

## ORDINANCE NO. 1414

### AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING ORDINANCE NO. 1203 AMENDING THE RIDGEFIELD URBAN AREA COMPREHENSIVE PLAN AND CAPITAL FACILITIES PLAN

**WHEREAS**, the City of Ridgefield is located within Clark County, Washington, which is required to complete land use planning under the Revised Code of Washington Chapter 36.70A, Growth Management Act; and,

**WHEREAS**, the Ridgefield City Council approved a current periodic revision to the Ridgefield Urban Area Comprehensive Plan via adoption of Ordinance No. 1203 during a regularly scheduled meeting held on February 25, 2016; and

**WHEREAS**, the City of Ridgefield reviewed its future vision, planning policies and map designations to accommodate projected population and jobs and developed Volume 1 of the Ridgefield Urban Area Comprehensive Plan, including the Comprehensive Plan Map and Capital Facilities Plan; and

**WHEREAS**, the Ridgefield City Council has since approved annual minor revisions to the Ridgefield Urban Area Comprehensive Plan; and

**WHEREAS**, there is a proposal to amend the comprehensive plan designation on the western portion of Assessor's #213989000 (5145 Pioneer Street, Lahti Property) from Employment to General Commercial, with a concurrent zone change from Employment to Commercial Community Business; and

**WHEREAS**, there is a proposal to remove a planned segment of S 3<sup>rd</sup> Way located on Assessor's #213989000 from the Capital Facilities Plan; and

**WHEREAS**, the proposal meets the approval requirements set forth in the Ridgefield Development Code, RDC 18.310.090 and RDC 18.320; and

**WHEREAS**, the City of Ridgefield submitted notice to the Washington State Department of Commerce on October 5, 2023 meeting the sixty (60) day State agency/public review process as prescribed by RCW 36.70A; and,

**WHEREAS**, the Ridgefield Planning Commission conducted a public hearing on the proposed amendments at a regularly scheduled meeting on November 1, 2023; and

**WHEREAS**, on November 1, 2023 the Planning Commission voted unanimously to recommend approval of the proposed amendments to City Council; and,

**WHEREAS**, consistent with WAC 197-11-340(2), on November 16, 2023 the City of Ridgefield issued a SEPA Determination of Non-significance regarding the proposed amendments; and,

**WHEREAS**, the SEPA public comment period expired on November 30, 2023 and the City addressed all comments received; and,

**WHEREAS**, the Ridgefield City Council conducted a public hearing and the first reading of the proposed amendments during a regularly scheduled City Council meeting held on November 16, 2023; and

**WHEREAS**, the Ridgefield City Council conducted the second reading on the proposed amendments during a regularly scheduled meeting held on December 7, 2023; and,

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

**Section 1. Public Interest.** The Ridgefield City Council finds it to be in the public interest to adopt amendments to the Ridgefield Urban Area Comprehensive Plan including the Capital Facilities Plan on Assessor's #213989000 for the City of Ridgefield to comply with RCW 36.70A (Growth Management – Planning by Selected Counties and Cities) to ensure that the City has planned realistically for future

growth.

**Section 2. Adoption of the Updated Ridgefield Urban Area Comprehensive Plan and Zoning Maps.**

The City Council for the City of Ridgefield hereby adopts the updated Ridgefield Urban Area Comprehensive Plan and Zoning Maps attached hereto as Exhibit A superseding all previously adopted Comprehensive Plan and Zoning Maps.

**Section 3. Adoption of the Updated Capital Facilities Plan Map.** The City Council for the City of Ridgefield hereby adopts the updated Ridgefield Capital Facilities Plan attached hereto as Exhibit B superseding all previously adopted Capital Facilities Plan Maps,

**Section 4. Compliance with RCW 36.70A.130.** The City of Ridgefield has met its obligations under RCW 36.70A.130 and finds no additional compliance actions are necessary.

**Section 5. Corrections.** The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

**Section 6. Severability.** If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.

**Section 7. Applicability.** This ordinance shall be applied in the current city limits and City of Ridgefield Urban Growth Area (UGA) as adopted by the Ridgefield City Council.

**Section 8. Effective Date.** This ordinance shall be in full force and effect as of January 1, 2023.

**PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 7<sup>th</sup> DAY OF DECEMBER, 2023.**

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Jennifer Lindsay, Mayor

ATTEST/AUTHENTICATED:

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Julie Ferriss, City Clerk

APPROVED AS TO FORM:

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Janean Parker, City Attorney

First Reading:

November 16, 2023

Second Reading/Passage: December 7, 2023  
Date of Publication:  
Effective Date:

**Attachment A: 2023 Lahti Property Comprehensive Plan and Zoning Map Updates**

**Attachment B: 2023 Lahti Property Capital Facilities Plan Map Update**



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# THE CITY OF RIDGEFIELD

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

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## Lahti Property Comprehensive Plan Amendment Requests

File No. MASTER-23-0031, PLZ-23-0048

City Council Staff Report

November 16, 2023

### I. BASIC INFORMATION

**Application submitted:** June 29, 2023.

**Planning Commission public hearing:** November 1, 2023

**City Council public hearing:** November 16, 2023

**Proposal:** Two amendments are proposed related to the future development of the Lahti property: 1) Change the comprehensive plan designation on the western portion of the property from Employment to General Commercial, with a concurrent zone change from Employment to Commercial Community Business; and 2) Remove a planned segment of S 3<sup>rd</sup> Way from the Capital Facilities Plan (CFP).

**Location:** 5145 Pioneer St / Ridgefield, WA 98642. #40 S21T4NR1E WM, Assessor's #213989000, 33.19 acres.

**Applicant:** FDM Development, 515 NW 253<sup>rd</sup> St / Ridgefield, WA 98642. Contact: Dean Maldonado, 360-719-0276, [dean@fdmdevelopment.com](mailto:dean@fdmdevelopment.com)

**Applicant's representative:** PBS Engineering and Environmental, 415 W 6<sup>th</sup> St / Vancouver, WA 98660. Contact: 360-695-3488, [PBScivil@pbsusa.com](mailto:PBScivil@pbsusa.com)

**Property owner:** Gary Lahti, 5145 Pioneer St / Ridgefield, WA 98642.

**Current comprehensive plan designation:** Employment (EM)

**Current zoning:** Employment (E)

**Staff contact:** Claire Lust, Community Development Director, 360-857-5024, [claire.lust@ridgefieldwa.us](mailto:claire.lust@ridgefieldwa.us)

### II. BACKGROUND AND PROPOSAL

The Lahti property is located at 5145 Pioneer Street. The site is 33.19 acres and is zoned Employment (E). Surrounding zoning and uses are shown in Figure (1) and include:

- Commercial Regional Business (CRB) land to the north across Pioneer Street, with mixed commercial development proposed as the Union Ridge Town Center and Ridgefield Gateway projects.
- CRB land to the east occupied by the Vancouver Clinic.

- Employment land to the east developed with light industrial uses.
- Employment land to the south under development as the Pac Trust industrial center.
- Employment land immediately to the west with a stormwater facility.
- Commercial Community Business (CCB) land to the west developed as the Discovery Ridge commercial center.

Figure 1. Zoning context



On August 24, 2023, City Council adopted Ordinance No. 1407 removing the Ridgefield Mixed Use Overlay (RMUO) from the Lahti property. The purpose of this action was to begin facilitating development of a medical office on the northeast portion of the property. At the time of the RMUO removal, the applicant indicated their intent to subsequently go through a comprehensive plan amendment to re-designate the western portion of the site from Employment to Commercial to facilitate future commercial development.

The first component of this proposal is to change the zoning on the western portion of the site from Employment (E) to Commercial Community Business (CCB). In order to achieve this zone change, a comprehensive plan amendment is also required to change the underlying comprehensive plan designation from Employment (EM) to General Commercial (GC). See Figures (2) and (3).

Figure 2. Existing zoning

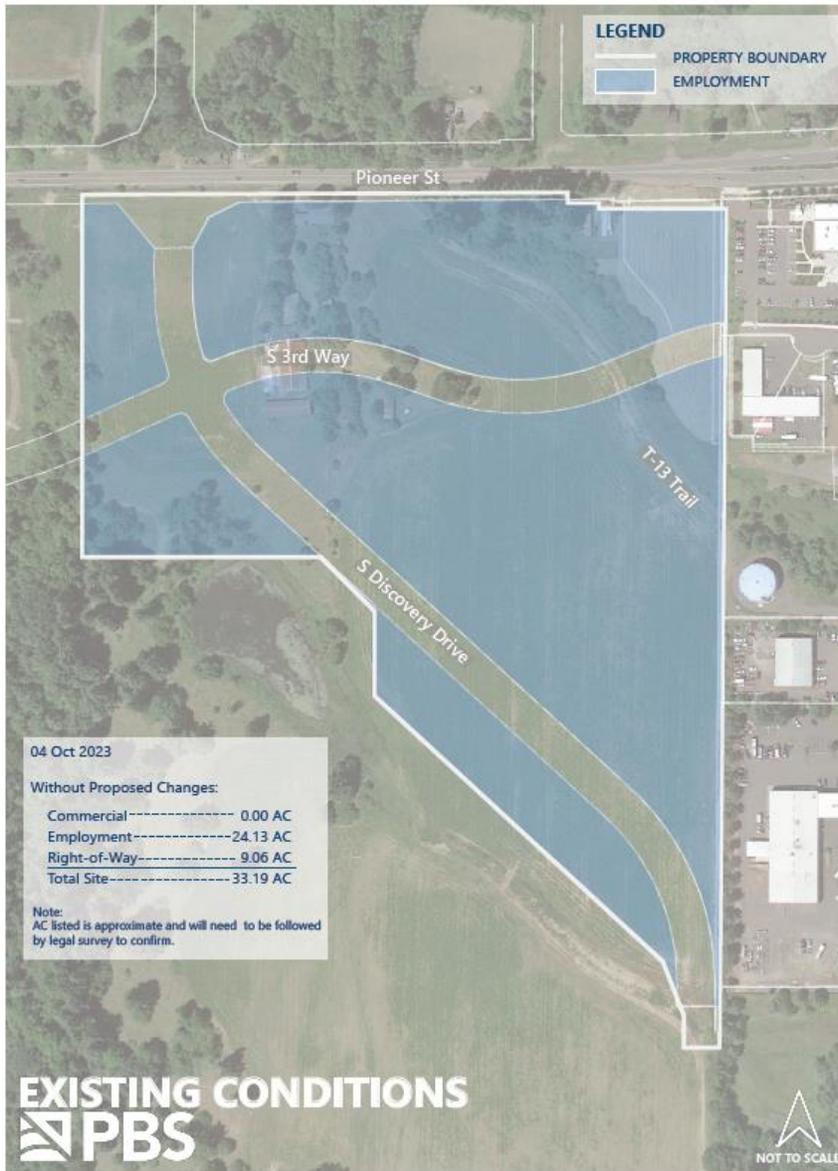
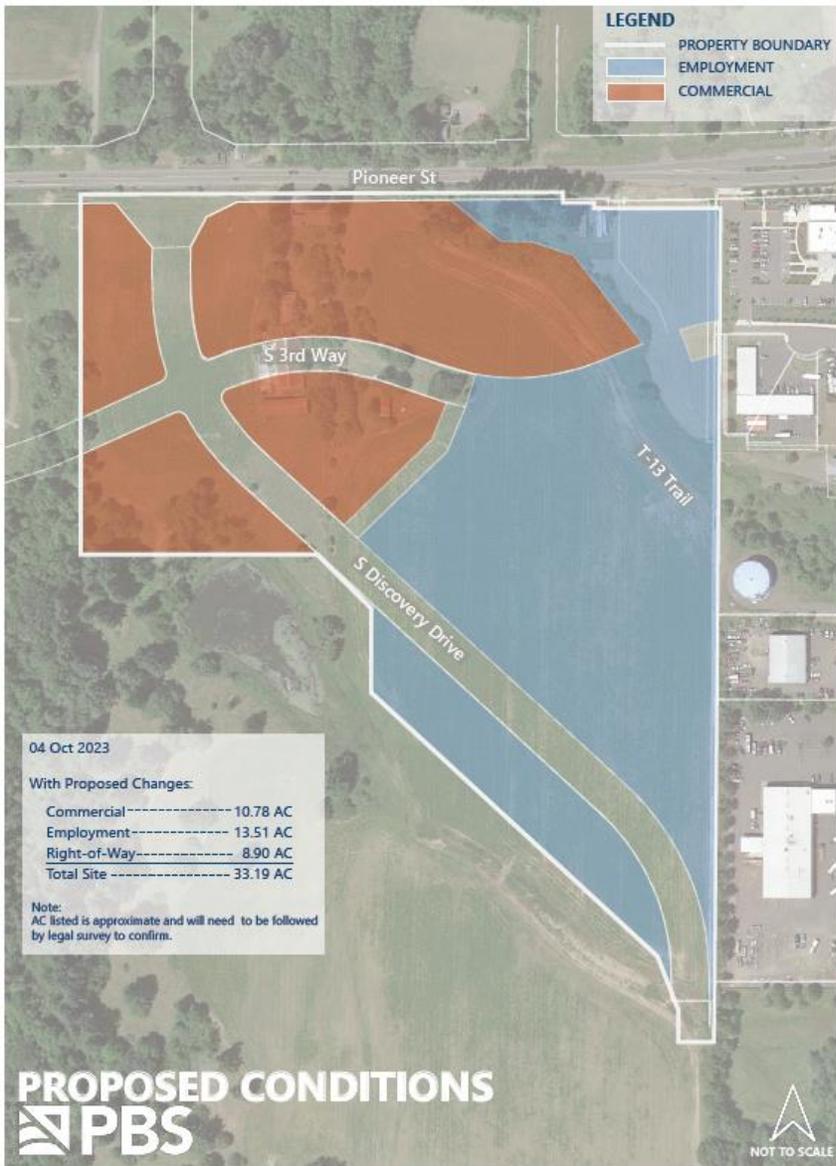


Figure 3. Proposed zoning



The second component of this proposal is to remove a planned segment of S 3<sup>rd</sup> Way from the Capital Facilities Plan (CFP). See Figures (4) and (5).

Figure 4. Current CFP map

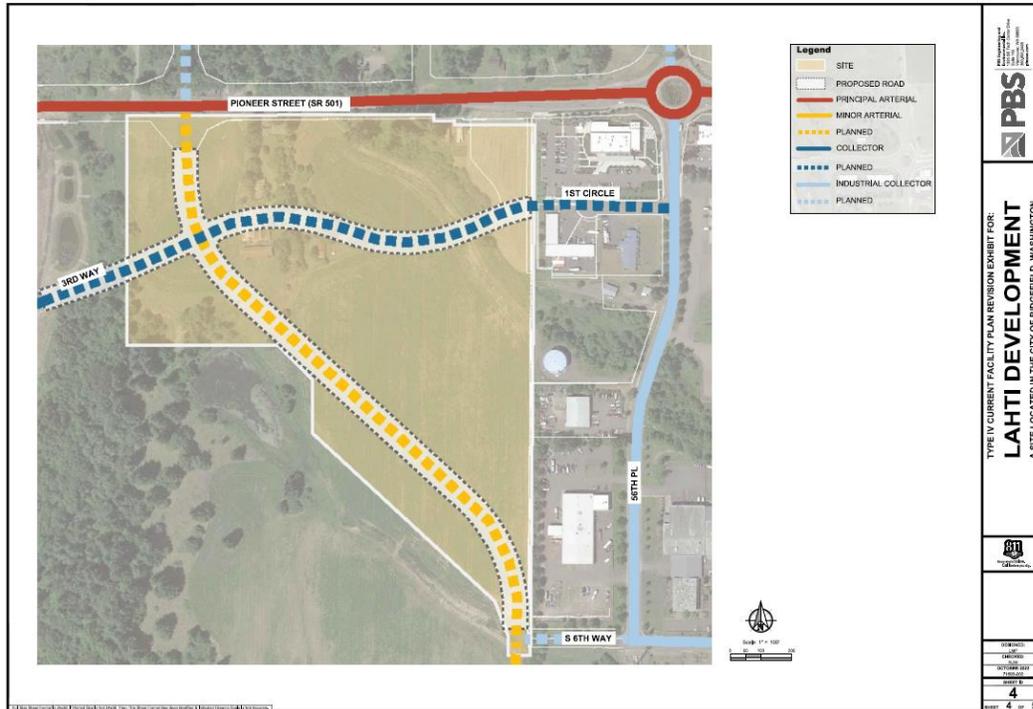
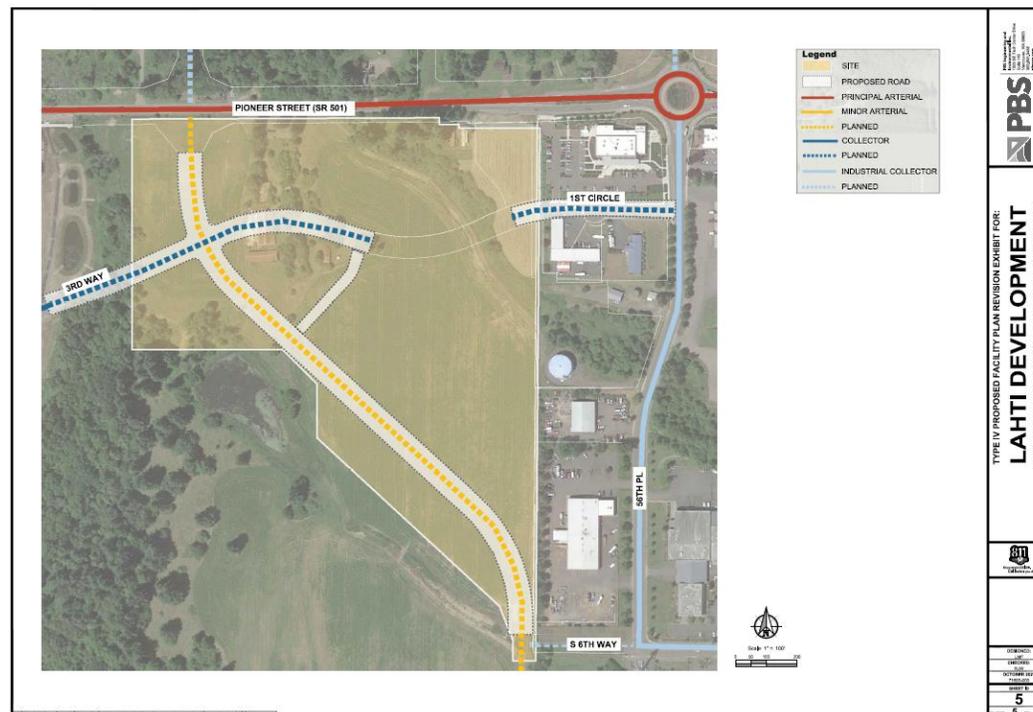


Figure 5. Proposed CFP map



In their project narrative, the applicant states that the proposed change from Employment to Commercial would create a more consistent commercial corridor along Pioneer Street, with the opportunity to develop easily accessible commercial services for the community. The stated purpose of the proposed CFP revision is to preserve continuity for the on-site stream corridor while still supporting anticipated traffic volumes.

### III. COMPLIANCE WITH RDC 18.320 - AMENDMENTS

RDC 18.320.020 – Amendment process.

- A. *The City shall consider amendments to the RUACP no more frequently than once every year, except as authorized under RCW 36.70A.130(2)(i.–v.). 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.)*

#### **Findings**

The Comprehensive Plan amendments proposed herein are the only amendments being considered in 2023. Council last considered comprehensive plan amendments in 2022. This standard is met.

- B. *The City shall coordinate the timing of its annual review process so as to be consistent with county plan amendment procedures.*

#### **Findings**

Clark County paused annual comprehensive plan amendment requests during their periodic comprehensive plan update. This standard does not apply.

- 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, except that the city may propose an amendment after this deadline so long as it meets the requirements of RMC 18.320.020.A–B. and the city's adopted public participation process.*

#### **Findings**

The applicant filed a petition on June 29, 2023. This standard is met.

RDC 18.320.050 – Approval criteria.

- A. *Zoning district map amendments shall be consistent with the Ridgefield Urban Area Comprehensive Plan (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.*

The applicant provided the following response to (A):

The 33.19-acre parcel (213989000, 606996000, and 602965000) adjoins the south side of Pioneer Street; the applicant is petitioning to change a 10.78-acre portion to Commercial, leaving the remaining 22.41 acres as Employment and right of way. This commercial portion sits directly south of the Pioneer Street right-of-way, adjoining the City's main transportation spine into the downtown core and will extend south to the intersection of 3rd and Discovery Drive. The applicant recognizes that changing that portion of 10.78 acres of land from E zoning to CCB zoning requires a Type IV legislative review process. The following is an excerpt from the RUACP, stating the five guiding principles of that document.

The Ridgefield Urban Area Comprehensive Plan 2016–2035 (RUACP) is guided by a vision for how Ridgefield and the surrounding area will grow and develop during the next 20 years. This vision is best described by five principles: Regional Employment Center, Quality Neighborhoods, Complete Community, Protection of Critical Areas, and Managed Growth.

Regional Employment Center, Complete Community: Approval of this petition will provide a more consistent commercial corridor along Pioneer Street leading toward the Interstate 5 (I-5) corridor and will be providing commercial resources (restaurants, stores) that will help sustain and support the employment uses (offices, light industrial). The Lahti property is the only substantial amount of land zoned E (besides land used for stormwater treatment) that remains along the 0.85-mile stretch of Commercial zoning that flanks each side of Pioneer Street leading east to I-5. It will support the complete community RUACP principle, lessening the need for people to drive to lunch/goods during the day. It also will support the regional employment center by creating an enjoyable and interesting place to work with places to walk to on a lunch break.

The principle, Protection of Critical Areas, would be supported, as the road would no longer cross the critical area buffers or the creek that bisects the land (see attached existing conditions plan submitted with this package). The road section that would be removed is approximately 504 feet long and 70 feet wide. 488 feet (12,165 square feet) of that 504 feet would have crossed critical areas that support and provide fish passage.

The applicant is petitioning to revise the RUACP map, the Comprehensive Plan, and the Zoning Map to reflect these changes discussed above.

Managed Growth: This change also supports the principle of managed growth, as these commercial opportunities will work toward supplying jobs and goods interior to the current city limits; keeping them close to the well-paying jobs will limit the amount of trips and keep the services where they can support the community.

- 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.*

The applicant provided the following response to (B):

The changing of a 10.78-acre portion part of the property from E to CCB would allow development to proceed in a manner that is consistent with the surrounding properties. The uses, mix of users, and hours of use would be the main items to change. There would still be traffic impact fees collected with development of the parcel(s).

The changes to the transportation levels of service (LOS) are difficult to quantify without a thorough travel-demand model of the area to comprehensively capture the influences and details of land uses, trip generation, trip attraction, trip types, and the full roadway network. LOS is addressed qualitatively for this application.

Some of the antecedent steps to evaluating the LOS are possible to provide and are described in the following paragraphs. These include trip generation and trip distribution.

*Trip Generation*

Under the site’s current employment (E) zoning, and with the current CFP, the potential site development area totals 24.13 acres after 9.06 acres are allocated for public rights-of-way (S Discovery Drive and S 3rd Way). See the Existing Conditions map for reference.

The actual developable area is less than 24.13 acres since this area spans sensitive lands and yields atypical lot shapes that are not conducive to optimal development densities. For this analysis, it is assumed that approximately 22% of the acreage, or 5.31 acres (231,240 square feet), could be developed as usable floor area. Consistent with recent evaluations performed for the site, the highest and best uses of this floor area are considered to be divided among light manufacturing (75%), office (10%), and medical (15%) uses.

The trip generation for this current condition is estimated following methods and datasets in the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 11th Edition (2021), and the ITE Trip Generation Handbook, 3rd Edition (2017). The results are summarized in Table 2.

**Table 2. Site Development Potential and Trips Under Current Conditions**

| Zoning       | Building Use        | Allocation  | Floor Area (SF) | ITE Code           | ITE Use                  | Weekday Trips            |              |              |
|--------------|---------------------|-------------|-----------------|--------------------|--------------------------|--------------------------|--------------|--------------|
|              |                     |             |                 |                    |                          | Daily                    | AM Peak Hour | PM Peak Hour |
| E            | Light Manufacturing | 75%         | 173,430         | 110                | General Light Industrial | 702                      | 122          | 59           |
|              | Office              | 10%         | 23,120          | 710                | General Office Building  | 324                      | 48           | 49           |
|              | Medical             | 15%         | 34,690          | 630                | Clinic                   | 1,278                    | 85           | 126          |
| <b>Total</b> |                     | <b>100%</b> | <b>231,240</b>  | <b>Total Trips</b> |                          | <b>2,304</b>             | <b>255</b>   | <b>234</b>   |
|              |                     |             |                 |                    |                          | <b>(Internal Trips)*</b> | <b>(0)</b>   | <b>(0)</b>   |
|              |                     |             |                 |                    |                          | <b>Primary Trips</b>     | <b>2,304</b> | <b>234</b>   |

SF = square feet

\* Internal trips occur between land uses within the overall development and do not travel outside the site. They are calculated according to typical ITE methods for the weekday AM and PM peak hours. ITE has no data for daily internal trips, so the daily internal trip rate is calculated as the average of the AM and PM internal trip rates. Internal trips are formatted in italics inside parentheses to represent that they subtract from the total trips to calculate primary trips as the remainder.

With the changes proposed to the site zoning and to the City’s CFP, the potential site development area totals 24.29 acres, with 10.78 acres changed to commercial uses (CCB zoning) and 13.51 acres remaining as employment uses (E zoning). With the S 3rd Way link removed, and with a connecting local roadway added, the area allocated for public rights-of-way totals 8.90 acres.

The developable areas are estimated following the same procedure used above for the existing conditions: approximately 22% of the acreage is assumed to be developable. Thus, the commercial acreage could support approximately 103,310 square feet of floor area, and the highest and best use is assumed to be retail. By similar logic, the employment acreage could

support approximately 129,470 square feet of floor area, and the highest and best uses of this floor area are considered to be divided among light manufacturing (75%), office (10%), and medical (15%) uses.

The trip generation for this proposed condition is estimated following methods and datasets in the ITE Trip Generation Manual, 11th Edition (2021), and the ITE Trip Generation Handbook, 3rd Edition (2017). The results are summarized in Table 3.

**Table 3. Site Development Potential and Trips Under Proposed Conditions**

| Zoning       | Building Use        | Allocation  | Floor Area (SF) | ITE Code           | ITE Use                            | Weekday Trips          |              |              |
|--------------|---------------------|-------------|-----------------|--------------------|------------------------------------|------------------------|--------------|--------------|
|              |                     |             |                 |                    |                                    | Daily                  | AM Peak Hour | PM Peak Hour |
| CCB          | Retail              | 100%        | 103,310         | 821                | Shopping Plaza Without Supermarket | 6,976                  | 179          | 536          |
|              | <b>Subtotal</b>     | <b>100%</b> | <b>103,310</b>  | <b>NA</b>          | <b>NA</b>                          | <b>6,976</b>           | <b>179</b>   | <b>536</b>   |
| E            | Light Manufacturing | 75%         | 97,100          | 110                | General Light Industrial           | 416                    | 69           | 40           |
|              | Office              | 10%         | 12,950          | 710                | General Office Building            | 196                    | 28           | 30           |
|              | Medical             | 15%         | 19,420          | 630                | Clinic                             | 732                    | 51           | 71           |
|              | <b>Subtotal</b>     | <b>100%</b> | <b>129,470</b>  | <b>NA</b>          | <b>NA</b>                          | <b>1,344</b>           | <b>148</b>   | <b>141</b>   |
| <b>Total</b> |                     |             | <b>232,780</b>  | <b>Total Trips</b> |                                    | <b>8,320</b>           | <b>327</b>   | <b>677</b>   |
|              |                     |             |                 |                    |                                    | <i>Internal Trips*</i> | <i>(8)</i>   | <i>(24)</i>  |
|              |                     |             |                 |                    |                                    | <i>Pass-By Trips**</i> | <i>(35)</i>  | <i>(210)</i> |
|              |                     |             |                 |                    |                                    | <b>Primary Trips</b>   | <b>284</b>   | <b>443</b>   |

NA = not applicable; SF = square feet

\* Internal trips occur between land uses within the overall development and do not travel outside the site. They are calculated according to typical ITE methods for the weekday AM and PM peak hours. ITE has no data for daily internal trips, so the daily internal trip rate is calculated as the average of the AM and PM internal trip rates. Internal trips are formatted in italics inside parentheses to represent that they subtract from the total trips to calculate primary trips as the remainder.

\*\* Commercial retail land uses generate pass-by trips. Pass-by trips occur when vehicles already traveling past the site on adjacent roadways (Pioneer Street, in this case) stop at the future retail uses, then resume their trip toward their destination. Pass-by trips do not increase the total volume of traffic on the roadways, but they do increase turning movements at driveways and intersections. For the Lahti site, the pass-by trips are likely to be drawn from Pioneer Street and to turn at the Discovery Drive intersection. ITE indicates a 40% pass-by trip rate during the weekday PM peak hour. A 20% pass-by rate (half the PM rate) is assumed for the AM peak hour, and weighted average of the rates (34%) is assumed for the weekday period. Pass-by trips are formatted in italics inside parentheses to represent that they subtract from the total trips to calculate primary trips as the remainder.

As shown in comparing the trip generation calculations between the current and proposed conditions, the net increase in primary trips is 3,402 weekday trips, including 29 AM peak hour trips and 209 PM peak hour trips. While the change to commercial retail uses will increase the

total number of trips, many of these increased trips will be internal and pass-by trips. This pattern will restrain the total impact of the proposed zone change.

#### *Trip Distribution*

Within any roadway network, intersections typically represent the limiting points for vehicular capacity, and a variety of recent traffic impact analysis (TIA) reports have forecast future intersection conditions within the site vicinity. The 56th Place / Pioneer Street intersection appears to be the most sensitive to additional traffic growth due to its position as the “funnel” for all east-west traffic in the vicinity, and this condition will not change due to the proposed rezone or the removal of the planned collector roadway. Whether the collector roadway is connected or not between S Royle Road and S 56th Place, the trips that would travel on the collector must still travel through the roundabout at the 56th Place / Pioneer Street intersection.

Recent TIAs indicate LOS results at the 56th Place / Pioneer Street intersection will be approaching their capacity within the next few years, even with its planned expansion related to adjacent developments. This suggests that additional capacity may be needed for east-west vehicle travel in the area to relieve pressure on the 56th Place / Pioneer Street intersection. Certain projects on the CFP could provide such relief: these include the overcrossing roadways north and south of Pioneer Street and the Hillhurst Road extension to State Route 502 and the exit 11 interchange.

Even for local trips, the proposed removal of the collector roadway will not significantly diminish circulation opportunities within the site vicinity. This is evident in the regional travel-demand model maintained by the Southwest Washington Regional Transportation Council (RTC), which models travel patterns within Clark County according to large transportation analysis zones (TAZs). The travel patterns between the 315-acre TAZ #2086 that covers the Lahti site and the 297-acre TAZ #2085 to the east may be treated as a proxy for connecting the collector roadway link. Future (year 2040) forecast models indicate only 2% of all the trips at either TAZ are likely to travel between the two TAZs during the 2040 weekday PM peak hour. Without the collector connected through the Lahti site, these few trips would divert to either Pioneer Street or S 11th Street. With the collector connected through the Lahti site, it could relieve only 0.5% to 0.6% of the traffic volumes on the parallel segment of Pioneer Street.

- 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.*

The applicant provided the following response to (C):

This petition does require a RUACP text change and a CFP project amendment. The justification for the change and the support for public health, safety, and general welfare is found in the following paragraphs, as well as the following table and exhibits. The primary justification for not building the collector roadway is found in lessening the potential impact on critical areas and the fish population that passes through the site. The unnamed tributary to Canyon Creek has a 150-foot buffer. It is assumed this riparian buffer can be reduced to 75 feet through mitigation and buffer averaging. Removing the roadway and culvert bridge from the CFP will maintain a consistent stream environment.

Secondly, removing the portion of collector roadway will not result in substandard congestion or unsafe conditions on the surrounding streets. As noted above, the collector might handle only 0.5% of the traffic parallel to Pioneer Street, and these volumes likely would still travel through the 56th Place / Pioneer Street intersection regardless of the collector's being connected or not. Thus, if congestion at that roundabout might exceed standards in the future, it will occur regardless of the collector roadway's connection. Furthermore, a potential increase of 0.5% in traffic volumes on Pioneer Street or other nearby roadways will have a negligible effect on transportation safety.

Thirdly, removing the portion of the collector roadway will continue the precedents established to the site's east along S 1st Circle, the existing roadway to which the planned collector would connect. Private development along S 1st Circle has been allowed to progress without dedicating right-of-way for a future collector and with structures that could encroach on a future right-of-way or its typical setback. Additionally, the S 56th Place / S 1st Circle intersection offers limited circulation: the northbound left-turn movement is prohibited. A future intersection of two collector roadways typically would accommodate all movements. These precedents suggest that S 1st Circle has not been intended to be extended as a collector roadway but to function as a local access roadway. Removing the collector roadway connection on the Lahti property east from S Discovery Drive would be consistent with those precedents.

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

The applicant provided the following response to (D):

The proposed removal of a portion of the collector roadway shown in the CFP would not be contrary to state or federal law, as there is no such applicable legislation. Furthermore, the proposed development would comply with the City of Ridgefield zoning code and regulations that are applied to the property.

Nationwide guidelines for roadway spacing are available, however, from the Federal Highway Administration (FHWA), ITE, and the American Association of State Highway and Transportation Officials (AASHTO), based on the roadway functional classification. Table 4 summarizes the recommended roadway network spacing from these organizations.

**Table 4. Federal Intersection Spacing Recommendations**

| <b>Roadway Classification</b> | <b>FHWA &amp; ITE</b> | <b>AASHTO</b>   |
|-------------------------------|-----------------------|---|
| Principal Arterials           | 1 to 2 miles          | 1 to 5 miles, depending on surrounding development                                      |
| Minor Arterials               | 1 mile                | 0.5 to 3 miles, depending on the surrounding development; normally not more than 1 mile |
| Collectors                    | 0.25 to 0.5 mile      | NA  |

| Roadway Classification | FHWA & ITE      | AASHTO |
|------------------------|-----------------|--------|
| Local Streets          | 300 to 500 feet | NA     |

NA = not applicable

Pioneer Street is classified as a Principal Arterial, and the surrounding streets, both existing and planned future, are minor arterials and collectors. The nationwide guidelines would recommend a collector roadway parallel to Pioneer Street approximately 0.25 to 0.50 mile south of Pioneer Street. As it is currently designed, the collector roadway would be located between approximately 0.05 and 0.15 mile south of Pioneer Street, well under the recommended distance.

The proposed condition would preserve the planned collector connection to the west of the site where it would connect with the existing stub of S 3rd Way within the Discovery Ridge development. The proposed condition also would preserve the planned collector connection to the east of the site at its southeast corner where it would connect with the existing stub of S 6th Way, which is located approximately 0.35 mile south of Pioneer Street. Thus, while the proposed condition would disconnect a planned collector, it would maintain the typical collector spacing through use of both S 3rd Way and S 6th Way.

#### IV. PLANNING COMMISSION

Planning Commission held a public hearing on the proposed Lahti property comprehensive plan amendments on November 1, 2023. There was no public testimony during the public hearing. Staff have received no other public comments as of November 9, 2023.

Planning Commission asked clarifying questions only and voted unanimously to recommend approval of the proposed comprehensive plan amendments to Council.

#### V. PROCESS

| <u>Date</u>       | <u>Milestone</u>   |
|-------------------|--|
| October 18, 2023  | Combined notice of Planning Commission and City Council public hearings published and posted |
| November 1, 2023  | Planning Commission public hearing and recommendation to Council                             |
| November 16, 2023 | City Council public hearing and 1 <sup>st</sup> reading                                      |
| December 7, 2023  | City Council public meeting and 2 <sup>nd</sup> reading/adoption                             |

#### VI. MOTION

None requested. Public hearing and first reading only.