

# Memorandum

Date: 23 June 2015  
Subject: Existing Conditions Memorandum  
From: Helen Devery and Nicole McDermott  
To: Jeff Niten, City of Ridgefield  
CC: Eric Hovee

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## 1.0 INTRODUCTION

The Pioneer and 45th sub-area plan (sub-area plan) is one of several planning efforts currently underway by the City of Ridgefield (City) in conjunction with the update of the 2013 Ridgefield Urban Area Comprehensive Plan, scheduled to be finalized in early 2016. The sub-area plan is centered on the intersection of 45th Avenue and Pioneer Street and includes approximately 730 acres surrounding the intersection. A small portion of the study area is outside city limits, within the Ridgefield Urban Growth Area (UGA). As shown on Figure 1, the boundary of the sub-area plan includes primary and secondary study areas. The primary study area consists of land immediately surrounding the Pioneer Street and 45th Avenue intersection and the secondary study area consists of land to the north and south of the primary study area. In order to address parcels that are not completely contained within the sub-area plan boundary, the existing conditions analysis also includes an area of influence – the northwest edge of the boundary of the sub-area plan.

This memorandum includes our assessment of existing conditions within the boundaries of the sub-area plan (the primary and secondary study areas) and evaluates the adequacy of the existing regulatory framework to support the types of commercial, residential, and mixed-use development anticipated for this area. Key considerations for the development of the sub-area plan are summarized in section 4.

## 2.0 EXISTING CONDITIONS

The following sections describe the existing conditions within the study area, including land use and zoning; parks, trails, and open spaces; critical areas; utility (water and sewer) infrastructure and capacity; and the current transportation network and planned improvements.

### 2.1 Land Use and Zoning

The study area to the north of Pioneer Street is occupied by new single-family residential developments and under-developed or vacant land and, to the south of Pioneer Street,

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primarily by under-developed residential and agricultural land. Approximately 80 percent of the land within the study area is composed of large land holdings of 20 acres or more.

Zoning within and immediately surrounding the study area is identified on Figure 2 and includes Ridgefield and County designations. Ridgefield zoning includes a mix of commercial (community business [CCB]), office (OFF), and medium density residential (RMD-16) within the primary study area and medium to lower density residential (RLD-4 and RLD-6), and an urban holding district (UH-10) within the secondary study area. City designations surrounding the study area are primarily the same as the designations within the study area, with the exception of the light industrial zoned land to the east. County zoning is limited to the secondary study area and includes single-family residential (R1-6) with an urban holding overlay. Through this sub-area plan process, it will be important for the City to identify a plan and timeline for annexing the remaining properties within County jurisdiction.

The UH-10 designation within the City is applied to land where capital facilities are inadequate to support development under an urban zoning designation. This designation can be removed by the planning director after certification from the City engineer that capital improvements have been made to support development. The planned infrastructure improvements described in sections 2.4 and 2.5 could satisfy the capital improvement requirements to support the removal of the UH-10 designation; however, additional analysis will be needed as sub-area plan concept plans are developed.

Development standards for each zoning designation are outlined in the tables below. Table 2 includes development standards for the industrial (IND) zone due to the proximity of IND-zoned parcels. These industrial zoned properties are included in the I-5/Junction Sub-Area Plan that is also underway by the City. Coordination between these two planning efforts will be key to ensure connectivity through both sub-areas.

**Table 1. Residential Zone Development Standards**

Standard	Zone				
	RLD-4	RLD-6	RMD-16	Urban Holding District (City)	R1-6
Density: Min Max	4 4	4 6	8 16	Not specified	5.1 7.3
Min Lot Size (SF)	10,890	7,200	2,500	10 acres	6,000 (average) 5,000 per duplex unit
Max Lot Area (SF)	N/A	N/A	N/A	Not specified	8,500
Minimum Lot Width (FT)	50	50	30	Not specified	50 (average)
Max Building	45%	50%	60% (of net)	Not specified	50% (lot)

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Standard	Zone					
	RLD-4	RLD-6	RMD-16	Urban Holding District (City)	R1-6	
Coverage			developable acres)		coverage)	
Max Impervious Surface	60%	60%	75% (of net developable acres)	Not specified	N/A	
Setbacks (FT) <sup>1</sup>						
Front yard	15	15	10 <sup>2</sup>	Not specified	10	
Rear yard	10	10	5 <sup>2</sup>		10	
Side yard	5	5	5 <sup>2</sup>		5	
Street side yard	15	15			10	
Maximum Building Height	30 (35 with pitched roof)	30 (35 with pitched roof)	35 (40 with pitched roof)	35	35	

1 All setbacks along Pioneer Street (east of Gee Creek crossing) are 25 feet.

2 Developments with three or more dwelling units require a 15-foot setback from any abutting RLD-4 or RL-6 zone.

**Table 2. Commercial and Employment Zone Development Standards**

Standard	Zone		
	CCB	IND	OFF
Residential Density:			
Min	8	N/A	8
Max	16		16
Minimum Lot Size (SF)	10,000	N/A	N/A
Minimum Lot Width (FT)	50	N/A	N/A
Max Impervious Surface	85%	90%	85%
Minimum Landscaping	15% of gross site area	10% of gross site area	15% of gross site area
Setbacks (FT) <sup>1</sup>			
Front yard	0-10 <sup>2,3</sup>	10 (street)	10 (Street)
Rear yard	0 or 20 abutting RLD or RMD zone <sup>3</sup>	0 from OFF and IND zones; 20 from RLD or RMD zones; 15 from all other zones; 10 from right-of-way	0 from OFF and IND zones; 20 from RLD or RMD zones; 10 from all other zones; 10 from right-of-way
Side yard			
Street side yard			
Maximum Building Height (FT)	60	65 <sup>4</sup>	65

1 All setbacks along Pioneer Street (east of Gee Creek crossing) are 25 feet

2 A zero-foot setback is allowed if street improvements (or room for street improvements) is available in the street right-of-way. Residential developments (excluding mixed-use developments), parking structures, surface parking areas, service areas, gas station islands, and similar paved surfaces require a 10-foot setback from the back of the sidewalk with landscaping to an L2 standard.

3 Underground parking can extend into setbacks if it is landscaped at ground level.

4 The building height for buildings in the IND zone abutting an RLD-zoned lot is stair-stepped from the setback line. The maximum height allowed at the yard setback line is 35 feet, 50 feet at a line 10 feet inward from the setback line, and 65 feet at a distance of 20 feet from the setback line.

Flexibility in the development standards identified above is allowed through the City's ordinance dealing with planned unit developments (PUD). The PUD process is required for all developments in the RLD and RMD zones that include critical areas. The PUD process is further described in section 3.3.3.

## **2.2 Parks, Trails, and Open Spaces**

Existing and proposed parks, trails, and open spaces are identified on Figure 3. Existing trail and park facilities within the study area are limited to locations within recently constructed single-family residential developments north of Pioneer Street and west of 45th Avenue. The park facilities are small pocket parks and playgrounds. As described in the City Parks and Recreation Comprehensive Plan (Parks and Rec Plan), a community park (CP-5) is planned within the study area. CP-5 is planned as an approximately 17-acre community park to be located east of 45th Avenue in the southern portion of the study area. Stakeholders and City staff have expressed concerns about the location of this park and have indicated that an alternative location within the study area may be more appropriate. If the CP-5 site is not retained as a park location, an alternative site within the planning area would need to be identified. Furthermore, City staff have identified trail and park system connectivity as a high priority throughout the City. In order to meet this objective, further identification of land to accommodate the proposed park and trail facilities is anticipated through this sub-area plan process. Additional considerations related to parks, trails, and open spaces are described in section 3.2.

## **2.3 Critical Areas**

The Ridgefield Development Code (RDC) identifies critical areas as wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas (steep slopes, erosion hazard areas, and seismic hazard areas), critical aquifer recharge areas (CARAs), and frequently flooded areas. Based on a review of the National Wetland Inventory (NWI) and Clark County GIS critical area mapping, the study area includes wetlands, riparian habitat conservation areas, steep slopes, and a Category 2 CARA (see Figure 4).

Wetlands within the study area are primarily concentrated northwest of the intersection of Pioneer Street and 45th Avenue. The riparian habitat conservation areas exist throughout the study area along stream corridors and the steep slopes exist in the southern portion of the study area along the banks of Gee Creek and a tributary of Gee Creek. The entire study area is within the Category 2 CARA.

According to a buildable lands analysis conducted by E.D Hovee, approximately 298 acres within the study area contain critical areas. A detailed critical areas report was not prepared as part of this existing conditions analysis; however, the amount of critical areas contained within the study area will affect future development and the extent of critical areas must be considered as sub-area concept plans are developed. Furthermore, future development will require the preparation of a critical areas report and compliance

with RDC 18.280, Critical Areas Protection, to ensure no net loss of functions and values of critical areas.

In addition to the critical areas described above, according to Clark County GIS, most of the study area south of Pioneer Street is within an area of high probability on the Archaeological Predictive Model Map. Future development will likely require an archaeological study and coordination with an archaeologist early in the development planning process is recommended.

## **2.4 Utility Infrastructure and Capacity**

As shown on figures 5 and 6, the existing sewer and water infrastructure within the study area is primarily concentrated along Pioneer Street and extends north into newly developed residential areas. Planning-level studies for water and sewer were completed by the City and the Clark Regional Wastewater District (CRWWD). These planning studies recommended infrastructure extensions through the study area as seen on figures 5 and 6. The identified infrastructure extensions along 45th Avenue are required to serve regional growth, including development within the study area.

A sewer basin study recently completed by CRWWD (sewer service provider in the study area) encompasses most of the study area. The basin study evaluated potential sewer demand based on an assessment of existing zoning and developable acreage. For the purpose of the basin study, developable acreage was defined as total acreage minus critical areas and a percentage of land assumed to not require or generate sewer flows following development, such as roads, open space, and stormwater treatment areas. Within the recently developed residential areas of the study area, stormwater is currently managed on site, and it is anticipated that future development will include stormwater detention/retention basins sized appropriately to handle stormwater runoff onsite.

The sewer basin study recommended specific infrastructure sizes and located primary sewer trunk lines within the study area. Along 45th Avenue, the study recommends installing a 24-inch trunk line, which will serve most of the 45th Avenue corridor. Existing sewer or smaller collector sewers can be extended from the existing system along Pioneer Street to serve development along the Pioneer corridor. The CRWWD is currently designing a new pump station and sewer project to provide service to the area northwest of Pioneer and the intersection of I-5. In addition, the basin study identifies a preliminary pump station in the southwest portion of the study area along Royle Road. The area located immediately to the southwest of Pioneer and 45th Avenue is the only area of the basin that may not be served by these planned improvements. These parcels may require off-site sewer extension to the residential neighborhood to the west for sewer service.

Water service within the study area is provided by the City of Ridgefield for all incorporated areas and Clark Public Utilities for unincorporated areas. The Ridgefield Urban Area Comprehensive Plan includes a summary of proposed water service capital facility improvements to serve the anticipated population increase and maintain or improve level-of-service standards. As shown on Figure 6, the major proposed water improvement identified within the study area is a new water line along 45th Avenue. This improvement will be constructed as development occurs south of Pioneer Street.

The study area is located within the City's high pressure zone and can be served with existing water system extensions. Storage capacity within this area of the city is sufficient for the existing zoning; the City is anticipating the construction of a new reservoir during summer 2015. In the long term, the City will require additional water rights and source capacity. The development of significant industrial water users may require additional investment in water source capacity. This is a city-wide constraint and could impact development throughout the city, including within the study area.

Electrical service within the study area is provided by Clark Public Utilities and includes a 3-phase above-ground line along 45th Avenue south of Pioneer Street, underground service around the intersection, and a 3-phase above-ground line along Pioneer Street west of 45th Avenue. It is anticipated that extension of this service will occur in conjunction with development. Furthermore, the City may want to consider requiring development to underground electrical lines within the sub-area. The development types anticipated for the study area are not expected to place an unusual burden on electrical service; however, additional analysis will be required as the concept plans are developed and early coordination with Clark Public Utilities may be necessary.

## 2.5 Transportation Network and Capacity

As part of the existing conditions analysis, DKS Associates evaluated the existing transportation network, including pedestrian and bicycle facilities, current traffic volumes, and planned transportation improvements, and identified key gaps in the local road network. The existing transportation network, including functional classifications, is identified on Figure 7 and traffic volumes from January 2014 are outlined below (Table 3).

**Table 3. Traffic Volume Summary (January 2014)**

Location	AM Peak Hour	PM Peak Hour	Daily	Daily with Approved Development
45th north of Pioneer	230	230	2,300	7,100
Pioneer east of 45th	800	830	8,300	20,000

Source: DKS Associates

As shown in Table 3, traffic volumes within the study area with the addition of trips from nearby approved developments represent a considerable increase.

Pedestrian and bicycle infrastructure within the study area is limited, and facilities currently exist only along newly developed frontage. Existing street cross sections require the construction of sidewalks and bicycle facilities in conjunction with future development. Street cross sections by functional classification are listed below.

**Major Arterial (SR 501 - Pioneer Street)**

- 120 to 130-foot right-of-way
- 5-lane cross section with center median or turn lane
- Bike lanes
- Planter strip
- Sidewalks
- Utility buffer

**Minor Arterial (45th Avenue, 289th Street)**

- 80-foot right-of-way
- 3-lane cross section with center median or turn lane
- Bike lanes
- Wide planter strips
- Sidewalks

**Standard Collector (279th Street, 35th Avenue)**

- 70-foot right-of-way
- 2-lane cross section
- Bike lanes
- Parking
- Planter strips
- Sidewalks

**Industrial/Commercial Collector (planned roadways east of 45th)**

- 70-foot right-of-way
- 2-lane cross section with center median or turn lane
- Bike lanes
- Sidewalks
- Utility buffer

In addition to compliance with the cross section requirements identified above, future development within the study area will require compliance with the street spacing guidelines listed below.

**Street Spacing Guidelines**

The Ridgefield Urban Area Comprehensive Plan states that future street construction will encourage connectivity. Street sizing for arterials and collectors assumes that the transportation system will encourage non-motorized transportation. To meet the

planning objectives, the City has established a standard of at least eight through streets per mile to allow neighborhood trips on a smaller scale. The City's objective is to impose a maximum spacing for new streets of 500 feet (a 500-foot maximum grid) within all new developments and to the limits of the entire parcel of property being developed. The streets proposed for new development must be able to be extended to the limits of the property and must be located so as to provide a spacing of 500 feet. These stipulations are intended to make sure future streets in new developments can be extended through adjacent parcels, thereby encouraging connectivity within neighborhoods. These guidelines are not intended to create a rigid grid and flexibility exists to allow roadways to follow topographic features where necessary or desired.

Where topography makes this requirement not feasible, a 10-foot-wide paved bikeway/multipurpose trail can be substituted for the street if the substitution is approved by the City. The bikeway/multipurpose trail, located in a dedicated 30-foot easement for pedestrians and bicyclists, must extend to the limits of the property. The bikeway/multipurpose trail must follow the general grid pattern of the street layout (500-foot grid) and extend from the ends of dead-end streets where the dead-end street cannot be extended to the limits of the property because of topography. To meet these through street planning objectives, streets or bikeway/multipurpose trails must be designed and constructed to extend to the limits of the property. All costs are to be borne by the developer of the property without reimbursement by the City.

Street spacing standards are to be addressed in the development of sub-area plan concept plans. This memorandum discusses larger transportation improvements to address gaps in the existing transportation network in section 4 and they are shown on Figure 6.

### **3.0 REGULATORY CONTEXT AND PLANNING FRAMEWORK**

The existing policy and regulatory documents that affect development within the study area include the Ridgefield Urban Area Comprehensive Plan (last updated in 2013), the Parks and Rec Plan, and the Ridgefield Municipal Code, particularly Title 18 – Development Code. Based on the initial stakeholder interviews and discussions with City staff, it is anticipated that development within the study area will include a mix of residential (single- and multi-family), horizontal mixed-use, campus-style office, and community retail with a grocery store anchor. The sections below evaluate the current land use policies and development standards relevant to addressing this type of development.

#### **3.1 Ridgefield Urban Area Comprehensive Plan**

As stated previously, the City is updating the Ridgefield Urban Area Comprehensive Plan. While this sub-area plan will be incorporated into the 2016 update, several existing comprehensive plan policies support the sub-area planning process, along with the

development of a mix of residential, commercial, and employment uses within the sub-area plan boundary. The supporting policies include:

### **Land Use**

*LU-7 – Human Scale and Accessible Development: Facilitate development that is human scale and encourages interaction. Elements of human scale include pedestrian access, street front commercial activity, low to midrange building elevation, and architectural variety at the street level.*

*LU-11 – Compatible Uses: Facilitate development that minimizes adverse impacts to adjacent areas.*

*LU-12 – Complementary Uses: Locate complementary land uses near to one another to maximize opportunities for people to work or shop nearer to where they live.*

*LU-17 – 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.*

*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.*

### **Economic Development**

*EC-3 – Neighborhood Retail: Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.*

*EC-5 – 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.*

### **Housing**

*HO-4 – Housing Options: Maintain a continuous and adequate supply of residential land to meet long-range multiple-family and single-family housing needs, as well as all economic segments, within the RUGA. Urban residential development shall be preceded by annexation. No single type of housing should comprise over 75% of new development.*

*HO-6 – Residential Development Density: Encourage a mix of single family and multiple family housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 6000 square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and the like balances with some large lot single family residences.*

In order to further ensure future development within the study area is consistent with the Ridgefield Urban Area Comprehensive Plan and the goals and objectives established through this sub-area planning process, it is recommended that the 45th and Pioneer sub-area plan be adopted by reference into the 2016 update of the comprehensive plan. Furthermore, as allowed by state law, sub-area plans can be implemented through a planned action ordinance. A planned action ordinance typically includes an environmental impact statement that considers the impacts of all projects proposed within the sub-area plan.

### 3.2 Parks and Recreation Comprehensive Plan

The Parks and Rec Plan, completed in April 2014, outlines a community vision for Ridgefield that includes an interconnected system of parks, trails, and greenways to support a variety of recreation opportunities and contribute to the City's small town character. The plan further proposes adjustments to the City's level of service standards for parks and recreation facilities to achieve community goals. The level of service standards for parks and recreation areas are outlined in Table 4.

**Table 4. Parks and Recreation Facilities Level of Service Standards**

Facility Type	Standard
Community Parks	6 acres per 1,000 people – standard is currently met, but 50 additional acres will be needed to serve future population
Neighborhood Parks	1.56 acres per 1,000 people – standard is not currently met and additional neighborhood park space is needed.
Trails	0.75 miles of trail per 1,000 people – standard is currently met, but additional trail corridors are needed to serve future population and improve connectivity (see Figure 3 for proposed trails within the study area).
Greenways and Trails	9.5 acres per 1,000 people – critical areas can strengthen and broaden the greenway system. Priority is to acquire land adjacent to City-owned greenways or to accommodate future trail connections.
Specialized Facilities (athletic fields)	1 baseball field per 3,000 people; 1 soccer field per 2,000 people; soccer fields will also accommodate football and lacrosse. The City is currently not meeting this standard.

In order to meet current level of service standards and provide facilities for future residents, the Parks and Rec Plan recommends the development of three community and 13 neighborhood parks, and an interconnected trail system throughout the City. Within the 45th and Pioneer study area, the Parks and Rec Plan proposes a community park south of Pioneer Street and west of 45th Avenue, a neighborhood park in the northeast corner of the study area, and a neighborhood park overlapping the western study area boundary in the portion of the study area currently within Clark County. Community parks are described in the Parks and Rec Plan as large sites with a variety of

facilities to appeal to a diverse group of users. Community parks are generally 15 to 50 acres and include areas for active and passive recreation. Neighborhood parks are generally smaller parks (2 to 4 acres) and include unstructured, non-organized play with limited active and passive recreation areas. The Parks and Rec Plan also identifies a series of trails within the study area to connect to existing trails, on-street bike facilities, and the planned community park, CP-5 (see Figure 3).

In order to meet the policies and standards outlined in the Parks and Rec Plan, park and trail connection locations will be further identified through this sub-area planning process.

### 3.3 Ridgefield Development Code

The following sections address the adequacy of the RDC to support the types of development anticipated within the study areas.

#### 3.3.1 Zoning Code (RDC 18.210, 18.220, 18.230, and 18.240)

As noted previously, based on stakeholder interviews and discussions with City staff, development within the study area is likely to include a mix of residential (single- and multi-family), horizontal mixed-use, campus-style office, and community retail with a grocery store anchor. It is anticipated that densities in the study area will not exceed 16 dwelling units per acre, which is currently allowed in the RMD-16, CCB, and OFF zones (see Table 1 and Table 2). The anticipated uses are generally allowed within the study area with some limitations and conditions. Use allowance by zone is outlined below in Table 5 and use limitations and conditions are described following the table.

**Table 5. Uses by Zone**

Use	Zone				
	RLD-4	RLD-6	RMD-16	CCB	OFF
Single-Family Residential (attached)	P-L	P-L	P-L	N	N
Single-Family Residential (detached)	P	P	P-L	N	N
Duplex	P	P	P-L	N	N
Multi-Family Residential	N	N	P	C-L	C-L
General Retail (includes grocery store)	N	N	N	P	P-L
Eating and Drinking Establishment	N	N	C-L	P	P-L
Office	N	N	N	P	P

P = Permitted outright

C = Conditions apply

L = Limitations apply

N = Not permitted

- **Single-Family Residential (attached):** units in the RLD and RMD zones must also comply with the townhouse standards in RDC 18.220.140.
- **Single-Family Residential (detached):** permitted in the RMD zone as long as minimum density (8 du/acre) is met.
- **Duplex:** in the RMD zone, two or more duplexes must meet additional multi-family or townhouse development standards.
- **Multifamily Residential:** allowed conditionally in the CCB and OFF zones with a minimum density of 8 du/acre and maximum density of 16 du/acre and limited to upper floors. The RDC does not currently have a provision for horizontal mixed-use development that includes residential on the ground floor in the CCB or OFF zones. The RMD zone requires 25 percent of net developable acres to be landscaped open space or common recreation areas.
- **General Retail:** in the OFF zone, general retail uses are allowed as accessory uses to permitted uses and cannot occupy more than 15 percent of the gross area of a property.
- **Eating and Drinking Establishments:** permitted in the RMD zone abutting a collector or arterial; access is not allowed from a local street; in the OFF zone, eating and drinking establishments are allowed as an accessory use to a permitted use and cannot occupy more than 15 percent of the gross area of a property.

As concept plans are developed through this sub-area plan process, the limitations and conditions identified above are important to consider. Code refinements may be necessary to address the allowance of horizontal mixed-use developments. Although not addressed in the use provisions in RDC 18.205, commercial uses are allowed in the RLD and RMD zones through the PUD process. The PUD ordinance is further discussed in section 3.3.3.

### **3.3.2 Urban Holding Overlay District (RDC 18.270)**

As stated previously, the UH District is applied in the City to land where capital facilities are inadequate to support development under an urban zoning designation. The UH-10 zoning designation would not support the type or scale of development anticipated within the sub-area plan boundary. Therefore, the removal of this designation should be explored through the sub-area planning process. While the planned infrastructure improvements described in sections 2.4 and 2.5 could satisfy the capital improvement requirements to support the removal of the UH-10 designation, additional analysis will be needed as sub-area plan concept plans are developed.

### **3.3.3 Planned Unit Development Ordinance (RDC 18.401)**

As stated previously, the PUD process is required for all developments in the RLD and RMD zones that include critical areas within project boundaries. The PUD process is optional for all other developments. The purpose of the PUD ordinance is to provide flexibility in design and development standards, while allowing a mix of uses and

promoting an interconnected system of open spaces, trails, public rights-of-way, and utility corridors. The requirements and standards set forth in the PUD ordinance encourage well-designed communities that include a mix of single-family and multi-family residential buildings. Additionally, commercial uses are allowed in the RLD and RMD zones through the PUD process. The maximum ratio of developed commercial acreage to developed residential acreage cannot exceed 1:20 for RLD zones and 1:10 for the RMD zone. Furthermore, a maximum of 3 commercial acres are allowed in the RLD zones and 3 acres or 100,000 square feet of gross floor area in the RMD zone without a zone change and comprehensive plan amendment.

The existing PUD ordinance is adequate to address the style and type of development anticipated within the sub-area; however, as concept plans are developed, it will be important to further review the design and connectivity requirements in the PUD ordinance and consider requiring the PUD process for all development within the sub-area. Requiring the PUD process for all development within the study area would ensure consistent standards are applied throughout the sub-area and could encourage greater coordination between property owners. Within the framework of the PUD ordinance, density and/or development right transfers could also be considered to encourage property owner coordination and allow for greater critical area protection.

#### **3.4 Private Development Agreement**

In addition to the policies and procedures contained in City regulatory documents, the development of property located in the southwest corner of the study area is governed by a development agreement between the property owners and the City. The development agreement places a restrictive covenant on the property until such time as the property can be served by public facilities. Furthermore, the development agreement requires that prior to development, a master plan be prepared for the property and submitted to the City Council for approval. It is unclear from current documentation whether the development agreement was recorded. It will be important through the sub-area planning process for the City to verify the current status of the development agreement.

#### **3.5 Form-Based Code**

A form-based code is a more flexible regulatory document than traditional zoning and regulates design (building massing, scale, height, and relationship to the public realm) rather than use. The RDC does not currently include a form-based code and, although this type of code could provide the flexibility desired by project stakeholders, the development and implementation of a form-based code is often complicated and costly to jurisdictions. Considering the flexibility that exists within the existing PUD ordinance and the policies and standards that will be developed through this sub-area planning process, a form-based code may not be necessary to achieve the development scale and type desired for the 45th and Pioneer sub-area.

## **4.0 SUB-AREA PLAN KEY CONSIDERATIONS**

A summary of sub-area plan key considerations, based on the existing conditions analysis, are identified below.

### **Land Use and Zoning**

- Adopt the 45th and Pioneer sub-area plan by reference into the Ridgefield Urban Area Comprehensive Plan in order to ensure future development within the study area adheres to the goals and objectives established through the sub-area planning process.
- Identify a process and timeline for the annexation of remaining property in County jurisdiction.
- Consider specifying a provision for horizontal mixed-use development in the CCB and OFF zones in the RDC. If horizontal mixed-use is desired within the sub-area on CCB- or OFF zoned properties, code refinements may be required.
- Maintain the character of the community and a sense of place through the development of design standards for streetscapes, lighting, signs, and architecture.
- As sub-area plan concept plans are developed, analyze planned capital improvements to address the removal of the UH-10 designation.
- PUD Ordinance:
  - Through the PUD process, commercial uses in residential zones may not exceed a ratio of 1:20 and 3 acres (RLD zones) and 1:10 and 3 acres or 100,000 square feet of gross floor area (RMD zone).
  - Consider requiring the PUD process for all development within the sub-area plan boundaries in order to provide greater flexibility to property owners and to ensure consistent standards are applied and connectivity is developed throughout the study area.
  - Consider incorporating density and/or development right transfers into the PUD process for this sub-area in order to encourage property owner coordination.
  - Relying on the existing PUD ordinance, as well as the policies and standards developed through this sub-area planning process, will eliminate the need to develop a form-based code to achieve the development type and scale desired for the sub-area.
- Verify the status of the development agreement governing development of property in the southwest corner of the study area.

### **Parks and Open Space**

- City staff have identified trail and park system connectivity as a high priority throughout the City. In order to meet this objective, identify land to accommodate the proposed neighborhood and community parks and trail facilities through the sub-area plan process.
- Develop a useable open space network that will support quality of life attributes including walkability and access to the outdoors.

- Consider the relocation of CP-5 and provide trail connections within the sub-area plan boundaries.

#### **Critical Areas**

- The study area includes approximately 298 acres of critical areas, including wetlands, riparian habitat conservation areas, steep slopes, and a Category 2 CARA. The amount of critical areas contained within the study area will affect future development and must be considered as sub-area concept plans are developed.
- In order to ensure no net loss of functions and values of critical areas, development of properties with critical areas will require a critical areas report prior to development.
- Future development will likely require an archaeological study and coordination with an archaeologist early in the development planning process is recommended.

#### **Utility Infrastructure and Capacity**

- There is sufficient water and sewer capacity for most of the study area with the systems currently planned based upon the existing zoning designations; however, because of topography, the parcels to the southwest of Pioneer and 45th Avenue may not be served by the planned sewer improvements and could require off-site sewer extension to the west for service.
- The planned regional water and sewer infrastructure along the southern corridor of 45th Avenue will require significant investment. Infrastructure extensions are assumed to be constructed as development requires. Coordinate these improvements and share the cost equitably to limit impacts on residents and the City.
- The development of significant industrial water users may require additional investment in water source capacity. This is a city-wide constraint and could impact development throughout the city, including within the study area.
- It is anticipated that extension of electrical service will occur in conjunction with development. Additional analysis of potential service demand will be required as the concept plans are developed and early coordination with utility providers may be necessary. In addition, the City may want to consider requiring development to underground electrical lines within the sub-area.

#### **Transportation Network and Capacity**

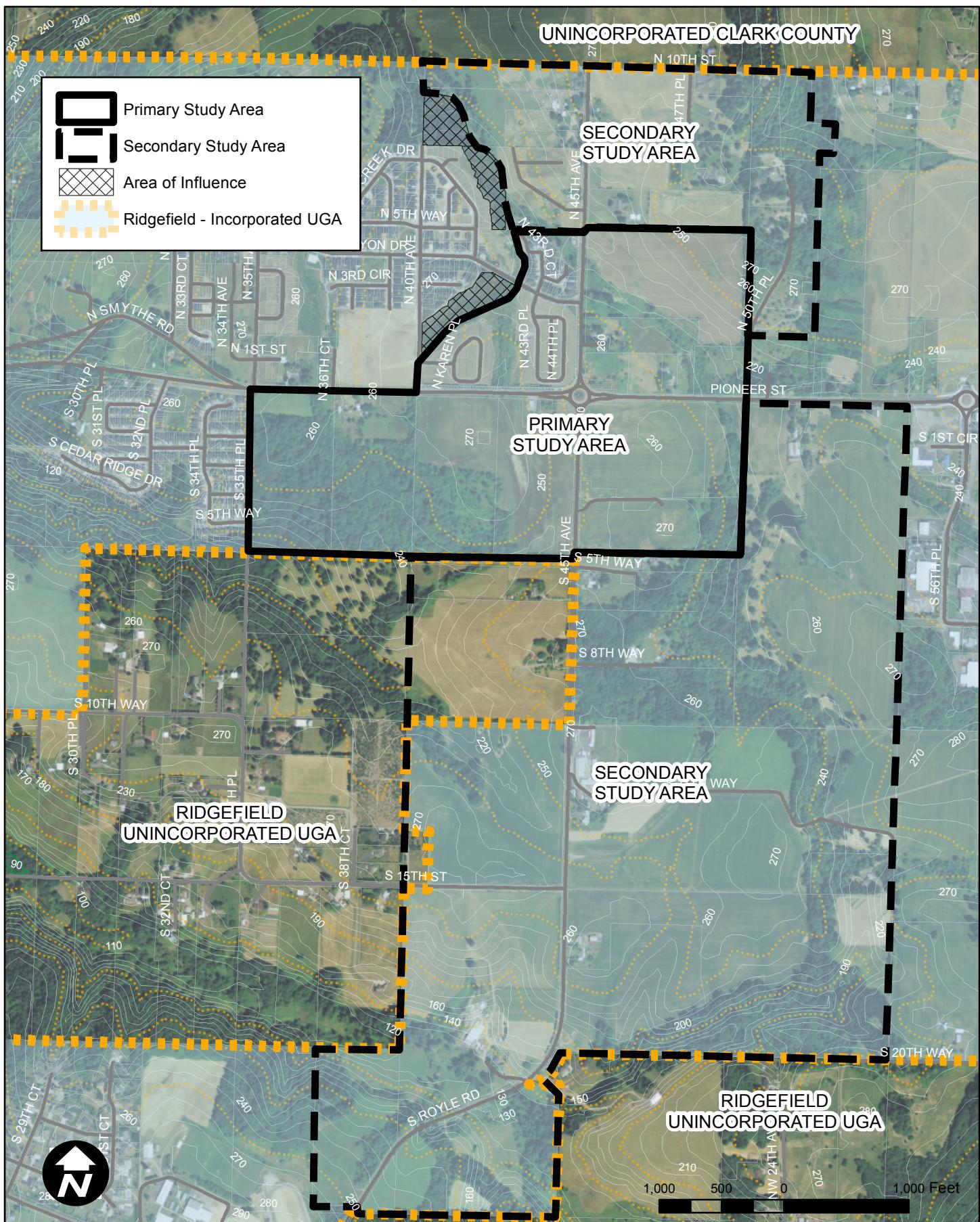
- Future development will require compliance with the street spacing standards, including a maximum block grid of 500 feet. A 10-foot wide bikeway/multipurpose trail can substitute for the street if topographic constraints make street extension impractical.
- Address gaps in the existing transportation network with connectivity improvements.

MEMO: 45th Avenue and Pioneer Existing Conditions

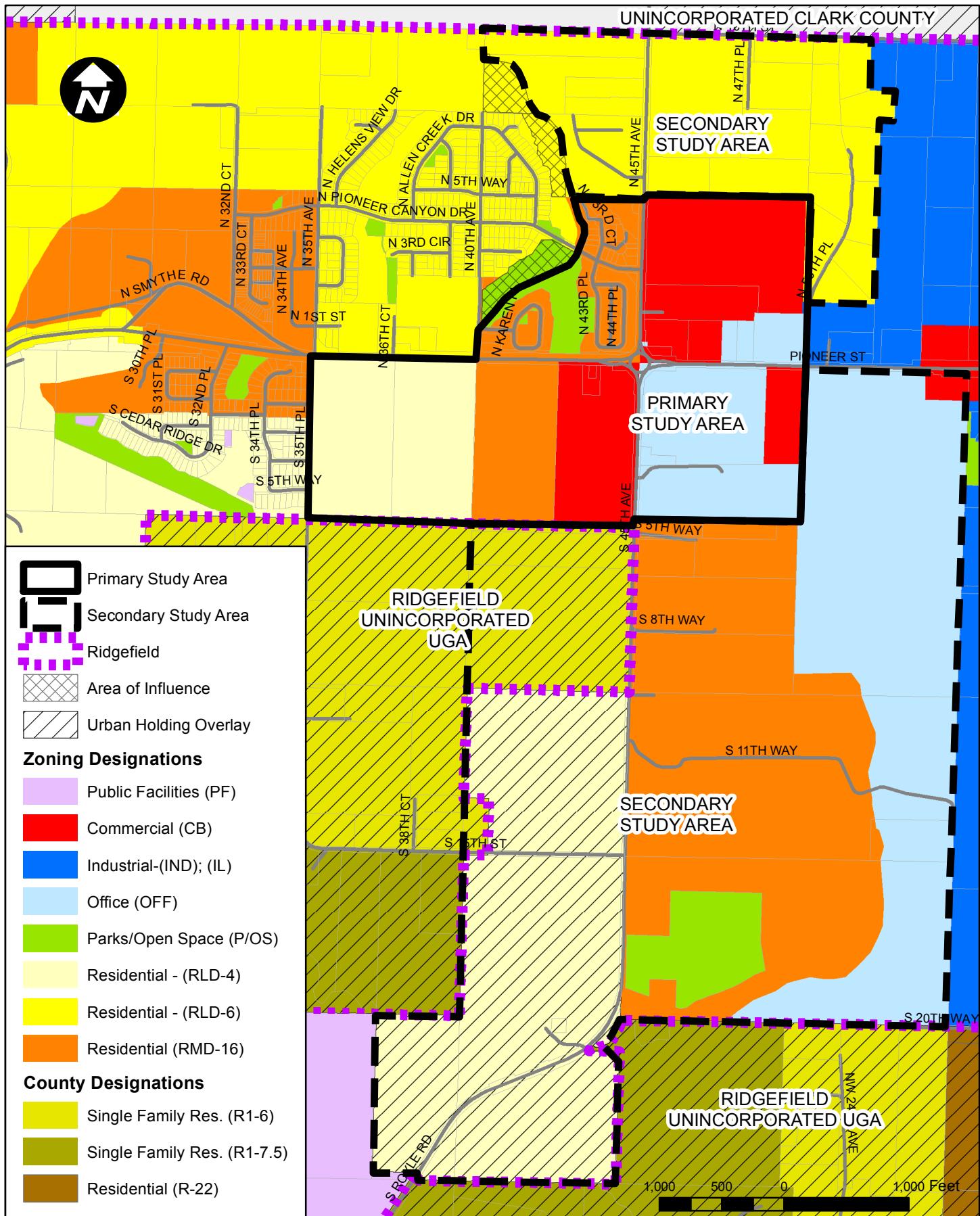
12 June 2015

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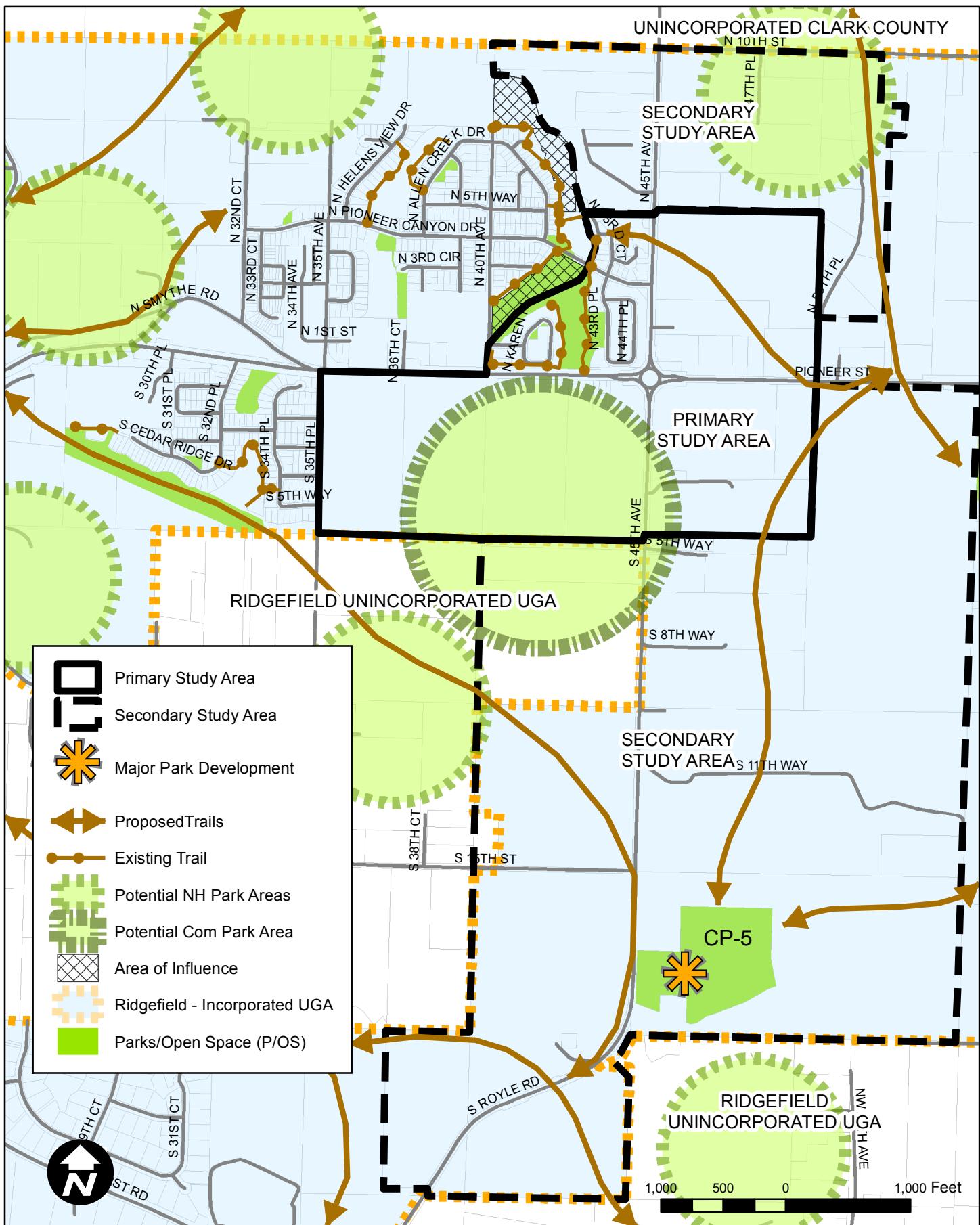
- Collector connections are needed south of Pioneer Street and west of 45th Avenue (potential 35th Place extension to the south and 259th Street to the northeast, which may require a creek crossing).
- A collector connection is needed north of Pioneer between 45th Street and Reiman Road (currently Pioneer Canyon Drive serves as the only continuous east-west facility, which creates neighborhood traffic issues).
- The planned 279th collector should extend west of 35th Place to keep local trips off Pioneer Street.



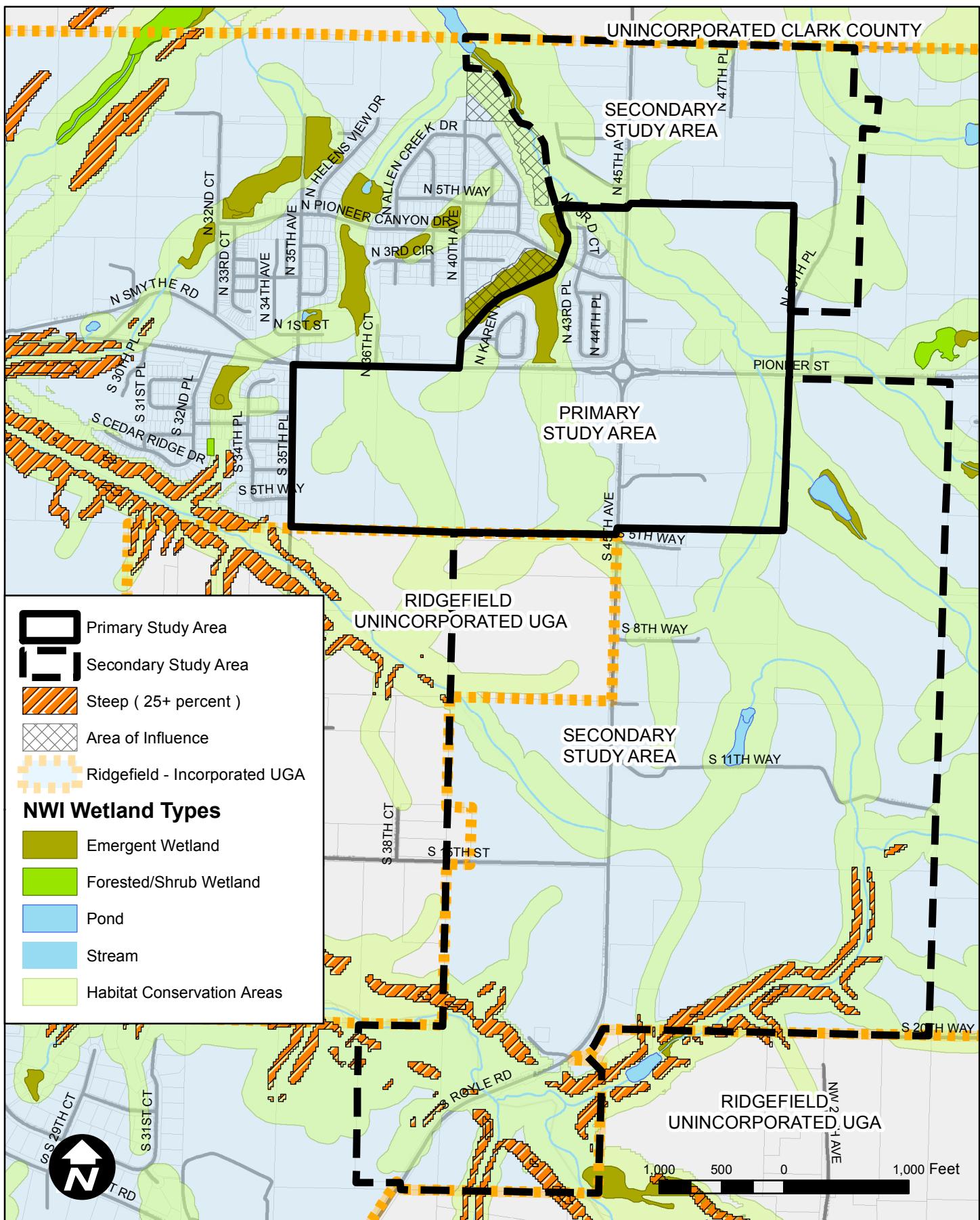
**Figure 1: Ridgefield Aerial**  
Ridgefield, WA | Sub Area Plan | May 2015



## Figure 2: Zoning Map



## Figure 3: Parks & Trails Map



## Figure 4: Critical Areas Map

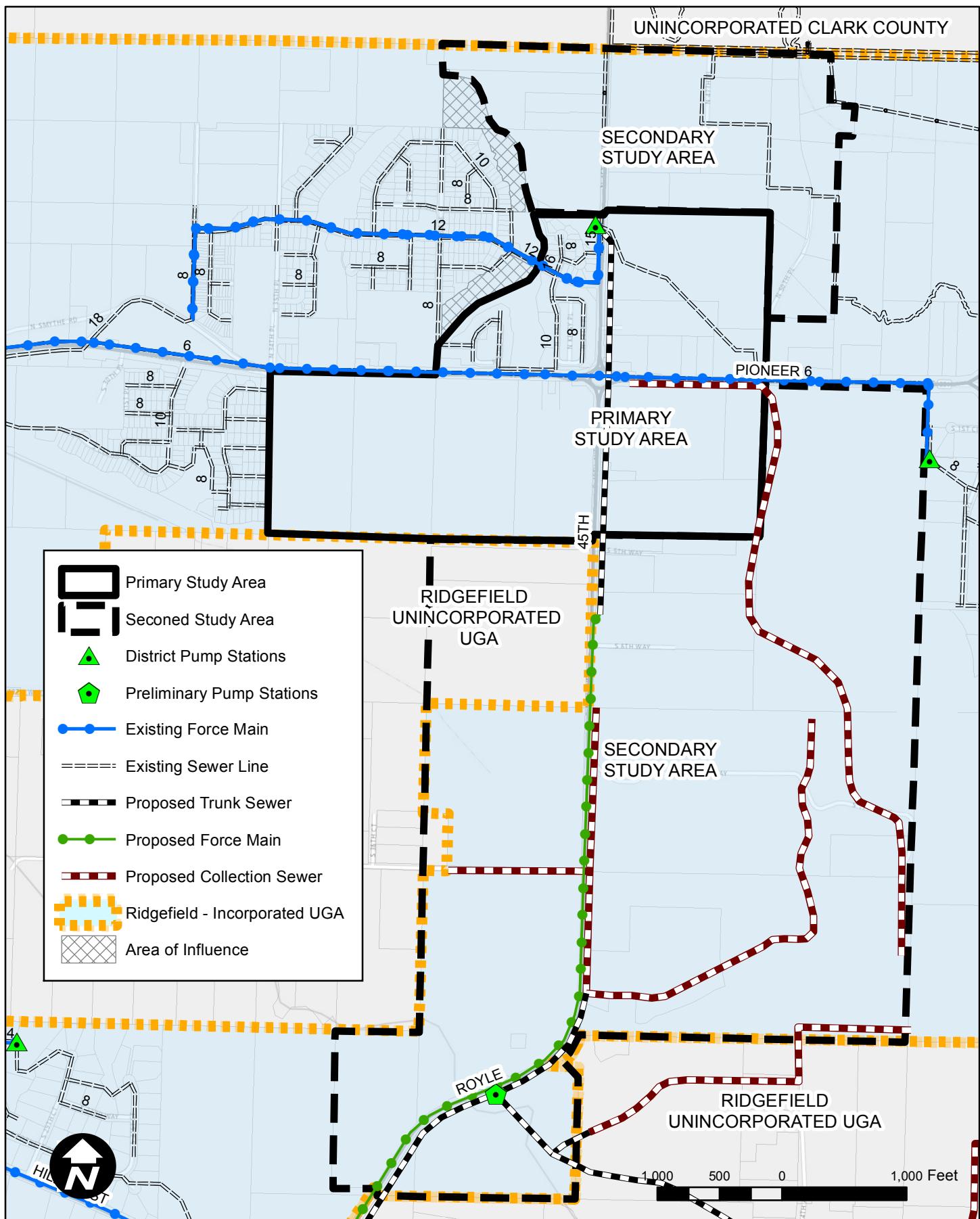
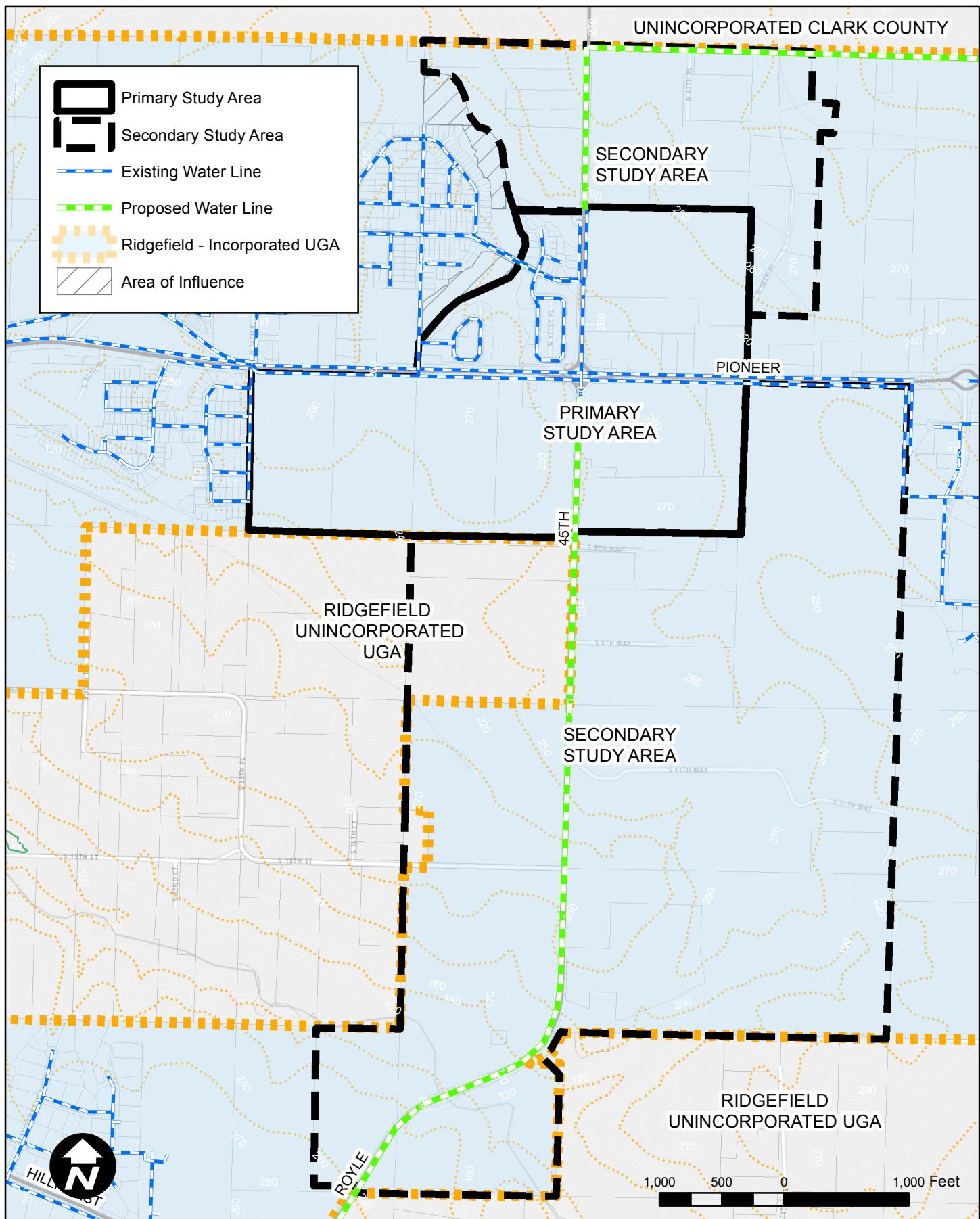


Figure 5: Existing/Proposed Sewer  
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**Figure 6: Existing/Proposed Water**

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**E. D. Hovee  
& Company, LLC**  
Economic and Development Services



**BergerABAM**

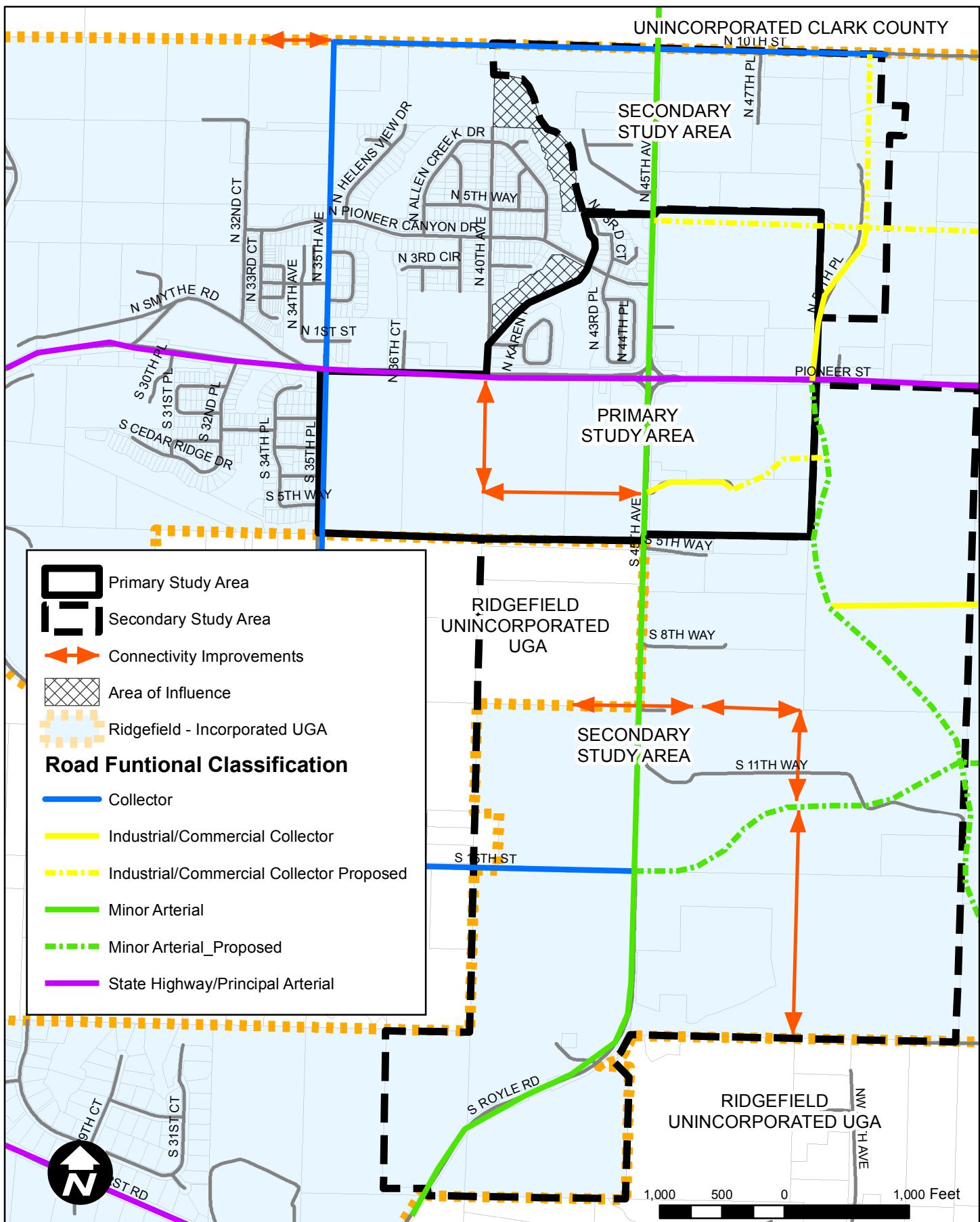


Figure 7: Transportation Map  
Ridgefield, WA | Sub Area Plan | May 2015