (45th Avenue)	N 56th Place	No
Pioneer Street (SR 501)	N 5th Street	No
Pioneer Street (SR 501)	N 5th Street	No
Royle Road (45th Avenue) Round	51st Avenue	Yes
-	-	Yes
51st Avenue	56th Avenue	Yes
-	-	Yes
Royle Road (45th Avenue)	56th Avenue	Yes
Pioneer Street (SR 501)	S 20th Way	Yes
S 56th Place	Royle Road (45th Avenue)	No
S Royle Road (45th Avenue)	S 11th Street	Yes
-	-	Yes

Hillhurst Road	I-5	Yes
I-5	NW 31st Avenue/Hillhurst Road	No
NW Carty Road	NW 219th Street	No
NW Carty Road	NW 219th Street	No
S 20th Way	NW Carty Road	No
Pioneer Street (SR 501)	219th Street	No
219th Street	Pioneer Street (SR 501)	No
S 11th Street	S 20th Way	No
Timm Road	S 51st Avenue	No
-	-	Yes
I-5	N 65th Avenue (NW 11th Ave)	Yes
Pioneer Street (SR 501)	N 20th Street (NW 289th Street)	Yes
east side of I-5	N 65th Avenue	No
Pioneer Street (SR 501)	S 10th Street	No
65th Avenue Roundabout	S 5th Street	Yes
-	-	Yes
-	-	Yes
Timm Road	Dolan Road	Yes
S 10th Street	I-5 overpass	Yes
Union Ridge Parkway	N 85th Avenue	No
Union Ridge Parkway	S 5th Street	No
N 10th Street	new collector extending 74th F	Yes
N 65th Avenue	N 85th Avenue	No
N 65th Avenue	N 85th Avenue	No
S 5th Street	NE 279th Street	Yes
N 85th Avenue	105th Ave (NE 20th Avenue)	No
N 85th Avenue	new local roadway	Yes
NE 259th Street	S 5th Street	Yes
-	-	Yes
N 85th Avenue	105th Avenue (NE 20th Ave)	No
N 10th Street	NE 259th Street	No

TIF Project Total

Non-TIF Project Total

project modified in 2018

project added in 2018	Grant Percent	WSDOT Percent	Public Share Percent	TIF Percent	Private Share Percent	Total	Grant Share
\$14,660,000	20%	0%	20%	0%	60%	100%	\$2,932,000
\$450,000	100%	0%	0%	0%	0%	100%	\$450,000
\$4,650,000	0%	0%	0%	0%	100%	100%	\$0
\$400,000	0%	0%	40%	30%	30%	100%	\$0
\$6,350,000	0%	0%	30%	40%	30%	100%	\$0
\$3,130,000	40%	0%	20%	40%	0%	100%	\$1,252,000
\$6,550,000	20%	0%	30%	20%	30%	100%	\$1,310,000
\$4,500,000	0%	0%	20%	40%	40%	100%	\$0
\$1,020,000	0%	0%	30%	40%	30%	100%	\$0
\$3,610,000	0%	0%	30%	40%	30%	100%	\$0
\$4,300,000	0%	0%	30%	40%	30%	100%	\$0
\$3,300,000	0%	0%	20%	40%	40%	100%	\$0
\$7,420,000	0%	0%	20%	40%	40%	100%	\$0
\$4,830,000	0%	0%	20%	40%	40%	100%	\$0
\$10,000,000	25%	0%	35%	25%	15%	100%	\$2,500,000
\$8,240,000	0%	0%	20%	40%	40%	100%	\$0
\$4,000,000	0%	0%	20%	40%	40%	100%	\$0
\$4,140,000	20%	0%	10%	35%	35%	100%	\$828,000
\$6,500,000	0%	0%	0%	0%	100%	100%	\$0
\$3,500,000	0%	0%	30%	40%	30%	100%	\$0
\$2,250,000	0%	0%	30%	40%	30%	100%	\$0
\$4,200,000	0%	0%	30%	40%	30%	100%	\$0
\$2,250,000	0%	0%	30%	40%	30%	100%	\$0
\$100,000	0%	0%	0%	62%	38%	100%	\$0
\$3,300,000	0%	0%	30%	40%	30%	100%	\$0
\$2,250,000	0%	0%	30%	40%	30%	100%	\$0
\$1,030,000	0%	0%	30%	30%	40%	100%	\$0
\$4,000,000	0%	0%	10%	0%	90%	100%	\$0
\$3,700,000	0%	0%	0%	0%	100%	100%	\$0
\$2,000,000	0%	0%	20%	0%	80%	100%	\$0
\$1,590,000	0%	0%	0%	0%	100%	100%	\$0
\$2,570,000	20%	0%	10%	40%	30%	100%	\$514,000
\$1,490,000	0%	0%	0%	60%	40%	100%	\$0
\$2,570,000	20%	0%	10%	40%	30%	100%	\$514,000
\$800,000	0%	0%	30%	40%	30%	100%	\$0
\$4,300,000	0%	0%	30%	40%	30%	100%	\$0
\$5,150,000	20%	0%	20%	40%	20%	100%	\$1,030,000
\$5,250,000	0%	0%	0%	0%	100%	100%	\$0
\$4,570,000	20%	0%	35%	25%	20%	100%	\$914,000
\$1,030,000	0%	0%	30%	30%	40%	100%	\$0

\$15,270,000	20%	0%	30%	20%	30%	100%	\$3,054,000
\$18,820,000	40%	0%	30%	0%	30%	100%	\$7,528,000
\$3,500,000	0%	0%	10%	0%	90%	100%	\$0
\$4,000,000	0%	0%	20%	0%	80%	100%	\$0
\$4,000,000	0%	0%	20%	0%	80%	100%	\$0
\$9,260,000	50%	45%	5%	0%	0%	100%	\$4,630,000
\$10,120,000	50%	45%	5%	0%	0%	100%	\$5,060,000
\$2,330,000	0%	0%	0%	0%	100%	100%	\$0
\$2,980,000	30%	0%	30%	0%	40%	100%	\$894,000
\$12,180,000	0%	0%	30%	40%	30%	100%	\$0
\$2,860,000	0%	0%	30%	30%	40%	100%	\$0
\$3,130,000	0%	0%	40%	20%	40%	100%	\$0
\$1,460,000	0%	0%	10%	0%	90%	100%	\$0
\$2,350,000	0%	0%	0%	0%	100%	100%	\$0
\$9,000,000	0%	0%	30%	30%	40%	100%	\$0
\$2,500,000	0%	0%	30%	40%	30%	100%	\$0
\$2,500,000	0%	0%	30%	40%	30%	100%	\$0
\$17,150,000	30%	0%	30%	40%	0%	100%	\$5,145,000
\$2,290,000	20%	0%	35%	25%	20%	100%	\$458,000
\$3,080,000	0%	0%	0%	0%	100%	100%	\$0
\$7,820,000	0%	0%	0%	0%	100%	100%	\$0
\$4,000,000	0%	0%	30%	40%	30%	100%	\$0
\$7,820,000	0%	0%	0%	0%	100%	100%	\$0
\$4,930,000	0%	0%	10%	0%	90%	100%	\$0
\$4,230,000	40%	0%	10%	20%	30%	100%	\$1,692,000
\$4,700,000	0%	0%	10%	0%	90%	100%	\$0
\$4,100,000	0%	0%	30%	40%	30%	100%	\$0
\$1,090,000	77%	0%	0%	23%	0%	100%	\$839,300
\$2,500,000	0%	0%	30%	40%	30%	100%	\$0
\$4,700,000	0%	0%	10%	0%	90%	100%	\$0
\$7,050,000	0%	0%	10%	0%	90%	100%	\$0
\$337,670,000							\$41,544,300
							12%
\$195,950,000							
\$141,720,000							35%
\$337,670,000							

WSDOT Share	Public Share	TIF Share	Private Share
\$0	\$2,932,000	\$0	\$8,796,000
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$4,650,000
\$0	\$160,000	\$120,000	\$120,000
\$0	\$1,905,000	\$2,540,000	\$1,905,000
\$0	\$626,000	\$1,252,000	\$0
\$0	\$1,965,000	\$1,310,000	\$1,965,000
\$0	\$900,000	\$1,800,000	\$1,800,000
\$0	\$306,000	\$408,000	\$306,000
\$0	\$1,083,000	\$1,444,000	\$1,083,000
\$0	\$1,290,000	\$1,720,000	\$1,290,000
\$0	\$660,000	\$1,320,000	\$1,320,000
\$0	\$1,484,000	\$2,968,000	\$2,968,000
\$0	\$966,000	\$1,932,000	\$1,932,000
\$0	\$3,500,000	\$2,500,000	\$1,500,000
\$0	\$1,648,000	\$3,296,000	\$3,296,000
\$0	\$800,000	\$1,600,000	\$1,600,000
\$0	\$414,000	\$1,449,000	\$1,449,000
\$0	\$0	\$0	\$6,500,000
\$0	\$1,050,000	\$1,400,000	\$1,050,000
\$0	\$675,000	\$900,000	\$675,000
\$0	\$1,260,000	\$1,680,000	\$1,260,000
\$0	\$675,000	\$900,000	\$675,000
\$0	\$0	\$61,728	\$38,272
\$0	\$990,000	\$1,320,000	\$990,000
\$0	\$675,000	\$900,000	\$675,000
\$0	\$309,000	\$309,000	\$412,000
\$0	\$400,000	\$0	\$3,600,000
\$0	\$0	\$0	\$3,700,000
\$0	\$400,000	\$0	\$1,600,000
\$0	\$0	\$0	\$1,590,000
\$0	\$257,000	\$1,028,000	\$771,000
\$0	\$0	\$894,000	\$596,000
\$0	\$257,000	\$1,028,000	\$771,000
\$0	\$240,000	\$320,000	\$240,000
\$0	\$1,290,000	\$1,720,000	\$1,290,000
\$0	\$1,030,000	\$2,060,000	\$1,030,000
\$0	\$0	\$0	\$5,250,000
\$0	\$1,599,500	\$1,142,500	\$914,000
\$0	\$309,000	\$309,000	\$412,000

\$0	\$4,581,000	\$3,054,000	\$4,581,000
\$0	\$5,646,000	\$0	\$5,646,000
\$0	\$350,000	\$0	\$3,150,000
\$0	\$800,000	\$0	\$3,200,000
\$0	\$800,000	\$0	\$3,200,000
\$4,167,000	\$463,000	\$0	\$0
\$4,554,000	\$506,000	\$0	\$0
\$0	\$0	\$0	\$2,330,000
\$0	\$894,000	\$0	\$1,192,000
\$0	\$3,654,000	\$4,872,000	\$3,654,000
\$0	\$858,000	\$858,000	\$1,144,000
\$0	\$1,252,000	\$626,000	\$1,252,000
\$0	\$146,000	\$0	\$1,314,000
\$0	\$0	\$0	\$2,350,000
\$0	\$2,700,000	\$2,700,000	\$3,600,000
\$0	\$750,000	\$1,000,000	\$750,000
\$0	\$750,000	\$1,000,000	\$750,000
\$0	\$5,145,000	\$6,860,000	\$0
\$0	\$801,500	\$572,500	\$458,000
\$0	\$0	\$0	\$3,080,000
\$0	\$0	\$0	\$7,820,000
\$0	\$1,200,000	\$1,600,000	\$1,200,000
\$0	\$0	\$0	\$7,820,000
\$0	\$493,000	\$0	\$4,437,000
\$0	\$423,000	\$846,000	\$1,269,000
\$0	\$470,000	\$0	\$4,230,000
\$0	\$1,230,000	\$1,640,000	\$1,230,000
\$0	\$0	\$250,700	\$0
\$0	\$750,000	\$1,000,000	\$750,000
\$0	\$470,000	\$0	\$4,230,000
\$0	\$705,000	\$0	\$6,345,000
\$8,721,000	\$67,893,000	\$68,510,428	\$151,001,272
3%	20%	20%	45%

65%

New PM Peak Hour Trips	9120
New Daily Trips	91200
TIF Per Daily Trip	\$751.21

CITY OF RIDGEFIELD PLANNING COMMISSION PUBLIC HEARING

MEETING October 03, 2018

DATE:

ITEM:

AGENDA ITEM Public Hearing: Ridgefield Mixed Use Overlay

TITLE:

GOVERNING LEGISLATION:

RCW 36.70A

SUMMARY/BACKGROUND:

During development of the 2016 Ridgefield Comprehensive Growth Management Plan the city undertook sub-area planning efforts in various areas of the city to further refine standards and expectations for future development within the sub-areas. One component of the sub-area planning efforts was development of a Mixed Use Overlay that would permit Mixed Use development at various locations. Several properties were studied for suitability and the Comprehensive Plan was adopted with those properties designated for optional Mixed Use development.

During development of the Ridgefield Mixed Use Overlay code provisions a provision was added to permit Mixed Use development on the areas previously designated by the Comprehensive Plan, but also any development site within the sub-area plan boundaries 10 acres or greater.

Since adoption of the Ridgefield Mixed Use Overlay in late 2016 several projects have been approved utilizing provisions of the optional overlay and there is a concern with permitting extensive residential development on properties designated to produce employment type uses. This adjustment to the RMUO code would permit Mixed Use development on properties identified as part of the sub-area planning efforts, but would remove the provision to permit Mixed Use development on sites 10 acres or greater.

MOTION AND RECOMMENDATION TO CITY COUNCIL:

“I move to recommend **approval** of the amendment as presented”

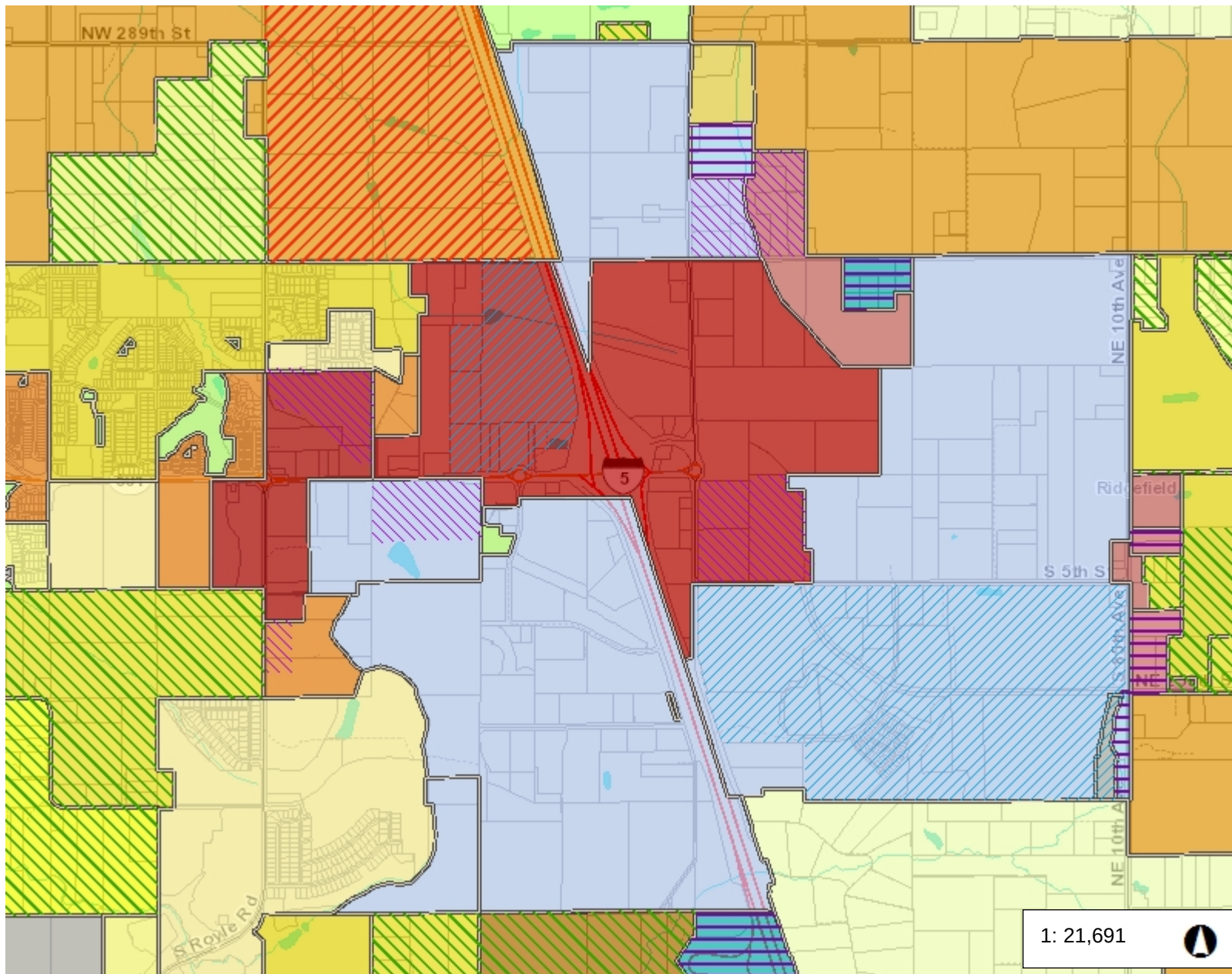
STAFF Jeff Niten, Community Development Director

CONTACT:

ATTACHMENT SA_RMUO (PDF)
S: 18.235.060___Special_provisions_for_the_Ridgefield_Mixed_Use_Overlay__RMUO_
revised (DOC)



Areas of RMUO sub-areas



3,615.1 0 1,807.57 3,615.1 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.

4.4.a



Legend

Zoning Overlay

- Urban Reserve - 10 (UR-10)
- Urban Reserve - 20 (UR-20)
- Urban Holding - 10 (UH-10)
- Urban Holding - 20 (UH-20)
- Railroad Industrial Urban Reserve
- Freight Rail Dependent Use
- Railroad Industrial Overlay District
- Rural Industrial Land Bank Overlay
- Airport Environs Overlay
- Surface Mining Overlay District
- Rural Center Mixed Use
- Existing Historic Resort
- Mill Creek Overlay District
- Highway 99 Overlay District
- Activity Center Overlay
- Transitional Area Overlay
- Single Family Residential Area Overlay
- Mixed Residential Area Overlay
- Multifamily Residential Area Overlay
- 78th Street Property
- Columbia River Gorge Scenic Area
- Vancouver - Multiple Overlays
- Sewer Capacity Overlay

Attachment: SA_RM_UO (Ridgefield Mixed Use Overlay)

Notes:

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

- 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.
 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.
- B. Applicability.
 1. The RMUO is an optional overlay to may be applied within the Pioneer and 45th and Ridgefield Junction subareas, as defined in the current adopted subarea plans for the districts, when initiated by the property owner through an approved master plan, through procedures outlined in RDC 18.235.060.Q.
 - ~~a. The provisions of this section may be applied to any parcel or aggregation of contiguous parcels under an applicant's common ownership or control of ten acres or greater.~~
 - ~~b. RMUO master plans may be applied to parcel(s) with CNB, CCB, CRB, E or RMD-16 zoning.~~
 2. In the event of conflict between the base zone standards and the standards of this section, the provisions of this section shall apply.
- C. Uses
 1. The use regulations for the underlying zone for permitted, limited, conditional and prohibited uses in RDC 18.205 shall apply with the exceptions and additions noted in this section. Use categories are as defined in RDC 18.100 unless otherwise defined or amended in this section.
 2. The following additional uses are allowed as permitted uses under the RMUO overlay:
 - a. On RMUO sites with CRB, CCB, CNB base zoning:
 - i. Single-family attached residential meeting the standards of RDC 18.220.140.
 - ii. Cottage homes meeting the standards of RDC 18.210.150. All other single-family detached residential uses are prohibited.
 - iii. Home occupation.
 - iv. Multifamily residential.
 - v. Hotel and motel.
 - vi. Community recreation and social facility.
 - vii. Conference center.
 - viii. Nursing and personal care facility.
 - ix. Self-storage. Must be located on a RMUO site with residential use, limited to no more than twenty percent of the gross site area, and located to the rear or side of the site

such that it does not occupy more than twenty percent of the street frontage. All other Warehousing uses are prohibited.

- x. Drive through uses, limited to one, single lane, drive through for each fifteen acres of an RMUO site.
- b. On RMUO sites with E base zoning:
- i. Single-family attached residential meeting the standards of RDC 18.220.140.
 - ii. Cottage homes meeting the standards of RDC 18.210.150. All other single-family detached residential uses are prohibited.
 - iii. Home occupation.
 - iv. Multifamily residential.
 - v. Community residential facility.
 - vi. Hotel and motel.
 - vii. Artisan and specialty goods production as a limited use consistent with limitations in RDC 18.205.030.
 - viii. General retail trade/services.
 - ix. Eating and drinking establishment.
 - x. Indoor entertainment facility.
 - xi. Nursing and personal care facility.
 - xii. Self-storage. Must be located on a RMUO site with residential use, limited to no more than twenty percent of the gross site area, and located to the rear or side of the site such that it does not occupy more than twenty percent of the street frontage. All other warehousing uses are prohibited.
- c. On RMUO sites with RMD-16 base zoning:
- i. Bed and breakfast.
 - ii. Hotel and motel.
 - iii. General retail trade/services.
 - iv. Eating and drinking establishment.
 - v. Artisan and specialty goods production as a limited use consistent with limitations in RDC 18.205.030.
 - vi. Office.
 - vii. Community recreation and social facility.
 - viii. Conference center.
 - ix. Religious institution.
 - x. Cultural institution.
 - xi. Medical clinic/laboratory.
 - xii. Nursing and personal care facility as a permitted use.
 - xiii. Self-storage. Must be located on a RMUO site with residential use, limited to no more than twenty percent of the gross site area, and located to the rear or side of the site such that it does not occupy more than twenty percent of the street frontage. All other warehousing uses are prohibited.
3. Prohibited uses within a RMUO site include:

- a. Motor vehicle related use.
 - b. Gasoline service station.
 - c. Animal kennel and shelter.
 - d. Recreational vehicle park.
 - e. Freight/cargo movement and storage.
 - f. Fleet service.
 - g. Warehousing, except self-storage.
 - h. Wholesale retail.
 - i. Public agency or utility yard.
 - j. Broadcasting and telecommunications facility.
 - k. Interim recycling facility, except for drop-box facilities for the collection and temporary storage of re-usable materials as an accessory use.
 - l. Waste-related facility.
 - m. Bus base.
- D. Required Mix of Uses. Each RMUO site must include a mix of uses within a single unified development that incorporates the planned integration of commercial, employment and residential land uses. Mixed-use projects may be vertically oriented in one or more buildings, or geographically distributed across a development site.
- 1. For RMUO sites in the CRB, CCB, CRB underlying zones, the site must include a minimum of 20 percent and a maximum of sixty percent of uses included within the 'residential general' or 'group residences' category of RDC Table 18.205.020-1 as measured by net developable acres or gross floor area.
 - 2. For RMUO sites in the E underlying zone, the site must include a minimum of twenty percent and a maximum of sixty percent of uses other than those included within the 'employment' category of RDC Table 18.205.020-1 as measured by net developable acres or gross floor area.
 - 3. For RMUO sites in the RMD-16 underlying zone, the site must include a minimum of twenty percent and a maximum of sixty percent of uses other than those included within the 'residential general' or 'group residences' category of RDC Table 18.205.020-1 as measured by net developable acres or gross floor area.
- E. Lot Requirements. The following lot requirements supersede those of the base zones.
- 1. Minimum lot size for residential uses, regardless of base zone, is two thousand square feet with a minimum lot width of twenty feet.
 - 2. Minimum lot size for all non-residential uses and upper-story residential above non-residential uses, regardless of base zone, is five thousand square feet with a minimum lot width of fifty feet.
 - 3. Flag lots are specifically discouraged unless there is no practicable alternative as determined by the city engineer.
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- F. Dimensional Standards. The following dimensional standards supersede those of the base zones. Additional landscaping buffers may apply that exceed the minimum setbacks listed below; see RDC 18.725.050-1.

	Residential uses	Non-residential uses and upper-story
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		residential above non-residential uses
Maximum height	3 stories up to 45 feet, or 4 stories if first floor is used for parking with no residential units	45 feet in RMD-16, CNB base zones 65 feet in CCB, CRB, E zones
Ground floor minimum structural ceiling height	n/a	13 feet
Minimum front and street side yard setback	10 feet	0 feet
Maximum front and street side yard setback	20 feet	10 feet on pedestrian streets, as defined in RDC 18.230.050.B.1 20 feet on major corridors, as defined in RDC 18.230.050.B.2
Minimum side setback	5 feet, or 0 feet for attached single-family residential use	10 feet plus 1 foot for every 2 feet of height above 35 feet from adjacent RLD, RMD or P/OS zones 0 feet for all others
Minimum rear setback	5 feet	
Minimum residential garage setback ¹	18 feet	n/a
Maximum building coverage	65%	80%
Maximum impervious surface coverage	75%	90%

Notes:

1. For garages oriented towards the front or street side property line, as measured from the property line. No minimum setback applies to garages oriented towards a rear alley.

G. Density.

1. The minimum density for RMUO sites is eight units per net developable acre and the maximum is twenty-eight units per net developable acre, based on total net developable acres developed for residential use.
2. Upper-story residential use above a non-residential use, other than parking, is exempt from the minimum and maximum density standards.

H. Site Design Standards.

1. Development under the RMUO shall comply with the site design standards in RDC 18.230.050 for commercial districts, with the following exceptions:
 - a. In lieu of compliance with RDC 18.230.050.F, open spaces shall be developed consistent with RDC 18.235.060.J.
 - b. All references to fence regulations in RDC 18.230.100 listed in RDC 18.230.050.G shall instead reference the fence regulations in RDC 18.235.060.P.
 - c. Drive through uses permitted as part of an RMUO development shall not be visible from a public street exterior to the overall site.

I. Architectural Design Standards.

1. Development under the RMUO shall comply with the architectural design standards in RDC 18.230.055 for commercial districts, with the following exceptions:
 - a. In lieu of the applicability standards in RDC 18.230.055.A, the remainder of RDC 18.230.055 shall apply to development in the RMUO that includes new buildings of any size and to the addition to or remodel of an existing building that increases the gross floor area of the building by five thousand square feet or more.
 - b. In addition to the articulation methods listed in RDC 18.230.055.C.1.c, ground-floor residential uses may employ the following methods:
 - i. Landscape planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall. Such planting areas shall include planting materials that are sufficient to obscure or screen at least sixty percent of the wall surface within three years. Planting beds may include a vertical trellis with climbing vines or other plant materials to contribute to the plant coverage requirement.
 - ii. Covered front porches or patios for individual dwelling units with a minimum dimension of six feet and minimum total size of sixty-four square feet.
 - iii. Window patterns and/or entries that reinforce the pattern of individual dwelling units; e.g. groups of windows and/or entries that repeat no more than once per dwelling unit as opposed to a uniform row or "ribbon" of windows.
 - c. Doorways for individual dwelling units are exempt from compliance with RDC 18.230.055.C.1.d.
 - d. All references to outdoor common area standards in RDC 18.230.050.F listed in RDC 18.230.055.D.2 shall instead reference the open space regulations in RDC 18.235.060.J.
 - e. In lieu of compliance with RDC 18.230.055.E.3, windows and transparent doors shall constitute at least fifteen percent of the total wall area of prominent façade wall planes for building with entirely residential use.
 - f. Ground-floor residential uses are exempt from complying with the transparency zone standards in RDC 18.230.055.E.4.

J. Open Space Requirements.

1. Not less than ten percent of the net developable area shall be designated for open space for community or site-user activity. Such activity space may be planned and designed for recreational use or involvement by residents, employees, site visitors and/or the general public.
2. Critical areas and buffers, stormwater facilities, and interior parking lot landscaping required by RDC 18.720.040.C.2 may not be counted towards the required open space. However, the integration of critical areas and buffers and stormwater facilities with the open space areas is encouraged to provide an enhanced site design and cultivate a relationship to the site's environmental amenities.
3. The minimum size for an open space area is two hundred fifty square feet, with a minimum dimension of ten feet. Fewer, larger open space areas are strongly preferred over multiple, smaller areas.
4. Open space areas shall be in high pedestrian traffic locations within the development such as along street frontages, on lot corners, along internal or external pedestrian connections, or near building entrances. Open space areas shall not be located in isolated or undevelopable space where low pedestrian traffic is anticipated.
4. Open space areas must be accessible to users of the site but do not need to be made accessible to the general public.
5. Open space areas must be accessible by internal and/or external pedestrian connections as required by RDC 18.230.050.D.
6. Easements or dedications for system trails identified in the parks and recreation comprehensive plan must be provided across the site and may count towards the open space requirements. All portions of the site shall be connected to any system trail via internal and/or external pedestrian connections as required by RDC 18.230.050.D. All trail corridors and trail development shall comply with the engineering standards.
7. Open space may include plazas and outdoor dining areas; gardens and landscaped areas; parks or park features such as playground equipment or sport courts, trails, and other active recreation facilities as defined in RDC 18.100; community gardens; common roof decks, balconies, and patios; and other areas deemed materially similar by the planning director.
8. Open space amenities may include benches and outdoor seating including moveable seating such as for outdoor dining, water features, drinking fountains, raised landscaping planter beds, public art, distinctive paving, and/or other similar features. All outdoor furnishings shall be commercial grade designed for heavy public use.
9. Pedestrian-scaled lighting is required at a level averaging at least two foot candles throughout the area. Lighting may be free-standing or building-mounted and shall not be mounted higher than fourteen feet.
10. The following are not allowable as part of open space areas:
 - a. Asphalt pavement.
 - b. Adjacent and unscreened chain link fences, dumpsters or service areas.
 - c. Unscreened blank walls.

K. Outdoor Uses.

1. Active outdoor uses such as café seating, outdoor vending such as food or beverage carts, and display of goods for purchase are encouraged and may occupy up to twenty percent of the net developable site area. Outdoor uses may be located within open space required under RDC 18.235.060.J.
2. Outdoor storage may not exceed ten percent of the net developable site area and shall be screened by a fence or landscaping to a value of eighty percent year-round opacity from public view.

3. Outdoor uses in the public right-of-way require approval by the Public Works Director through the master plan or site plan review process. The sidewalk area may be used for outdoor dining, sales areas or similar use provided a six-foot wide pedestrian zone is maintained. Outdoor uses shall be defined relative to the pedestrian zone with movable planters, bollards, movable fence, or other similar means of separation.
- L. Signs. All signs shall comply with the standards of RDC 18.710 relative to the site's base zone, with the following exceptions:
1. Non-residential uses on a RMUO site in the RMD-16 base zone shall comply with the standards for signs in the CNB zone per RDC 18.710.050.B.
 2. Additional entry or gateway signs shall be permitted along the perimeter of the mixed-use development identifying the development, with a maximum allowed sign area for each sign of ten square feet times the total gross acreage for the mixed-use development not to exceed two hundred fifty square feet.
 - a. One sign may be located at each of the entrances into a mixed-use development, or two signs at both sides of an entrance.
 - b. One sign may be located at each public street intersection on which the mixed-use development has street frontage.
 - c. One sign may be oriented to the I-5 freeway (if applicable).
 - d. Maximum sign height shall not exceed twenty-five feet.
- M. Lighting. All lighting shall comply with the standards of RDC 18.715.
- N. Off-Street Parking and Loading. All off-street parking and loading shall comply with the standards of RDC 18.720, with the following exceptions:
1. Parking requirements for the RMUO site shall be calculated separately for the proposed uses under RDC 18.720.030 but the applicant is encouraged to develop a plan for joint use of facilities under RDC 18.720.020.B. to reduce the total amount of parking needed. The planning director shall consider the mixed-use nature of the site and the potential for users of the site to access more than one use without generating additional parking needs when reviewing the joint use of facilities proposal.
 2. On-street parking on public streets adjacent to the development may be counted towards the minimum required parking spaces under RDC 18.720.030.
 3. Slip lane parking lots are permitted along the street frontage of major corridors, as defined in RDC 18.230.050.B.2, and are exempt from the fifty percent street frontage limitation for parking lots in RDC 18.720.040.C.1.
 - a. Slip lane parking lots may consist of one, one-way drive aisle and one row of parking stalls arranged parallel or angled, meeting the dimensional standards of RDC Table 18.720.040-1. The combined width of the drive aisle and parking stalls shall not exceed forty-four feet.
 - b. Slip lane parking lots shall include a sidewalk with a minimum width of 5 feet between the parking lot and the interior of the site, running the full length of the slip lane parking lot.
 - c. Along a minimum of seventy-five percent of the length of the slip lane parking lot, buildings shall be set back no more than five feet from the back edge of the required sidewalk.
 - d. Buildings fronting the slip lane parking lot shall provide a primary pedestrian entrance directly facing the parking lot.
 - e. Where practicable, slip lane parking lots shall extend to the edge of the property line to allow seamless continuation along the adjoining properties.

- f. Slip lane parking lots shall only be allowed if the public works director approves access onto the major corridor, which may include limitations on driveway spacing and restricted turn movements.
 4. Drive through aisles shall be designed to minimize impact to pedestrian connectivity from required parking areas to business entrances.
- O. Landscaping.
1. Residential portions of RMUO sites shall provide twenty-five percent of the site area as landscaping.
 2. Non-residential portion of RMUO sites shall provide ten percent of the site area as landscaping.
 3. Total landscaping required for the project may be averaged across the site provided the requirements for the residential and non-residential portions are met and the landscaping is arranged so that there is physical and visual access from all portions of the site.
 4. The exterior perimeter of RMUO sites shall include a ten-foot landscaping buffer to an L2 standard along the side and rear property lines and along any parking areas along the front or street side property lines.
 5. Any natural areas to be retained as part of the required landscaping shall be maintained with their existing native vegetation and/or enhanced with supplemental plantings of native tree, shrub, and ground cover species as listed in RDC 18.830 to provide scenic, environmental and wildlife habitat value.
 6. For any RMUO site which incorporates a drive through use additional landscaping shall apply. Any drive through adjacent to an exterior public street shall incorporate a ten-foot wide buffer landscaped to an L-3 standard.
- P. Fences. Fences shall comply with the standards of RDC 18.740 with the following additional standards:
1. Fences shall be compatible with the overall building design, such as repetition of the building material on fence columns and/or stringers, and constructed of wrought iron, brick, stone or concrete block (CMU). Smooth-faced concrete block must have a veneer finish on the side(s) visible to public view. Other materials which have the general appearance and visual quality of approved fence materials may be approved by the planning director. However, the use of wood, vinyl, plywood or composite sheeting as a fence material is not permitted.
 2. Chain link fences are discouraged and may only be used in areas not visible from any public right-of-way, adjacent property, or onsite common open area. If used, black, dark brown or dark-toned coated chain link fencing with matching posts and rails shall be required.
 3. Barbed wire, razor wire, electric and similar dangerous fences shall not be used except for specific condition where the applicant demonstrates they are required for security reasons and that they will not be visible from adjacent rights-of-way.
 4. Fences and walls facing pedestrian streets, as defined in RDC 18.230.050.B.1, shall not be allowed and fences and walls facing major corridors, as defined in RDC 18.230.050.B.2 shall be discouraged unless the applicant demonstrates the fences or walls are necessary for business safety, screening the development from adjacent residential uses, or screening the parking area, or service areas. If fences or walls facing public streets are used, they shall be set back 10 feet from sidewalk or right-of-way and shall provide landscaping within the setback area at an L2 standard.
- Q. Procedure.
1. A pre-application conference is required for a RMUO master plan per RDC 18.310.030.
 2. The RMUO master plan shall be reviewed through a Type III procedure per RDC 18.310.080. The master plan may be reviewed concurrently with any related applications such as subdivision or site plan review. Master plan applications must include:

- a. Boundaries of the Site and Existing Conditions. The master plan must show the boundaries of the master plan area and existing conditions such as environmental constraints, utility services, existing structures and uses and existing transportation improvements.
- b. General Statement. The master plan must include a narrative that generally describes the uses and development concept for the master plan area, and responds to all of the applicable standards in this chapter and elsewhere in the RDC. The statement shall include calculations of total gross acres; approximate net developable acres, gross floor area and residential density, if proposed, of proposed uses; area of public rights-of-way and other infrastructure; area of common open space and landscaping; and area of critical areas.
- c. A SEPA Checklist.
- d. Master Plan. The master plan must generally show the proposed division of land and distribution of proposed uses. The plan must include:
 - i. The location of all existing and proposed buildings, structures and other improvements, indicating proposed use category (e.g. residential, commercial).
 - ii. The location and size of all areas to be conveyed, dedicated or reserved as common open spaces, public parks or trails, recreation areas, and similar public or semipublic uses.
 - iii. The existing and proposed circulation system of streets, including off-street parking areas, service areas, loading areas and major points of access to public rights-of-way.
 - iv. The existing and proposed pedestrian circulation system.
 - v. The existing and proposed utility systems, including sanitary sewers, stormwater facilities, and water.
 - vi. The proposed treatment of the perimeter of the master plan area, including materials and techniques used such as screens, fences and walls.
 - vii. The existing and proposed landscaping, including natural areas to be retained, and critical areas and buffers.
- e. Development Standards. The applicant may propose modifications to development standards in this section or the base zone standards for development under the master plan. The applicant must detail how the proposed modifications contribute to creation of a better site and meet the purpose and approval criteria for this overlay, in lieu of review under RDC 18.350.
- f. Phasing of Development. The master plan shall include the proposed development phases, probable sequence of future phases, estimated dates and interim uses of the property awaiting development.
- g. Transportation and Parking. The applicant shall provide information on the following items for each phase:
 - i. Projected Transportation Impacts. Provide a traffic impact analysis that includes the expected number of trips (peak and daily), an analysis of the impact of those trips on the street system, and the proposed mitigation measures. Mitigation measures may include improvements to the street system or specific programs to reduce traffic impacts, including transportation demand management techniques, such as encouraging the use of public transit, carpool, vanpools, adjustment of work hours and other alternatives to single occupancy vehicles.
 - ii. Parking Plan. Provide an estimate of parking needs and locations including opportunities to reduce overall parking for the site through joint use of facilities.

3. Site plan review consistent with RDC 18.500 is required for development of individual sites within the master plan area. Development must demonstrate compliance with the approved master plan as part of the site plan review.
4. A RMUO master plan shall expire five years from the date of final approval thereof. For master plans approved as multi-phased development, approval for the first phase of development shall expire after five years from the date of final approval of the master plan and each subsequent phase must be completed within five years after. For purposes of this section, recording of a final plat, issuance of a site plan approval, or issuance of a building permit for the phase of development described in the approved master plan shall constitute completion of a phase.
5. Extensions. A master plan may be extended for a period of up to two years upon application. Approval of the extension shall be done by the city council through a development agreement. Extensions are subject to the following criteria and conditions:
 - a. The applicant must make written requests for an extension at least sixty days prior to the expiration of the preliminary plat approval;
 - b. There have not been any substantial changes in the laws governing the development of the site with which lack of compliance would be contrary to public health, safety and welfare;
 - c. The applicant shall demonstrate that the applicant has pursued final platting in good faith in light of surrounding circumstances but has been delayed:
 - i. By extensive environmental permitting times;
 - ii. Extensive studies required by conditions of approval which took longer than anticipated; or
 - iii. There are specific verifiable extenuating circumstances or conditions beyond the control of the applicant as deemed appropriate by the city council.
5. Amendments to approved master plans shall be reviewed through the post-decision review process per RDC 18.310.160.

(Ord. No. 1219, § 2(Exh. A), 10-27-2016; Ord. No. 1253, § 2(Exh. A), 12-7-2017; Ord. No. 1260, § 2(Exh. A), 4-26-2018)