



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, September 12, 2024
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

I. STUDY SESSION - 5:30 P.M.

- 1. Carty Road Subarea Development Standards - Claire Lust, Community Development Director**

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

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

III. MAYOR PRO TEM SELECTION

- 1. Selection of Mayor Pro Tem**

IV. PUBLIC COMMENT

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

V. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the August 22, 2024 Meeting**

VI. PRESENTATION

- 1. Horizontal Curves Safety Improvement Project Study and Speed Limit Study Results
- Chuck Green, Public Works Director**
- 2. Waterfront Park Master Plan Concept - Corey Crownhart, Park Manager**

VII. BUSINESS

- 1. Second Reading of Ordinance Number 1429 - Ridgefield Municipal Code Updates for Planning Commission and Parks Board - Lee Knottnerus, Deputy City Manager**
- 2. Motion – Ridgefield Recreation and Community Center Contract Amendment - Steve Stuart, City Manager**
- 3. Resolution No. 653 - Mukensnabl Intent to Annex - Claire Lust, Community Development Director**
- 4. Motion - Paradise Pointe Phase 1 Plat Amendment - Steve Stuart, City Manager, Claire Lust, Community Development Director**

VIII. PUBLIC COMMENT

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

IX. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

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

X. EXECUTIVE SESSION

- 1. Pursuant to RCW 42.30.140(4)(a) - Collective bargaining sessions with employee organizations, including contract negotiations, grievance meetings, and discussions related to the interpretation or application of a labor agreement.**

XI. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Carty Road Subarea Development Standards

GOVERNING LEGISLATION

RCW 36.70A - Growth Management

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted the Carty Road Subarea Plan in July 2022.

SUMMARY/BACKGROUND:

The purpose of this study session is to:

- Review the Carty Road Subarea planning process which was initiated by Council in 2019 and culminated with Council's adoption of the Carty Road Subarea Plan in 2022.
- Discuss draft development standards that would implement the subarea plan. Consider direction provided in the subarea plan as well as comments received from stakeholders including subarea property owners and Planning Commission.
- Provide staff with additional direction to refine the draft development standards.

Included as attachments are:

- The 2022 staff report to Council for the subarea plan adoption;
- Adopted Carty Road Subarea Plan;
- Proposed Carty Road Subarea development standards;
- Reference guide matching proposed code language with adopted subarea plan language; and
- Comments received to date regarding the proposed development standards are included as attachments.

Meeting minutes and audio files from Planning Commission's August 7, 2024 public hearing on the proposed development standards and September 4, 2024 second review are available at the following link: [Planning Commission | Ridgefield, WA \(ridgefieldwa.us\)](https://www.ridgefieldwa.us/planning-commission).

After this study session, staff will consider all stakeholder, Planning Commission, and Council feedback and revise the proposed code language. The updated proposal will come before Council for a public hearing on October 10 and subsequently for a vote on adoption.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

None. Study session only.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. 2022 Staff Report to Council Re: Subarea Plan Adoption
2. 2022 Adopted Carty Road Subarea Plan
3. 2024 Draft Proposed Carty Road Subarea Development Code
4. Reference Guide
5. Nedbal email_08022024
6. Stenersen letter_08022024
7. Mukensnabl email_08032024
8. AKS letter_08052024
9. Greear letter_08062024
10. Jordan Ramis letter_08072024
11. PC Notes_Carty_08072024
12. Fontyn & Vigna letter_08092024
13. Schwab email_08092024
14. McPhee email_08192024
15. AKS email_09042024
16. PC Notes_Carty_09042024
17. WDFW letter_09062024



THE CITY OF RIDGEFIELD

510 Pioneer Street Ste B | P.O. Box 608 | Ridgefield, WA, 98642

Carty Road Subarea Plan City Council Staff Report

BACKGROUND

The Carty Road subarea consists of approximately 266 acres of land located directly east of the intersection of NW Hillhurst Road and S Royle Road in the Ridgefield Urban Growth Area (UGA). In 2019, several property owners within the subarea petitioned the Ridgefield City Council to consider annexation of the area adjacent to Carty Road, while other property owners and residents in the area have expressed concerns over the city's rapid growth and the loss of rural lands within and surrounding Ridgefield.

To develop a plan governing any future, owner-initiated development in the area, City Council initiated the subarea planning process in 2019. A subarea plan is a high-level plan focused on visioning, guiding principles, and recommendations for code language. It allows a neighborhood to work together to establish unique guidance for potential future development, rather than defaulting to the basic development standards that would apply anywhere else in the City. It asks, "What happens if my neighbor or I decide to annex and develop?" The intent of the Carty Road subarea plan is to establish future land uses, identify the appropriate intensity of future development, and identify required transportation and utility infrastructure improvements based on community outreach and planning analysis.

The development and adoption of a subarea plan is a different process from annexation. In the case of the requested annexations within the Carty Road area, City Council decided to delay further consideration until a subarea plan is adopted. Upon adoption, City Council may resume discussion of annexation.

DISCUSSION

Planning Process

The planning process began in Fall 2019 as the city engaged a consulting team with the background necessary to develop a subarea plan. Staff and the consulting team (from WSP) collaborated on project planning and community outreach. Property owners in the subarea received a survey in Fall 2019; survey responses provided initial information on resident values and desires for the future of the area. Following the survey, the project team conducted interviews with eleven property owners and stakeholders in the area in order to get a more in-depth understanding of assets and constraints. To build on the framework established through the survey and stakeholder interviews, a project advisory committee (PAC) was convened. The PAC met on January 30, 2020 and on March 4, 2020. During the first PAC meeting, the group created a vision and guiding principles for the Carty Road subarea. The vision and guiding principles were refined during the second PAC and with input from the community at an open house (March 4, 2020).

Vision Statement

"Stakeholders and residents of the Carty Road area understand that Ridgefield is growing, but even as the city evolves, the Carty Road area is unique and stands as a good example of Ridgefield's rural

and agricultural heritage. The rural character is reflected in residential development and transportation options that respect privacy, property, and safety. Development in this community protects both the natural areas along Gee Creek and the citizens that live and work in the community, now and in the future.”

Guiding Principles

Future development in the Carty Road subarea will:

- Respect the rural and agricultural heritage of the area by protecting existing land uses and conserving open space.
- Create quality design through design standards and landscaping requirements.
- Respect existing development patterns in the Carty Road area.
- Protect natural areas and buffers along the Gee Creek corridor.
- Provide transportation options that promote the safety of all users (motorists, cyclists, and pedestrians) and improve emergency vehicle access and evacuation options.
- Provide a range of development option for landowners that allow flexibility to retain existing uses and meet development regulations and state land use laws.

During the 2020 PAC meetings and community open house, stakeholders also provided feedback on two conceptual land use plans for the subarea that were created based on the vision and guiding principles. Both concept plans showed potential City zoning schemes that would be implemented following any property owners’ decision to annex. Concept A had two low-density residential zones (RLD-4 and RLD-6) along with a community/civic zone; heritage and community supported agriculture zoning overlays; trail connectivity through existing critical areas with a multiuse path on Carty Road; and transportation improvements on Carty Road and NW 24th Avenue. Concept B was similar to Concept A, with a third residential zone (RLD-8) to allow for greater density on the edge of the subarea, and fewer proposed changes to NW 24th Avenue. Based on comments received during the 2020 outreach process, and a desire to best reflect the vision and guiding principles, a preferred concept plan was developed in 2020 including one low density residential zone (RLD-4); an open space preservation area; heritage and community supported agriculture zoning overlays; trail corridors along critical areas and a separated multi-use path along Carty Road; and street and intersection improvements along Carty Road and NW 24th Avenue.

Figure 1. Concept Plan A

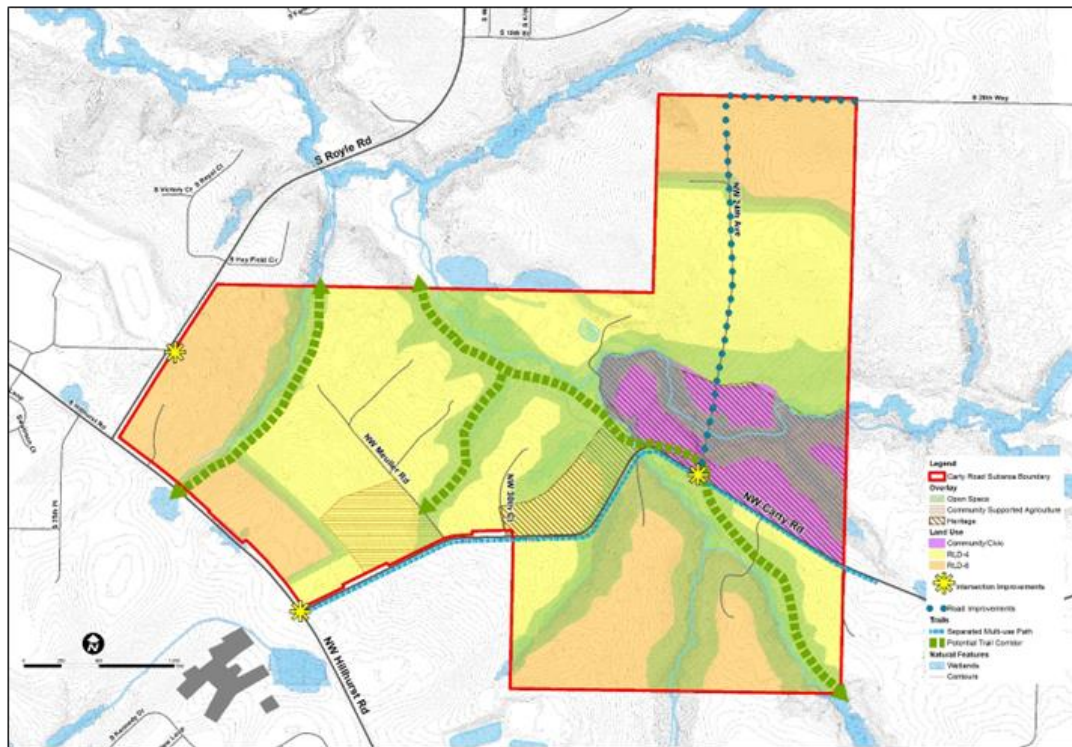
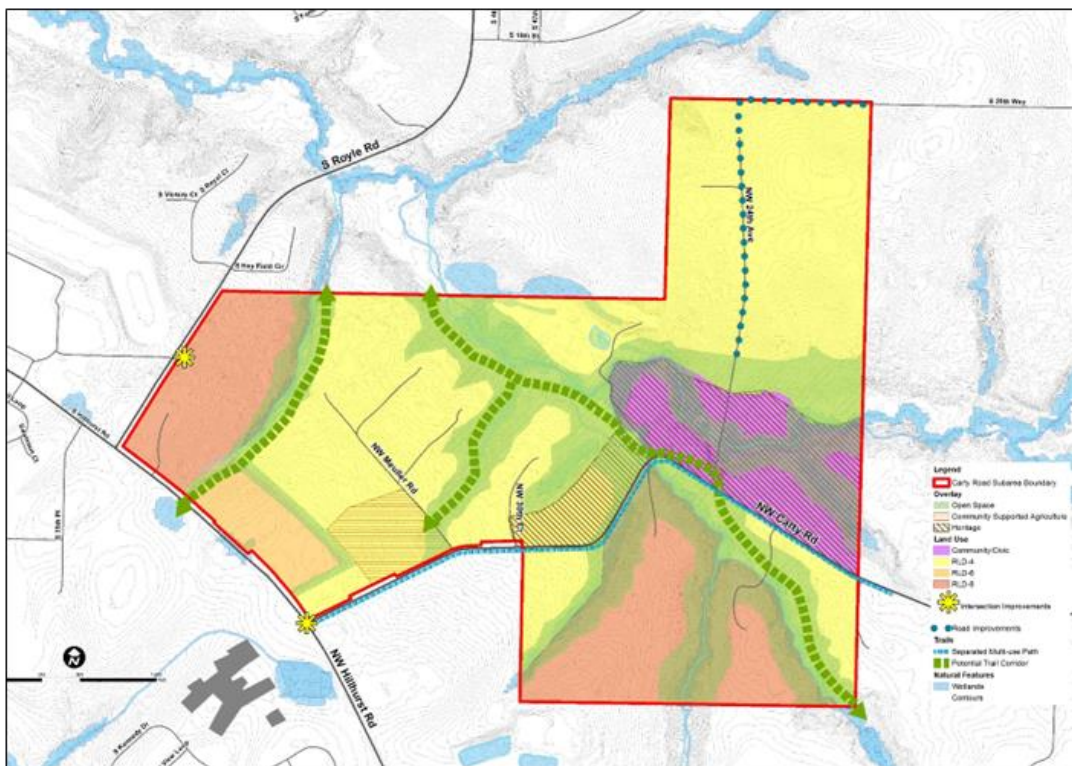


Figure 2. Concept Plan B



This map illustrates the S Royle Rd Subarea, bounded by a red line. The area is overlaid with several planning designations:

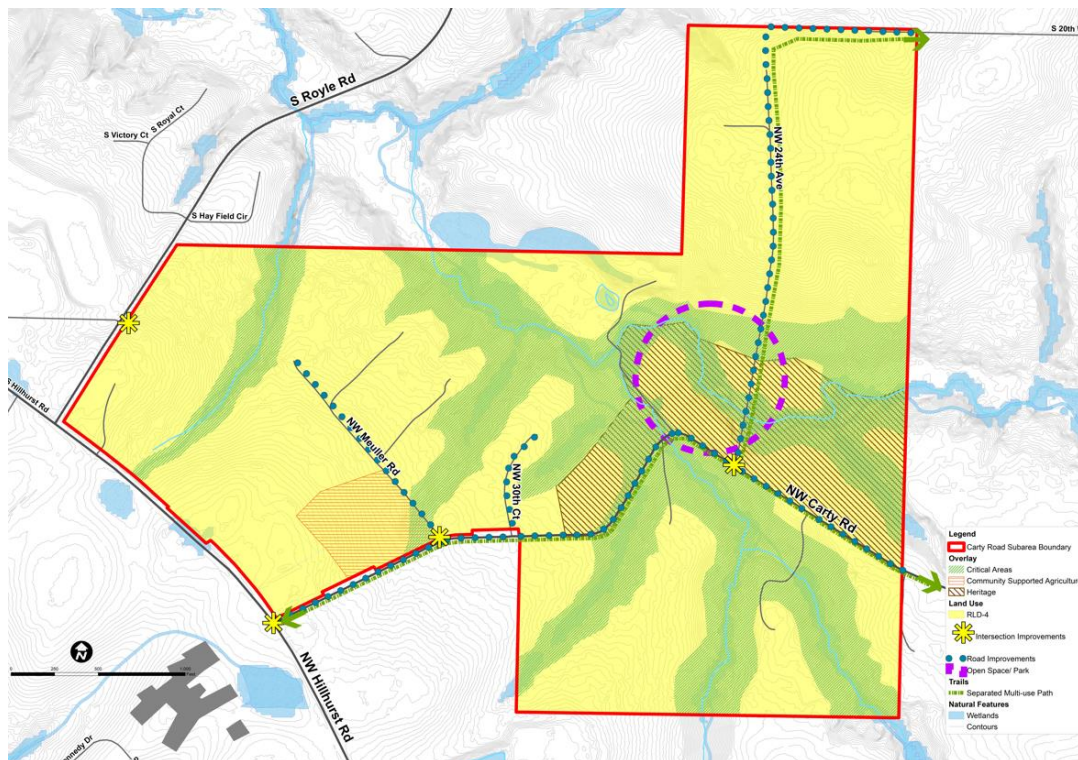
- Land Use:** The majority of the subarea is designated as RLD-4 (Residential Low Density), shown in yellow.
- Natural Features:** The map includes topographic contours, water bodies (blue), and a potential trail corridor (green dashed line).
- Trails:** A green dashed line indicates a potential trail corridor, while a blue dashed line shows a separated multi-use path.
- Roads and Intersections:** Key roads include S Royle Rd, NW 2nd Ave, NW 4th Ave, NW 6th Ave, NW 8th Ave, NW 10th Ave, NW 12th Ave, NW 14th Ave, NW 16th Ave, NW 18th Ave, NW 20th Ave, NW 22nd Ave, NW 24th Ave, NW 26th Ave, NW 28th Ave, NW 30th Ave, NW 32nd Ave, NW 34th Ave, NW 36th Ave, NW 38th Ave, NW 40th Ave, NW 42nd Ave, NW 44th Ave, NW 46th Ave, NW 48th Ave, NW 50th Ave, NW 52nd Ave, NW 54th Ave, NW 56th Ave, NW 58th Ave, NW 60th Ave, NW 62nd Ave, NW 64th Ave, NW 66th Ave, NW 68th Ave, NW 70th Ave, NW 72nd Ave, NW 74th Ave, NW 76th Ave, NW 78th Ave, NW 80th Ave, NW 82nd Ave, NW 84th Ave, NW 86th Ave, NW 88th Ave, NW 90th Ave, NW 92nd Ave, NW 94th Ave, NW 96th Ave, NW 98th Ave, NW 100th Ave, NW 102nd Ave, NW 104th Ave, NW 106th Ave, NW 108th Ave, NW 110th Ave, NW 112th Ave, NW 114th Ave, NW 116th Ave, NW 118th Ave, NW 120th Ave, NW 122nd Ave, NW 124th Ave, NW 126th Ave, NW 128th Ave, NW 130th Ave, NW 132nd Ave, NW 134th Ave, NW 136th Ave, NW 138th Ave, NW 140th Ave, NW 142nd Ave, 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NW 572nd Ave, NW 574th Ave, NW 576th Ave, NW 578th Ave, NW 580th Ave, NW 582nd Ave, NW 584th Ave, NW 586th Ave, NW 588th Ave, NW 590th Ave, NW 592nd Ave, NW 594th Ave, NW 596th Ave, NW 598th Ave, NW 600th Ave, NW 602nd Ave, NW 604th Ave, NW 606th Ave, NW 608th Ave, NW 610th Ave, NW 612nd Ave, NW 614th Ave, NW 616th Ave, NW 618th Ave, NW 620th Ave, NW 622nd Ave, NW 624th Ave, NW 626th Ave, NW 628th Ave, NW 630th Ave, NW 632nd Ave, NW 634th Ave, NW 636th Ave, NW 638th Ave, NW 640th Ave, NW 642nd Ave, NW 644th Ave, NW 646th Ave, NW 648th Ave, NW 650th Ave, NW 652nd Ave, NW 654th Ave, NW 656th Ave, NW 658th Ave, NW 660th Ave, NW 662nd Ave, NW 664th Ave, NW 666th Ave, NW 668th Ave, NW 670th Ave, NW 672nd Ave, NW 674th Ave, NW 676th Ave, NW 678th Ave, NW 680th Ave, NW 682nd Ave, NW 684th Ave, NW 686th Ave, NW 688th Ave, NW 690th Ave, NW 692nd Ave, NW 694th Ave, NW 696th Ave, NW 698th Ave, NW 700th Ave, NW 702nd Ave, NW 704th Ave, NW 706th Ave, NW 708th Ave, NW 710th Ave, NW 712nd Ave, NW 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In 2022, staff was able to re-start the subarea planning process upon the easing of COVID restrictions. Staff presented recaps of the work already completed to Planning Commission and City Council, and re-engaged stakeholders for a third PAC meeting. The purpose of the third PAC meeting was to include any property owners who did not participate in 2020 but were interested in getting involved, and to review the 2020 plan to identify any components that needed to be updated after a two-year pause. A summary of the third PAC meeting is included in Appendix A of the attached subarea plan.

City Council Staff Report: Carty Road Subarea Plan
July 28, 2022

alongside streets, and indicate that the trail lines on the plan represent potential corridors providing connectivity through the area, not exact locations. Based on majority support of large lots, staff kept all RLD-4 zoning on the preferred concept plan. Based on the concerns about setbacks, staff revised the design guidelines for setbacks, recommending minimum setbacks greater than typical RLD-4 setbacks rather than specific distances. Analysis will be required during the code writing phase of implementation to determine exact appropriate setbacks.

Figure 4. 2022 Preferred Concept Plan



In addressing process questions during the third PAC meeting, staff and the consultant reiterated that the subarea plan is high-level. It is a guiding document for future development if and when property owners in the area choose to annex into the city and then, at any point after annexation, decide to develop. The subarea plan protects property owners who do not want to see neighboring properties develop under the basic low-density residential standards used elsewhere in the city. If the plan is adopted, staff will be required to write code standards for development in the subarea, in order to implement the vision, guiding principles, and recommended design guidelines in the plan. Development standards, including those for road and trail improvements, do not get applied unless a property develops.

If a property owner does not petition for annexation, the subarea plan does not apply to their property. If a property owner petitions for annexation and is annexed, then the subarea plan will apply to their property and the RLD-4 zoning identified in the subarea plan will be placed on their property upon annexation. If the owner of an annexed property decides to develop or sell to a developer, then the Carty Road Subarea development standards, to be written and codified based on the vision, guiding principles, and recommended design guidelines in the subarea plan following adoption, will apply. Staff will review development applications with respect to the high-level subarea plan and the detailed Carty Road Subarea development standards.

2022 Plan Structure

The proposed Carty Road subarea plan first analyzes existing environmental, infrastructure, land use, and property valuation conditions in the area.

The main section of the plan is devoted to conceptual planning. It includes the preferred concept plan referenced above, an analysis of land use capacity and vehicle trip generation, and recommended design guidelines.

Subarea-wide guidelines include allowing agricultural uses, providing generous minimum landscape buffers and setbacks, varying lot sizes, and protecting view sheds. Guidelines for natural areas include preserving existing tree cover and limiting critical area buffer width averaging. The community-supported agriculture overlay will have guidelines to encourage limited commercial uses that support agricultural products, and the heritage overlay will have guidelines to preserve historic properties and structures. Right-of-way design guidelines appear in proposed cross-sections for Carty Road and side streets.

The final section of the plan considers implementation. The conceptual planning components are high-level recommendations and must be implemented through development and design standards in the Ridgefield Development Code (RDC) and Ridgefield Engineering Standards. Following subarea plan adoption, staff will be tasked with updating the RDC to have code requirements in place that implement the subarea vision and guiding principles when future development occurs. The implementation section of the plan identifies specific chapters and sections of the RDC to be amended in order to codify the zoning and design guidelines. This portion of the plan also identifies longer term steps in implementation, such as updating the city's zoning map if and when properties in the subarea annex, expanding water and sewer service, completing roadway improvements in conjunction with development proposals, and refining trail alignments in conjunction with future development proposals.

PLANNING COMMISSION

Planning Commission held a public hearing on the proposed Carty Road subarea plan on June 1, 2022.

Planning Commission received the following written testimony prior to the hearing:

- Carina Nedbal (subarea resident and PAC member) submitted a letter in support of the subarea plan and planning process.

Planning Commission received the following testimony during the hearing:

- Rich Young (subarea resident and PAC member) disagreed with the blanket RLD-4 zoning shown on the preferred plan and stated that higher-density zoning would be appropriate in parts of the subarea with less developable land due to critical areas.
- Dave Tanner (subarea resident and PAC member) expressed concern that the intent of creating diverse lot areas, to reflect the unique existing lot pattern in the subarea, is not being met and expressed the need for the new plan to represent the old lifestyle in the area.
- Betsy Heidgerken (subarea resident and PAC member) spoke regarding trails, stating that she would not want trails passing through or by her property and that she loves the area how it is.
- Roger Green (subarea resident and PAC member) Also spoke regarding trails, with similar concerns about trails crossing properties and valuing seclusion. He also acknowledged that the current conditions prevent his grandchildren from walking or biking to school. He asked where the future sewer pump station would be located relative to his 43-acre property.
- Jonny Simons (subarea resident) asked how the full 80-foot Carty Road right-of-way would impact his property on the south side of Carty Road, particularly if increased setbacks were implemented.

Public Works Director Brenda Howell spoke to Mr. Green and Mr. Simons after the meeting about the pump station and the Carty Road right-of-way.

Planning Commission discussed the proposed subarea plan and testimony and asked staff clarifying questions. Much of their discussion was focused on trails, and whether the 2020 Preferred Concept Plan (conceptual trail network through the subarea following creeks and along Carty Road) or 2022 Preferred Concept Plan (conceptual trail network along Carty Road and local streets only) should be recommended to Council as part of the final plan. Based on city-wide goals for trail connectivity and the fact that conceptual trails would not be built until properties develop, Commissioner Amerman moved to recommend approval of the subarea plan using the 2020 Preferred Concept Plan. The motion was not seconded. Based on the PACs preference for trails along streets, Chair Flynn moved to recommend approval of the subarea plan using the 2022 Preferred Concept Plan. The motion passed 3-2.

The testimony and discussion above is summarized; the full Planning Commission recording is available at <https://ridgefieldwa.us/government/city-departments/boards-and-commissions/planning-commission-meeting-audio-files/>.

Commissioner Amerman attended the June 8 Parks Board meeting and spoke on the topic of trail connectivity through the Carty Road subarea during public comment.

CITY COUNCIL

City Council held a public hearing on the proposed Carty Road subarea plan on June 23, 2022. City Council did not receive any written testimony prior to the hearing.

City Council received the following testimony during the hearing:

- Rich Young (subarea resident and PAC member) requested a 35 mph speed limit sign on Carty Road near the cemetery and reduction of noise from RORC during baseball games.
- Roger Green (subarea resident and PAC member) expressed that it has recently become more clear that implementation of the subarea plan elements, including trails, wouldn't occur until development. Showing trails on the plan is less of a concern now because of this. He is in favor of increased setbacks in the subarea. He noted that poor internet access is a major concern in the area.
- Richard Amerman noted that he is on Planning Commission but speaking as a private citizen. He reiterated the importance of connected trail system throughout Ridgefield, and preserving the planned ability for trail connectivity as established in the 2020 Preferred Concept Plan. Nothing will happen until development happens.
- Betsy Heidgerken (subarea resident and PAC member) reiterated her concerns about trails, particularly in the vicinity of 30th Court. She emphasized that people like the subarea the way it is.

City Council discussed the proposed subarea plan and testimony and asked staff clarifying questions. Similar to Planning Commission, Council discussed the difference between the 2020 and 2022 Preferred Concept Plans with regard to trails.

The testimony and discussion above is summarized; the full City Council recording is available at <https://ridgefieldwa.us/government/city-council-meeting-audio-files/>.

NEXT STEPS

The second reading and vote on adoption is scheduled for the July 28, 2022 Council meeting. Adoption of the subarea plan would adopt the high-level vision, guiding principles, and recommended land use and

design guidelines. Staff would then be directed to write development code standards implementing the vision, guiding principles, and recommended guidelines.

ATTACHMENTS

Exhibit A: Carty Road Subarea Plan Final Report and Appendices



Respect
the rural and
agricultural heritage
of the area by protecting
existing land uses and
conserving open
space.



CARTY ROAD SUBAREA PLAN

Planning a Vision that Works for the Community.

ACKNOWLEDGEMENTS

City of Ridgefield City Council (2020)

Don Stose, Mayor

Rob Aichele

Sandra Day

Jennifer Lindsay

Ron Onslow

Lee Wells

Dana Ziemer

City of Ridgefield Planning Commission (2020)

Patrick Flynn, Chair

Jerry Bush

Jason Carnell

Judy Chipman

Stan Okinaka

Gary Rightenour

Paul Young

Project Team (2020)

City of Ridgefield

Steve Stuart, City Manager

Claire Lust, Acting Community Development Director

Bryan Kast, Public Works Director

Brenda Howell, City Engineer

Consultant Team

Don Hardy, Project Manager, WSP

Nicole McDermott, Deputy Project Manager, WSP

Sam Jones, Landscape Architect, WSP

Sam Rubin, Planner, WSP

Emma Johnson, Planner, WSP

Reah Flisakowski, Transportation Engineer, DKS Associates

Eric Hovee, Economist, ED Hovee and Company

City of Ridgefield City Council (2022)

Jennifer Lindsay, Mayor

Rob Aichele

Judy Chipman

Rachel Coker

Matt Cole

Ron Onslow

Lee Wells

City of Ridgefield Planning Commission (2022)

Patrick Flynn, Chair

Richard Amerman

Stan Okinaka

Gary Rightenour

John Rose

Amanda Swenson

Project Team (2022)

City of Ridgefield

Steve Stuart, City Manager

Claire Lust, Community Development Director

Brenda Howel, Interim Public Works Director

Consultant Team

Nicole McDermott, Project Manager, WSP

Sam Rubin, Deputy Project Manager, WSP

Sam Jones, Landscape Architect, WSP

SECTION	PAGE
Introduction.....	1
Planning Process.....	1
Subarea Plan Development.....	1
Visioning and Outreach.....	4
Vision Statement.....	4
Guiding Principles.....	4
Analysis.....	6
Existing Conditions.....	6
Fiscal Impact.....	7
Conceptual Planning.....	9
Concept A.....	9
Concept Plan B.....	10
Preferred Alternative Plan.....	11
Design Guidelines.....	14
Implementation.....	16
Development Code Amendments.....	18

LIST OF TABLES

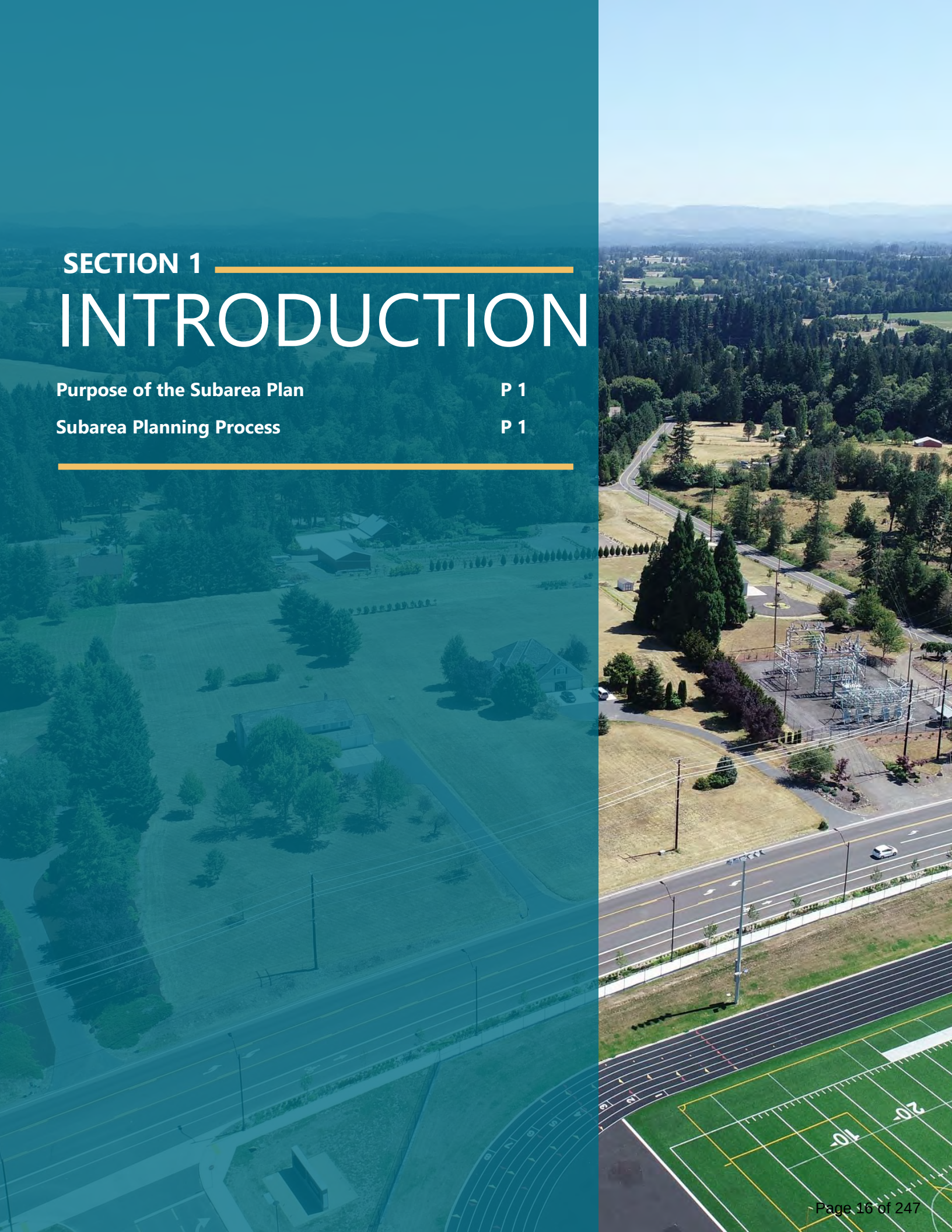
Table 1. Land Use Capacity Comparison.....	13
Table 2. Trip Generation Estimate.....	13
Table 3. Implementation Measures.....	17
Table 4. Development Code Amendments.....	19

LIST OF FIGURES

Figure 1. Vicinity Map.....	1
Figure 2. Community Open House.....	4
Figure 3. Existing Zoning.....	7
Figure 4. Constrained Lands.....	8
Figure 5. Concept Plan A.....	10
Figure 6. Concept Plan B.....	11
Figure 7. Preferred Plan.....	12
Figure 8. Carty Road Minor Arterial.....	14
Figure 9. Residential Local A.....	14
Figure 10. Proposed Comprehensive Plan Map.....	18
Figure 11. Proposed Zoning Map.....	18

LIST OF APPENDICES

Appendix A. Public Involvement Summaries
Appendix B. Existing Conditions Analysis
Appendix C. Fiscal Impact Assessment
Appendix D. Estimated Trip Generation and Transportation Improvement Costs



SECTION 1

INTRODUCTION

Purpose of the Subarea Plan

P 1

Subarea Planning Process

P 1



Figure 1. Vicinity Map

Introduction

The Carty Road subarea consists of approximately 266 acres of land located in the southern portion of Ridgefield. The subarea is located directly east of the intersection of Northwest Hillhurst Road and South Royle Road and west of the Interstate 5 (I-5) corridor. Northwest Carty Road functions as the southern boundary for a portion of the subarea, and the entire subarea is located outside of city limits within the city's urban growth area (UGA), in unincorporated Clark County (see Figure 1).

Planning Process

Ridgefield continues to be the fastest growing city in the state according to 2021 population projections conducted by the Washington Office of Financial Management. The city is projected to continue experiencing substantial growth and development over the next 20 years. Ridgefield City Council has been petitioned by several property owners within the subarea to consider annexation of the area adjacent to Carty Road. At the same time, other property owners and residents in the area have expressed concerns over the city's rapid growth and frustration at the loss of rural areas within and surrounding Ridgefield.

In order to develop a plan for this area, in 2019, the City Council initiated the subarea planning process prior to considering annexation. The Carty Road subarea plan establishes future land uses and identifies the appropriate intensity of development, as well as required transportation and utility infrastructure improvements.

Subarea Plan Development

The subarea plan provides the City with a better understanding of the community vision and opportunities and constraints related to future development. In 2019 and 2020, the project team developed a subarea plan that consisted of the following elements.

Visioning and Outreach

- Property owner and stakeholder survey
- Stakeholder interviews
- Project advisory committee meetings
- Community open house
- Vision statement and guiding principles

Analysis

- Existing conditions analysis, including land use, transportation, utility, and environmental conditions
- Fiscal impact assessment

Conceptual Planning

- Draft concept plans to address property owner and stakeholder feedback
- Preferred alternative concept plan consistent with subarea guiding principles
- Design guideline recommendations

Implementation

- Implementation action plan
- Recommended policy refinements and development code amendments

In the spring of 2020, adoption of the subarea plan was put on hold due to safety concerns associated with COVID-19. In

Introduction

April 2022 the city reengaged stakeholders and reevaluated the plan as a result of the two-year delay. Input provided by the PAC and additional stakeholders and residents in the study area resulted in minor changes to the preferred alternative plan and recommendations. These changes are reflected in the preferred alternative plan included in Section 4 and the recommendations included in Section 5. A summary of the PAC discussion is included in the meeting summaries in Appendix A.

SECTION 2

VISIONING AND OUTREACH

Vision Statement

P 4

Guiding Principles

P 4



Figure 2. Community Open House

Visioning and Outreach

The vision and outreach process began with an online survey sent to all property owners within the subarea boundary. Survey responses provided initial information on resident values and desires for the future of the area. The survey also identified individuals that wanted to stay involved in the planning process through a stakeholder interview and/or participation on a project advisory committee. Following the survey, the project team conducted stakeholder interviews with 11 property owners or stakeholders in the area.

The goal of the stakeholder interviews was to have a more in-depth discussion of the assets and potential constraints that exist in the subarea. A consistent theme emerged in the survey results and stakeholder interviews — stakeholders understand that development is likely within the community given the speed with which surrounding areas are developing, but there is a desire to maintain the privacy, seclusion, and rural and natural character of the subarea. Stakeholders were generally interested in working with the City of Ridgefield to ensure future development respects property rights, existing single-family homes and agricultural uses, and retains open space.

To build on the framework established through the survey and stakeholder interviews and to guide the remainder of the subarea planning process, a project advisory committee (PAC) was convened. The PAC met twice during the initial planning phase of the project and a third time in 2022.

During the first PAC meeting, the group provided input on a vision and guiding principles for the Carty Road subarea. The vision and guiding principles were then refined during the second PAC meeting and with input from the community at an open house. No changes to the vision statement or guiding principles were suggested at the third PAC meeting in 2022. The final vision and guiding principles are as follows.

Vision Statement

Stakeholders and residents of the Carty Road area understand that Ridgefield is growing, but even as the city evolves, the Carty Road area is unique and stands as a good example of Ridgefield’s rural and agricultural heritage.

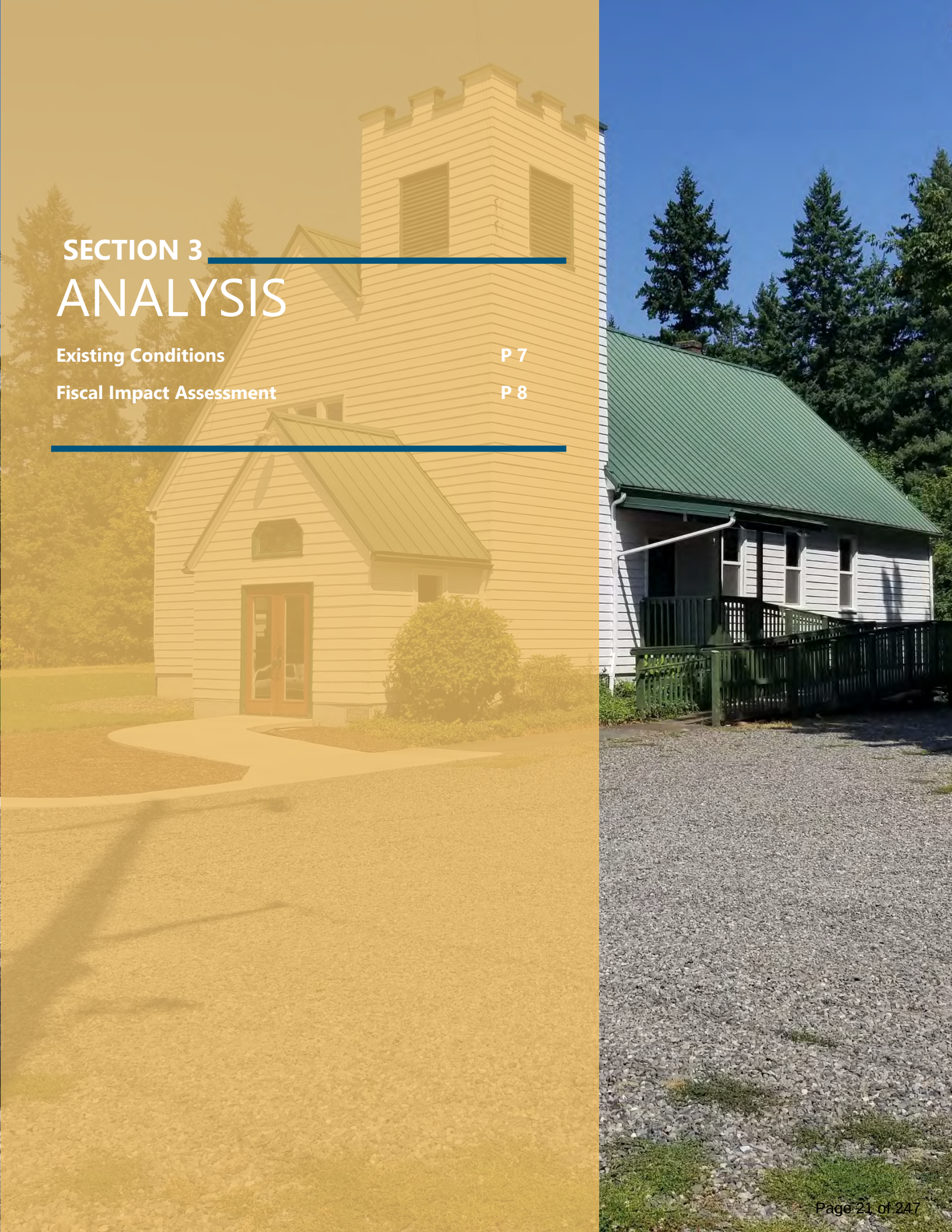
The rural character is reflected in residential development and transportation options that respect privacy, property, and safety. Development in this community protects both the natural areas along Gee Creek and the citizens that live and work in the community, now and in the future.

Guiding Principles

Future development in the Carty Road subarea will:

- **Respect the rural and agricultural heritage of the area by protecting existing land uses and conserving open space.**
- **Create quality design through design standards and landscaping requirements.**
- **Respect existing development patterns in the Carty Road area.**
- **Protect natural areas and buffers along the Gee Creek corridor.**
- **Provide transportation options that promote the safety of all users (motorists, cyclists, and pedestrians) and improve emergency vehicle access and evacuation options.**
- **Provide a range of development options for landowners that allow flexibility to retain existing uses and meet development regulations and state land use laws.**

Summaries of all outreach activities, including the survey, stakeholder interviews, PAC meetings, and community open house, are included in Appendix A.



SECTION 3

ANALYSIS

Existing Conditions

P 7

Fiscal Impact Assessment

P 8

Analysis

The analysis phase of the subarea planning process included an existing conditions analysis and fiscal impact assessment. These elements are further described below

Existing Conditions

The existing conditions analysis (Appendix B) identified existing land uses and zoning; parks, trails, and open spaces; critical areas; utility (water and sewer) infrastructure and capacity; and the current transportation network and planned improvements. The subarea is currently characterized by a rural development pattern with single-family residential homes on lots ranging in size from approximately 1 to 28 acres with an average lot size of approximately 6 acres. Existing uses in the subarea include residential uses, wedding venues, stained glass studios, and family farms. The entirety of the subarea is within the County and includes single-family residential (R1-6, R1-7.5, R1-10) zoning designations. Some of the land in the Carty Road subarea is in use as farmland; however, the area is zoned for single-family residential (Figure 3).

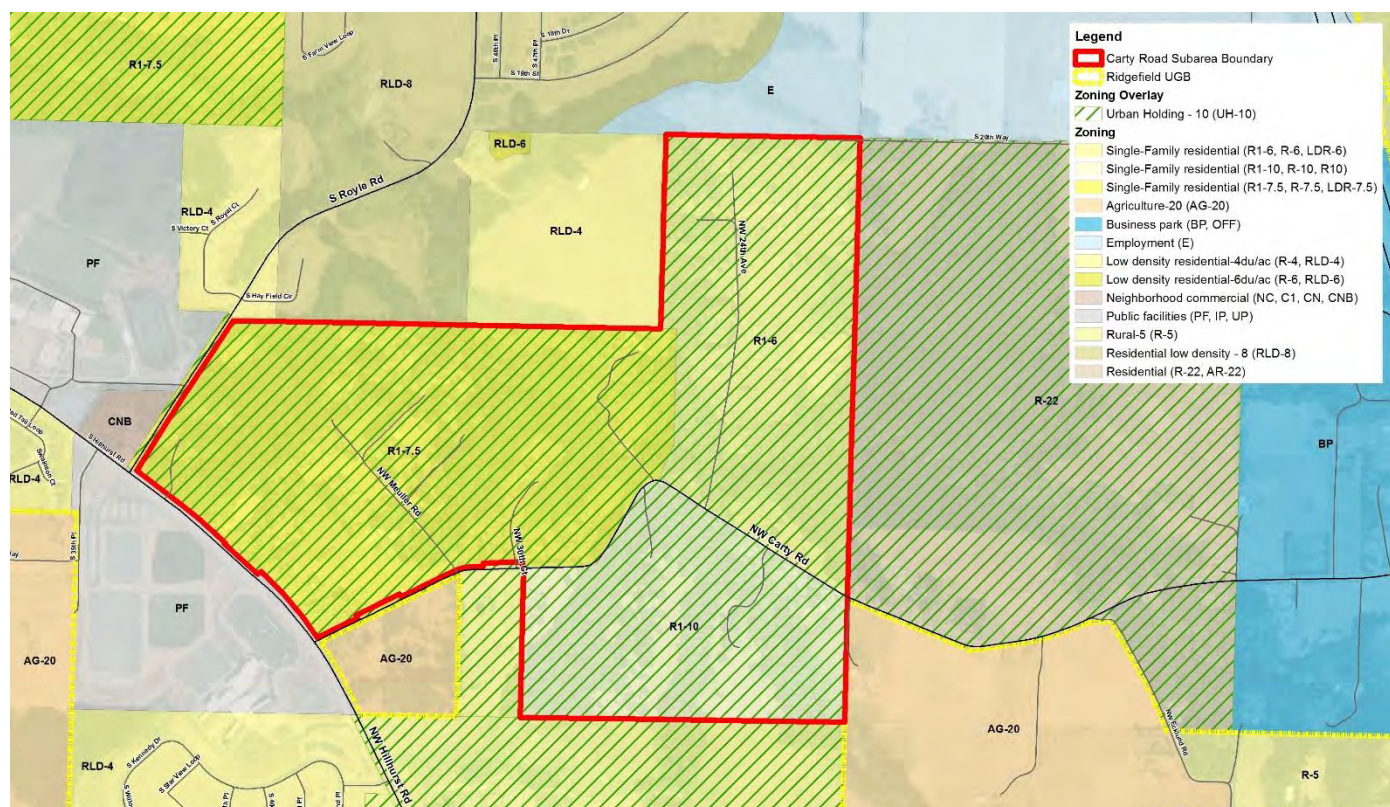


Figure 3. Existing Zoning

The subarea includes approximately 133 acres (or 50 percent of the land area) of critical areas (Figure 4). The critical areas include steep slopes and riparian habitat corridors associated with Gee Creek, which runs through the center of the subarea, and several unnamed tributaries that drain to Gee Creek.

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. Carty Road is classified as a minor arterial with approximately 700 daily trips. The only planned road improvement in the area in the Ridgefield transportation CFP (2018) is the upgrade of Carty Road to an 80 foot right-of-way. The analysis noted a lack of pedestrian and bicycle facilities in the area.

Water and sewer infrastructure does not currently exist in the subarea and will be required with future development. The existing conditions analysis indicated there are no significant capacity concerns with future water or sewer service. There is a planned 8-inch sewer line in Carty Road and a pump station near the intersection of Carty Road and Northwest 24th Avenue. Additional sewer and water infrastructure will be required to serve individual developments.

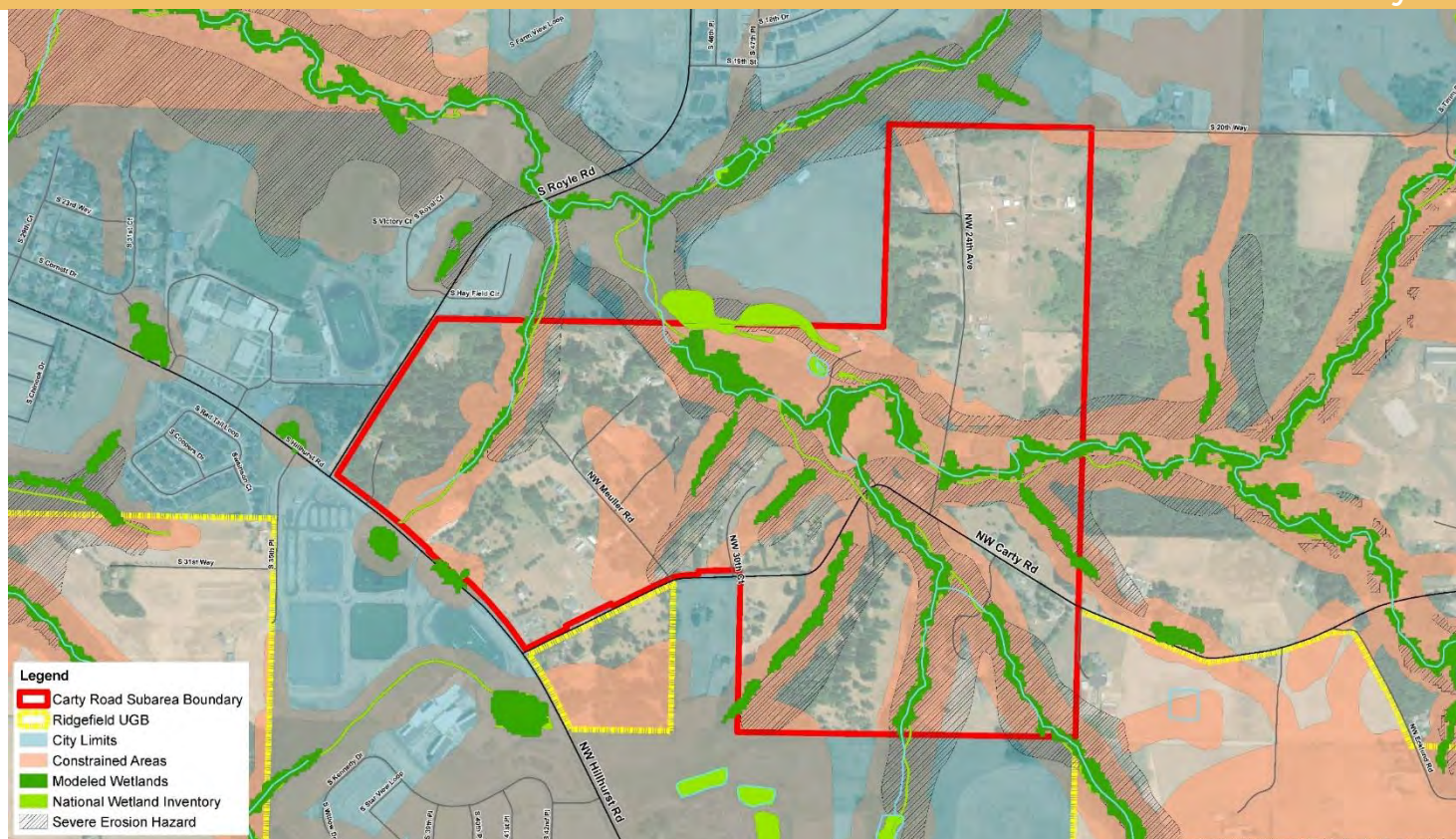
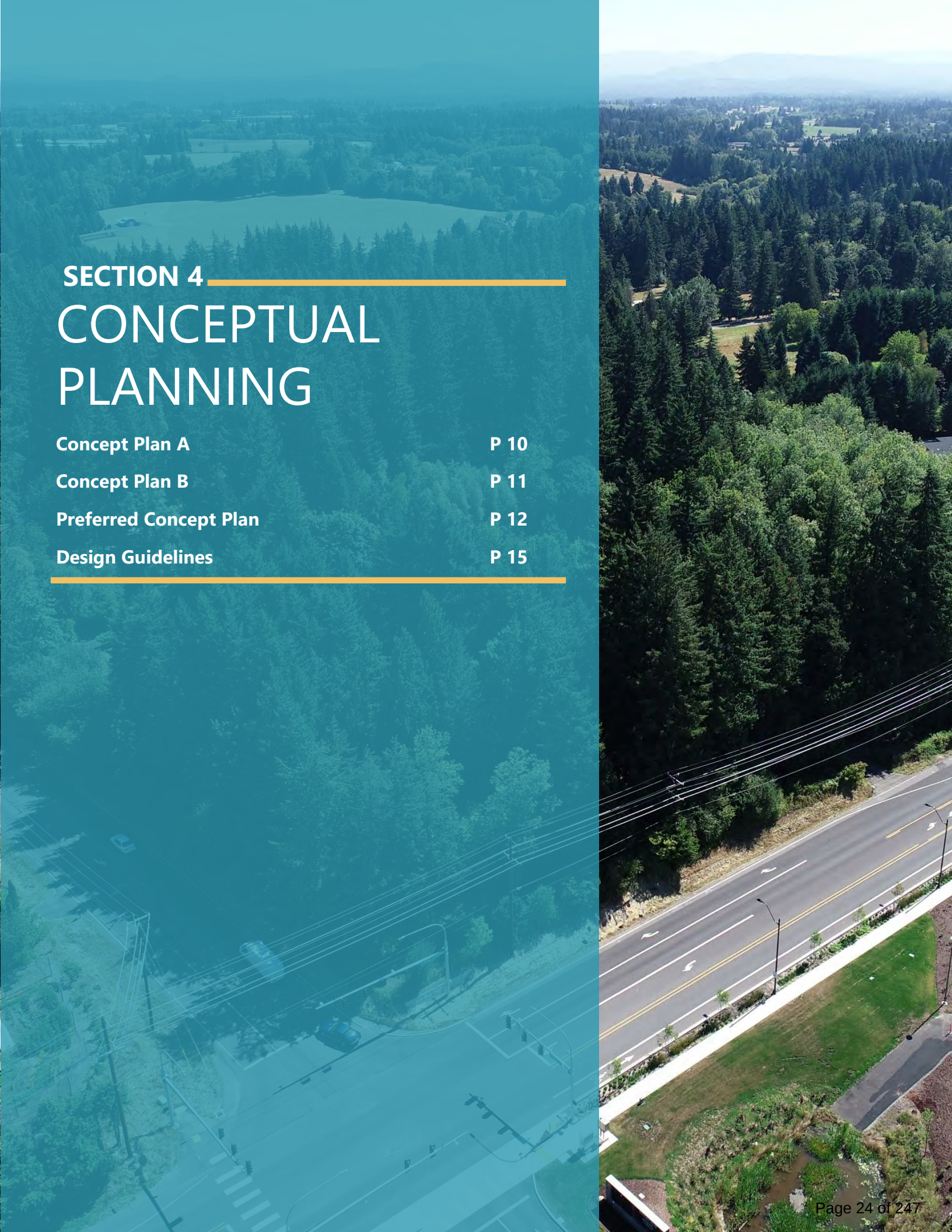


Figure 4. Constrained Lands

Fiscal Impact

The fiscal impact assessment (Appendix C) provides a preliminary review of existing property valuation and fiscal considerations as part of the Carty Road subarea planning process. The assessment includes a brief subarea profile based on Clark County assessor data and an assessment of potential future development (or build-out) capacity based on existing County zoning, valuation potential, tax rate considerations, and notes regarding utility provisions. Development potential in the assessment is based on current Clark County zoning but assumes the availability of urban services.

Based on anticipated buildout under existing County zoning, the subarea could reach an assessed valuation of \$344 million, an increase from approximately \$24.4 million in 2019. As noted in the Preferred Alternative section of this report, the number of allowed units under proposed City zoning would be less than those currently allowed under County zoning. Therefore, the potential valuation of the preferred plan would be less than the valuation identified in the preliminary fiscal impact assessment. At present, the property tax rates within the city are approximately five percent less than the current rates in the county. For the average priced home in the subarea (approximately \$504,500), this equates to a property tax savings of about \$263 per year.

The background of the page is a large aerial photograph of a forested area. A road with multiple lanes and white lane markings runs diagonally from the bottom left towards the top right. Power lines are visible above the road. The forest is dense with green trees. In the distance, some buildings and a body of water are visible under a clear sky. The left side of the page has a semi-transparent teal overlay where the text is located.

SECTION 4

CONCEPTUAL PLANNING

Concept Plan A	P 10
Concept Plan B	P 11
Preferred Concept Plan	P 12
Design Guidelines	P 15

Conceptual Planning

Two concept plans were developed based on the subarea vision and guiding principles identified above, as well as the information collected through the existing conditions analysis. Each concept plan includes land use, transportation, and recreational improvements. The primary distinction between the two concepts is the proposed residential zoning designations. Concept A (Figure 5) includes two residential zones (RLD-4 and RLD-6) and Concept B (Figure 6) includes three residential zones (RLD-4, RLD-6, and RLD-8). The concept plans were evaluated by the PAC at their second meeting, as well as by the community at the open house and by the Ridgefield City Council at a Council Workshop. Based on the feedback received during those outreach efforts, a preferred concept plan was prepared.

Concept A

- Two residential zones – RLD-4 and RLD-6
- Community/Civic – provide an opportunity for community-oriented uses
- Heritage Overlay – protect and enhance historic character
- Community Supported Agriculture Overlay – allow limited commercial activity related to special events or agriculture
- Trail connectivity through existing critical areas and a new multiuse path on Carty Road
- Transportation improvements on Carty Road, NW 24th Avenue, and entering the subarea from Royle Road¹

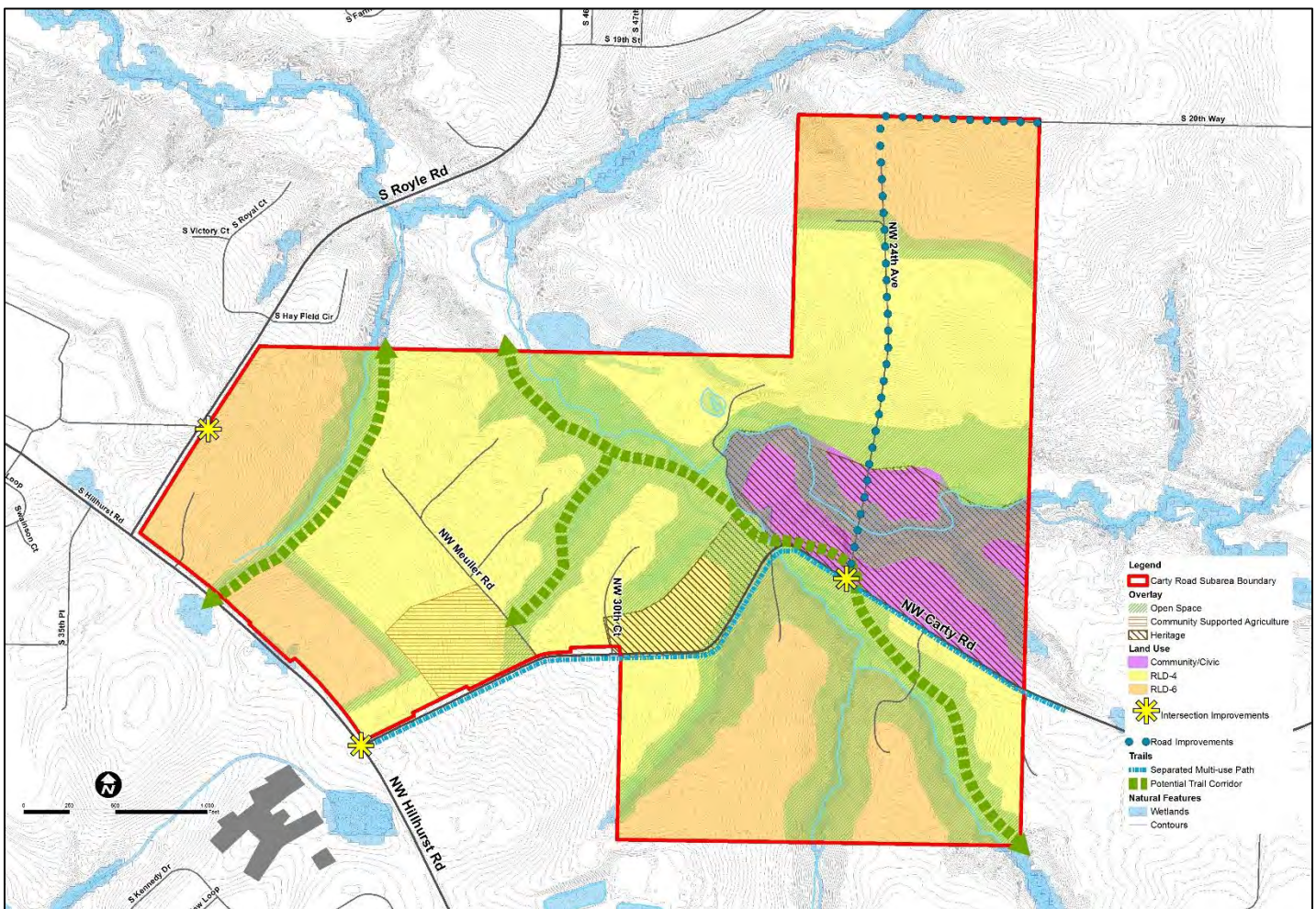


Figure 5. Concept Plan A

¹ The intersection improvement included on Royle Road is intended to show access to the western portion of the subarea from Royle Road rather than Carty Road in order to avoid a stream crossing. An analysis of the potential roadway alignment extending from the proposed intersection improvement on Royle Road would be required at the time of development.

Concept Plan B

- Three residential zones – RLD-4, RLD-6, and RLD-8
- Allows for greater density on the edge of the subarea
- Community/Civic – provide an opportunity for community-oriented uses
- Heritage Overlay – protect and enhance historic character
- Community Supported Agriculture Overlay – allow limited commercial activity related to special events or agriculture
- Trail connectivity through existing critical areas and a new multiuse path on Carty Road
- Transportation improvements on Carty Road, on a portion of NW 24th Avenue, and entering the subarea from Royle Road; no improvement to intersection of Carty Road and NW 24th

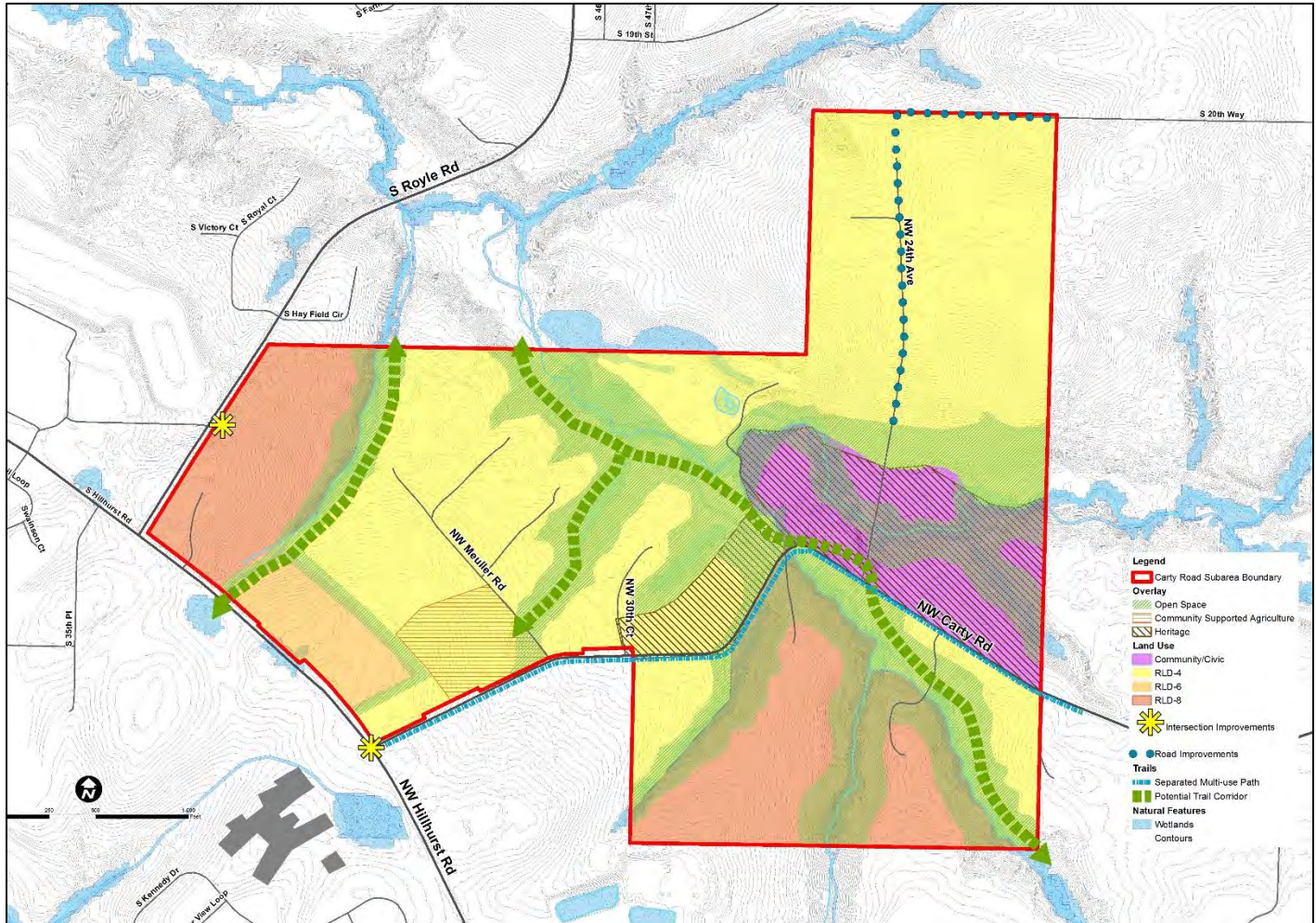


Figure 6. Concept Plan B

Preferred Alternative Plan

The preferred alternative plan reflects comments and feedback received throughout the subarea planning process, including comments received during the PAC meetings and open house in 2020 and during the third PAC meeting held in 2022. Many of the comments received in the 2020 process indicated a desire to retain large lots and minimize density to the greatest extent possible within the requirements of the Growth Management Act². Based on this feedback, the preferred concept plan (Figure 7) includes one low-density residential zone (RLD-4). One zoning designation became the preferred approach based on community input from stakeholders and council members and to better reflect the vision of the subarea. The entirety of the area (approximately 266 acres) is proposed as RLD-4. During the third PAC meeting, a PAC member requested reconsideration of this zoning. However, there was not consensus among the group and given the extensive conversation regarding the single zoning designation during the 2020 process, the RLD-4 zoning was retained. In addition to baseline zoning densities, the preferred concept includes recommended text amendments to the Ridgefield Development Code that implement the plan. One recommendation is to allow developments in the Carty Road subarea to achieve an average density of four units per acre with an approved master plan. This provision would allow the development of larger lots than otherwise allowed in the base zones while maintaining the overall required densities.

At the third PAC meeting, property owners and stakeholders expressed concerns with the location of the preferred trail network and it was recommended that trails follow public rights-of-way to minimize impacts to private property. The preferred plan below and the recommendations included in Section 5 reflect these comments.

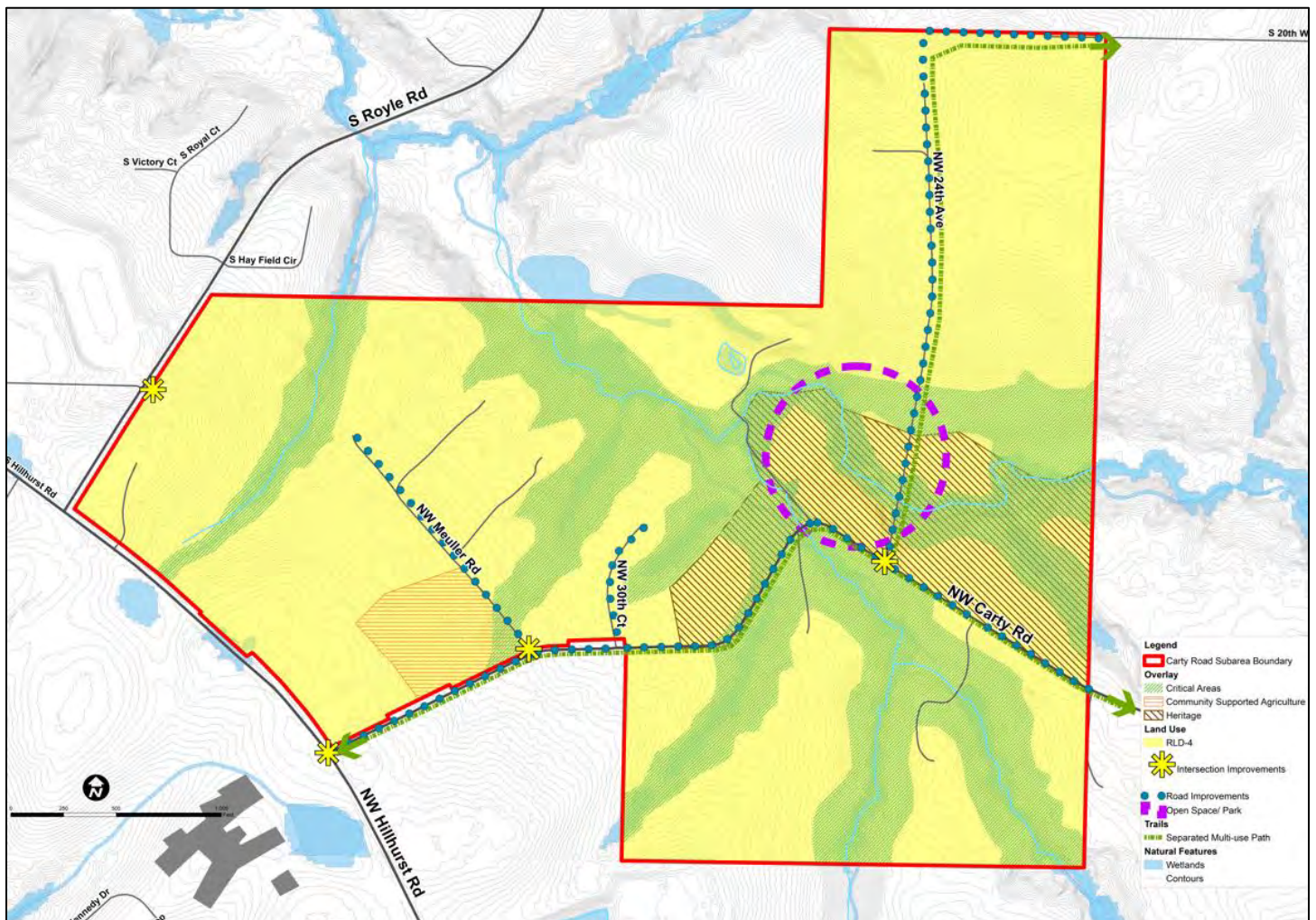


Figure 7. Preferred Plan

² The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, that require fast growing cities and counties to develop comprehensive plans and enact development provisions to implement 13 planning goals. The goals are intended to encourage development in urban or urbanizing areas, reduce sprawl, provide for efficient multimodal transportation systems, provide for affordable housing, and the protection of environmentally sensitive areas. See RCW 36.70A.020 for a complete list of the GMA planning goals.

Conceptual Planning

Land Use Capacity and Trip Generation

The maximum allowed dwelling units and potential population under existing and proposed zoning designations are outlined in Table 1. The number of vehicular trips associated with these dwelling units are outlined in Table 2. Additional details on trip generation and cost estimates for transportation improvements are included in Appendix D.

Table 1. Land Use Capacity Comparison

Zone	Net Acres ¹	Max. Density (Dwelling Unit (DU)/Acre)	Max. Allowed DU ²	Population ³
Existing Clark County Zoning Designations				
R1-10	27	4.4	119	352
R1-7.5	55	5.8	317	938
R1-6	35	7.3	254	752
Existing Zoning Total			690 units	2042 people
Proposed City Zoning Designations				
RLD-4	116	4	464	1373
Proposed Zoning Total			464 units	1373 people

¹ Net acres equals gross acres with a 50% deduction for critical areas and 12.5% deduction for infrastructure. For example, net acres for RLD-4 is calculated as follows: 266 gross acres - 50% (133 acres) for critical areas = 133 acres - 12.5% (12.5 acres) for infrastructure = 116 net acres.

² Maximum allowed dwelling units includes an existing 44 units within the subarea boundary that are assumed to remain with future development.

³ Based on average household size of 2.96 per the City's 2016 comprehensive plan.

Table 2. Trip Generation Estimate

Zone	ITE Land Use	Max. Allowed Dwelling Units	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Existing Clark County Zoning	Single-Family Detached Housing	690	6,448	126	379	505	426	250	676
Proposed City Zoning	Single-Family Detached Housing	464	4,380	85	258	343	289	170	459
Net Change in Trips¹			-2,068	-41	-121	-162	-137	-80	-217

¹ Net Change in Trips equals the change in trips from proposed zoning versus existing zoning.

Source: ITE (Institute of Transportation Engineers) manual, Trip Generation, 10th Edition.

Connectivity Improvements

To address connectivity within and beyond the subarea, which stakeholders identified as a key consideration, the preferred concept plan uses existing critical areas to provide off-street trail connections and includes recommended transportation improvements. Improvements include connecting Northwest 24th Avenue to South 20th Way/Northwest Timm Road, a new road and intersection improvement from South Royle Road to access the western edge of the subarea, improvements to Carty Road with a new separated multiuse path, and intersection improvements at the intersections of Northwest Carty Road and Northwest Hillhurst Road and Northwest Carty Road and Northwest 24th Avenue. See Figure 8 and Figure 9 for proposed cross sections.

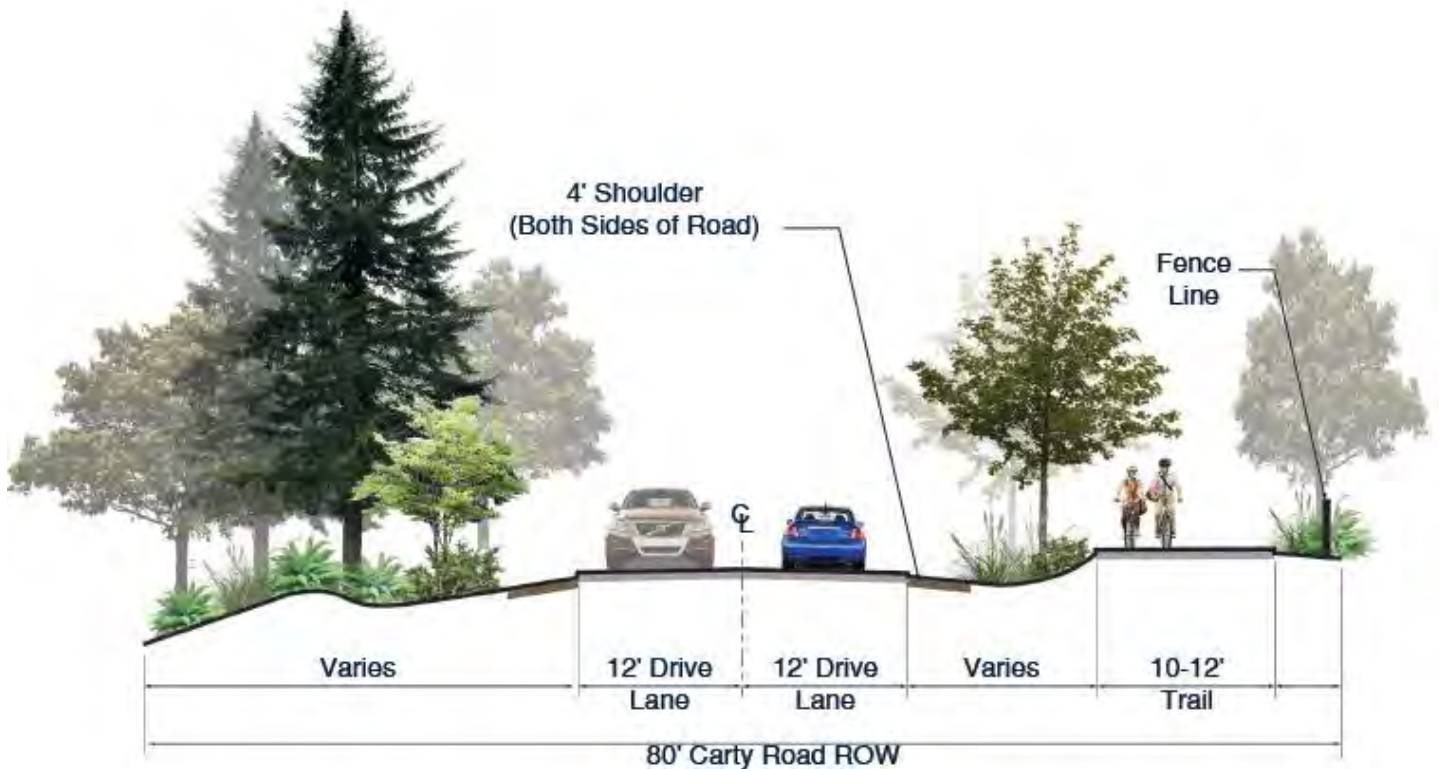


Figure 8. Carty Road Cross Section

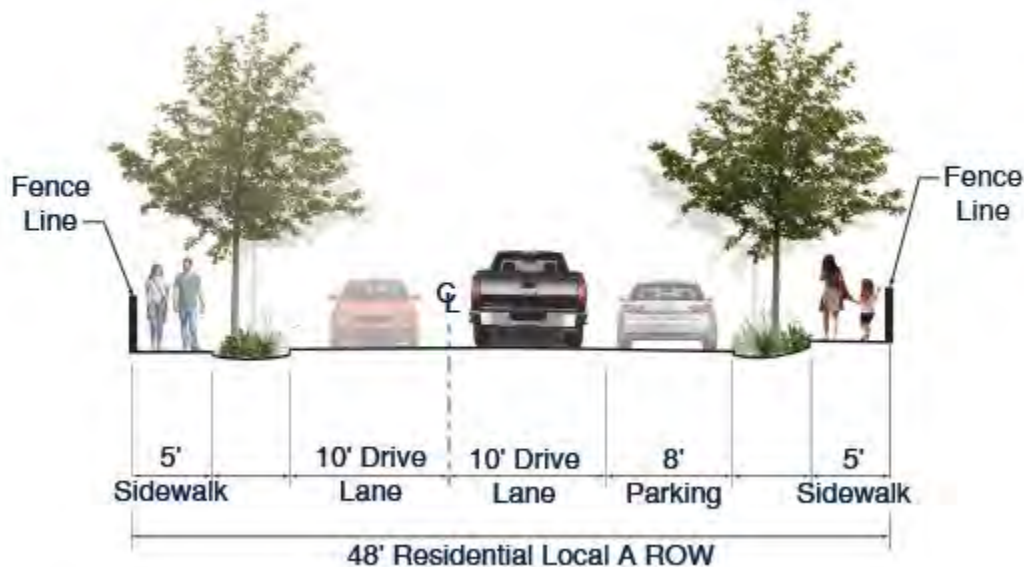


Figure 9. Residential Local A Cross Section

Design Guidelines

Design guidelines establish an aesthetic framework to implement the design principles discussed through the planning process. The following design guidelines were prepared with input from the PAC and are intended to provide additional details on the visual elements that are important to consider for future development in the Carty Road subarea. These guidelines are recommendations and must be implemented through development and design standards in the Ridgefield Municipal Code.

Subarea-Wide Guidelines

- Allow agricultural uses and the keeping of livestock for private or commercial purposes.
- Provide a minimum 30-foot-wide perimeter/compatibility landscape buffer (dense shrubbery, ground cover, and trees at least 20 feet on center) between existing and new uses.
- Provide minimum setbacks that are greater than the typical RLD-4 setbacks and reflect historic development patterns.
 - Additional setback standards provided for the Heritage Overlay zone.
- Vary lot sizes in new developments to mimic existing development patterns — minimum and maximum lot sizes based on applicable zone.
- Consider views from public rights-of-way and parks to protect view sheds.

Natural Areas and Trails

- Encourage the preservation of native soils, existing tree cover, and topography to the greatest extent possible.
- Limit buffer width averaging and buffer width reduction in critical areas to preserve the natural features and character of the Carty Road subarea.
- Provide a multimodal trail network along public ROW to provide transportation and recreation options throughout the subarea and connect to the larger regional trail system.

Community/Civic Zone

Encourage the establishment of community-oriented uses, such as a community center, historical museum, or other community destinations and open spaces for community gatherings.

Community-Supported Agriculture Overlay

Encourage the creation of limited commercial uses or event facilities in tandem with residential uses that support the selling or promotion of agricultural or ancillary products.

Heritage Overlay

- Encourage the preservation and continued use of historic properties and structures.
- Require design review for development within the Heritage Overlay to ensure compatibility with historic elements.
- Encourage the listing of properties and structures on local and national historic registers.
- Provide a minimum 30-foot front setback.

Right-of-Way

- Maintain the rural character of Carty Road with two 12-foot travel lanes, natural drainage swales, and detached multimodal trail.
- Maintain the rural character of local public roads in residential areas throughout the subarea with 10-foot travel lanes shared with bicycles, natural drainage swale, and detached sidewalk.
- Natural drainage swales should be landscaped with native, mowable plant materials and street trees approximately 25 feet on center.
- Split-rail fencing should be placed along the public right-of-way

SECTION 5

IMPLEMENTATION

Implementation Measures

P 17

Development Code Amendments

P 19

Implementation

The following implementation measures establish the regulatory framework that will support development in the Carty Road area compatible with the vision and guiding principles.

Table 3. Implementation Measures

Implementation Item	Action	Priority (short- or long-term)
Planning		
Subarea Plan Adoption	- Adopt the Carty Road subarea plan by reference into the Ridgefield Urban Area Comprehensive Plan. See Figure 10 for proposed comprehensive plan designations. - Review existing comprehensive plan goals and policies to reflect the Carty Road subarea vision.	Short
Ridgefield Development Code Amendments	- Amend the Ridgefield Development Code to codify recommended zoning amendments (see Table 2, Development Code Amendments) and establish recommended overlay zones. See Figure 11 for proposed zoning designations. - Implement recommended design guidelines to ensure future development reflects the Carty Road subarea vision.	Short
Annexation	- Evaluate annexation petitions — annexation can occur in phases or the entire subarea can be annexed at one time. - Apply proposed zoning and overlay designations in conjunction with annexation.	Short to Long – depending on annexation requests
Removal of the Urban Holding Overlay District (UH-10)	Amend the zoning map to remove the UH-10 overlay designation following annexation and certification of adequate capital improvements.	Short to Long – phased as capital improvements are installed
Infrastructure (Utilities and Transportation)		
Expanded Water and Sewer Service	- Confirm planned infrastructure improvements will support subarea development and are financially viable based on planned densities. - Review timing of infrastructure improvements in conjunction with annexation petitions and development applications.	Short to Long
Expansion of Franchise Utilities	- Confirm franchise utilities can be provided to support future development. - Expand franchise utilities in conjunction with development.	Short to Long
Roadway Improvements	- Identify specific roadway alignments in conjunction with development proposals. - Review and update engineering standards consistent with proposed cross sections. - Ensure future roadway improvements are consistent with the Carty Road subarea vision and provide multimodal transportation options.	Short to Long – based on timing of development proposals
Parks and Trails		
Park and Trail Improvements	- Update the City Parks and Recreation Comprehensive Plan to incorporate park and trail locations proposed in the Carty Road subarea plan. - Refine park and trail locations in conjunction with future development proposals.	Short to Long

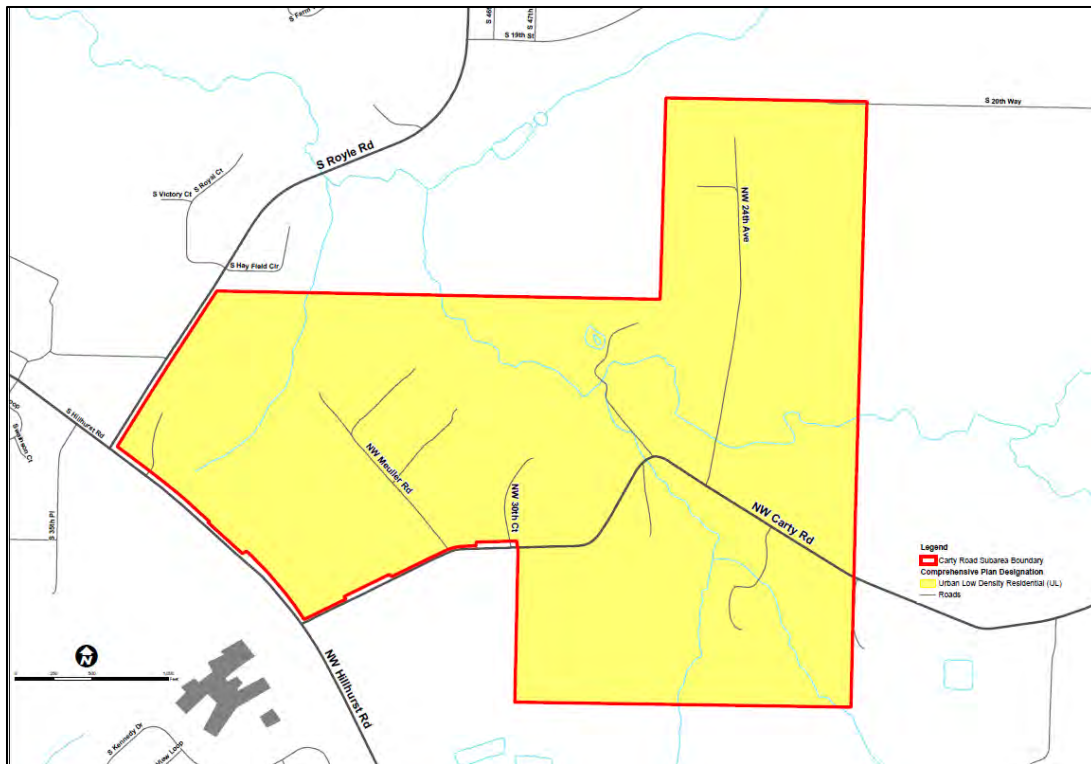


Figure 10. Proposed Comprehensive Plan Map

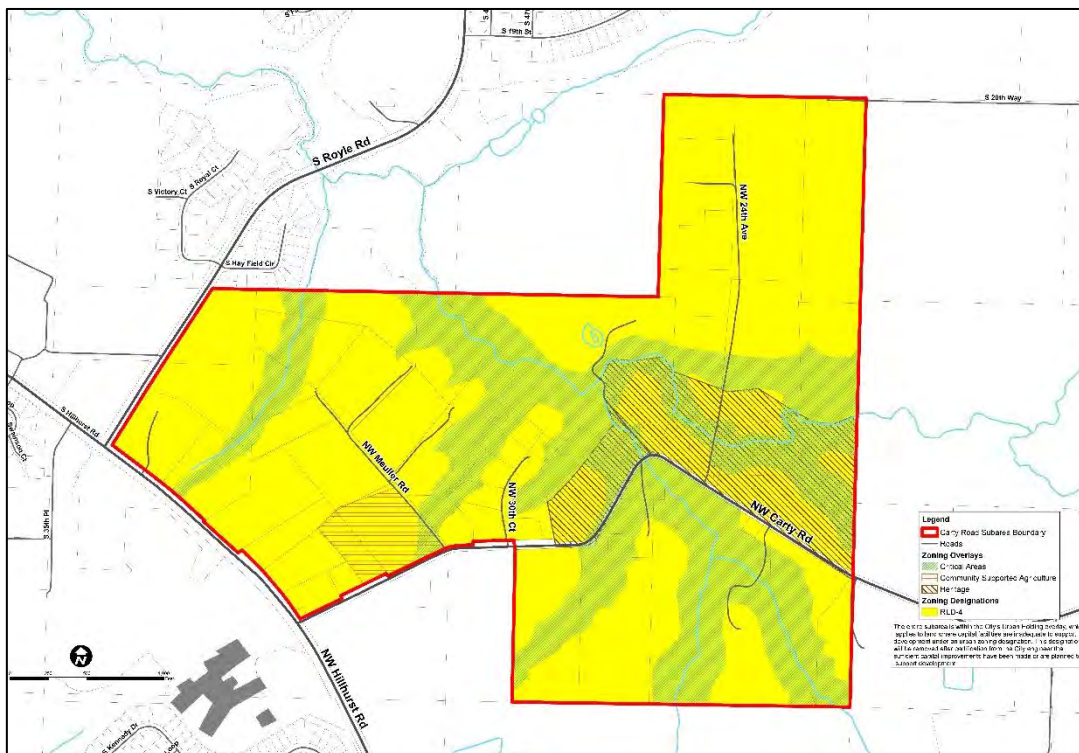


Figure 11. Proposed Zoning Map

Development Code Amendments

The following development code amendments are recommended to implement the Carty Road Subarea Plan.

Table 4. Development Code Amendments

Existing Code	Recommended Amendments
RDC Chapter 18.205 – Uses. The City’s Master Use Table (18.205.020-1)	- Amend the City’s master use table to define uses permitted in the three newly established overlays for the Carty Road subarea: Carty Road Community-Supported Agriculture (CR-CSA) overlay zone, Carty Road Heritage (CR-H) overlay zone, and the Carty Road Critical Areas (CR-CA) overlay. - Create a category for community-supported agricultural uses for the CR-CSA overlay, allowing for commercial uses or event facilities in tandem with residential uses that support the selling or promotion of agricultural or ancillary products. - Create a community/civic use category for the CR-H overlay, including community centers, historical museums, or other community destinations and open spaces for community gatherings. - Uses in the CR-CA overlay zone must comply with RDC 18.280, Critical Areas Protection, and no amendments to the Master Use Table are needed to implement this overlay.
RDC Chapter 18.210 – Residential Low Density Districts	- Add a subsection to the Residential Low Density chapter of the RDC to provide special provisions for the Carty Road subarea, including development standards and overlay zones. - Design guideline recommendations are outlined in Section 6.0 of this report and include requiring varied lot sizes in new developments to mimic existing development patterns; requiring a 30-foot-wide perimeter/compatibility landscape buffer (dense shrubbery, ground cover, and trees at least 20 feet on center) between existing and new uses; and protections for view sheds. - Include a provision that allows developments in the Carty Road subarea to achieve an average density equal to four dwelling units per acre with an approved master plan. - Density averaging would be allowed with a master plan for developments greater than 10 lots. - Master plan provisions would include minimum lot size of 7,500 square feet in RLD-4 zone; and a requirement to disperse smaller lots throughout the development.
RDC Chapter 18.280 – Critical Areas Protection	Amend the critical areas ordinance to limit the use of buffer width averaging and buffer width reductions within the Carty Road subarea.

Existing Code	Recommended Amendments
RDC 18.401 – Planned Unit Developments	Amend the PUD ordinance to include special provisions for the Carty Road subarea. Include limitations on the modification of standards. Do not allow a reduction in building setbacks, landscape requirements, or density increases. Only allow lot size reduction in conjunction with a master plan as identified above to allow density averaging.
RDC Chapter 18.725 – Landscaping	- Amend Chapter 18.725 – Landscaping to identify perimeter landscaping consistent with the intent of the subarea: 30-foot-wide perimeter/compatibility landscape buffer (dense shrubbery, ground cover, and trees at least 20 feet on center) between existing and new uses. - Amend Table 18.725.050-1 Landscaping, Screening, and Buffering Matrix to accommodate the above provisions.

APPENDIX A

PUBLIC INVOLVEMENT SUMMARIES

Online Survey

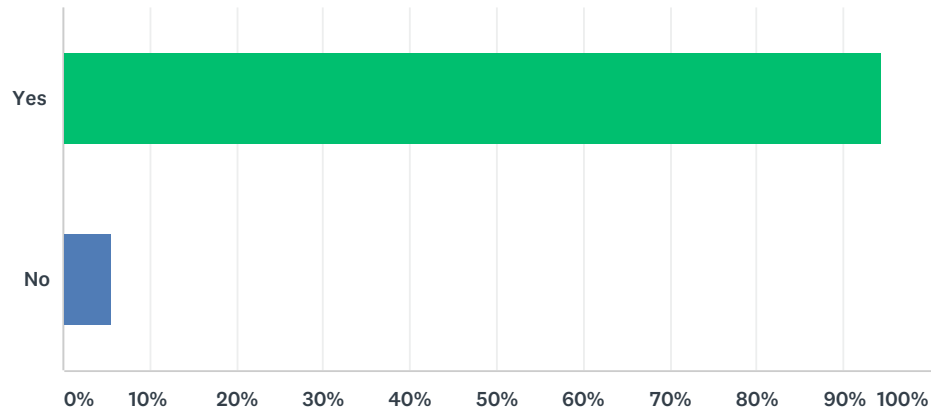
Stakeholder Interviews

Project Advisory Committee Meetings

Community Open House

Q1 Do you live within the study area boundaries shown on the map?

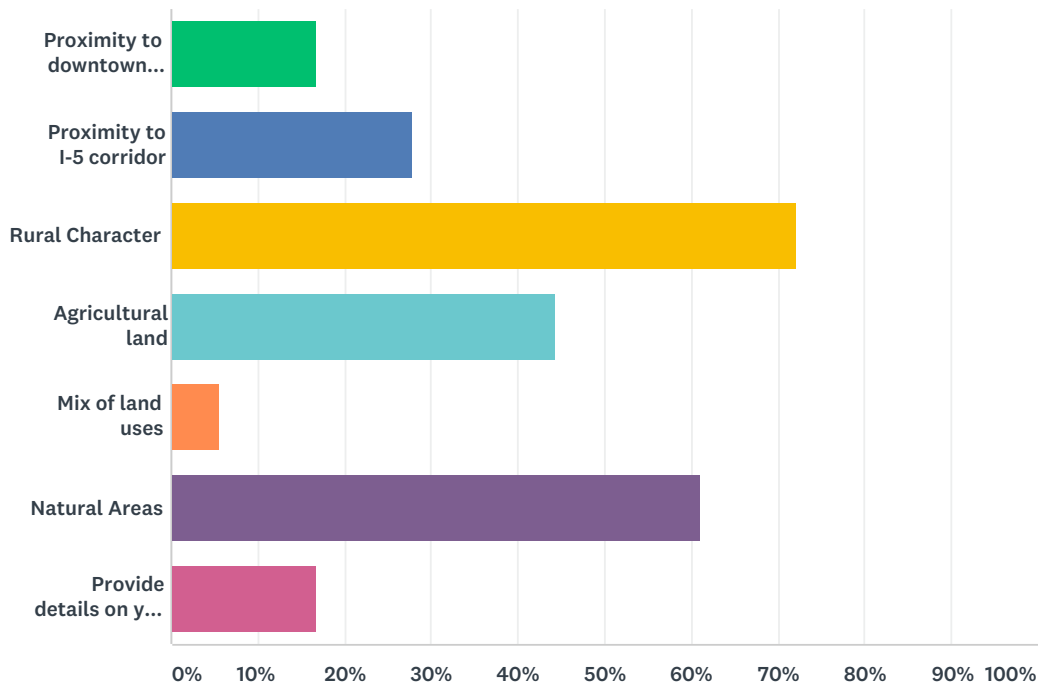
Answered: 18 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.44%	17
No	5.56%	1
TOTAL		18

Q2 What do you value most about the Carty Road study area? Select all that apply.

Answered: 18 Skipped: 0

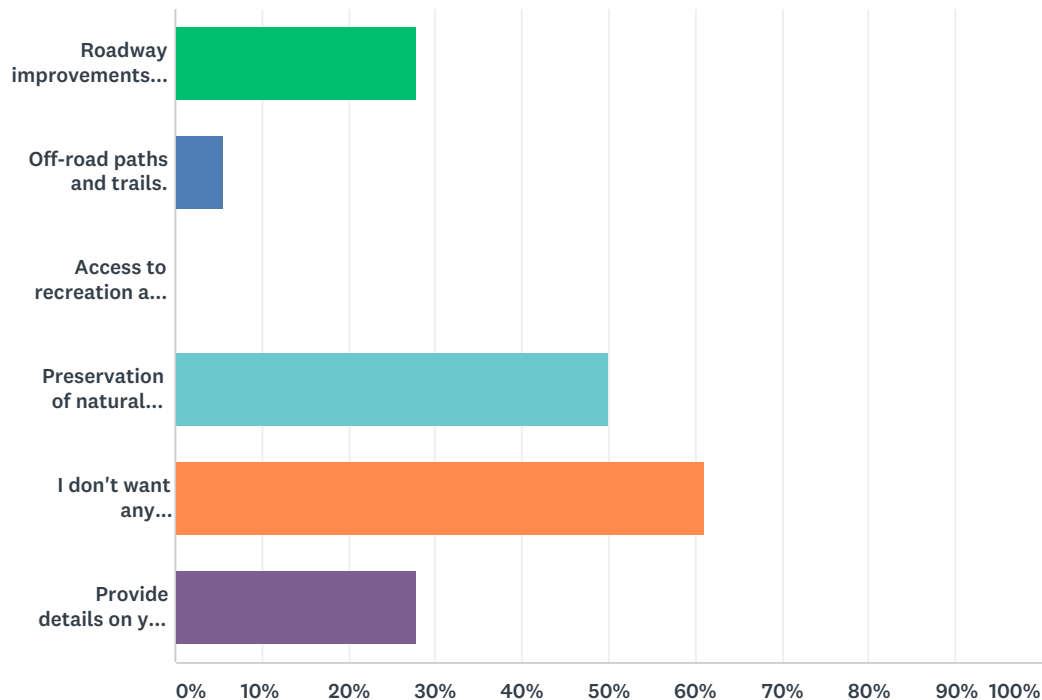


ANSWER CHOICES		RESPONSES	
Proximity to downtown Ridgefield		16.67%	3
Proximity to I-5 corridor		27.78%	5
Rural Character		72.22%	13
Agricultural land		44.44%	8
Mix of land uses		5.56%	1
Natural Areas		61.11%	11
Provide details on your choice or list other options.		16.67%	3
Total Respondents: 18			

#	PROVIDE DETAILS ON YOUR CHOICE OR LIST OTHER OPTIONS.	DATE
1	Nice community, as well as proximity.	12/15/2019 8:10 PM
2	Selusion, we see no other houses from our home, that's why we purchased it.	12/2/2019 7:29 PM

Q3 How would you like to see the area improved? Select all that apply and provide details in the space provided.

Answered: 18 Skipped: 0

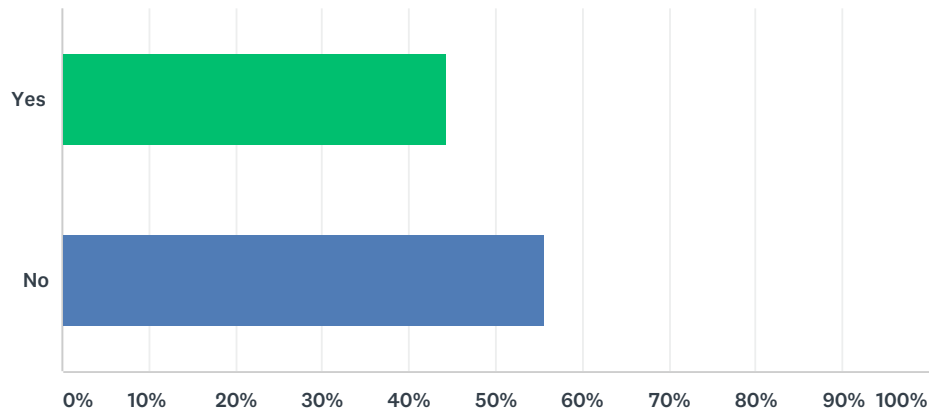


ANSWER CHOICES	RESPONSES	
Roadway improvements (sidewalks, bike lanes, etc.)	27.78%	5
Off-road paths and trails.	5.56%	1
Access to recreation and parks.	0.00%	0
Preservation of natural areas.	50.00%	9
I don't want any improvements.	61.11%	11
Provide details on your choice or list other options.	27.78%	5
Total Respondents: 18		

#	PROVIDE DETAILS ON YOUR CHOICE OR LIST OTHER OPTIONS.	DATE
1	Carty road has no shoulder, dangerous curves!	12/15/2019 8:10 PM
2	I just want my complete parcel added in the subarea plan. Driveway is not the property line.	12/14/2019 12:40 AM
3	Sewer and water	11/18/2019 2:02 PM
4	Keep the area the way it is. Too much growth equals Ridgefield loosing its identity	11/16/2019 6:39 PM

Q4 As part of the planning process, the City will form a project advisory committee. The committee will meet twice over the next 6 months and will assist with the development of a vision and guiding principles for the Carty Road study area. Would you like to participate on the committee?

Answered: 18 Skipped: 0

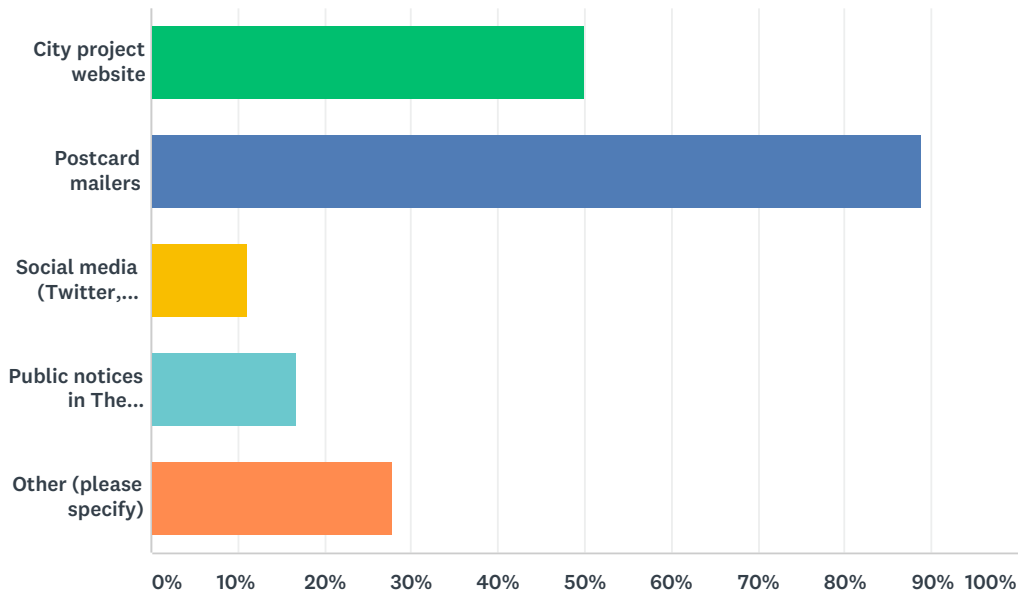


ANSWER CHOICES	RESPONSES
Yes	44.44% 8
No	55.56% 10
TOTAL	18

#	IF YES, PLEASE PROVIDE YOUR NAME AND PREFERRED CONTACT INFORMATION (EMAIL OR TELEPHONE NUMBER).	DATE
1	Contact information redacted for privacy	12/18/2019 2:47 AM
2	Contact information redacted for privacy	12/15/2019 8:10 PM
3	Contact information redacted for privacy	12/14/2019 12:40 AM
4	Contact information redacted for privacy	12/2/2019 10:18 PM
5	Contact information redacted for privacy	12/2/2019 7:29 PM
6	I am against the development so you wouldn't want me on your committee.	12/2/2019 3:44 AM
7	Contact information redacted for privacy	11/24/2019 12:47 AM
8	Contact information redacted for privacy	11/17/2019 12:09 AM

Q5 In addition to the project advisory committee, there will be regular project updates and other opportunities to participate in the project. What do you think are the best ways to keep everyone informed about these updates and opportunities? Select all that apply.

Answered: 18 Skipped: 0

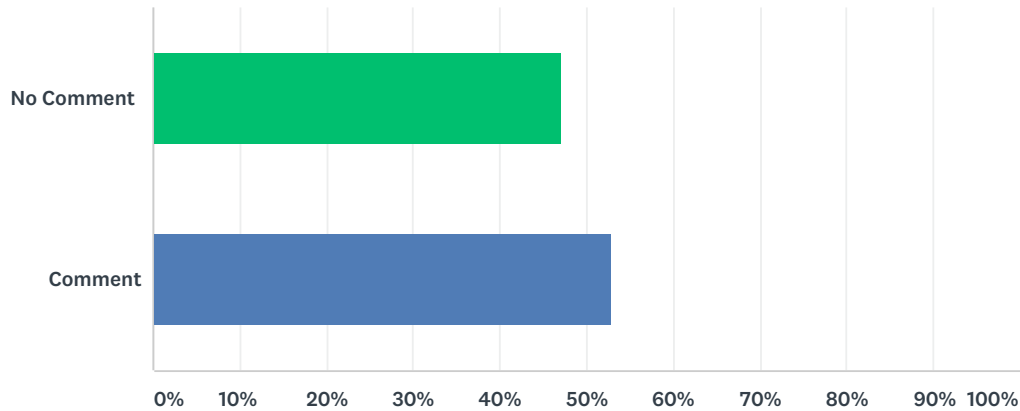


ANSWER CHOICES	RESPONSES	
City project website	50.00%	9
Postcard mailers	88.89%	16
Social media (Twitter, Facebook)	11.11%	2
Public notices in The Columbian and The Reflector	16.67%	3
Other (please specify)	27.78%	5
Total Respondents: 18		

#	OTHER (PLEASE SPECIFY)	DATE
1	Email	12/15/2019 8:10 PM
2	email mailing list	12/14/2019 12:40 AM
3	Direct email.	12/2/2019 7:29 PM
4	emails	11/17/2019 12:09 AM

Q6 Is there anything else you would like to add?

Answered: 17 Skipped: 1



ANSWER CHOICES	RESPONSES	
No Comment	47.06%	8
Comment	52.94%	9
TOTAL		17

#	COMMENT	DATE
1	Why does Carty subarea require additional planning, when there's all this other construction go-ahead? For example: at the bottom of Royle Rd, there's construction in what appeared to be a wetland? I would love to be able to subdivide like everyone else. Thank you!	12/15/2019 8:10 PM
2	Please keep some of our rural/natural areas intact! Thank you	12/2/2019 10:18 PM
3	If this has nothing to do with annexation, why isn't this process a county effort?	12/2/2019 7:29 PM
4	The schools and the roads can NOT handle any more people. The main people benefiting from annexation are the developers, who get their pockets lined and leave it to the taxpayers to build schools and improve the infrastructure. I move here 28 years ago to live on acreage in a rural setting.	12/2/2019 3:44 AM
5	Ridgefield needs to deal with the current growth that's already started	11/27/2019 2:06 AM
6	Please annex us in	11/18/2019 2:02 PM
7	I didn't know there was a meeting in Oct. I feel being left out because of my opinion and we have a neighbor who is pressuring for this without telling all the facts	11/17/2019 12:09 AM
8	There's no doubt that a few people will make a lot of money. The rest will have to give up their rural living.	11/16/2019 6:39 PM



CARTY ROAD SUBAREA PLAN STAKEHOLDER INTERVIEW SUMMARY

The City of Ridgefield is initiating a subarea planning process for the Carty Road subarea. The process will connect the City with Carty Road study area property owners to create a vision, establish the appropriate scale of development, and identify policy recommendations and action items for implementation. To solicit input, the City's consultant, WSP, conducted a series of stakeholder interviews in late January 2020. Interviewers posed a total of 11 questions seeking to understand individual and community perspectives. A summary of interview responses is provided below.

1. How would you describe the Carty Road subarea? Are there site attributes that you would like to see retained through the subarea planning process?

Stakeholders described the Carty Road subarea as a unique place that was secluded from surrounding development and provided a rural and agricultural lifestyle within close proximity to other amenities, such as downtown. Stakeholders commented on having great neighbors that were made better by having distance between them.

Stakeholders acknowledged the rapid growth they have seen in the city surrounding the subarea and remarked that the Carty Road area was special because it wasn't cookie-cutter development. The rich history of agriculture and the ability to raise animals on private property was a common element that was expressed as a great attribute of the area. The following are some specific responses from interviewees.

- Secluded
- Rural
- Agricultural
- Great neighbors
- Close to amenities
- Private
- Quiet
- Can have animals
- Heritage - history of agricultural uses
- It's what makes Ridgefield attractive
- Not cookie cutter

2. What do you like about your neighborhood? What do you wish was better about your neighborhood?

Similar to the first question, stakeholders shared that what they liked about their neighborhood was the rural and agricultural components. Privacy, property rights, and ability to operate and sustain a business were all elements that stakeholders valued. The rural character of the subarea results in an abundance of wildlife and ability to see the stars at night.

Elements that stakeholders wish were better about their neighborhood were access for emergency services and potential for fire hydrants. Several interviewees remarked at the substantial increase in vehicle traffic along Carty Road and having to wait for extended periods to turn off of private roads. Utilities, including water and sewer, were amenities that several interviewees wished could be provided to the area. Internet service within the subarea is poor and often unusable. Some private roads in the subarea have very steep grades and substandard creek crossings that could be improved. There is a lack of pedestrian-scale access to the nearby schools, which could be improved. Specific responses included the following.

- Ability to operate a business
- Good neighbors
- Privacy
- Good school district
- Quiet
- Wildlife
- Ability to see the stars

Desired improvements:

- Regulations to protect open space and agricultural uses
- Private road and stream crossing culvert quality
- Trails/parks
- Fire hydrants/emergency access
- Internet service
- Pedestrian-scale connections to schools

3. What type/scale of development would you like to see in the subarea? If your neighborhood was to develop, what are the elements that you would like to have (parks, streetscapes, design standards, sidewalks, etc.?).

There was no unanimous consensus on what type and scale of development stakeholders wanted to see because some wanted zero development, while others were open to some development. Stakeholders valued private property rights and some were interested in being able to build second homes on larger lots to support extended family. Density requirements for the area were one element where there was agreement — larger lots resembling one to four units per acre or two units per 5 acres were two examples that were provided. The Wishing Well Subdivision and the gated community on Northwest Third Drive were cited as two good examples of the type of density that was liked.

Other elements that stakeholders expressed an interest in were shared spaces for farmers to sell produce, parks and trails, and open space. A common element was that regardless of the development that may occur, the preservation of farm land and its uses and keeping open space was desired. Specific responses included the following.

- Large lots
- One to four dwelling units per acre
- Wishing Well Subdivision as a good example
- Private subdivision on Northwest Third Drive as a good example
- Carty Road too narrow
- No development is preferred
- Safety issues on Carty Road
- Grandfather in farming/agricultural land
- No farming restrictions
- Open space
- Trails
- Parks/dog parks
- Density restrictions
- Property-owner rights
- Signal/roundabout at Carty Road and Northwest Hillhurst
- Access to city sewer and water

4. Do you have any future plans for your property that you are willing to share?

Most respondents indicated that they did not have any substantial plans for their property and wished to continue their current uses of raising animals, farming, or renting land to use for agricultural purposes. Some respondents indicated that they and their neighbors were interested in looking at subdividing land into lots to sell off and/or building a second home for family members. Some respondents saw subdividing land and connecting to city services (water/sewer) as potential improvements to properties if the area was annexed in the future.

Specific responses included the following.

- Nothing
- Keep wooded buffer
- Raising animals
- Rent property for agricultural purposes
- Connect to city sewer/water
- Build houses for family members
- Sell off lots to reduce mortgage
- Neighbors want to subdivide

5. Are there areas of Clark County, Ridgefield, or other areas that you like?

Areas that stakeholders liked were typically rural or agricultural settings that had either large minimum lot sizes or distinct agricultural uses. Subdivisions like Wishing Well and the private development on Northwest Third Drive in Clark County were nearby examples of projects stakeholders liked. Leavenworth was also cited as an example of good design standards. Historic

Ridgefield with low-density development and large lot sizes was another example of the type of development some stakeholders liked. Specific responses included the following.

- Oregon State as a whole and their approach to preserving/protecting farmland
- Wishing Well
- Subdivision on Northwest Third Drive in Clark County
- Leavenworth
- Kalispel, Montana
- Historic Ridgefield

6. Although annexation is not part of this subarea planning process, what are your thoughts on future annexations to the city? Are you supportive and why?

Stakeholders were divided on being supportive of any future annexation to the city. Those that were supportive indicated it would allow them to subdivide their property and connect to city services. Stakeholders that were not supportive expressed concerns that are addressed in Question 7 below.

7. Do you have specific questions or concerns in regards to annexation that you would like addressed in the subarea plan?

Stakeholders had many questions on what annexation would mean for their property that they would like to see addressed in the subarea plan. The following questions and comments were asked.

- What would be the density restrictions of future development?
- What are the financial impacts of connecting to city services? When would properties be required to connect to services?
 - Do properties need to connect to services when sold?
 - Would a new pump station be required?
- Afraid of dense development pushing out farming and agricultural uses; how can those uses be preserved?
- How can we ensure that farming and agricultural land uses are not restricted?
- Preservation of property rights.
- What would be the financial impacts on taxes? How could seniors not be pushed out?
- How can stormwater be managed with increased development? The creek already floods from impacts of adjacent development.
- Property owners/stakeholders need to be treated fairly during the process.
- How can light pollution be minimized?

- How can Carty Road be made to be safer?
- How and which private roads will become city roads (24th/30th Court)?
- Will there be additional access routes into the subarea, potentially from the north?
- From a larger perspective, how is Ridgefield and this subarea connected to larger planning efforts like the Columbia River bridge replacement and light rail expansion?

8. If the stakeholder is not supportive of annexation – Would anything alleviate your concerns and help you support annexation?

Generally, the most common concerns that could be addressed through the subarea planning process were maximum density standards and regulations to preserve open space and agricultural land uses. Another common concern was the lack of information on the financial impact of annexation. Having more information available on these elements could help alleviate concerns with annexation.

9. The subarea planning process will address street and utility infrastructure, as well as management of wetland, riparian, and other critical areas. Do you have suggestions as to how these are addressed — either with respect to your property or the full subarea?

Stakeholders had strong opinions about keeping or enhancing protections for critical areas located in the subarea, including creeks, wetlands, and riparian corridors. Stormwater management and flood prevention was another component that interviewees indicated needed to be considered with any future development. In regards to street infrastructure, it was commented that adding more lanes would increase the speed of traffic. Installing a traffic light or roundabout at Northwest Hillhurst Road and Carty Road was offered as one option to address traffic congestion at that intersection. Specific responses included the following.

- Stormwater management
- Protection of riparian corridors
- Protection of critical areas
- Leaving creeks and wetlands alone
- Not creating a transportation system focused on having more lanes and faster traffic.

10. Are you planning to continue participating in the process as a member of the stakeholder advisory group?

All of the stakeholders interviewed were planning to participate in the advisory committee meetings.

11. Is there anything else you'd like to add?

Responses to this question reiterated previous responses and have been incorporated into the responses for Questions 1 to 10 above.

Stakeholder Interview Participation

Stakeholder interview participants were selected in several ways, including:

- Indicating they were interested in participating through the online survey distributed to property owners within the subarea boundary.
- Responding to the mailer distributed by the City indicating they would like to participate.
- Reaching out directly to the City to be included.

Stakeholder participants included people that worked and lived within the subarea. The eleven interview participants were:

- Sherry Poole
- Gail Golden
- Roger Green
- Ralph Greear
- Rich Young
- Steve Mukensnabl
- James McPhee
- Carina Nebdal
- Sue Buck
- Betsy Heidgerken
- Dave Tanner



Memorandum

Date: February 18, 2020

Subject: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 1 – Visioning and
Guiding Principles

From: Sam Rubin and Nicole McDermott

To: Claire Lust, Ridgefield Planner

Route To: Project Advisory Committee, (sign-in sheet attached)

WELCOME AND PROJECT INTRODUCTION

The first meeting of the Project Advisory Committee (PAC) was held on January 30, 2020 at the Ridgefield Outdoor Recreation Center. Attendance included PAC members (sign-in sheet is attached) composed of Carty Road project area property owners and stakeholders, consultant team members from WSP, Claire Lust (Planner, City of Ridgefield), and Louisa Garbo (Community Development Director, City of Ridgefield). Claire welcomed the group and noted the purpose of the meeting was to facilitate a collective community vision and gather input for guiding principles to be used in developing the Carty Road subarea plan. After a round of self-introductions, Claire turned it over to Don Hardy, WSP, to provide a project overview.

Don provided an overview of the project's milestones and timeline, noting that the project work began with WSP preparing an existing conditions memorandum and conducting stakeholder interviews in December 2019 and January 2020. A draft plan is expected in April 2020, followed by public hearings, and final adoption of the plan is expected in May 2020. The PAC will meet one more time during the process in order to review the draft concept plans, vision, and guiding principles prior to adoption by the City.

Following an overview of the timeline and project steps, Don introduced Nicole McDermott and Sam Rubin to review the existing conditions of the subarea, initial feedback through stakeholder interviews, and describe the visioning process planned for the remainder of the meeting. The WSP team led a discussion with property owners and stakeholders at the meeting, discussing what made the Carty Road area special and recording initial visions and ideas for the future of Carty Road.

ADVISORY COMMITTEE GROUP DISCUSSION OF SUBAREA VISION AND GUIDING PRINCIPLES

Nicole shared an overview of the existing conditions of the Carty Road subarea boundaries and reminded attendees that the purpose of the meeting was to get initial ideas for a draft vision and guiding principles for the area. The discussion started with each of the attendees sharing what they thought was unique about the Carty Road area and their experience there. The following sections summarize common themes expressed by the PAC: Overall, the committee members valued the rural character and agricultural history of the area, specifically the abundance of wildlife, trees, and privacy. The committee also expressed the sentiment that property owners should be able to manage their property as they desired while sharing the belief that development should be contextual to the area and its history (agricultural uses and residences on large lots).

The committee sees the Carty Road area as a place that preserves the natural areas and protects designated critical areas to the highest standard in order to maintain the presence of wildlife and connection to the natural landscape. Landscaping requirements and required tree plantings for future development is seen as one tool to ensure the natural aesthetic of the area. The committee strongly focused on having less density and a different style of development than recent nearby residential development. The committee envisions a safer transportation system that provides greater access for emergency vehicles, while also providing for safe options for pedestrians and cyclists.

While discussing the group's vision for the community, Nicole solicited committee feedback on guiding principles for the subarea plan. The discussion is organized into four categories: land use, environmental, transportation, and parks and trails.

Land Use: There was general consensus that the Carty Road area is unique and one of the last places in Ridgefield that continues to have a rural and agricultural feel. The main environmental corridor that bisects the study area should be protected and development density should fan out and increase the further it is removed from that corridor. Low density residential development should be the predominant land use in the area. Discussions included:

- Maintaining large lots (1- to 2.5-acre minimums) through zoning (the Wishing Wells subdivision, adjacent northwest of the project area, was given as a positive example).
- Allowing multiple residences on 5-acre parcels in order to facilitate creating residences for family members
- Creating a community gathering place (communal farmers' market venue).
- Providing reasonable City services as development occurs.
- Retaining agricultural uses and minimizing conflict between other adjacent land uses.
- Creating design standards and landscaping requirements to ensure contextual development and retain privacy.

Environmental: Gee Creek and the surrounding wildlife corridor includes significant critical areas, and future development must protect natural features.

- Protect natural landscapes and regulated buffers in the area.

- Preserve rural feel by preserving trees.
- Use design standards and landscaping requirements to ensure the area maintains the feeling of being rural.
- Promote preservation of trees and wildlife
- Locate lower density development closer to critical areas.
- Minimize the extent to which critical areas can be reduced to accommodate development and limit or prohibit the use of off-site mitigation.

Transportation: Overall, the committee focused on making the existing transportation network safer, but acknowledged that Carty Road traffic has steadily increased as surrounding development has occurred.

- Carty Road has existing limitations on future improvements (right of way, topography, vegetation)
- Need to improve connectivity in the northeast.
- Need safe bicycle and pedestrian infrastructure. Potentially separated facilities from Carty Road to make it safer to drive.
- Need to improve access for emergency vehicles and evacuation routes.

Parks and Trails: The City does not have any planned trail or greenway expansions on their six-year capital facilities plan, but the Ridgefield Parks and Recreation Comprehensive Plan has identified the Gee Creek area as a potential trail corridor. PAC members were interested in preserving the existing park-like qualities of the subarea over designating new locations for parks. Committee members expressed some concern regarding safety with trail expansion into the subarea.

- Design safe trails (location, lighting, and access).
- Locate trails in areas that reduce private property encroachment

Nicole concluded the discussion on guiding principles and stated that the subarea planning process is separate from any future potential annexation process, but the subarea plan would be a guiding document regardless. The subarea planning process will allow the people most impacted as owners to help shape the future of this distinctive neighborhood. Nicole then asked Claire to share the next steps in the process.

NEXT STEPS

WSP will use input from the group to develop a draft Vision Statement and Guiding Principles, as well as a Subarea Concept Plan. The drafts will be sent to the PAC before the next meeting, and input on the draft vision and guiding principles via email will be requested. WSP will use the vision and principles to develop and present the draft Subarea Concept Plan (showing natural areas, new and improved roads and pathways, and general land use densities) at the next PAC meeting (planned for early March).

MEMO: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 1 – Visioning and
Guiding Principles, January 30, 2020
Page 4

In closing, the group was told they would be contacted regarding the scheduling of the next PAC meeting.

SGR:llt
February 18, 2020



Memorandum

Date: March 9, 2020

Subject: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 2 – Concept Plans

From: Sam Rubin and Nicole McDermott

To: Claire Lust, City of Ridgefield

Route To: Project Advisory Committee (sign-in sheet attached)

WELCOME AND PROJECT INTRODUCTION

The second meeting of the Project Advisory Committee (PAC) was held on March 4, 2020 at the Ridgefield Outdoor Recreation Center. Attendance included PAC members (sign-in sheet is attached) composed of Carty Road project area property owners and stakeholders, consultant team members from WSP USA, and Claire Lust (interim planning director of City of Ridgefield). Claire welcomed the group and explained that the purpose of the meeting was to review the work completed to date and to provide feedback on the vision statement, guiding principles, and concept plans that would be presented. Claire turned the meeting over to Sam Rubin, WSP, to provide a project update on the vision and guiding principles.

Sam welcomed the PAC members and presented the draft guiding principles and vision statement. The guiding principles were developed with input from the PAC members, online survey, and stakeholder interviews. The guiding principles then provided the framework for creating the draft vision statement for the subarea. Sam also noted that the draft guiding principles and vision statement were used to develop the draft concept plans that would be reviewed later in the meeting. The group broke into two small groups and worked with WSP staff to brainstorm, review, and edit the draft guiding principles and vision statement.

ADVISORY COMMITTEE GROUP DISCUSSION OF DRAFT SUBAREA VISION STATEMENT AND GUIDING PRINCIPLES

The PAC members broke into two small groups and reviewed the draft vision statement and guiding principles prepared for the subarea. Overall, both of the groups liked the drafts but provided input and clarification on several elements. Some stakeholders that were present for the second meeting noted that they largely were not in favor of annexation. Attendees did comment that although they may not be in favor of potential annexation the subarea plan could provide regulatory guidance on how they would like to see development occur if it were to take place.

Vision Statement

The PAC members provided feedback on the draft vision statement and requested that it be updated to reflect the idea that the stakeholders understand the area will change but the subarea plan is a tool to help protect what makes the area special.

Guiding Principles

- Update guiding principle language to be more direct
- Edit guiding principles to say “Respect existing development patterns in the Carty Road Area”
- Edit guiding principles to include preservation of viewsheds

ADVISORY COMMITTEE GROUP DISCUSSION ON CONCEPT PLANS

Nicole McDermott, WSP, introduced Concept Plan A and Concept Plan B to the PAC members and reviewed the key differences between the two concepts; she highlighted how the concept plans drew from the vision statement, guiding principles, existing development patterns, and natural features in the area. Nicole also introduced the draft design guidelines, which will be included in the subarea plan as a recommended implementation measure.

Nicole indicated the PAC members do not need to select a concept plan they preferred but instead discuss both of the concept plans and identify the elements they like, which would be incorporated into a preferred concept. As the group reviewed the concept plans, they were asked to think about whether the plans reflected the vision statement and guiding principles. Similar to the discussion of the vision statement and guiding principles, the group broke into two groups to have detailed discussions of the concept plans and design guidelines. Both concept plans offer several new zoning categories, overlay districts, trails, and transportation improvements that were discussed in the break-out sessions.

Concept Plan A

Concept Plan A proposes three base zoning designations (Community/Civic, Low-Density Residential, and Medium-Density Residential) and three overlay zones (Open Space, Community Agriculture, and Heritage). Concept Plan A proposes two residential zones that provide for densities of four dwelling units per acre (Low-Density Residential) and six dwelling units per acre (Medium-Density Residential).

Concept Plan B

Concept Plan B shares many similarities with Concept Plan A but includes an additional residential zoning category, Medium-High Density at eight dwelling units per acre.

PAC Discussion

The two break-out groups primarily focused on the discussion of densities, design standards, trails, and transportation improvements. In general, the PAC members wanted to have as low a density as possible but understood the regulatory constraints of the Growth Management Act. Cyclist, pedestrians, and trail safety and privacy were also issues that were discussed during the meeting.

Key takeaways and questions from the concept plan discussions included

- How to protect private properties when trails are adjacent to the property?
- Is density averaging across the subarea possible?
- What does the Community/Civic zone entail and is that better captured through an overlay compared to a zone designation?
- How will existing commercial uses be incorporated into the zoning regulations?
- How do you regulate quality of design?
- Will accessory dwelling units be allowed in the subarea?
- Is it possible to have the area remain the same and not be developed?

General feedback on the design guidelines included

- Proposed 30-foot minimum setback throughout the subarea
- Height restrictions and viewshed protections
- Color palette regulations
- Limiting light pollution through materials and design
- Limitations on neighborhood associations
- Preservation of old growth and significant trees
- Prohibition of sound walls
- Residential home design standards and variability

Nicole concluded the PAC meeting thanking participants for their engagement with the project and outlining the next steps in the process and how their input would be incorporated into the preferred concept plan and subarea report.

NEXT STEPS

The PAC meeting was immediately followed by a community open house. WSP will gather the input received from the PAC and open house and present it, together with the vision statement, guiding principles, concept plans, and draft design guidelines, to the Ridgefield City Council at a workshop on March 12. WSP will consolidate all feedback from the PAC, open house, and City Council and prepare a revised vision statement and guiding principles, a preferred concept plan, and subarea plan report, including revised design guidelines. Revised materials will be circulated to the PAC for comments via email.

SGR:nb
March 9, 2020
Attachment



MEETING SUMMARY

PROJECT NAME	Carty Road Subarea Plan
PROJECT NUMBER	31600114
DATE	March 4, 2020
TIME	6 p.m. to 8 p.m.
VENUE	Ridgefield Outdoor Recreation Complex (RORC)
SUBJECT	Community Open House

1.0 PURPOSE

This community open house is for the Carty Road Subarea Plan. The event gave interested community members, residents, and stakeholders the opportunity to review the draft concept plans, ask questions one-on-one with subject matter experts on the project team, and provide their comments and feedback related to two concept plans, road cross sections, and design guidelines. The event was facilitated by the City of Ridgefield and consultant staff members, as follows.

2.0 PROJECT TEAM ATTENDANCE

- Claire Lust, City of Ridgefield, Interim Planning Director
- Brenda Howell, City of Ridgefield, Engineer
- Bryan Kast, City of Ridgefield, Public Works Director
- Reah Flisakowski, Transportation Engineer, DKS
- Nicole McDermott, Planner/Public Involvement, WSP
- Don Hardy, Project Manager, WSP
- Sam Jones, Landscape Architect, WSP
- Sam Rubin, Planner, WSP

3.0 PROJECT BACKGROUND

The City is developing a subarea plan for the Carty Road area. Following several annexation petitions within the area, Ridgefield City Council directed City staff to prepare a subarea plan and identify a community vision for the area prior to further annexation discussions. Ridgefield is a fast-growing city that has seen increases in traffic and housing demand. The Carty Road subarea is unique and represents a rural development pattern more reflective of Ridgefield's agricultural heritage. The subarea is located outside the city limits, within the city's urban growth area. The subarea plan will evaluate existing traffic and environmental conditions, gather input from the community to craft a vision, and recommend land use and transportation improvements through a concept plan and implementation measures.

4.0 EVENT OVERVIEW

The community open house for the subarea plan was held at the Ridgefield Outdoor Recreation Complex on Wednesday, March 4, 2020 from 6 p.m. to 8 p.m. An open house announcement was mailed to all residents with the subarea boundaries. Approximately 30 community members attended, including several members of the City Council. When they arrived, attendees were asked to sign in and view the project boards. Team members were available at all stations to discuss the materials presented and answer questions from attendees.

Five stations were set up and staffed by team members to discuss and answer questions

1. Welcome and Sign in
2. Project Introduction, Vision Statement, and Guiding Principles
3. Concept Plans and Cross Sections
4. Design Guidelines
5. Comment Drop Box (not staffed)

5.0 COMMENTS

There were no written comments submitted at the open house. Verbal discussions and comments are described below.

Many of the open house attendees had questions regarding the implementation of the project. Team members elaborated on the process and emphasized that the transportation improvements, trail and path additions, and zoning regulations would be further defined through implementation and driven by future development. Other attendees asked for more information on the various zoning designations and overlay districts and how the trail and paths would connect to the broader trail system. These items will be further addressed in the subarea report and through implementation. Other specific concerns or suggestions from open house attendees are noted below.

- Consider adding a design guideline for viewshed protection
- Consider street lighting standards to minimize/prevent light pollution
- Consider noise protection around higher intensity land uses – RORC is loud and attendees noted any additional noise sources in the area should include noise mitigation
- Consider the impact of additional people on local schools and infrastructure

6.0 NEXT STEPS

The project team will present the input received at the open house to the Ridgefield City Council on March 12, 2020. Following Council review, the project team will prepare a subarea report including a preferred land use concept plan, zoning recommendations, and design guidelines. The report will be presented to the Ridgefield Planning Commission and City Council for adoption in April.

7.0 FIGURES



Figure 1. Mailer Announcement (front)

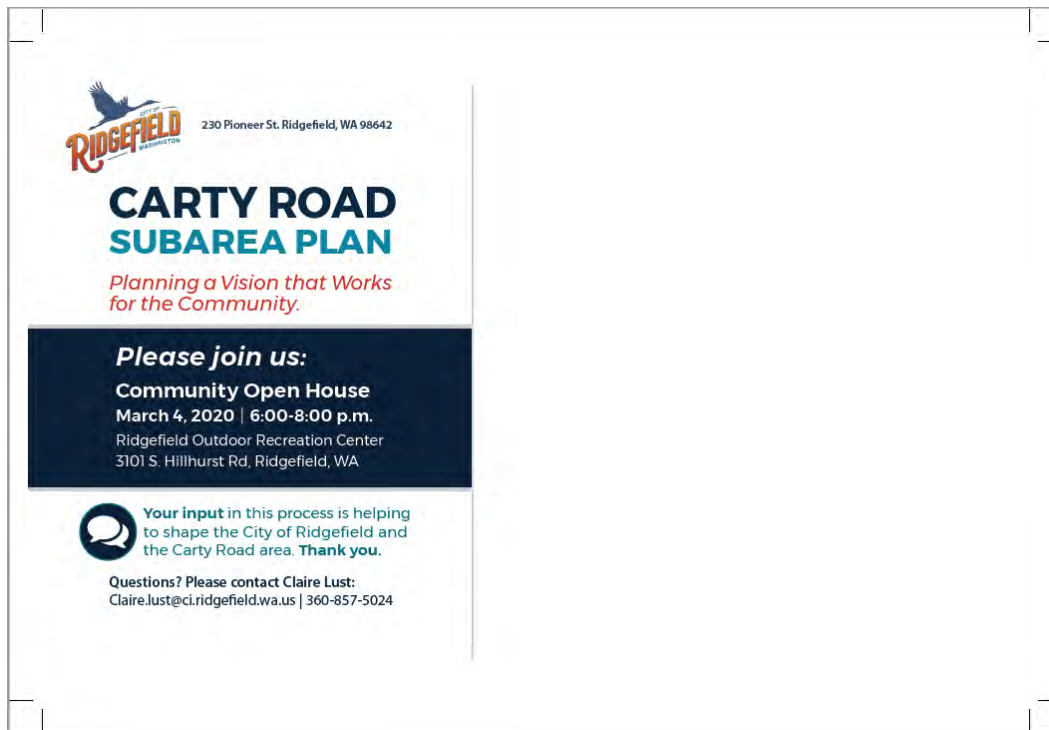


Figure 2. Mailer Announcement (back)

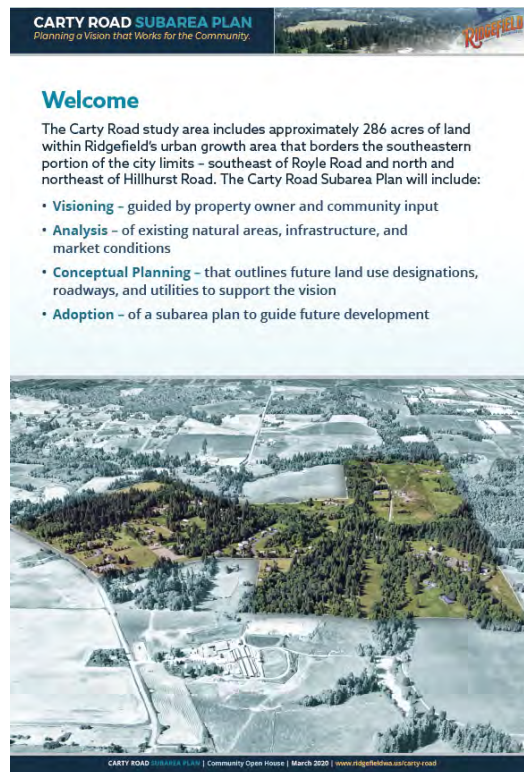


Figure 3. Welcome Board



Figure 4. Vision Statement and Guiding Principles

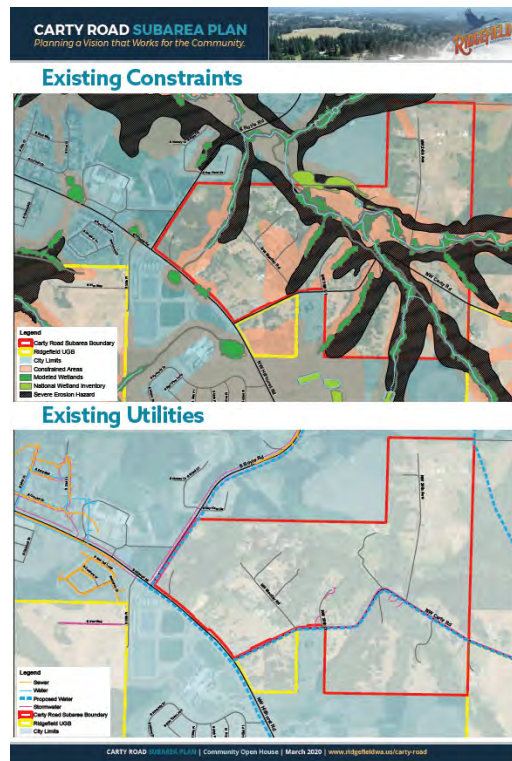


Figure 5. Existing Conditions



Figure 6. Proposed Street/Road Cross Sections

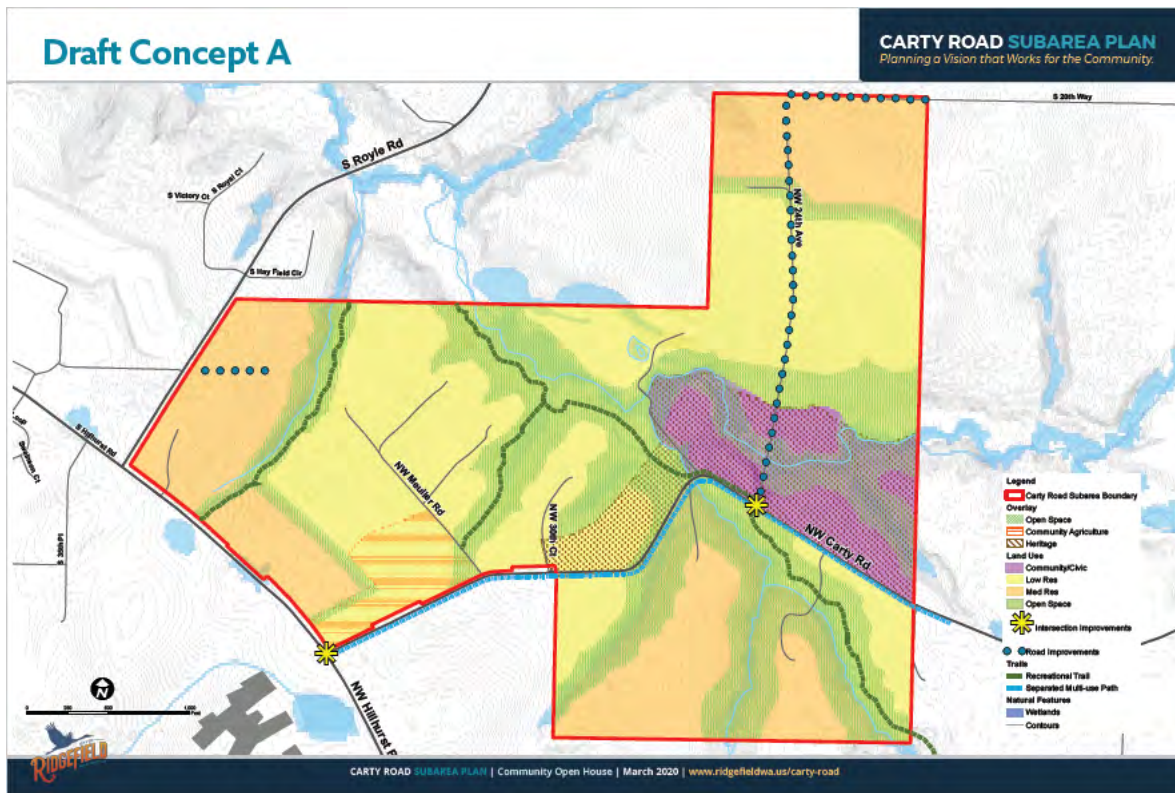


Figure 7. Draft Concept Plan A

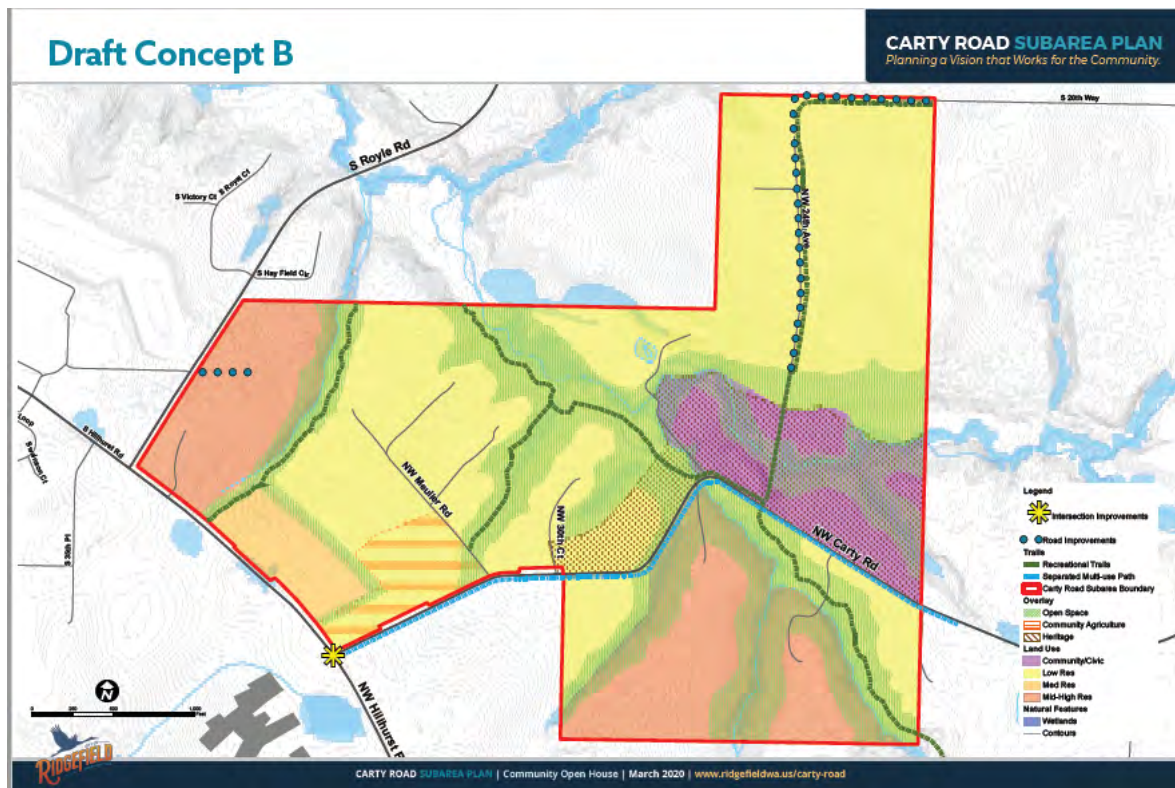


Figure 8. Draft Concept Plan B

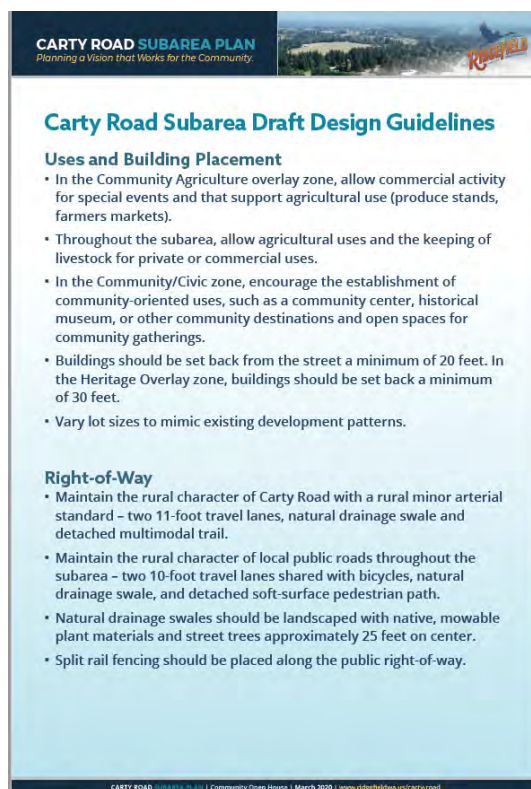


Figure 9. Design Guidelines (1 of 2)

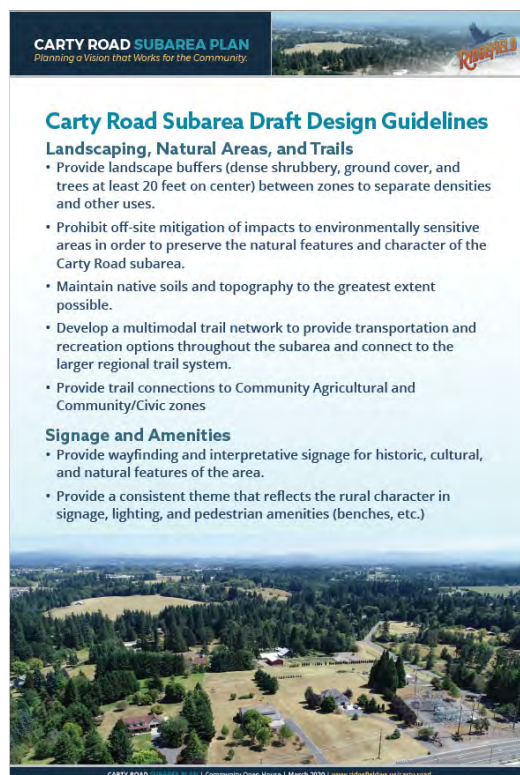


Figure 10. Design Guidelines (2 of 2)



DRAFT Memorandum

Date: April 25, 2022

Subject: Carty Road Subarea Plan
Project Advisory Committee Meeting No. 3

From: Sam Rubin and Nicole McDermott

To: Claire Lust, Ridgefield Planner

Route To: Project Advisory Committee, (sign-in sheet attached)

WELCOME AND PROJECT INTRODUCTION

The third meeting of the Project Advisory Committee (PAC) was held on April 19, 2022, at the Ridgefield Outdoor Recreation Center. Attendance included PAC members (sign-in sheet is attached) composed of Carty Road project area property owners and stakeholders, consultant team members from WSP, and city staff (Claire Lust, Community Development Director, and Brenda Howell, Interim Director of Public Works). Claire welcomed the group and noted the purpose of the meeting was to review the draft plan prepared for the subarea in 2020. Claire reminded the attendees of the two previous PAC meetings held in February and March of 2020 and the Open House in March 2020. Claire noted that due to Covid-19 the adoption of the plan was put on hold and the city is now ready to reengage stakeholders and property owners and reevaluate the plan to determine if any elements need to be updated. Claire introduced Nicole McDermott, WSP, and Sam Rubin, WSP to provide a project overview.

SUMMARY PRESENTATION

Nicole introduced herself and thanked everyone in attendance at the meeting and started the presentation prepared by WSP. A draft plan was developed with the PAC in 2020 after two PAC meetings and an open house. Input and feedback were received from the PAC, stakeholder interviews, and an online survey and were used to create the Vision and Guiding Principles in the plan. The first PAC meeting held in January covered four elements of the subarea plan: Environmental, Land Use, Transportation, and Parks and Trails. The discussion provided guidance for the development of a draft vision and guiding principles.

The summary presentation covered the elements listed below. Specific details about the development of these concepts and guidelines can be found in the subarea plan report (available on the project webpage: https://ridgefieldwa.us/wp-content/uploads/Carty-Road-Subarea-Final-Report_June-2020.pdf) and the PAC meeting summaries included as appendices to that report. Reviewed elements include:

- Existing Conditions Analysis
- Development of Vision and Guiding Principles
- Development and evaluation of Concept A and Concept B
- Design Guidelines and transportation cross sections
- Implementation and Next Steps.

PAC DISCUSSION

Throughout the presentation, attendees asked clarifying and follow up questions related to the information presented and general questions of city staff. Many of the questions focused on the proposed trail system and some attendees had concerns for safety and privacy related to future development of the trail. An additional concern associated with proposed trail development was the issue of eminent domain or takings. Staff reiterated that all the proposed elements of the subarea plan are driven by development. Meaning, that if a property owner did not sell their property or did not seek to subdivide or develop their property then the proposed plans would not be initiated.

Discussion items raised by attendees ranged from broad questions on the subarea planning process to specific questions about proposed setbacks. These questions and discussion items are summarized below and will guide the reevaluation of the subarea plan.

Zoning and Setbacks

Some attendees had questions about the proposed zoning and the potential impact on future development. The following considerations and questions were raised.

- Consider the extent of critical areas when recommending zoning for Carty Road. Would the RLD-4 zoning combined with the extent of critical areas, significantly limit development potential in the subarea?
- Consider adjustments to the required side setback. Does the 15-foot side setback and minimum lot requirements create unforeseen circumstances limiting private development?
- How does the Urban Holding (UH-10) overlay limit property development? What scenarios would allow for the UH-10 overlay to be removed?

Trails

As previously noted, many of the questions and comments at the meeting focused on safety and privacy related to trail location and development. In general, there were a mix of opinions regarding the need and desire for trails throughout the subarea with several attendees expressing dislike for the proposed trail locations. It was suggested that trails should be located on public right-of-way and not on private property. Attendees also noted future designs should consider privacy and safety as a priority. Questions were also raised with regards to trail development in environmentally sensitive areas. City staff and the consultant team reiterated that the trail

locations as noted on the subarea plan are very preliminary, but these concerns will be considered in the subarea reevaluation and adjustments to trail locations could be made.

Annexation

Attendees had a few questions related to annexation. Specifically, property owners asked if they could be annexed even if they do not initiate annexation. Staff noted that annexation will be considered at the property owner's request and the city is not otherwise pursuing annexation.

Miscellaneous Topics

In addition to the discussion of the subarea plan elements and prior process, attendees asked several questions of city staff related to construction traffic and speed on Carty Road. Specific questions included the following:

- What can the city do now to address weight limits of dump trucks along Carty Road?
- What can the city do now to address the speed limit on Carty Road?
- Will there be intersection improvements along Carty Road to make them safer?

NEXT STEPS

The city will use input from the group to reevaluate elements of the draft subarea plan and preferred alternative plan. The draft subarea plan will be sent to the Ridgefield Planning Commission to review prior to a recommendation being made to the Ridgefield City Council. Ridgefield Planning Commission meetings are open to the public and public notice will be issued per Ridgefield Development Code.

SGR:llt

April 22, 2022

APPENDIX B

Existing Conditions Analysis



Existing Conditions Analysis

**Carty Road Subarea
Ridgefield, Washington**

Submitted to

**Claire Lust, Planner
City of Ridgefield
Ridgefield, Washington**

March 2020

Submitted by

**WSP USA
210 East 13th Street, Suite 300
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31600114

EXISTING CONDITIONS ANALYSIS

Carty Road Subarea Ridgefield, Washington

TABLE OF CONTENTS

SECTION	PAGE
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS	2
2.1 Land Use and Zoning	2
2.2 Parks, Trails, and Open Spaces	4
2.3 Critical Areas and Archaeological Risk	5
2.3.1 Fish and Wildlife Habitat Conservation Areas	6
2.3.2 Wetlands	7
2.3.3 Geologically Hazardous Areas	7
2.3.4 Critical Aquifer Recharge Areas	7
2.3.5 Frequently Flooded Areas	7
2.3.6 Archaeological Risk	8
2.4 Utility Infrastructure and Capacity	8
2.5 Transportation Network and Capacity	10
2.5.1 Roadway Classifications	11
2.5.2 Street Spacing Guidelines	13
2.5.3 Planned Improvements	13
2.6 Annexation	15
3.0 REGULATORY CONTEXT AND PLANNING FRAMEWORK	15
3.1 Ridgefield Urban Area Comprehensive Plan	15
3.2 Parks and Recreation Comprehensive Plan	18
3.3 Ridgefield Development Code	20
3.3.1 Zoning Code (RDC 18.210, 18.220, and 18.235)	20
3.3.2 Urban Holding Overlay District (RDC 18.270)	21
3.3.3 Planned Unit Development Ordinance (RDC 18.401)	22
3.3.4 Density Transfers (RDC 18.280.070)	22
4.0 KEY CONSIDERATIONS FOR SUBAREA PLAN	22
5.0 NEXT STEPS	24
6.0 REFERENCES	24

LIST OF TABLES

Table 1. Residential Zone Development Standards	3
Table 2. Traffic Volume Summary (2017 and 2018)	10

Table 3. Key Study Area Facility Characteristics	12
Table 4. Capital Facilities Plan Transportation Projects	14
Table 5. Parks and Recreation Facilities Level of Service Standards	18
Table 6. Uses by Zone.....	21

LIST OF FIGURES

Figure 1. Carty Road Subarea Boundary	1
Figure 2. Comprehensive Plan Designations	4
Figure 3. Zoning Designations	4
Figure 4. Existing Parks and Trails.....	5
Figure 5. Constrained Lands	6
Figure 6. Existing Utilities and Proposed Water System Plan	9
Figure 7. Comprehensive General Sewer Plan	10
Figure 8. Recently Approved Development	11
Figure 9. Functional Classification	12
Figure 10. Planned Transportation Projects	14
Figure 11. Proposed Trail System Plan Map.....	19
Figure 12. Proposed Park System Plan Map.....	20

1.0 INTRODUCTION

The Carty Road subarea consists of approximately 266 acres of land located in the southern portion of Ridgefield. The subarea is located directly east of the intersection of Northwest Hillhurst Road and South Royle Road and is located west of the Interstate 5 (I-5) corridor. As shown on Figure 1, Northwest Carty Road functions as the southern boundary for a portion of the subarea, and the entire subarea is located outside of city limits within the city's urban growth area (UGA), in unincorporated Clark County (county).

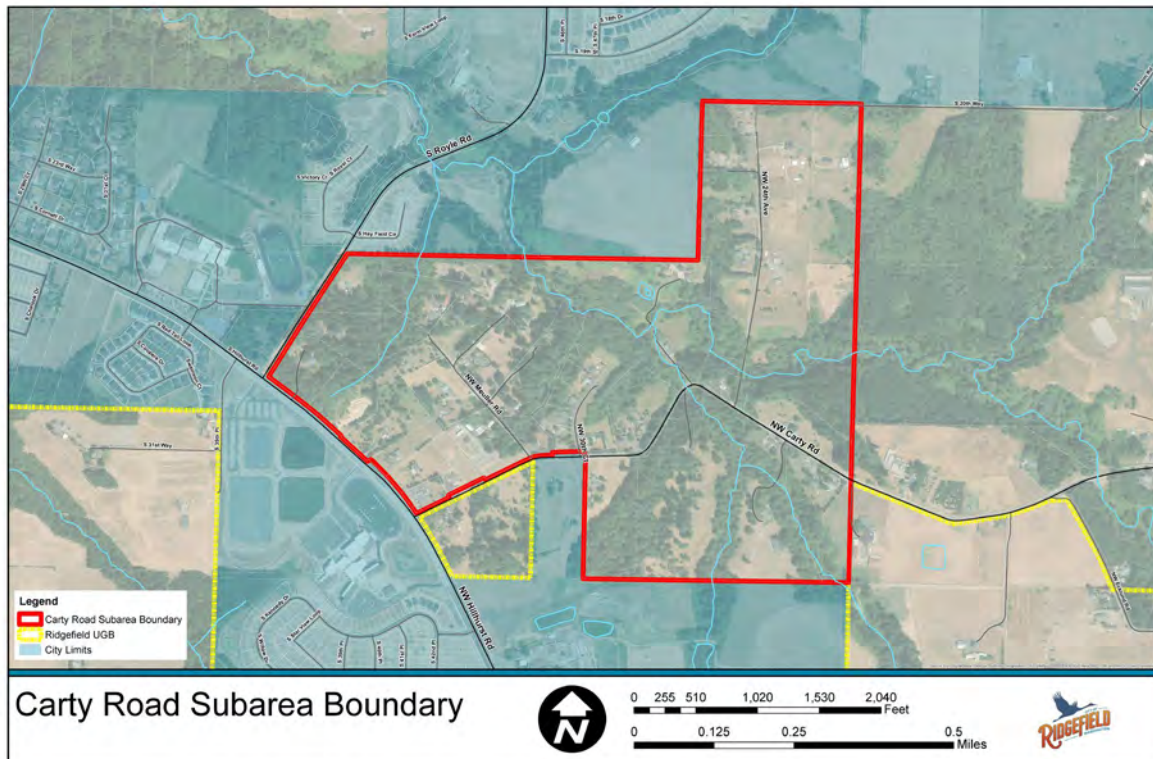


Figure 1. Carty Road Subarea Boundary

Ridgefield continues to be the fastest growing city in the state according to 2019 population projections conducted by the Washington Office of Financial Management, and is projected to experience substantial growth and development over the next 20 years. City Council has been petitioned by several property owners within the subarea to consider annexation of the area adjacent to Carty Road. At the same time, other property owners and residents in the area have expressed concerns over the city's rapid growth and frustration at the loss of rural areas within and surrounding Ridgefield.

In order to develop a plan for this area, City Council initiated the subarea planning process prior to considering annexation. The subarea plan for the Carty Road area will establish future land uses and identify the appropriate intensity of development, as well as required transportation and utility infrastructure improvements. The subarea plan will provide the City with a better understanding of the community vision and infrastructure needs of the area at buildout. Upon completion of the subarea plan, City Council will

resume annexation discussions with the property owners who previously petitioned to be annexed.

This report includes an assessment of existing conditions within the boundaries of the subarea and evaluates the adequacy of Ridgefield's regulatory framework to support the types of future land uses anticipated for this area. Key considerations for the development of the subarea plan are summarized in Section 4.

2.0 EXISTING CONDITIONS

The subarea plan will define a vision and map a route to its realization — in this case, a vision that celebrates and works to protect the unique rural character of the Carty Road area even as development occurs. The following sections describe the existing conditions within the subarea, including land use; zoning and development standards; parks, trails, and open spaces; critical areas; and utility (water and sewer) and transportation infrastructure, capacity, and planned improvements.

2.1 LAND USE AND ZONING

The subarea is currently characterized by a rural development pattern with single-family residential homes on lots ranging in size from approximately 1 to 28 acres with an average lot size of approximately 6 acres. Existing uses in the subarea include residential uses, wedding venues, stained glass studios, and family farms.

The entire subarea has a City comprehensive plan land use designation of Urban Low Density Residential (UL) and is within the Urban Holding comprehensive plan overlay. The subarea is adjacent to other City and County land use designations, including Public Facility (PF), Employment (EM), Urban Medium Density Residential (UM), and Urban High Density Residential (UH); see Figure 2.

The entire subarea is within the City's Urban Holding (UH-10) overlay district, a designation applied to land where capital facilities are inadequate to support development under an urban zoning designation. This designation can be removed by the City's planning director after certification from the City engineer that sufficient capital improvements have been made or are planned to support development. The planned infrastructure improvements described in Section 2.5 could satisfy the requirements for capital improvements and support the removal of the UH-10 designation; however, additional analysis will be required as infrastructure improvements are completed and individual properties are proposed for development.

Zoning within and immediately surrounding the subarea is identified on Figure 3 and includes both Ridgefield and Clark County designations. The entirety of the subarea is within the County and includes single-family residential (R1-6, R1-7.5, R1-10) zoning designations. Some of the land in the Carty Road subarea is in use as farmland; however, the area is zoned for single-family residential (Figure 2). City and County zoning adjacent to the subarea includes a mix of residential (RLD-4, R-22, RLD-8), neighborhood commercial (CNB), agriculture (AG-20), public facilities (PF), and employment (E). The entirety of the subarea is also within the UH-10 zoning overlay.

The Ridgefield Municipal Code (RMC) calls for land designated UL by the comprehensive plan to be zoned as residential low-density RLD-4, RLD-6, or RLD-8 (RMC 18.210.015). Therefore, were the subarea to be annexed, it is anticipated zoning in the subarea would consist of a combination of one or more of these three zones. However, the subarea planning process will identify the zones and zoning overlays that best accommodate the land uses anticipated and preferred within the subarea and additional zoning designations may be recommended.

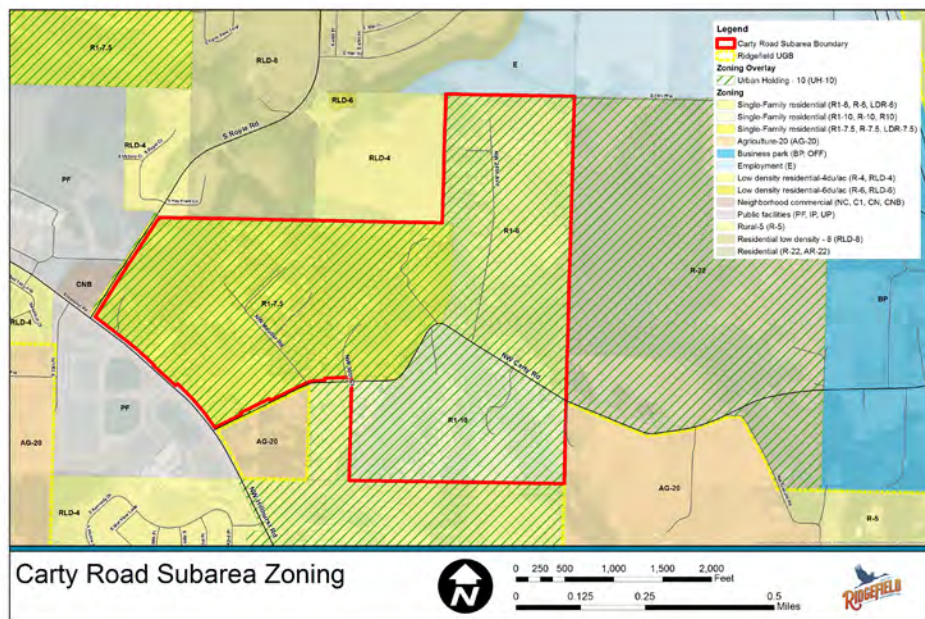
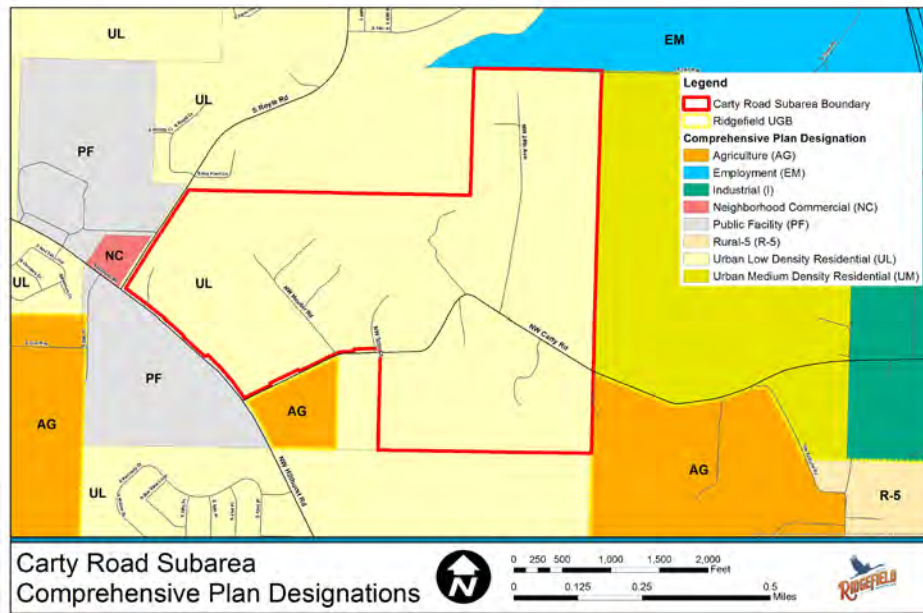
To provide an overview of the development potential based on existing City zoning provisions, development standards for the RLD-4, RLD-6, and RLD-8 zoning designations are outlined in Table 1 below.

Table 1. Residential Zone Development Standards

Standard	Zone		
	RLD-4	RLD-6	RLD-8
Density (Dwelling Units/Net Developable Acre):			
Min.	4	4	6
Max	4	6	8
Min. Lot Area (SF)	10,890	7,200	5,000
Max. Lot Area (SF) ¹	150% of Min Lot Area (16,335)	150% of Min Lot Area (10,800)	150% of Min Lot Area (7,500)
Min. Lot Width (FT)	50	50	50
Max. Building Coverage	45%	50%	50%
Max. Impervious Surface	60%	60%	65%
Setbacks (FT)			
Front yard	15	15	10
Rear yard	10	10	5
Side yard	5	5	5
Street side yard	15	15	10
Max. Building Height (FT)	30 (35 with pitched roof)	30 (35 with pitched roof)	35

¹Maximum lot area standards only apply to new lots and do not apply to the remaining parent parcel after a land division or to lots created for non-residential uses such as parks, trails, utilities, and critical areas.

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



2.2 PARKS, TRAILS, AND OPEN SPACES

There are currently no existing formal parks, trails, or open spaces identified within the subarea, although there are several adjacent to the area (see Figure 4). The Carty Road subarea is immediately adjacent to View Ridge Middle School across Hillhurst Road to the southwest and also Ridgefield High School across South Royle Road to the northwest. The Ridgefield Outdoor Recreation Complex is located across Hillhurst Road from the subarea. The complex is a 53-acre outdoor facility with six multipurpose sports fields, a playground, walking trails and open space, and a community building. The site is

jointly owned by the City and the School District. The parks comprehensive plan has a goal of partnering with the Ridgefield School District to maximize the use of recreational facilities on school sites and to link schools through a city-wide trail system.

Conceptual opportunities for additional recreational facilities in the Carty Road subarea were identified in the 2020 Parks, Recreation, & Open Space Plan (Parks and Rec Plan), including a potential trail corridor along Gee Creek. Additional details on planned parks and recreation facilities are included in Section 3.2.

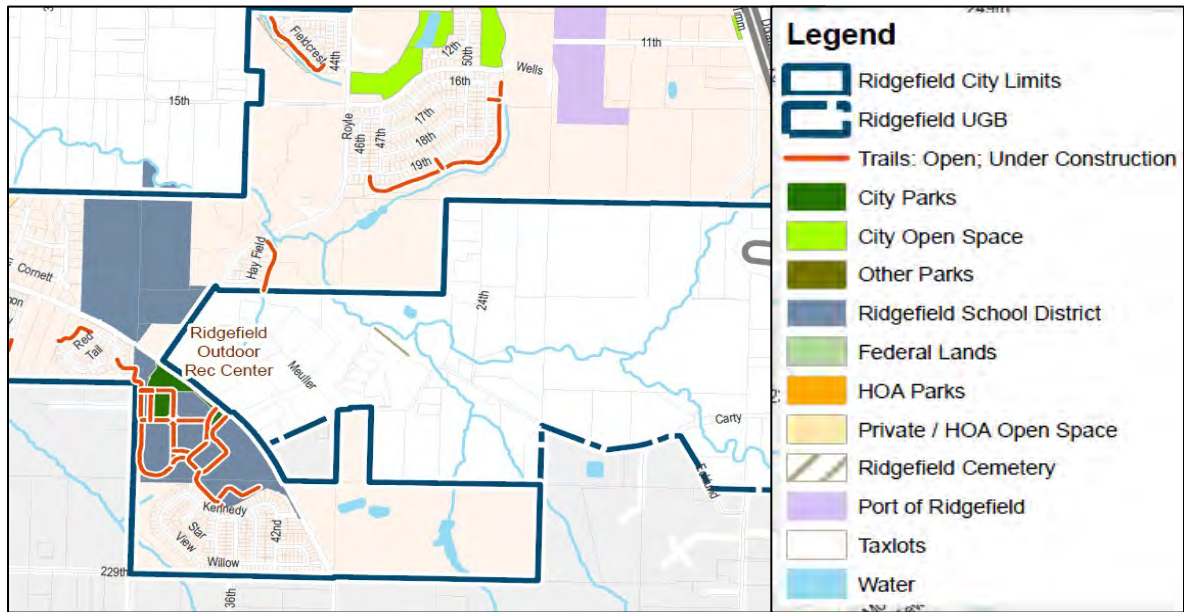


Figure 4. Existing Parks and Trails

Source: Ridgefield Parks, Recreation & Open Space Plan (2020)

2.3 CRITICAL AREAS AND ARCHAEOLOGICAL RISK

Critical areas protected in the city include 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. WSP identified potential critical areas in the subarea using several digital databases and online mapping tools, including the National Wetland Inventory (NWI), Clark County Maps Online, Washington Department of Natural Resources (DNR) Forest Practices Application and Review System (FPARS), and Washington Department of Fish and Wildlife (WDFW) Priority Habitats and Species on the Web, and SalmonScape. Based on a review of these resources, all five types of critical areas are present within the subarea (see Figure 5).

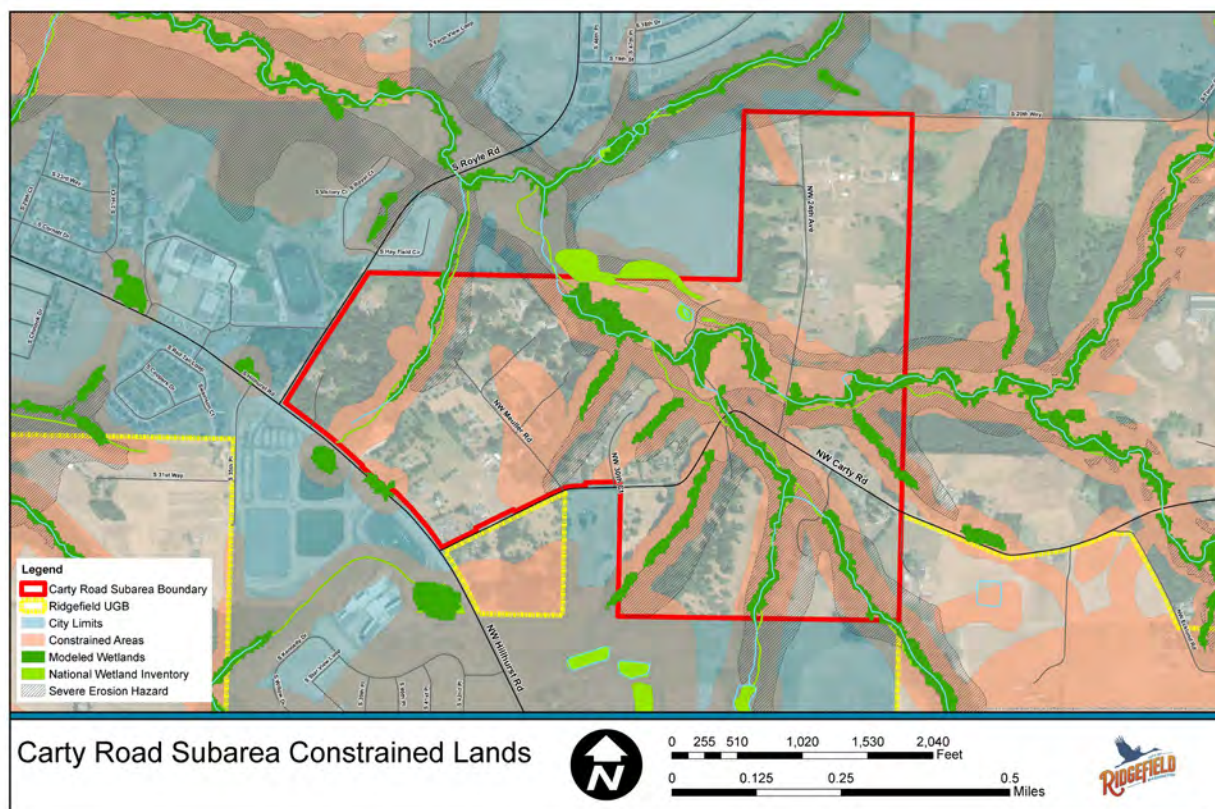


Figure 5. Constrained Lands

Approximately 50 percent (133 acres) of land within the subarea contains 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 subarea will affect future development, and the extent of critical areas must be considered as a concept plan for the subarea is developed. Furthermore, future development in these areas will require the preparation of critical areas reports and compliance with RMC 18.280, Critical Areas Protection, to ensure no net loss of functions and values of critical areas. Compliance with the State Environmental Policy Act (SEPA) will also be required per RMC 18.810, Environmental Standards.

2.3.1 Fish and Wildlife Habitat Conservation Areas

Streams and Riparian Areas

Gee Creek flows from the northwest corner of the subarea to its eastern boundary. Gee Creek has a well-defined bed and bank with multiple contributing unnamed tributaries. The streams and creeks that flow through the subarea boundary also include riparian habitat and buffers, as determined by the critical areas ordinance. The buffer widths are determined by the stream's DNR water type classification. According to DNR's FPARS web map, Gee Creek is identified as a fish-bearing stream (Type F), which has a riparian buffer width of 150 feet where greater than 5 feet wide or 125 feet where less than 5 feet wide. The tributaries to Gee Creek are identified as non fish-bearing streams (Type Np or Ns), which have a riparian buffer width of either 100 feet or 50 feet, depending on their

potential for slope failure. Stream conditions will need to be verified on site during future permitting processes, and future development will need to either avoid riparian habitat and buffers or compensate for impacts. Critical areas reports will be required to demonstrate no net loss of functions.

Non-riparian habitat

A small portion of land on the southern boundary is identified as Adjacent to Species Area by Maps Online. Per PHS on the Web, this buffer is associated with an area to the south of the subarea, which contains regular concentrations of waterfowl (family Antidae) in winter. Waterfowls (ducks, geese, swans), are considered a priority species by WDFW, with the exception of Canada geese. Given the small amount of land identified as Adjacent to Species Area (approximately 0.3 acre), it is not expected to significantly affect development in the subarea.

2.3.2 Wetlands

PHS on the Web and NWI identify wetlands within the subarea, primarily freshwater emergent wetlands associated with Gee Creek and its tributaries. Future development in wetland buffers will need to comply with the critical areas ordinance. The width of wetland buffers will depend on the intensity of the proposed land use and the wetland rating score. Wetland conditions will need to be verified on site during future permitting processes, and critical areas reports prepared by a professional ecologist or biologist may be required. The report will be required to document how the proposed development will achieve no net loss of wetland or buffer functions.

2.3.3 Geologically Hazardous Areas

There are several geologic hazard areas within the subarea. These include landslide hazard areas (areas of potential instability and slopes greater than 25 percent), severe erosion hazard areas, and seismic hazard areas (liquefaction susceptibility and ground shaking amplification). The steep slopes often correspond with the unnamed tributaries, which flow through areas at the bottom of moderate-to-steep slopes ranging from 5 to 40 percent in grade.

Future development within geologic hazard areas will require geotechnical reports prepared by a registered geotechnical engineer or registered geologist. The reports would include an evaluation of the impacts of the geologic hazard area(s) on the proposed development and provide mitigation measures to protect human health and safety.

2.3.4 Critical Aquifer Recharge Areas

There are no wellhead protection areas within the subarea. The entire subarea is within a Category 2 CARA, as is most of Clark County. Given the assumed future land uses in the subarea (low density residential), it is not anticipated that any land uses that constitute a high risk to aquifers would be proposed (e.g., chemical treatment storage). Future development activities may require hydrogeological assessments in compliance with the critical areas ordinance.

2.3.5 Frequently Flooded Areas

Gee Creek cuts across the subarea boundary and includes several smaller streams and tributaries. The bed of Gee Creek is located in the floodway and the associated adjacent

riparian areas meander through 100-year floodplain. Adjacent areas are also located within the 500-year flood area (0.2 percent chance of flood). Development within the floodway or 100-year floodplain, which are defined as the 'special flood hazard area' by the Federal Emergency Management Agency, will require compliance with RMC 18.750, Flood Control, and will require a floodplain permit.

2.3.6 Archaeological Risk

Most of the subarea is categorized as high or moderate-high probability of encountering archaeological resources according to the County's Archaeological Predictive Model. Future development will likely require the preparation of archaeological predeterminations and/or surveys and compliance with Washington State law relating to the identification and protection of archaeological resources. Coordination with an archaeologist early in the development process will be essential for moderate-high and high probability areas. The earlier resources are identified, the sooner these areas can be protected and planned around.

2.4 UTILITY INFRASTRUCTURE AND CAPACITY

As shown on Figure 6, public sewer and water infrastructure is located adjacent to the subarea within Hillhurst Road. The subarea is located within the City's potable water service area and the Clark Regional Wastewater District (District) sewer service area. Because the subarea is located within the City's UGA, development within the subarea has been addressed by previous efforts of City and District utility planning as required by the Growth Management Act (GMA).

Previous planning studies include the City's comprehensive water system plan and the District's Comprehensive General Sewer Plan (2017). The utility plans recommend extending both sewer and water infrastructure through the subarea, as seen on Figures 6 and 7. The identified infrastructure extensions along Hillhurst Road are required to serve regional growth, including development within the subarea. The extension of water and sewer service in Carty Road would further serve the subarea, while additional localized utility extensions would be required to serve individual developments.

As shown on Figure 6, a 10-inch City water line is located east of the subarea in Northwest Hillhurst Road. The waterline in Northwest Hillhurst Road is complete and now extends to NW 229th Street. The CFP also identifies a new 10-inch City water line (D-2) in South Royle Road from Northwest Hillhurst Road to the northern boundary of the city limits (Figure 6).

Based on the prior planning studies and identified improvements, the overall water and sewer systems have capacity to support population growth and development in the Carty Road subarea. In the long term, the City will require additional water rights and water source capacity to serve projected populations throughout the City. Furthermore, due to the topography within the subarea, some property-specific sewer pump stations may be required to connect individual developments to the larger system.

Stormwater is currently managed locally throughout the subarea. Portions of publicly owned stormwater culverts exist at driveways and are scattered throughout the subarea. It

is anticipated that future development will include stormwater detention/retention basins sized appropriately to handle stormwater runoff on a development-by-development basis.

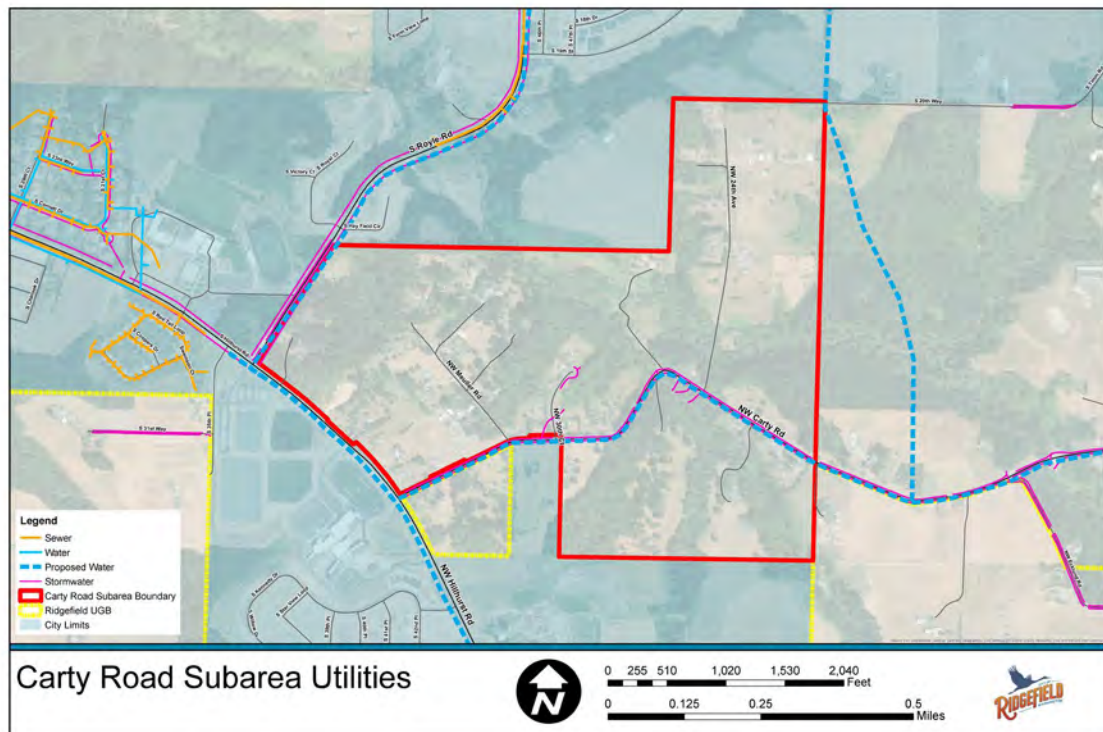


Figure 6. Existing Utilities and Proposed Water System Plan

Source: City of Ridgefield Comprehensive water system plan

Hillhurst Road north of Carty Road	480	376	4,000	12,500
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Source: DKS Associates.

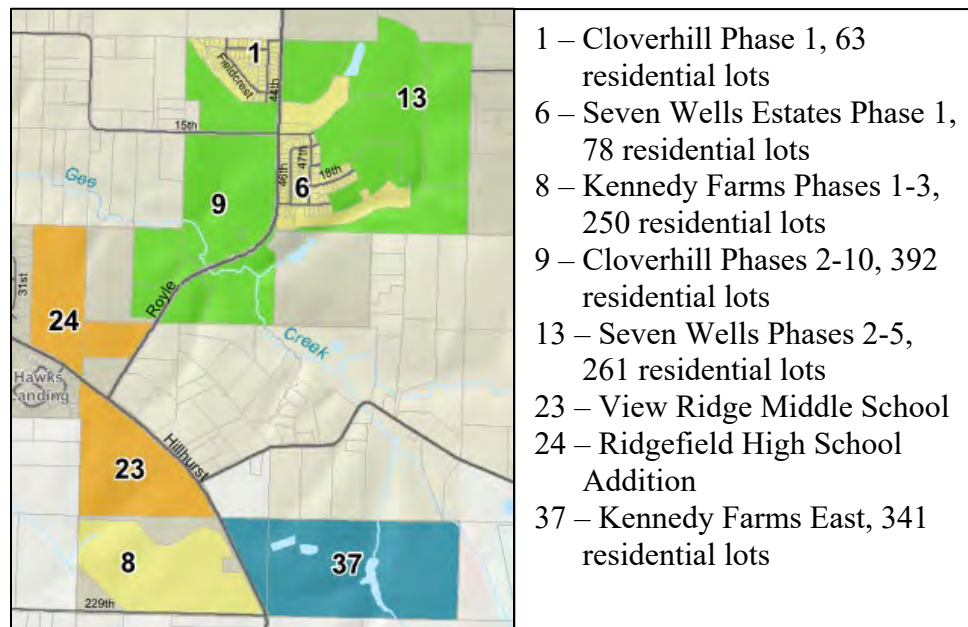


Figure 8. Recently Approved Development

Source: City of Ridgefield Development Activity Map (2020)

As shown in Table 2, the addition of trips from nearby approved developments represents a considerable increase to traffic volumes within the subarea. Planned transportation improvements are anticipated to accommodate these increased traffic volumes.

2.5.1 Roadway Classifications

The transportation CFP classifies existing and future roadways in the city, as shown on Figure 9. These classifications will guide the facility cross sections and access spacing standards applied with future improvements.

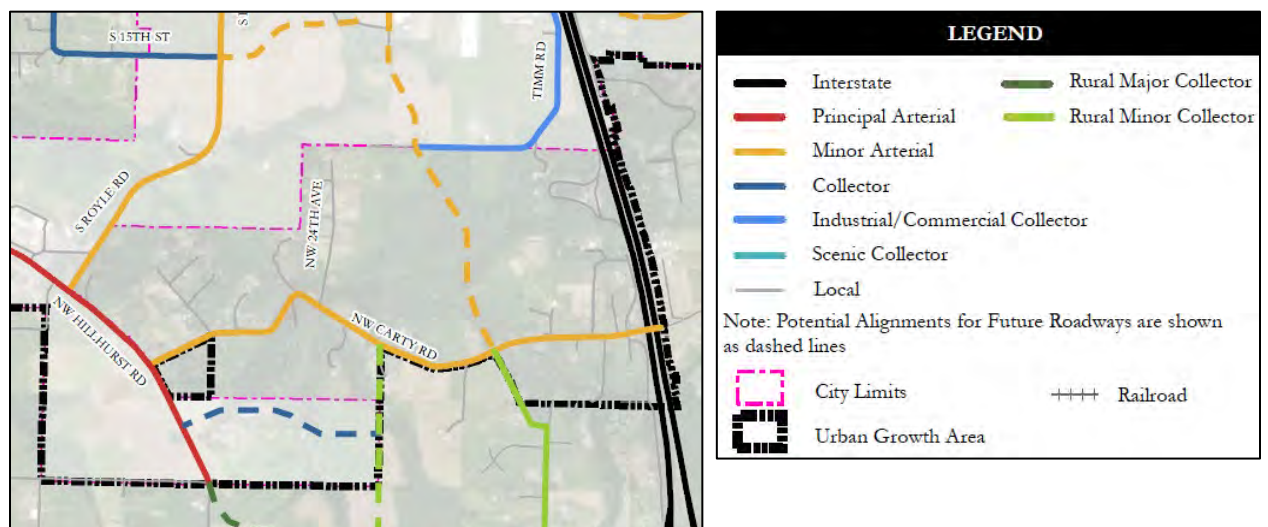


Figure 9. Functional Classification

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

As illustrated, there is a lack of both east-west and north-south facilities in the subarea. Carty Road is the only continuous east-west facility within the subarea. Hillhurst Road and Royle Road serve as the major north-south facilities on the west boundary of the subarea.

Pedestrian and bicycle infrastructure within the subarea is also limited. Hillhurst Road has sidewalks and a bike lane on the south side along new development frontage; however, the remaining facilities have no sidewalks or bike lanes. On Carty Road, pedestrians must use the narrow gravel shoulders, and cyclists must share the travel lane with vehicles. Existing street cross sections require the construction of sidewalks and bicycle facilities in conjunction with future development. Below is a summary of key characteristics for facilities in the subarea.

Table 3. Key Study Area Facility Characteristics

Facility	Number of Lanes	Posted Speed	Classification
Carty Road	2 lanes	none	Minor Arterial
Hillhurst Road	2/3 lanes	35 mph	Principal Arterial
Royle Road	2/3 lanes	35 mph	Minor Arterial
Timm Road	2 lanes	none	Industrial/Commercial Collector
NW Ecklund Road	2 lanes	none	Local

Minor Arterial (Carty Road, Planned Project 41)

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

Industrial/Commercial Collector (Timm Road, Planned Project 48)

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

Rural Minor Collector (Ecklund Road, Planned Project 44)

- 60-foot right-of-way
- Two-lane cross section
- Sidewalks
- No bikes lanes or planter strips

Through the subarea planning process, revisions to these cross sections may be proposed in order to achieve the character desired for streets within the Carty Road subarea.

2.5.2 Street Spacing Guidelines

A goal of the Ridgefield Urban Area Comprehensive Plan is that future street construction encourages 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 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 the guidelines include flexibility so that roadways can follow topographic features where necessary or desired.

Where topography makes this street spacing 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 the subarea concept plan.

2.5.3 Planned Improvements

The Ridgefield transportation CFP (2018) includes several key roadway and intersection projects within the plan area. Planned improvements are shown on Figure 10 and described in Table 4. Transportation projects that are considered capital improvement projects by the City are eligible to be built with Traffic Impact Fees (TIF) or would be eligible to receive TIF credits. Projects that are non-TIF eligible would be built by developers or funded as a private/public project not involved with the TIF program. Several projects, noted with an asterisk in Table 4, are located partially or fully outside the urban growth area.

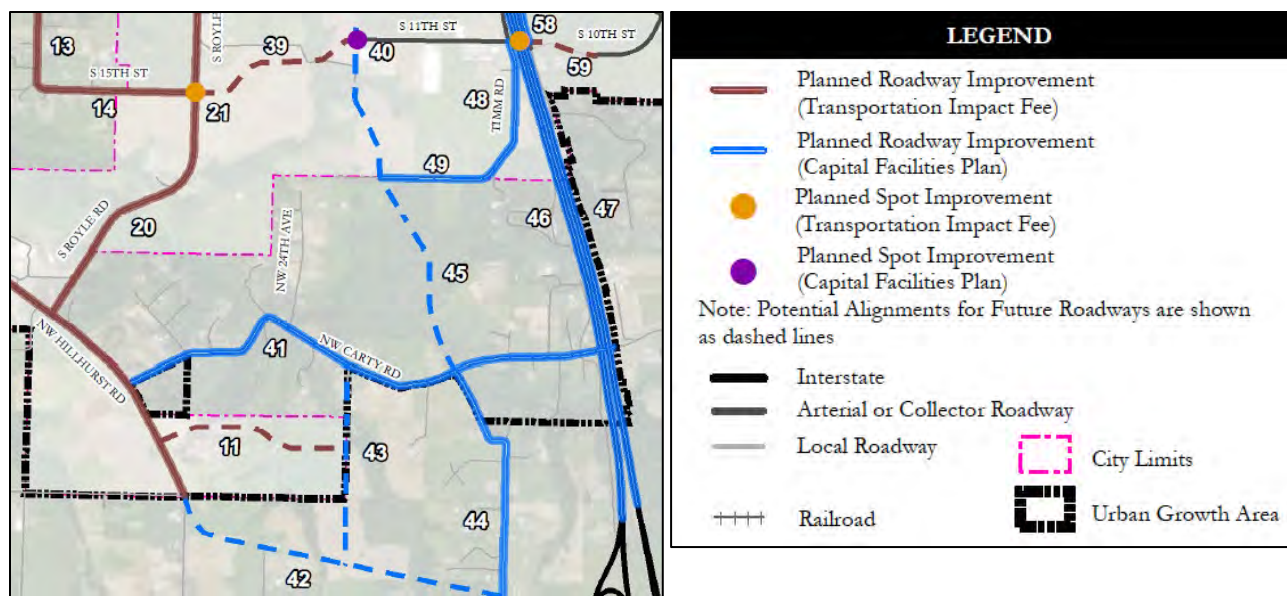


Figure 10. Planned Transportation Projects

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

Table 4. Capital Facilities Plan Transportation Projects

* Located partially or fully outside the urban growth area

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

Project ID	Project Description	From	To	TIF Eligible
11	Build new east-west collector (2 lanes)	Hillhurst Road	new rural minor collector roadway	Yes
15	Upgrade Hillhurst Road to principal arterial (5 lanes)	Sevier Road	UGA/Williams Road	Yes
20	Widen S Royle Road to minor arterial (3 lanes)	Hillhurst Road	S. 15th Street	Yes
41	Upgrade Carty Road to minor arterial (3 lanes)	Hillhurst Road	I-5	No
42*	Extend NW 219th Street as rural major collector outside UGA (2 lanes)	I-5	NW 31st Avenue/Hillhurst Road	No
43*	Build new north-south rural minor collector roadway outside UGA (2 lanes)	NW Carty Road	NW 219th Street	No
44*	Upgrade Ecklund Road/NW 11th Ave to rural minor collector outside UGA (2 lanes)	NW Carty Road	NW 219th Street	No
45	Build S 51st Avenue as minor arterial (3 lanes)	S 20th Way	NW Carty Road	No
48	Widen Timm Road to industrial/commercial collector (3 lanes)	S 11th Street	S 20th Way	No
49	Widen S 20th Way to industrial/commercial collector (3 lanes)	Timm Road	S 51st Avenue	No

2.6 ANNEXATION

The entire Carty Road subarea is within unincorporated Clark County and within the Ridgefield UGA. As Ridgefield is experiencing a significant amount of growth and development, several property owners within the subarea boundary have previously petitioned the City to be annexed. The City Council has temporarily put those petitions on hold in order to complete the subarea planning process. The current requests for annexation have occurred under the petition method, pursuant to RCW 35A.14.120, which requires proponents of annexation to demonstrate that they have the signatures of landowners representing 60 percent or more of the assessed property value of the annexation area. An annexation petition requires City Council review and approval in accordance with RMC 13.65.030. Other annexation methods that could be pursued include the Alternative Petition Method (RCW 35A.14.420) and the Election Method (RCW 35A.14.020 and RCW 35A.14.015).

Following the completion of the subarea planning process, the City may resume review of the previous annexation petitions. While the subarea planning process will not result in annexation, it can provide property owners in the area with the opportunity to shape a vision for the Carty Road subarea and incorporate greater protections for the existing character should annexation occur in the future.

3.0 REGULATORY CONTEXT AND PLANNING FRAMEWORK

The existing policy and regulatory documents that will affect development within the subarea following annexation include the Ridgefield Urban Area Comprehensive Plan (last updated in 2016), the Parks and Rec Plan (2020), and the RMC, particularly Title 18 – Development Code. Based on the initial stakeholder interviews and discussions with City staff, it is anticipated that development within the subarea will include primarily single-family residential development and some allowance to maintain existing agricultural uses. 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

The policies in the Ridgefield Urban Area Comprehensive Plan (2016) support the subarea planning process, along with the development of residential uses throughout the city. However, comprehensive plan policy amendments will likely be required to ensure consistency with the anticipated development pattern within the subarea. Some stakeholders have expressed an interest in maintaining the rural character of the subarea and retaining larger lot sizes. Policy recommendations to support the subarea concept plan will be included in the final subarea plan report.

In order to further ensure future development within the subarea is consistent with the Ridgefield Urban Area Comprehensive Plan, the comprehensive plan should be updated to incorporate policy amendments, and the Carty Road Subarea Plan should be adopted by reference into the comprehensive plan.

Relevant existing policies in the comprehensive plan include:

Land Use

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

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

LU-16 – 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.

LU-19 – Property rights: Ensure that property owners within the Ridgefield Urban Growth Area (RUGA) enjoy the right to use their property in ways consistent with public policy. City land use decisions shall not deny an owner of all reasonable investment-backed expectations in their property resulting in an unconstitutional ‘taking’ of private property for public use. Critical areas regulations shall ensure an owner of a reasonable use of their property.

The land use policies for the city generally promote walkable neighborhood environments, which may be at a denser scale than is appropriate for the Carty Road subarea. However, the policies also encourage denser development where most appropriate (e.g., near existing services) and identify density as a way to reduce impacts on adjacent areas where density may be less appropriate.

Housing

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

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

HO-2 – 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.

The Carty Road subarea plan will support the policy to provide residential land to meet the city’s anticipated population growth; however, amendments to the housing policies may be needed to accommodate larger lots within the subarea.

Environment

EN-1 – Protect, sustain, and provide for healthy and diverse ecosystems.

EN-10 – Trees and other vegetation: Conserve tree and plant cover, particularly native species, throughout Ridgefield. Require street tree plantings and minimum landscaping standards for new development. Promote planting using native vegetation.

The subarea plan will include policies that promote the preservation of environmental resources and the inclusion of landscaping and parks and open spaces consistent with the desired character of the area.

Public Facilities

PF-1 Provide service: Consider water, sewer, police, transportation, fire, schools, stormwater management, parks, and trails as necessary public facilities and services. Ensure that facilities are sufficient to support planned development.

This existing conditions assessment identifies the existing public facilities within the subarea and provides key considerations for improvements moving forward.

Transportation

TR-9 Livable streets: Design streets to manage vehicular traffic, and to provide safe and comfortable routes for walking, bicycling, and public transportation, encourage livability, increase use of alternate modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users.

TR-18 – Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.

TR-22 Urban to rural connections: Coordinate with Clark County in developing a collector street master plan, which identifies the general location of planned minor collector streets for the urban growth area and the urban reserve area. Compliance with this plan shall be required for development approval for both urban and rural developments. In rural areas within Ridgefield's urban reserve (outside the RUGA), and in unincorporated areas within the RUGA, new residential development shall not cause LOS C to be exceeded for any County collector street or arterial street.

Proposed transportation improvements, including off-street trails for pedestrian and bicycle use, will be included in the concept plan for the Carty Road subarea. The trails will provide connections within the subarea to Gee Creek and connect to the city's existing trail system outside the subarea.

Parks and Recreation

P-1 Provide parks: Ensure that park land is acquired, developed, and maintained in an economically efficient way to meet the needs of existing and future residents.

P-2 Local trail system: Plan for and develop a city-wide interconnected system of trails that link schools, parks, and other public facilities with residential and mixed-use areas.

The subarea plan will identify land to accommodate proposed park and trail facilities. As previously noted, trails will also be proposed to connect the city's existing trail system outside the subarea.

Public Involvement

PI-1 – Early and continuous public involvement Ensure early and continuous public involvement in the development and amendments of the Ridgefield Urban Area Comprehensive Plan, including plans adopted by reference such as subarea plans, and development regulations in the Ridgefield Development Code to implement the Plan.

Public involvement is an important component of the Carty Road subarea plan. Individual stakeholder interviews were conducted and a stakeholder advisory group was convened. The group will be involved throughout the planning process to inform the subarea concept plan and policy recommendations. Additionally, a community open house is planned prior to the subarea plan adoption process.

Annexation

The comprehensive plan includes six policies to guide future annexations. The City put annexation discussions on hold until completion of the subarea plan. Once those discussions are underway, the City will need to consider the annexation policies.

3.2 PARKS AND RECREATION COMPREHENSIVE PLAN

The 2020 Parks, Recreation & Open Space Plan (Parks and Rec Plan) 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 5.

Table 5. Parks and Recreation Facilities Level of Service Standards

Facility Type	Standard
Community Parks	6 acres per 1,000 people – standard is currently met, but 23 additional acres will be needed to serve future population.
Neighborhood Parks	1.56 acres per 1,000 people – standard is currently met and is projected to continue being met over the next ten years.
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 11 for proposed trails within the study area).
Greenways	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.

Facility Type	Standard
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 meeting this standard.

The 2017-2022 Parks & Recreation Capital Facilities Plan (Parks CFP) implements the City's Comprehensive Plan and the 2020 Parks, Recreation & Open Space Plan by elevating park priorities based on current needs and available funding sources. While the 2020 Parks Plan has a 10-year horizon and is broad in perspective, the Parks CFP recommends specific projects and is focused toward a six-year time frame. Figures 11 and 12 show the proposed park and trail system maps from the Parks and Rec Plan.

Figure 11 identifies a potential trail corridor for the South Fork Gee Creek Trail that would bisect the subarea. The trails plan also shows a conceptual trail route across the northwest portion of the subarea.

As shown on Figure 12, potential park facilities envisioned include a potential neighborhood park area ("G") to the south of the subarea and a potential neighborhood park area ("K") to the north of the subarea. The previous Parks Plan identified a potential park area west of Hillhurst. This is now constructed as the Ridgefield Outdoor Recreation Complex. Neighborhood parks are generally smaller (2 to 4 acres) and include unstructured, non-organized play with limited active and passive recreation areas. Community parks are generally 15 to 50 acres and include areas for active and passive recreation.

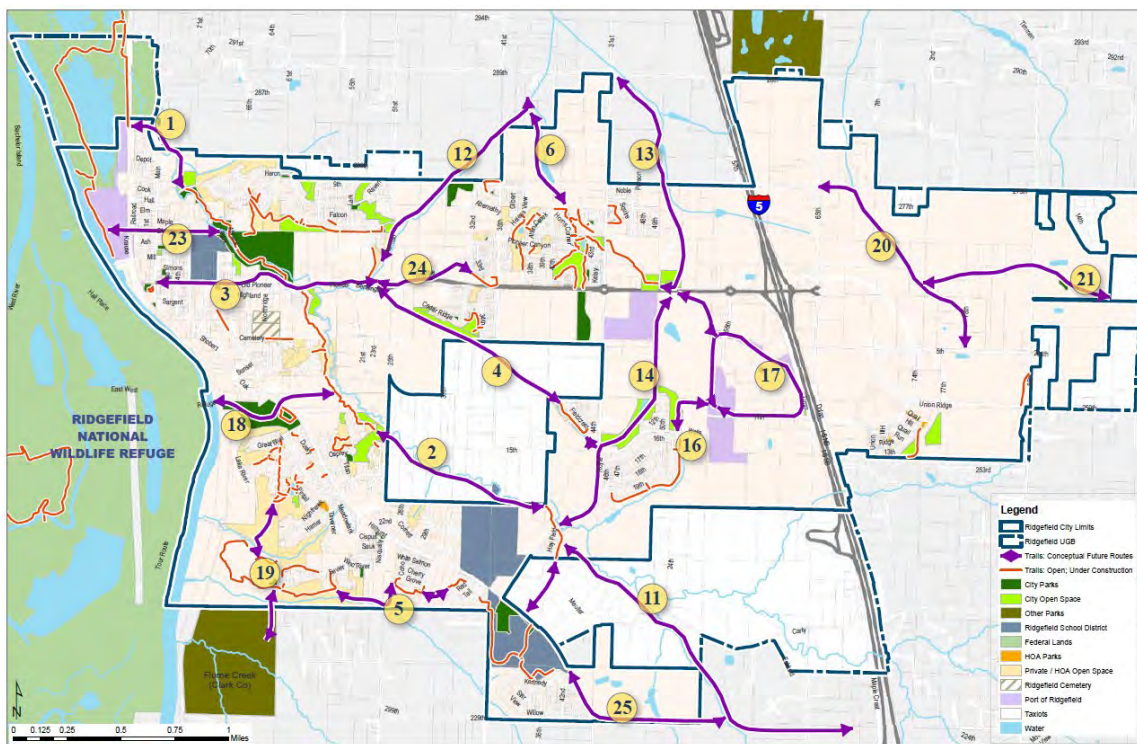


Figure 11. Potential Recreational Trails Map

Source: Ridgefield Parks, Recreation, & Open Space Plan (2020)

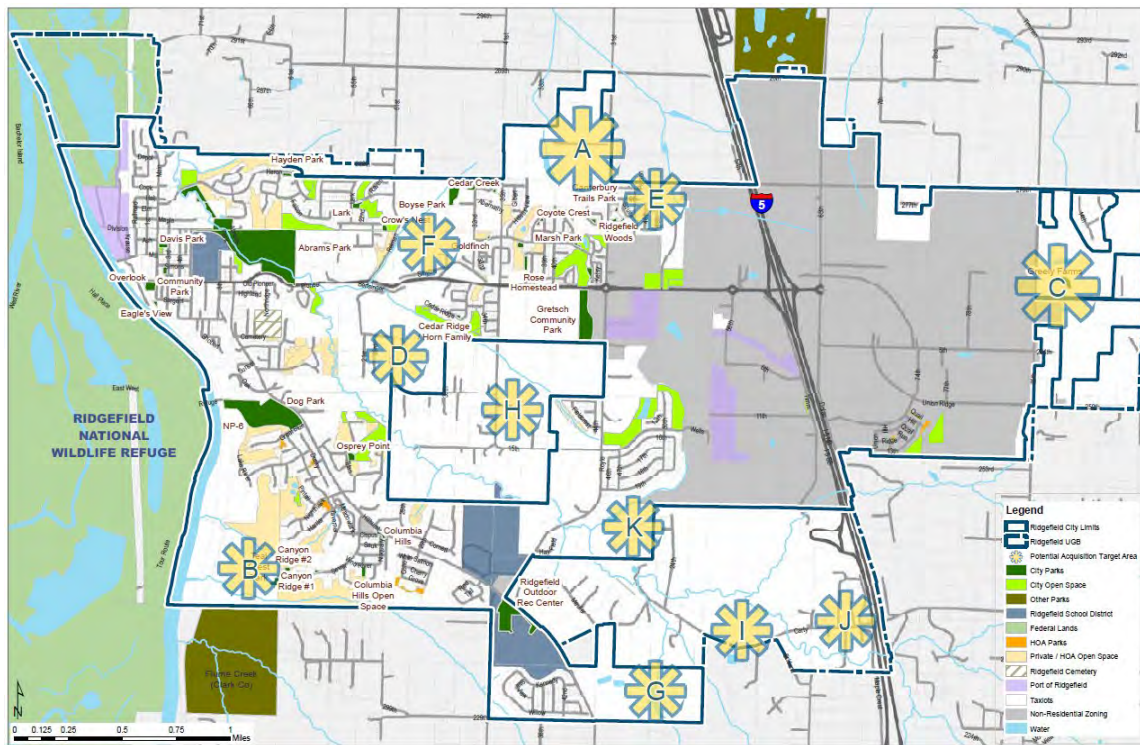


Figure 12. Park Acquisition Target Areas Map

Source: Ridgefield Parks, Recreation, & Open Space Plan (2020)

Stakeholders have expressed some interest in trails through natural areas within the subarea, as long as safety on those trail corridors can be maintained. Stakeholders have also expressed an interest in creating a safer transportation system. The idea of having separated bike and pedestrian paths adjacent to Carty Road was seen as one potential strategy for improving safety along the corridor. Additional or increased critical area regulations were also discussed as an option to ensure natural areas in the subarea are maintained.

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 subarea planning process. In addition to maintaining natural areas, stakeholders also would like to maintain the rural and agricultural heritage of the area. Policy recommendations on lot sizes, on-site mitigation strategies, critical area regulations, and agricultural overlays to address these elements will be included in the subarea final report.

3.3 RIDGEFIELD DEVELOPMENT CODE

The following sections address the adequacy of the Ridgefield Development Code (RDC) to support the types of development anticipated within the subarea.

3.3.1 Zoning Code (RDC 18.210)

As noted previously, based on stakeholder interviews and discussions with City staff, development within the subarea is likely to include large-lot residential development with

some kind of overlay for agricultural uses. Limited commercial or medium-density development may be appropriate along the southern and western boundaries along Royle Road and Hillhurst Road.

The anticipated uses are generally allowed within the existing zoning code with some limitations and conditions. Where anticipated uses are not currently allowed, recommendations for additional zones or overlay zones will be included in the subarea plan report. Use allowance by zone is outlined in Table 6.

Table 6. Uses by Zone

Use	Zone
	RLD-4, RLD-6, RLD-8
Single-Family Residential (attached)	P-L
Single-Family Residential (detached)	P
Duplex	P
Accessory Dwelling Unit	L
Multi-Family Residential	N
Home Occupation	L
Bed and Breakfast	C-L
General Retail Trade/Services	N
Artisan and Specialty Goods Production	N
Eating and Drinking Establishment	N
Park or Trail	P

P = Permitted outright

L = Limitations apply

C = Conditions apply

N = Not permitted

- **Single-Family Residential (attached):** units in the Residential Low Density (RLD) zones must also comply with the townhouse standards in RDC 18.220.140.
- **Home Occupation:** permitted in the RLD zones provided that the home occupation occupies less than 25 percent of a residence (up to 1,000 square feet of combined space) and generates no more than an average of one additional vehicle trip per day.
- **Park or Trail:** public and private parks and trails are allowed in all zoning districts and are required to meet the standards of the P/OS zone (RDC 18.265) regardless of the zoning district in which the facility is located.

As a concept plan is developed through this subarea plan process, the limitations and conditions identified above are important to consider. Code refinements may be necessary to address the allowance of lower-density residential development and the continuation of agricultural uses. Although not addressed in the use provisions in RDC 18.205, additional uses not permitted outright or conditionally in the underlying zone are allowed — on a discretionary basis — in the RLD zones through the Planned Unit Development (PUD) process. Additional details on the PUD process are described in Section 3.3.3.

3.3.2 Urban Holding Overlay District (RDC 18.270)

As stated previously, the UH-10 overlay district is applied in the city to land where capital facilities are inadequate to support development under an urban zoning

designation. The removal of this designation should be explored through the subarea planning process. While the planned infrastructure improvements described in Section 2.5 could satisfy the capital improvement requirements to support the removal of the UH-10 designation, additional utility and transportation access analysis will be needed.

3.3.3 Planned Unit Development Ordinance (RDC 18.401)

The PUD process is required for all developments in the RLD and Residential Medium Density (RMD) zones that include critical areas within project boundaries while the 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 multifamily residential buildings. Additionally, commercial uses are potentially allowed in the RLD and RMD zones through the PUD process (RDC 18.401.030 B). 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.

Additionally, the PUD process can allow density increases, creating greater densities than would otherwise be allowed in the underlying zone. While PUD objectives include assuring compatibility with adjacent existing neighborhoods (through design, screening, buffering, building setbacks, and other measures), preserving natural landscape features and avoiding steep slopes, and encouraging efficient land use and utilities, the use of the PUD process within the Carty Road subarea could create densities that are not consistent with the vision for the subarea as expressed during initial stakeholder outreach. Therefore, the PUD process may not be appropriate for the Carty Road subarea and limitations on the use of the PUD process should be explored through the subarea planning process.

3.3.4 Density Transfers (RDC 18.280.070)

Density transfers are currently allowed by the City's critical areas ordinance (RDC 18.280). While these transfers are currently only allowed on a property-by-property basis, the City could consider allowing density and/or development right transfers across property boundaries to encourage property owner coordination and allow for greater critical area protection. Approximately 50 percent of land within the subarea contains critical areas and, therefore, density transfers could prove an important tool in keeping a large portion of the subarea as open space. However, density transfers can only be used to protect critical areas and would not be applicable to the protection of agricultural lands.

4.0 KEY CONSIDERATIONS FOR SUBAREA PLAN

A summary of key considerations for the subarea plan, based on the existing conditions analysis, follows below.

Land Use and Zoning

- Adopt the Carty Road subarea plan by reference into the Ridgefield Urban Area Comprehensive Plan in order to ensure future development within the subarea adheres to the goals and objectives established through the subarea planning process.

- Maintain the rural and agricultural character of the community and a sense of place through the development of design standards for streetscapes, lighting, signs, and architecture.
- As the subarea concept plan is developed, analyze planned capital improvements to address the removal of the UH-10 designation.
- Evaluate the potential for an overlay zone to allow for and maintain existing agricultural uses.
- Consider limitations on the use of the PUD process to ensure densities are consistent with the vision for the area.
- Consider the use of density and/or development right transfers to encourage property owner coordination and allow for greater critical area protection.

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 any proposed neighborhood and community parks and trail facilities through the subarea planning process.
- Trail facilities should be adopted into the City's CFP, thereby incentivizing developers to complete these improvements.
- Create design and landscaping standards to maintain the feeling of open space and tree canopy in the area.

Critical Areas

- The sub area includes approximately 133 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 subarea will affect future development and must be considered as a subarea concept plan is 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.
- Limiting or prohibiting off-site mitigation as an option for future development would help ensure the natural areas in the subarea are preserved.
- Future development will likely require an archaeological predetermination and/or survey. Coordination with an archaeologist early in the development planning process is critical to preserving sensitive sites.

Utility Infrastructure and Capacity

- There is no significant public sewer and water infrastructure within the subarea. Adopted water and sewer system plans include provisions for serving the subarea as demonstrated on Figures 6 and 7. Stormwater will be handled on site as new development is proposed.
- Due to topography, some property-specific pump stations may be required to connect individual developments to the larger system as the subarea develops.

- It is anticipated that extension of electrical service will occur in conjunction with development, and the types of residential development anticipated are not expected to place an unusual burden on electrical service. The City may want to consider requiring development to underground electrical lines within the subarea.

Transportation Network and Capacity

- If annexed, 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.
- Creating a separated bike and pedestrian path is one strategy to make Carty Road safer while promoting a variety of transportation options.
- Key planned projects for the Carty Road subarea are listed in Table 3. The planned transportation improvements are sufficient to serve the anticipated population increase.

5.0 NEXT STEPS

The existing conditions analysis, together with the vision established through stakeholder and property owner input, form the basis for the development of the Carty Road subarea plan. This analysis will be used to develop a subarea concept plan to be presented to the Project Advisory Committee (PAC) at their second meeting scheduled for March 5, 2020. The PAC meeting will be immediately followed by a community open house to solicit input from the broader community. Following the second PAC meeting and the community open house, WSP will revise the concept plan and develop a preferred plan for the Carty Road subarea. A subarea plan final report will be prepared and presented to the Planning Commission and City Council in the spring of 2020.

6.0 REFERENCES

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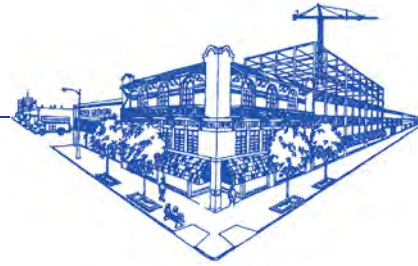
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APPENDIX C

Fiscal Impact Assessment



MEMORANDUM

To: Claire Lust, City of Ridgefield
From: Eric Hovee
Subject: Preliminary Carty Road Subarea Fiscal Impact Review
Date: April 7, 2020

On behalf of WSP and the City of Ridgefield, this memorandum provides a preliminary review of existing property valuation and fiscal considerations as part of the Carty Road subarea planning process. This review begins with a brief subarea profile base on Clark County assessor data – followed by assessment of potential future development (or build-out) capacity, valuation potential, tax rate considerations, and notes regarding utility provision.

Development potential is based on current Clark County zoning but assuming availability of urban services. This analysis may be refined to reflect planning considerations resulting from the subarea planning process. A more complete analysis will also include overview market observations including input from area property owners and stakeholders.

SUBAREA PROFILE

As summarized by the chart to the right, the Carty Road subarea comprises just over 266 acres (on 52 separate tax parcels). Current tax assessed market valuation is \$24.4 million and there are 44 identified residential units.

Carty Road Subarea Statistical Profile (2019)

Current Zoning	Assessor Acres	Tax Assessed Valuation	Housing Units	Zoned DU/Ac
R1-10	61.66	\$3,399,596	5	2.9-4.4
R1-6	79.50	\$5,311,476	10	5.1-7.3
R1-7.5	125.07	\$15,716,961	29	4.1-5.8
Total	266.23	\$24,428,033	44	

Sources: Clark GIS and WSP. Includes allocation of one tax parcel partially in the subarea. With exemptions, value subject to property tax is \$21.6 million.

As an unincorporated area, current zoning is as applied by Clark County. With three zoning districts, allowed residential densities range up to 7.3 units per acre (with R1-6 zoning), but with actual development to these densities predicated on provision of urban services.

POTENTIAL DEVELOPMENT CAPACITY

On a preliminary basis and consistent with current zoning, it is estimated that the Carty Road subarea could support development of an estimated new 435-646 residential units at full-build-out – on developable land estimated at 116.5 acres.

Carty Road Tax Assessed Valuation @ Build-out

Development Factor		Subarea Total	Density Mix per Existing Zoning			Comments
			R1-10	R1-7.5	R1-6	
Base Assumptions						
Subarea Acreage	266.23	61.66	125.07	79.50		Per Clark GIS
Critical Area	50%	50.0%	50.0%	50.0%		Assuming evenly distributed
Infrastructure Set-Aside	12.5%	12.5%	12.5%	12.5%		After critical area deduction
Developable Acreage	116.48	26.98	54.72	34.78		Preliminary estimate
A. Minimum Density						
Min Density (DU/Acre)		2.90	4.10	5.10		Per current Clark County zoning
Residential Unit Capacity	479	78	224	177		
- Existing Homes	(44)	(5)	(29)	(10)		
= Net New Homes	435	73	195	167		
B. Maximum Density						
Max Density (DU/Acre)		4.40	5.80	7.30		Per current Clark County zoning
Residential Unit Capacity	690	119	317	254		
- Existing Homes	(44)	(5)	(29)	(10)		
= Net New Homes	646	114	288	244		Assuming current zoning

Sources: E. D. Hovee & Company, LLC based on current zoning and range of allowed residential densities together with critical area and infrastructure set aside estimates as provided by WSP.

Estimates are preliminary and subject to refinement as the subarea planning process proceeds.

As detailed by the above chart, this estimate is also based on preliminary assumptions that:

- An estimated 50% of the Carty Road subarea comprises critical areas as with wetlands and steep slopes and is therefore assumed as not available for development.
- An added 12.5% of net acreage (after deducting for critical areas) is set aside for infrastructure (as with new and widened road rights-of-way).

VALUATION POTENTIAL WITH FUTURE DEVELOPMENT

With a total tax assessed valuation (TAV – before exemptions) of approximately \$24.4 million as of 2019, potential TAV of the Carty Road subarea could increase to as much as \$344+ million by subarea build-out. As detailed by the chart on the following page, this is predicated on maximum allowed densities yielding an assumed lot size averaging 8,000 square feet per unit across all residential zones, home size averaging about 2,750 square feet, residential sale price in the range of \$200 per square foot and taxable valuation at about 90% of market (or sales) value – with a net addition of up to 646 new subarea homes to area build-out.

Carty Road Potential Tax Assessed Valuation @ Build-Out

Description	Estimate	Comments
Average Per Unit Valuation		
Lot Size (sq ft)	8,000	Based on preliminary sampling of homes in Ridgefield and comparison of tax assessed to market values
Home Size (sq ft)	2,750	
Value per Sq Ft	\$200	
Home Market Value	\$550,000	
Taxable % of Market Value	90%	
Taxable Assessed Valuation	\$495,000	Excluding tax exemptions
Added Valuation with New Development		
# of Net New Units	646	Preliminary estimate
Total Added TAV	\$319,752,050	
Total Valuation @ Build-Out (in 2019 \$)		
Existing Development	\$24,428,033	Per Assessor data
New Development	\$319,752,050	As estimated above
Combined Total	\$344,180,083	

Source: E. D. Hovee & Company, LLC based on estimated build-out capacity and Zillow sampling of potentially comparable home sale transactions.
Estimates are preliminary, intended for illustrative purposes, and subject to change as the subarea planning process proceeds. All estimates are in 2019 dollars.

TAX RATE CONSIDERATIONS

Tax rates associated with properties in the Carty Road subarea – as currently unincorporated – are compared with current rates applicable to properties within Ridgefield’s incorporated city limits. In addition to property taxes, comparisons are also made with respect to other assessments and tax rates, detailed by the chart on the following page.

No assumption is made with this review as to whether the subarea can or should be annexed to the City of Ridgefield or remain as an unincorporated area adjoining Ridgefield. Based on current property tax rates, there is an estimated 5% difference (or savings) in property taxes associated with in-city versus adjoining unincorporated property. This overall difference may vary from year-by-year with changes in jurisdiction-specific component tax rates.

Other differences in fiscal considerations are noted as having included:

- Applicability of other assessments for mosquito control, fire patrol, clean water and septic operating permits for unincorporated property versus only mosquito control and fire patrol assessments in Ridgefield.
- Higher sales tax rate in Ridgefield than unincorporated Clark County.
- No difference in real estate excise taxes (REET) between the jurisdictions.

**Tax Rate Comparison – Carty Road Subarea
(as unincorporated and with annexation)**

Tax Jurisdiction	Unincorporated Clark County	City of Ridgefield	Comments
Levy Rate per \$1,000 Taxable Value (2019)			
WA State Schools - Part 1	\$1.8260405825	\$1.8260405825	State of Washington
WA State Schools - Part 2	\$0.6799951409	\$0.6799951409	
County General Fund	\$0.9805015382	\$0.9805015382	Clark County
Development Disability	\$0.0114738818	\$0.0114738818	Clark County
Mental Health	\$0.0114738818	\$0.0114738818	Clark County
Veterans Assistance	\$0.0103264867	\$0.0103264867	Clark County
Conservation Future	\$0.0390985748	\$0.0390985748	Clark County
Clark County Roads	\$1.2283523376	--	Clark County
Roads Diversion	\$0.1497382054	--	Clark County
Fort Vancouver Library	\$0.3635801481	\$0.3635801481	Regional Library
City of Ridgefield	--	\$0.8572277279	General Fund
School Debt	\$1.9512878066	\$1.9512878066	Ridgefield School District #122
School M&O	\$1.5000000000	\$1.5000000000	Ridgefield School District #122
Fire Bond	\$0.1046597532	\$0.1046597532	Fire District 12 Bond
Fire General	\$1.4450362827	\$1.4450362827	Fire District 11 General
Port of Ridgefield	\$0.1717891641	\$0.1717891641	General Fund
Total Levy	\$10.4733537844	\$9.9524909693	Levy without exemptions
Levy w/Exemptions	\$6.2374110837	\$5.7165482686	Senior/disabled exempt rates
Annual Property Tax Payment (Residential Properties)			
Average Taxable Value	\$504,500	\$504,500	For parcels w/existing homes
Average Tax Payment	\$5,284	\$5,021	For average subarea home
Annexation Savings		\$263	For typical residence + land
Levy Code	122005	122000	
Other Assessments (as consistent with 2017 Gee Creek Subarea Plan Analysis)			
	Mosquito Control	Mosquito Control	
	Clean Water		
	Septic Operating Permit		
Sales Tax Rate	7.7%	8.4%	On construction + retail Sales
Real Estate Excise Tax	1.78%	1.78%	Same rate for all Clark Co except Yacolt @ 1.53%

Sources: Clark County Assessment/GIS and State of Washington Department of Revenue.
Information is preliminary and subject to change over time.

UTILITY PROVISION

In the event of future annexation and/or significant development, water service extensions would be the responsibility of the City of Ridgefield. Sewer extension and service is the responsibility of the Clark Regional Wastewater District (CRWWD).

Applicability is expected to be similar to analysis as conducted for the unincorporated Gee Creek Plateau subarea in 2017. While detailed application specific to the circumstances of Carty Road area individual property owners is not known at this time, information regarding potential service extension can be summarized on a preliminary basis as follows.

Water Extension. In the event of future annexation, water provision would occur consistent with the City of Ridgefield's water system plan. Smaller distribution lines would likely be necessary as well, served by the line that is the main feed to the area. Connection charges will be at the City's standard Water Systems Development Charge (SDC).

Sewer Extension. CRWWD planning typically anticipates that development will conform to standard District process and practices. Property owners/developers are generally responsible for construction of the local gravity sewer infrastructure to serve the area.

Permanent pump stations and force mains are considered as 'general facilities' and paid for by the District. For residential pump stations, this is often accomplished as a reimbursement to the developer who actually provides the easement/tract of land for the station and constructs it.

If the District were to construct gravity sewers, an assessment for the cost of the gravity sewers would be recorded against the benefitting property(s); which the District terms as a Local Facilities Charge (LFC). LFC's are project specific, established by the CRWWD Board and assessed after completion of a specific project at which time actual costs are known.

Similarly, if another developer or property owner constructs local sewers benefitting nearby property(s), the developer would be eligible to recover the costs for the portion of the total project benefit provided to the other properties through a latecomer reimbursement, assessed after project completion.

Both LFC and Latecomer arrangements are project specific and influenced by development patterns and project timing. Therefore, it cannot be readily determined in advance whether or not these charges would be applicable to particular properties in the subarea.

Connection charges typically anticipated include a systems development charge (SDC), local facilities charge (LFC), latecomer reimbursement, residential permit fee per equivalent residential unit (ERU), and development review/inspective fees (based on project requirements).

Next Steps. Further evaluation and updating of water/sewer plan implications in cooperation with service providers – and as specifically applicable to the Carty Road subarea – may be conducted as subarea planning proceeds.

APPENDIX D

Estimated Trip Generation and Transportation Improvement Costs



Carty Road Sub Area Plan – Estimated Trip Generation and Costs

Trip Generation Estimate

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of a proposed project. The trip generation estimate for the Carty Road Subarea Plan was based on similar land uses as reported by the Institute of Transportation Engineers (ITE)¹. The trip generation estimate was conducted for both the current Clark County zoning designations and the preferred alternative for the Carty Road Subarea Plan which would apply City of Ridgefield zoning designations.

The current zoning would allow up to 690 residential units. The preferred alternative would allow up to 468 residential units. The potential trip generation for each alternative was estimated for the daily, AM and PM peak hours using the Single-Family Detached Housing (ITE Code 210) land use. Table 1 summarizes the expected trip generation. The proposed change in zoning would result in a reduction in vehicle trips: 2,030 daily trips, 1159 AM peak hour trips and 213 PM peak hour trips.

TABLE 1: TRIP GENERATION ESTIMATE

ZONING ALTERNATIVE	ITE LAND USE	SIZE (UNITS)	DAILY TRIPS	A.M. PEAK HOUR			P.M. PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
CURRENT COUNTY ZONING	Single-Family Detached Housing	690	6,448	126	379	505	426	250	676
PREFERRED PLAN CITY ZONING	Single-Family Detached Housing	464	4,380	85	258	343	289	170	459
Net Change in Trips			-2,068	-41	-121	-162	-137	-80	-217

Source: Institute of Transportation Engineers (ITE) manual, Trip Generation, 10th Edition.

¹ INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) MANUAL, TRIP GENERATION, 10TH EDITION.

Planned Improvements

Several roadway, trail and intersection projects were identified within the plan area through the subarea planning process. The planned improvements with planning level cost estimates are summarized in Table 2. The cost estimates include contingencies for administration and design costs. The Carty Road project includes right of way costs. For the remaining projects it was assumed right of way would be dedicated with development. Environmental costs were estimated with the Carty Road and Neighborhood trail projects.

TABLE 2: SUBAREA TRANSPORTATION PROJECTS

Project Location	Description	Cost Estimate
Carty Road – Hillhurst Road to Plan Area east boundary	upgrade existing roadway to new minor arterial standard, includes multi-use path, approx. 4,400-feet total	\$10,500,000
Hillhurst Road/Carty Road	Capacity improvements; roundabout control	\$1,725,000
Carty Road/Meuller Road	Capacity improvements; turn lanes	\$325,000
Carty Road/24 th Avenue	Capacity improvements; turn lanes	\$325,000
Royle Road/new neighborhood access	Capacity improvements; turn lanes	\$325,000
Neighborhood Trail Corridors	Construct several trail corridors, approx. 7,200-feet total	\$4,025,000
TOTAL		\$16,775,000

CARTY ROAD SUBAREA: Amendments to the Ridgefield Development Code (RDC)

Code Amendment format

Language to be **added** is underlined.

Language to be **deleted** is shown in ~~strikethrough~~.

**

RDC 18.100 - Definitions

RDC 18.100.050 – “A” Definitions.

Agricultural. The use of the land for limited, low impact, agricultural purposes, including farming, pasturage, horticulture, floriculture, viticulture, apiaries and limited animal and poultry husbandry. Low impact agricultural purposes are those activities which create minimal environmental disturbances, such as soil compaction, wind erosion, increased stream sedimentation or warming, loss of wildlife habitat cover. The term also includes necessary accessory uses, provided that such accessory uses have no greater impacts than primary uses. The above uses shall not include processing agricultural products, for example, slaughter houses, meat packing, commercial composting; or commercial feeding of animals in confined areas. Does not include any activities associated with the production or processing of marijuana; see "marijuana processing," "marijuana production" and "medical cannabis collective garden."

Agriculture, Community Supported.

- (1) “[A] type of direct marketing, which consists of a community of individuals who pledge to support a farm operation so that the farmland becomes, either legally or spiritually, the community’s farm, with growers and consumers providing mutual support and sharing the risks and benefits of food production.” Community supported agriculture (CSA) includes community gardens, farmer’s markets, food membership distribution facilities, and market gardens. See, <https://www.nal.usda.gov/farms-and-agricultural-production-systems/community-supported-agriculture>
- (2) CSA Farmer’s Markets, Food Membership Distribution facilities and Market Gardens are secondary uses to the primary residential use on the same residential lot.

RDC 18.100.014 – “C” Definitions

Community Garden. A Community Garden is a non-commercially oriented garden where the residents of a community are empowered to design, build, and maintain spaces in the community for the purpose of raising produce, native plants, or flowers.

RDC 18.100.020 – “F” Definitions

Farmer’s Market. A Farmer’s Market is a market or group of stalls and booths where local farmers and makers sell locally grown or sourced fruits, vegetable, herbs, flowers, meat or fish, cheese, wine or beer, or similar items approved in writing by the Community Development Director.

Food Membership Distribution. Food Membership Distribution is an intermittent activity, managed by a food bank or a community supported agricultural use, which is an accessory to a lawfully permitted primary use.

RDC 18.100.034 – “M” Definitions.

Market Garden. A Market Garden is a commercially oriented, small-scaled agricultural use that can be compatible with the character of residential neighborhoods, PROVIDED that the area of the market garden does not exceed 25,000 square feet. The area of a Market Garden includes the area under cultivation, the area covered by any structures associated with the garden, the compost pile, any off-street parking, or any other area associated with the activities of the garden. On-site sales are allowed accessory to a lawfully permitted primary use.

**

New Section

18.210.140 Special provisions for the Carty Road Subarea

- A. Purpose. The purpose of the Carty Road Subarea is to respect the rural and agricultural heritage of the area by protecting existing land uses and preserving open spaces.

- B. District Boundaries. The Carty Road Subarea (outlined in red in the figure below) consists of approximately 266 acres in southern Ridgefield. The sub-area is located east of the intersection of NW Hillhurst Road and South Royle Road and west of the Interstate 5 corridor. Northwest Carty Road functions as the southern boundary for a portion of the subarea. The sub-area is located outside of the Ridgefield city limits within the city's urban growth area (UGA) in unincorporated Clark County. See figure 18.210.140-1.

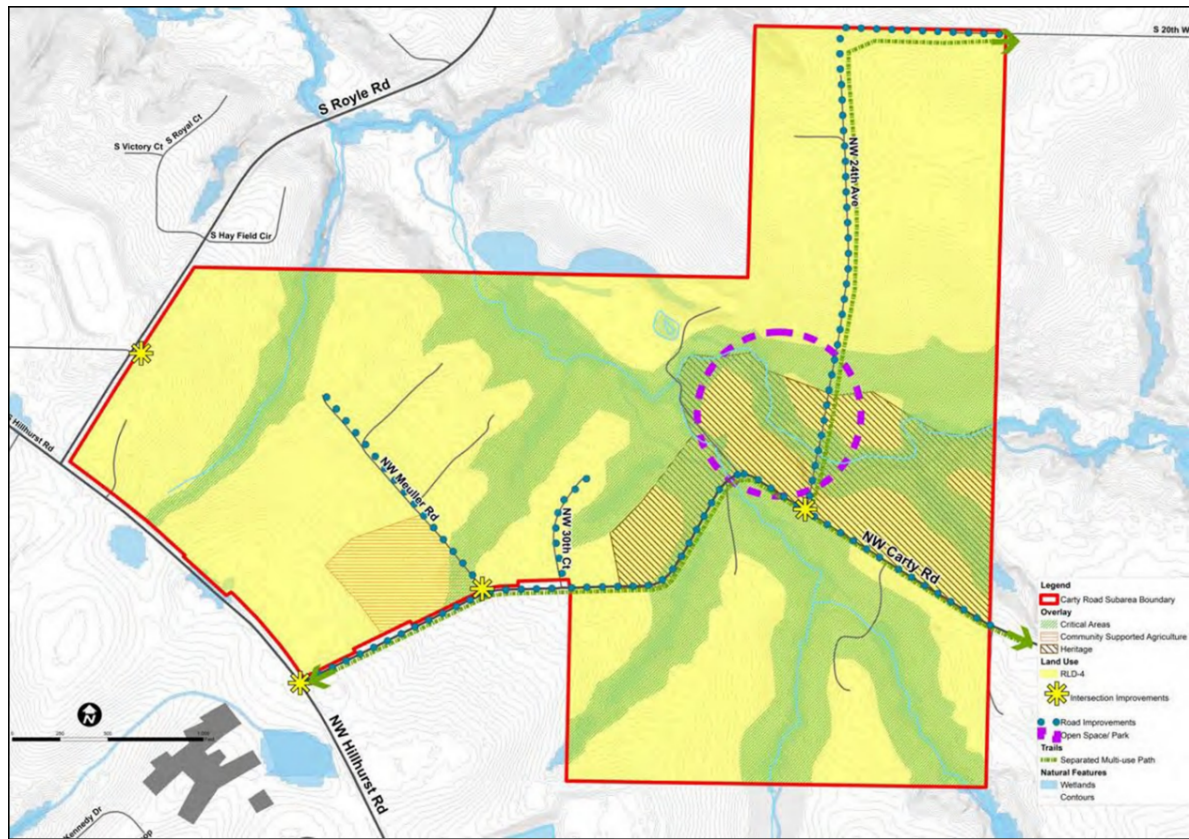


Figure 18.210.140-1 – Carty Road Subarea Preferred Concept Plan

- C. Guiding principles. Development within the Carty Road subarea shall conform to the applicable Carty Road guiding principles:
1. Respect the rural and agricultural heritage of the areas by protecting existing land uses and conserving open space.
 2. Create quality design through design standards and landscaping requirements.
 3. Respect existing development patterns in the Carty Road area.
 4. Protect natural areas and buffers along the Gee Creek corridor, including tributaries to Gee Creek.
 5. Provide transportation options that promote the safety of all users (motorists, cyclists, and pedestrians) and improve emergency vehicle access and evacuation options.
 6. Provide a range of development options for landowners that allow flexibility to retain existing uses and meet development regulations and state land use laws.

- D. Zoning and uses. The underlying base zone for development is Residential Low Density - 4 (RLD-4). See Figure 18.210.140-2 Carty Road Future Zoning Map.

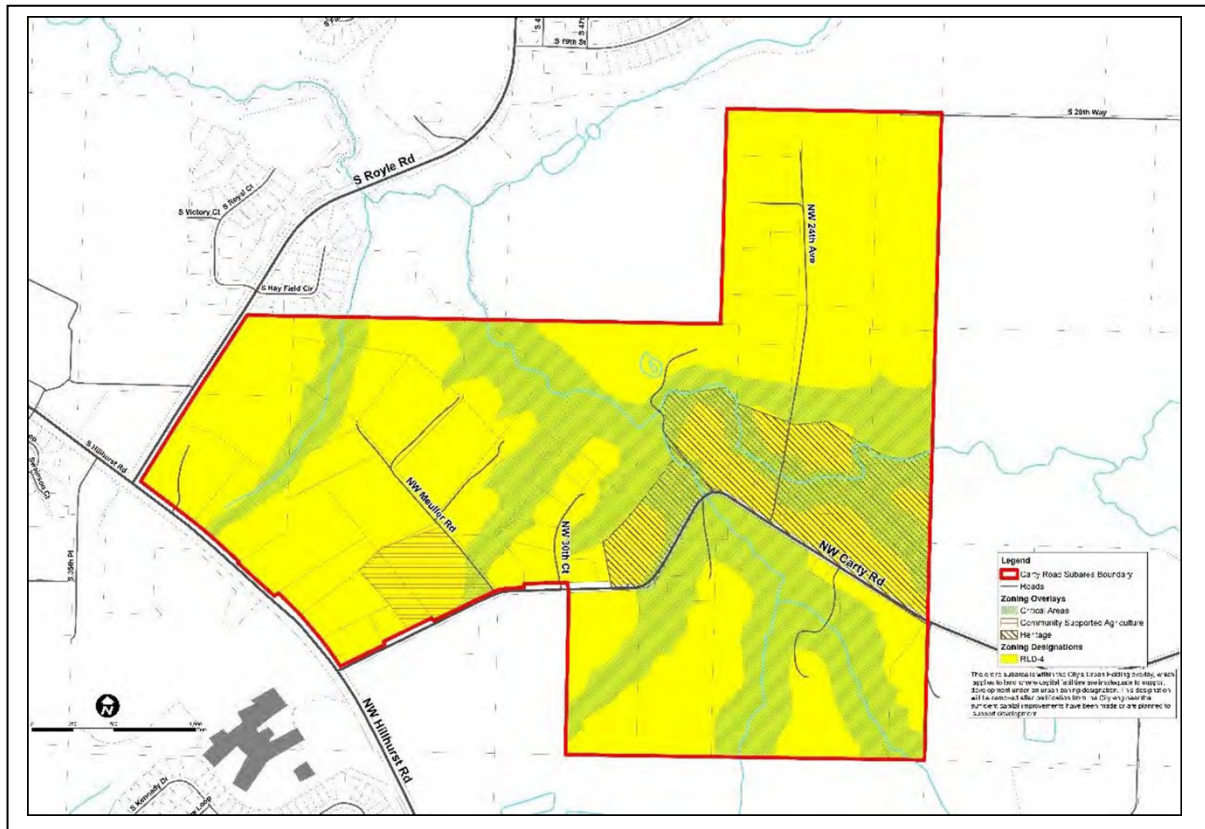


Figure 18.210.140-2 Carty Road Subarea Zoning Implementation Map

1. Uses. Permitted (P) and conditional (C) uses in the Carty Road Subarea are listed in Table 18.210.140-1. Unlisted primary uses are prohibited.

<u>Specific Land Use</u>	<u>RLD-4</u>	<u>RLD-4 with CSA Overlay</u>	<u>RLD-4 with Heritage Overlay</u>
<u>Residential Uses (1)</u>			
<u>Existing Residential Uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Single-Family Detached Residential</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Accessory Dwelling Unit</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Duplex</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Nonresidential Uses</u>			
<u>Existing Nonresidential Uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Cultural Institution</u>	<u>X</u>	<u>X</u>	<u>P</u>
<u>Religious Institution</u>	<u>X</u>	<u>X</u>	<u>P</u>
<u>Community Center</u>	<u>X</u>	<u>X</u>	<u>C</u>
<u>Park or Trail</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Accessory Uses (2)</u>			
<u>Food Distribution Membership</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Farmers Market</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Market Garden</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Community Garden</u>	<u>X</u>	<u>P</u>	<u>X</u>

Table 18.210.140-1 – Carty Road Subarea Uses

Table Notes.

- (1) Residential uses shall comply with the architectural design, garage/driveway, usable outdoor space, and tree standards in RDC 18.206, Residential Use Standards. Residential uses shall comply with the development, density, and environmental protection requirements in Section 18.210.140.
 - (2) Accessory uses are only allowed on the same lot as a lawfully permitted primary use.
2. Subdivision. Residential development in the Carty Road subarea shall comply with the applicable general subdivision standards in RDC 18.600 through 18.640. Planned Unit Developments (PUDs), as described in RDC 18.401, do not apply in the Carty Road Subarea. The special subdivision standards are instead as follows.
- a. Lot patterns shall vary to reflect existing dispersed residential development patterns.
 - b. The minimum area of a new residential lot may not be less than 10,890 square feet (one-quarter acre).
 - c. The maximum area of a new residential lot may not exceed 16,355 square feet except under the one-time two-lot short plat exemption described in RDC 18.210.030.B.1.
 - d. The density of the subdivision shall be 4 units per net developable acre. Rounding is permitted.
 - e. Lots smaller than 12,500 square feet shall be located 50 feet or more away from NW Carty Road, NW Mueller Road, NW 30th Court, or NW 24th Avenue.
 - f. The subdivision shall incorporate a 30-foot-wide perimeter compatibility landscape buffer between the subdivision and existing adjacent residential uses.
 - i. 80% of the plant material within the 30-foot buffer shall be native plants. (See RDC 18.830.) The 30-foot-wide landscape buffer shall provide dense evergreen shrubbery, or evergreen understory trees at 8-foot on center, and only native trees planted at 25-feet on center. Only a type B1 earthen berm or S1 site-obscuring fence may be permitted.
 - ii. The 30-foot-wide perimeter compatibility landscape shall comply with the requirements for landscape plans, installation, and monitoring in RDC 18.725.
 - iii. Walls, berms, or fences may not be used as a means to reduce the 30-foot perimeter compatibility standards.
 - g. An application for a subdivision containing ten or more lots shall include a master plan which complies with the standards in section 18.210.140.D.2.a through f and:
 - i. Identifies prominent view sheds from public rights-of-way and shall plat lots to maximize the identified view sheds.
 - ii. Identifies existing conditions, including but not limited to, native soil, existing tree cover, and topography, and shall preserve such existing conditions to the greatest extent practicable, as determined by the Community Development Director.
 - iii. Provides a multi-modal trail network that connects to a public right-of-way which provides transportation and recreational opportunities throughout the Carty Road subarea and allows future connection to the larger Ridgefield and regional trail system.
3. The RLD-4 dimensional and density standards in Table 18.210.030-1 apply, PROVIDED:
- a. The minimum setbacks shall be Front - 20 feet; Side - 15 feet; Rear - 15 feet.
 - b. In the heritage overlay, the minimum front yard setback is 30-feet.

- c. Setbacks for new development should reflect the setbacks of adjacent properties.
 - d. Setbacks shall not be less than 50% of the setbacks of existing uses on adjacent properties.
 - e. Setbacks may not be reduced to less than those provided in RDC 18.210.
- 4. Special provisions for Carty Road Community Supported Agriculture (CR-CSA) overlay
 - a. Purpose: To encourage the creation of limited commercial uses or event facilities in tandem with residential uses that support the selling or promotion of local agricultural or ancillary products.
 - b. Special provisions for Community Gardens:
 - i. Outdoor display related to the function of the Community Garden is allowed.
 - ii. A Community Garden may install one monument sign up to a maximum of 10 square feet, subject to obtaining a city sign permit.
 - c. Special provisions for Farmer's Markets:
 - i. Parking is required consistent with RDC 18.720, Parking and Loading, at a rate of one parking space for every 250 square feet of booths or stalls.
 - ii. Outdoor display related to the function of the Farmer's Market is allowed.
 - iii. A Farmer's Market may install one monument sign up to a maximum of 32 square feet, subject to obtaining a city sign permit.
 - iv. Sales are allowed only between 7 AM and 7 PM.
 - v. Sales are allowed up to 180 days in each calendar year. A Farmer's Market must obtain a Special Event permit which shall be limited to a maximum of 180 days within a 365-day period
 - vii. The operator of a Farmer's Market shall obtain a city business license and is responsible for compliance with applicable regulations.
 - d. Special Provisions for Food Distribution Membership:
 - i. Members may pick up items at the site only between 7 AM and 7 PM.
 - ii. Deliveries are allowed between 8 AM and 5 PM.
 - iii. Exterior activities, except delivery and pick up, may not occur in the area between the primary building and any street lot line.
 - iv. The operator of a site shall obtain a city business license and is responsible for compliance with applicable regulations.
 - e. Special provisions for commercial Market Gardens:
 - i. Outdoor display related to the function of the Market Garden is allowed.
 - ii. A Market Garden may install one monument sign up to a maximum of 10 square feet, subject to obtaining a city sign permit.
 - iii. Only food and value-added products made from materials grown and raised on site may be sold.
 - iv. Sales are allowed only between 7 AM and 7 PM.
 - v. The operator of a site shall obtain a city business license and is responsible for compliance with applicable regulations.
- 5. Special provisions for the Carty Road Heritage (CR-H) overlay.
 - a. The purpose of the CR-H overlay is to encourage the preservation and continued use of historic properties and structures listed on county, state, and national registers.

- b. New development within the CR-H overlay shall provide a minimum 30-foot-wide front yard, perimeter compatibility landscape buffer between existing and new uses along the length of the front yard.
 - i. The 30-foot-wide buffer shall be planted with dense shrubbery, ground cover and trees planted at a minimum of 20-feet on center, similar to an L5 standard.
 - ii. The 30-foot buffer may not be altered.
 - c. New cultural, religious, and community institutions are subject to the provisions of RDC 18.500, site plan review, including architectural design review.
 - d. Community Gardens are subject to the provisions in RDC 18.210.140.D.4.b.
6. Carty Road Critical Areas (CR-CA).
- a. The provisions of RDC 18.280, Critical Areas Protection, apply; PROVIDED that:
 - i. Impacts to critical areas and buffers are prohibited with the following exceptions:
 - (A). Public right-of-way may impact critical areas when the applicant demonstrates that avoidance is not a reasonable option. Mitigation ensuring no net loss of function per RDC 18.280 is required.
 - (B). Approved essential public infrastructure including utilities, stormwater facilities, parks, and trails may be located in the outer 25 percent of a buffer. Mitigation ensuring no net loss of function per RDC 18.280 is required.
 - ii. Critical area buffer reduction and averaging are prohibited.
- E. Applicability. Section 18.210.140 becomes effective upon annexation.

New Code Section	Proposed Code Language	Subarea Plan Reference	Notes/Questions
18.210.140.A - Purpose.	The purpose of the Carty Road Subarea is to respect the rural and agricultural heritage of the area by protecting existing land uses and preserving open spaces.	Carty Road Subarea Plan (CRSP) pg. 4 - Vision Statement	
18.210.140.C - Guiding principles.	Development within the Carty Road subarea shall conform to the applicable Carty Road guiding principles.	CRSP pg. 4 - Guiding Principles	
18.210.140.D - Zoning and uses.	The underlying base zone for development is Residential Low Density - 4 (RLD-4).	CRSP pg. 11 - Carty Road Future Zoning Map	
18.210.140.D.1 - Uses.	See Table 18.210.140-2	CRSP pg. 18 Recommended Amendments: Amend the City's master use table to define uses permitted in the newly established overlays for the Carty Road Subarea. Create a category for community supported agricultural uses for the CSA overlay, allowing for commercial uses or event facilities in tandem with residential uses that support the selling or promotion of agricultural or ancillary products. Create a community/civic use category for the CR-H overlay,	

		including community centers, historical museums, or other community designations and open spaces for community gatherings. Uses in the Critical Areas overlay must comply with RDC 18.280, Critical Areas Protection, and no amendments to the Master Use Table are needed to implement this overlay.	
18.210.140.D.2 - Subdivision	a. Lot patterns shall vary to reflect existing dispersed residential development pattern.	CRSP pg. 14 Design Guidelines: Vary lot sizes in new developments to mimic existing development patterns.	
	b. The minimum area of a new residential lot may not be less than 10,890 square feet (one-quarter acre).	RLD-4 minimum lot area is 10,890 sf. CRSP pg. 18 Recommended Amendments: Include a provision that allows developments in the Carty Road subarea to achieve an average density equal to four dwelling units per acre with an approved master plan. Master plan provisions would include minimum lot size of 7,500 sf in the RLD-4 zone and a requirement to disperse smaller lots throughout the development.	Consider trade-offs between lot area, setbacks, and usable outdoor space in relation to the CRSP guiding principles.

		CRSP pg. 19 Recommended Amendments: Only allow lot size reduction in conjunction with a master plan to allow density averaging.	
	c. The maximum area of a new residential lot may not exceed 16,355 square feet except under the one-time two-lot short plat exemption described in RDC 18.210.030.B.1.		Existing RLD-4 standard.
	d. The density of the subdivision shall be 4 units per net developable acre. Rounding is permitted.	CRSP pg. 18 Recommended Amendments: Include a provision that allows developments in the Carty Road subarea to achieve an average density equal to four dwelling units per acre with an approved master plan. CRSP pg. 19 Recommended Amendments: Do not allow (...) density increases.	Existing RLD-4 standard.
	e. Lots smaller than 12,500 square feet shall be located 50 feet or more away from NW Carty Road, NW Mueller Road, NW 30 th Court, or NW 24 th Avenue.	CRSP pg. 14 Design Guidelines: Consider views from public rights-of-way and parks to protect view sheds. Maintain the rural character of Carty Road and local public roads.	Consider existing enhanced ROW setbacks: 25 feet along Royle, Hillhurst, and Pioneer.

	f. The subdivision shall incorporate a 30-foot-wide perimeter compatibility landscape buffer between the subdivision and existing adjacent residential uses. i. 80% of the plant material within the 30-foot buffer shall be native plants. The 30-foot-wide landscape buffer shall provide dense evergreen shrubbery, or evergreen understory trees at 8-foot on center, and only native trees planted at 25-feet on center. Only a type B1 earthen berm or type S1 site-obscuring fence may be permitted. ii. The 30-foot-wide perimeter compatibility landscape shall comply with the requirements for landscape plans, installation, and monitoring in RDC 18.725.	CRSP pg. 14 Design Guidelines: Provide a minimum 30-foot-wide perimeter compatibility landscape buffer between existing and new uses.	Consider: Does perimeter compatibility buffer apply between two subdivisions, or just between a subdivision and an undeveloped residential lot?
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	iii. Walls, berms, or fences may not be used as a means to reduce the 30-foot perimeter compatibility standards.		
	g. An application for a subdivision containing ten or more lots shall include a master plan which complies with the standards in section 18.210.140.D.2.a through f and: i. Identifies prominent view sheds from public rights-of-way and shall plat lots to maximize the identified view sheds. ii. Identifies existing conditions, including but not limited to, native soil, existing tree cover, and topography, an shall preserve such existing conditions to the greatest extent practicable, as determined by the Community Development Director. iii. Provides a multimodal trail network that connects to a public right-of-way which provides transportation and recreational opportunities	CRSP pg. 14 Design Guidelines: Consider views from public rights-of-way and parks to protect view sheds. Encourage the preservation of native soils, existing tree cover, and topography to the greatest extent possible. Provide a multimodal trail network along public ROW to provide transportation and recreation options throughout the subarea and connect to the larger regional trail system.	

	throughout the Carty Road subarea and allows future connection to the larger Ridgefield and regional trail system.		
18.210.140.D.3 – Dimensional and density standards	The RLD-4 dimensional and density standards in Table 18.210.030-1 apply, provided:		
	a. The minimum setbacks shall be: Front – 20 feet; side – 15 feet; rear – 15 feet.		Existing RLD-4 setbacks are Front - 15 feet; Rear - 10 feet; Side - 5 feet; Street side - 15 ft. Consider trade-offs between lot area, setbacks, and usable outdoor space in relation to the CRSP guiding principles.
	b. In the heritage overlay, the minimum front yard setback is 30 feet.	CRSP pg. 14 Design Guidelines: Heritage Overlay - provide a minimum 30-foot front setback.	
	c. Setbacks for new development should reflect the setbacks of adjacent properties.		How to refine?
	d. Setbacks shall not be less than 50% of the setbacks of existing uses on adjacent properties.		How to refine?
	e. Setbacks may not be reduced to less than those provided in RDC 18.210.	CRSP pg. 19 Recommended Amendments: Do not allow a reduction in building setbacks.	
18.210.140.D.4 – Special provisions	See 18.210.140.D.4	CRSP pg. 14 Design Guidelines:	

for the Carty Road Community Supported Agriculture overlay		Encourage the creation of limited commercial uses or event facilities in tandem with residential uses that support the selling or promotion of agricultural or ancillary products.	
18.210.140.D.5 – Special provisions for the Carty Road Heritage overlay	a. The purpose of the CR-H overlay is to encourage the preservation and continued use of historic properties and structures listed on county, state, and national registers.	CRSP pg. 14 Design Guidelines: Heritage Overlay - encourage the preservation and continued use of historic properties and structures.	
	b. New development within the CR-H overlay shall provide a minimum 30-foot-wide front yard perimeter compatibility buffer between existing uses and new uses along the length of the front yard.	CRSP pg. 14 Design Guidelines: Heritage Overlay - provide a minimum 30-foot front setback.	
	c. New cultural, religious, and community institutions are subject to the provisions of RDC 18.500, site plan review, including architectural design review.	CRSP pg. 14 Design Guidelines: Require design review for development within the Heritage Overlay to ensure compatibility with historic elements.	
18.210.140.D.6 – Carty Road Critical Areas	a. The provisions of RDC 18.280, Critical Areas Protection, apply; provided that: i. Impacts to critical areas and buffers are prohibited with the following exceptions: (A). Public ROW may impact critical areas when the applicant demonstrates that	CRSP pg. 14 Design Guidelines: Encourage the preservation of native soils, existing tree cover, and topography to the greatest extent possible. Limit buffer width averaging and buffer width reduction in critical	

	avoidance is not a reasonable option. Mitigation ensuring no net loss of function per RDC 18.280 is required. (B). Approved essential public infrastructure including utilities, stormwater facilities, parks, and trails may be located in the outer 25 percent of a buffer. Mitigation ensuring no net loss of function is required. ii. Critical area buffer reduction and averaging are prohibited.	areas to preserve the natural features and character of the Carty Road subarea. CRSP pg. 18 Recommended Amendments: Uses in critical areas must comply with RDC 18.280, Critical Areas Protection. Amend the critical areas ordinance to limit the use of buffer width reductions within the Carty Road subarea.	
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From: [Carina Nedbal](#)
To: [Claire Lust](#)
Date: Friday, August 2, 2024 7:06:17 PM

Hi Claire,

Thank you for the opportunity to voice my concern regarding the notice I received for the Carty Subarea Code.

Since I am selling a portion of my property along Meuller Rd, I am concerned

about the 50ft setback off of Meuller. That large of a setback, and only allowing 12,500 sq.ft. lots or larger, deem my property unusable since the minimum density can not be met.

I have planned for years on using this property as a part of my retirement , and

if your code doesn't allow me to use this area, the city is compromising my property value. Please go back to what the originally proposed plan was with

7,500 sq.ft. minimum lot size and standard setbacks off of Meuller to save my retirement plan and make my land useable again.

Thank you,

Carina Nedbal

24213 NW Meuller Rd

360-314-8042

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

Staff,

We have some concerns with your proposed code amendments to the Carty Road Subarea plan. First, we understand the importance to the city about keeping a rural feel and a buffer around development projects. That said, if two abutting properties develop at separate times, this will create a 60 ft wide buffer zone which in our opinion is unnecessarily large and will cause issues with maintenance in the future. This seems to be a waste of usable land. As stated in your report, roughly half the land in the Carty Road area is unable to be developed because of habitat constraints. If that is the case, why not use this 30 ft section of land? We believe being able to use this area for stormwater, emergency turnarounds, a trail space, park or other creative ideas would be extremely valuable in this area. Allowing for a variety of uses while also maintaining a buffer from neighboring properties and new homes seems like a much more efficient and strategic use of the land.

The amendment for a minimum lot size of 1/4 acre also seems excessive. Our property is directly across the street from the Elementary and Middle School and just south of the High School, convenient, walkable distances. This area should be committed to serving the families of Ridgefield and 1/4 acre lots would create homes that only the wealthy can afford. Comparable homes in our area on a large lot, similar to your proposal, start around \$1.25 million and go up considerably from there. The average family with young kids cannot possibly afford a home in this price point, and requiring high priced housing when affordable housing options are already extremely difficult to come by does not benefit the families attending the nearby schools. A wide range of options, such as lot sizes from 7,500 sq ft (from the original proposal) up to 16,355 sq ft (as per your new proposal), could provide development opportunities for properties with unique constraints. This approach would offer a variety of housing options, from mid to high level pricing, and avoid creating the cookie cutter homes Ridgefield residents prefer to avoid.

Requiring lots to be smaller than 12,500 square feet along NW Mueller Rd. also prevents properties to meet your proposed minimum density requirements of 4 units an acre. 30 ft buffers from neighboring properties and increased road setbacks continue to jeopardize the validity the intent for the development. Standard setbacks of 15-20ft should be allowed for the roads, which will create a 30-40ft buffer along the roadways from homes. Tripling the side yard setbacks demands homes that are only 20ft wide on your minimum allowed lot widths of 50ft, which goes against the overall goal of the proposal for this area. 7.5ft side yard setbacks would grant homeowners the ability to use more of their land, create more housing options, keep 15ft of separation (which is beyond the minimum requirement according to the fire code), and still keeps the neighborhood from feeling overcrowded and cramped.

We urge you to reconsider the proposed changes and incorporate a more flexible approach to strengthen the community and provide feasible housing options for those who need them.

From: [Steve Mukensnabl](#)
To: [Claire Lust](#)
Subject: re: changes to Carty Road development
Date: Saturday, August 3, 2024 4:16:50 PM

Dear City of Ridgefield planners,

Your proposed changes to the development plan for Carty road seriously concern us as the owners of 24019 NW Mueller Road.

NW Mueller Rd, will eventually extend onto our property. The 50 ft setback off of the road for lots under 12,500 SF, a 30ft buffer around my property, and the unique shape of my property will make it impossible for me to meet your minimum density requirements which greatly reduce the value of my land and not allow it to be developed in a developable area. I am in favor of and highly suggest reverting back to standard road setbacks and allowing for a larger flex in lot size at 7,500 square feet that you originally proposed and sizes could go up to your currently proposed 16,355 square feet. The flexibility to accommodate unique lot shapes like mine will allow for an array of lot sizes you said you wanted. You are also requiring highly planted 30 ft. buffers. What is highly planted? The additional cost of plantings only gets passed down to future homeowners and HOAs which only increases housing and maintenance costs. If the City is requiring above average plantings I feel like the city should cover the difference in cost to plant and the cost of maintenance to maintain the somewhat affordable housing we have.

Furthermore, the densities of the developments adjacent to my property to the north and west allowed for those owners to benefit greatly in adding value to their properties. We don't believe the properties being developed along Mueller Road should arbitrarily be diminished in value due to the changes mentioned.

Thank you for your consideration in this manner and feel free to contact us for questions or feedback.

Regards,

Steve and Teresita Mukensnabl
24019 NW Mueller Rd.
360-831-3384

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

August 05, 2024

Claire Lust
City of Ridgefield Community Development
510 Pioneer Street, Suite B
Ridgefield, WA 98642



RE: Carty Road Subarea Code Amendment Comments

Dear Claire:

We are writing this letter on behalf of multiple clients with potential interest in the Carty Road Subarea. The comments provided are based on our experience providing development consulting services in Ridgefield, and through the greater Clark County area. The letter is written to provide comments for the proposed code language of the Carty Road Subarea amendments to the Ridgefield Development Code (RDC) dated July 12, 2024. While the proposed code language generally follows the recommendations of the Carty Road Subarea Plan, there are some sections that deviate from the recommendations. The requirements of the proposed code amendment also create a scenario where, at best, a parcel could only develop to the minimum allowed density, and it is likely that many parcels within the subarea will not be able to develop.

It is important to note, that while the subarea plan seeks to maintain the rural character in the subarea, it is within the urban growth area for Ridgefield and, as such, has been anticipated for urban development in the City of Ridgefield Comprehensive Plan. In zoning the subarea RLD-4, the City has already reduced the potential density of the area from what was anticipated under Clark County R1-6, R1-7.5, and R1-10 zoning as shown on Page 12 of the subarea plan (690 potential units to 464 potential units at maximum density). This proposed amendment further reduces the potential density by limiting proposed development to the minimum density allowed (3.5 units per acre (using rounding, or 406 potential units), with no ability to develop to the maximum density allowed under the RLD-4 zone. This reduction has an impact on projected densities in the comprehensive plans for Clark County and for Ridgefield.

The concerning sections of the proposed code amendment are inserted below, with a response below it discussing the issues with the section. If we have no concerns with a section of the amendment, it is not included in this letter.

18.210.140 Special provisions for the Carty Road Subarea

B. District Boundaries. The Carty Road Subarea (outlined in red in the figure below) consists of approximately 266 acres in southern Ridgefield. The sub-area is located east of the intersection of NW Hillhurst Road and South Royle Road and west of the Interstate 5 corridor. Northwest Carty Road functions as the southern boundary for a portion of the subarea. The sub-area is located outside of the Ridgefield city limits within the city's urban growth area (UGA) in unincorporated Clark County. See figure 18.210.140-1.

Response: Portions of the subarea have been annexed into the City. This section should be modified to remove “outside of the Ridgefield city limits”.

C. Guiding principles. Development within the Carty Road subarea shall conform to the applicable Carty Road guiding principles:

2. Respect existing development patterns in the Carty Road area.

Response: This is a challenging principle to meet as the existing development patterns are rural, and the subarea is within the urban growth area and is expected to provide urban development.

5. Provide a range of development options for landowners that allow flexibility to retain existing uses and meet development regulations and state land use laws.

Response: This is principle cannot be obtained based on the code requirements of this amendment. In order to retain existing uses, it is likely that lots greater than 10,890 square feet (one-quarter acre) will need to be created. When the minimum lot area required is one-quarter of an acre, and the minimum density required is 4 units per acre (3.5 units with allowed rounding), it is nearly impossible to create any lots much larger than 10,890 square feet and meet density requirements while meeting other requirements such as stormwater management. Additional requirements such as the 30-foot buffers and trail network will also take significant amounts of land that make retaining existing uses that much more difficult.

D. Zoning and uses. The underlying base zone for development is Residential Low Density - 4 (RLD-4). See Figure 18.210.140-2 Carty Road Future Zoning Map.

1. Uses. Permitted (P) and conditional (C) uses in the Carty Road Subarea are listed in Table 18.210.140-1. Unlisted primary uses are prohibited.

<u>Specific Land Use</u>	<u>RLD-4</u>	<u>RLD-4 with CSA Overlay</u>	<u>RLD-4 with Heritage Overlay</u>
<u>Residential Uses (1)</u>			
<u>Existing Residential Uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Single-Family Detached Residential</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Accessory Dwelling Unit</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Duplex</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Nonresidential Uses</u>			
<u>Existing Nonresidential Uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Cultural Institution</u>	<u>X</u>	<u>X</u>	<u>P</u>
<u>Religious Institution</u>	<u>X</u>	<u>X</u>	<u>P</u>
<u>Community Center</u>	<u>X</u>	<u>X</u>	<u>C</u>
<u>Park or Trail</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Accessory Uses (2)</u>			
<u>Food Distribution Membership</u>	<u>X</u>	<u>P</u>	<u>X</u>

<u>Farmers Market</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Market Garden</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Community Garden</u>	<u>X</u>	<u>P</u>	<u>X</u>

Table 18.210.140-1 – Carty Road Subarea Uses

Table Notes.

(1) Residential uses shall comply with the architectural design, garage/driveway, usable outdoor space, and tree standards in RDC 18.206, Residential Use Standards. Residential uses shall comply with the development, density, and environmental protection requirements in Section 18.210.140.

(2) Accessory uses are only allowed on the same lot as a lawfully permitted primary use.

Response: This is not a complete or accurate listing of the uses for the RLD-4 zone. For example, currently, an accessory dwelling unit is a limited use RLD-4, not an outright permitted use as noted in this table. Is the intent also that if a use is allowed under the RLD-4 base zone, and not listed on this table, it continues to be allowed in the Carty Road Subarea?

This use table also does not take into account the future growth of the City, or the intent, and potential future requirements of the recently passed middle-housing bills at the State level. While the City is currently under a population of 25,000, it will soon surpass that number as it grows, increasing the requirements under the middle-housing laws. While these requirements are not significant, the proposed code has limited this subarea to a minimum density that does not provide for middle housing now or in the future. It has been determined that middle housing is a need now, and it will continue to be a need in the future. Now is the time to account for this, and not when it is a greater problem in the future.

Accessory uses are identified as only on the same lot as a lawfully permitted use. How would this be handled in a subdivision if they wanted to provide a tract for a farmers market or community garden as an amenity for the development?

2. Subdivision. Residential development in the Carty Road subarea shall comply with the applicable general subdivision standards in RDC 18.600 through 18.640. Planned Unit Developments (PUDs), as described in RDC 18.401, do not apply in the Carty Road Subarea. The special subdivision standards are instead as follows.

Response: 18.640 does not appear to be a code section, will this be a new section in the future?

a. Lot patterns shall vary to reflect existing dispersed residential development patterns.

Response: The code currently requires a minimum lot area of one-quarter acres with a minimum density of 4 units per acre. Even with the allowed rounding for density, it will be almost impossible to vary lot patterns as all lots will generally need to be the same just to meet minimum density requirements.

b. The minimum area of a new residential lot may not be less than 10,890 square feet (one-quarter acre).

Response: On page 18 of the Carty Road Subarea Plan, the recommended amendment for RDC Chapter 18.210 is “Master plan provisions would include minimum lots size of 7,500 square feet in RLD-4 zone . . . “

This makes it clear that the result of the subarea planning process, and intent of the subarea plan, was that the minimum lot area should be 7,500 square feet. A minimum lot area of 7,500 square feet will allow all parcels in the subarea to meet density requirements, meet the requirements of 18.210.140.D.2.a, and better provide for the protection of existing uses.

e. Lots smaller than 12,500 square feet shall be located 50 feet or more away from NW Carty Road, NW Mueller Road, NW 30th Court, or NW 24th Avenue.

Response: It is unclear what the intent of this requirement is. There does not appear to be any recommendation for this in the subarea plan and it ultimately forces a lot size that will create uniform lots along these roads, and further reduce the ability to vary lot sizes as recommended in the subarea plan and require early in this code section. This appears to be an unnecessary requirement and should be removed from the code. In addition, if a development is unable to provide this lot size along these roads due to dimensional restrictions of a parcel, this requirement could constitute a taking of land.

f. The subdivision shall incorporate a 30-foot-wide perimeter compatibility landscape buffer between the subdivision and existing adjacent residential uses.

i. 80% of the plant material within the 30-foot buffer shall be native plants. (See RDC 18.830.) The 30-foot-wide landscape buffer shall provide dense evergreen shrubbery, or evergreen understory trees at 8-foot on center, and only native trees planted at 25-feet on center. Only a type B1 earthen berm or S1 site-obscuring fence may be permitted.

ii. The 30-foot-wide perimeter compatibility landscape shall comply with the requirements for landscape plans, installation, and monitoring in RDC 18.725.

iii. Walls, berms, or fences may not be used as a means to reduce the 30-foot perimeter compatibility standards.

Response:

It needs to be clear that when half-width road improvements or road extensions are proposed at boundaries, this buffer is not required. Half-width road improvements and road extensions are necessary for circulation required in the Engineering Standards and to meet 18.210.140.C.4.

It needs to be clarified if a berm or S1 fence is required, optional, or can take the place of the understory shrubs. Given the density of the required plantings, requiring a berm or fence would be excessive and add significant cost to a project that ultimately gets passed on to the future home buyer.

One element of a buffer that has value is distance. Given the width of the required buffer at 30 feet, enough distance is provided that the density of plantings required is excessive. If the density of plantings noted in the proposed code is desired, the buffer could easily be reduced to 15 feet and still meet the desired goal. While it is understood that 30 feet is the recommended width in the subarea plan, this is a case where a reduction of width still meets the intent, while providing the opportunity to better meet other goals of the subarea plan, such as a variation in lot sizes.

The density of the proposed plantings will also not protect viewsheds. The density of the proposed plantings will ultimately reduce and alter views from and through the area.

It is also likely that these open spaces will have rear yard or side yard fences abutting them. This will, when two parcels develop separately, create a 60-foot wide, densely planted hiding area and create potential safety concerns for the neighborhoods developed.

The required plantings will also require excess irrigation water during establishment and during the hottest months of the summer in an area where they already have water capacity issues.

g. An application for a subdivision containing ten or more lots shall include a master plan which complies with the standards in section 18.210.140.D.2.a through f and:

i. Identifies prominent view sheds from public rights-of-way and shall plat lots to maximize the identified view sheds.

Response:

As previously noted, the required buffers will significantly impact these view sheds. This is also a vague requirement. There is no defined way to plat lots to protect a view shed other than taking more land from the development and creating more challenges to meet density and other code requirements.

- ii. Identifies existing conditions, including but not limited to, native soil, existing tree cover, and topography, and shall preserve such existing conditions to the greatest extent practicable, as determined by the Community Development Director.

Response: This requirement is vague and leaves a lot of room for interpretation of what the greatest extent practicable is, especially as staff within the jurisdiction changes. This section needs more clarity on what the standard is to be met.

- iii. Provides a multi-modal trail network that connects to a public right-of-way which provides transportation and recreational opportunities throughout the Carty Road subarea and allows future connection to the larger Ridgefield and regional trail system.

Response: On page 14 of the Carty Road Subarea plan, it states “Provide a multimodal trail network along public ROW . . .” Therefore, additional trail networks outside of the ROW should not be required. The design guideline could be met by allowing the local road section from the subarea plan to have a path on one side and only the swale on the opposite site, similar to the Carty Road section.

In addition, requiring trail networks simply takes more land from the owner and makes it even more difficult to meet the minimum density requirements.

Another option could be to allow trails in the 30-foot buffer with the use of a sight obscuring fence for screening and reduced plantings to provide a buffer and safe trail alignment in the same area of land.

- 3. The RLD-4 dimensional and density standards in Table 18.210.030-1 apply, PROVIDED;

- a. The minimum setbacks shall be Front - 20 feet; Side - 15 feet; Rear - 15 feet.

Response: The proposed 15-foot side yard setback will have significant impact on development. The subarea plan simply notes increased setbacks from the RLD-4, however, tripling the size if the RLD-4 side setback is excessive. Additionally, there are PAC comments noted in the Memo from April 25, 2022, sent from WSP to Claire (Page 51 of the subarea plan), questioning if the 15-foot side setbacks along with the minimum lot size create unforeseen circumstances. Ultimately, if 7,500 square-foot lots are allowed as recommended by the subarea plan, there is potential to have a 50-foot-wide lot with a 20-foot-wide home based on these setbacks.

Increasing the side-setbacks to 7.5 feet (a 50% increase) meets the recommendation of the subarea plan, and provides for 15 feet of building separation, without providing significant impact on future development

potential. Another potential option could be to have the setback be a function of the lot width, where the narrowest lots allowed start with a 7.5-foot setback and once the lots get to a certain width, the setbacks would increase to 10 feet.

c. Setbacks for new development should reflect the setbacks of adjacent properties.

Response: It is unclear if the requirement is intended to be reflection of the existing actual setbacks, or just what code would require. This is an unreasonable standard if it is intended to be actual existing setbacks for adjacent properties, as the existing setbacks are for formerly rural properties. Existing setbacks for adjacent property is likely to be significantly more than the minimum in an urban development. There are cases where adjacent actual setbacks could be greater than the width/depth of a proposed lot, making a lot completely unbuildable due to setbacks. This language should be removed.

d. Setbacks shall not be less than 50% of the setbacks of existing uses on adjacent properties.

Response: It is also unclear if the requirement is intended be based on the existing actual setbacks, or just what code would require. This is an unreasonable standard if it is intended to be actual existing setbacks for adjacent properties. Existing setbacks for adjacent property is likely to be significantly more than the minimum in an urban development. There are cases where adjacent actual setbacks could be greater than the width/depth of a proposed lot, making a lot completely unbuildable due to setbacks. This language should be removed.

6. Carty Road Critical Areas (CR-CA).

a. The provisions of RDC 18.280, Critical Areas Protection, apply; PROVIDED that:

i. Impacts to critical areas and buffers are prohibited with the following exceptions:

(A). Public right-of-way may impact critical areas when the applicant demonstrates that avoidance is not a reasonable option. Mitigation ensuring no net loss of function per RDC 18.280 is required.

(B). Approved essential public infrastructure including utilities, stormwater facilities, parks, and trails may be located in the outer 25 percent of a buffer. Mitigation ensuring no net loss of function per RDC 18.280 is required.

ii. Critical area buffer reduction and averaging are prohibited.

Response: Completely prohibiting buffer impacts, reduction, and averaging is unreasonable when it comes to urban development. The subarea plans simply recommends limiting, not prohibiting. It is imperative in urban development that buffers are able to be reduced/averaged, when no net loss of function is shown, to allow projects the ability to be as efficient as possible and meet other code requirements, such as density and lot sized.

Ultimately, critical areas and their buffers are already protected by the existing code and buffer reductions and buffer averaging are covered under these codes.

In summary, the code, as currently proposed, will make developing any parcel in the subarea near impossible. The minimum lot area required should be 7,500 square feet as recommended in the subarea plan. The required trails should be part of the right-of-way, as noted in the subarea plan. The buffer width could be reduced from 30 to 15 feet, and still be the intended purpose given the required density of planting, which would also help with lot variation. The side yard setback should be reduced from 15 feet and the requirement to match adjacent existing setbacks should be removed. Buffer modification and averaging should be allowed as it is already limited by the existing code. All these modifications would continue to meet the recommendations and intent of the subarea plan while allowing parcels to develop and manage growth as intended in the comprehensive plan.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Michael Andreotti, RLA – Land Use Planner
9600 NE 126th Avenue
Vancouver, WA 98682
(360) 882-0419 | andreottim@aks-eng.com

Dear Claire, We have finally gotten to a place where we are ready to retire and use our property as a major part of our retirement funds. We have been in our home for over 30 years now. There are some items in your amendment that have concerned us and we would like you to reconsider, the 50ft setbacks off of NW Mueller Rd. On top of 30ft setbacks from neighboring properties seems over the top on the amount of our land you deem unusable on our property. We are also concerned that you have increased the minimum lot size from 7,500 sf to a quarter acre. Our property value has been substantially damaged because of the decreased useable land area and decreased lot count that could be reached on our property. We understand the importance of keeping the rural feel of Ridgefield but there must be a middle ground we can meet at to help save our property value while also providing the rural feel we want Ridgefield to keep and maintain.

Ralph and Cynthia Greear 23812 NW Mueller Rd

The block contains two handwritten signatures. The top signature is 'Cynthia Greear' in a cursive script. Below it is the signature 'Ralph Greear', also in cursive, with a large, stylized initial 'R'.

August 7, 2024

VIA EMAIL

Ms. Lust
Community Development Director
PO Box 608
Ridgefield, WA 98642

Re: **Carty Road Development Code**
Our File No. 51752-71313

Dear Ms. Lust and Members of the Ridgefield Planning Commission:

As the City knows, our firm has represented many of the largest development projects in the City of Ridgefield for more than a decade. It recently came to our attention that the City is moving forward with the Carty Road sub-area development code. And while we support much of what the City is trying to accomplish with the code we are concerned with some specific provisions in the code that may lead to unintended consequences and therefore submit this comment for your consideration.

Changing Nature of Housing in the State of Washington

The City is well aware of recent bills passed by the Washington legislature intended on tackling the state's housing crises. Many of the bills (and in particular HB 1110) are aimed at creating opportunities for middle housing by requiring certain jurisdictions to allow for multiple unit development on existing and newly created lots. Furthermore, changes to the Growth Management Act (GMA) require GMA jurisdictions to account for different types of housing. Presently, Clark County and its seven cities are in the process of updating their comprehensive plans to accommodate the next 20 years of growth under this new guidance.

And yet the Carty Road development code eschews the direction from the legislature in favor of development code that undermines the type of housing products that the legislature is mandating.

We do believe that there is a way to balance both the City's desire for Carty Road while maintaining the objectives of the legislatures mandates with some minor tweaks.

Proposed Modification

Under Proposed RDC 18.210.140(D)(2)(b) that minimum lot size standard should be changed to 7,500 square feet, which matches the subarea plan. There are several bits of rationale behind this. Lots of 10,000 square feet are more are very expensive to develop and it is likely to lead to a situation where this land does not yield residential development until such a time that the middle housing rules apply in the City of Ridgefield that could potentially lead more units which undermines the attempt

Ms. Lust
August 7, 2024
Page 2

here to promote larger lots. Having 7,500 square foot lots allowed by code will create much larger lots than are typically being created in the Northwest while creating the viability that the land produces the lot yield no rather than waiting for the Draconian measures of the state to reach Ridgefield.

The second minor fix would be to the setbacks standards. Specifically Proposed RDC 18.210.140(D)(3)(a) could be changed to add a note that setbacks may be average over the development. This would continue to meet the intent of the larger lots while providing that flexibility that planned unit development create because they are not a tool allowed here.

A third minor fix would to strike Proposed RDC 18.210.140(D)(2)(e) and replace it with a requirement for enhanced vegetative screening along those corridors.

Conclusion

We appreciate the opportunity to provide the planning commission this important feedback when making your recommendation to the City Council.

Very truly yours,

JORDAN RAMIS PC



Jamie D. Howsley
Admitted in Oregon and Washington

Carty Road Subarea Development Code

Planning Commission Notes

8/7/2024

Commission/Staff

- Are you asking for vote/feedback?
 - Both
- When is it going to council?
 - Study session September 12 and then to council
- Next after adopted?
 - Complete reviews according to new standards.
- Are properties that are annexed currently frozen?
 - Yes
- Already annexed properties – Turnaround time / How long until shovel to ground?
 - Multiple phases and review timelines.
- Because of the delay since the subarea went into effect, things have changed re: need to address affordable housing deficit.
- Will currently zoned properties help the deficit?
- Want to preserve Carty Road?
- Do we need to mess with Carty to meet those standards?
 - The model accounts for subarea being RLD-4
- Carty is a less dense area.
 - Concerned about not accommodating affordability.
 - Can developers swap density?
 - Can we allow for a more comprehensive master plan that allows trade-offs for smaller lots to develop?
- Properties with challenges – do they have options?
 - Flexibility with PUD
- Can we find a tradeoff and keep density?
- Help developers with roadblocks?

- Can we just do a blanket RLD-4 in subarea?
- Why are there lots in RLD-4 in Ridgefield that don't meet lot area?
 - PUD
- Could current developers use the PUD standard?
 - As the code is currently written, no.
- Are we trying to get average density?
 - Yes
- Complex area – some want to preserve, and others want to sell.
- Need to have flexibility for lots.
- Is the focus to maintain space?
- Skewed to higher end properties.
- Can it be changed to allow reduced setbacks?
- Can we have an agreement for irregularly shaped lands?
- Pinpoint irregular lots and address those in the code?
- Could we propose a modified PUD for the Carty Road Subarea? Find middle ground?
- Maybe large lots aren't as important now. There appears to be a dramatic change since implementation of the subarea.
- Should city annex property?
 - Claire – property owner driven.
- How long does it take to annex
 - Claire – 2-6 months
- Help understand density/vegetation/landscape buffering
 - Protect neighboring property and keep the rural feel.
- 50-foot setback for road. Why?
 - Protect view shed
- Are there other areas with large setbacks?
 - 25 feet along Royle, Hillhurst, and Pioneer
- Maybe reduce to save property values and developable area.
- Is there compensation for the larger setbacks?
 - No

- When using larger setbacks are there requirements for items to be preserved?
- For many properties fifty feet will be too large.
- Concerns with Carty Road – is there a point when it's too dangerous to have a home and is there a solution?
- 30-foot minimum setbacks? People confused that it is separation between houses. Please clarify.
 - Perimeter buffer from undeveloped properties
- 30-foot setback caused confusion and made people think the setback is 15 feet.

Public Hearing

Michael Andreotti (AKS) –

- Looked at lots in area and dimensions aren't working for ¼ acre lots.
- Would prefer to reflect 7,500 sf lots
- The 15-foot setback and 30-foot separation between houses doesn't work.

Byron Wollam –

- PUD allows for smaller lots- using current RLD-4 will make for funky lots
- Critical areas problematic to achieve net density while meeting setbacks.
- The proposed code doesn't go with the lower-income goals – comp plan
- Sub/reg items #2 c & e are at odds with each other.
- Code needs tweaking

Rich Young –

- Carty road is dangerous.
- Design of road needs to be taken into consideration
- Road width
- Where are the setbacks measured from
- Flooding issues on Carty Road so drainage needs to be handled
- Nothing will develop until the CRWWD pump station goes in.

Jeff Marsh –

- Large lots without modifications end up with more expensive houses.

Planning Commission final comments –

- Need more work done and to take more into consideration, such as roads, setbacks, safety.
- To what extent is the ability for individual owners to develop something for PC should consider?
- Is the subarea only applicable to annexed properties?
 - Yes
- Why can't this just be a normal RLD-4 zone
 - Adopted subarea plan
- No vote because too much has changed
- Seems code is questionable to vote on, so don't want to vote. To do a good job would need items to be addressed so they could see the revised code and provide a better recommendation.
- Can they have a joint study session?
- Subarea plan – did it recommend lot size?
 - Did reference 7500 sf lots with master plan, still larger setbacks
- When was the last survey to property owners?

August 9, 2024

To The Ridgefield Planning Commission:

My husband and I were in attendance at the Planning Commission meeting on August 7, and we both came away with the impression that the commission was not fully informed on the Carty Road Subarea Plan.

First a bit about me: I was born and raised in Ridgefield near the fairgrounds on a dead end road. My late husband and I bought property on Mueller Road in 1990 and had a home built and raised our three children there. Ironically it was property that I had gone 4-wheeling on when I was in high school! I have lived in that home for the past 33 years. My husband, Chris moved in in 2020 and we added a shop to the property. Now that he is retired, he keeps the property immaculate. We are always being told that it looks like park, which is a testimony to all of the hard work that we have put into it. We thoroughly enjoy the peaceful tranquility of living on a dead end road, surrounded by trees.

Ralph and Cindy Greear are our neighbors at the beginning of the road, on Mueller and Carty Road, and have lived in the home that they built in the late 80's. They also have a beautiful setting and have turned their property into a venue for weddings, etc., known as Lucy's Garden. They decided at one point that they would like to add a restroom to their venue so the guests wouldn't have to use a porta potty. Since they are not on city water and sewer, this proved to be impossible. Incidentally, their septic mound system is on the neighboring property between them and us. Their property wouldn't perk so they got an easement on this property, previously owned by Sue Buck. At this point they realized that the only way to get city water and sewer hookup was to annex into the city. Ralph went to all of the neighbors and convinced them to sign his petition. I was reluctant at the time to sign, but he told me that all of the other neighbors had already signed, so I added my name. Later, I found out that this was not the case and I called the City of Ridgefield to have my name removed. The intent for annexing was NOT to develop the properties. For them, it was to hook up to city water and sewer, and for the others, it was so that they could build another home on their property for their kids or aging parents or whomever.

With Covid and all of the time that had past, the City asked for the petition to be re-signed by property owners who wanted to annex. We were not part of that petition, and neither were the four properties to the west and north of us that are owned by the Meuler families. The annexation request is what, I believe, started the whole Carty Road Subarea project.

If you travel down Mueller Road, you will find goats, sheep, cattle, horses, llamas and chickens, and grass pastures. With all of the development on Royle Road and the vicinity, the wildlife have found their way to our property. We've had as many as 11 deer at a time on our property. They are running out of places to roam. This is one of the things that makes this area "different" and why the plan designated it

as such. Fewer houses per acre would blend in with a rural setting, especially since not all properties are annexed, and some will not develop, even though they are annexed.

Some time last year, Jim Franck, who owned property on Hillhurst across from the ball field, sold his property to Terry Wollom, a developer. And then Sue Buck sold her property to Lloyd Stenerson, another developer. Her property bordered Jim Franck to the east. Wollom and Stenerson are both involved in Cascade Development and their only interest is in developing the properties with as many houses as possible and lining their pockets. They are attempting to do this while keeping the original homes on the properties and building around them. This is why they are having such difficulty making the lot sizes work. We were presented with their initial plan for the development and they were seeking to purchase part of our driveway. Needless to say, that will never happen. They also didn't seem to be aware of the required buffer between our property and their development. I am assuming that they are attempting to get the area rezoned so that they can make more money.

Cascade Development doesn't care about maintaining the natural beauty and rural feel to this area or protecting the wildlife, but thankfully the City of Ridgefield heard our input and opinions on what we wanted to see in OUR neighborhood. That is what is reflected in the Carty Road Subarea Plan, and it is in my mind, a compromise for those of us who wanted to keep our rural, dead end road privacy and those who wanted to develop. Unfortunately, Jim Franck and Sue Buck sold out and here we are. And the front of our house faces potentially 40+ new homes. What a view.

The upside is with the current zoning, the developers will have to build high-end homes in order to get the most bang for their buck. There was some discussion at the meeting regarding the zoning and getting more smaller, affordable homes in that area. This is exactly what we don't want. It is our experience that these homes will attract the type of people that don't take pride in their homes, especially if they are rental homes. And along with that comes higher crime and, for lack of a better term, riff raff. That is not what we signed up for when we bought acreage all those years ago. And the Carty Road Subarea Plan assured us that this would not happen. We feel that a development similar to Wishing Wells, with large lot sizes, would be a more desirable model than the reach-out-and-touch-your-neighbor scenario that was discussed at the meeting, and promoted by the developers.

We were also left with the impression that none of you on the commission has ever driven down Mueller Road (pronounced MULE-er), and I'm not sure about Carty Road either, although one of you mentioned having driven down Carty a while back. We are perplexed at how you can be objective and pass judgement on an area that you are so completely unfamiliar with. It was also quite clear that you have been communicating with the developers that are trying to come in and line their pockets. One thing that seriously needs to be addressed before this development happens, is infrastructure. And not just in our neighborhood but all of Ridgefield. As we're sure you know, we have schools that are seriously overcrowded. The last time a new elementary school was built was 60 years ago! 60 YEARS AGO. And yet we just keep building more houses with more families moving in, and worry about schools

and roads later. Personally, we hate seeing all of the growth in Ridgefield but understand that it is inevitable. We commend the City of Ridgefield in their vision to keep our small area green and rural.

Another stumbling block for the developers is Greear's mound septic system on the property purchased by Lloyd Stenerson. Obviously, city water and sewer will have to go in before any of this development can take place, along with major road improvements. Carty Road can be like a highway on school mornings, making it very difficult to even get out from Mueller Road. Infrastructure is key right now with all of the development happening in Ridgefield. It seems that we are bursting at the seams.

It is our hope that even though development is inevitable, that is done the best way possible for those of us that have lived here most of our lives, and plan to remain here on our little piece of paradise. The Carty Road Subarea Plan ensures that.

Sincerely,

Geni Fontyn & Chris Vigna

From: [Inspiration Plantation](#)
To: [Claire Lust](#)
Subject: Re: Carty Road Subarea draft code - opportunity for review
Date: Friday, August 9, 2024 12:08:30 PM
Attachments: [image001.png](#)

Claire,

Thanks for replying. I think an acre of planted area for a CSA would be enough space to make running a CSA worthwhile. May not be enough space to make a living off of, though.

Matt

On Tue, Aug 6, 2024 at 4:42 PM Claire Lust <Claire.Lust@ridgefieldwa.us> wrote:

Hi Matt,

Thanks for reaching out. Any existing uses on your property are vested and your ability to continue them will not be impacted by the outcome of the code updates. That said, the 25,000-sf threshold is arbitrary – we just wanted to get a number out there in the draft code for folks to react to. Is there a size you believe would be most appropriate?

Thank you,

cor_logo.png



Claire Lust

Community Development Director | Community Development

(360) 857-5024

www.ridgefieldwa.us

[510-B Pioneer St](#) | PO BOX 608 | Ridgefield, 98642

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From: Inspiration Plantation <inspirationplantation@gmail.com>
Sent: Tuesday, July 23, 2024 6:28 PM
To: Claire Lust <Claire.Lust@ridgefieldwa.us>
Subject: Re: Carty Road Subarea draft code - opportunity for review

Claire,

Thank you for this email.

I'm curious about the language around limiting the processing of agricultural products. I currently have a poultry processing facility on my property. I haven't licensed it since my farm, Inspiration Plantation, stopped producing commercially in 2014. But, I have raised and slaughtered turkeys for sale in the past few years and am curious if I would be permitted to continue doing so under the language of the draft code.

I also grow about 1/2 an acre of pumpkins every year which is close to the 25,000 sq ft threshold. Why was 25,000 sq ft chosen as a cap? Seems like an arbitrary number.

Thanks,

Matt

[24311 NW 24th Ave](#)

On Tue, Jul 23, 2024 at 5:29 PM Claire Lust <Claire.Lust@ridgefieldwa.us> wrote:

Good afternoon:

You are receiving this email because you participated in the Carty Road Subarea planning process in 2022 or have expressed interest in the implementation of the Carty Road Subarea Plan since its adoption. A key step in implementing the adopted subarea plan (attached here for reference) is developing code standards based on the guidance in the plan. These standards will control any future development in the area.

A document with draft Carty Road Subarea development standards is attached. I welcome your feedback on this draft code to help refine this proposed code to best implement the adopted subarea plan. If you would like to share and discuss any comments, please let me know! I'd be happy to meet in person or receive your feedback in an email, letter, or phone call. Whatever works best for you.

As for timing, Planning Commission will review the draft code plus any feedback received and hold a public hearing during their meeting on Wednesday August 7, 2024, 6:30pm. If you would like to attend the meeting, you may do so in person (Ridgefield Administrative and Civic Center, [510 Pioneer Street](#)) or online via the Zoom link posted at <https://ridgefieldwa.us/158/Planning-Commission>. If you would like to provide formal testimony for the record, you can speak for up to three minutes during the hearing or send me written testimony prior to the meeting.

After the Planning Commission meeting, staff will continue incorporating feedback from stakeholders and commissioners into an updated draft code. The updated draft code will go to a public hearing at City Council later in August (tentative date: August 22). This will be another opportunity to provide formal testimony. Council will review the proposed code for a second time and vote on adoption in September.

Please feel free to forward this email to others you may know who have an interest in the Carty Road Subarea. My full contact information is in the email signature below.

Thank you,

Claire

cor_logo.png



Claire Lust

Community Development Director

claire.lust@ridgefieldwa.us

(360) 857-5024

www.ridgefieldwa.us

[510-B Pioneer St](#) | PO BOX 608 | Ridgefield, WA 98642

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--

Matt Schwab

503-997-8757

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From: [James McPhee](#)
To: [Claire Lust](#); [Steve Stuart](#); [Ron Onslow](#)
Subject: RE: Carty Road Subarea draft code - opportunity for review
Date: Monday, August 19, 2024 6:26:39 PM
Attachments: [image002.jpg](#)
[image003.gif](#)
[image004.gif](#)
[image005.gif](#)
[image006.gif](#)
[image007.gif](#)
[image009.png](#)
[image001.png](#)

Yea, leave it how it was and stop building cookie cutter houses. Listen to the majority of people that attended these meetings!



James McPhee, Agent

Bus: [360 727 3321](#)
Fax: [360 200 1941](#)
2 S 56th Place #204
Ridgefield, WA 98642-7157

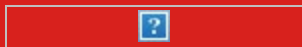


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James McPhee, Agent

The greatest compliment you can give is a referral.

From: Claire Lust <Claire.Lust@ridgefieldwa.us>
Sent: Friday, July 26, 2024 12:52 PM
To: James McPhee <james.mcphee.d90c@statefarm.com>; Steve Stuart <Steve.Stuart@ridgefieldwa.us>; Ron Onslow <Ron.Onslow@ridgefieldwa.us>
Subject: [EXTERNAL] RE: Carty Road Subarea draft code - opportunity for review

Hi James,

Without the stakeholder meetings we would not have been able to put together and adopt a subarea plan that calls for less intense development in the Carty Road area than in any other residential area of the City. Property owners would have been able to apply for annexation and development that looks the same as other single-family neighborhoods in Ridgefield, which we heard from you and other stakeholders would not be acceptable.

Are there specific items in the draft code (uses, setbacks, environmental protection, etc.) that you would suggest changing to better implement the adopted subarea plan?

Thank you,



Claire Lust

Community Development Director | Community Development

(360) 857-5024

www.ridgefieldwa.us

510-B Pioneer St | PO BOX 608 | Ridgefield, 98642

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From: James McPhee <james.mcphee.d90c@statefarm.com>

Sent: Friday, July 26, 2024 10:58 AM

To: Claire Lust <Claire.Lust@ridgefieldwa.us>; Steve Stuart <Steve.Stuart@ridgefieldwa.us>; Ron Onslow <Ron.Onslow@ridgefieldwa.us>

Subject: RE: Carty Road Subarea draft code - opportunity for review

Why even hold the stakeholder meetings and waste everyone's time when the city is going to do whatever you want anyway?

I don't see any note of the majority of stakeholders wishing to leave the area alone.



James McPhee, Agent

Bus: [360 727 3321](tel:3607273321)

Fax: [360 200 1941](tel:3602001941)

2 S 56th Place #204
Ridgefield, WA 98642-7157



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[Visit Agent's Page](#)

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[Maps & Directions](#)



James McPhee, Agent

The greatest compliment you can give is a referral.

From: Claire Lust <Claire.Lust@ridgefieldwa.us>

Sent: Thursday, July 25, 2024 9:45 AM

Subject: [EXTERNAL] Carty Road Subarea draft code - opportunity for review

Good morning. You may have already received this email from me on Tuesday afternoon, but I got several “undeliverable” notifications due to file size, so I am resending with the same attachments compressed. No content has changed:

Good afternoon:

You are receiving this email because you participated in the Carty Road Subarea planning process in 2022 or have expressed interest in the implementation of the Carty Road Subarea Plan since its adoption. A key step in implementing the adopted subarea plan (attached here for reference) is developing code standards based on the guidance in the plan. These standards will control any future development in the area.

A document with draft Carty Road Subarea development standards is attached. I welcome your feedback on this draft code to help refine this proposed code to best implement the adopted subarea plan. If you would like to share and discuss any comments, please let me know! I’d be happy to meet in person or receive your feedback in an email, letter, or phone call. Whatever works best for you.

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After the Planning Commission meeting, staff will continue incorporating feedback from stakeholders and commissioners into an updated draft code. The updated draft code will go to a public hearing at City Council later in August (tentative date: August 22). This will be another opportunity to provide formal testimony. Council will review the proposed code for a second time and vote on adoption in September.

Please feel free to forward this email to others you may know who have an interest in the Carty Road Subarea. My full contact information is in the email signature below.

Thank you,
Claire



Claire Lust

Community Development Director | Community Development

(360) 857-5024

www.ridgefieldwa.us

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From: [Michael Andreotti](#)
To: [Claire Lust](#)
Cc: [Terry Wollam](#)
Subject: Carty Road Subarea Public Comment
Date: Wednesday, September 4, 2024 5:00:25 PM
Attachments: [image001.jpg](#)

Claire –

Below is some additional public comment to be provided to the planning commission for today’s meeting.

Planning Commission Members –

Thank you for taking additional time to consider the Carty Road Subarea code. Given that the code has not yet been updated to potentially address what appeared to be somewhat common questions or concerns of both the public and the Planning Commission and the short timeline for continuing to a Council work session without taking time to address those questions and concerns through code changes or have a planning commission vote are worrying. We believe that many of the requested modifications to the code can be obtained within the framework of the subarea plan and are apprehensive that the questions and concerns from the Planning Commission will not be fully communicated to the Council. Public comment will be provided to Council as well, but we want to ensure that Council has all the information possible going into the work session.

Thanks,

Michael Andreotti, RLA
Land Use Planner



AKS ENGINEERING & FORESTRY, LLC

Physical: 9600 NE 126th Avenue, Suite 2520 | Vancouver, WA 98682

Mailing: 13504 NE 84th Street, Suite 103-295 | Vancouver, WA 98682

P: 360.882.0419 Ext. 316 | www.aks-eng.com | andreottim@aks-eng.com

Offices in: Bend, OR | Keizer, OR | The Dalles, OR | Tualatin, OR | Kennewick, WA | Vancouver, WA | White Salmon, WA

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Carty Road Subarea Development Code

Planning Commission Notes

8/7/2024

Commission/Staff

- Will we see this again.
 - No
- Is there an option to sit in on the work session?
 - Not to participate, but to attend.
- Didn't have enough information.
 - Need to be addressed and flexible
- Are there specific zone setbacks for state and international.
 - No
- Not a recommendation, but not opposed to 15-foot setback.
 - Does that mean smaller houses?
 - Why was it set to 15 – foot? To make smaller houses?
 - No: larger lots, larger setbacks
- Page 4 – Plant material – what is the standard?
 - Right now we recommend native.
 - Suggest 100% native plants.
- Traffic impact – what size of road and how many people can it handle.
 - Would be a scenic collector
 - Would cemetery be dug up or sold to accommodate road width?
- Carty to 10th crosses Clark County property. Can we work with them for a signal?
- Are we going to have patchy road improvements?
 - Yes, if Carty develops with adjacent properties.
- If someone sells a property, will they be required to develop frontage as part of the split?
 - Yes.
- Safety key because it is a major connector.

- Safety and infrastructure need to be considered.
- The purpose is to respect the Carty Road area.
- Livestock is protected, correct?
 - Yes
 - Should grandfather in the existing homes but not allow it in future.
- Density – RLD-4 – was that part of the subarea plan?
 - Yes
- Would PUD be allowed in the RLD-4 for Carty subarea? Would PUD allow higher density?
- Some density should be allowed to support the reduction in corridor setback.
- Would be okay with setback reduction.
- Worried about the area to the east of the Carty Road Subarea designated for higher density. Need for road safety and upgrades to support the housing.
- Consider looking at individual parcels to allow constrained parcels the availability to develop.
- Wants 100% buffer to be native species.
- Is it possible to allow the PUD process?
 - Yes, or modified to fit the subarea plan. It would allow flexibility in the Carty subarea.
- Are there any other subareas?
 - Yes – and gave examples
- Would recommend PUD process to add flexibility.
- Carty road goes against density growth.
- 18.210.140.A – purpose –
 - Livestock should be grandfathered and not allowed moving forward.
- Suggestion - Table note 2.2.e – delete requirement that requires 50-foot setback.
- Suggestion - Table 2.4.A – “encourage” to “enable”
- Motion –
 - Require 100% native plants in 20’ buffer zone.



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Southwest Region 5 • 5525 South 11th St Ridgefield, WA 98642
Telephone: (360) 696-6211 • Fax: (360) 906-6776

September 6th, 2024

City of Ridgefield
Community Development
230 Pioneer Street
Post Office Box 608
Ridgefield, WA 98642

Dear Claire Lust

Thank you for the opportunity to comment on the Proposed amendments to the Ridgefield Development Code implementing the Carty Road Subarea Plan. The Washington Department of Fish and Wildlife (WDFW) offers the following for your consideration.

WDFW supports the purpose of this subarea plan to: *“respect the rural and agricultural heritage of the area by protecting existing land uses and preserving open spaces”*. This plan and associated development regulations protect critical areas, maintain low zoning densities throughout the subarea, and provide opportunities for recreation. We commend the city for emphasizing the requirement that the provisions of RDC 18.280, Critical Areas Protection apply. To ensure no net loss, WDFW commonly requests jurisdictions prioritize making this clarification in ordinances that could impact critical areas.

WDFW values working in collaboration with cities and counties to emphasize the importance of maintaining habitat connectivity and open space. Strategic land-use planning can minimize the effects of habitat loss by maintaining large blocks of native habitat and protecting natural corridors - such as riparian corridors and ridgetops - that connect the remaining large habitat blocks. This only emphasizes the importance of this subarea plan protecting natural areas and buffers along the Gee Creek corridor, including tributaries to Gee Creek. Critical areas, open space, and vegetation retention areas (specifically areas of Oregon White Oak) should be designated and delineated first to avoid impacts. Then housing sites can be located, streets and trails can be designed, and then specific lot lines can be drawn. Below, we identify key recommendations that will help improve the protection and quality of natural resource lands, fish and wildlife habitat connectivity, and the health and wellbeing of the local species and Ridgefield residents. **We encourage the city to consider incorporating these elements into the subarea planning process.**

Zoning (Protecting Natural Resource Lands and Critical Areas)

While conservation of fish and wildlife habitat can be accomplished using a variety of site, regional, and landscape incentives and regulations, maintaining existing natural resource lands as viable agricultural and forestry producers is an important consideration. We are encouraged to see the

statement of purpose for the overlay in section 18.210.140(D)(4): “To encourage the creation of limited commercial uses or event facilities in tandem with residential uses that support the selling or promotion of local agricultural or ancillary products.” WDFW is supportive that 18.210.140(D)(2)(d) requires low density developments in this subarea: “The density of the subdivision shall be 4 units per net developable acre.” In resource lands where low-density residential development is permitted, we recommend retaining canopy cover, minimize clearing, and limiting the creation of new impervious surfaces. This approach will help minimize fragmentation of habitats and the displacement of wildlife.

WDFW consistently recommends maintaining low zoning densities around high-value habitat areas, including large, forested tracts, and corridors. We commend the city for mapping out the Riparian Management Zone (RMZ) along Gee Creek and its tributaries under 18.210.140(D)(6) Carty Road Critical Areas (CR-CA). **We encourage the city to consider designating the riparian corridor along Gee Creek and its tributaries as open space to further protect the environmental functions while meeting city open space requirements.**

Riparian Management Zone (RMZ) / Site Potential Tree Height (SPTH200)

WDFW supports 18.210.140(D)(6)(a)(ii): “*Critical area buffer reduction and averaging are prohibited*”. **For delineating the RMZ of all streams within the subarea, WDFW recommends using Site Potential Tree Height of 200 years (SPTH200) to ensure the riparian ecosystem has the greatest functionality.** This is supported by our new riparian management recommendations, Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications (Quinn et al. 2020) and Riparian Ecosystems, Volume 2: Management Recommendations (Rentz et al. 2020). **Further, we recommend the city design the areas of new development to limit new road crossings of the streams and impacts to RMZs. In addition to obtaining a Hydraulic Project Approval Permit (HPA) from WDFW, any new or updated crossing must meet fish passage requirements.**

Minimizing Human Impacts / Maximizing Outreach

Avoiding impacts to riparian habitat is essential to protect the ecological functions that support fish life and habitat (Rentz et al. 2020). We recommend that new and existing trails keep riparian vegetation intact and limit access to water. Example of best management practices for new trails is designing them to run perpendicular to streams instead of parallel to lessen the footprint within the riparian area.

After the construction of future homes, there will be a significant increase in use and traffic from what is currently there. The increase in human presence is likely to degrade the surrounding area, including potential introduction of invasive plant species, soil compaction in the riparian area, increased erosion risk in the stream, and increase in garbage. A proposed solution is to consolidate impacts to the riparian area to designated stream access points. This area can be delineated with signage and educational material explaining the importance of riparian ecosystems and ecological functions. In addition, having an adequate number of trash receptacles will also be vital to minimizing the impact on the surrounding natural area.

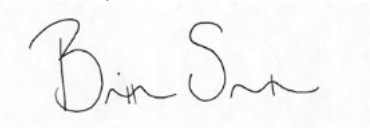
Lastly, supporting educational programs and providing resources for landowners to implement wildlife-friendly practices, such as wildlife-friendly fencing or native habitat restoration, would be another way to extend the benefits of conservation beyond public lands. This approach would not only promote PHS within these properties, but also promote a culture of shared stewardship and conservation in the community. Habitat at Home, formerly known as the Backyard Wildlife Sanctuary Program, is WDFW’s leading effort to encourage Washingtonians to connect with nature where they live, work, and play. This is especially important in areas adjacent to critical areas like RMZs and oak woodlands within

this subarea. By learning ways to increase biodiversity through planting native plants, coexisting with wildlife, and making decisions that positively impact the health of our communities, we can all make a difference. We encourage the city to share [these resources](#) with landowners to protect and enhance green spaces within the Carty Road Subarea.

The protection of these natural resources will not only benefit our environment but also provide numerous recreational and economic opportunities for the Carty Road Subarea community. WDFW welcomes additional discussion to address questions and is available to offer additional technical assistance.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Brittney Salter". The signature is written in a cursive, flowing style.

Brittney Salter
WDFW Region 5 Land Use Lead

CC: Amaia Smith, WDFW Region 5 Assistant Habitat Program Manager

CC: Isaac Holowatz, WDFW Region 5 Habitat Biologist

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

The City Council approves claims and/or payroll of the City on a regular basis

SUMMARY/BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor details attached

RECOMMENDED ACTION OR MOTION:

Approve the claims and/or payroll by making the following motion:

"I move to approve the consent agenda as presented"

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. September 12, 2024 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ACTIVE CONSTRUCTION INC.	4038	C2024-019-24-02	Public Works	07.2024 Pioneer Widening Construction	539,672.80
ACTIVE CONSTRUCTION INC. Total					539,672.80
AKS ENGINEERING & FORESTRY LLC	3908	10210-12	Community Development	07.2024 Development Engineering Review Services	1,083.75
AKS ENGINEERING & FORESTRY LLC Total					1,083.75
ALLISON SENNETT	3834	3834-20240904	Administration	3CMA Annual Conference Meals - Sennett	183.00
ALLISON SENNETT Total					183.00
AQUATIC INFORMATICS INC.	3337	109636	Genl Govt/Facilities	07.2024 Web Tests	(29.75)
			Public Works	07.2024 Web Tests	371.75
		109981	Genl Govt/Facilities	08.2024 Web Tests	(40.63)
			Public Works	08.2024 Web Tests	507.63
		109385	Genl Govt/Facilities	06.2024 Web Tests	(27.23)
			Public Works	06.2024 Web Tests	340.23
AQUATIC INFORMATICS INC. Total					1,122.00
Archer Jane & Stan	UB*01044	(blank)	Genl Govt/Facilities	Refund Check 010514-000 4313 N Ridgefield Woods Dr	65.54
Archer Jane & Stan Total					65.54
BACKWOOD BARK	3944	15151	Genl Govt/Facilities	08.2024 Yard Debris Removal	43.48
			Public Works	08.2024 Yard Debris Removal	456.54
BACKWOOD BARK Total					500.02
BARKDUSTERS INC.	4032	0-45526	Public Works	Parks Playground Chips Installation	11,338.50
BARKDUSTERS INC. Total					11,338.50
BLACK KNIGHT EMBLEM & INSIGNIA LLC	3108	476	Genl Govt/Facilities	2024 Pink Patches	(58.86)
			Public Safety	2024 Pink Patches	735.46
BLACK KNIGHT EMBLEM & INSIGNIA LLC Total					676.60
Blackline Inc	UB*01039	(blank)	Genl Govt/Facilities	Refund Check 014244-003 Hydrant Meter 766 S 74th Pl	285.92
Blackline Inc Total					285.92
BSK ASSOCIATES	2119	VH02584	Public Works	08.2024 Coliform Testing	620.00
BSK ASSOCIATES Total					620.00
CABLE HUSTON LLP	4028	143443	Public Works	Pioneer Widening Condemnation	487.50
CABLE HUSTON LLP Total					487.50
CALM.COM INC.	3820	INV11826	Human Resources	10.10.2024-10.09.2025 Wellness Program	3,982.51
CALM.COM INC. Total					3,982.51
CASCADE CENTERS INC.	3969	17606	Genl Govt/Facilities	09.2024 Employee Assistance Program	169.49
			Public Safety	09.2024 Employee Assistance Program	140.42
			Public Works	09.2024 Employee Assistance Program	135.09
			Community Development	09.2024 Employee Assistance Program	105.00
CASCADE CENTERS INC. Total					550.00
CECILIA BUTTARS KOENIG	4056	4056-20240912	Genl Govt/Facilities	Inv 1925 Damaged Slurry Seal - Overpayment Refund	0.72
CECILIA BUTTARS KOENIG Total					0.72
CERTIFIED TESTING SERVICES INC	3536	884634	Public Works	Backflow Testing	1,210.00
CERTIFIED TESTING SERVICES INC Total					1,210.00
CITIES DIGITAL INC.	3382	61024	Information Technology	Gold Service Package	7,400.00
CITIES DIGITAL INC. Total					7,400.00
CITY OF RIDGEFIELD - EPAY PERMITS	0095	PERM-24-0012	Public Works	Water Meter Installation & Plumbing Permit & Water System Dev Ch	11,775.65

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

CITY OF RIDGEFIELD - EPAY PERMITS Total					11,775.65
CLARK COUNTY	0102	CI067209	Public Works	07.2024 Whatley Decant Billing	1,187.47
		CI066510	Public Works	07.2024 Traffic Signals & ITS Services	3,335.45
		CI067202	Judicial	07.2024 Pretrial Supervision	4,503.43
CLARK COUNTY Total					9,026.35
COLUMBIA CASCADE COMPANY	1151	42129-17	Public Works	Cedar Park & Lark Park Table and Seats	293.49
COLUMBIA CASCADE COMPANY Total					293.49
COLUMBIAN PUBLISHING	0116	48388	Community Development	Carty Rd Subarea Development Code	73.80
		48418	Finance	2024 Budget Amendments	43.20
COLUMBIAN PUBLISHING Total					117.00
CONSOR NORTH AMERICA INC.	3949	C240750WA.00-3	Public Works	07.2024 Pioneer Widening Construction Mgmt	75,319.28
		W233613WA.00-5	Public Works	07.2024 Eastside Elevated Water Reservoir	69,700.71
		C232644WA.00-11	Public Works	07.2024 S Royle Rd S 15th to S 5th Construction Mgmt	58,764.09
CONSOR NORTH AMERICA INC. Total					203,784.08
CSD ATTORNEYS AT LAW P.S.	3294	124336	Genl Govt/Facilities	07.2024 Pacific Wood Treater's Site	832.00
CSD ATTORNEYS AT LAW P.S. Total					832.00
DAVID AND CATHLEEN STANDAL	1607	19592418	Public Safety	2020 Chevy Tahoe 76411D - Damage Repair	1,798.79
DAVID AND CATHLEEN STANDAL Total					1,798.79
DEPARTMENT OF LICENSING - EPAY	0154	RG0001689-2024	Genl Govt/Facilities	CPL Fees	18.00
		30795303	Genl Govt/Facilities	Driving Records Request	226.53
			Public Safety	Driving Records Request	187.65
			Public Works	Driving Records Request	180.52
			Community Development	Driving Records Request	140.30
		RG0001686-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001688-2024	Genl Govt/Facilities	CPL Fees	21.00
		0090030998	Public Works	Driving Record - Ashmore	15.00
		RG0001691-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001687-2024	Genl Govt/Facilities	CPL Fees	21.00
		RG0001692-2024	Genl Govt/Facilities	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					864.00
Dickman Chelsea	UB*01046	(blank)	Genl Govt/Facilities	Refund Check 013078-000 327 S 39th Dr	10.23
Dickman Chelsea Total					10.23
DICK'S TIRE FACTORY	0158	D8481	Public Safety	2015 Explorer 55294D - Oil Change	62.26
		D6301	Public Safety	2022 Explorer 73432D - Oil Change	94.26
		D6438	Public Safety	2020 Explorer 69390D - Oil Change	94.26
		D6625	Public Safety	2016 Explorer 59463D - Oil Change	62.26
		D6374	Public Safety	2022 Explorer 74570D - Oil Change	62.26
DICK'S TIRE FACTORY Total					375.30
DR Horton Inc	UB*01037	(blank)	Genl Govt/Facilities	Refund Check 007991-186 Hydrant Meter 28908 MW Main Ave	228.22
DR Horton Inc Total					228.22
ELMERS FLAG AND BANNER	0170	19621	Genl Govt/Facilities	US and WA State Flags - CH/Abrams/PW Ops	216.77
			Public Works	US and WA State Flags - CH/Abrams/PW Ops	430.94
			Community Development	US and WA State Flags - CH/Abrams/PW Ops	21.99
ELMERS FLAG AND BANNER Total					669.70
ENCORE ONE LLC	3890	584243	Genl Govt/Facilities	08.2024 Janitorial Services - CH	278.69
				08.2024 Janitorial Services - PW Ops	35.28
			Public Safety	08.2024 Janitorial Services - PD	687.71

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

ENCORE ONE LLC	3890	584243	Public Works	08.2024 Janitorial Services - PW Ops	435.40
			Community Development	08.2024 Janitorial Services - PW Ops	72.97
			Public Works	08.2024 Janitorial Services - PW Ops	140.19
ENCORE ONE LLC Total					1,650.24
Evans Jodi Fisher & Gary	UB*01043	(blank)	Genl Govt/Facilities	Refund Check 012630-000 4156 S Kennedy Dr	150.07
Evans Jodi Fisher & Gary Total					150.07
EXPRESS SERVICES INC.	4012	31231689	Public Works	08.19.2024-08.25.2024 PWSTW Temp Services - Smith	1,206.00
		31190413	Public Works	08.12.2024-08.18.2024 PWSTW Temp Servies - Smith	1,206.00
		31161971	Public Works	08.05.2024-08.11.2024 PWFAC Temp Services - Bartroff	1,125.60
		31161972	Public Works	08.05.2024-08.11.2024 PWSTW Temp Services - Smith	1,206.00
		31161973	Public Works	08.05.2024-08.11.2024 PWFAC Temp Services - Ward	1,125.60
		31190414	Public Works	08.12.2024-08.18.2024 PWFAC Temp Services - Ward	1,125.60
EXPRESS SERVICES INC. Total					6,994.80
FERGUSON ENTERPRISES INC # 8423	0181	1274992	Public Works	PWUTIL PVC Pipe Shell Cutter	554.97
FERGUSON ENTERPRISES INC # 8423 Total					554.97
FIDELITY NATIONAL TITLE - EPAY	0677	612895917	Public Works	Parcel #213969000 Discovery Ridge LLC Property Purchase	123,767.45
FIDELITY NATIONAL TITLE - EPAY Total					123,767.45
GISI MARKETING GROUP	2811	284457	Public Safety	Business Cards - Steward & Hunt	318.51
		284415	Genl Govt/Facilities	2024 Fall/Winter Event Mailer	2,184.26
GISI MARKETING GROUP Total					2,502.77
GLOBAL SECURITY & SAFETY COMMUNICATIONS INC	3447	4630086	Genl Govt/Facilities	09.2024 PW Ops Alarm Monitoring Services	6.62
			Public Works	09.2024 PW Ops Alarm Monitoring Services	107.86
			Community Development	09.2024 PW Ops Alarm Monitoring Services	13.67
GLOBAL SECURITY & SAFETY COMMUNICATIONS INC. Total					128.15
GRANICUS LLC	3863	188808	Community Development	09.01.2024-08.31.2025 SmartGov Enterprise & BlueBeam	18,359.59
GRANICUS LLC Total					18,359.59
GRANT WILLIAMS	3419	3419-20240912	Human Resources	Hood2Coast Fuel Reimb. - Williams	87.09
GRANT WILLIAMS Total					87.09
GRAY AND OSBORNE INC	0207	23231.13-6	Community Development	08.2024 Sanderling Park Phase 4 ENG-23-0111	530.93
		23231.11-8	Community Development	08.2024 Quail Ridge Subdivision	876.38
GRAY AND OSBORNE INC Total					1,407.31
GROUNDWATER SOLUTIONS INC.	2971	00727.001-65	Public Works	07.2024 Hydrological Study	30,760.36
GROUNDWATER SOLUTIONS INC. Total					30,760.36
H.D. FOWLER COMPANY	2036	I6788664	Public Works	PWUTIL Couplings & Elbows & Valves	4,254.33
		I6794922	Public Works	PWUTIL Couplings	1,444.19
H.D. FOWLER COMPANY Total					5,698.52
HARPER HOUF PETERSON RIGHELLIS INC.	1678	59235	Public Works	07.2024 51st Roundabout & Pioneer Widening	80,858.73
HARPER HOUF PETERSON RIGHELLIS INC. Total					80,858.73
HARRY'S KEY SERVICE INC.	0982	11240045	Genl Govt/Facilities	CH Door Lock	83.69
HARRY'S KEY SERVICE INC. Total					83.69
HARRY'S LAWN AND POWER EQUIPMENT	0214	266409	Public Works	Parks Mower Repair Parts	42.41
HARRY'S LAWN AND POWER EQUIPMENT Total					42.41
HD SUPPLY INC.	3886	INV00460864	Public Works	PWUTIL Brass Elbow	6.25
				PWUTIL Liquid Filled Gauge	299.90
		INV00460595	Public Works	PWUTIL Valves and Bushings	224.04
		INV00449108	Public Works	Water Treatment Plant Chemical Test Equipment	1,983.77
HD SUPPLY INC. Total					2,513.96

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

HERC RENTALS INC.	3833	34848089-001	Public Works	Hayden Park Roof Repair Equipment Rental	344.80
HERC RENTALS INC. Total					344.80
HOME DEPOT VISA - EPAY	1805	6611619	Genl Govt/Facilities Public Works	PWFAC Tow Strap PWFAC Tow Strap Abrams Park Door Knob & Installation Supplies	2.93 20.95 436.21
HOME DEPOT VISA - EPAY Total					460.09
HONEY BUCKETS	0223	0554366305	Genl Govt/Facilities Public Works	08.20.24-09.16.24 PW Shop Port-a-Potty 08.20.24-09.16.24 PW Shop Port-a-Potty	61.69 987.31
		0554346420	Public Works	08.09.24-09.05.24 Davis Park Port-a-Potty	373.00
HONEY BUCKETS Total					1,422.00
Horton Larry	UB*01038	(blank)	Genl Govt/Facilities	Refund Check 010553-000 4837 N 6th St	2.42
Horton Larry Total					2.42
IDESIGN CAFE LLC	4052	PO2024000073	Public Works	Overlook Park Interactive Totem Sign & Hotspot	18,245.30
IDESIGN CAFE LLC Total					18,245.30
Insituform Technologies	UB*01034	(blank)	Genl Govt/Facilities	Refund Check 015170-001 Hydrant Meter Corner of N Railroad and Hall St	177.81
Insituform Technologies Total					177.81
J.L. STOREDAHL AND SONS	0558	42344	Genl Govt/Facilities Public Works	PW Shop Crushed Rock Pile PW Shop Crushed Rock Pile	118.93 1,903.72
		422942	Public Works	Park Laundry Crushed Rock	948.90
J.L. STOREDAHL AND SONS Total					2,971.55
J2 BLUE PRINT SUPPLY	0243	AR157003	Community Development	08.2024 Plotter Contract	60.21
		AR156290	Genl Govt/Facilities	2024 F2T Signage	165.22
		AR155795	Public Works	Water Quality Brochure	183.43
		AR156272	Genl Govt/Facilities	Evacuation Maps	27.18
J2 BLUE PRINT SUPPLY Total					436.04
JASON PATTERSON	4060	4060-20240912	Genl Govt/Facilities	Golf Cart Registration Overpayment Refund	2.00
JASON PATTERSON Total					2.00
KINDNESS 911	3377	00040	Public Safety	2024-2025 Kindness 911 Annual Fee	2,500.00
KINDNESS 911 Total					2,500.00
KIRK JOHNSON	1716	1716-20240917	Finance	2024 WFOA Annual Conference Meals - K. Johnson	101.00
KIRK JOHNSON Total					101.00
L.N. CURTIS AND SONS	3075	INV851876	Public Safety	PD Uniforms - Gibson	201.10
L.N. CURTIS AND SONS Total					201.10
Lalonde Kevin & Heather	UB*01045	(blank)	Genl Govt/Facilities	Refund Check 010086-000 139 N 39th Ct	12.30
Lalonde Kevin & Heather Total					12.30
LEADSONLINE PARENT LLC	3824	413152	Genl Govt/Facilities Public Safety	10.2024-09.2025 PowerPlus Investigation System - Pawn Search 10.2024-09.2025 PowerPlus Investigation System - Pawn Search	(180.35) 2,253.35
LEADSONLINE PARENT LLC Total					2,073.00
Lopas Anne	UB*01042	(blank)	Genl Govt/Facilities	Refund Check 006301-000 255 Hall Ct	41.01
Lopas Anne Total					41.01
MARTA L. OCHOA-RUTHERFORD	3396	627	Judicial	08.22.2024 Interpreting Services	65.00
		626	Judicial	08.08.2024 Interpreting Services	130.00
		628	Judicial	08.23.2024 Interpreting Services	130.00
MARTA L. OCHOA-RUTHERFORD Total					325.00
Matera Quincie	UB*01040	(blank)	Genl Govt/Facilities	Refund Check 010432-000 225 N 43rd Pl	120.00
Matera Quincie Total					120.00
MATHER & SONS PUMP SERVICE INC	2907	0000043351	Public Works	Abrams Park Well 8 Pump	15,272.35

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

MATHER & SONS PUMP SERVICE INC	2907	0000043350	Public Works	Abrams Park Well 7 Pump	11,577.64
		0000043349	Public Works	S 56th St Well Back-Up Pump	14,888.64
		0000043352	Public Works	Abrams Park Well 9 Pump	17,202.86
MATHER & SONS PUMP SERVICE INC Total					58,941.49
MUNICIPAL EMERGENCY SERVICES INC	2235	IN2101007	Public Safety	4x8 ID Panel - Police	79.89
MUNICIPAL EMERGENCY SERVICES INC Total					79.89
NAPA AUTO PARTS	0498	438161	Genl Govt/Facilities	PWFAC Hook Truck Repair	7.49
			Public Works	PWFAC Hook Truck Repair	53.58
		438163	Genl Govt/Facilities	PW Shop Towels	1.26
				Vac Truck Exhaust Fluid	6.79
			Public Works	PW Shop Towels	20.32
				Vac Truck Exhaust Fluid	27.17
				Sweeper Exhaust Fluid	33.96
				PWSTW O-Ring Kit	71.93
		438139	Genl Govt/Facilities	PWFAC Hook Truck Repair	9.21
			Public Works	PWFAC Hook Truck Repair	65.86
		438362	Public Works	PWSTW Ventac Mower Parts	58.89
		438357	Public Works	Wood Chipper Lamp & Connector	9.62
		435513	Genl Govt/Facilities	Vactor Truck Hydraulic Fluid	23.07
			Public Works	Vactor Truck Hydraulic Fluid	92.30
		438465	Public Works	Sweeper Air Filter	16.92
				PWSTW Towels	12.39
				Sweeper Air Filter	7.25
		438952	Genl Govt/Facilities	PW Shop Cleaner Towels & Spray	1.39
			Public Works	PW Shop Cleaner Towels & Spray	22.33
		438949	Public Works	Parks Mower Parts	80.26
NAPA AUTO PARTS Total					621.99
NATHAN TANZMAN	4059	041	Genl Govt/Facilities	State of the City - Costco Grand Opening Video	500.00
NATHAN TANZMAN Total					500.00
NATIONAL SAFETY INC	3571	0732980-IN	Public Works	PWSTW Pump	456.54
				PWSTW Calibration Gas & Scrubber Set	471.76
NATIONAL SAFETY INC Total					928.30
NICHOLAS JOHNSON	3443	3443-20240916	Public Works	Water Treatment Plant Operator Meals - N. Johnson	177.00
NICHOLAS JOHNSON Total					177.00
NORTHSIDE FORD TRUCK SALES INC	3281	287758	Genl Govt/Facilities	PWFAC 2022 Ford F250 76405D - Oil Change	10.32
			Public Works	PWFAC 2022 Ford F250 76405D - Oil Change	73.71
NORTHSIDE FORD TRUCK SALES INC Total					84.03
NPDES PRO, LLC	4034	1161	Public Works	Stormwater management Software - 1st Year	17,120.25
NPDES PRO, LLC Total					17,120.25
ONE CALL CONCEPTS	0326	4089103	Public Works	08.2024 Excavation Notifications & Modern Ticket Delivery	215.84
ONE CALL CONCEPTS Total					215.84
ON-HOLD CONCEPTS INC	2217	645565	Information Technology	09.2024 On Hold Music Services	24.95
ON-HOLD CONCEPTS INC Total					24.95
PACIFIC LIFESTYLE HOMES	2883	BLD-23-0194	Genl Govt/Facilities	PIF and TIF Refund BLD-23-0194	8,949.07
		BLD-24-0029	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0029	9,262.28
		BLD-24-0003	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0003	9,262.28
		BLD-24-0011	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0011	9,262.28

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

PACIFIC LIFESTYLE HOMES	2883	BLD-24-0075	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0075	9,262.28
		BLD-24-0008	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0008	9,262.28
		BLD-24-0009	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0009	9,262.28
		BLD-24-0033	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0033	9,262.28
		BLD-24-0032	Genl Govt/Facilities	PIF and TIF Refund BLD-24-0032	9,262.28
PACIFIC LIFESTYLE HOMES Total					83,047.31
PACIFIC OFFICE AUTOMATION - LEASE	1564	588198292	Genl Govt/Facilities	09.2024 Copier Lease - PW Ops	24.89
			Public Works	09.2024 Copier Lease - PW Ops	406.06
			Community Development	09.2024 Copier Lease - PW Ops	51.48
PACIFIC OFFICE AUTOMATION - LEASE Total					482.43
PBS ENGINEERING AND ENVIRONMENTAL LLC	0342	0071543.000-41	Public Works	08.2024 Pioneer Street Extension	18,589.50
		0078341.002-4	Community Development	06.2024 Pioneer Widening Third-Party Review	2,684.65
		0078341.002-5	Community Development	07.2024 Pioneer Widening Third-Party Review	9,517.36
		0078194.000-4	Public Works	07.2024 Systemic Horizontal Curve Safety Improvements	4,183.75
		0078343.000-2	#N/A	07.2024 Hillhurst School Zone Pedestrian & Bike	1,317.50
		0071069.009-31	Public Works	07.2024 S Royle Rd 15th St to 5th Way	1,443.50
	0071272.001-17	Community Development	07.2024 Developer Plan Review	2,621.33	
PBS ENGINEERING AND ENVIRONMENTAL LLC Total					40,357.59
PORTLAND ENGINEERING INC	2082	12575	Public Works	08.2024 Q178V Ridgefield Cellular Telemetry	228.27
PORTLAND ENGINEERING INC Total					228.27
POSTMASTER	0348	0348-20240912B	Public Safety	PD PO Box 546 - 2024	216.00
		0348-20240912A	Genl Govt/Facilities	10.2024-10.2025 Permit #40 First Class Presort & Marketing Mail	700.00
POSTMASTER Total					916.00
RIDGEFIELD ART ASSOCIATION	2501	2501-20240912	Genl Govt/Facilities	2024 F2T Catering Services	2,679.80
RIDGEFIELD ART ASSOCIATION Total					2,679.80
RIDGEFIELD SCHOOL DISTRICT	0378	1002300151	Genl Govt/Facilities	RACC Alarm Service	66.96
			Community Development	RACC Alarm Service	138.89
		0378-20240912	Genl Govt/Facilities	Family Resource Center Grant	24,000.00
RIDGEFIELD SCHOOL DISTRICT Total					24,205.85
Roewe Chris	UB*01036	(blank)	Genl Govt/Facilities	Refund Check 014541-000 1918 S 15th Cir	110.18
Roewe Chris Total					110.18
SGA ENGINEERING PLLC	2596	18394	Public Works	50th Court Sidewalk ADA Compliant Design & Plan	3,031.25
SGA ENGINEERING PLLC Total					3,031.25
SITEONE LANDSCAPE SUPPLY LLC	2951	144905251-001	Public Works	Abrams Park Soccer Field Irrigation Parts	9.55
		145088592-001	Public Works	Greely Park Irrigation Parts	163.02
		145023412-001	Public Works	Abrams Park Irrigation Parts	149.05
		145038415-001	Public Works	Abram Park Irrigation Parts	151.80
		145245707-001	Public Works	Greely Park Irrigation Parts	35.86
SITEONE LANDSCAPE SUPPLY LLC Total					509.28
SKAMANIA COUNTY SHERIFF'S OFFICE	1554	1554-202407	Public Safety	07.2024 Jail Beds	2,220.00
		1554-202403	Public Safety	03.2024 Jail Beds	1,860.00
SKAMANIA COUNTY SHERIFF'S OFFICE Total					4,080.00
Skinner Aundra	UB*01041	(blank)	Genl Govt/Facilities	Refund Check 007092-002 1115 N Auburn Pl	6.07
Skinner Aundra Total					6.07
SOLID WASTE SYSTEMS INC.	3826	0171812-IN	Public Works	Sweeper Replacement Parts	335.17
		0171815-IN	Public Works	Street Sweeper Gutter Brooms	4,630.62
SOLID WASTE SYSTEMS INC. Total					4,965.79

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

SOUTHWEST CLEAN AIR AGENCY	0417	2024-1047	Community Development	2024 Budget Assessment Share	7,911.20
SOUTHWEST CLEAN AIR AGENCY Total					7,911.20
SUNBELT RENTALS	0414	158341773-0001	Public Works	PWUTIL Shoring Equipment Rental	5,547.88
SUNBELT RENTALS Total					5,547.88
THE MASTERS TOUCH LLC	1786	92059	Public Works	09.2024 UB Delinquent Notices	122.31
		P92059	Public Works	09.2024 UB Delinquent Notices - Postage	184.92
THE MASTERS TOUCH LLC Total					307.23
THE PARR COMPANY	0964	26709632	Public Works	Abrams Park Fence Repair Lumber	45.00
		26710443	Public Works	Abrams Park Bridge Repair Lumber	402.15
		26709664	Public Works	Abrams Park Stage Screws	16.95
		26707663	Public Works	Hayden Park Playground Lumber	58.18
		26710874	Public Works	Hayden Park Repair Lumber	444.35
		26710444	Public Works	Abram park Bridge Repair Screws	65.85
		26710484	Public Works	Street Sign Concrete & Face Mask	30.71
THE PARR COMPANY Total					1,063.19
TLC TOWING	0431	165501	Public Works	Park Rental Equipment - Move on Site	356.07
TLC TOWING Total					356.07
Tomlinson Neil & Patricia	UB*01035	(blank)	Genl Govt/Facilities	Refund Check 009312-001 729 N 12th Ct	30.56
Tomlinson Neil & Patricia Total					30.56
TOPCON SOLUTIONS STORE	3421	90280744	Community Development	2024 BlueBeam License Renewal	3,404.48
TOPCON SOLUTIONS STORE Total					3,404.48
TRI MOUNTAIN INVESTORS LLC	3866	2024-115	Genl Govt/Facilities	09.2024 101 Mill St Ste 210 Lease	7,234.00
				09.2024 101 Mill St Ste 210 Operational Expense	32.46
		2024-114	Public Safety	09.2024 101 Mill St Basement Lease	1,221.60
			Public Safety	07.2024 Wastewater 101 Mill St Ste 110	60.89
				09.2024 Lease 101 Mill St Ste 110	33,358.32
TRI MOUNTAIN INVESTORS LLC Total					41,907.27
UNIFIRST CORPORATION	3904	2240135226	Genl Govt/Facilities	08.20.2024 PW Ops Floor Mats	2.74
				08.20.2024 PWFAC Uniforms	8.54
			Public Works	08.20.2024 PW Ops Floor Mats	44.51
				08.20.2024 PWFAC Uniforms	61.03
				08.20.2024 PWUTIL Uniforms	40.55
			08.20.2024 PWSTW Uniforms	59.02	
			Community Development	08.20.2024 PW Ops Floor Mats	5.64
		2240137817	Genl Govt/Facilities	08.27.2024 PWFAC Uniforms	8.54
				08.27.2024 PW Ops Floor Mats	2.74
			Public Works	08.27.2024 PWFAC Uniforms	61.03
				08.27.2024 PW Ops Floor Mats	33.67
				08.27.2024PW Ops Floor Mats	10.84
			08.27.2024 PWSTW Uniforms	59.02	
			08.27.2024 PWUTIL Uniforms	40.55	
		2240133058	Community Development	08.27.2024 PW Ops Floor Mats	5.64
			Genl Govt/Facilities	08.13.2024 PWFAC Uniforms	9.16
				08.13.2024 PW Ops Floor Mats	2.74
			Public Works	08.13.2024 PWFAC Uniforms	65.46
				08.13.2024 PW Ops Floor Mats	44.52
				08.13.2024 PWUTIL Uniforms	40.55

City of Ridgefield

Claims Payment Report

For Approval on:

September 12th, 2024

UNIFIRST CORPORATION	3904	2240133058	Public Works	08.13.2024 PWSTW Uniforms	59.02
			Community Development	08.13.2024 PW Ops Floor Mats	5.64
		2240137814	Genl Govt/Facilities	08.27.2024 Floor Mats - RACC	3.41
			Community Development	08.27.2024 Floor Mats - RACC	7.08
		2240133056	Genl Govt/Facilities	08.13.2024 Floor Mats - CH	16.46
		2240137815	Genl Govt/Facilities	08.27.2024 Floor Mats - CH	16.46
		2240133055	Genl Govt/Facilities	08.13.2024 Floor Mats - RACC	3.41
			Community Development	08.13.2024 Floor Mats - RACC	7.08
		2240135223	Genl Govt/Facilities	08.20.2024 Floor Mats - RACC	3.41
			Community Development	08.20.2024 Floor Mats - RACC	7.08
		2240135224	Genl Govt/Facilities	08.20.2024 Floor Mats - CH	16.46
		2240133057	Public Safety	08.13.2024 Floor Mats - PD	39.52
		2240135225	Public Safety	08.20.2024 Floor Mats - PD	39.52
		2240137916	Public Safety	08.27.2024 Floor Mats - PD	39.52
UNIFIRST CORPORATION Total					870.56
VANPORT MECHANICAL & FIRE SPRINKLERS INC.	3761	1273	Genl Govt/Facilities	PW Ops Dry Sprinkler Inspection & Backflow Test	31.67
			Public Works	PW Ops Dry Sprinkler Inspection & Backflow Test	516.71
			Community Development	PW Ops Dry Sprinkler Inspection & Backflow Test	65.50
VANPORT MECHANICAL & FIRE SPRINKLERS INC. Total					613.88
WA STATE DEPARTMENT OF TRANSPORTATION	0688	RE44JD17340L007	Public Works	07.2024 Overpass Safety Screen Plan Review	1,743.18
WA STATE DEPARTMENT OF TRANSPORTATION Total					1,743.18
WALLIS ENGINEERING PLLC	0464	17613	Public Works	07.2024 Gee Creek Loop Improvements	19,936.20
WALLIS ENGINEERING PLLC Total					19,936.20
WALTER E. NELSON COMPANY	3553	1888714	Public Safety	PD Paper Products	115.79
WALTER E. NELSON COMPANY Total					115.79
WASHINGTON STATE PATROL	0463	I2500726	Genl Govt/Facilities	08.2024 Background Checks - CPL	92.75
WASHINGTON STATE PATROL Total					92.75
WELLWORKS FOR YOU	3414	32319	Human Resources	08.2024 Wellness Program	793.51
WELLWORKS FOR YOU Total					793.51
WESTERN EQUIPMENT	2363	INV036640	Genl Govt/Facilities	PWFAC Ventac Mower Parts - Belting	14.78
			Public Works	PWFAC Ventac Mower Parts - Belting	105.64
		INV037623	Genl Govt/Facilities	PWFAC Ventac Mower parts - Plug	4.05
			Public Works	PWFAC Ventac Mower parts - Plug	28.91
		INV035577	Genl Govt/Facilities	PWFAC Ventac Mower Parts - Belt	38.59
		Public Works	PWFAC Ventac Mower Parts - Belt	275.87	
WESTERN EQUIPMENT Total					467.84
WOODLAND SAW AND CYCLE INC.	2223	3711	Public Works	Parks Fuel Mix	146.74
				Parks Saw Chain	103.59
WOODLAND SAW AND CYCLE INC. Total					250.33
ZW USA INC.	3063	723997	Genl Govt/Facilities	Parks Dog Waste Bags	(123.17)
			Public Works	Parks Dog Waste Bags	1,538.93
ZW USA INC. Total					1,415.76
Grand Total					1,434,090.44

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Approval of Minutes from the August 22, 2024 Meeting

GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Staff has prepared the minutes for Council consideration of adoption for the Council meeting(s).

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Approve the minutes by making the following motion: 1. "I move to approve the consent agenda"

STAFF CONTACT:

ATTACHMENTS:

1. 08-22-2024



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
AUGUST 22, 2024**

Regular Meeting - 5:00 PM

I. STUDY SESSION - 5:00 P.M.

1. Work Session - 2025 Baseline Operating Budget - Kirk Johnson, Finance Director

Baseline operating budget and budget assumptions introduction.

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

1. Flag Salute

2. Roll Call

Present:

Mayor Ron Onslow
Mayor Pro Tem Jennifer Lindsay
Council Member Matt Cole
Council Member Lee Wells
Council Member Judy Chipman
Council Member Clyde Burkle
Council Member Katie Favela

3. Late changes to the agenda

III. PUBLIC COMMENT

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

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

IV. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT: (UNANIMOUS)

MOVER:	Council Member Judy Chipman
SECONDER:	Council Member Clyde Burkle
AYES:	Mayor Onslow, Mayor Pro Tem Lindsay, Council Member Cole, Council Member Wells, Council Member Chipman, Council Member Burkle, Council Member Favela

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the August 8, 2024 Meeting**

V. PRESENTATION

1. **Clark County Commission on Aging Annual Report - Claire Lust, Community Development Director**

Representatives from the Clark County Commission on Aging presented their annual report.

2. **2024 Engineering Standards Update - Chuck Green, Public Works Director**

The City's Engineering Standards provide guidance for the design and construction of public and private development projects. The current standards were adopted in 2017 and consist of two volumes:

- Volume 1: Engineering and Planning Standards
- Volume 2: Construction Specifications and Standard Details and Drawings.

The 2024 update will also include a future Volume 3, Parks and Trail Standards, that is anticipated to be reviewed later this fall. The proposed 2024 revisions have been in the works for most of 2024, and have included several opportunities for vetting and review with the design and construction community.

The major changes proposed in the 2024 Engineering Standards update include:

- Roads and streets
- Street trees
- Downtown mailbox permits
- Stormwater
- Water
- Street lights
- Construction
- Development Review and Inspection Procedures.

VI. BUSINESS

1. **Motion: Approval of a Conservation Covenant with iQ Credit Union for Offsite Critical Area Mitigation on City of Ridgefield Property - Claire Lust, Community Development Director**

On September 25, 2023, iQ Credit Union (represented by Otak, Inc.) applied for site plan, critical areas, and State Environmental Policy Act (SEPA) review for a new development at 5304 Pioneer Street. On October 13, 2023, City staff completed their first review of the application package and requested new and revised materials in a report to the applicant. The applicant resubmitted on February 5, 2024. Staff completed their second review and found the application package to be sufficiently complete and compliant with the Ridgefield Development Code (RDC) on February 20, 2024. The mandatory 14-day combined land use and SEPA public comment period ran from February 21, 2024 through March 6, 2024.

During the public comment period, Washington Department of Fish and Wildlife (WDFW) submitted new findings showing that riparian buffers extended farther into the iQ Credit Union site than previously determined. Therefore, as designed, the project would have greater impacts on critical areas and require more mitigation to comply with RDC 18.280, Critical Areas Protection. On March 15, 2024, the application process was placed on hold to resolve mitigation and monitoring of these unanticipated additional critical area impacts. Staff subsequently worked with the applicant to determine a strategy to appropriately define and mitigate the unanticipated additional critical area impacts. On June 24, 2024, the applicant submitted an updated critical areas report and mitigation plan reflecting WDFW's findings. The first component of the mitigation strategy is to maximize onsite buffer enhancements. For the second component of the mitigation strategy, staff identified an opportunity for offsite riparian buffer enhancement on two City parcels located just west of the iQ Credit Union site in the same drainage basin (Parcels #214014000 and #214026000). The proposal under this covenant is for iQ Credit Union to install native species and remove invasive species in the riparian buffer area on the City parcels. Staff finds that this mitigation activity will provide increased forage and refuge opportunities for wildlife for an overall functional lift.

Under the proposed conservation covenant, iQ Credit Union's obligations are as follows:

- A. Develop the mitigation project on the City parcels in accordance with the project specifications set forth in the critical areas report and mitigation plan.
- B. Perform all maintenance and restoration of the mitigation project as required in the critical areas report and mitigation plan, including the removal of invasive and non-native species and the replanting of any dead, dying or diseased plants for a period of 7 years from the date of the completion and City acceptance of the mitigation project as complete.
- C. Provide monitoring and submit annual reports to the City.
- D. Provide a bond in an amount of \$125,040.00 or 120% of the cost estimate for the mitigation project set forth in Exhibit B to guarantee the performance of all maintenance, restoration and monitoring.
- E. iQ Credit Union shall not have the rights to use the City parcels for any other purpose.

MOTION: MOVED TO APPROVE THE CONSERVATION COVENANT AND AGREEMENT FOR WETLAND MITIGATION AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Mayor Pro Tem Jennifer Lindsay
SECONDER:	Council Member Matt Cole
AYES:	Mayor Onslow, Mayor Pro Tem Lindsay, Council Member Cole, Council Member Wells, Council Member Chipman, Council Member Burkle, Council Member Favela

2. Resolution No. 652: Approval of an Update to the Master Fee Schedule Establishing Expedited Review Fees for Commercial Tenant Improvements - Claire Lust, Community Development Director

Community Development and Public Works staff engaged in a lean process improvement training focused on commercial development review in 2023. Additionally, Community Development staff have led two roundtable conversations with builders and developers to discuss the lean training findings and identify other areas for improvement in our commercial and residential development review processes. One resulting action item is to implement an expedited review process for commercial tenant improvement (TI) building permits meeting certain criteria. Staff created a proposal based on a similar program in Kennewick, WA. A comparison between the Kennewick program and the Ridgefield proposal is attached.

The Ridgefield proposal has received the support of local developers with experience using Kennewick's program. Staff also spoke with the Kennewick program manager as we developed the proposal. A key component of the program is a convenience fee the applicant would pay in exchange for expedited review timelines and frequent access to the Building Official to discuss and solve any issues immediately as they arise. The proposed rate is 25 percent of the building permit fee or \$300.00, whichever is greater. Resolution No. 652 would update the Master Fee Schedule to include this rate as a line item in Section D - Building Permits. Upon adoption by Council, staff would set up the convenience fee in our permitting software, update the Commercial TI application checklist to add the option for expedited review, message the program to the development community, partner agencies, and on the Community Development web page, and then go live.

MOTION: MOVED TO ADOPT RESOLUTION NO. 652 AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Katie Favela
SECONDER:	Council Member Lee Wells
AYES:	Mayor Onslow, Mayor Pro Tem Lindsay, Council Member Cole, Council Member Wells, Council Member Chipman, Council Member Burkle, Council Member Favela

3. First Reading of Ordinance Number 1429 - Ridgefield Municipal Code Updates for Planning Commission and Parks Board - Lee Krottnerus, Deputy City Manager

Modifications to the Rules of Procedure (“Bylaws”) for the Ridgefield Planning Commission, Parks Board and Roundabout Committee were adopted at the Council Meeting on May 23, 2024. The Rules were updated to:

1. Create uniform Rules and processes across City board and commissions were feasible and practicable.
2. Assure Rules are consistent with Washington State Law.
3. Update Rules for compliance with changes in practice, community expectations and applicable laws.
4. Assure clarity in the meaning and language of the Rules.

Several adopted Rules are inconsistent with the current Ridgefield Municipal Code. To provide consistency and resulting effectiveness of the bylaws, modifications to RMC are proposed.

First reading conducted.

4. Motion - Approval of Purchase and Sale Agreement with Bart and Kathleen Arthur for Real Property Acquisition for the Pioneer Street at 50th Place Roundabout Project - Chuck Green, Public Works Director

Right-of-way acquisition has been underway to secure rights-of-way and temporary construction easements for the Pioneer Widening and 50th Place roundabout project. As agreements are negotiated with prospective sellers of real property and easements, individual Purchase and Sale Agreements will be brought to Council for action. All appraisals, negotiations and agreements have been conducted consistent with state and federal acquisition regulations. As negotiations had not been successful by the time that construction was nearing initiation, in May, Council approved Ordinance No. 1422, Eminent Domain Action Including Declaration of Public Use and Necessity for a Property Acquisition for the Pioneer Widening and 50th Avenue Roundabout Project, for the Arthur property. This allowed the City and its

contractor to begin construction work on the Pioneer Widening project, noting that negotiations with the Arthurs were continuing. The City has already paid the Arthurs the \$1,020,000 identified for the Possession and Use of the property. After a series of negotiation discussions, the City and Arthurs reached an agreement for the City to purchase the full property for an amount of \$1,220,000. The City would also cover closing costs. This agreement avoids the legal and court costs and time delays of having to pursue the completion of the acquisition through eminent domain actions in Superior Court. To fully execute the Purchase and Sale Agreement, Council action is requested.

MOTION: MOVED TO AUTHORIZE THE CITY MANAGER OR DESIGNEE TO EXECUTE THE PURCHASE AND SALE AGREEMENT WITH BART AND KATHLEEN ARTHUR FOR AN AMOUNT NOT TO EXCEED \$1,220,000 PLUS CLOSING COSTS.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Clyde Burkle
SECONDER:	Council Member Katie Favela
AYES:	Mayor Onslow, Mayor Pro Tem Lindsay, Council Member Cole, Council Member Wells, Council Member Chipman, Council Member Burkle, Council Member Favela

VII. PUBLIC COMMENT

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

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

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Chipman - Recognized Council Member Lindsay for her dedicated service and significant contributions to the City Council. Attended farm to table event.
Council Member Cole - Recognized Council Member Lindsay for her dedicated service and significant contributions to the City Council.
Council Member Favela - Attended farm to table event, back to school night, and recognized Council Member Lindsay for her dedicated service and significant contributions to the City Council.
Council Member Wells - Recognized Council Member Lindsay for her dedicated service and significant contributions to the City Council.
Council Member Burkle - Recognized Council Member Lindsay for her dedicated service and significant contributions to the City Council.
Mayor Pro Tem Lindsay - Thanked the City Council, staff, and the community for their support over the last eight years of service.

2. Mayor

Recognized Council Member Lindsay for her dedicated service and significant contributions to the City Council.

3. City Manager

City Manager Steve Stuart - Recognized Council Member Lindsay for her dedicated service to the community.

Public Works Director Chuck Green - Recognized Council Member Lindsay for her dedicated service to the community. A Costco update was provided.

Community Development Director Claire Lust - Recognized Council Member Lindsay for her dedicated service to the community. A comprehensive Plan workshop is scheduled for September 10th.

Finance Director Kirk Johnson - Recognized Council Member Lindsay for her dedicated service to the community. Grant update was provided.

Deputy Ctiy Clerk Lee Knettnerus - Recognized Council Member Lindsay for her dedicated service to the community.

Police Chief Cathy Doriot - Recognized Council Member Lindsay for her dedicated service to the community.

IX. ADJOURN

8:39PM

Julie Ferriss, City Clerk

Ron Onslow, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Horizontal Curves Safety Improvement Project Study and Speed Limit Study Results

GOVERNING LEGISLATION

Ridgefield Municipal Code Title 10 (Vehicles and Traffic), Chapter 10.08 (Speed Limits)

PREVIOUS COUNCIL ACTION TAKEN:

The federal grant funding this project was incorporated into the 2024 Capital Budget.

SUMMARY/BACKGROUND:

In 2022, the Regional Transportation Council completed the Ridgefield City Safety Plan, which was the culmination of a study of collisions and a risk assessment to identify a range of countermeasures intended to reduce the number of collisions and traffic fatalities in the City. This City Safety Plan was updated in 2024. The Plan identified the c Horizontal Curves Improvement Project as one of the highest safety priorities in the City. The project received a federal Highway Safety Improvement Program (HSIP) grant through the Washington State Department of Transportation (WSDOT). From the City Safety Plan: “Roadway Departure collisions were the most common type to result in fatalities and serious injuries in Ridgefield, with 72% of fatal or serious injury collisions during the study period including a vehicle departing its lane. Additionally, 42% of all collisions (regardless of severity) involved roadway departure.”

The emphasis of the Horizontal Curves Safety Improvement Project Safety Project has been to:

- Collect traffic and speed data in several horizontal curve locations around the City
- Assess the data and recommend modifications to horizontal curve warning signage including advisory speeds and speed reader boards
- Design and install (by contractor) appropriate and recommended signage.

As this project collected a substantial amount of traffic and speed data. City staff reviewed the data as well as updated Speed Limit guidelines in the Manual on Uniform Traffic Control Devices(MUTCD) edition released in late 2023. The new MUTCD expands on guidelines for setting speed limits. The guidelines still require an engineering study (which was completed as part of the Horizontal Curves Improvement Project), but, besides prevailing speed, can now consider the roadway context. Considerations include:

- Roadway environment, including roadside development, number and frequency of driveways and access points, and land use);
- Functional classification (principal or minor arterial, collector, etc.);
- Presence of on-street parking;

- Pedestrian and bicycle facilities and activity;
- Roadway characteristics such as lane widths, shoulder condition, grade, alignment, median type, and sight distance;
- Geographic context such as an urban district, rural town center, non-urbanized rural area, suburban area, and scenic corridors;
- Reported crash experience for at least a 12-month period; and
- A review of past speed studies to identify any trends in operating speeds.

The Horizontal Curves Project identified several locations where warning signage can be added or modified, as well as multiple locations for "Your Speed Is" reader board signs. These have proven popular and successful in reducing speeds around the City. The grant funds 100% of the cost of this signage.

This presentation will also include proposed speed limit changes and supporting studies and data. Of these, two will be temporary speed limit changes:

- Pioneer Street, Royle Road to 56th Place, for the duration of construction of the Pioneer Street Widening and 50th Place Roundabout project, and
- S Royle Road, S 15th Street/Wells Drive to S Hillhurst Road, due to current road conditions, until completion of the future improvement project that is anticipated in the 2026 to 2027 time frame.

Attached to this staff report is the presentation of the project study results and a table showing the results of the engineering study supporting the speed limit reduction proposals.

BUDGET/FINANCIAL IMPACTS:

The HSIP grant is funding 100% of the cost of this project.

RECOMMENDED ACTION OR MOTION:

This is a presentation for discussion and direction. The proposed speed limit changes would be brought back for Council action on an ordinance to incorporate these into City Code at the September 26, 2024 meeting. That item will include a public hearing.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Horizontal Curves Study_Council_9-12-24
2. Proposed Speed Limit Changes Safety Study

Horizontal Curves Safety Project

Study Results and Design Proposals



Ridgefield City Council | September 12, 2024

What Does this Safety Project Cover?

- Evaluate & recommend improvements to road curve areas in Ridgefield
- Sharper curves: heightened risk of collisions and vehicles leaving road
- City Road Safety Plans (with RTC) in 2022, 2024
- Highway Safety Grant pays 100% of project costs
- Traffic & speed data collected to assess speed limits in various areas of the City

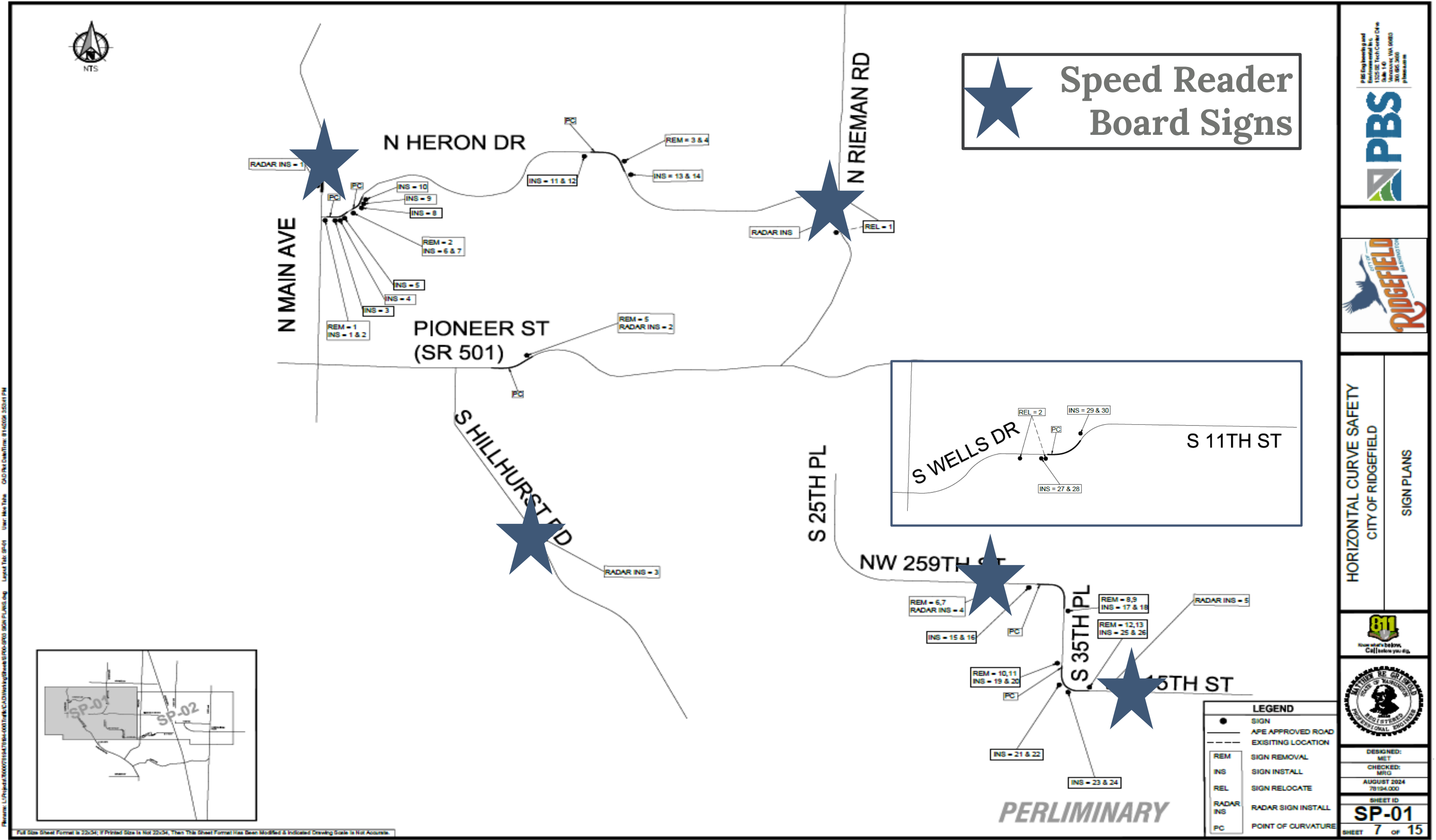


What Improvements were Considered?

- Updating curve advisory speeds
- Additional advance curve warning signage
- Active speed reader signs (“your speed is” signs)
- Speed limit changes
- Other safety markings.



Proposed Signage Improvements



What Types of Signs Would Be Installed?

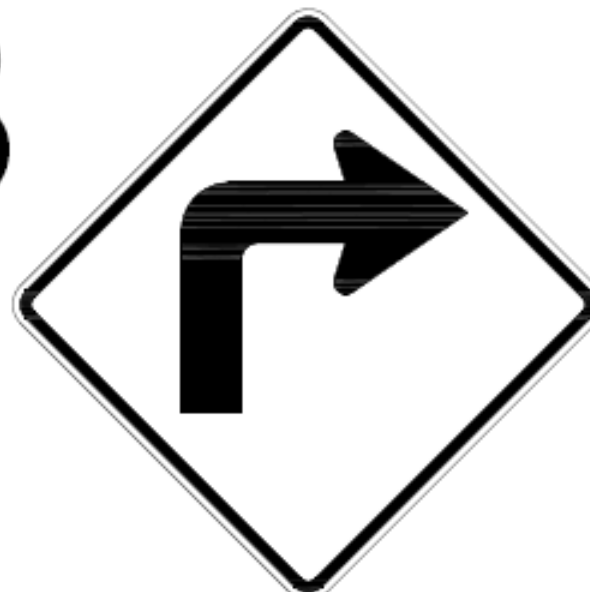
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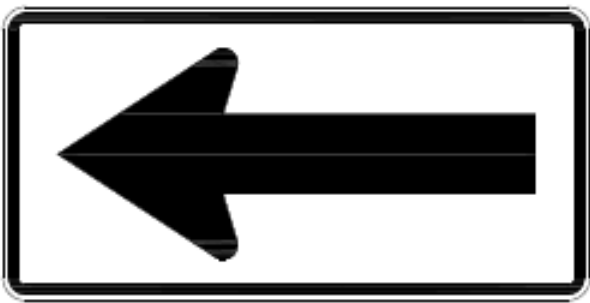
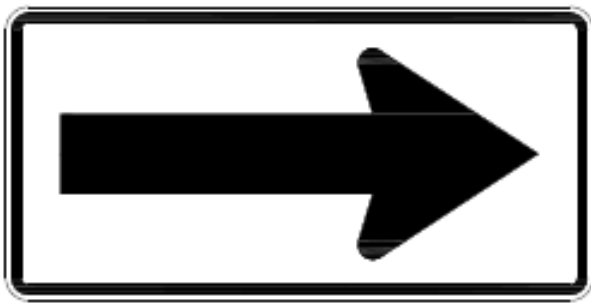
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W1-6

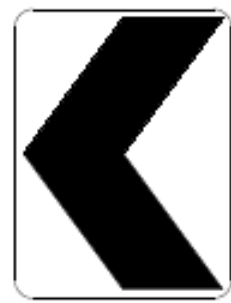
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W13-1

E



W1-8

W1-8

Full Size Sheet Format is 22x34. If Printed Size is Not 22x34, Then This Sheet Format Has Been Modified & Indicated Drawing Scale is Not Accurate.

DESIGNED: MCT

CHECKED: MFG

AUGUST 2024

79154.000

SHEET ID

SD-04

SHEET 12 OF 15

Full Engineering and Construction Services, Inc. 10000 Old Town Center Drive, Suite 200, Jacksonville, FL 32210 (904) 450-3000



HORIZONTAL CURVE SAFETY

CITY OF RIDGEFIELD

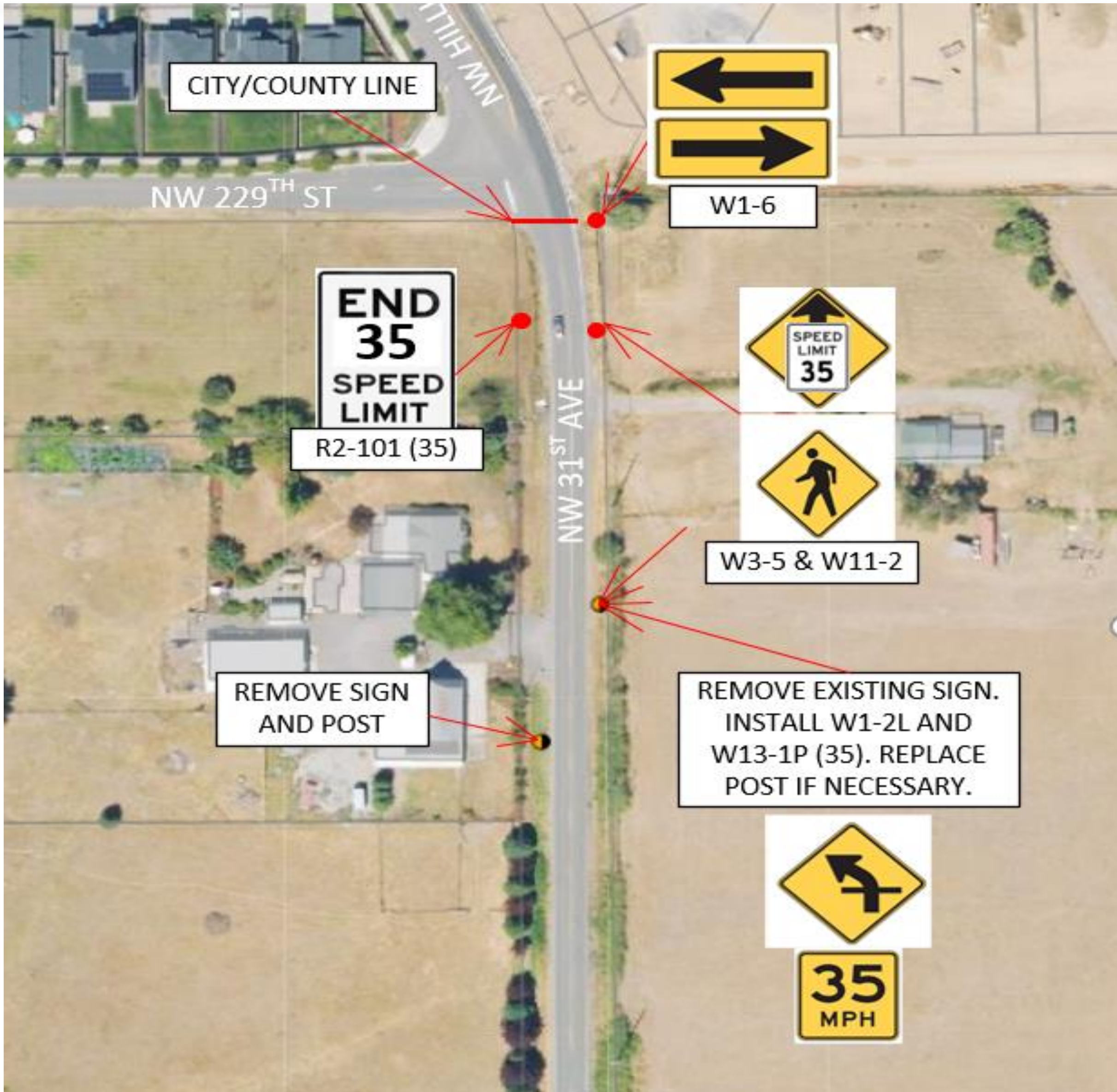
SIGN DETAILS



6

Page 177 of 247

Hillhurst at NW 229th Street – With Clark County



Speed Limit Study

- Speed and traffic data collected, multiple locations
- Added S 15th Street “Scenic Collector” corridor (Gee Creek Plateau) due to public input during S 35th Extension meetings
- Used updated speed limit guidelines from 2023 MUTCD
- New guidelines consider: prevailing speeds, roadside and land use context, safety, bicycle & pedestrian presence, functional classification.



Proposed Speed Limit Reductions

Location	Current Speed Limit	Proposed Speed Limit	Supporting Data
Pioneer Street, east of 9 th /Hillhurst to 65 th Avenue (Route Jurisdiction Transfer)	40	35	New construction, roundabouts, higher traffic levels, increased pedestrian and bicycle activity. 35 mph consistent with others like Union Ridge Pkwy,, Royle & Hillhurst.
Gee Creek Plateau Corridor Royle Road west to S 25th Pl	35/unposted	25	Scenic collector: narrow road, no shoulders, frequent pedestrians and bicyclists. 20 mph curves; prevailing speed 29-34 mph on straight sections.
S 4 th Way	Unposted	20	Extend 20 mph Bertsinger corridor speed
S Wells Dr, Royle Rd. to future Discovery Drive (east of curves near 51st Place)	35	30	Speed study: prevailing speed 30-34 mph. Curves and sight distance for pedestrians crossing road a consideration. East of Discovery Drive to Timm Rd: keep at 35 mph.
Union Ridge Parkway, S 5 th Street to Pioneer	Not in code	35	Set speed limit at 35 mph for the newly completed Pioneer Street extension
Union Ridge Parkway (Pioneer to S. 5 th Street)	Not in code	25	Set speed limit as 25 mph for future “campus collector” through Clark College area.
S Hillhurst Road, Great Blue to south of Carty Rd.	35	30	Multiple pedestrians, after-school and summer activities on both sides of Hillhurst, high mix of vehicles, pedestrians and bicycles along the corridor.



Temporary Speed Limits



- Used in work zones, other situations to reduce the risk of accidents and improve traffic flow
- Although they are “temporary”, they still are speed limits by code
- Would remain in place until improvement projects are completed
- Proposed for two locations:
 - Pioneer Street through Pioneer widening project area
 - S. Royle Rd from S 15th Street/Wells Dr to Hillhurst Rd.



Proposed Temporary Speed Limit Reductions

Location	Current Speed Limit	Proposed Speed Limit	Duration	Supporting Data
Pioneer Street, Royle to 56 th Place (work zone)	40	25	Through end of Pioneer Widening project (approx. June 2025)	Worker and public safety. Constrained work zone, heavy construction equipment, high traffic levels.
Royle Road, S Wells Drive/15 th Street to Hillhurst	35	30	Through completion of improvement project, approx. 2026-2027.	Rough pavement conditions, roadside berms and vegetation limiting sight distance, presence of pedestrians and bicyclists traveling to/from High School.



Next Steps

- Speed limit ordinance: first reading September 26, takes effect 30 days after passage
- Design sent to WSDOT for approval
- Out to bid: late September
- Bid award: November
- Notice to Proceed, Order Signs: December
- Project Completed: May 2025



Keep in Touch



Chuck Green, Public
Works Director
Direct: (360) 857-5022



Chuck Green: chuck.green@ridgefieldwa.us



487 S. 56th Place | PO Box 608
Ridgefield, WA 98642



www.ridgefieldwa.us



Proposed Speed Limit Changes

Location	Current	Proposed	Supporting Information
Pioneer Street, east of downtown (9 th /Hillhurst) to 65 th Avenue	40	35	Route Jurisdiction Transfer changed designation from State Highway to Major Arterial. New construction, roundabouts and higher traffic levels combined with increased pedestrian and bicycle activity warrant a reduction. Speed of 35 would be consistent with others like Royle and Hillhurst.
Gee Creek Plateau Corridor Royle Road west to S 25 th Pl (Bertsinger Corridor)	35/unposted	25	Scenic collector designation. Narrow road, no shoulders, noticeable numbers of pedestrians and bicyclists using the route. Curves signed for 20 mph advisory speed (one at 30 mph); prevailing speed between 29 and 34 mph on straight sections.
S 4 th Way east to S 25 th Pl	Unposted	20	Consistent with rest of Bertsinger corridor (changed by council action in spring 2023)
Wells Drive, Royle Rd. to future Discovery Drive (east of curves near 51 st Place)	35	30	Speed study (July 2024): current prevailing speed <35 mph (between 30 and 34 mph). Curves and sight distance for pedestrians crossing at Seven Wells trails a consideration. East of Discovery Drive: prevailing speed 34-39 mph, no significant pedestrian or bicycle crossings, no change recommended to current 35 mph speed limit between Discovery Drive and Timm Rd.
Union Ridge Parkway, S 5 th Street to Pioneer	Not established in code	35	Set speed limit at 35 mph for the newly completed Pioneer Street extension
Union Ridge Parkway, north of Pioneer, Clark College area	Not established in code	25	Set speed limit as 25 mph for future function of this “campus collector”
S Hillhurst Road, Great Blue to south of Carty Road	35	30	Multiple pedestrian crossing locations, after-school hour and summer activities on both sides of Hillhurst, high mix of vehicles, pedestrians and bicycles along the corridor.
Temporary: Royle Road, South of Wells Drive/15 th Street to Hillhurst Road	35	30	Temporary speed limit reduction due to pavement conditions, roadside berms and vegetation limiting sight distance, and presence of pedestrians and bicyclists traveling to/from High School. Would be in place until S. Royle corridor improvements are built (2026 time frame).
Temporary: Pioneer Street, Royle Road to 56 th Place (Pioneer Widening Project work zone)	40	25	Work zone speed limit (instead of advisory construction speed), allows enforcement and “fines double” to take effect

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Waterfront Park Master Plan Concept

GOVERNING LEGISLATION

8.18.090 - Park master plan standards.

PREVIOUS COUNCIL ACTION TAKEN:

Approval of Interlocal Agreement with the Port of Ridgefield for Specialized Services and Public Works Construction (November 2, 2023)

Approval of the 2023 Parks Capital Budget

Approval to Award Consultant Contract for the Waterfront Park Master Plan (December 7, 2023)

SUMMARY/BACKGROUND:

The City and Port of Ridgefield have long-range plans for creating a community waterfront park. The Waterfront Park Master Plan is a partnership between the Port of Ridgefield and the City of Ridgefield. Staff contracted with Walker Macy, a landscape, architecture, planning, and urban design firm, to organize and draft a Master Plan for review and potential adoption by the City Council and Port of Commissioners.

Walker Macy has conducted numerous community engagement activities and field surveys over the past few months. This included three open-house events, stakeholder meetings, and field visits with port and city staff. Initial concepts were provided to the public, and with feedback from all parties involved, including the public, a proposed master plan has been drafted for the City Council's review. Tonight's presentation is to provide council members an opportunity to ask clarifying questions and make final adjustments prior to consideration later this month.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

City Council Discussion:

- What items in the proposed master plan does the Parks Board want to include, remove, or adjust?

STAFF CONTACT: Corey Crownhart, Park Manager

ATTACHMENTS:

1. Waterfront Park Proposed Master Plan Update - CC 2024.09.12



Ridgefield Waterfront Park Master Plan

Proposed Concept Update
Sep 12, 2024

Site

ENHANCED PEDESTRIAN AND BIKE CONNECTIONS

FUTURE PEDESTRIAN OVERPASS

EXISTING ACCESS FROM DOWNTOWN

FUTURE SHARED PARKING BY PORT

WASTEWATER TREATMENT PLANT

PORT OF RIDGEFIELD

POTENTIAL FUTURE TRAIL CONNECTION TO REFUGE

FUTURE OVERLOOK

RIDGEFIELD NATIONAL WILDLIFE REFUGE

EXISTING MOTORIZED BOAT LAUNCH

FUTURE DAY DOCK BY PORT



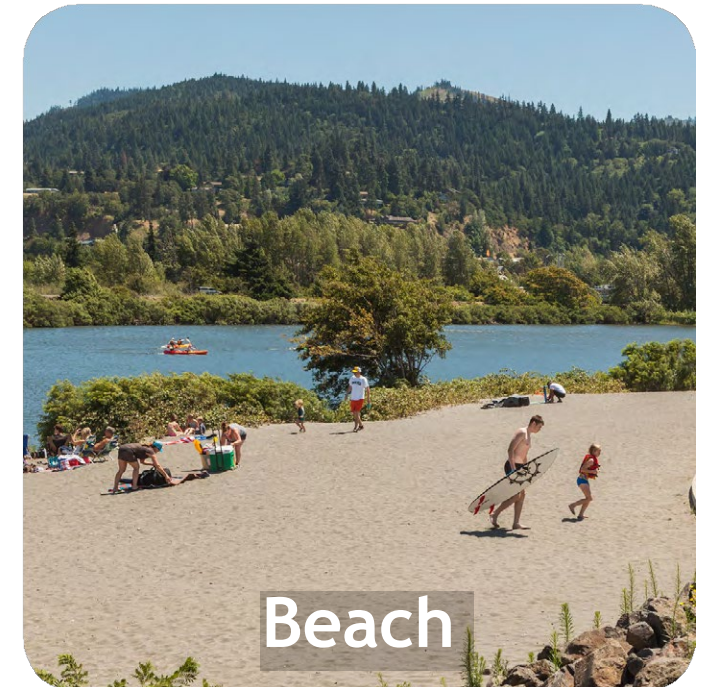
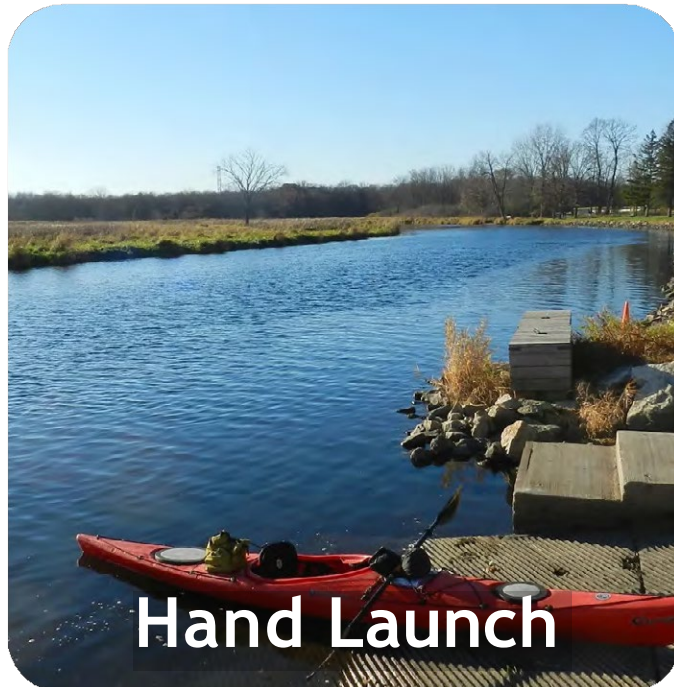
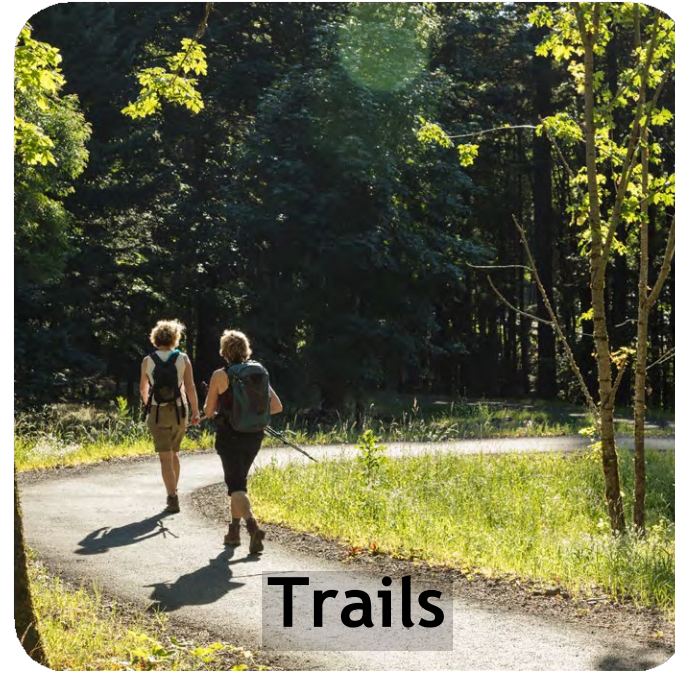
Project Schedule



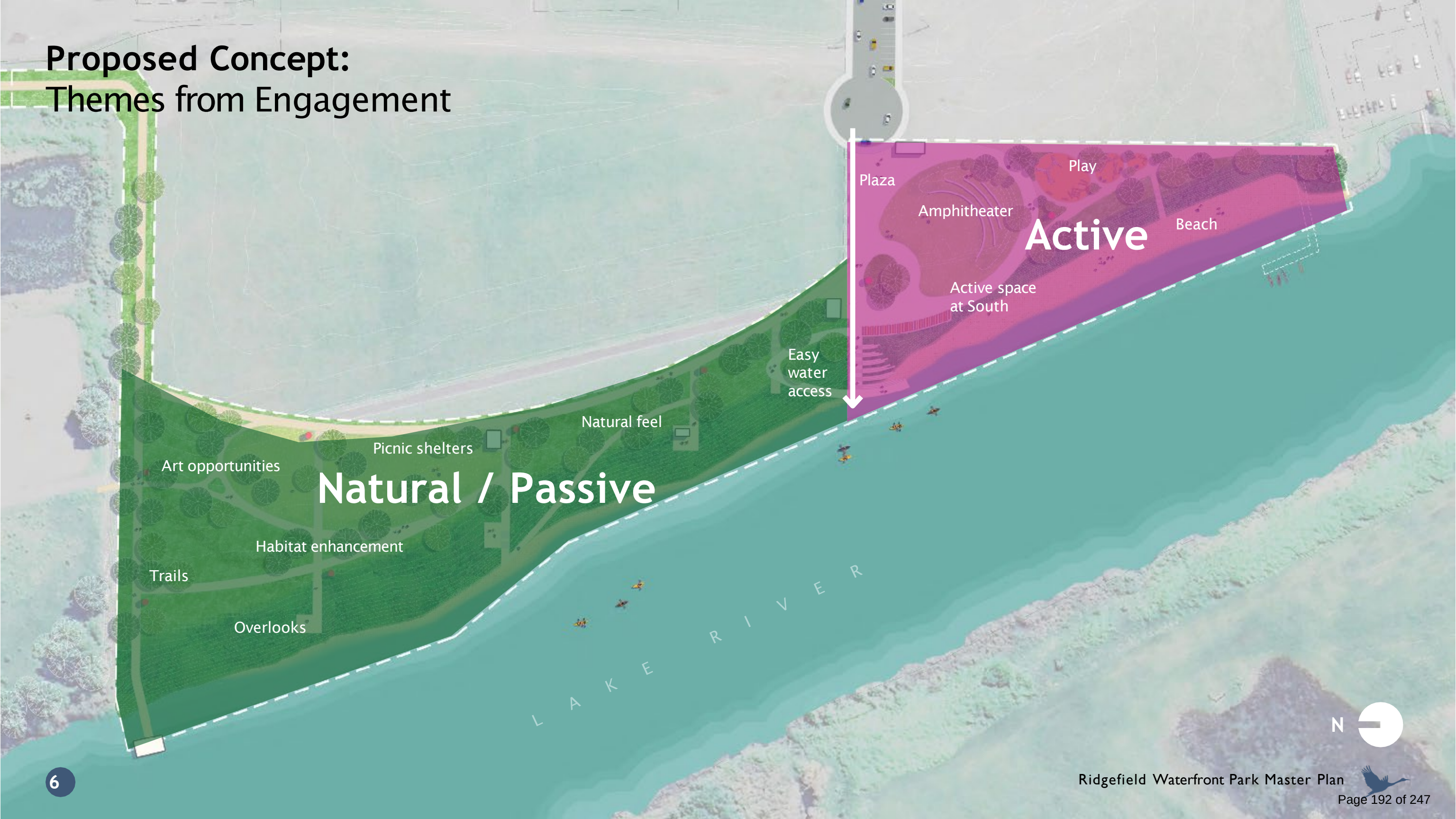
Guiding Principles



Proposed Program



Proposed Concept: Themes from Engagement



Natural / Passive

Active

LAKELAND RIVER

Proposed Concept



Proposed Concept

Key

- | | | |
|---|--|--|
| 1. Path to Overlook | 9. Pedestrian overpass* | 17. Waterfront Pavilion |
| 2. Enhanced access to Refuge | 10. Boat Lockers, Outdoor Showers, and Boat Wash | 18. Future shared parking by Port of Ridgefield* |
| 3. Pump House | 11. Boat Slide | 19. Play area |
| 4. Art Walk | 12. Street-end Seat Steps | 20. Beach |
| 5. Overlooks | 13. Hand Launch | 21. Future Day Dock* |
| 6. Passive Lawn | 14. Restrooms | |
| 7. Picnic Shelter and Potential Future Restroom | 15. Street-end plaza | |
| 8. Water Access | 16. Event Lawn/Amphitheater | |

*Not in project scope, shown for illustrative purposes only

North - Natural / Passive Zone



Meandering
Paths



Art Walk

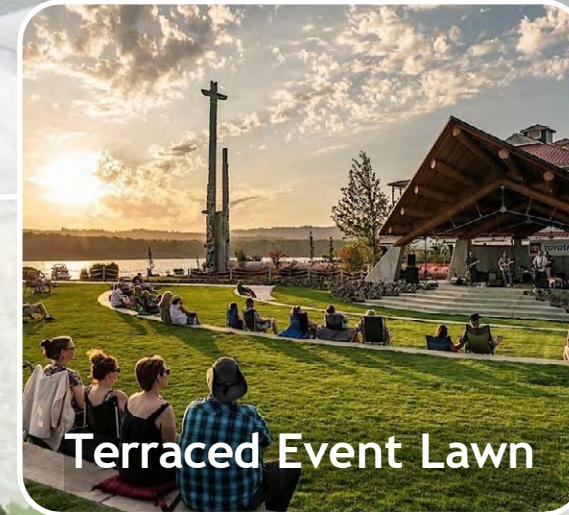


Overlooks



Picnic Shelter

South - Active Zone



Terraced Event Lawn



Play Area



Pavilion



Beach

Next Steps

Cost Estimate
September 2024

Final Master Plan Document
Fall 2024

Port Commission & City Council Approval
Fall 2024



Thank You!
w/m

City Council Discussion

- What items in the proposed master plan does Council want to include, remove, or adjust?

What's Next

- Returning at 9/26 Meeting for Consideration of Approval



Thank You / Questions?



Corey Crownhart, Parks Manager

City of Ridgefield, WA

Phone: (360) 887-6010

Email: corey.crownhart@ridgefieldwa.us



Brian Bishop, Landscape Architect

Walker Macy

Phone: (206) 582-4557

Email: bbishop@walkermacy.com



**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Second Reading of Ordinance Number 1429 - Ridgefield Municipal Code
Updates for Planning Commission and Parks Board

GOVERNING LEGISLATION

RCW 35.63 - Planning Commissions; RMC 2.12 - Planning Commission; RMC 2.56 - Parks Board; RCW 35.18.060 - Authority to appoint boards and commissions.

PREVIOUS COUNCIL ACTION TAKEN:

Planning Commission established 1966; Parks Board of Commissioners established 2008; Roundabout Committee established 2023; Rules of Procedure for Planning Commission, Parks Board and Roundabout Committee were modified on May 23, 2024.

SUMMARY/BACKGROUND:

Modifications to the Rules of Procedure (“Bylaws”) for the Ridgefield Planning Commission, Parks Board and Roundabout Committee were adopted at the Council Meeting on May 23, 2024. The Rules were updated to:

1. Create uniform Rules and processes across City board and commissions were feasible and practicable.
2. Assure Rules are consistent with Washington State Law.
3. Update Rules for compliance with changes in practice, community expectations and applicable laws.
4. Assure clarity in the meaning and language of the Rules.

Several adopted Rules are inconsistent with the current Ridgefield Municipal Code. To provide consistency and resulting effectiveness of the bylaws, the following modifications to RMC are proposed:

Current RMC Section	Current RMC language	Adopted Bylaws
RMC 2.56.020 Qualifications for Parks Board	Residents, property owners and business owners within the urban growth area of the city and citizens residing within the boundaries of the Ridgefield school district. At least four members of the board shall be residents.	Reside within the corporate limits of the city and qualified to be electors in the city.
RMC 2.12.040 Removal from office for Planning Commission	Members may be removed for inefficiency, neglect of duty, malfeasance in office or three consecutive unexcused absences from meetings.	Members may be removed by the city

RMC 2.56.050 Removal from office for Parks Board	Members may be removed for moving outside the boundaries of the Ridgefield School District, or moving outside the Ridgefield urban growth area, or discontinuing their business within the city urban growth area; for being convicted of a felony or misdemeanor, for three consecutive unexcused absences, or for failing to perform the duties and maintain the qualifications for the Parks Board.	manager, with the approval of the council, for inefficiency, neglect of duty, malfeasance in office, no longer meeting the qualification requirements, or three unexcused absences from meetings of the board or commission within a one year period.
RMC 2.56.040A Appointment of officers	Chair and Vice-Chair serve for a period of one year; appointed at the last regularly scheduled meeting in December.	Officers serve for a one year period; appointed annually at a meeting in January of each even-numbered calendar year.
RMC 2.56.040D Not included in RMC Planning Commission Reviewing and amending Rules	The board shall adopt rules of procedures in a form approved by the city council. The board shall review the Rules a minimum of every three years.	City Council adopts bylaws with recommendation from the board or commission. Bylaws are reviewed on or about every five (5) years, or as recommended by the board or commission.
RMC 2.56.040C, F Procedures – Notice and Canceling of meetings.	Meetings can be cancelled for lack of a quorum. Meeting agendas shall be prepared by the chair and distributed by staff one week in advance of a	Meetings can be cancelled for lack of a quorum or if there is no

	regularly scheduled meeting.	business. Notices of meetings shall be provided as required by law.
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BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

To adopt Ordinance No. 1429:

"I move to adopt Ordinance No. 1429 as presented."

STAFF CONTACT: Lee Knottnerus, Deputy City Manager

ATTACHMENTS:

1. RMC 2.12.modifications 2024
2. RMC 2.56.modifications 2024

ORDINANCE NO. 1429

An ordinance of the City of Ridgefield, Washington amending rules related to the Ridgefield Planning Commission and Parks Board.

WHEREAS, the Ridgefield Planning Commission was established in 1966 and the Parks Board of Commissioners was established in 2008 to act as advisory boards for the Ridgefield City Council; and

WHEREAS, the Rules of Procedure for the Parks Board and Planning Commission were created at the time each advisory board was established and revisions to the Rules were adopted on May 23, 2024 to provide clarity and provide for compliance with changes in practice, community expectations and applicable laws; and

WHEREAS, sections of the revisions were not consistent with the provisions of the Ridgefield Municipal Code; and

WHEREAS, the Rules of Procedure that are inconsistent with the RMC are not effective and cannot be applied absent modifications to the RMC to create consistency.

NOW THERE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. **Public Interest.** It is the public interest to provide current, consistent and agreed-upon Rules of Procedure to define structure, ensure stability, help boards and commissions to operate smoothly and efficiently, ensure consistent voting and decision-making procedures, and to help assure that all voices are considered.

Section 2. **Amending RMC Chapters 2.12 and 2.56.** The Ridgefield City Council hereby amends certain sections of Ridgefield Municipal Code Chapters, 2.12 – Planning Commission and 2.56 – Parks Board, as set forth in Exhibit A, attached hereto and incorporated by reference, to create consistency with the previously adopted Rules of Procedure.

Section 3. **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 4. **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 the 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 5. **Effective Date.** This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 12TH DAY OF
SEPTEMBER, 2024.

Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss, City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: 08-22-2024

Second Reading/Passage: 9-12-2024

Date of Publication:

Effective Date:

Chapter 2.12 PLANNING COMMISSION

2.12.010 Established.

The city council has had under study for a considerable period of time, the problems that have arisen in the growth and planning for growth of the city, as well as the problems that have arisen and will arise concerning subdivision, zoning, building codes, recreation, city streets, general health, safety and welfare of the community, and all of the other problems interrelated and connected to this general area of municipal concern. After continual discussion and thought concerning these problems, the city council believes that it would be in the best interest of the health, welfare and safety of the city that a city planning commission be established under the provisions of RCW 35.63.

(Ord. 216 § 1, 1966).

2.12.020 Created—Membership.

Pursuant to the policy in Section 2.12.010, there is created a city planning commission consisting of seven members to be appointed by the mayor and confirmed by the council.

(Ord. 769 § 1, 2000: Ord. 216 § 2, 1966).

2.12.030 Qualifications.

All members of the planning commission must reside within the corporate limits of the city. They must be qualified to be electors in the city, but need not be so registered.

(Ord. 645 § 1, 1994: Ord. 216 § 3, 1966).

2.12.040 Positions—Term—Vacancies.

- A. There are created seven positions upon the city planning commission. These positions are numbered one through seven consecutively. The term of office for each appointive member shall be four years. The present terms are as follows:
1. Position one expires December 31, 2002;
 2. Positions two and three expire December 31, 2001;
 3. Positions four and five expire December 31, 2003;
 4. Positions six and seven expire December 31, 2004.
- B. Vacancies occurring otherwise than through the expiration of terms shall be filled for the unexpired term. Members may be removed, ~~after public hearing~~, by the city manager, with the approval of the council, for inefficiency, neglect of duty, malfeasance in office, no longer meeting the qualification requirements of planning commission members, or ~~or three consecutive~~ unexcused absences from meetings of the planning commission within a one-year period.

-
- C. The members shall be selected without respect to political affiliations and they shall serve without compensation.
 - D. Prior to taking office, the members shall be sworn to uphold the laws of the state of Washington and the city of Ridgefield.

(Ord. 769 § 2, 2000: Ord. 645 § 2, 1994: Ord. 216 § 4, 1966).

(Ord. No. 1054, § 1, 5-27-2010)

2.12.050 Duties.

The officers of the commission shall consist of a Chair and Vice-Chair elected from the members of the commission by majority vote. The commission shall biennially elect its ~~own~~ chairman and vice-chair at a meeting in January of each even-numbered calendar year. ~~and create and fill such other offices as it may determine it requires.~~ The commission shall hold at least one regular meeting in each month for not less than nine months in each year. It shall adopt Robert's Rules of Order, and shall keep a written record of its meetings, resolutions, transactions, findings and determinations, which records shall be a public record, the original of which shall be kept at the clerk's office in City Hall.

(Ord. 645 § 3, 1994: Ord. 216 § 5, 1966).

Rules of Procedure will be developed and maintained for planning commission. City Council will review these Rules of Procedure on or about every five (5) years or at any time recommended by the commission or city staff. The procedure for review and amendment is:

1. Review by the commission with a recommendation to City Council for any or no proposed amendments by a vote of the commission, and
2. Approval of proposed or other amendments by City Council.

2.12.060 Expenditures.

The expenditures of the city planning commission authorized and established under this chapter, or under RCW 35.63, exclusive of gifts, shall be within the amounts appropriated for the purpose by the council. Within such limits, the commission may employ such employees and expert consultants as are deemed necessary for its work.

(Ord. 216 § 6, 1966).

2.12.070 Powers.

The commission is given the duty, responsibility and authority to act as a research and fact finding agency of the municipality. The commission is granted all of the powers set forth in RCW 35.63.060, the provisions of which are herein adopted by reference.

(Ord. 216 § 7, 1966).

2.12.080 Coordinated plan—Preparation.

The city planning commission is directed to prepare a coordinated plan for the physical development of the municipality. The city council states that it is specifically interested in legislating within the areas set forth by RCW Sections 35.63.080, 35.63.090, 35.63.100 and 35.63.110, which sections are specifically incorporated herein by reference. Because of this intent, the city planning commission is directed and authorized to at once commence making the studies and formulating recommendations and plans to accomplish those sections.

(Ord. 216 § 8, 1966).

2.12.090 Benefits—Authorization.

The city planning commission is expressly authorized to avail itself of the benefits authorized to it by RCW 35.63.070, which section is incorporated herein by reference.

(Ord. 216 § 9, 1966).

2.12.100 Rights reserved.

In enacting the ordinance codified in this chapter, the council expressly reserves unto itself the right to exercise the powers and authorities set forth in RCW 35.63.120, which section is incorporated herein by reference.

(Ord. 216 § 10, 1966).

Chapter 2.56 RIDGEFIELD PARKS BOARD*

2.56.010 Establishment and purpose.

The Ridgefield parks board of commissioners is established to provide advisory assistance and recommendations to the city manager and city council on parks planning, parks acquisition, and parks operations and maintenance within the current and future city limits of the city of Ridgefield.

(Ord. 1001 § 1 (part), 2008).

2.56.020 Membership.

The parks board shall consist of seven members appointed by the mayor. Each board member shall be confirmed by a majority vote of the city council. Eligible members shall reside within the corporate limits of the city. They must be qualified to be electors in the city, but need not be so registered.

~~include residents, property owners and business owners within the urban growth area of the city and citizens residing within the boundaries of the Ridgefield school district. At all times, at least four members of the board shall be residents of the city of Ridgefield.~~ Terms shall be for three years and shall be staggered so as to ensure a consistent membership base.

(Ord. 1001 § 1 (part), 2008).

2.56.030 Functions.

A. The board shall have the following functions:

1. Review whether the lands being used for park purposes are adequate and recommend to the city manager what additional lands and grounds shall be acquired and used for park and recreation purposes;
2. Participate in an advisory capacity in the planning and design of new parks and park facilities;
3. Provide advisory recommendations to the city manager and public works director on parks operations and maintenance including, but not limited to, physical improvements, design and beautification of all public squares and parks of the city and all city recreation facilities;
4. Participate in an advisory capacity in citywide, area and site-specific park planning projects;
5. Make recommendations on the parks and recreation element of the city's comprehensive plan.

(Ord. 1001 § 1 (part), 2008).

2.56.040 Procedures.

- A. The officers of the board shall consist of a Chair and Vice-Chair elected from the members of the board by majority vote.

The election of officers shall take place annually at a meeting in January. The term of each officer shall run until a subsequent election of officers.

~~The board shall elect a chairperson and a vice-chairperson who shall serve for a period of one year each. Election of the chairperson and vice-chairperson shall occur at the last regularly scheduled meeting in December of every calendar year. Persons elected to be chairperson and vice-chairperson shall begin their service at the first meeting in January of every calendar year.~~

- B. The board shall serve the city council as an advisory body with power to recommend policy to the council. The board shall not take binding action on behalf of the city. All board recommendations shall be in the form of a voted-on motion.
- C. The board shall hold a minimum of one meeting per month, unless canceled by the board chairperson for lack of a quorum or board business. Special meetings of the board shall occur upon prior authorization of the city manager or designated staff person.

D. Rules of Procedure will be developed and maintained for the parks board. City Council will review these Rules of Procedure on or about every five (5) years or at any time recommended by the board or city staff. The procedure for review and amendment is:

1. Review by the board with a recommendation to City Council for any or no proposed amendments by a vote of the commission, and
2. Approval of proposed or other amendments by City Council.

~~The board shall adopt rules of procedures in a form approved by the city council to guide the board in the conduct of meetings and member actions. The board shall review the rules of procedures a minimum of every three years and shall update them as necessary.~~

- E. A minimum of four members shall constitute a quorum for the conduct of the board business. Meetings where less than four members are in attendance shall be canceled by the chairperson. Any action taken by a quorum of those present at a legal meeting shall be deemed an action of the board.
- F. Meeting agendas shall be prepared by the chairperson and the designated staff person and shall be distributed by city staff one week in advance of the board's regularly scheduled meeting. Notice of regular or special meetings shall be provided as required by law. Meeting minutes will be produced by city staff and shall be presented to the board for review and approval.

(Ord. 1001 § 1 (part), 2008).

2.56.050 Removal and filling of vacancies.

- A. Any board member may be removed by the city manager with the approval of the city council for ~~moving outside the boundaries of the Ridgefield school district, or moving outside the city of Ridgefield urban growth area, or discontinuing their business within the city of Ridgefield urban growth area; for being convicted of a felony or misdemeanor, or for failing to perform the duties~~ inefficiency, neglect of duty, malfeasance in office, and maintain no longer meeting the qualifications of the parks board members or three unexcused absences from meetings of the board within a one-year period.
- B. ~~The city manager with the approval of the city council shall remove a member who has had three consecutive unexcused absences.~~

C. Vacancies occurring otherwise than by expiration of the term of office shall be filled for the unexpired term in the same manner as regular appointments are made.

(Ord. 1001 § 1 (part), 2008).

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Motion – Ridgefield Recreation and Community Center Contract Amendment

GOVERNING LEGISLATION

Chapter 35 RCW: Cities and Towns

City Procurement Policy #04: Procurement of Goods And Services

PREVIOUS COUNCIL ACTION TAKEN:

Awarded original contract to Johansson Wing Architects (now “Aetta”) In April 2021 to perform design and permitting services for a property owned by the City of Ridgefield with the intent of preparing the site for a community and recreation center.

March 28, 2024, at Council Study Session City Council gave staff direction to proceed with design and permitting necessary to prepare construction documents, finance plan, and legal agreements for community and recreation center project.

May 23, 2024, City Council approved a scope and fee amendment with Aetta to increase contract amount by \$146,000 to a total not to exceed \$538,500.

SUMMARY/BACKGROUND:

HISTORY

In April 2021, the City engaged Aetta to create a site plan for a community and recreation center in Ridgefield. Due to delays associated with lack of agreement between the City of Ridgefield and the YMCA on the overall square footage of the building, the design of the separate SR 501 (Pioneer Street) right-of-way project needed to coordinate the YMCA site design, and costs associated with different project designs, that work has yet to be completed.

To date, Aetta has completed multiple iterations of draft site plan (accounting for different building envelopes and road connections), environmental delineations, civil work, and LEED assessment.

To complete design and permitting work necessary to produce construction documents for the Ridgefield Community and Recreation Center, a new contract for services is necessary as it is outside of the original scope and fee previously contemplated by the City Council. Aetta is uniquely suited to provide the City with these services, as evidenced in the Sole Source Vendor Statement attached to this staff report. Specifically, Aetta has exclusive rights to the recreation center design intellectual property, has been the managing consultant for both the City and YMCA on site and building design to this point, and as such has exclusive expertise and knowledge of the project. Thus, Aetta meets all legal procurement requirements for qualifying as a sole source vendor as required by the State of Washington.

The request is to award Aetta the contract for final design and permitting of the Ridgefield Community and Recreation Center in an amount not to exceed \$1,959,370.

BUDGET/FINANCIAL IMPACTS:

The additional budget for this work is included in the \$2.0 million budget amendment in the Spring 2024 Budget Amendment adopted by City Council June 13, 2024.

RECOMMENDED ACTION OR MOTION:

Council action is requested on this item. A suggested motion is:

"I move to approve awarding a professional services contract with Aetta to complete building/site design and permitting for the Ridgefield community and recreation center project in an amount not to exceed \$1,959,370, and authorize the City Manager to sign the necessary agreements to implement approved scope and fee."

STAFF CONTACT: Steve Stuart, City Manager

ATTACHMENTS:

1. 9_12_24 Aetta K Amendment



Fee Proposal

Date: June 14, 2024

To: Steve Stuart, City Manager
City of Ridgefield
230 Pioneer Street
Ridgefield, WA 98642

Subject: Fee Proposal
Ridgefield Recreation and Community Center (RRCC): Schematic Design Through Construction Documents and Building Permit
Aetta Project No. 24043

Steve,

Thank you for the opportunity for Aetta Architects to assist you with your **Ridgefield Recreation and Community Center** (formerly the Ridgefield YMCA) project. We understand this project will be built by the City of Ridgefield in conjunction with a private Developer. This proposal addresses the City of Ridgefield scope of services that includes the building and final site design, and assistance with obtaining building permits (other than those required by the Contractor during Construction).

Services necessary to assist with bidding/procurement, using pre-selected General Contractors, and during Construction are to be provided under a separate Contract with the Developer.

PROJECT UNDERSTANDING:

The proposed project will consist of approximately 43,000 s.f. of new construction and will be a two-story building comprised of a fire-wall-separated Recreation center and Community center, set on a lot-line adjusted site.

The Recreation portion of the building (34,500 s.f.) will contain a gymnasium with elevated track, natatorium with a lap pool and recreation pool, locker rooms, fitness center/studios, and reception/administrative areas.

The Community portion (8,500 s.f.) will most likely contain multi-purposes spaces, potential teen center/classrooms, commercial kitchen, child-watch area and community spaces.

The site will include parking, landscaping, trails (in conjunction with the City of Ridgefield), and other outdoor natural areas.

BUDGET

The Construction Budget for this project is approximately \$30,000,000 (43,000 s.f. x \$700/s.f. = \$30,000,000).

PROJECT ASSUMPTIONS:

The project team has made the following assumptions to develop the scope of services, limitations of scope, and associated fees for this project.

- The project will be completed in one phase
- Assume one bid package
- Assume the project is not fast-track
- All Street Frontage Improvements and Street lighting design, plans and photometrics is by others
- Location of the new SR 501 (Pioneer Street) traffic circle will be at the easternmost location, which provides a better site area for the RRCC building and parking.
- Site access and coordination will be provided by the City.
- Owner's Surveyor will prepare and record easements, lot line adjustments (BLA), storm water covenants, right-of-way dedications and legal descriptions. Processing of the easements shall be done by Owner.
- A formal public involvement program is not included in this scope.
- All Agency review and/or permit fees, etc. will be paid by the City of Ridgefield.

SCOPE OF SERVICES:

Architectural

Provide basic Architectural services including overall project management and coordination of the design, permitting and construction documents for the entire project. Conduct design meetings with the project team including the City of Ridgefield, the Developer, and the proposed tenant/operator YMCA for input on facility design and equipment.

In addition, Aetta will work with PBS and the separate SR 501 Pioneer Street Widening project team (HHPR) for coordination meetings and information sharing as necessary to assist in the development of the site plan and documents, and how the two projects are to integrate. It is anticipated there will be a maximum of four (4) 2-hour meetings.

Civil Engineering- PBS

Services for site development, including plans, details, calculations, and reports as needed for parking, grading, erosion control, storm drainage, water systems, sanitary sewer, irrigation system, coordination with Design team, participation in all necessary related governmental agency reviews, including Engineering Plan submittals and process.

Civil Engineering Assumptions and Exclusions:

- There are no known contaminated soils on-site.
- This scope of work does not include the design of off-site transportation-related improvements resulting from a Traffic Impact Analysis or Traffic Study.

- City of Ridgefield is the water purveyor for the site. Assume that water is available onsite via future 51st Ave and has the capacity to provide service to the project.
- Clark Regional Wastewater District is the sewer purveyor for the site. Assume that sanitary sewer is available onsite via future 51st Ave and has the capacity to provide service to the project.
- The design of off-site sanitary improvements nor a pump station is included in this scope and assumed to not be required.
- No off-site utility extensions are included in this scope.
- The stormwater facilities will be located on-site and sized to accommodate this project. Any future development on the subject site or expansions to the current project will be responsible for expanding the stormwater facility to address said future development or expansions.
- Limit of civil work is assumed to extend to five feet outside of proposed building.
- Design of retaining walls is by the Structural Engineer.
- No adjustments, exceptions, variances, or appeals are or will be needed for completion of this project and services for any of those items are not included in this scope.

Landscape Design- PBS

Services for design of final landscape plan including specifications, drawings and details, planting Plan Landscape Details, irrigation system design/build plans, work related to plazas, courtyards, landscape lighting, decorative concrete or pavers, and participation in all necessary related governmental agency permits.

Landscape Architecture Exclusions:

- Irrigation design for wetlands and buffers
- Off-site work
- Operations and maintenance plan

Geotechnical Engineering – PBS

Provide geotechnical engineering consultation to the design to clarify recommendations provided in the geotechnical engineering report, attend project design team meetings, and review the project plans and specifications for the project before they are finalized to verify that the recommendations and concerns have been adequately addressed in the design.

Structural Engineering – PCS Structural Solutions

Services to provide all structural design, drawings, and calculations as required for contract documents and toward obtaining the Building Permit for the structural portion of the work, also including pool structure design, site/landscape retaining walls, soil improvement and stone columns coordination.

Structural Engineering Assumptions and Exclusions:

- Redesign of structural systems during construction due to owner modifications or alternate fabrication/framing/ erection options requested by the contractor.
- Alternate bid packages that have a significant impact on the structural design may result in additional fees.

Mechanical, Electrical, and Plumbing Engineering – Interface Engineering Mechanical, Electrical, and Plumbing Engineering design work, including air handling, air distribution and control system for heating and cooling, humidification/dehumidification systems design for Natatorium, connections to pool equipment and systems based on information provided by pool consultant, design of plumbing system, sanitary drainage, vent, domestic water, storm water, and natural gas piping design from 5 feet outside building, fire protection sprinkler performance specifications, power and lighting distribution systems (interior and exterior), fire detection and alarm system performance specification, and low-voltage system rough-in.

Technology and Security Coordination: Services to provide coordination, including raceways, with Owner's third-party technology and security vendors/providers, as applicable.

Telecommunications System Design: Services to design telecommunications systems including voice and wireless

Provide "shoebox" energy modelling for evaluation of different energy conservation measures during Schematic Design and Design Development phases

Aquatics Consultant – Schemata Workshop

Services to perform custom pool design work, drawings, and specifications, including pool and deck layouts, pool equipment and piping design, coordination with MEP and Structural consultants, Health Department permitting, operational calculations, and coordination with Owner for owner-provided items as needed.

Aquatics Consultant Exclusions:

- Operational cost analysis of multiple lap pool and recreation pool combination options.

Acoustical Consultant - MBF AV & Acoustical Consulting, LLC

Services to provide specifications and drawing details for acoustical materials and implementation and develop budgets. Provide acoustical reports detailing recommendations for room acoustics, wall construction criteria and sound isolation criteria. Provide reports detailing noise and vibration control with regard to HVAC, plumbing and electrical systems. Recommend NC criteria and design concepts for the HVAC system design in critical acoustic spaces.

Acoustical Consultant Exclusions:

- Audio-visual systems design
- Site Noise Study

Detailed Cost Estimation- Wiggins Preconstruction Services

Services to provide, through an Independent Cost Estimating Consultant, an evaluation of the Owner's budget for the Cost of the Work, advice to the owner regarding changes in general market conditions and project requirements, and subsequent detailed cost estimates based on the documents provided for Design Development, and Construction Document phases.

Services include one round of reconciliation of owner's and design team's comments for each phase.

Building Envelope Consultant – Morrison Hershfield

Services to provide consultation on building envelope issues during design and construction. to work collaboratively with the Architect, Contractor, and the Owner. Review drawings and specifications and provide recommendations with respect to appropriate assemblies for the proposed use and exposure of foundation wall waterproofing, exterior glazing, above grade exterior wall and roof assemblies, transitions in materials in the exterior envelope, and penetration details for exterior envelope. Provide recommendations for performance and testing requirements, relevant standards, and acceptable materials/ systems.

Building Envelope Consultant Exclusions:

- Energy Modeling
- Hygrothermal analysis (WUFI) and thermal analysis (THERM) for condensation risk.

Food Service Consultant- Halliday Associates, Inc

Food Service design work to design a new Kitchen area in the Community Center including food service design, plans, details, and equipment selection needed based on Owner requirements, and permitting assistance.

SCHEDULE OF SERVICES

Per previous discussions, a preliminary schedule was generated that showed a potential completion date around Summer 2026. We will work with you and your Developer to continue the development of the project schedule. Please note the timeliness of Agencies reviews/approvals are not controlled by the project team and may vary.

COMPENSATION:

Basic Services are provided on a Lump Sum Fee basis as identified by discipline below:

Service	Consultant	Fee
Architectural Design/Project Management	Aetta	\$868,370
Structural Engineering	PCS	\$244,330
Mechanical engineering	Interface Engineering	\$234,960
Electrical Engineering	Interface Engineering	\$186,780
Civil Engineering/Project Management	PBS	\$81,930
Geotechnical Engineering	PBS	\$4,000
Landscape Architecture	PBS	\$20,430
Cost Estimator	Wiggins Preconstruction	\$45,000
Food Service Consultant	Halliday Associates	\$16,500
Building Envelope	Morrison Hershfield	\$22,000
Acoustics	MBF Acoustics	\$33,600
Aquatics	Schemata Workshop	\$201,470
TOTAL:		\$1,959,370

Should you have any questions, or need further clarification, please do not hesitate to contact us. It is our goal to meet your needs for this project, and we look forward to working with you. If you agree with this proposal, please sign below, and return one (1) copy to our office, and upon notice to proceed, the services will be provided pursuant to the terms and conditions in the final Owner-Architect Agreement.

We request the inclusion of the following AIA Documents, edited appropriately per the scope of work for this project, as exhibits to the standard City of Ridgefield Agreement:

AIA Document B201–2017

Standard Form of Architect's Services to further identify the Architect's scope of services for Design and Construction Contract Administration in a standard form including the traditional phases of Basic Services, provisions for Supplemental Services, and any Additional Services, which may arise as the Project proceeds. Owner and Architect can modify to suit the needs of the Project.

Sincerely,



Don Luthardt, AIA Principal

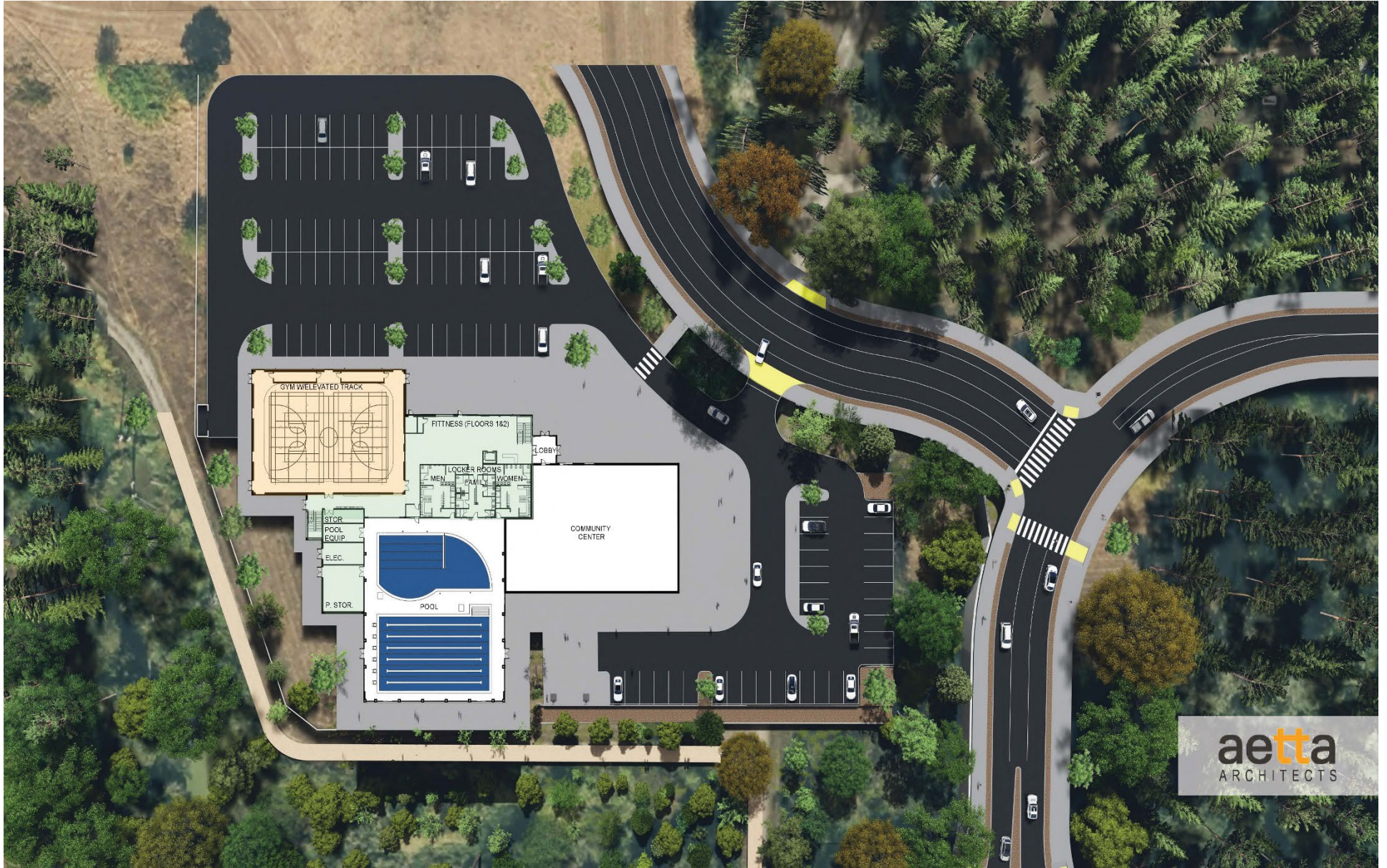
ACCEPTANCE OF PROPOSAL:

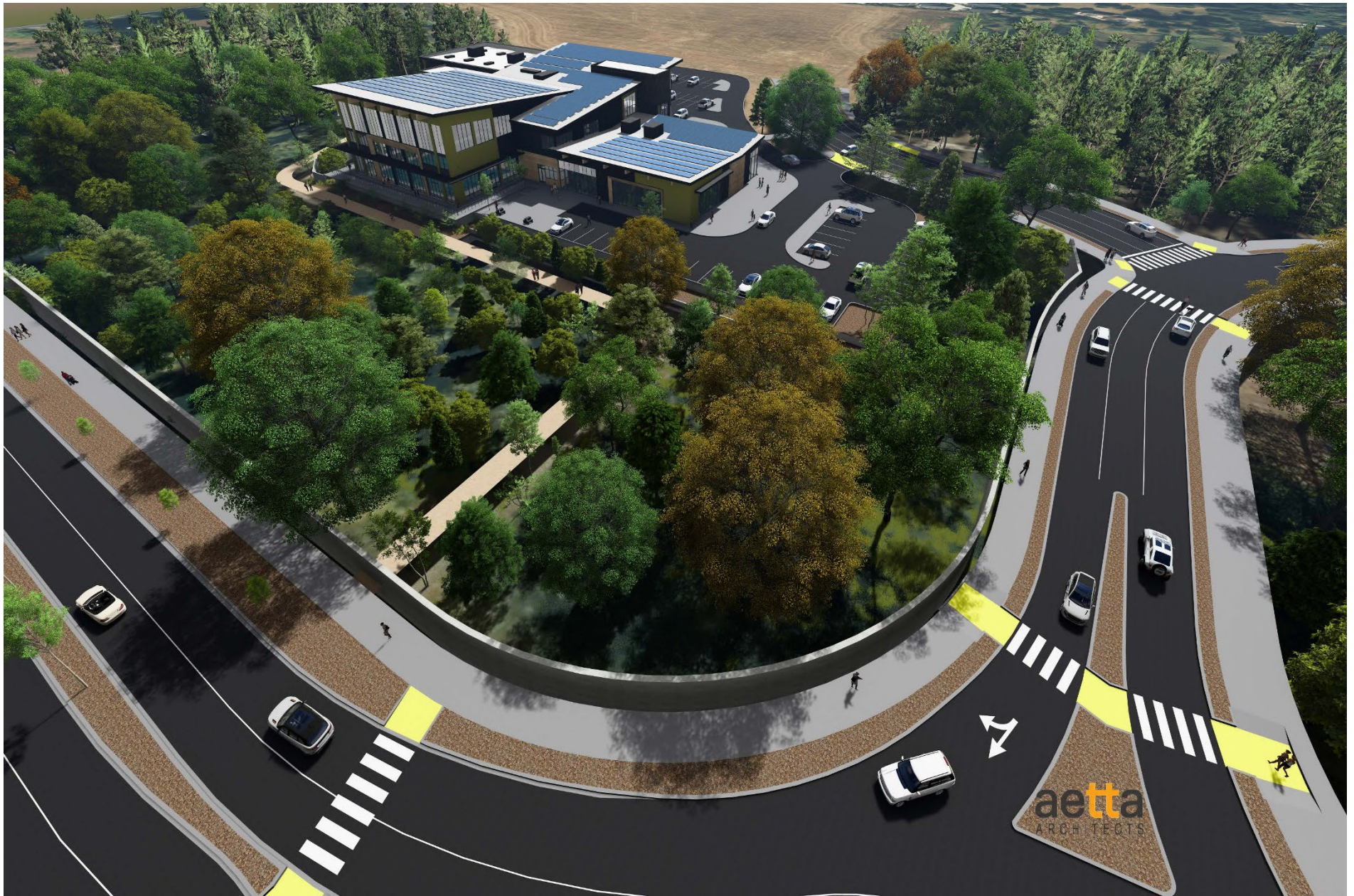
Signature

Date

Printed Name

Copy: Project File
Attachments: RRCC Preliminary Plans and Site



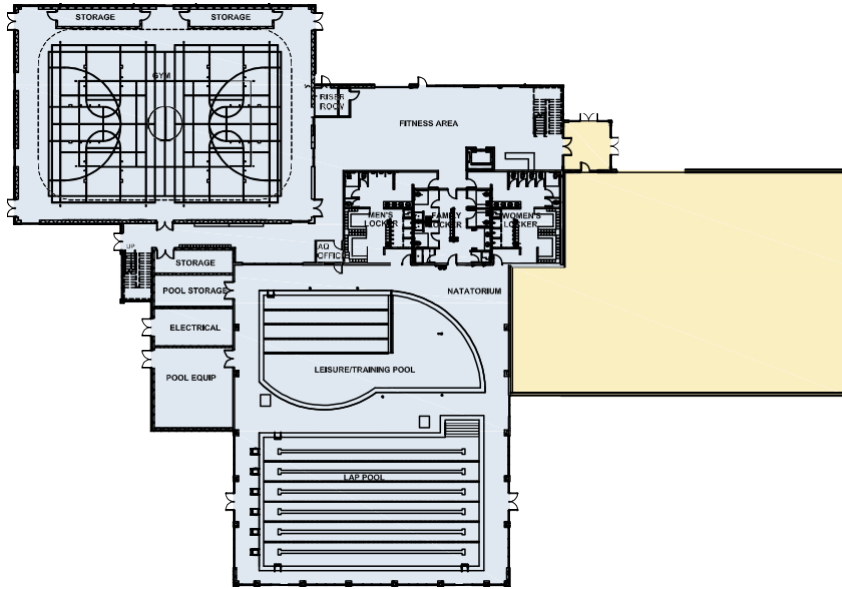




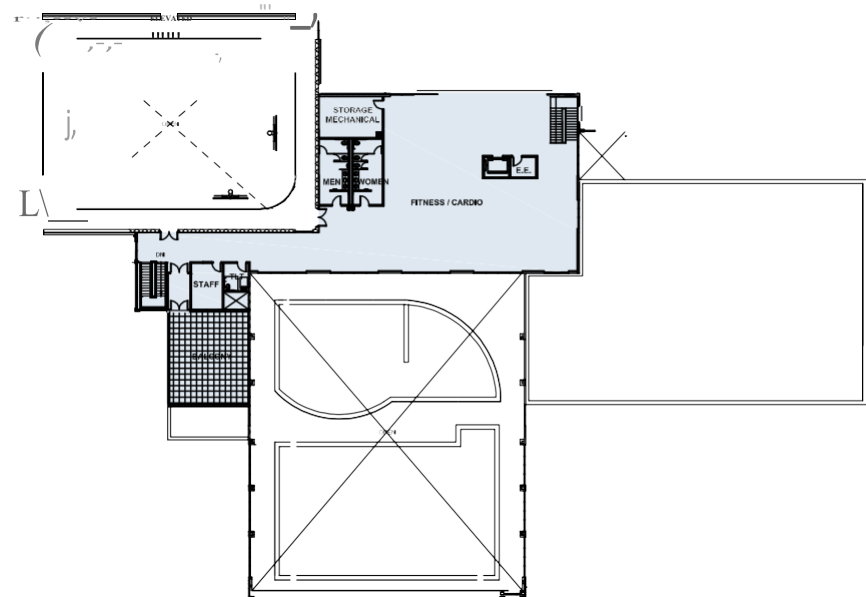




RIDGEFIELD COMMUNITY AND RECREATION CENTER
MARCH 2024



FIRST FLOOR PLAN
NOTTO SCALE



SECOND FLOOR PLAN
NOTTO SCALE

RECREATION CENTER (Approximate Square Footage) TOTAL (2 STORY): 34,500 SQ. FT.

COMMUNITY CENTER (Approximate Square Footage) SINGLE STORY: 8,500 SQ. FT.

TOTAL BUILDING: 43,000 SQ. FT.

CONSTRUCTION COST OPINION: \$30,100,



Sole Source Vendor Statement

Date: September 12, 2024

To: Finance Director & Accounts Payable

From: Steve Stuart, City Manager

This form justifies the proposed sole source purchase described below. In accordance with State of Washington regulations, City of Ridgefield must procure material, equipment, supplies and services by competitive means when the purchase is in excess of \$5,000. However, in unusual circumstances the competitive process may be waived and sole source purchasing approved, provided the requesting party can adequately justify its use. In any such case where the purchase exceeds \$5,000, the vendor shall certify in writing that the City is getting the lowest price it offers. Purchases in excess of \$5,000 from a sole source vendor require approval of the Finance Director or designee.

“Sole Source” means the product is unique and can be purchased from only one vendor.

If one of the reasons 1 through 4 below applies to this purchase, you need only to check the applicable reason and describe item being purchased below. If reasons 5 or 6 apply, please provide the item description and explanation below.

1. ☒ Propriety. The item is under patent, copyright, or proprietary design.
2. ☐ Replacement parts. The purchase is for replacement parts or components.
3. ☐ Technical service. The purchase is for technical service in connection with the assembly, installation or servicing of equipment of a technical or specialized nature.
4. ☒ Continuation of work. We now require additional work, additional item or additional service, but we did not know it would be needed when the original order was placed.
5. ☒ Urgent requirement. Need must be met immediately. Please explain below the nature of the urgency, including an explanation of why the purchase is critical and why only the suggested vendor can meet it.
6. ☒ Exclusive capability. Only one supplier qualified. No other suppliers known. Please explain below.

Item Description: If 5 or 6 were used, please provide an explanation below. Explain why the vendor is recommended:

City Manager Signature

Finance Director Signature

Exhibit 3

Explanation:

1. Propriety. The item is under patent, copyright, or proprietary design.

- Under United States copyright law, Aetta is granted the exclusive right to reproduce the documents they create for their clients. In addition, the previous agreement with the YMCA through their Contractor has ended, and there is no transition of copyright since all payments have not been made for the work done. With Architectural Works, there is a separately recognized intellectual property right in the design.

4. Continuation of work. We now require additional work, additional item or additional service, but we did not know it would be needed when the original order was placed.

- Simply cannot proceed with site design without the building design and layout. This is why Aetta has been working simultaneously with the City and the YMCA in order to fulfill the City agreement AND help coordinate the overall schedule for this project.
- City had 3 partners in this endeavor and by not having a primary partner (YMCA) completing necessary building design work, the City needs to do what it can in order to keep promises made to the citizens/public.
- LEED certification is required as part of the State grant received for this project. Certification cannot be achieved without the sustainable elements incorporated into both the Building and Site combined. The LEED process has already begun starting with the Eco-Charrette and identification of sustainability strategies, etc.

5. Urgent requirement. Need must be met immediately. Please explain below the nature of the urgency, including an explanation of why the purchase is critical and why only the suggested vendor can meet it.

- If the City is required to go through the RFQ process, then they would need to solicit other Architects and go through selection process, then fee negotiations. Will not be able to get fees from all in order to find "low bid".

6. Exclusive capability. Only one supplier qualified. No other suppliers known. Please explain below.

- Aetta was already chosen to be the YMCA's architect (due in part to working with the Columbia Willamette YMCA on other projects and sites over the last 20 + years) and had 3 years working with them on this specific design for this site including Project analysis, program development, site analysis and partial Schematic Design work with YMCA and know this building and how it fits on site, and what the obstacles are.
- No team is as familiar with this site as their team (Aetta and PBS and Consultants)
 - Involved in the site analysis and environmental studies to produce reports delineating wetlands, site surveys and boundaries (and BLA's)
 - Coordinated Archaeological investigations
 - Provided Geotechnical Investigation and Report. Building Structural engineer already involved in retaining way, soil amendments, etc. necessary for the building on this site

24043 - R2C2

Task Name		2024				2025				2026				2027			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1	+ City Council Approval																
8	+ Agreements for SD-Permitting with City																
12	+ NEW SCHEMATIC DESIGN																
29	+ DESIGN DEVELOPMENT																
63	+ Agreements for RFP-CA with Blue Rock																
66	+ CONSTRUCTION DOCUMENTS																
95	+ LAND-USE AND BUILDING PERMITTING																
147	+ CONTRACTOR PROCUREMENT (RFP)																
151	+ CONSTRUCTION																
165	+ FINAL COMPLETION AND CLOSE-OUT																
181	+ MOVE-IN																
184																	
185	+ Pioneer/50th Anticipated Construction																

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Resolution No. 653 - Mukensnabl Intent to Annex

GOVERNING LEGISLATION

RCW 35A.14 - Annexation by Code Cities

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

To adopt the Mukensnabl Intent to Annex and authorize circulation of a Petition to Annex:
"I move to adopt Resolution No. 653 as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Applicant's Introductory Statement

RESOLUTION NO. 653

A RESOLUTION ACCEPTING A NOTICE OF INTENT TO ANNEX APPROXIMATELY 5.8 ACRES IDENTIFIED AS THE MUKENSNABL ANNEXATION AREA LOCATED ADJACENT TO THE BORDER OF THE CITY OF RIDGEFIELD

WHEREAS, a Notice of Intent to Annex was filed with the City of Ridgefield on August 15, 2024 containing signatures representing owners of 100 percent of the assessed valuation of the property in accordance with §35A.14.120 of the Revised Code of Washington; and

WHEREAS, the City Council of the City of Ridgefield has considered a Notice of Intent and 10% petition to annex approximately 5.8 acres consisting of Clark County Assessor's Parcel No. 215870000 located on NW Meuller Road (referred to as the Mukensnabl annexation area) into the City of Ridgefield; and

WHEREAS, the Mukensnabl annexation area is designated Urban Low (UL) with an Urban Holding (UH) overlay in the 2016 Ridgefield Urban Area Comprehensive Plan; and

WHEREAS, RDC 18.210.015.A states that the RLD-4, RLD-6, and RLD-8 zoning districts shall implement the UL comprehensive plan designation; and

WHEREAS, the City Council of the City of Ridgefield adopted the Carty Road Subarea Plan including the Mukensnabl annexation area on July 28, 2022; and

WHEREAS, the Mukensnabl annexation area is designated RLD-4 in the adopted Carty Road Subarea Plan; and

WHEREAS, the City Council of the City of Ridgefield has reviewed said annexation request, and has considered whether to authorize the circulation of a petition for annexation, and, if so, upon what terms; and

WHEREAS, authorizing the circulation of a petition does not bind the City to approve the annexation.

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

Section 1. The City Council hereby authorizes the circulation of a petition for annexation for the Mukensnabl annexation area.

Section 2. All property within the territory hereby sought to annexed shall assume its proportionate share of the City's indebtedness existing as of the date of annexation and as modified in the future and shall be assessed and taxed at the same rate and at the same basis as property within the City of Ridgefield.

ADOPTED AT THE REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 12th DAY OF SEPTEMBER, 2024.

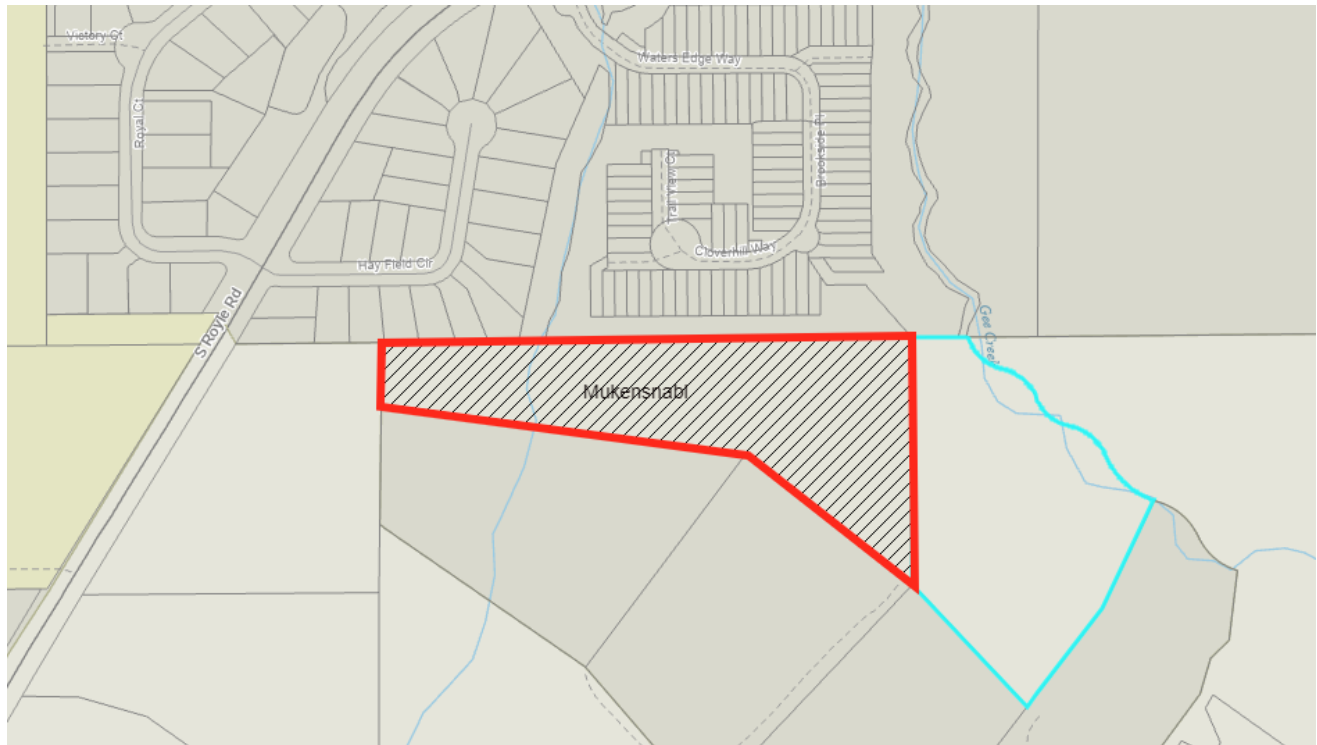
CITY OF RIDGEFIELD

Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

Attachment A: Mukensnabl Annexation Area





COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642
360.887.3908 | Fax: 360.887.2507 | www.ridgefieldwa.us

Resolution No. 653: Mukensnabl Intent to Annex

Staff Report

Files No. MASTER-24-0050, PLZ-24-0055

September 12, 2024

I. Basic Facts

Council date: September 12, 2024

Action requested: Mukensnabl Notice of Intent to Annex and Council determination whether to proceed with annexation.

Application date: On August 15, 2024 the City received the Mukensnabl Intent to Annex application. On September 3, 2024 staff found the application technically complete.

Applicant: Terry Wollam. 7701 NE Greenwood Drive, Suite 100 / Vancouver, WA 98662, Contact: 360.798.5820, terry@wollamassociates.com

Applicant's Representative: Michael Andreotti, AKS Engineering & Forestry. 9600 NE 126th Avenue, Suite 2520 / Vancouver, WA 98682, Contact: 360.882.0419, andreottim@aks-eng.com

Owner: Teresita & Steven Mukensnabl. 24019 NW Meuller Road / Ridgefield, WA 98642, Contact: 360.831.3384, steve.mukensnabl@gmail.com

Property Information: 24019 NW Meuller Road / Ridgefield, WA 98642. #75 SEC 29 T4N R1EWM Assessor's #215870000, 5.8 acres.

County Zoning: Single Family Residential (R1-7.5), Urban Holding 10 (UH-10) Overlay

Comprehensive Plan Designation: Urban Low (UL)

Carty Road Subarea Plan Zoning: Residential Low Density 4 (RLD-4)

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

II. Documents Received

- A. Master land use application
- B. Notice of intent to annex application
- C. Declaration of intent to annex
- D. Narrative
- E. Vicinity map

III. Property Information

The Intent to Annex includes one parcel off NW Mueller Road. The parcel is in the Ridgefield Urban Growth Area (UGA) and is contiguous with the existing Ridgefield City limits to the east and west. Therefore, the parcel is eligible for annexation. The property information is as follows:

Property Owner	Legal	Square Feet	Acres	2023 Assessed Taxable Property Value for 2024 Taxes	Site Address
Teresita and Steven Mukensnabl	#75 SEC 29 T4N R1EWM, Assessor's #215870000	252,648	5.8	\$1,231,021.00	24019 NW Mueller Road

Figure 1. Vicinity Map

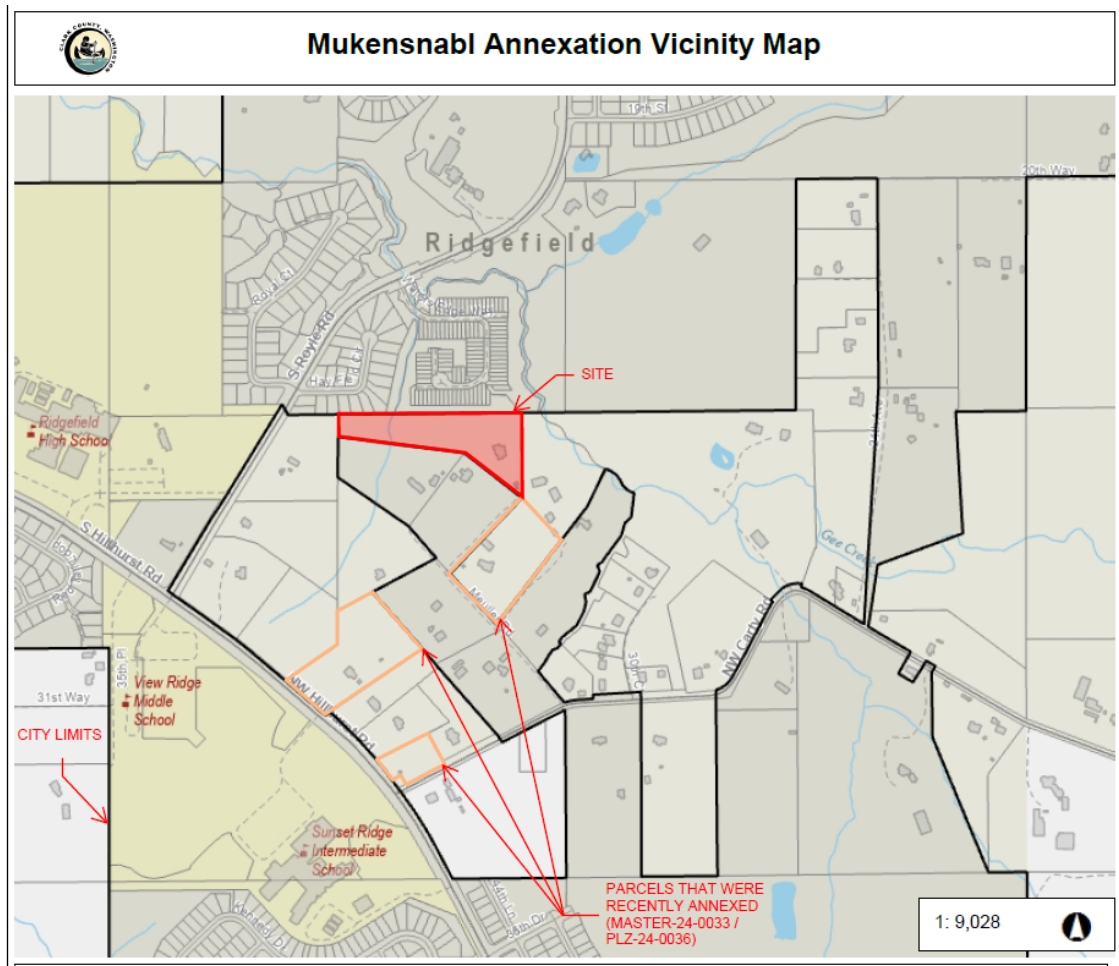
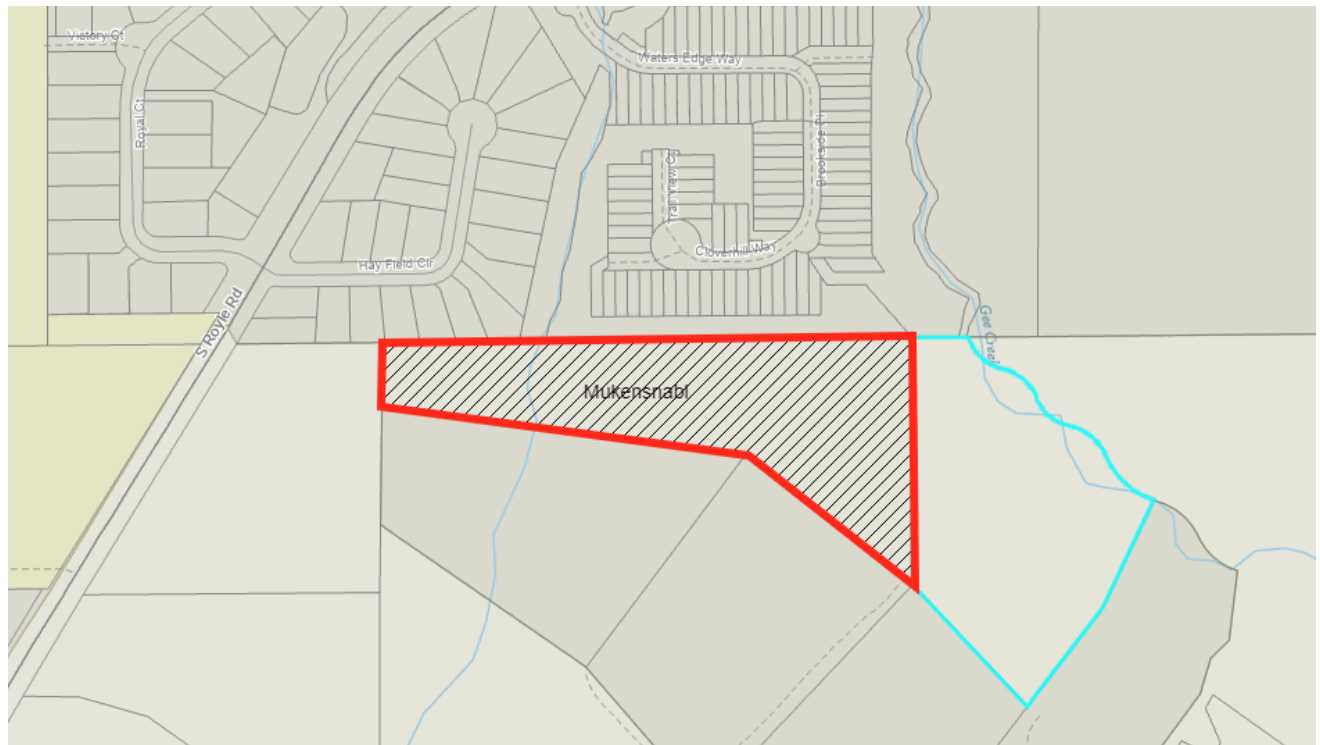


Figure 2. Site Map



IV. Zoning and Development

The comprehensive plan designation on the site is Urban Low (UL). The current Clark County zoning is Single Family Residential (R1-7.5), with the Urban Holding – 10 (UH-10) overlay. RDC 18.210.015.A states that the city shall designate all newly annexed lands designated for urban low density residential as Residential Low Density 4, 6, or 8. Under the adopted Carty Road Subarea Plan, the zoning designation is RLD-4.

Per the applicant's introductory statement, the intent is to subdivide the parcel following annexation. The adopting ordinance for annexation would limit the ability to subdivide the parcel and lift Urban Holding until development code provisions implementing the goals of the Carty Road Subarea Plan are adopted.

V. Direct Petition Method

The direct petition method of annexation (RCW 35A.14.120-150) requires that owners of 10% or more of the land value of the proposed annexation area must sign the Notice of Intent to Annex. Road values are not included in this calculation. The signatures on the Notice of Intent to Annex represent 100% ownership, exceeding the 10% threshold of the Notice of Intent to Annex.

VI. Procedure

At this meeting, City Council will determine:

- **Whether the city will accept or reject the Mukensnabl Notice of Intent to Annex;**

- With an intent to annex, Council also has the option to geographically modify the annexation area. The annexation area Council defines through the intent to annex process may be reduced but not increased through the subsequent petition to annex process.
- Whether the city will require the simultaneous adoption of a proposed zoning regulation, if such a proposal has been prepared and filed (as provided for in RCW 35A.14.330 and RCW 35A.14.340);
- Whether the property, if annexed, will be consistent with the 2016 Ridgefield Urban Area Comprehensive Plan (RUACP);
- Whether the property, if annexed, will be required to assume all or any portion of the city's existing general indebtedness; and
- Whether the property, if annexed, will be supported by the city's Capital Facilities Plan.

Should the Council accept the Notice of Intent to Annex, the Council authorizes the Notice of Petition to Annex to be circulated. The Petition to Annex process is:

- 60% Notice of Petition to Annex: The applicant shall secure the signatures of the property owners holding a minimum of 60% of the total value of the area proposed for annexation;
- Petition to Annex Application: The applicant shall submit a complete Petition to Annex application to the city;
 - Public Services: In the application, the applicant shall demonstrate that there are adequate public services available to serve the annexation area;
 - Survey: In the application, the applicant shall include a survey map and legal description of the entire annexation area including adjacent right-of-way not yet in the City limits.
- Certification of Sufficiency: The City shall send the 60% petition to Clark County for review of legal description and to obtain a Certification of Sufficiency;
- SEPA: The city shall prepare and circulate a SEPA DNS for rezoning the properties consistent with the RUACP;
- Council Hearing: City Council shall conduct a public hearing on the Notice of Petition to Annex;
- Council 2nd reading: City Council shall hold a 2nd reading to determine whether the city will accept or reject the Notice of Petition to Annex;
- Ordinances: The city shall adopt an ordinance annexing certain lands, adopt a zoning ordinance for the annexed area, and forward the ordinance(s) to the Clark County Assessor's Office, State Department of Revenue, State Department of Commerce, and State Office of Financial Management; and
- Census: The City Clerk shall report population increases to census reporting agencies.

VII. Motion:

To accept the Intent to Annex: "I move to adopt Resolution No. 653 as presented."



BEND, OR
2777 NW Lolo Drive
Suite 150
Bend, OR 97703
(541) 317-8429
www.aks-eng.com

KEIZER, OR
3700 River Road N
Suite 1
Keizer, OR 97303
(503) 400-6028

THE DALLES, OR
3775 Crates Way
The Dalles, OR 97058
(541) 296-9177

TUALATIN, OR
12965 SW Herman
Road, Ste 100
Tualatin, OR 97062
(503) 563-6151

KENNEWICK, WA
501 N Quay Street,
Suite C-102
Kennewick, WA 99336
(509) 905-0219

VANCOUVER, WA
9600 NE 126th Avenue
Ste 2520
Vancouver, WA 98682
(360) 882-0419

WHITE SALMON, WA
107 W Jewett, Ste 100
White Salmon, WA
98672
(509) 281-3227

Date: 7/19/2024
To: City of Ridgefield, Community Development Department
From: Michael Andreotti, RLA
Project Name: Mukensnabl Annexation
AKS Job No.: 10781
Project Site: 24019 NW Meuller Road, Ridgefield, WA 98642
Subject: Intent to Annex

This memo is written to discuss the proposed intent to annex one property into the City of Ridgefield (City).

The Applicant is proposing to annex one property, northeast of NW Meuller Road (private), ± 0.23 miles north of NW Carty Road into the City. The property is identified as Clark County Parcel Number 215870-000 and addressed 24019 NW Meuller Road, Ridgefield, WA 98642. The total area proposed for annexation is ± 5.80 acres and the parcel is located within the Ridgefield Urban Growth Area (UGA) and the approved in the Carty Road Subarea boundary. The site is bound by the City to the north and south.

The proposed annexation is following the 10 percent/60 percent annexation process. This application is the 10 percent Intent to Annex submitted by Wollam & Associates. This parcel is valued at \$1,188,490, which represents 100 percent of the total value of the annexation area. The proposed annexation is a logical step for the parcel given that the site is bound by City Limits on two sides and the parcel is within the Carty Road Subarea.

Water is available in NW Hillhurst Road to the southwest of the annexation area. Water can be extended to the site either through NW Carty Road and Meuller Road or through potential development of neighboring parcels. Sewer is available the northeast corner of the site through a sewer stub in parcel 986058-498. Extension of these public services into the annexation area is not part of a City capital project and would occur with future development of the site. Emergency services, garbage service, and transportation infrastructure are also available to the site. The Applicant intends to subdivide the parcel following the annexation.

The properties pertinent information is included below:

Property Owner	Legal	Square Feet	Acres	2024 Assessed Taxable Property Value	Site Address
Teresita and Steven Mukensnabl	#75 SEC 29 T4N R1EWM 5.8A Assessor's #215870-000	252,648 SF	5.80 AC	\$1,188,490	24019 NW Meuller Road, Ridgefield, WA 98642

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: September 12, 2024

AGENDA ITEM NAME: Motion - Paradise Pointe Phase 1 Plat Amendment

GOVERNING LEGISLATION

RCW 36.70A - Growth Management

PREVIOUS COUNCIL ACTION TAKEN:

Council approved the Paradise Pointe Phase 1 final plat on June 27, 2024.

SUMMARY/BACKGROUND:

On June 27, 2024 Council approved the Paradise Pointe Phase 1 final plat. Phase 1 contains 51 single-family residential lots. It is located in the southwest corner of Paradise Pointe, west of the community park and south of the east-west collector through the subdivision. The recorded plat is included as an attachment.

Note 19 on Sheet 1 of the recorded plat states: *"An administrative hold on Phase 1 final occupancy permit issuance will be released by Community Development for all Phase 1 homes once the E/W collector (including bridge crossing) is functionally complete as approved by City Engineering. No administrative hold on Phase 1 temporary occupancy permit issuance shall exist for all Phase 1 homes with the understanding that such temporary permits are only valid for up to 90 days at which time final occupancy permits subject to the requirements above would be necessary."*

The purpose of Note 19 was to temporarily limit the number of occupied units in Phase 1 in order to contend with limited access to the western portion of Paradise Pointe. Until the east-west collector through the subdivision is complete, Phase 1 is only accessible from the west via N 35th Avenue (a half-width collector) and from the south via N Helens View Drive (a local street). There is no direct access from the east via N Royle Road.

After this action was taken, Applicant became aware of an issue with Note 19 where builders and potential home buyers would not be able to receive financing for homes that were limited by a temporary occupancy permit. Applicant asked staff to reconsider Note 19 and were notified that any alteration to the plat notes would need to go back to the City Council for review and consideration. Applicant provided additional information seeking to address traffic volume and safety concerns raised by City Engineering for trips using the current half-width roadway configuration prior to acceptance of a completed East-West Collector.

City Engineering reviewed Applicant's additional information and determined that the land use review and action, and the Traffic Impact Analysis itself, all assumed the east-west collector to be built as part of the PUD. Engineering could not find anything about phasing nor anything about analyzing the effects of traffic on fire/emergency response along the half-width sections of 35th Avenue. The TIA was more

traditional and looked at levels-of-service at intersections and collision history on existing roads in the area, but did not assess collision risk or impacts to emergency response due to loading all of Phase 1 and 2 trips onto a half-width street. Nor did the TIA address neighborhood impacts by some of the traffic using Helens View Drive. There was no analysis of the effects of not having an incomplete east-west collector.

With that in mind, City Engineering conducted the following analysis to determine if there is a safe alternative to Note 19: The total of 72 homes in Phases 1 and 2 translates to 720 trips per day. Phase 2 has 21 of those homes and Phase 1 has 51. Most of those would use the half-width 35th Avenue to get out as there's no circulation over to Royle Road in Paradise Pointe. These trips would travel down to Pioneer Canyon Drive to get between 35th and Royle. The half-width condition of 35th is more like a local access street which is intended to 50 or fewer homes and their trips. With a width of 20' of pavement (plus or minus) this is minimum needed for fire/emergency vehicle access and there can be no parked or disabled cars on that stretch, or that will inhibit response times. The lack of a second route out of the site (the future east-west collector) results in a very long cul-de-sac condition, similar to that of the Long Alley functional classification in the engineering standards. Long Alleys are limited to 500 vehicles per day. At an average of 10 daily trips per lot, that results in a total of 50 lots that would be acceptable under the Long Alley condition. Since there are no limits on Phase 2 occupancy and the Crossing, allowing all 51 homes in Phase 1 without restriction would exceed the 50-home threshold for a residential local access street. If Phase 1 gets an occupancy limit that assures 50 or fewer total new homes from Phases 1 and 2 add traffic volume to the existing system, then City Engineering can support giving Phase 1 occupancy for the "delta" at or below 50.

To correct Note 19 impacts to potential builders and home buyers and meet City Engineering safety requirements, the proposal is to replace the recorded language in Plat Note 19 with: ***"There shall be no administrative hold on the first 30 of 51 Phase 1 Final Certificates of Occupancy; the administrative hold on the remaining Phase 1 lots shall be released by Community Development once the bridge crossing on the E/W Collector is functionally complete and approved by city engineering."***

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

To approve the amendment to Plat Note 19:

"I move to amend the Paradise Pointe Phase 1 final plat as presented."

STAFF CONTACT: Steve Stuart, City Manager, Claire Lust, Community Development Director

ATTACHMENTS:

1. Recorded Plat

PREPARED BY:
KPF SURVEYING, INC.
2208 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 834-0174

PERIMETER DESCRIPTION:
A TRACT OF LAND IN A PORTION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 17;
THENCE NORTH 01°27'30" EAST, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, FOR A DISTANCE OF 1325.55 FEET;
THENCE SOUTH 88°31'38" EAST, FOR A DISTANCE OF 1313.42 FEET;
THENCE NORTH 01°34'15" EAST, FOR A DISTANCE OF 204.53 FEET;
THENCE SOUTH 40°00'08" EAST, FOR A DISTANCE OF 193.92 FEET;
THENCE SOUTH 88°25'45" EAST, FOR A DISTANCE OF 280.62 FEET;
THENCE NORTH 01°34'15" EAST, FOR A DISTANCE OF 104.67 FEET;
THENCE ALONG THE ARC OF A 524.00 FOOT RADIUS, NON-TANGENT CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 23.52 FEET, THE RADIUS OF WHICH BEARS NORTH 08°22'22" WEST, THROUGH A CENTRAL ANGLE OF 02°34'17", THE LONG CHORD OF WHICH BEARS NORTH 82°20'30" EAST, FOR A CHORD DISTANCE OF 23.51 FEET;
THENCE SOUTH 57°16'23" EAST, FOR A DISTANCE OF 19.95 FEET;
THENCE SOUTH 15°36'07" EAST, FOR A DISTANCE OF 34.01 FEET;
THENCE ALONG THE ARC OF A 1024.00 FOOT RADIUS CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 71.26 FEET, THE RADIUS OF WHICH BEARS NORTH 74°23'53" EAST, THROUGH A CENTRAL ANGLE OF 03°59'14", THE LONG CHORD OF WHICH BEARS SOUTH 17°35'44" EAST, FOR A CHORD DISTANCE OF 71.25 FEET;
THENCE SOUTH 65°56'47" WEST, FOR A DISTANCE OF 430.29 FEET;
THENCE SOUTH 02°14'53" EAST, FOR A DISTANCE OF 109.88 FEET;
THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 465.98 FEET;
THENCE NORTH 65°56'47" EAST, FOR A DISTANCE OF 444.00 FEET;
THENCE NORTH 25°01'55" EAST, FOR A DISTANCE OF 17.20 FEET;
THENCE NORTH 87°07'27" EAST, FOR A DISTANCE OF 70.01 FEET;
THENCE SOUTH 71°28'08" EAST, FOR A DISTANCE OF 16.43 FEET;
THENCE ALONG THE ARC OF A 535.00 FOOT RADIUS, NON-TANGENT CURVE TO THE RIGHT, FOR AN ARC DISTANCE OF 200.94 FEET, THE RADIUS OF WHICH BEARS SOUTH 20°03'27" EAST, THROUGH A CENTRAL ANGLE OF 21°31'09", THE LONG CHORD OF WHICH BEARS NORTH 80°42'08" EAST, FOR A CHORD DISTANCE OF 199.76 FEET;
THENCE SOUTH 88°32'18" EAST, FOR A DISTANCE OF 288.08 FEET;
THENCE NORTH 46°34'19" EAST, FOR A DISTANCE OF 25.38 FEET;
THENCE SOUTH 88°19'05" EAST, FOR A DISTANCE OF 10.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF NORTH ROYLE ROAD;
THENCE SOUTH 01°40'55" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 87.87 FEET;
THENCE NORTH 88°32'18" WEST, FOR A DISTANCE OF 315.73 FEET;
THENCE ALONG THE ARC OF A 465.00 FOOT RADIUS CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 156.28 FEET;
THE RADIUS OF WHICH BEARS SOUTH 01°27'42" WEST, THROUGH A CENTRAL ANGLE OF 19°15'22", THE LONG CHORD OF WHICH BEARS SOUTH 81°50'01" WEST, FOR A CHORD DISTANCE OF 155.54 FEET;
THENCE SOUTH 28°12'53" WEST, FOR A DISTANCE OF 33.17 FEET;
THENCE SOUTH 88°14'50" WEST, FOR A DISTANCE OF 70.06 FEET;
THENCE NORTH 71°28'23" WEST, FOR A DISTANCE OF 31.25 FEET;
THENCE SOUTH 65°56'51" WEST, FOR A DISTANCE OF 611.42 FEET;
THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 119.85 FEET;
THENCE NORTH 65°56'47" EAST, FOR A DISTANCE OF 110.93 FEET;
THENCE NORTH 83°36'31" EAST, FOR A DISTANCE OF 26.99 FEET;

DEED REFERENCES:
GRANTOR: HSR DEV - PARADISE, LLC
GRANTEE: HSR DEV - PARADISE, LLC
AUDITORS FILE NUMBER 6041154 BLA
DATED: 4/26/2022
GRANTOR: HSR DEV - PARADISE, LLC
GRANTEE: HSR PARADISE 1 EXCAVATION, LLC
AUDITORS FILE NUMBER 6122866 D
DATED: 5/31/2023

DEDICATION:
KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNERS OF THE TRACT OF LAND DESCRIBED ABOVE HAVE CAUSED THE SAME TO BE PLATTED ACCORDING TO THE PLAT HERETO ANNEXED, SAME TO BE KNOWN AS THE "PARADISE POINTE PLANNED UNIT DEVELOPMENT, PHASE 1" AND HEREBY DEDICATE ALL STREETS AND OTHER AREAS TO THE PUBLIC, AND INDIVIDUAL OR INDIVIDUALS, RELIGIOUS SOCIETY OR SOCIETIES OR TO ANY CORPORATION, PUBLIC OR PRIVATE AS SHOWN ON THE PLAT OR SHORT PLAT AND A WAIVER OF ALL CLAIMS FOR DAMAGES AGAINST ANY GOVERNMENTAL AUTHORITY WHICH MAY BE OCCASIONED TO THE ADJACENT LAND BY THE ESTABLISHED CONSTRUCTION, DRAINAGE AND MAINTENANCE OF SAID ROAD.
HSR PARADISE - 1 EXCAVATION, LLC
[Signature] 7-23-2024
SIGNATURE DATE

DECLARANT DECLARATION:
THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATE THE SAME FOR A COMMON INTEREST COMMUNITY NAMED "PARADISE POINTE, PLANNED UNIT DEVELOPMENT, PHASE 1", A PLAT COMMUNITY, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT, SOLELY TO MEET THE REQUIREMENTS OF THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR "PARADISE FOUND, PLANNED UNIT DEVELOPMENT, PHASE 1", RECORDED UNDER CLARK COUNTY RECORDING NO. 6195599
BY: *[Signature]* 7-23-24
PRINTED SIGNED TITLE
NOTARY PUBLIC
STATE OF WASHINGTON
SHERI HUNZIKER
MY COMMISSION EXPIRES
JULY 11, 2028
COMMISSION # 103078

ACKNOWLEDGEMENT
STATE OF Washington
COUNTY OF Clallam
I CERTIFY THAT I KNOW THAT Bruce Andrew Swanson IS THE PERSON WHO APPEARED BEFORE ME AND SAID PERSON ACKNOWLEDGED THAT HE/SHE SIGNED THIS INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS/HER FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.
WITNESS MY HAND AND SEAL HERETO AFFIXED ON THIS 23rd DAY OF July 2024
SIGNED *[Signature]*
NOTARY NAME: Sheri Hunziker
NOTARY PUBLIC IN AND FOR THE STATE OF Washington
RESIDING IN Vancouver
COMMISSION EXPIRES: 7-11-2028

KPF SURVEYING, INC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQUESCENCE, ESTOPPEL, ETC.
A FIELD TRAVERSE WAS PERFORMED USING A ONE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN APRIL 2021, UNLESS NOTED OTHERWISE

THENCE ALONG THE ARC OF A 79.00 FOOT RADIUS, NON-TANGENT CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 55.40 FEET, THE RADIUS OF WHICH BEARS SOUTH 73°52'18" EAST, THROUGH A CENTRAL ANGLE OF 40°10'55", THE LONG CHORD OF WHICH BEARS SOUTH 03°57'46" EAST, FOR A CHORD DISTANCE OF 54.27 FEET;
THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 8.84 FEET;
THENCE SOUTH 65°56'47" WEST, FOR A DISTANCE OF 118.00 FEET;
THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 396.19 FEET, TO A POINT ON THE SOUTH LINE OF SAID SECTION 17;
THENCE NORTH 88°32'18" WEST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 1717.58 FEET, TO THE POINT OF BEGINNING.
EXCEPT A TRACT OF LAND IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER SAID SECTION 17;
THENCE NORTH 01°27'30" EAST, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, FOR A DISTANCE OF 838.00 FEET;
THENCE SOUTH 88°32'18" EAST, FOR A DISTANCE OF 388.82 FEET;
THENCE NORTH 01°27'42" EAST, FOR A DISTANCE OF 35.00 FEET, TO THE TRUE POINT OF BEGINNING;
THENCE NORTH 57°20'20" WEST, FOR A DISTANCE OF 126.58 FEET;
THENCE NORTH 32°39'40" EAST, FOR A DISTANCE OF 380.00 FEET;
THENCE NORTH 34°36'08" EAST, FOR A DISTANCE OF 115.26 FEET;
THENCE SOUTH 88°32'18" EAST, FOR A DISTANCE OF 244.30 FEET;
THENCE SOUTH 50°49'42" EAST, FOR A DISTANCE OF 128.73 FEET;
THENCE SOUTH 00°58'08" EAST, FOR A DISTANCE OF 112.61 FEET;
THENCE SOUTH 01°28'25" WEST, FOR A DISTANCE OF 282.95 FEET;
THENCE ALONG THE ARC OF A 204.50 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 34.80 FEET, THE RADIUS OF WHICH BEARS SOUTH 11°12'38" WEST, THROUGH A CENTRAL ANGLE OF 09°44'56", THE LONG CHORD OF WHICH BEARS NORTH 83°39'50" WEST, FOR A CHORD DISTANCE OF 34.75 FEET;
THENCE NORTH 88°32'18" WEST, FOR A DISTANCE OF 455.86 FEET, TO THE TRUE POINT OF BEGINNING.
CONTAINING 44.45 ACRES, MORE OR LESS.

- NOTES:**
1. ALL ROADS IN THIS PLAT ARE DEDICATED TO THE CITY OF RIDGEFIELD UNLESS NOTED OTHERWISE.
2. IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
3. CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-23-0021"
4. PURSUANT TO RCW 27.53.060 IT IS UNLAWFUL TO REMOVE OR ALTER ANY ARCHAEOLOGICAL RESOURCE OR SITE WITHOUT HAVING OBTAINED A WRITTEN PERMIT FROM THE WASHINGTON STATE OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION. UPON ANY DISCOVERY OF POTENTIAL OR KNOWN ARCHAEOLOGICAL RESOURCES AT THE SUBJECT SITE PRIOR TO OR DURING ON-SITE CONSTRUCTION, THE DEVELOPER, CONTRACTOR, AND/OR ANY OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL IMMEDIATELY CEASE ALL ON-SITE CONSTRUCTION, SHALL ACT TO PROTECT THE POTENTIAL OR KNOWN HISTORICAL AND CULTURAL RESOURCES AREA FROM OUTSIDE INTRUSION, AND SHALL NOTIFY, WITHIN A MAXIMUM PERIOD OF TWENTY FOUR HOURS FROM THE TIME OF DISCOVERY, THE CITY OF RIDGEFIELD COMMUNITY DEVELOPMENT DEPARTMENT OF SAID DISCOVERY.
5. A MINIMUM OF ONE AND MAXIMUM OF FOUR OFF-STREET PARKING SPACES SHALL BE PROVIDED FOR EACH DWELLING UNIT.
6. TRACT "A" CONTAINS WETLANDS AND WETLAND BUFFERS. ALSO CONTAINS OPEN SPACE AND PEDESTRIAN TRAILS TO BE DEDICATED BY DECLARANT TO THE CITY OF RIDGEFIELD AND MAINTAINED THEREBY AS SET FORTH IN THE "FIRST AMENDMENT TO THE DEVELOPMENT AND PRE-ANNEXATION AGREEMENT" RECORDED IN AUDITORS FILE NUMBER 6136325. ALSO CONTAINS A PUBLIC SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT. ALSO CONTAINS AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
7. TRACT "B" CONTAINS WETLANDS AND WETLAND BUFFERS. A TYPE "F" STREAM AND STREAM BUFFER, ALSO CONTAINS OPEN SPACE AND PEDESTRIAN TRAILS TO BE DEDICATED BY DECLARANT TO THE CITY OF RIDGEFIELD AND MAINTAINED THEREBY AS SET FORTH IN THE "FIRST AMENDMENT TO THE DEVELOPMENT AND PRE-ANNEXATION AGREEMENT" RECORDED IN AUDITORS FILE NUMBER 6136325. ALSO CONTAINS A PUBLIC SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT. ALSO CONTAINS AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
8. TRACT "C" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
9. TRACT "D" IS A PRIVATE ACCESS, UTILITY AND MAINTENANCE EASEMENT TO LOTS 10-13, TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ALSO A WATER EASEMENT TO CITY OF RIDGEFIELD. ALSO A PUBLIC SANITARY SEWER AND ACCESS EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT.
10. TRACT "E" IS A STORMWATER FACILITY TO BE OWNED AND MAINTAINED BY THE HOA. ALSO AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
11. TRACT "F" IS A STORMWATER FACILITY TO BE OWNED AND MAINTAINED BY THE HOA. ALSO AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
12. TRACT "G" IS A STORMWATER FACILITY TO BE OWNED AND MAINTAINED BY THE HOA. ALSO AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
13. TRACT "H" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
14. AT LEAST EIGHTEEN LINEAR FEET OF DRIVEWAY SHALL BE PROVIDED BETWEEN ANY GARAGE OR CARPORT ENTRANCE AND THE BACK SIDE OF THE SIDEWALK, MEASURED ALONG THE CENTERLINE OF THE DRIVEWAY.
15. TABLE OF DEVELOPMENT STANDARDS (18.210.030-1 (PUD))
MINIMUM LOT AREA: 7079 SQ. FT.
MINIMUM LOT WIDTH: 50 FT.
MINIMUM FRONT YARD SETBACK: 15 FT.
MINIMUM REAR YARD SETBACK: 10 FT.
MINIMUM SIDE YARD SETBACK: 5 FT.
MINIMUM STREET SIDE YARD SETBACK: 15 FT.
MAX BUILDING HEIGHT: 30 FT (35 FT WITH PITCHED ROOF)
MAX BUILDING COVERAGE: 45%
MAX IMPERVIOUS SURFACE: 60%
(1) ALL SETBACKS FOR LOTS ADJUTING OR ADJACENT TO THE PUBLIC RIGHTS-OF-WAY OF PIONEER STREET EAST OF GEE CREEK CROSSING ARE TWENTY-FIVE FEET AND MAY NOT BE MODIFIED THROUGH THE PUD PROCESS.
(2) THE MINIMUM SIDE YARD SETBACK SHALL NOT BE REDUCED THROUGH THE PUD OR ADJUSTMENT OR VARIANCE PROCESS.
16. CRITICAL AREAS ON THIS PLAT INCLUDE TRACT "A" AND TRACT "B" (SEE NOTES 6 AND 7 ABOVE), ALSO AN OAK TREE LOCATED ON TRACT "A", IDENTIFIED IN THE LEGEND, WHICH WILL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ANY OPEN SPACE TRACTS NOT DEDICATED TO THE CITY ARE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ANY PARKS, OPEN SPACE, AND TRAILS OWNED BY THE DEVELOPER OR THE HOA SHALL BE MADE AVAILABLE FOR PUBLIC USE AND BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION. THE CITY SHALL BE GRANTED THE RIGHT OF THIRD-PARTY ENFORCEMENT TO ENSURE THAT THE PARKS, OPEN SPACE, AND TRAILS ARE MAINTAINED TO THE STANDARDS UNDER WHICH THEY WERE APPROVED AND CREATED.
17. LOTS 1-22 AND 46-51 ARE REQUIRED TO BE FIRE SPRINKLED.
18. THE ALIGNMENT OF N. 13TH STREET IN THE VICINITY OF THE WETLAND CROSSING IS YET TO BE DETERMINED, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF RIDGEFIELD.
19. AN ADMINISTRATIVE HOLD ON PHASE 1 FINAL OCCUPANCY PERMIT ISSUANCE WILL BE RELEASED BY COMMUNITY DEVELOPMENT FOR ALL PHASE 1 HOMES ONCE THE E/W COLLECTOR (INCLUDING BRIDGE CROSSING) IS FUNCTIONALLY COMPLETE AS APPROVED BY CITY ENGINEERING. NO ADMINISTRATIVE HOLD ON PHASE 1 TEMPORARY OCCUPANCY PERMIT ISSUANCE SHALL EXIST FOR ALL PHASE 1 HOMES WITH THE UNDERSTANDING THAT SUCH TEMPORARY PERMITS ARE ONLY VALID FOR UP TO 90 DAYS AT WHICH TIME FINAL OCCUPANCY PERMITS SUBJECT TO THE REQUIREMENTS ABOVE WOULD BE NECESSARY.

SURVEY REFERENCES:

- 1) LANDMARKERS SURVEY, BOOK 11, PAGE 30
- 2) HAGEDORN SURVEY, BOOK 14, PAGE 16
- 3) LAWSON SURVEY, BOOK 16, PAGE 29
- 4) LAWSON SURVEY, BOOK 17, PAGE 50
- 5) HART SURVEY, BOOK 38, PAGE 67
- 6) MINISTER SURVEY, BOOK 57, PAGE 112
- 7) "PIONEER PLACE PHASE 1", BOOK 311, PAGE 862
- 8) "PIONEER PLACE PHASE 2", BOOK 311, PAGE 868
- 9) "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 3" BOOK 312, PAGE 285
- 10) MCGRATH SURVEY, BOOK 71, PAGE 117
- 11) "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 2" BOOK 312, PAGE 299
- 12) LCR, BOOK 5, PAGE 54
- 13) LCR BOOK 6, PAGE 67
- 14) LCR BOOK 8, PAGE 92
- 15) LCR BOOK 13, PAGE 106
- 16) LCR BOOK 16, PAGE 72
- 17) LCR BOOK 16, PAGE 104

NOTE:

THE CITY OF RIDGEFIELD HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE ROADS AND IT SHALL BE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNERS TO IMPROVE OR MAINTAIN THE PRIVATE ROADS PROVIDING ACCESS TO THE PROPERTY CONTAINED WITHIN AND DESCRIBED IN THIS PLAT.

UTILITY AND SIDEWALK EASEMENT:

AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.

SIDEWALK NOTE:

PRIOR TO ISSUANCE OF OCCUPANCY PERMITS, SIDEWALKS AND PLANTER STRIPS SHALL BE CONSTRUCTED ALONG ALL LOTS IN ACCORDANCE WITH THE APPROVED ENGINEERING PLANS.

"PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 1"

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")

IN A PORTION OF THE
NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
AND THE SW 1/4 OF THE SE 1/4
OF SECTION 17, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 1 OF 4
CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-23-0096

CITY COMMUNITY DEVELOPMENT DIRECTOR:
[Signature] 7/24/24
CITY COMMUNITY DEVELOPMENT DIRECTOR DATE

CITY PUBLIC WORKS DIRECTOR:
[Signature] 7/24/24
CITY PUBLIC WORKS DIRECTOR DATE

CITY ENGINEER:
[Signature] 7/24/24
CITY OF RIDGEFIELD ENGINEER DATE

CITY MAYOR:
APPROVED AND ACCEPTED BY THE CITY OF RIDGEFIELD, COUNTY OF CLARK, STATE OF WASHINGTON, THIS 24 DAY OF July, 2024.
[Signature]
MAYOR, CITY OF RIDGEFIELD

ATTESTED BY: *[Signature]* Julie Feeriss
CITY CLERK

CLARK REGIONAL WASTEWATER DISTRICT
[Signature] 7-26-24
DEVELOPMENT PROGRAM MANAGER DATE

ASSESSOR:
THIS PLAT MEETS THE REQUIREMENTS OF R.C.W. 58.17.170, LAWS OF WASHINGTON, TO BE KNOWN AS PARADISE POINTE PUD PHASE 1
SUBDIVISION NO. 6195599
IN THE COUNTY OF CLARK, STATE OF WASHINGTON.
[Signature] 7/29/24
COUNTY ASSESSOR DATE

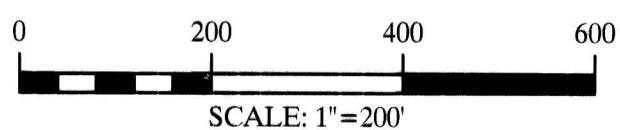
AUDITORS CERTIFICATE:
FILED FOR RECORD, THIS 29th DAY OF July, 2024, AT 10:38 A.M.
IN BOOK 312 OF PLATS, AT PAGE 318
[Signature] 7/29/24
CLARK COUNTY AUDITOR
6195599
AUDITORS FILE NUMBER

SURVEYOR'S CERTIFICATE:
I, KYLE P. FEEDER, REGISTERED AS A LAND SURVEYOR BY THE STATE OF WASHINGTON, DO HEREBY CERTIFY THAT THE PLAT OF PARADISE POINTE PUD PHASE 1 IS BASED ON THE ACTUAL SURVEY AND SUBDIVISION OF THE LAND DESCRIBED HERETO, THAT THE DISTANCES, COURSES AND ANGLES ARE SHOWN THEREON CORRECTLY, AND THAT MONUMENTS AND LOT CORNERS HAVE BEEN SET ON THE GROUND AS DEPICTED ON THE PLAT.
[Signature] 7-23-24
KYLE P. FEEDER, PROFESSIONAL LAND SURVEYOR, DATE
PLS NO. 41032



DATE:	7-22-24
SCALE:	1"=200'
JOB NO.:	18-038
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	1 OF 4

KPF
SURVEYING, INC.
2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661
360-834-0174 FAX: 360-838-0155



FOUND 1 1/4" IRON BAR WITH "X", HELD, SEE LCR BOOK 8, PAGE 92

FOUND 1/2" IRON ROD WITH YPC STAMPED FEEDER 41032 HELD, SEE L.C.R. BOOK 16, PAGE 104

FOUND NAIL IN CONCRETE IN MONUMENT CASE, SEE LCR BOOK 6, PAGE 67

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FOUND 1/2" IRON ROD WITH YPC STAMPED FEEDER 41032 HELD, SEE L.C.R. BOOK 16, PAGE 104

FOUND NAIL IN CONCRETE IN MONUMENT CASE, SEE LCR BOOK 6, PAGE 67

FOUND 1 1/4" IRON BAR WITH "X", HELD, SEE LCR BOOK 8, PAGE 92

FOUND 1/2" IRON ROD WITH YPC ST

PREPARED BY:
KPF SURVEYING, INC.
2208 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 834-0174

"PARADISE POINT PLANNED UNIT DEVELOPMENT PHASE 1"

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")
IN A PORTION OF THE
NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
AND THE SW 1/4 OF THE SE 1/4
OF SECTION 17, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 3 OF 4
CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-23-0096

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	20.00'	18.88'	18.88'	S 81°28'55" E	54°04'45"
C2	55.00'	276.61'	64.53'	N 01°27'46" E	288°09'23"
C3	20.00'	18.88'	18.88'	N 64°25'19" E	54°04'45"
C4	55.00'	53.86'	51.74'	S 62°30'56" E	58°06'46"
C5	55.00'	69.25'	64.76'	N 53°21'29" E	72°08'23"
C6	55.00'	30.38'	30.00'	N 01°27'42" E	31°39'12"
C7	55.00'	69.28'	64.79'	N 50°26'59" W	72°10'11"
C8	55.00'	53.83'	51.71'	N 65°25'30" E	56°04'51"
C9	176.00'	143.74'	139.78'	N 24°52'13" E	46°47'36"
C10	200.00'	163.34'	158.84'	N 24°52'13" E	46°47'36"
C11	176.00'	3.71'	3.71'	S 02°04'37" W	112°24'
C12	176.00'	35.32'	35.28'	S 08°25'46" W	112°53'
C13	176.00'	104.71'	103.17'	N 31°13'22" E	34°05'18"
C14	224.00'	13.60'	13.60'	N 46°31'39" E	32°43'
C15	94.00'	48.21'	47.68'	S 73°50'48" E	29°23'00"
C16	20.00'	18.88'	18.18'	S 81°29'55" E	54°04'45"
C17	55.00'	276.61'	64.53'	N 01°27'42" E	288°09'23"
C18	20.00'	18.88'	18.18'	N 64°25'19" E	54°04'45"
C19	55.00'	27.52'	27.24'	N 48°47'43" W	28°40'20"
C20	55.00'	49.94'	48.24'	N 89°08'41" W	52°01'35"
C21	55.00'	32.99'	32.50'	N 47°39'24" E	34°22'16"
C22	55.00'	33.27'	32.76'	N 13°08'45" E	34°38'23"
C23	55.00'	33.91'	33.38'	N 21°50'41" W	35°19'41"
C24	55.00'	35.46'	34.85'	S 57°58'52" E	36°56'29"
C25	55.00'	60.77'	57.73'	S 71°53'41" W	63°18'25"
C26	55.00'	2.74'	2.74'	N 38°48'43" E	2°51'31"
C27	48.00'	14.46'	14.40'	S 79°32'10" E	18°00'17"
C28	70.00'	41.57'	40.98'	N 71°31'39" W	34°01'19"
C29	224.00'	95.10'	94.39'	N 13°38'12" E	24°19'33"
C30	200.00'	163.34'	158.84'	N 24°52'13" E	46°47'36"
C31	200.00'	118.72'	116.98'	N 18°28'43" E	34°00'35"
C32	200.00'	44.62'	44.53'	S 41°52'31" W	12°47'00"
C33	176.00'	143.74'	139.78'	S 24°52'13" W	46°47'36"
C34	176.00'	35.42'	35.36'	N 07°14'23" E	11°31'58"
C35	176.00'	28.25'	28.22'	N 17°36'14" E	09°11'47"
C36	176.00'	80.07'	79.38'	S 35°14'04" W	26°03'53"
C37	224.00'	182.94'	177.90'	S 24°52'13" W	46°47'36"
C38	224.00'	30.05'	30.02'	N 44°25'27" E	7°41'08"
C39	224.00'	60.74'	60.56'	S 32°48'46" W	15°32'12"
C40	224.00'	56.93'	56.78'	S 17°45'50" W	14°35'41"
C41	224.00'	35.22'	35.19'	S 05°58'42" W	9°00'34"
C42	375.00'	38.69'	38.67'	S 85°34'57" E	05°54'41"
C43	375.00'	25.88'	25.86'	S 80°38'58" E	03°57'17"
C44	345.50'	132.83'	132.01'	N 77°31'29" W	22°01'38"
C45	204.50'	34.80'	34.75'	S 83°39'50" E	9°44'56"
C46	204.50'	43.82'	43.74'	N 72°39'01" W	12°16'42"
C47	345.50'	52.30'	52.25'	N 84°12'06" W	8°40'24"
C48	345.50'	80.53'	80.34'	N 73°11'17" W	13°21'14"
C49	67.00'	27.52'	27.33'	N 34°13'50" E	23°31'57"

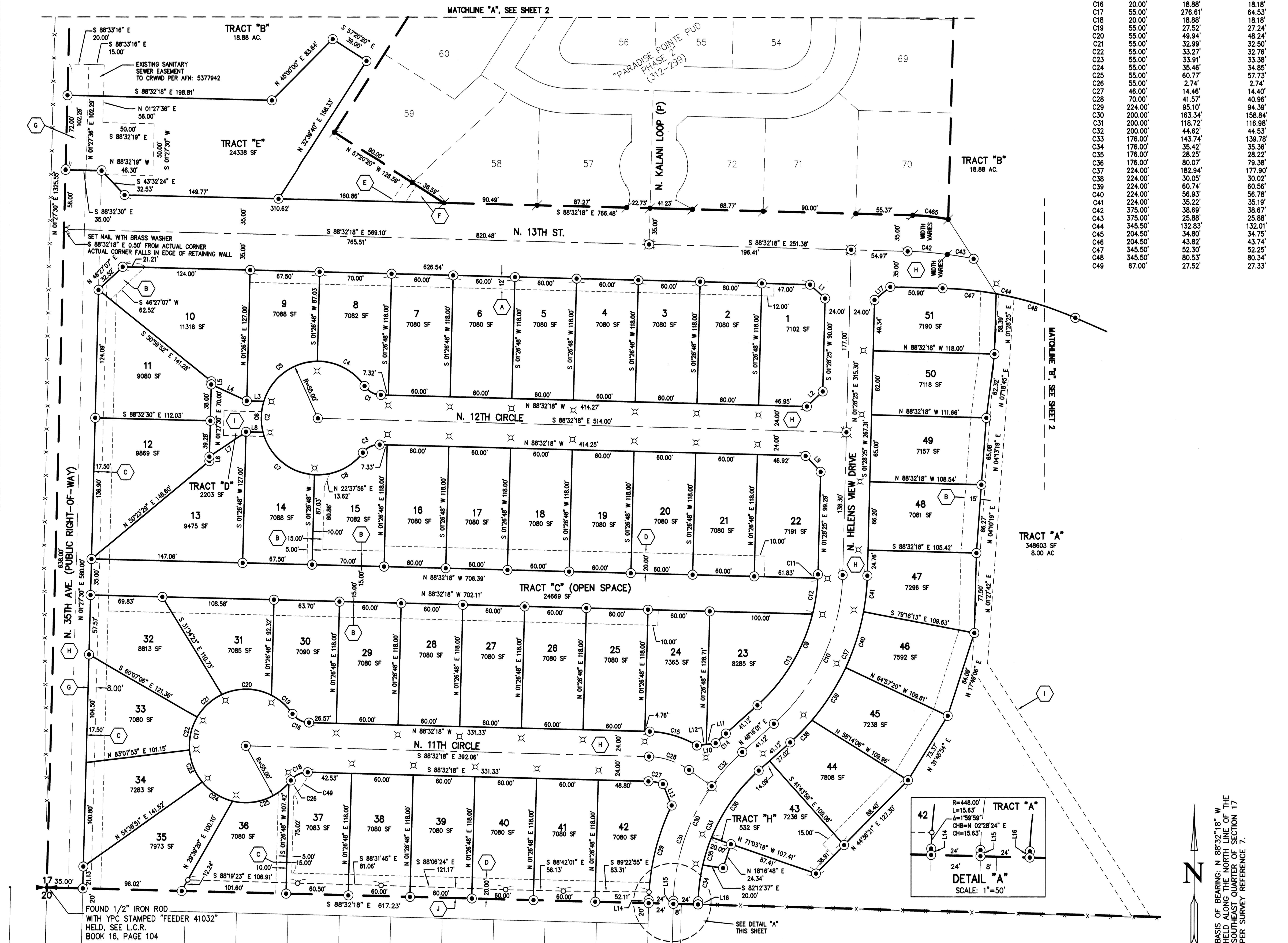
LOT	RW TO CURB SCREW
1/2	9.60'
2/3	9.60'
3/4	9.60'
4/5	9.60'
5/6	9.60'
6/7	9.60'
7/8	9.60'
8/9	9.60'
9/10	7.00'
10/11	7.00'
11/12	6.50'
12/13	9.60'
13/14	9.60'
14/15	9.60'
15/16	9.60'
16/17	9.60'
17/18	9.60'
18/19	9.60'
19/20	9.60'
20/21	9.60'
21/22	9.60'
22/23	9.60'
23/24	9.75'
24/25	12.75'
25/26	9.60'
26/27	9.60'
27/28	9.60'
28/29	9.60'
29/30	9.60'
30/31	7.60'
31/32	9.60'
32/33	6.80'
33/34	6.80'
34/35	6.80'
35/36	6.80'
36/37	11.50'
37/38	9.60'
38/39	9.60'
39/40	9.60'
40/41	9.60'
41/42	9.60'
42/43	9.70'
43/44	9.60'
44/45	9.60'
45/46	9.75'
46/47	9.60'
47/48	9.60'
48/49	9.60'
49/50	9.60'
50/51	9.60'
51/A	9.75'

- LEGEND**
- INDICATES FOUND 1/2" REBAR WITH YPC STAMPED "FEEDER 41032" PER SURVEY REFERENCE NO. 9, UNLESS NOTED OTHERWISE
 - INDICATES FOUND 1/2" REBAR WITH YPC STAMPED "FEEDER 41032" PER SURVEY REFERENCE NO. 11,
 - INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET MAY AND JUNE 2024
 - INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET IN MONUMENT BOX, MAY 2024
 - INDICATES CALCULATED POSITION
 - INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "FEEDER 41032" SET AT THE EXTENSION OF ALL LOT LINES IN THE CURB, FOR THE PURPOSE OF LINE AND DISTANCE. SET MAY AND JUNE 2024
 - LCR INDICATES LAND CORNER RECORD
 - YPC INDICATES YELLOW PLASTIC CAP
 - CRWWD INDICATES CLARK REGIONAL WASTEWATER DISTRICT
 - SF INDICATES SQUARE FEET
 - INDICATES RIGHT-OF-WAY
 - INDICATES CENTERLINE
 - INDICATES SUBJECT PROPERTY
 - INDICATES LOT LINE
 - INDICATES STORM SEWER EASEMENT
 - INDICATES SANITARY SEWER EASEMENT

- 12.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- 15.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- 17.50' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- 20.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- PUBLIC SANITARY SEWER EASEMENT TO CRWWD, SEE DETAIL "B", SHEET 4
- PRIVATE STORM EASEMENT, SEE DETAIL "C", SHEET 4, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- PUBLIC SANITARY SEWER EASEMENT TO CRWWD.
- RIGHT-OF-WAY DEDICATED TO THE CITY OF RIDGEFIELD
- PUBLIC SANITARY SEWER EASEMENT TO CRWWD, SEE DETAIL "A", SHEET 4
- EXCLUSIVE WALL ACCESS AND MAINTENANCE EASEMENT TO THE HOA.

DATE: 7-22-24
SCALE: 1"=50'
JOB NO.: 18-038
CALC BY: KPF
DRAWN BY: GLF
CHECKED BY: KPF
SHEET 3 OF 4

KPF
SURVEYING, INC.
2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661
360-834-0174 FAX: 360-838-0155



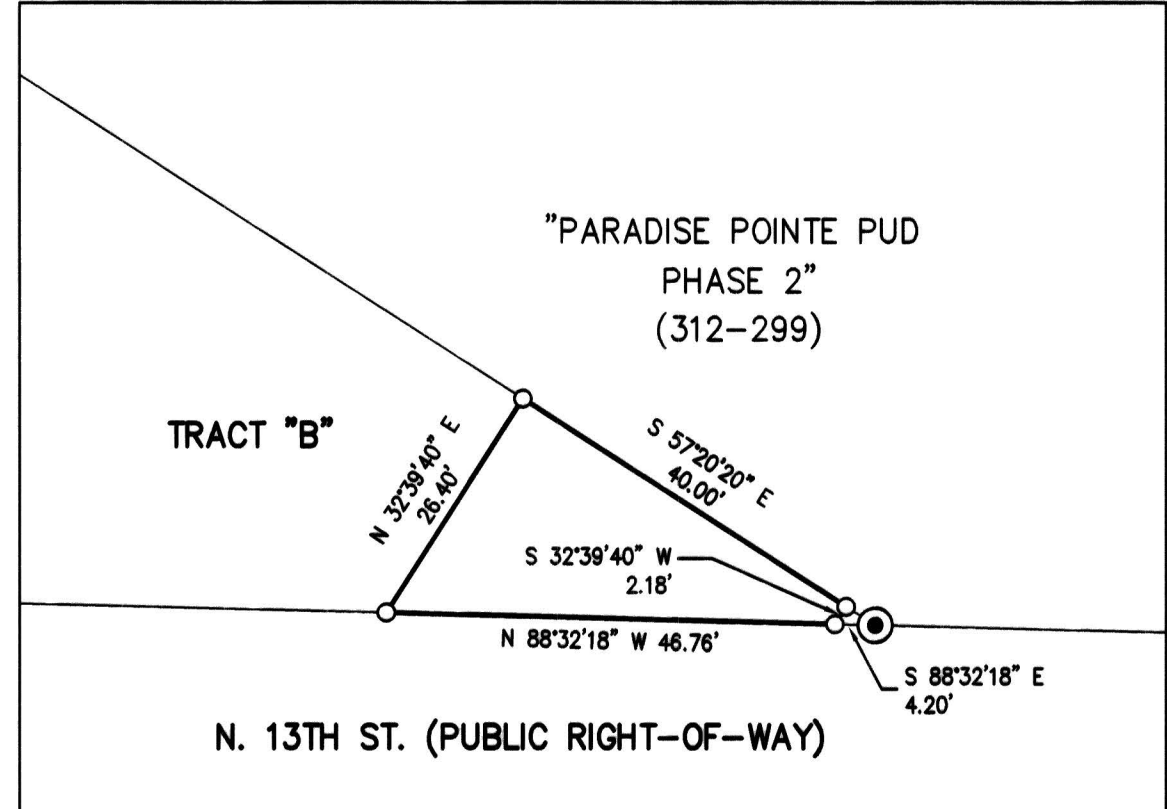
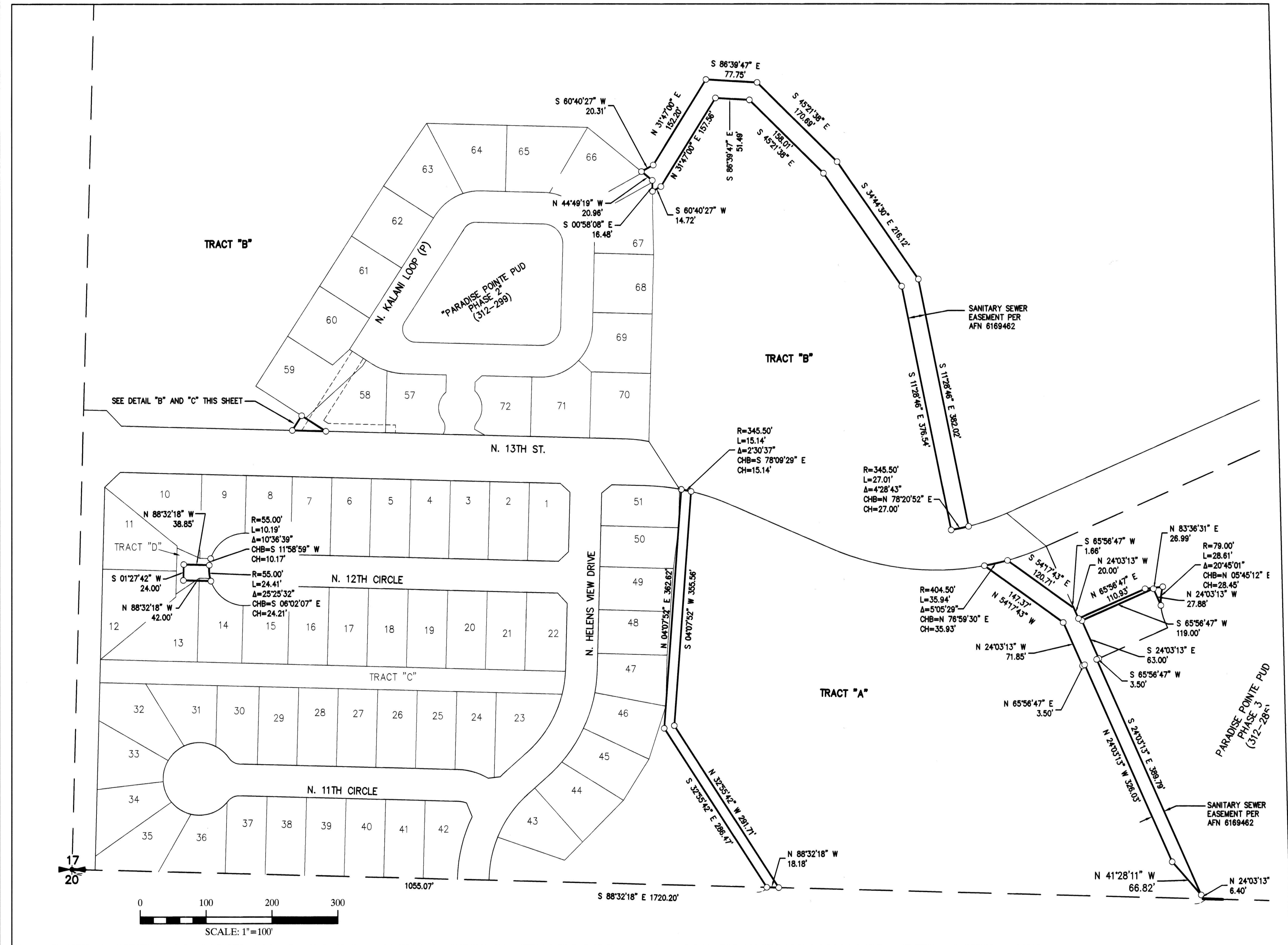
PREPARED BY:
KPF SURVEYING, INC.
2208 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
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"PARADISE POINT
PLANNED UNIT DEVELOPMENT

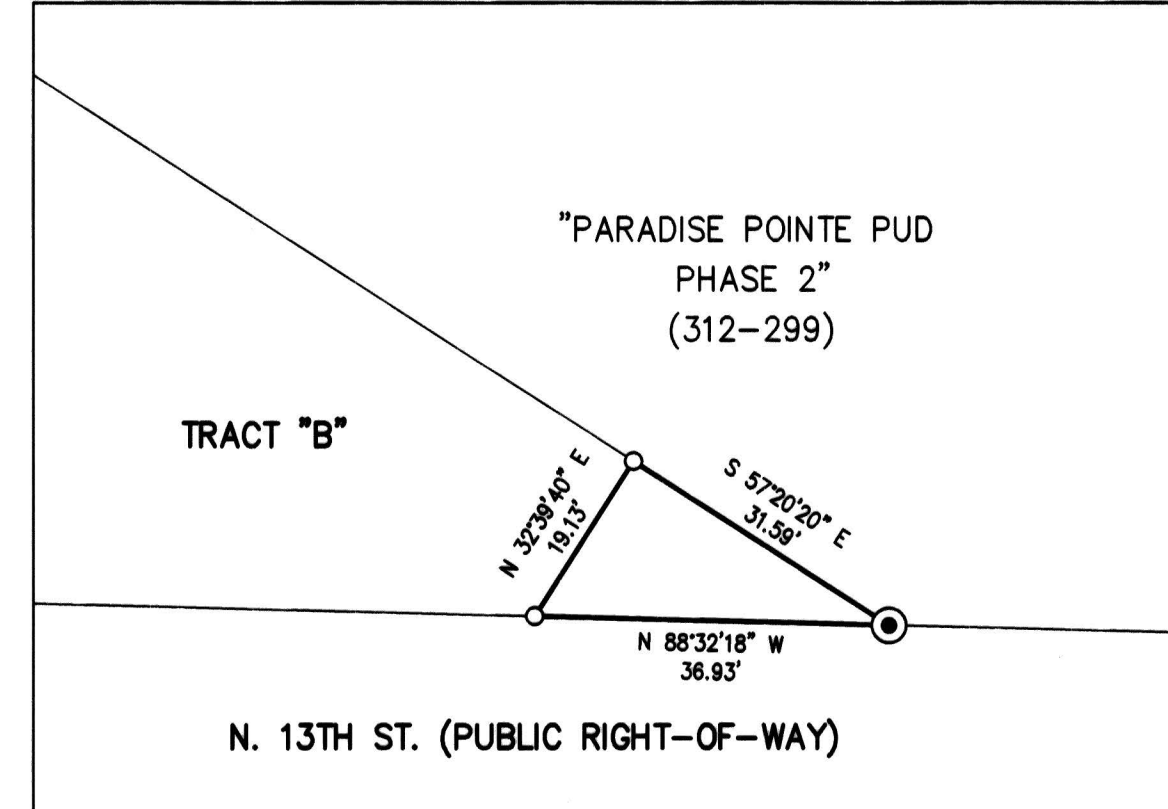
PHASE 1"

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")

IN A PORTION OF THE
NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
AND THE SW 1/4 OF THE SE 1/4
OF SECTION 17, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 4 OF 4
QTY OF RIDGEFIELD FINAL PLAT NUMBER PL2-23-0096



DETAIL "B"
PUBLIC SANITARY SEWER EASEMENT TO CRWWD
PER AFN 6169462
SCALE: 1"=20'

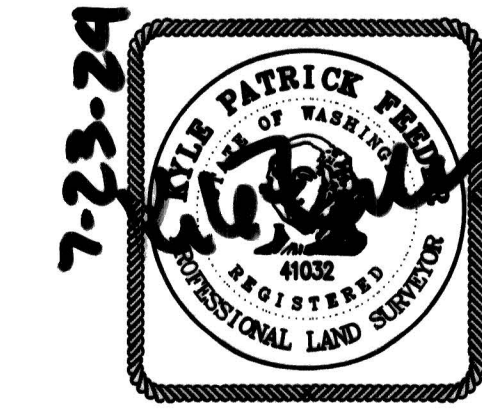


DETAIL "C"
PRIVATE STORM SEWER EASEMENT
SCALE: 1"=20'

LEGEND

- INDICATES CALCULATED POSITION
- CRWWD INDICATES CLARK REGIONAL WASTEWATER DISTRICT
- INDICATES EASEMENT

DETAIL "A"
PUBLIC SANITARY SEWER EASEMENT TO CRWWD
SCALE: 1"=100'



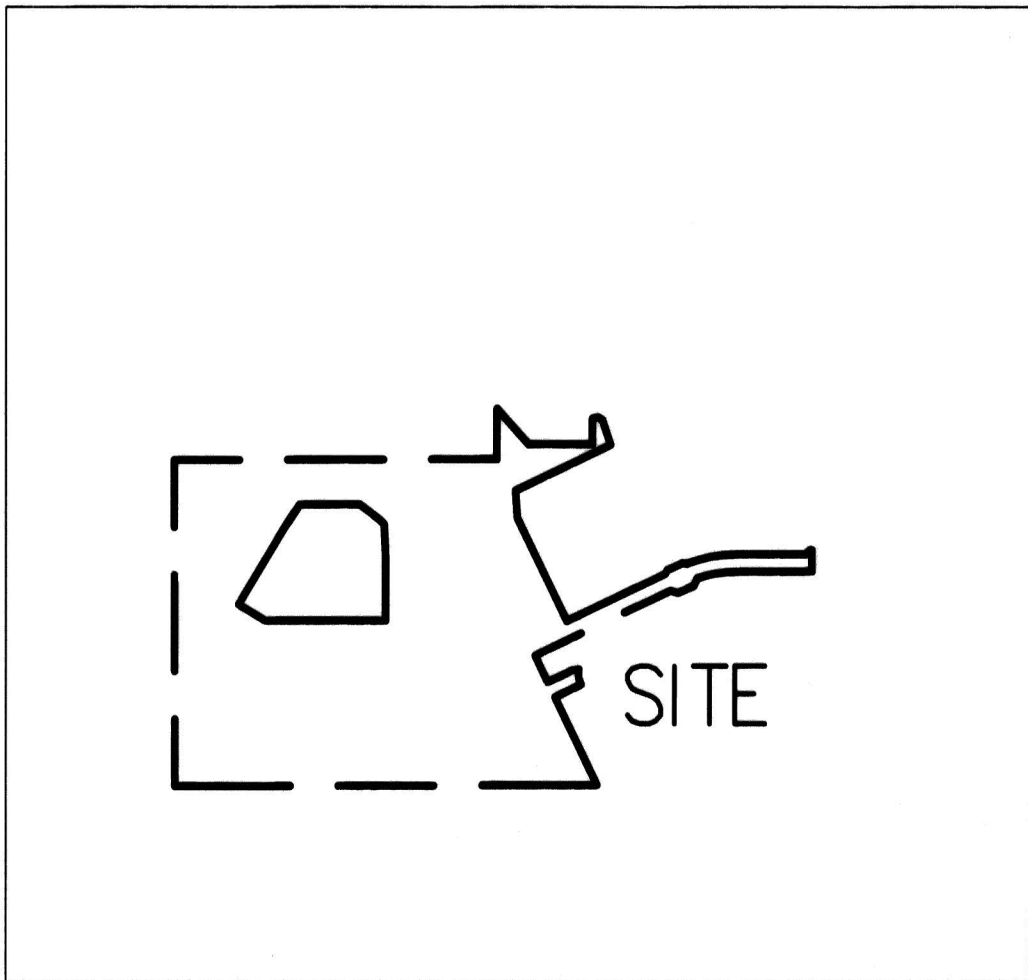
DATE:	7-22-24
SCALE:	AS NOTED
JOB NO.:	18-038
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	4 OF 4

KPF

SURVEYING, INC.
2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661
360-834-0174 FAX: 360-838-0155

MAP OF DEDICATION FOR "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 1"

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")
IN A PORTION OF THE
NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
AND THE SW 1/4 OF THE SE 1/4
OF SECTION 17, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 1 OF 4
CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-23--0096



VICINITY MAP
NOT TO SCALE

CITY COMMUNITY DEVELOPMENT DIRECTOR:
Clair St 7/24/24
CITY COMMUNITY DEVELOPMENT DIRECTOR DATE

CITY PROJECT COORDINATOR:
Clair St 7/24/24
CITY PROJECT COORDINATOR DATE

UTILITY AND SIDEWALK EASEMENT:

AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.

SURVEY REFERENCES:

- 1) LANDMARKERS SURVEY, BOOK 11, PAGE 30
- 2) HAGEDORN SURVEY, BOOK 14, PAGE 16
- 3) LAWSON SURVEY, BOOK 16, PAGE 29
- 4) LAWSON SURVEY, BOOK 17, PAGE 50
- 5) HART SURVEY, BOOK 38, PAGE 67
- 6) MINISTER SURVEY, BOOK 57, PAGE 112
- 7) "PIONEER PLACE PHASE 1", BOOK 311, PAGE 862
- 8) "PIONEER PLACE PHASE 2", BOOK 311, PAGE 868
- 9) "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 3" BOOK 312, PAGE 285
- 10) MCGRATH SURVEY, BOOK 71, PAGE 117
- 11) "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 2" BOOK 312, PAGE 299
- 12) LOR, BOOK 5, PAGE 54
- 13) LOR, BOOK 6, PAGE 67
- 14) LOR, BOOK 8, PAGE 92
- 15) LOR, BOOK 13, PAGE 106
- 16) LOR, BOOK 16, PAGE 72
- 17) LOR, BOOK 16, PAGE 104

DATE:	7-22-24
SCALE:	1"=200'
JOB NO.:	18-038
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	1 OF 4

KPF

SURVEYING, INC.
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PREPARED BY:
KPF SURVEYING, INC.
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(360) 834-0174

NOTES:

1. ALL ROADS IN THIS PLAT ARE DEDICATED TO THE CITY OF RIDGEFIELD UNLESS NOTED OTHERWISE.
2. IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
3. CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-23--0021"
4. PURSUANT TO RCW 27.53.060 IT IS UNLAWFUL TO REMOVE OR ALTER ANY ARCHAEOLOGICAL RESOURCE OR SITE WITHOUT HAVING OBTAINED A WRITTEN PERMIT FROM THE WASHINGTON STATE OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION. UPON ANY DISCOVERY OF POTENTIAL OR KNOWN ARCHAEOLOGICAL RESOURCES AT THE SUBJECT SITE PRIOR TO OR DURING ON-SITE CONSTRUCTION, THE DEVELOPER, CONTRACTOR, AND/OR ANY OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL IMMEDIATELY CEASE ALL ON-SITE CONSTRUCTION, SHALL ACT TO PROTECT THE POTENTIAL OR KNOWN HISTORICAL AND CULTURAL RESOURCES AREA FROM OUTSIDE INTRUSION, AND SHALL NOTIFY, WITHIN A MAXIMUM PERIOD OF TWENTY FOUR HOURS FROM THE TIME OF DISCOVERY, THE CITY OF RIDGEFIELD COMMUNITY DEVELOPMENT DEPARTMENT OF SAID DISCOVERY.
5. A MINIMUM OF ONE AND MAXIMUM OF FOUR OFF-STREET PARKING SPACES SHALL BE PROVIDED FOR EACH DWELLING UNIT.
6. TRACT "A" CONTAINS WETLANDS AND WETLAND BUFFERS. ALSO CONTAINS OPEN SPACE AND PEDESTRIAN TRAILS TO BE DEDICATED BY DECLARANT TO THE CITY OF RIDGEFIELD AND MAINTAINED THEREBY AS SET FORTH IN THE "FIRST AMENDMENT TO THE DEVELOPMENT AND PRE-ANNEXATION AGREEMENT" RECORDED IN AUDITORS FILE NUMBER 6136325. ALSO CONTAINS A PUBLIC SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT. ALSO CONTAINS AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
7. TRACT "B" CONTAINS WETLANDS AND WETLAND BUFFERS. A TYPE "F" STREAM AND STREAM BUFFER, ALSO CONTAINS OPEN SPACE AND PEDESTRIAN TRAILS TO BE DEDICATED BY DECLARANT TO THE CITY OF RIDGEFIELD AND MAINTAINED THEREBY AS SET FORTH IN THE "FIRST AMENDMENT TO THE DEVELOPMENT AND PRE-ANNEXATION AGREEMENT" RECORDED IN AUDITORS FILE NUMBER 6136325. ALSO CONTAINS A PUBLIC SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT. ALSO CONTAINS AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
8. TRACT "C" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
9. TRACT "D" IS A PRIVATE ACCESS, UTILITY AND MAINTENANCE EASEMENT TO LOTS 10-13, TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ALSO A WATER EASEMENT TO CITY OF RIDGEFIELD. ALSO A PUBLIC SANITARY SEWER AND ACCESS EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT.
10. TRACT "C" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
11. TRACT "D" IS A PRIVATE ACCESS, UTILITY AND MAINTENANCE EASEMENT TO LOTS 10-13. ALSO A WATER EASEMENT TO CITY OF RIDGEFIELD. ALSO A PUBLIC SANITARY SEWER AND ACCESS EASEMENT TO CLARK REGIONAL WASTE WATER DISTRICT.

PERIMETER DESCRIPTION:

A TRACT OF LAND IN LOCATED IN A PORTION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 17;
THENCE NORTH 01°27'30" EAST, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, FOR A DISTANCE OF 1325.55 FEET;
THENCE SOUTH 88°31'38" EAST, FOR A DISTANCE OF 1313.42 FEET;
THENCE NORTH 01°34'15" EAST, FOR A DISTANCE OF 204.53 FEET;
THENCE SOUTH 40°00'08" EAST, FOR A DISTANCE OF 193.92 FEET;
THENCE SOUTH 88°25'45" EAST, FOR A DISTANCE OF 260.62 FEET;
THENCE NORTH 01°34'15" EAST, FOR A DISTANCE OF 104.67 FEET;
THENCE ALONG THE ARC OF A 524.00 FOOT RADIUS, NON-TANGENT CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 23.52 FEET, THE RADIUS OF WHICH BEARS NORTH 08°22'22" WEST, THROUGH A CENTRAL ANGLE OF 02°34'17", THE LONG CHORD OF WHICH BEARS NORTH 82°20'30" EAST, FOR A CHORD DISTANCE OF 23.51 FEET;
THENCE SOUTH 57°16'23" EAST, FOR A DISTANCE OF 19.95 FEET;
THENCE SOUTH 15°36'07" EAST, FOR A DISTANCE OF 34.01 FEET;
THENCE ALONG THE ARC OF A 1024.00 FOOT RADIUS CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 71.28 FEET, THE RADIUS OF WHICH BEARS NORTH 74°23'53" EAST, THROUGH A CENTRAL ANGLE OF 03°59'14", THE LONG CHORD OF WHICH BEARS SOUTH 17°35'44" EAST, FOR A CHORD DISTANCE OF 71.25 FEET;
THENCE SOUTH 65°56'47" WEST, FOR A DISTANCE OF 430.29 FEET;
THENCE SOUTH 02°14'53" EAST, FOR A DISTANCE OF 109.88 FEET;
THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 465.98 FEET;
THENCE NORTH 65°56'47" EAST, FOR A DISTANCE OF 444.00 FEET;
THENCE NORTH 25°01'55" EAST, FOR A DISTANCE OF 17.20 FEET;
THENCE NORTH 67°07'27" EAST, FOR A DISTANCE OF 70.01 FEET;
THENCE SOUTH 71°26'08" EAST, FOR A DISTANCE OF 16.43 FEET;
THENCE ALONG THE ARC OF A 535.00 FOOT RADIUS, NON-TANGENT CURVE TO THE RIGHT, FOR AN ARC DISTANCE OF 200.94 FEET, THE RADIUS OF WHICH BEARS SOUTH 20°03'27" EAST, THROUGH A CENTRAL ANGLE OF 21°31'09", THE LONG CHORD OF WHICH BEARS NORTH 80°42'08" EAST, FOR A CHORD DISTANCE OF 199.76 FEET;
THENCE SOUTH 88°32'18" EAST, FOR A DISTANCE OF 288.08 FEET;
THENCE NORTH 46°34'19" EAST, FOR A DISTANCE OF 25.38 FEET;
THENCE SOUTH 88°19'05" EAST, FOR A DISTANCE OF 10.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF NORTH ROYLE ROAD;
THENCE SOUTH 01°40'55" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 87.87 FEET;
THENCE NORTH 88°32'18" WEST, FOR A DISTANCE OF 315.73 FEET;

SIDEWALK NOTE:

PRIOR TO ISSUANCE OF OCCUPANCY PERMITS, SIDEWALKS AND PLANTER STRIPS SHALL BE CONSTRUCTED ALONG ALL LOTS IN ACCORDANCE WITH THE APPROVED ENGINEERING PLANS.

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A FIELD TRAVERSE WAS PERFORMED USING A ONE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN APRIL 2021. UNLESS NOTED OTHERWISE

12. TRACT "E" IS A STORMWATER FACILITY TO BE OWNED ANAD MAINTAINED BY THE HOA. ALSO AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD
13. TRACT "F" IS A STORMWATER FACILITY TO BE OWNED ANAD MAINTAINED BY THE HOA. ALSO AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD
14. TRACT "G" IS A STORMWATER FACILITY TO BE OWNED ANAD MAINTAINED BY THE HOA. ALSO AN ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD
15. TRACT "H" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
16. AT LEAST EIGHTEEN LINEAR FEET OF DRIVEWAY SHALL BE PROVIDED BETWEEN ANY GARAGE OR CARPORT ENTRANCE AND THE BACK SIDE OF THE SIDEWALK, MEASURED ALONG THE CENTERLINE OF THE DRIVEWAY.
17. TABLE OF DEVELOPMENT STANDARDS (18.210.040-1 (PUD))
MINIMUM LOT AREA: 7079 SQ. FT.
MINIMUM LOT WIDTH: 50 FT.
MINIMUM FRONT YARD SETBACK: 15 FT
MINIMUM REAR YARD SETBACK: 10 FT.
MINIMUM SIDE YARD SETBACK: 5 FT
MINIMUM STREET SIDE YARD SETBACK: 15 FT
MAX BUILDING HEIGHT: 30 FT (35 FT WITH PITCHED ROOF)
MAX BUILDING COVERAGE: 45%
MAX IMPERVIOUS SURFACE: 60%
(1) ALL SETBACKS FOR LOTS ABUTTING OR ADJACENT TO THE PUBLIC RIGHTS-OF-WAY OF PIONEER STREET EAST OF GEE CREEK CROSSING ARE TWENTY-FIVE FEET AND MAY NOT BE MODIFIED THROUGH THE PUD PROCESS.
(2) THE MINIMUM SIDE YARD SETBACK SHALL NOT BE REDUCED THROUGH THE PUD OR ADJUSTMENT OR VARIANCE PROCESS.
18. CRITICAL AREAS ON THIS PLAT INCLUDE TRACT "A" AND TRACT "B" (SEE NOTES 6 AND 7 ABOVE), ALSO AN OAK TREE LOCATED ON TRACT "A", IDENTIFIED IN THE LEGEND, WHICH WILL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
19. THE ALIGNMENT OF N. 13TH STREET IN THE VICINITY OF THE WETLAND CROSSING IS YET TO BE DETERMINED, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF RIDGEFIELD.
20. AN ADMINISTRATIVE HOLD ON PHASE 1 FINAL OCCUPANCY PERMIT ISSUANCE WILL BE RELEASED BY COMMUNITY DEVELOPMENT FOR ALL PHASE 1 HOMES ONCE THE E/W COLLECTOR (INCLUDING BRIDGE CROSSING) IS FUNCTIONALLY COMPLETE AS APPROVED BY CITY ENGINEERING. NO ADMINISTRATIVE HOLD ON PHASE 1 TEMPORARY OCCUPANCY PERMIT ISSUANCE SHALL EXIST FOR ALL PHASE 1 HOMES WITH THE UNDERSTANDING THAT SUCH TEMPORARY PERMITS ARE ONLY VALID FOR UP TO 90 DAYS AT WHICH TIME FINAL OCCUPANCY PERMITS SUBJECT TO THE REQUIREMENTS ABOVE WOULD BE NECESSARY.

THENCE ALONG THE ARC OF A 465.00 FOOT RADIUS CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 156.28 FEET,
THE RADIUS OF WHICH BEARS SOUTH 01°27'42" WEST, THROUGH A CENTRAL ANGLE OF 19°15'22", THE LONG CHORD OF WHICH BEARS SOUTH 81°50'01" WEST, FOR A CHORD DISTANCE OF 155.54 FEET;

THENCE SOUTH 28°12'53" WEST, FOR A DISTANCE OF 33.17 FEET;
THENCE SOUTH 68°14'50" WEST, FOR A DISTANCE OF 70.06 FEET;
THENCE NORTH 71°26'23" WEST, FOR A DISTANCE OF 31.25 FEET;
THENCE SOUTH 65°56'51" WEST, FOR A DISTANCE OF 611.42 FEET;
THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 119.85 FEET;
THENCE NORTH 65°56'47" EAST, FOR A DISTANCE OF 110.93 FEET;
THENCE NORTH 83°36'31" EAST, FOR A DISTANCE OF 26.99 FEET;

THENCE ALONG THE ARC OF A 79.00 FOOT RADIUS, NON-TANGENT CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 55.40 FEET, THE RADIUS OF WHICH BEARS SOUTH 73°52'18" EAST, THROUGH A CENTRAL ANGLE OF 40°10'56", THE LONG CHORD OF WHICH BEARS SOUTH 03°57'46" EAST, FOR A CHORD DISTANCE OF 54.27 FEET;

THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 8.84 FEET;
THENCE SOUTH 65°56'47" WEST, FOR A DISTANCE OF 118.00 FEET;

THENCE SOUTH 24°03'13" EAST, FOR A DISTANCE OF 396.19 FEET, TO A POINT ON THE SOUTH LINE OF SAID SECTION 17;
THENCE NORTH 88°32'18" WEST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 1717.58 FEET, TO THE POINT OF BEGINNING.

EXCEPT A TRACT OF LAND IN LOCATED IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER SAID SECTION 17;
THENCE NORTH 01°27'30" EAST, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, FOR A DISTANCE OF 738.56 FEET;

THENCE SOUTH 88°32'30" EAST, FOR A DISTANCE OF 260.34 FEET, TO THE TRUE POINT OF BEGINNING;
THENCE NORTH 32°39'40" EAST, FOR A DISTANCE OF 360.00 FEET;
THENCE NORTH 34°36'08" EAST, FOR A DISTANCE OF 115.26 FEET;
THENCE SOUTH 88°32'18" EAST, FOR A DISTANCE OF 244.30 FEET;
THENCE SOUTH 50°49'42" EAST, FOR A DISTANCE OF 128.73 FEET;
THENCE SOUTH 00°58'08" EAST, FOR A DISTANCE OF 112.61 FEET;
THENCE SOUTH 01°28'25" WEST, FOR A DISTANCE OF 282.95 FEET;
THENCE ALONG THE ARC OF A 204.50 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 34.80 FEET, THE RADIUS OF WHICH BEARS SOUTH 11°12'38" WEST, THROUGH A CENTRAL ANGLE OF 09°44'58", THE LONG CHORD OF WHICH BEARS NORTH 83°39'50" WEST, FOR A CHORD DISTANCE OF 34.75 FEET;
THENCE NORTH 88°32'18" WEST, FOR A DISTANCE OF 455.86 FEET;
THENCE NORTH 57°20'20" WEST, FOR A DISTANCE OF 128.59 FEET, TO THE TRUE POINT OF BEGINNING.

CONTAINING 44.45 ACRES, MORE OR LESS.

WARRANTY STATEMENT

OWNER WARRANTS TO THE CITY OF RIDGEFIELD THAT IT IS THE SOLE OWNER OF THE PROPERTY ON THIS MAP, AND THAT EVERY LENDER, EASEMENT HOLDER, OR OTHER PERSON HAVING ANY INTEREST IN THE PROPERTY ADVERSE TO OR INCONSISTENT WITH THE DEDICATIONS, CONVEYANCES OR OTHER PROPERTY INTERESTS CREATED OR TRANSFERRED BY THIS MAP HAS CONSENTED TO OR JOINED IN THIS MAP, AS EVIDENCED BY THE INSTRUMENTS, WHICH ARE RECORDED IN THE CLARK COUNTY RECORDER'S OFFICE, OR WHICH THE OWNER WILL RECORD NOT LATER THAN THE DATE ON WHICH THIS MAP IS RECORDED.

HSR PARADISE 2 EXCAVATION, LLC

Bruce Andrew Subensen 7-23-2024
SIGNATURE DATE

ACKNOWLEDGEMENT

STATE OF Washington
COUNTY OF CLATSOP

I CERTIFY THAT I KNOW THAT Bruce Andrew Subensen IS THE PERSON WHO APPEARED BEFORE ME AND SAID PERSON ACKNOWLEDGED THAT (HE)/SHE SIGNED THIS INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS/HER FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

WITNESS MY HAND AND SEAL HERETO AFFIXED ON THIS 23rd DAY OF July 2024

SIGNED: Alan Hays
NOTARY NAME: Sheri Hunzeker
NOTARY PUBLIC IN AND FOR THE STATE OF Washington
RESIDING IN Vanouver
COMMISSION EXPIRES: 7-11-2028

DEED REFERENCES:

GRANTOR: HSR DEV - PARADISE, LLC
GRANTEE: HSR DEV - PARADISE, LLC
AUDITORS FILE NUMBER 6041154 BLA
DATED: 4/26/2022

GRANTOR: HSR DEV - PARADISE, LLC
GRANTEE: HSR PARADISE 1 EXCAVATION, LLC
AUDITORS FILE NUMBER 6122866 D
DATED: 5/31/2023

0 200 400 600
SCALE: 1"=200'

8002'11.1111"
Basis of Bearing: N 88°32'18" W
BEING THE SOUTH LINE OF THE
SOUTHWEST QUARTER SECTION 17
PER SURVEY REFERENCE 7.



FOUND NAIL IN CONCRETE
IN MONUMENT CASE,
SEE LCR BOOK 6, PAGE 67

FOUND 1 1/4" IRON BAR
WITH "X", HELD, SEE LCR
BOOK 8, PAGE 92

NW 31ST AVE

NW 289TH STREET

S 88°30'58" E 2632.03' (2632.04' SR4,5)(2632.03' S6)

8
17
CALCULATED POSITION
PER SR6, 1" IRON PIPE,
SEE LCR BOOK 5, PAGE 54

18
17
CALCULATED POSITION
PER SR6, 1/2" REBAR WITH YPC,
SEE LCR BOOK 13, PAGE 106

CALCULATED POSITION
PER SR6, FOUND 1/2"
IRON PIPE IN MON BOX,
N86°14'48" W, 8.40', SEE
LCR BOOK 16, PAGE 72

PARADISE POINTE
PUD
PHASE 2
BOOK 312, PAGE 299

PHASE 1
PIN: 213077-000

FOUND 1/2" IRON ROD
WITH YPC STAMPED
"FEEDER 41032"
HELD, SEE L.C.R.
BOOK 16, PAGE 104

COMMISSION # 1080078
8002'11.1111"
NOTARY PUBLIC
SHERI HUNZEKER
STATE OF WASHINGTON
MY COMMISSION EXPIRES

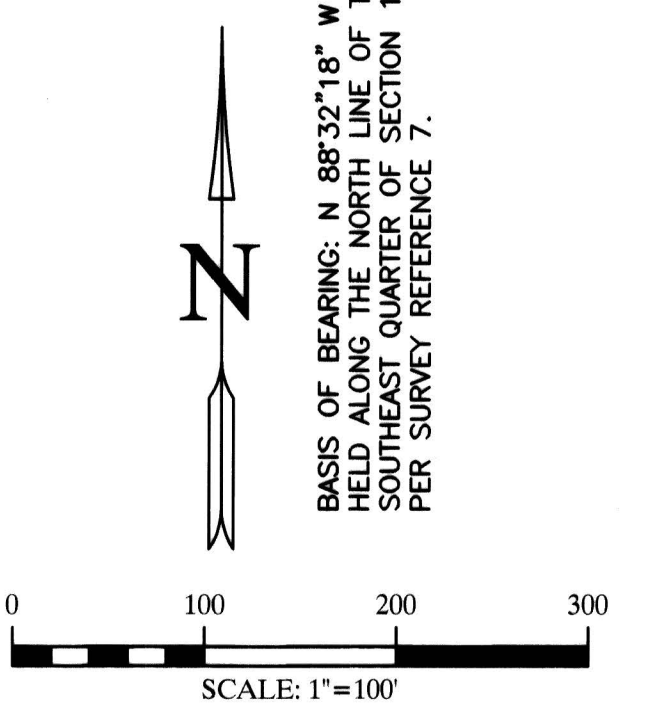
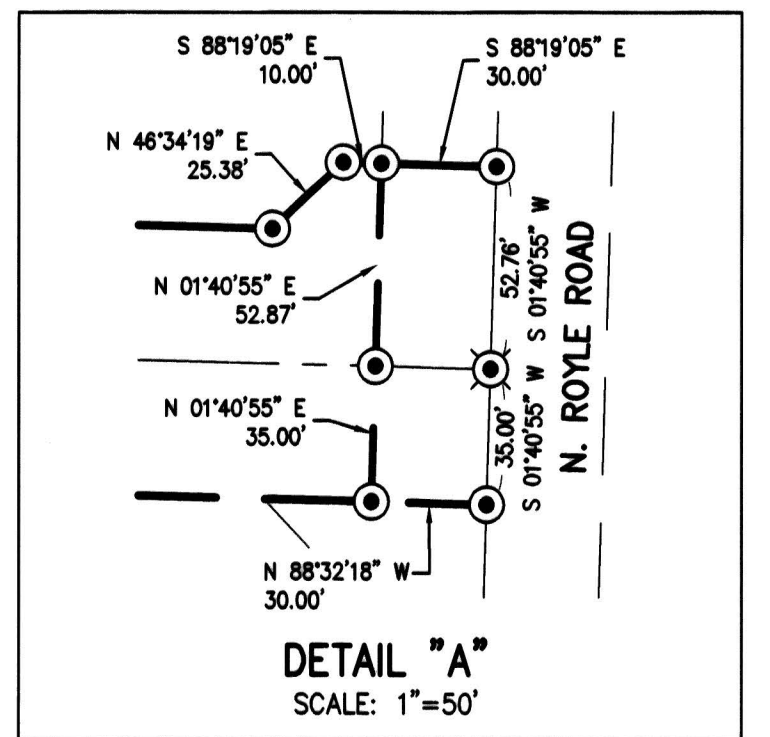
PREPARED BY:
KPF SURVEYING, INC.
2208 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 834-0174

MAP OF DEDICATION
FOR
"PARADISE POINT
PLANNED UNIT DEVELOPMENT
PHASE 1"

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")
IN A PORTION OF THE
NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
AND THE SW 1/4 OF THE SE 1/4
OF SECTION 17, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 2 OF 4
CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-23-0096

LEGEND

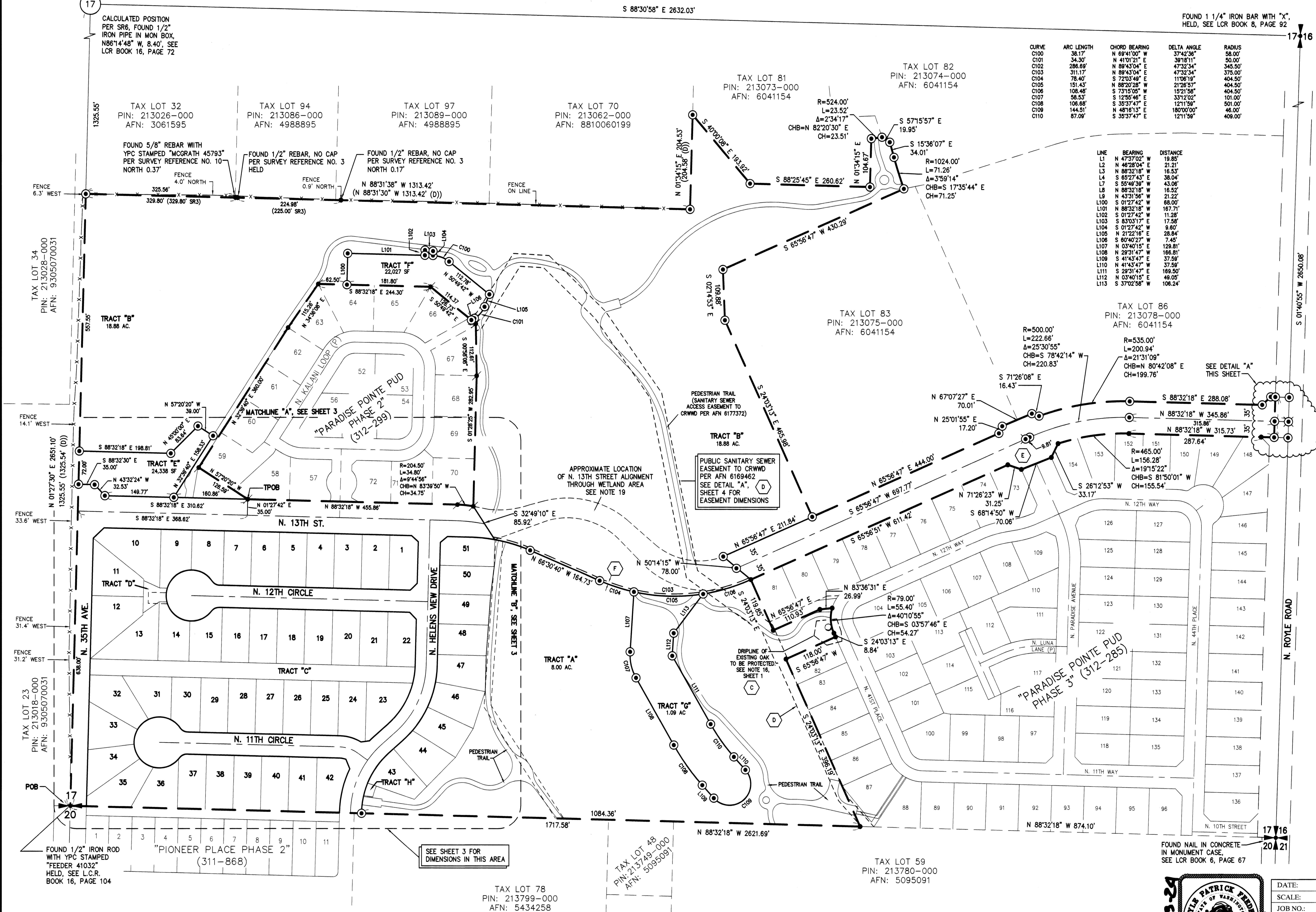
- INDICATES FOUND 1/2" REBAR WITH YPC STAMPED "FEEDER 41032" PER SURVEY REFERENCE NO. 9, UNLESS NOTED OTHERWISE
- INDICATES FOUND 1/2" REBAR WITH YPC STAMPED "FEEDER 41032" PER SURVEY REFERENCE NO. 11,
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET MAY 2024
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET IN MONUMENT BOX, SET MAY 2024
- INDICATES CALCULATED POSITION
- AC. INDICATES ACRES
- LCR INDICATES LAND CORNER RECORD
- YPC INDICATES YELLOW PLASTIC CAP
- SF INDICATES SQUARE FEET
- CRWWD INDICATES CLARK REGIONAL WASTEWATER DISTRICT
- INDICATES RIGHT-OF-WAY
- INDICATES CENTERLINE
- INDICATES SUBJECT PROPERTY
- INDICATES LOT LINE
- INDICATES STORM SEWER EASEMENT
- INDICATES SANITARY SEWER EASEMENT



DATE: 7-22-24
SCALE: 1"=100'
JOB NO.: 18-038
CALC BY: KPF
DRAWN BY: GLF
CHECKED BY: KPF
SHEET 2 OF 4

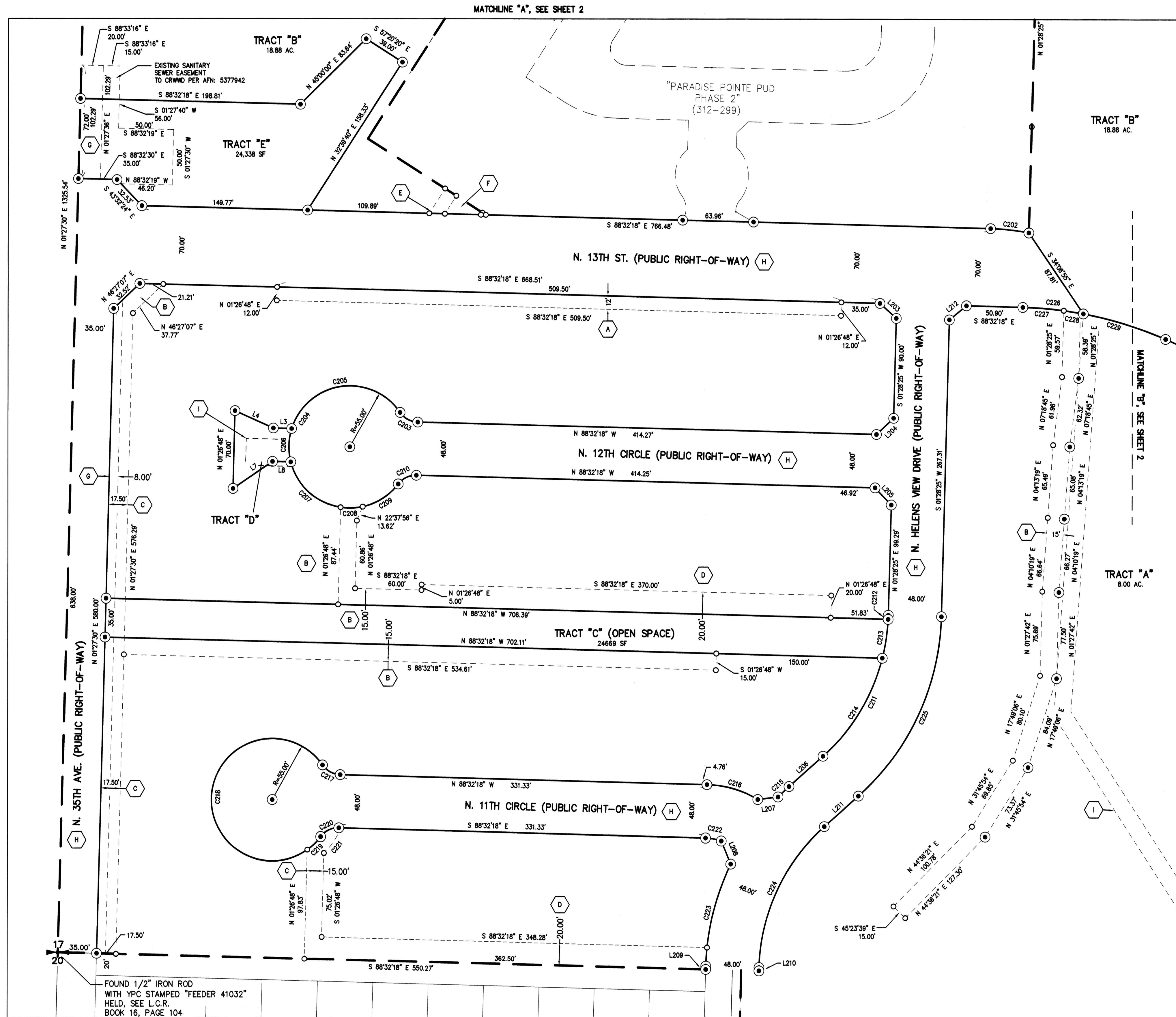
KPF

SURVEYING, INC.
2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661
360-834-0174 FAX: 360-838-0155



MAP OF DEDICATION
FOR
"PARADISE POINTE
PLANNED UNIT DEVELOPMENT
PHASE 1"

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")
IN A PORTION OF THE
NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
AND THE SW 1/4 OF THE SE 1/4
OF SECTION 17, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 3 OF 4
CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-23-0096

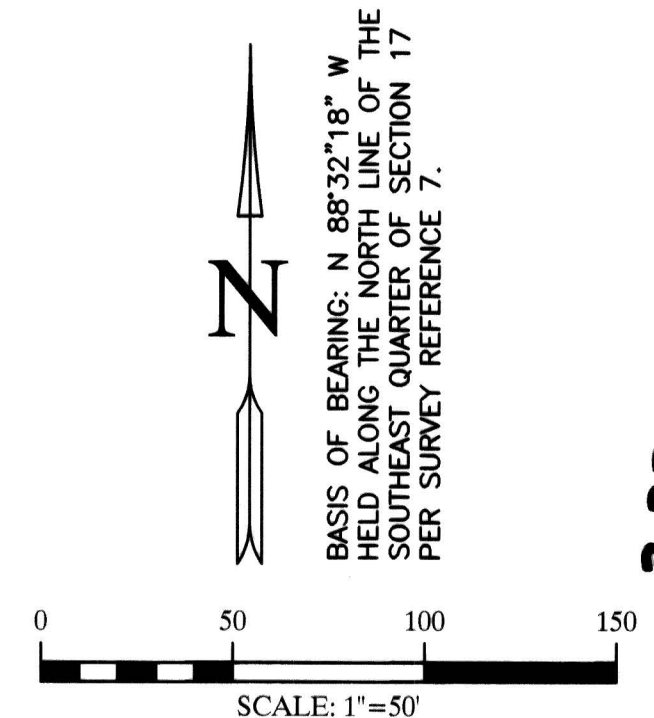


CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C200	204.50'	78.62'	78.14'	S 77°31'29" E	22°01'38"
C201	204.50'	43.82'	43.74'	S 72°39'01" E	12°16'42"
C202	204.50'	34.80'	34.75'	S 83°39'50" E	9°44'56"
C203	20.00'	18.88'	18.18'	S 61°29'55" E	54°04'45"
C204	55.00'	276.61'	64.53'	N 01°27'42" E	288°09'30"
C205	55.00'	123.11'	98.97'	S 81°24'52" W	128°15'09"
C206	55.00'	30.38'	30.00'	N 01°27'42" E	31°39'12"
C207	55.00'	64.28'	60.67'	N 47°50'10" W	66°56'32"
C208	55.00'	20.07'	19.95'	S 88°14'30" W	2°05'40"
C209	55.00'	38.79'	37.99'	S 67°35'11" W	40°24'28"
C210	20.00'	18.88'	18.18'	S 64°25'19" W	54°04'45"
C211	176.00'	143.74'	139.78'	N 24°52'13" E	46°47'36"
C212	176.00'	3.71'	3.71'	S 02°04'37" W	1°12'24"
C213	176.00'	35.32'	35.26'	N 08°25'46" E	11°29'53"
C214	176.00'	104.71'	103.17'	N 31°13'22" E	34°05'18"
C215	224.00'	13.60'	13.60'	S 46°31'39" W	328°43'
C216	94.00'	48.21'	47.68'	S 73°50'48" E	292°3'00"
C217	20.00'	18.88'	18.18'	S 61°29'55" E	54°04'45"
C218	55.00'	276.61'	64.53'	N 01°27'42" E	288°09'30"
C219	55.00'	16.67'	16.61'	S 46°03'58" W	17°22'03"
C220	20.00'	18.88'	18.18'	N 64°25'19" E	54°04'45"
C221	67.00'	27.52'	27.33'	S 34°13'50" W	23°31'57"
C222	46.00'	14.46'	14.40'	S 79°32'10" E	18°00'17"
C223	224.00'	95.10'	94.59'	N 13°38'12" E	24°19'33"
C224	176.00'	143.74'	139.78'	S 24°52'13" W	46°47'36"
C225	224.00'	182.94'	177.90'	N 24°52'13" E	46°47'36"
C226	345.50'	55.02'	54.97'	S 83°58'33" E	09°07'30"
C227	345.50'	37.17'	37.16'	S 85°27'22" E	6°09'53"
C228	345.50'	15.13'	15.13'	S 81°07'10" E	2°30'31"
C229	345.50'	80.53'	80.34'	N 73°11'17" W	13°21'14"

LINE	BEARING	DISTANCE
L200	S 57°20'20" E	41.03'
L201	S 57°20'20" E	20.00'
L202	S 57°20'20" E	16.03'
L203	S 47°37'02" E	19.85'
L204	S 46°28'04" E	21.21'
L205	S 43°31'56" E	21.22'
L206	S 48°16'01" W	41.12'
L207	N 82°49'00" E	18.48'
L208	N 22°22'02" W	22.35'
L209	N 01°28'25" E	3.03'
L210	N 01°28'25" E	3.02'
L211	S 48°16'01" W	41.12'
L212	S 50°33'15" W	19.85'

- LEGEND**
- INDICATES FOUND MONUMENT AS NOTED
 - ⊙ INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET MAY AND JUNE 2024
 - INDICATES CALCULATED POSITION
 - AC. INDICATES ACRES
 - LCR INDICATES LAND CORNER RECORD
 - YPC INDICATES YELLOW PLASTIC CAP
 - CRWWD INDICATES CLARK REGIONAL WASTEWATER DISTRICT
 - SF INDICATES SQUARE FEET
 - INDICATES RIGHT-OF-WAY
 - - - INDICATES CENTERLINE
 - INDICATES SUBJECT PROPERTY
 - INDICATES LOT LINE
 - - - INDICATES STORM SEWER EASEMENT
 - - - INDICATES SANITARY SEWER EASEMENT

- A 12.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- B 15.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- C 17.50' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- D 20.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- E PUBLIC SANITARY SEWER EASEMENT TO CRWWD, SEE DETAIL "B", SHEET 4
- F PRIVATE STORM EASEMENT, SEE DETAIL "C", SHEET 4, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- G PUBLIC SANITARY SEWER EASEMENT TO CRWWD.
- H RIGHT-OF-WAY DEDICATED TO THE CITY OF RIDGEFIELD
- I PUBLIC SANITARY SEWER EASEMENT TO CRWWD, SEE DETAIL "A", SHEET 4
- J 5' PUBLIC UTILITY EASEMENT TO CLARK PUBLIC UTILITIES



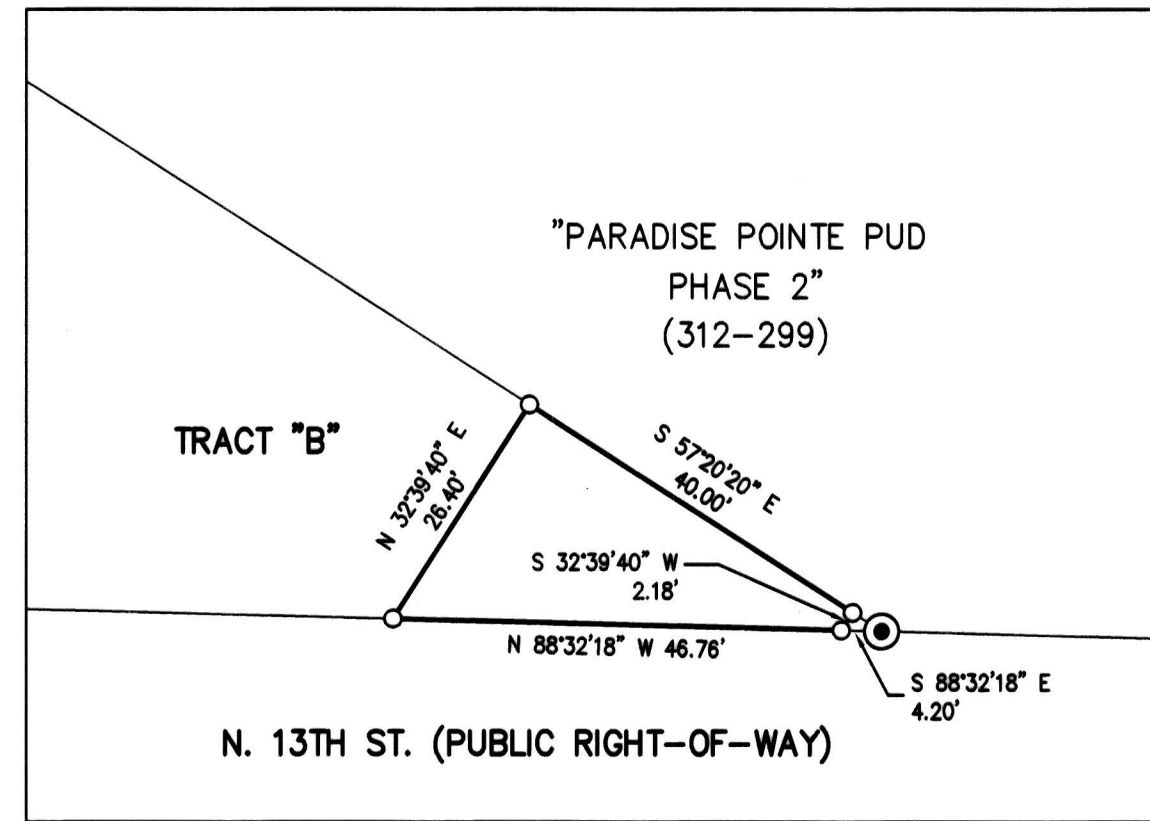
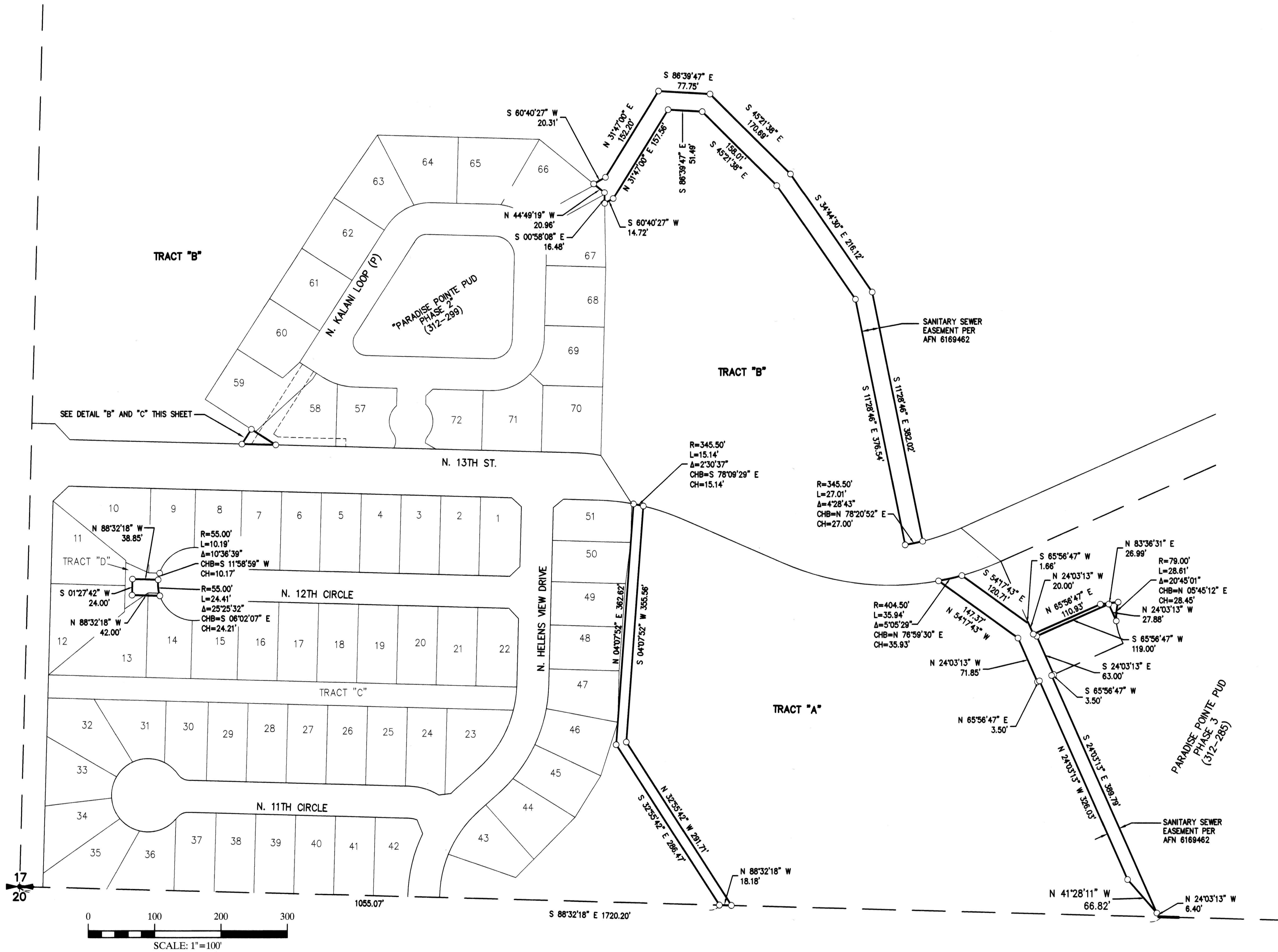
DATE:	7-22-24
SCALE:	1"=50'
JOB NO.:	18-038
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	3 OF 4

KPF
SURVEYING, INC.
2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661
360-834-0174 FAX: 360-838-0155

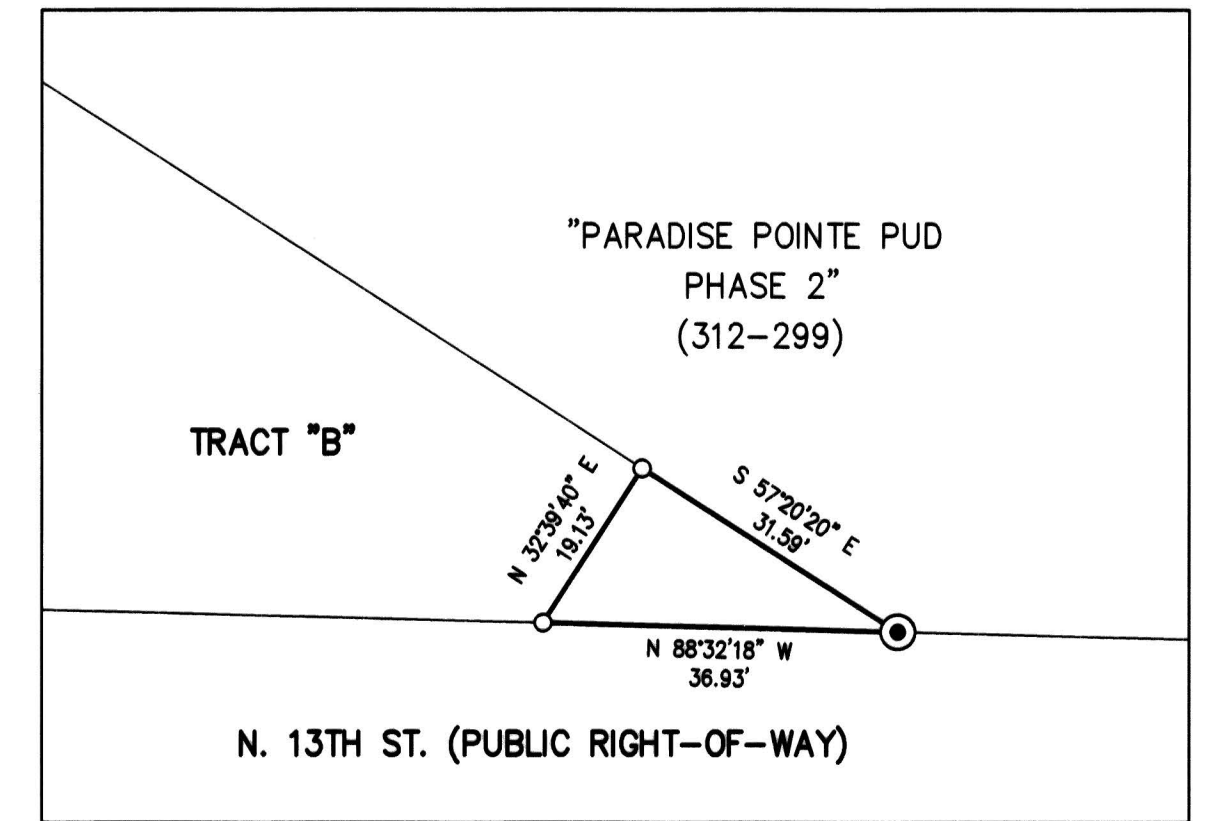
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MAP OF DEDICATION
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PHASE 1"

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NE 1/4 OF THE SE 1/4, SE 1/4 OF THE SE 1/4
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CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
SHEET 4 OF 4
CITY OF RIDGEFIELD FINAL PLAT NUMBER PL2-23-0096



DETAIL "B"
PUBLIC SANITARY SEWER EASEMENT TO CRWWD
PER AFN 6169462
SCALE: 1"=20'



DETAIL "C"
PRIVATE STORM SEWER EASEMENT
SCALE: 1"=20'

LEGEND

- INDICATES CALCULATED POSITION
- CRWWD INDICATES CLARK REGIONAL WASTEWATER DISTRICT
- INDICATES EASEMENT



DATE:	7-22-24
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SHEET	4 OF 4

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