

RIDGEFIELD JUNCTION SUBAREA PLAN

DRAFT Existing Conditions and Framing

STAKEHOLDER WORKSHOP
AUGUST 6, 2015



cai community
attributes inc



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1. Background

What We're Doing

Subarea Plan Purpose

The Ridgefield Junction neighborhood subarea plan will focus on further developing the area's identity and potential as an employment and commerce center. This document will:

- > Provide guidance for future infrastructure investment, zoning regulations and urban design
- > Serve as an implementation plan that City leaders and staff can leverage

Key Tasks

The following is an overview of the major tasks involved in developing the subarea plan.

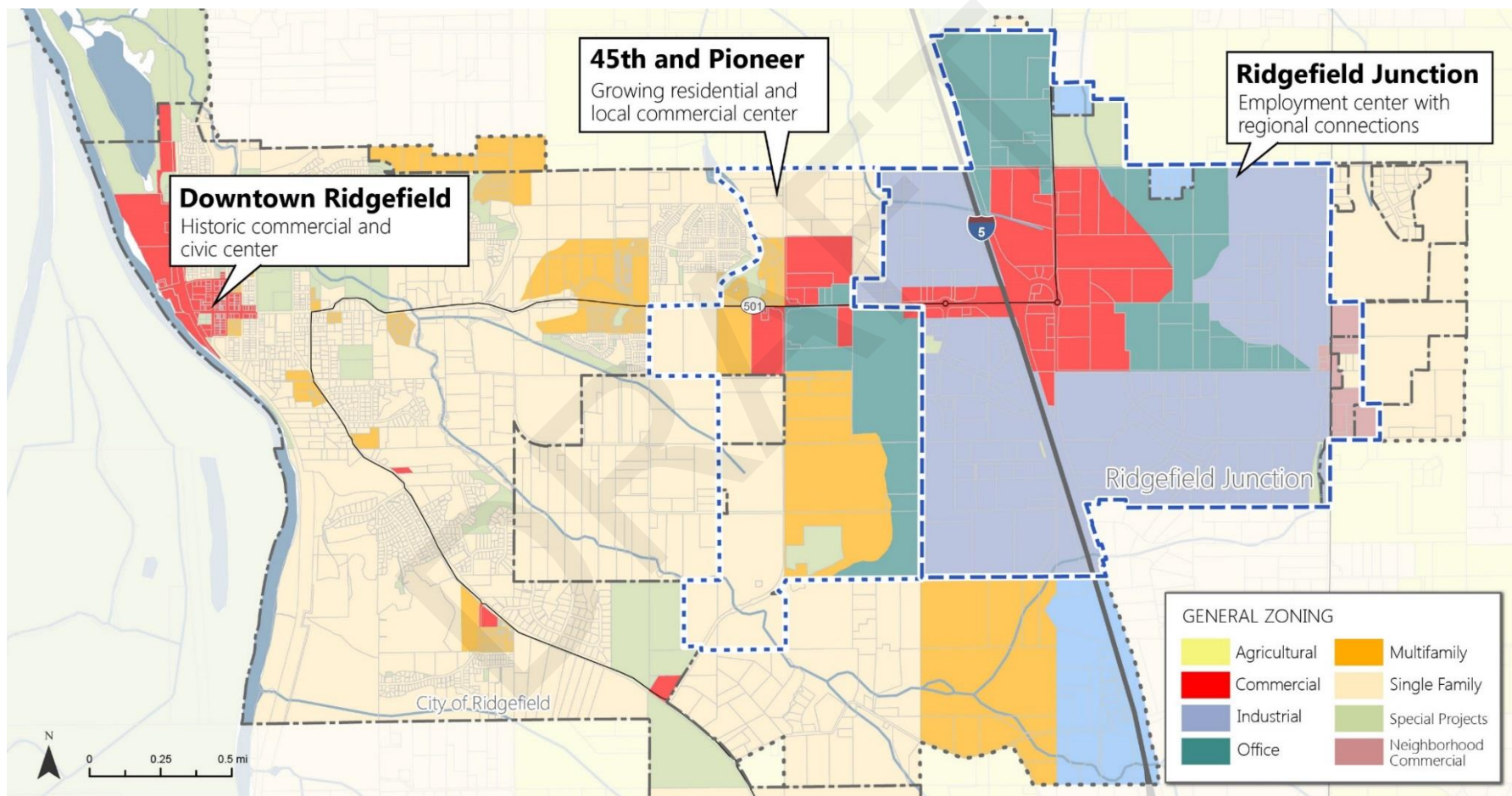
- ✓ Project Framing
- ✓ Stakeholder Interviews
- ✓ Existing Conditions Assessment
 - Stakeholder Roundtable – Vision and Guiding Principles
 - Design Concept
 - Implementation Plan
 - Plan Adoption Support

2. Existing Conditions – Planning Overview

Overview

- > Exhibit 1 illustrates the Junction study area boundaries within the context of the City of Ridgefield and its adopted zoning

Exhibit 1. Ridgefield Junction Location



Source: Clark County, 2015

Site Tour

- > Community Attributes conducted a tour of the study area to assess the overall condition and character existing buildings, infrastructure and open space (Figures 1 and 2)

Figure 1. Site Tour, Ridgefield Junction, 2015



Heron Gate



Agave Denim



Pacific Crest Cabinets & Inter-Pak Supply



Tri-Mountain Plaza



Dollar Tree Distribution Center



Parr Lumber



ICD High Performance Coatings

Site Tour

Figure 2. Site Tour Continued, Ridgefield Junction, 2015



Country Cafe



View to southeast



View to east



View to north



Gouger Cellars



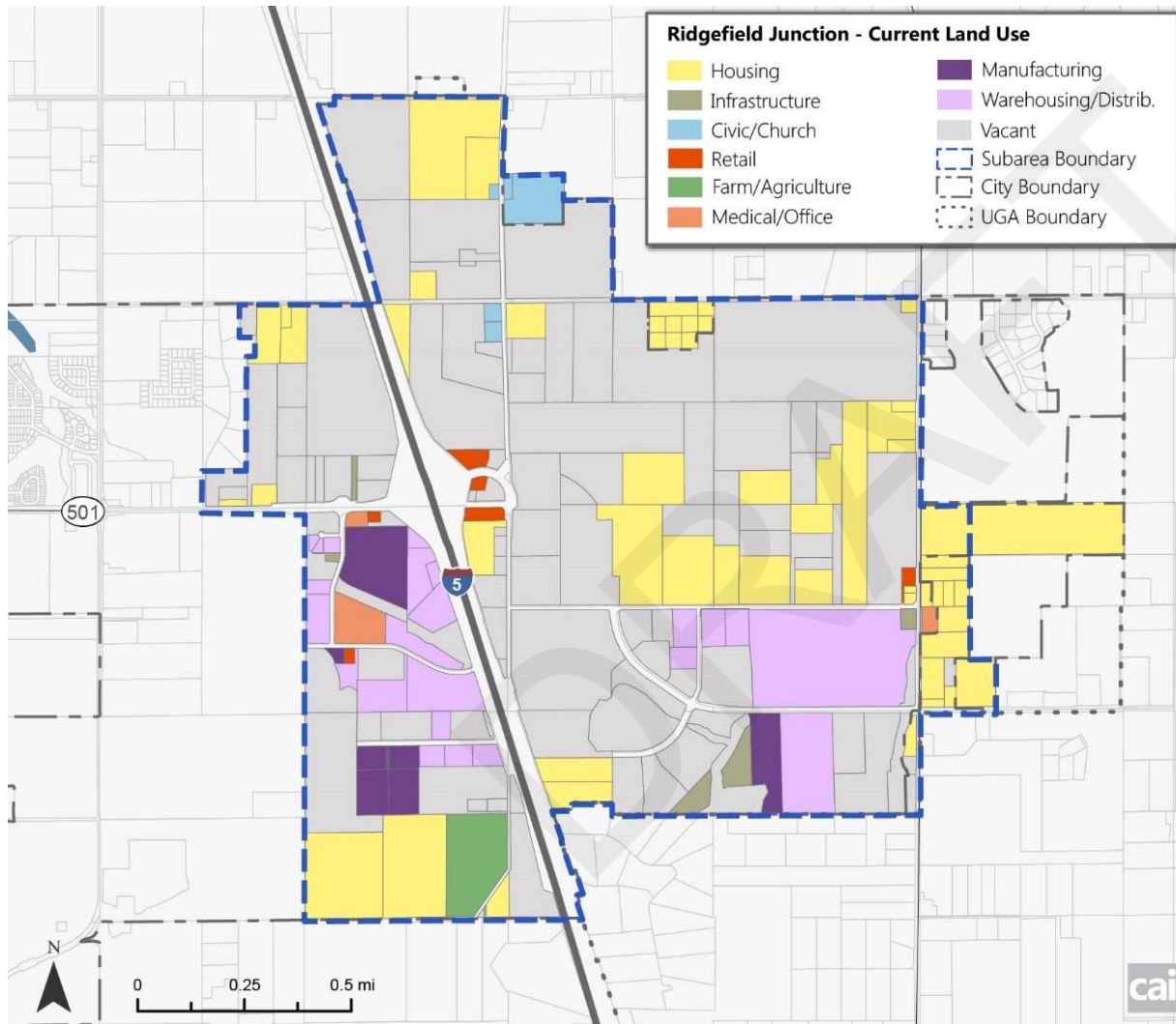
View to northwest



View to southeast

Land Use

Exhibit 2. Current Land Use, 2014

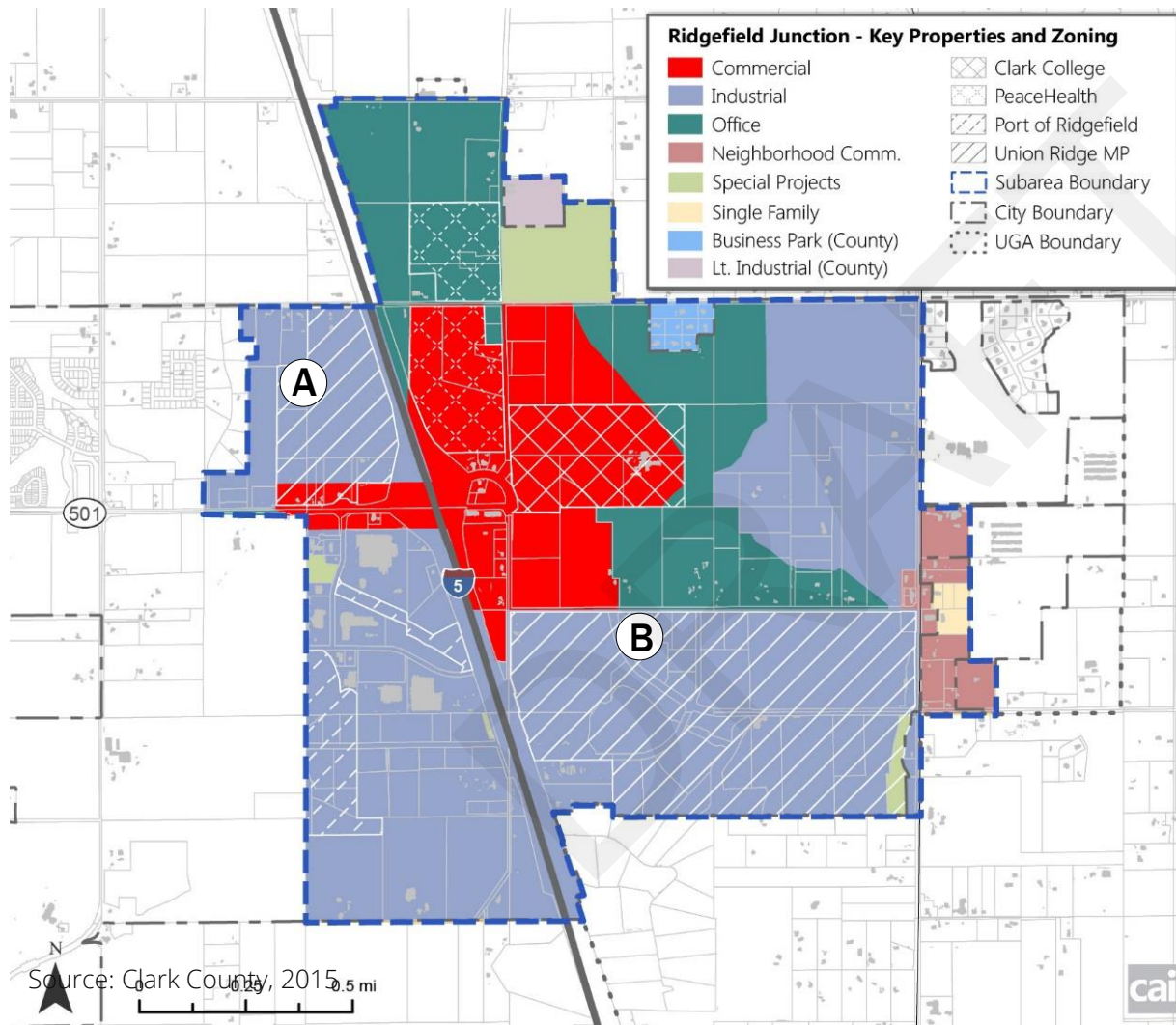


Source: Clark County, 2015

- > Exhibit 2 illustrates the existing land use pattern in the study area
- > The study is relatively large and encompasses approximately 1,500 acres
- > There are approximately 1,000 jobs in the study area

Key Properties

Exhibit 3. Key Properties and Zoning, 2014



Ridgefield Junction has some key properties that have already or will impact how the area develops:

- > Union Ridge (A and B)
- > Clark College
- > PeaceHealth
- > Port of Ridgefield

Zoning and Development Standards

- > The vast majority of the Junction's zoning falls within Ridgefield's Employment Districts designation, which are the industrial and office zones.
- > The City has identified these as important regional employment resources, with limitations on retail, commercial and residential development (RDC 18.240).
- > It's also important to recognize the impacts of:
 - Employment Mixed Use Overlay
 - Union Ridge Master Plan

Exhibit 4. Ridgefield Junction Zoning and Development Standards, 2015

Zone	Max Ht. (ft)	Max. Residential Impervious	Density	Setbacks (ft)				
				Front	Side/Rear (OFF/IND)	Side/Rear (residential)	Side/Rear (other)	Side/Rear (ROW)
Office (OFF)	65	90%	16 du/ac*	10	0	20	10	10
Industrial (IND)	65	85%	NP	10	0	20	15	10
Regional Business (CRB)	65†	90%	C-L	0 - 10	0	20	0	0
Neighborhood Business (CNB)	35	85%	C-L	0 - 10	0	10	0	0
Public Facilities (PF)	35	N/A	NP	20	20	20	20	20
Parks/Open Space (P/OS)	N/A	N/A	NP	10	10	10	10	10

*Residential uses allowed only above ground floor

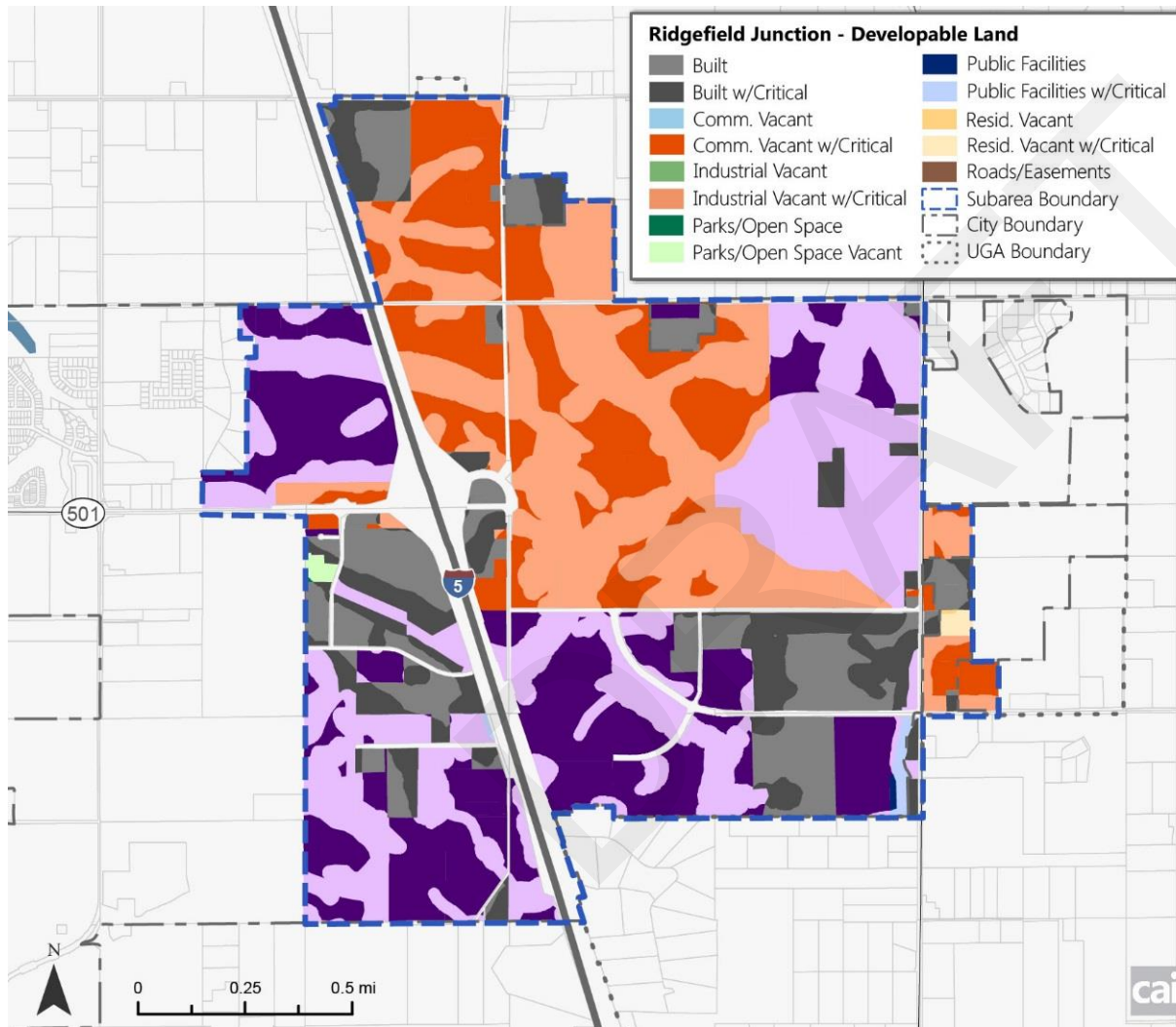
†Hospital uses max. height = 180 ft

NP = not permitted; C-L = conditional - limited

Source: City of Ridgefield Municipal Code, 2015

Developable Areas

Exhibit 5. Developable Land in Ridgefield Junction, 2015



Source: Clark County VBLM, 2015

- > Exhibit 5 illustrates the County's buildable lands model and where commercial, industrial and residential vacant and buildable lands are located.
- > Approximately 80% of the Junction subarea is considered vacant commercial or industrial land
- > A more detailed breakdown of buildable lands in the subarea is provided on the following page.

Developable Areas

- > Exhibits 6 and 7 illustrate the overall development capacity of both the Junction Subarea and the City as a whole
- > The junction Subarea is critical in terms of job capacity for the City, where approximately 80% of the City's employment capacity is located

Exhibit 6. Developable Land Capacity, Junction Subarea, 2014

Land Status/Designation	Total		Net Developable		Employment Capacity
	Acres	Percent	Acres	Percent	
Built w/Critical Areas	125	9%	0.0	0.0%	0
Built	156	11%	0.0	0.0%	0
Commercial Vacant w/Critical Areas	302	21%	181.4	27.4%	3,630
Commercial Vacant	198	14%	148.7	22.5%	2,970
Industrial Vacant w/Critical Areas	350	25%	131.2	19.8%	1,180
Industrial Vacant	265	19%	198.6	30.1%	1,790
Easements	0.6	0.05%	0.0	0.0%	0
Parks and Open Space w/Critical Areas	2.7	0.2%	0.0	0.0%	0
Parks and Open Space	0.1	0.01%	0.0	0.0%	0
Residential Vacant	0.20	0.0%	0.1	0.0%	0
Residential Vacant w/Critical Areas	2.91	0.2%	1.1	0.2%	0
Public Facilities w/Critical Areas	4.94	0.4%	0.0	0.0%	0
Public Facilities	0.85	0.1%	0.0	0.0%	0
Total	1,408	100%	661	47%	9,570

Source: Clark County VBLM, 2015; Community Attributes, Inc., 2015.

Exhibit 7. Developable Land Capacity, City of Ridgefield, 2014

Land Use	Developable Net Acres	Housing Units / Jobs
Residential	682	4,639 units
Commercial	422	8,444 jobs
Industrial	320	2,879 jobs
Jobs Subtotal	742	11,323

Source: Clark County VBLM, 2015

Utilities

Existing Conditions of Water, Sewer and Stormwater Facilities at Ridgefield Junction

Service Providers

- > Water – City of Ridgefield (incorporated area), Clark Public Utilities (CPU) (unincorporated area)
- > Sewer – Clark County Regional Wastewater District (CRWWD)
- > Stormwater – City of Ridgefield

Current/Planned Construction

- > One million gallon water reservoir west of I-5 (construction started June 2015) to aid in fire flow capacity
- > Sewer pump station to be installed at Royle Road to provide service to the area northwest of Ridgefield Junction

Exhibit 8. Summary of Ridgefield Capital Facilities Plans for 2010-2016 (Comp Plan, 2013)

Project Type	Number of Projects	Cost (2010 dollars)	Funding Sources
Water Improvements	13	\$10.42 million	Water rates, connection fees
Wastewater Improvements	22	\$36.85 million	Sewer rates, connection fees

Sources: City of Ridgefield Comprehensive Plan (updated Sept 2013), Bryan Kast PE, City of Ridgefield Engineer (July 2015), Comprehensive Stormwater Management Plan (City of Ridgefield, Gray and Osborne, June 2008), 45th Avenue and Pioneer Existing Conditions (BergerABAM, June 2015)

Existing Infrastructure

- > Water/sewer infrastructure is primarily concentrated along Pioneer Street with extensions to the newly developed residential areas
- > Junction is located in the City's high pressure zone for water service, with sufficient supply for existing zoning
- > City uses centralized sewer system in addition to septic systems
- > Manages stormwater onsite in accordance with the Stormwater Management Manual for the Puget Sound Basin

Infrastructure Improvements

- > Water/Sewer extensions along 45th Avenue and Pioneer Street were identified as required to serve regional growth
- > An additional regional sewer pump is planned and will direct overflow to Salmon Creek WWTP
- > Eliminate septic systems due to aging systems and failures
- > For future growth, the City will require additional water rights and source capacity
- > Future development will need to incorporate green stormwater strategies to mitigate runoff and protect surface waters

Transportation

Motorized Existing Conditions at Ridgefield Junction

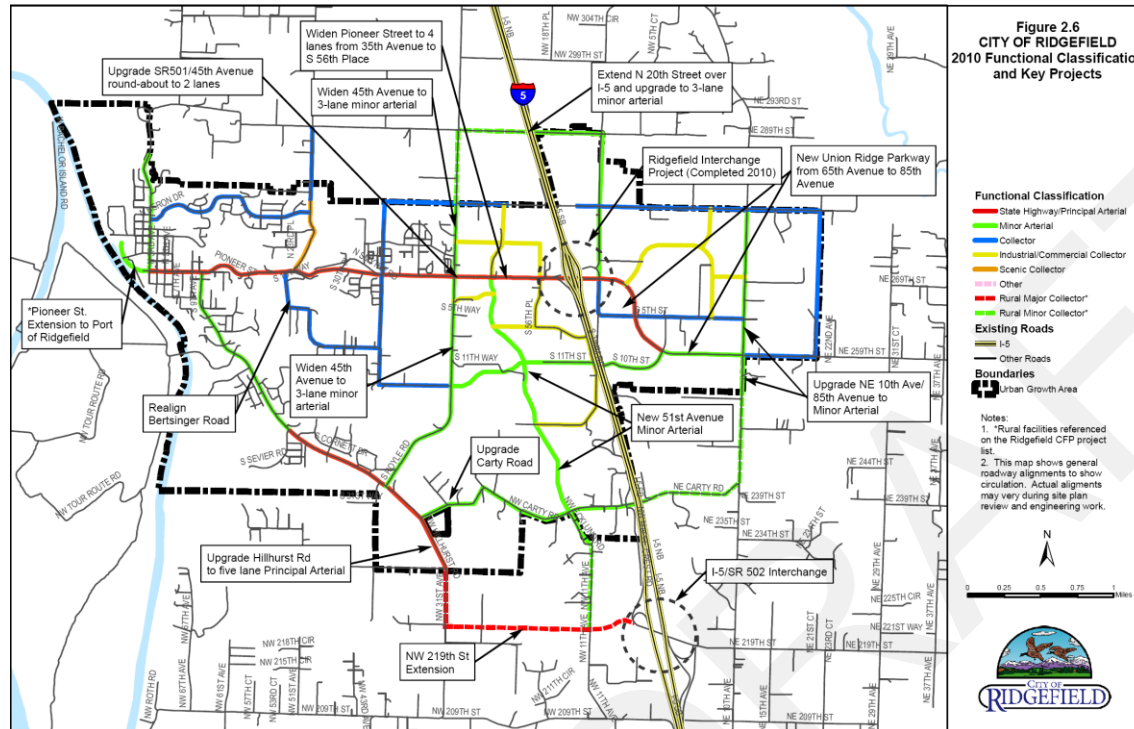


Figure 2.6
CITY OF RIDGEFIELD
2010 Functional Classification
and Key Projects

Maintained By

- > Washington State Department of Transportation (WSDOT)—Highways
- > Clark County— Local Roads
- > Southwest Washington Regional Transportation Council (RTC)—Programming and Planning
- > Port of Ridgefield—Rail Freight

Current Conditions

- > Street Design Standards are illustrated in City of Ridgefield Engineering Standards, Chapter 3 – Streets (updated in 2008)
- > Pioneer Street ADT = 20,000 ADT (2014)
- > 3 Roundabouts completed in 2012 along Pioneer Street and I-5 interchange
- > Majority of minor arterial and collector streets are at Level-of-Service (LOS) "D" or "E"

Current Issues

- > Collision history on Pioneer St between 45th Ave and 56th Place, 27 collisions(2004-2008)
- > Connectivity issues between 45th Avenue and nearby arterials and collectors

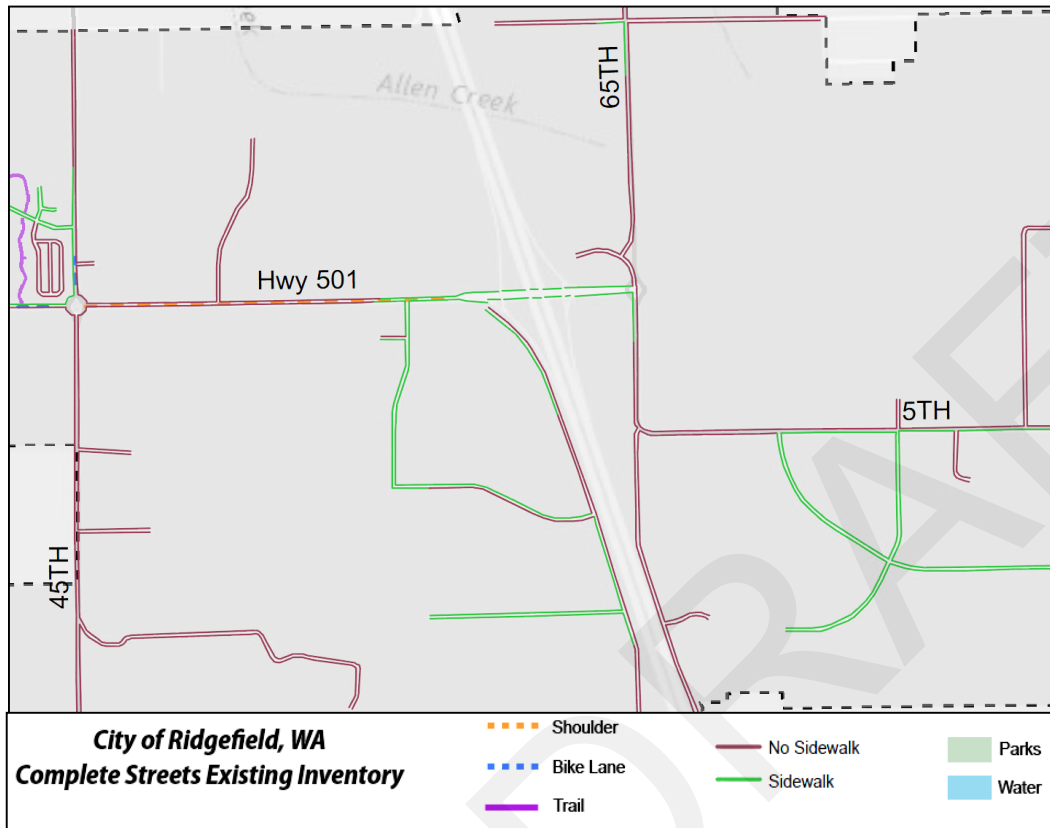
Transportation Improvement Program 2016-2021

- > East of I-5: 85th Ave, 65th Ave
- > Pioneer St Improvements Ph.1&2, extension, and pedestrian improvements
- > Annual Trail and Pathway Program
- > ADA Sidewalk Improvements

Source: City of Ridgefield Comprehensive Plan (updated Sept 2013), City of Ridgefield Six Year Transportation Improvement Program (June 2015)

Transportation

Non-Motorized Existing Conditions at Ridgefield Junction



(Parks & Rec Comp Plan, 2014)

Goals per Parks & Rec Comp Plan

- > Connect bicyclists and pedestrians to destinations throughout the city by developing 13 miles of trails/greenways (See potential trail corridors identified in Parks & Rec Comp Plan)
- > In light of projected growth, meet the parks and trails level of service standards established in Parks & Rec Comp Plan

Maintained By

- > Washington State Department of Transportation (WSDOT)—Highways
- > Clark County—Local Roads
- > City of Ridgefield—Non-motorized facilities

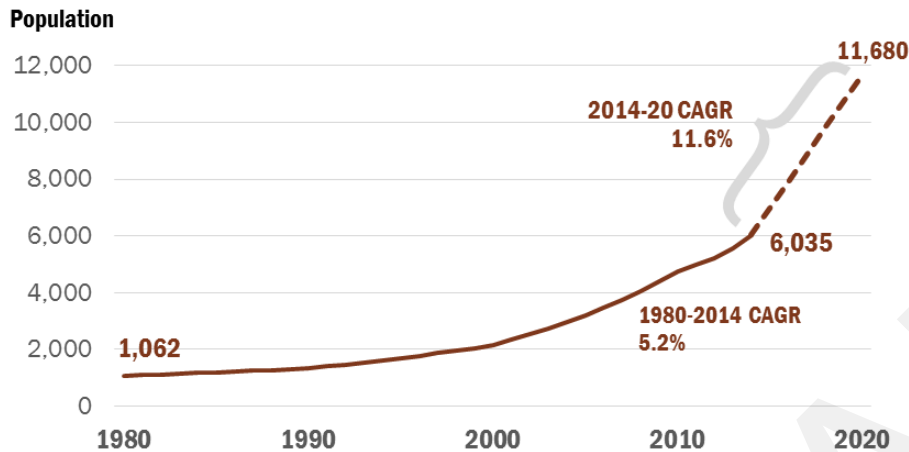
Current Conditions

- > Limited parks and trails in the commercial and industrial zones near Ridgefield Junction, only sidewalks exist along newly developed frontage
- > C-TRAN transit service available along Pioneer Street
- > Park & Ride at Ridgefield Junction
- > City of Ridgefield Street Design Standards require non-motorized facilities for certain roadway types
- > Bike and pedestrian corridor design standards should be in accordance with Clark County's Bike and Pedestrian Master Plan (2010)

3. Existing Conditions – Market Overview

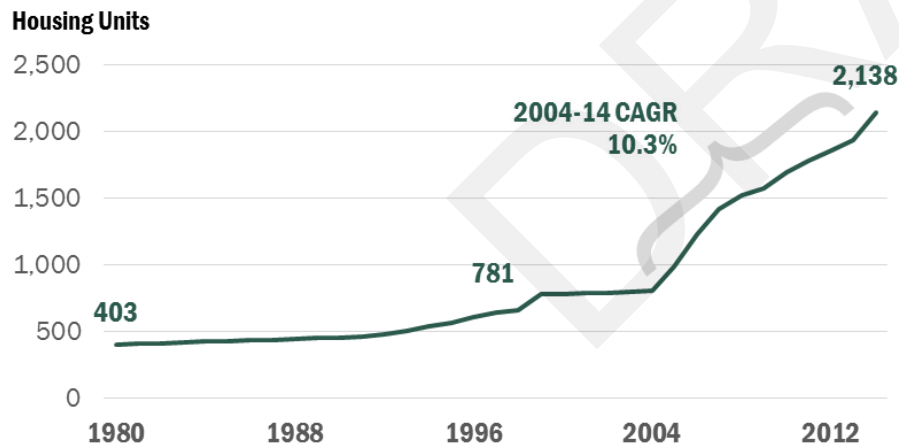
Population and Employment Growth

Exhibit 9. Ridgefield Population Growth, 2000 - 2020



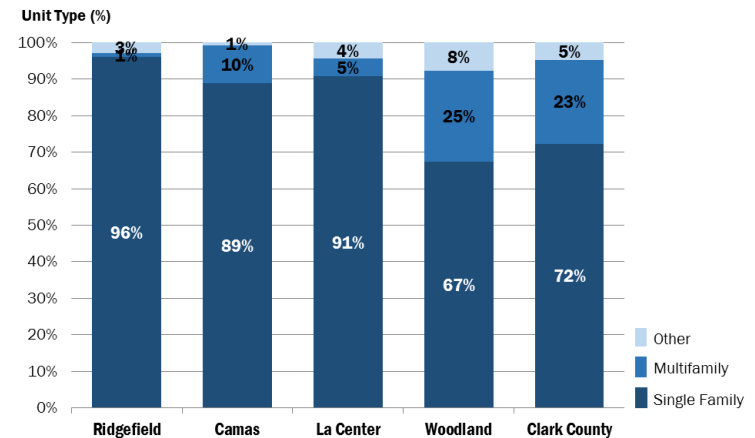
- > Ridgefield is forecasted to experience tremendous growth within five years, gaining an additional 5,640 people
- > Ridgefield's 2013 Comprehensive Plan set a target of 1 local job for every 1.2 people

Exhibit 10. Housing Growth, City of Ridgefield, 1980-2014



Source: OFM, 2015

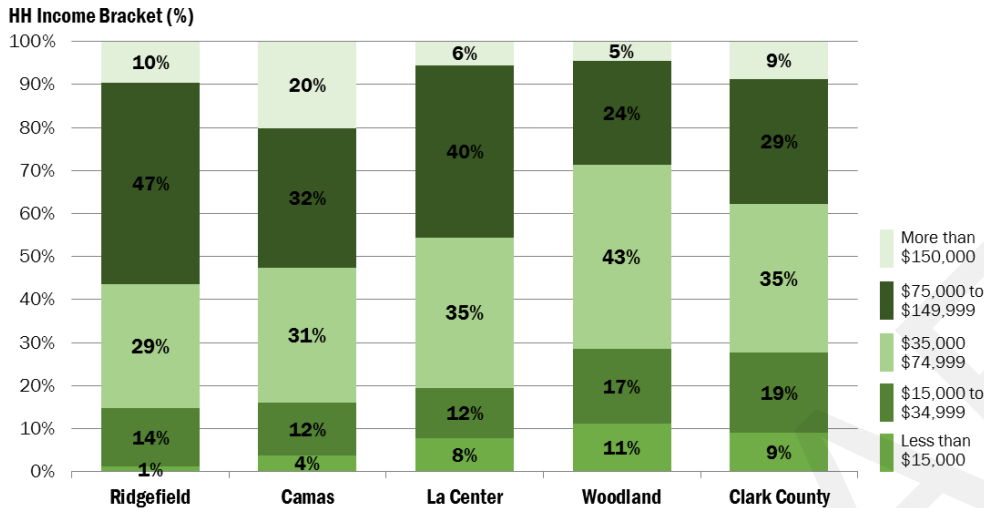
Exhibit 11. Housing Mix, 2013



Source: US Census ACS 5-year estimates, 2013

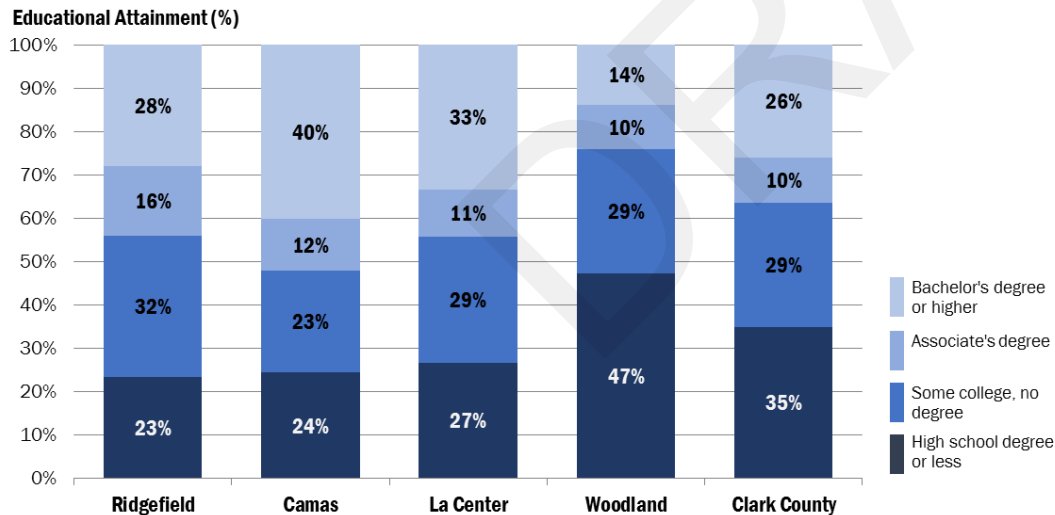
Demographics

Exhibit 12. Household Income Brackets, 2013



- > Over half of Ridgefield's households have incomes greater than \$75,000, with a large segment falling into the \$75,000 to \$149,999 bracket
- > Though Ridgefield has a large proportion of high-income households relative to the county and nearby cities, educational attainment for its residents is similar to the county average

Exhibit 13. Educational Attainment, 2013



Source: US Census ACS 5-year estimates, 2013

Employment

Exhibit 14. Place of Work for Ridgefield Residents, 2011

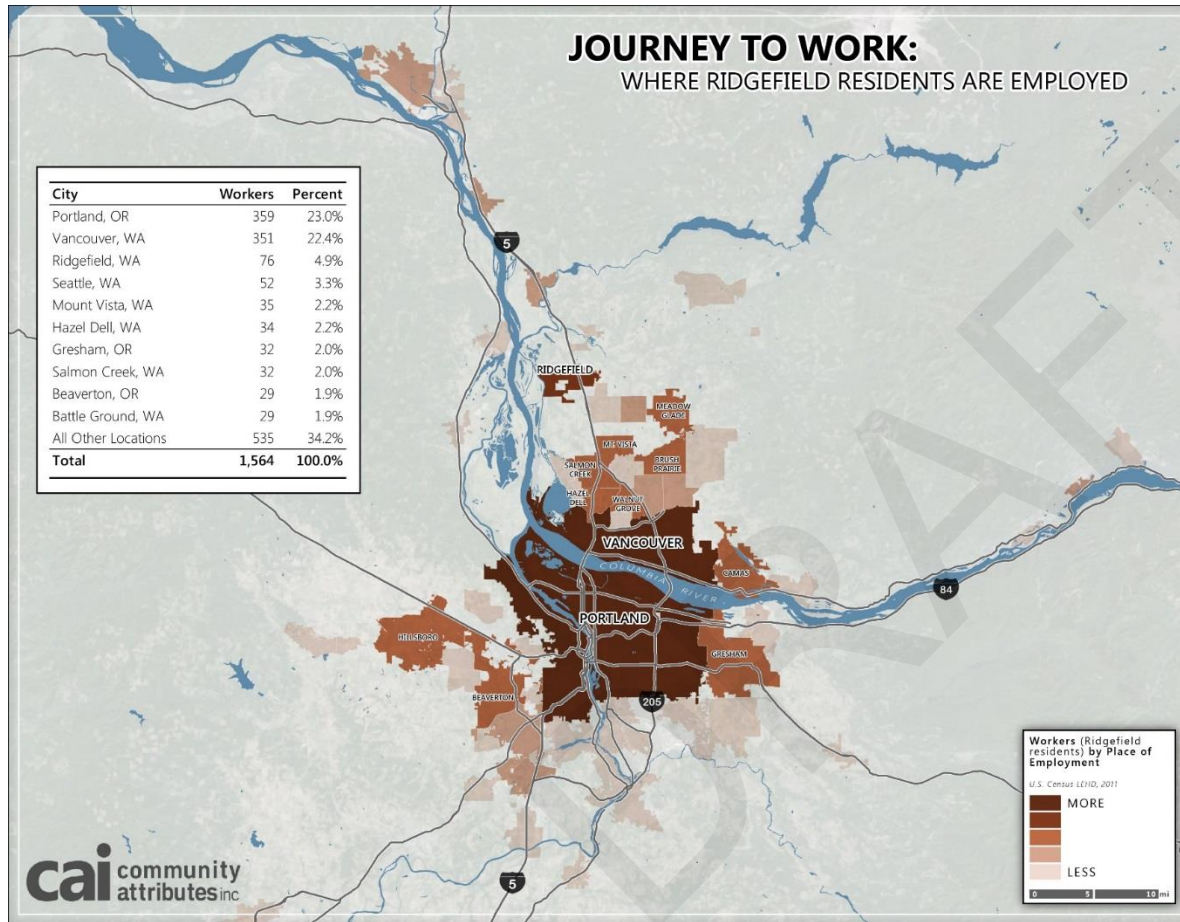
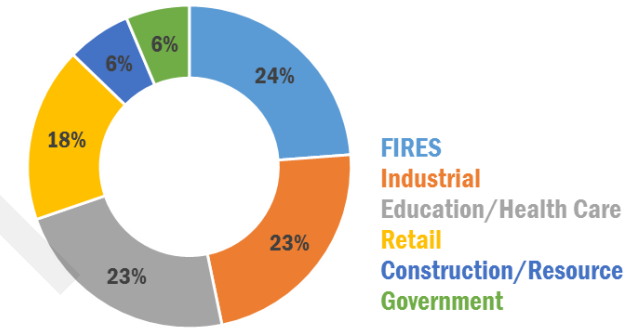
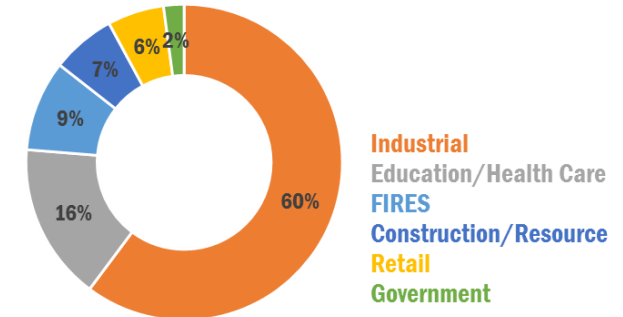


Exhibit 15. Employment by Industry for Ridgefield Residents, 2012



Source: LEHD, 2015

Exhibit 16. Employment by Industry for Ridgefield Workers, 2012



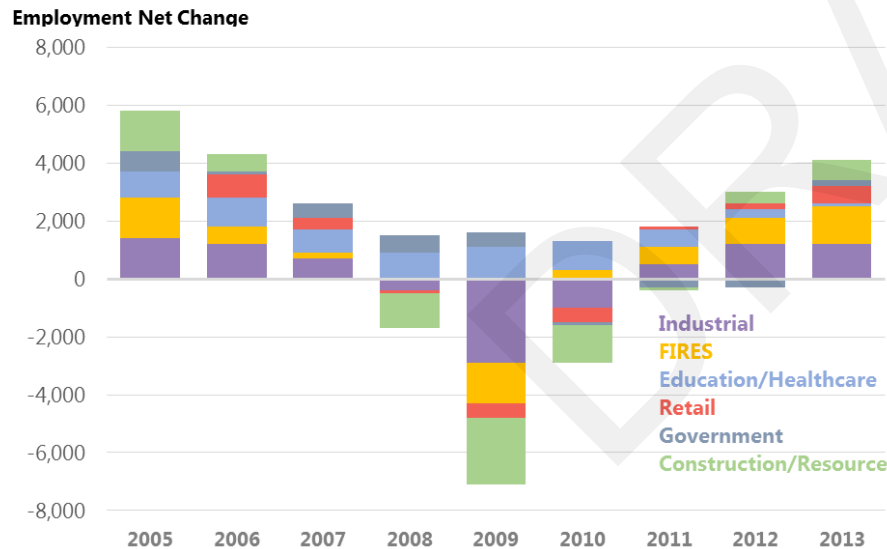
Source: LEHD, 2015

- > Most Ridgefield residents are employed in either the professions services, education/health care or industrial sectors, which together account for 70% of residents' employment
- > Workers in Ridgefield are overwhelmingly employed in the industrial sector, with relatively few in retail and services

Industries

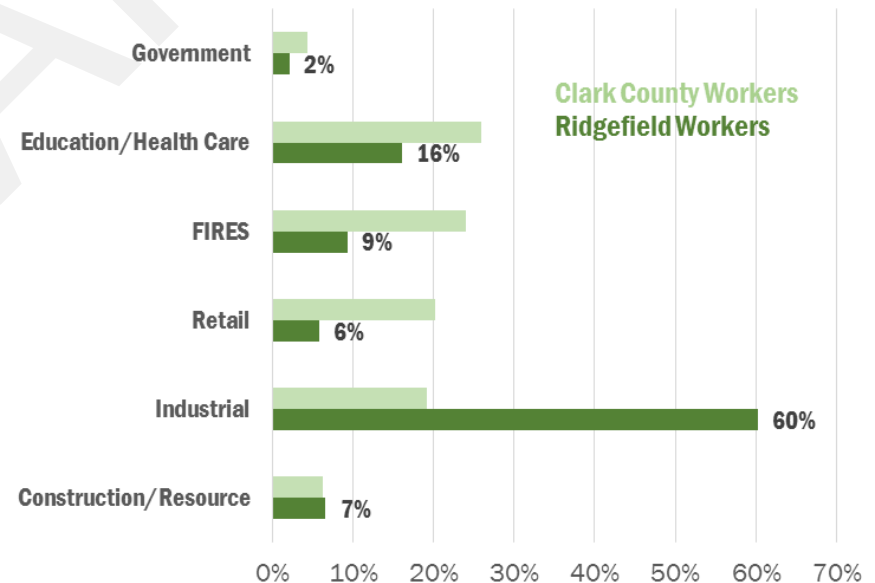
- > Exhibits 17 and 18 illustrate the industry mix in Clark County and the City of Ridgefield
- > In Clark County industrial and FIRES (Finance, Insurance, Real Estate, Services) jobs made up the majority of new employment from 2011 to 2013
- > Compared to Clark County, Ridgefield has a high concentration of industrial jobs (60%) and low concentrations of office and retail jobs

Exhibit 17. Net Change Employment by Industry, Clark County, 2005-2013



Source: Washington Employment Security Department, 2014

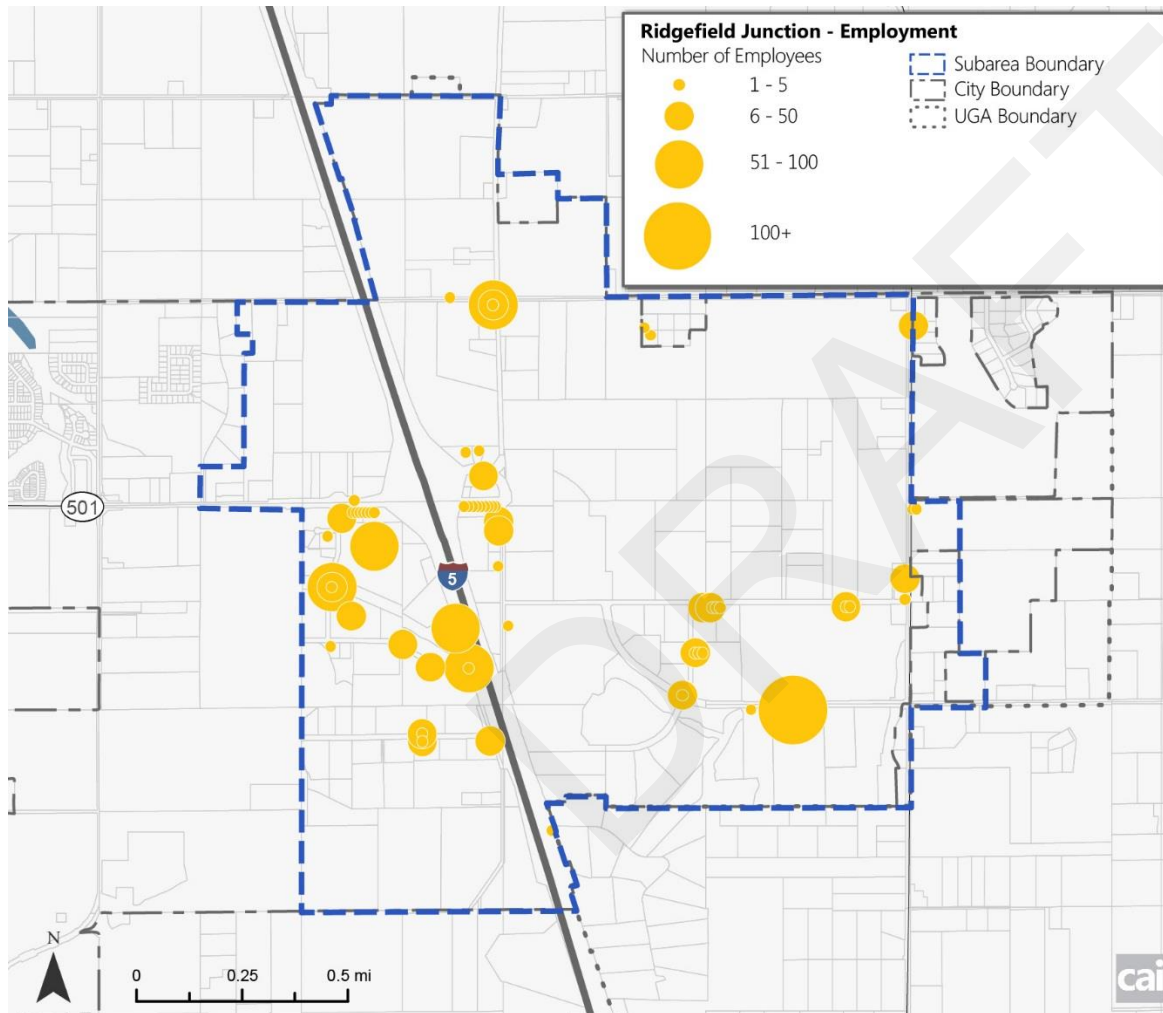
Exhibit 18. Employment by Industry for Clark County and Ridgefield Workers, 2012



Source: LEHD, 2015

Businesses

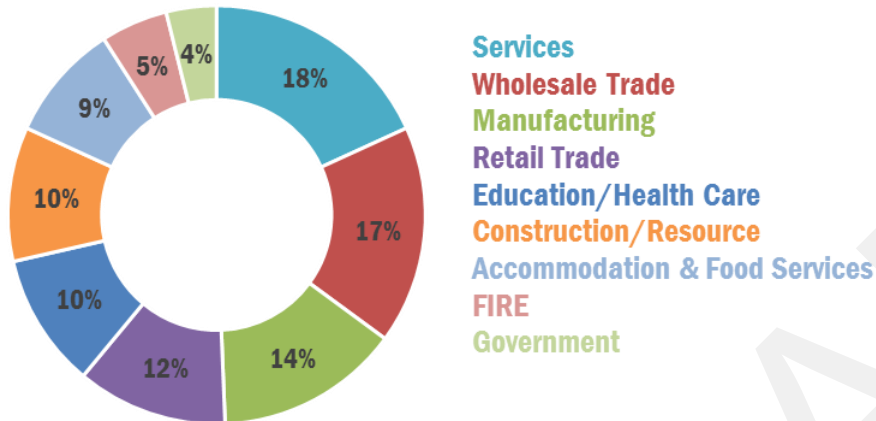
Exhibit 19. Ridgefield Junction Business Concentrations, 2015



- > Exhibit 19 illustrates the approximate locations and the relative level of employment at those locations
- > Several distinct employment concentrations exist within the study area
- > Smaller businesses have clustered near the freeway access while several larger businesses occupy industrial parks to the southwest and southeast of the free way access

Businesses

Exhibit 20. Ridgefield Junction Business Mix, 2015



- > Business in the Junction mostly fall into the services or industrial sectors
- > Together, wholesale trade and manufacturing account for over 30% of all businesses in the Junction; these are also the subarea's largest employers

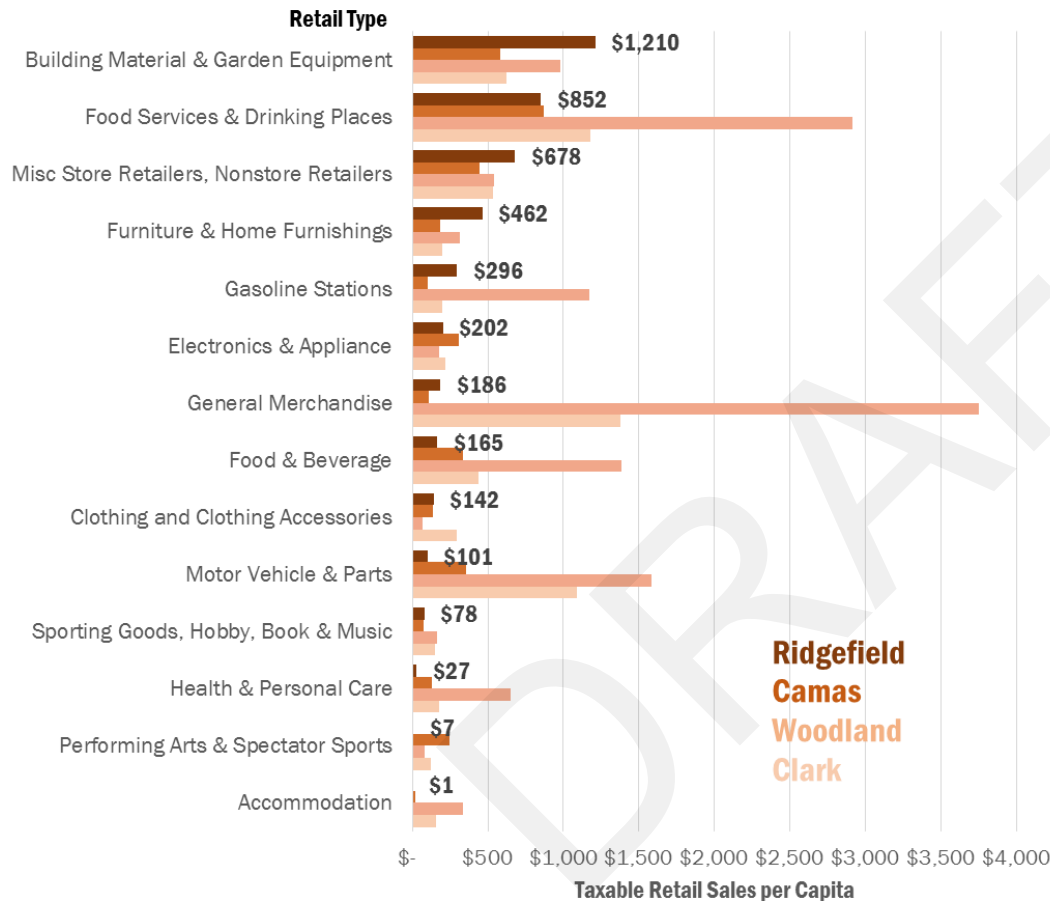
Exhibit 21. Example Businesses, 2015

Sector	Examples
Services	Solar Escape (Personal care services) North County Animal Hospital (Veterinary services)
Wholesale Trade	United Natural Foods, Inc. (Specialty food distrib.) Pacific Power Group (Industrial machinery/equip.) Dollar Tree Stores (Warehousing & distribution)
Manufacturing	Elkhart Plastics, Inc. (Industrial plastics) Corwin Beverage Co. (Commercial beverages) Attbar Plastics (Boats)

Source: Hoovers, 2015

Trade Area and Retail

Exhibit 22. Taxable Retail Sales per Capita, 2014



- > Compared to the county and other nearby communities, Ridgefield had strong taxable retail sales per capita in building material and garden equipment, miscellaneous stores and furniture and home furnishings
- > Ridgefield's relatively weak sales per capita in food and beverage, health and personal care and general retailers suggest the potential for increasing the number of establishments in these categories, particularly as the city's population grows

Source: Washington Department of Revenue, 2015

Real Estate Conditions

Key Findings

> Industrial

- Prior to the recession, industrial deliveries in Ridgefield accounted for most of the industrial activity in the county; there has since been a slight rebound in both deliveries and absorption
- Vacancy rates have recovered to pre-recession levels, and average lease rates remain relatively high, though lower than the county average

> Commercial

- Ridgefield has seen little commercial development since 2006, whereas the county has experienced moderate gains
- Office lease rates are slightly higher than county average and vacancy rates are at about the county level, after a marked increase in recent years

> Multifamily

- Clark County's multifamily market is showing signs of high demand, with declining vacancy rates and increasing rents
- Deliveries appear to have picked up since the beginning of the recovery, though none have occurred in Ridgefield

Exhibit 23. Industrial Vacancy Rates, 2015

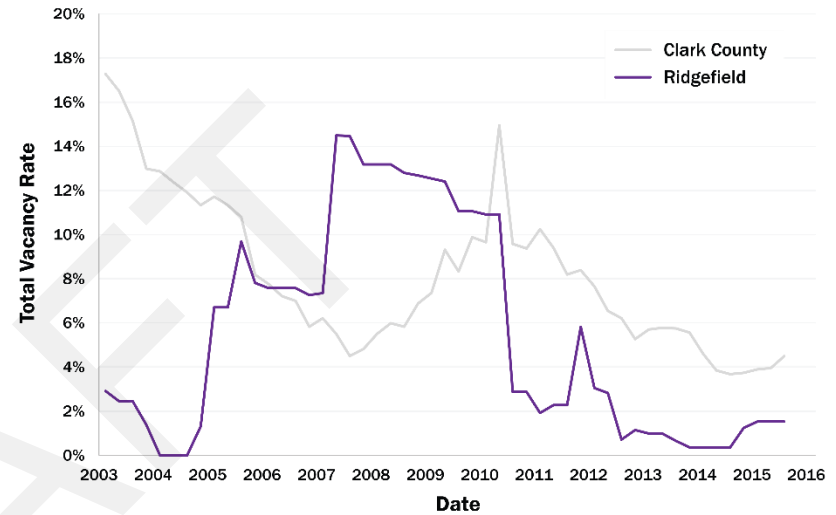
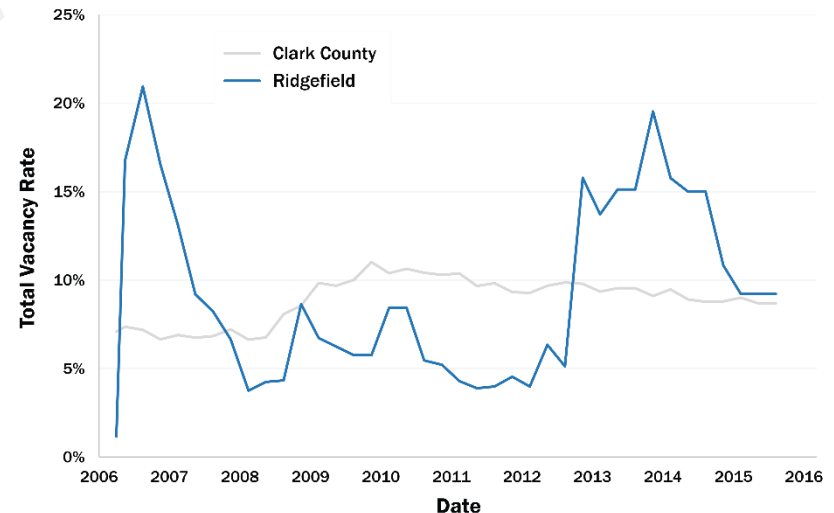


Exhibit 24. Commercial Vacancy Rates, 2015



4. Stakeholder Interviews

Stakeholder Interviews

What We Heard...

Interviews revealed that stakeholders would like the Junction subarea to:

- > Grow as a manufacturing/industrial hub with living wage jobs and complementary educational facilities
- > Evolve into a retail center, with a grocery store, restaurants and shops
- > Serve as a gateway to Ridgefield and convey a sense of character unique to the community
- > Support mixed-use office/industrial uses to provide the most flexibility for developers
- > Offer spaces/facilities for active recreation that could serve as a regional draw
- > Prioritize uses that support jobs rather than residential uses

Some concerns expressed during interviews were about:

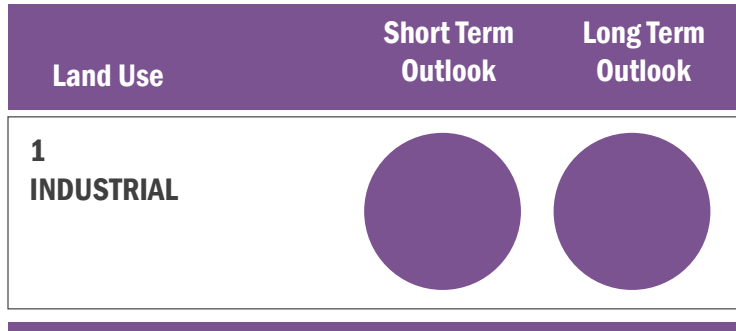
- > Capacity of the transportation network to accommodate the subarea's growth and the subsequent increase in traffic between downtown and the Junction
- > Increased development costs associated with stormwater regulations
- > Potential for big box retail to locate at the Junction, which would create an undesirable generic feel to the Junction

Stakeholders felt that the City and its staff:

- > Have done a good job of communicating with businesses and is easy to work with once a business is established
- > Could be more proactive about attracting the type of development that it wants by creating "shovel ready" properties; for example, reducing costs to connect to utilities

5. Implications For Subarea Planning

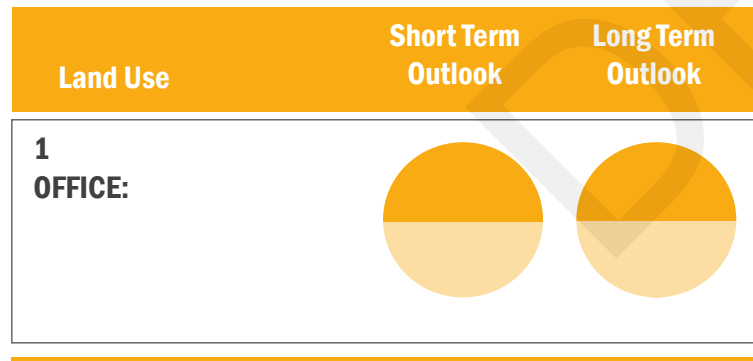
Findings



The Potential for Industrial

- + Strong fundamentals in the Clark County and Ridgefield industrial markets suggest that industrial uses represent a real estate opportunity both regionally and locally
- + Quality land is available in existing industrial centers
- + High lease rates and low vacancy rates in Ridgefield, when combined with few recent deliveries indicate that there may be development opportunities for industrial property in Ridgefield
- + Requiring high aesthetic and infrastructural standards may increase the cost of development

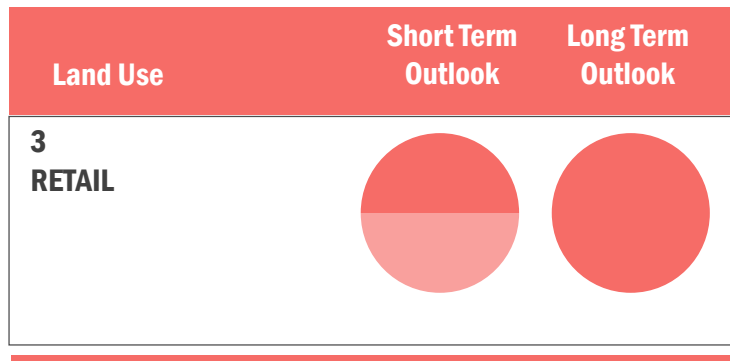
The Potential for Office



- + Decreasing vacancy rates and moderate rents imply that the office market is rebounding
- + Quality of life may offer an incentive for the relocation of companies
- + Anchor institutions like PeaceHealth and Clark College could, if located in Ridgefield, spur spin-off office development and drive employment
- + Long distances from traditional office centers isolate would-be tenants

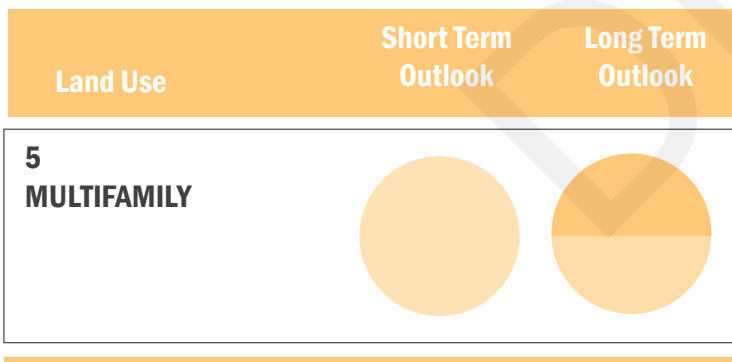
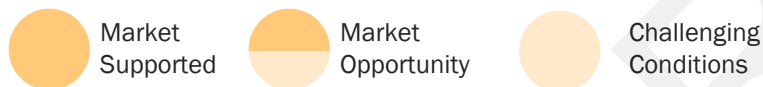
Note: Short term is based on the current state of the real estate market as defined by current market conditions, lease rates, absorption, etc...

Findings



The Potential for Retail

- + Anticipated high population growth will increase demand for retail and services and will drive the market for retail space
- + Ridgefield offers significant undeveloped land suitable for retail with good vehicular access and visibility from Interstate 5
- + Available land near the Interstate offers opportunity to develop
- + Specific retail segments show leakage in Ridgefield, indicating unmet demand for retail locally



The Potential for Residential

- + Increasing lease rates and extremely low vacancy rates suggest unmet demand
- + In the long-term, a Clark College campus could present a captive market for multifamily
- + Lease rates remain too low to justify urban models of multifamily buildings; any multifamily in Ridgefield will be lower-density and offer surface parking; low land prices offer little incentive for increased density
- + Suburban geography and market characteristics present challenges to multifamily development

6. Draft Vision and Guiding Principles

Draft Vision and Guiding Principles

The vision and guiding principles for Ridgefield Junction will serve as the foundation for the subarea plan. An overarching framework for the plan is created by the vision, while the guiding principles inform planning and design decisions that support the vision. Findings from stakeholder interviews were used as the basis for

developing the initial vision and guiding principles for the subarea. These will be refined further after the meeting with stakeholders and coordinating with other ongoing planning efforts.

Vision

Ridgefield Junction is a mixed use destination that provides an attractive, distinctive gateway to Ridgefield and serves as an important employment and commerce center for the city and region. Key institutions and industrial anchors are the foundation for the Junction's vitality, and new development reinforces Ridgefield's aesthetic appeal and capitalizes on its scenic setting.

Guiding Principles

1. **Create a gateway to Ridgefield reflective of community character**
2. **Develop a premier commercial center that complements the city's historic downtown**
3. **Promote opportunities for live/work lifestyles**
4. **Increase and diversify the tax base**
5. **Provide critical infrastructure and amenities for anchor tenants and key institutions**
6. **Honor Ridgefield's commitment to livability, sustainability and design excellence in new development**