



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, December 5, 2024
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

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

- 1. 2025 Federal Agenda Update - Joel Rubin, Page Strickler**
- 2. Washington State Legislative Agenda Update - Mike Burgess**

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

- 1. Flag Salute**
- 2. Moment of Silence**
- 3. Roll Call**
- 4. 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.

IV. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the November 21, 2024 Meeting**
- 3. Approve the Mutual Aid Agreement between the City of Ridgefield and the Cowlitz Indian Tribe - Cathy Doriot, Police Chief**

V. PRESENTATION

- 1. Presentation - Paradise Pointe Park Master Plan Concept Discussion - Corey Crownhart, Park Manager**

VI. BUSINESS

- 1. Motion to Approve the Selection of Build Alternative(s) to Carry Forward into the Environmental Impact Study phase for the S 35th Avenue Extension Project - Chuck Green, Public Works Director**
- 2. First Reading of Ordinance No. 1441 - Ridgefield Parks Board Membership - Lee Knottnerus, Deputy City Manager**

VII. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and Second Reading of Ordinance No. 1439 - 2025 Proposed Budget - Kirk Johnson, Finance Director**
- 2. Public Hearing and First Reading of Ordinance No. 1440 - Carty Road Subarea Development Code - 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. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 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. December 5, 2024 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

December 5th, 2024

Sum of Amount						
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total	
AKS ENGINEERING & FORESTRY LLC	3908	10210-14	Community Development	09.2024-10.2024 Development Engineering Review Services	1,955.00	
AKS ENGINEERING & FORESTRY LLC Total					1,955.00	
ANDERSON GLASS COMPANY	4086	I155134	Public Works	Abrams Park Bathroom Mirrors	748.24	
		I155248	Public Works	Abrams Park Bathroom Mirrors	254.49	
ANDERSON GLASS COMPANY Total					1,002.73	
BAHAAR TAYLOR	4083	4083-20241205	Human Resources	Ridgefield Turkey Trot Reimb. - Taylor	35.00	
BAHAAR TAYLOR Total					35.00	
BAMBOOHR LLC	3751	QU426724-03	Genl Govt/Facilities	2025 Annual BambooHR Subscription	(57.77)	
			Information Technology	2025 Annual BambooHR Subscription	6,664.64	
BAMBOOHR LLC Total					6,606.87	
CESSCO INC.	1756	1500004755-0	Public Works	PWSTW Pump/Hoses/Connections	2,763.59	
CESSCO INC. Total					2,763.59	
CITY OF BATTLE GROUND	0092	INV00491	Judicial	10.2024 Court Cost/Public Defender	23,775.25	
CITY OF BATTLE GROUND Total					23,775.25	
CLARK COUNTY	0102	CI070028	Public Works	10.2024 Whatley Decant Billing	2,472.48	
		CI069392	Public Works	10.2024 Traffic Signals & ITS Services	224.47	
		CI069373	Community Development	2024 Annual GIS Partnership Fee	6,794.00	
CLARK COUNTY Total					9,490.95	
CLARK PUBLIC UTILITIES	3619	612544-1	Public Works	Royle Rd S 5th Way to S 15th St IRR Controller	439.27	
CLARK PUBLIC UTILITIES Total					439.27	
CLATSKANIE RIFLE & PISTOL CLUB INC.	3593	0007	Public Safety	10.09.2024 Range Fees	120.00	
CLATSKANIE RIFLE & PISTOL CLUB INC. Total					120.00	
COLUMBIA CASCADE COMPANY	1151	40001-55	Public Works	Parks Trash Cans & Bench Boards	233.71	
COLUMBIA CASCADE COMPANY Total					233.71	
COLUMBIAN PUBLISHING	0116		48731	Community Development	Greely Farm Development Agreement	59.40
COLUMBIAN PUBLISHING Total					59.40	
CONSOR NORTH AMERICA INC.	3949	C240750WA.00-6	Public Works	10.2024 Pioneer Widening Construction Mgmt	107,839.67	
		C232644WA.00-14	Public Works	10.2024 S Royle Rd S 15th to S 5th Construction Mgmt	14,920.88	
		W233613WA.00-8	Public Works	10.2024 Eastside Elevated Water Reservoir	42,380.95	
CONSOR NORTH AMERICA INC. Total					165,141.50	
CRESCENT DESIGN AND ENGINEERING	4047	007	Community Development	10.2024 Development Plan Review	3,300.00	
CRESCENT DESIGN AND ENGINEERING Total					3,300.00	
CSD ATTORNEYS AT LAW P.S.	3294		126134	Genl Govt/Facilities	10.2024 Pacific Wood Treater's Site	1,312.00
CSD ATTORNEYS AT LAW P.S. Total					1,312.00	
CT PUBLISHING LLC	3753		285689	Finance	2025 Proposed Budget	117.30
CT PUBLISHING LLC Total					117.30	
DEPARTMENT OF LICENSING - EPAY	0154	RG0001731-2024	Genl Govt/Facilities	CPL Fees	18.00	
		RG0001737-2024	Genl Govt/Facilities	CPL Fees	18.00	
		RG0001736-2024	Genl Govt/Facilities	CPL Fees	21.00	
		RG0001738-2024	Genl Govt/Facilities	CPL Fees	18.00	
		RG0001739-2024	Genl Govt/Facilities	CPL Fees	18.00	

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DEPARTMENT OF LICENSING - EPAY	0154	RG0001733-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001742-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001741-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001732-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001743-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001740-2024	Genl Govt/Facilities	CPL Fees	21.00
		RG0001734-2024	Genl Govt/Facilities	CPL Fees	18.00
		RG0001735-2024	Genl Govt/Facilities	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					240.00
FERGUSON ENTERPRISES INC # 8423	0181	1291593	Genl Govt/Facilities	PWWTR Saw Blade	(24.36)
			Public Works	PWWTR Saw Blade	304.35
		3164516	Public Works	Abrams Park Bathroom Sink Valve	508.51
FERGUSON ENTERPRISES INC # 8423 Total					788.50
FIDELITY NATIONAL TITLE - EPAY	0677	612893046.a	Public Works	4796 Pioneer St Property Purchase	90,001.14
FIDELITY NATIONAL TITLE - EPAY Total					90,001.14
GORDON TRUCK CENTERS INC.	2794	SR201069583	Public Works	Sweeper Oil Change & Maintenance	1,504.36
GORDON TRUCK CENTERS INC. Total					1,504.36
GRAY AND OSBORNE INC	0207	23231.11-10	Community Development	10.2024 Quail Ridge Subdivision	468.01
		23231.14-4	Community Development	10.2024 Carty Rd Pump Station PLZ-23-0106-0107	284.18
		23231.00-15	Community Development	10.2024 On-Call Development Review	260.33
GRAY AND OSBORNE INC Total					1,012.52
GROUNDWATER SOLUTIONS INC.	2971	00727.001-68	Public Works	10.2024 Hydrological Study	39,988.51
GROUNDWATER SOLUTIONS INC. Total					39,988.51
H.D. FOWLER COMPANY	2036	I6877516	Public Works	Water Valve Parts	189.27
H.D. FOWLER COMPANY Total					189.27
HARRY'S LAWN AND POWER EQUIPMENT	0214	269602	Genl Govt/Facilities	PWFAC Mower & Edge Trimmer Repair Parts	49.39
			Public Works	PWFAC Mower & Edge Trimmer Repair Parts	353.08
HARRY'S LAWN AND POWER EQUIPMENT Total					402.47
HD SUPPLY INC.	3886	INV00533541	Public Works	Rain Jacket - M Venne	106.59
			Community Development	Rain Jacket - M Venne	11.84
		SCN213680	Genl Govt/Facilities	Return con Bib Overalls - Ashmore	(11.08)
			Public Works	Return con Bib Overalls - Ashmore	(62.78)
		SCN212710	Genl Govt/Facilities	Return con Bib Overalls - Jeffries	(7.38)
			Public Works	Return con Bib Overalls - Jeffries	(66.48)
INV00528229	Public Works	PVC Check Valve	508.50		
HD SUPPLY INC. Total					479.21
HONEY BUCKETS	0223	0554535702	Genl Govt/Facilities	11.12.2024-12.09.2024 PW Shop Port-a-Potty	61.69
			Public Works	11.12.2024-12.09.2024 PW Shop Port-a-Potty	987.31
HONEY BUCKETS Total					1,049.00
J2 BLUE PRINT SUPPLY	0243	AR160390	Community Development	11.2024 Plotter Contract	63.68
J2 BLUE PRINT SUPPLY Total					63.68
JAMMIE'S ENVIRONMENTAL INC.	3786	241388	Public Works	56 Pl Water Plant Sludge Removal	2,154.30
JAMMIE'S ENVIRONMENTAL INC. Total					2,154.30
LAKESIDE INDUSTRIES	0264	296854	Public Works	Streets Potholes Cold Patch	1,326.39
LAKESIDE INDUSTRIES Total					1,326.39

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MUNICIPAL EMERGENCY SERVICES INC	2235	IN2090751	Public Safety	Ballistic Helmets	1,753.14
MUNICIPAL EMERGENCY SERVICES INC Total					1,753.14
NAPA AUTO PARTS	0498	448818	Genl Govt/Facilities	PW Shop Deicer/Brake Cleaner/Brake Fluid	7.74
			Public Works	PW Shop Deicer/Brake Cleaner/Brake Fluid	124.20
NAPA AUTO PARTS Total					131.94
NORTHSIDE FORD TRUCK SALES INC	3281	290673	Community Development	CDD 2021 Ford Escape 72008D - Oil Change	92.44
NORTHSIDE FORD TRUCK SALES INC Total					92.44
Olson Environmental	UB*01087	(blank)	Genl Govt/Facilities	Refund Check 016752-000 Hydrant Meter Various Sites	100.01
Olson Environmental Total					100.01
PLATT ELECTRIC SUPPLY	0766	5S21289	Public Works	Abrams Park Wells Relays - Return	(136.00)
		5R80444	Public Works	Abrams Park Wells Relays	136.26
PLATT ELECTRIC SUPPLY Total					0.26
SAFEFIRE LLC	3415	RPD-2024-10-001	Public Safety	Magazine Rounds	130.20
SAFEFIRE LLC Total					130.20
SIMPLIFILE - EPAY	2962	E6217284	Public Works	Recording Fees - Perpetual Waterline Easement at Clark College	319.37
SIMPLIFILE - EPAY Total					319.37
THE MASTERS TOUCH LLC	1786	91243	Public Works	06.2024 UB Final Bills	88.73
		E93299	Public Works	Rate Increase Letters - Postage	1,805.39
THE MASTERS TOUCH LLC Total					1,894.12
TIREHUB LLC	3067	45941526	Public Safety	PD Tires	3,021.66
TIREHUB LLC Total					3,021.66
TRANS 360 INC.	3813	3813-20241205	Public Works	CDL School - Kyle Johnson	4,860.00
TRANS 360 INC. Total					4,860.00
TRI MOUNTAIN INVESTORS LLC	3866	2024-149	Public Safety	10.2024 101 Mill St Ste 110 Wastewater	60.89
				09.2024-10.2024 101 Mill St Ste 110 Water	51.09
				12.2024 101 Mill St Ste 110 Lease	31,058.32
				12.2024 101 Mill St Ste 110 Estimated Monthly NNN	2,300.00
		2024-150	Genl Govt/Facilities	12.2024 101 Mill St Ste 210 Lease	6,250.00
				12.2024 101 Mill St Ste 210 Estimated Monthly NNN	984.00
				10.2024 101 Mill St Ste 210 Natural Gas	13.03
				09.2024-10.2024 101 Mill St Ste 210 Water	1.78
				10.2024 101 Mill St Ste 210 Wastewater	20.99
			Public Safety	12.2024 101 Mill St Basement Lease	952.60
				12.2024 101 Mill St Basement Estimated Monthly NNN	269.00
TRI MOUNTAIN INVESTORS LLC Total					41,961.70
UNIFIRST CORPORATION	3904	2240144127	Genl Govt/Facilities	09.17.2024 Floor Mats - RACC	3.41
			Community Development	09.17.2024 Floor Mats - RACC	7.08
		2240155497	Genl Govt/Facilities	10.22.2024 Floor Mats - CH	16.46
		2240162158	Genl Govt/Facilities	11.12.2024 PWFAC Uniforms	23.77
				11.12.2024 PW Ops Floor Mats	2.73
			Public Works	11.12.2024 PWFAC Uniforms	169.96
				11.12.2024 PW Ops Floor Mats	44.52
				11.12.2024 PWSTW Uniforms	46.71
				11.12.2024 PWUTIL Uniforms	40.55
			Community Development	11.12.2024 PW Ops Floor Mats	5.64

City of Ridgefield

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UNIFIRST CORPORATION

3904

2240164032	Genl Govt/Facilities	11.19.2024 PW Ops Floor Mats	2.73
		11.19.2024 PWFAC Uniforms	10.71
	Public Works	11.19.2024 PW Ops Floor Mats	44.52
		11.19.2024 PWFAC Uniforms	76.55
		11.19.2024 PWUTIL Uniforms	40.55
		11.19.2024 PWSTW Uniforms	46.71
	Community Development	11.19.2024 PW Ops Floor Mats	5.64
2240164030	Genl Govt/Facilities	11.19.2024 Floor Mats - CH	16.46
2240166210	Genl Govt/Facilities	11.22.2024 PWFAC Uniforms	10.71
		11.22.2024 PW Ops Floor Mats	2.73
	Public Works	11.22.2024 PWFAC Uniforms	76.55
		11.22.2024 PW Ops Floor Mats	44.52
		11.22.2024 PWSTW Uniforms	46.71
		11.22.2024 PWWTR Uniforms	40.55
	Community Development	11.22.2024 PW Ops Floor Mats	5.64
2240144128	Genl Govt/Facilities	09.17.2024 Floor Mats - CH	16.46
2240151130	Genl Govt/Facilities	10.08.2024 PWFAC Uniforms	7.26
		10.08.2024 PW Ops Floor Mats	2.74
	Public Works	10.08.2024 PWFAC Uniforms	51.92
		10.08.2024 PW Ops Floor Mats	44.51
		10.08.2024 PWWTR Uniforms	40.67
		10.08.2024 PWSTW Uniforms	46.87
	Community Development	10.08.2024 PW Ops Floor Mats	5.64
2240162155	Genl Govt/Facilities	11.12.2024 Floor Mats - RACC	3.41
	Community Development	11.12.2024 Floor Mats - RACC	7.08
2240164031	Public Safety	11.19.2024 Floor Mats - PD	39.52
2240141929-1	Genl Govt/Facilities	09.10.2024 PWFAC Uniforms - Correction	0.61
	Public Works	09.10.2024 PWFAC Uniforms - Correction	4.45
2240155499	Genl Govt/Facilities	10.22.2024 PW Ops Floor Mats	2.73
		10.22.2024 PWFAC Uniforms	7.06
	Public Works	10.22.2024 PW Ops Floor Mats	44.52
		10.22.2024 PWFAC Uniforms	50.44
		10.22.2024 PWSTW Uniforms	47.09
		10.22.2024 PWWTR Uniforms	40.82
	Community Development	10.22.2024 PW Ops Floor Mats	5.64
2240155496	Genl Govt/Facilities	10.22.2024 Floor Mats RACC	3.41
	Community Development	10.22.2024 Floor Mats RACC	7.08
2240166204	Genl Govt/Facilities	11.22.2024 Floor Mats - RACC	3.41
	Community Development	11.22.2024 Floor Mats - RACC	7.08
2240155498	Public Safety	10.22.2024 Floor Mats - PD	39.52
2240166206	Genl Govt/Facilities	11.22.2024 Floor Mats - CH	16.46
2240164029	Genl Govt/Facilities	11.19.2024 Floor Mats - RACC	3.41
	Community Development	11.19.2024 Floor Mats - RACC	7.08
2240162157	Public Safety	11.12.2024 Floor Mats - PD	39.52
2240162156	Genl Govt/Facilities	11.12.2024 Floor Mats - CH	16.46

City of Ridgefield

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UNIFIRST CORPORATION	3904	2240166207	Public Safety	11.22.2024 Floor Mats - PD	39.52
UNIFIRST CORPORATION Total					1,484.50
UNIT PROCESS COMPANY	1819	220-55042421	Public Works	Abrams Water Plant Chlorine Injector Parts	657.21
UNIT PROCESS COMPANY Total					657.21
US BANK NATIONAL ASSOCIATION TRUSTEE	UB*00980	(blank)	Genl Govt/Facilities	Refund Check 016337-000 1710 S Dusky Dr	30.76
US BANK NATIONAL ASSOCIATION TRUSTEE Total					30.76
VAIRKKO TECHNOLOGIES LLC	3699	28724	Genl Govt/Facilities	11.2024 PD Scheduling Software	(15.49)
			Public Safety	11.2024 PD Scheduling Software	193.49
VAIRKKO TECHNOLOGIES LLC Total					178.00
W.W.GRAINGER INC.	0206	9314049389	Public Works	Well 10 Relays	36.85
W.W.GRAINGER INC. Total					36.85
WELLWORKS FOR YOU	3414	34011	Human Resources	11.2024 Wellness Program	793.51
WELLWORKS FOR YOU Total					793.51
ZACHARIAH RADER	3930	3930-20241205	Public Works	Pesticide Resources and Education Program Mileage - Rader	277.38
			Community Development	Pesticide Resources and Education Program Mileage - Rader	30.82
ZACHARIAH RADER Total					308.20
ZEE'S ADULT FAMILY HOME	4082	503687101	Genl Govt/Facilities	Business License Refund 503687101	50.00
ZEE'S ADULT FAMILY HOME Total					50.00
Grand Total					413,355.79

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 2024

AGENDA ITEM NAME: Approval of Minutes from the November 21, 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. 11-21-2024



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
NOVEMBER 21, 2024**

Regular Meeting - 5:30 PM

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

- 1. Commercial Site and Building Design Standards - Claire Lust, Community Development Director**

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

- 1. Flag Salute**
- 2. Roll Call**

Present:

Mayor Pro Tem Matt Cole
Council Member Lee Wells
Council Member Judy Chipman
Council Member Clyde Burkle
Council Member Katie Favela
Council Member Rian Davis

Absent:

Mayor Ron Onslow

MOTION: MOVED TO EXCUSE MAYOR ONSLOW FROM THE MEETING.

RESULT: (UNANIMOUS)

MOVER: Council Member Judy Chipman

SECONDER: Council Member Clyde Burkle

AYES: Mayor Pro Tem Cole, Council Member Wells, Council Member Chipman, Council Member Burkle, Council Member Favela, Council Member Davis

- 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 Clyde Burkle
SECONDER:	Council Member Rian Davis
AYES:	Mayor Pro Tem Cole, Council Member Wells, Council Member Chipman, Council Member Burkle, Council Member Favela, Council Member Davis

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the November 7, 2024 Meeting**

V. PRESENTATION

1. **Salary Commission Update - Shaun Ford, Commission Chair**

The Commission is made up of five Ridgefield residents who live within the city limits or the urban growth boundary. The Mayor appoints the Commissioners, and the City Council approves them. To avoid any conflict of interest, none of the members can be city officials, employees, or have immediate family members in those roles. At our recent meeting on August 1, 2024, the Salary Commission reviewed the current City budget, salary data for mayors and councilmembers in comparable Washington cities. We didn’t receive any comments from the public. After discussing this information, the Commission voted to implement a salary increase as follows:

- **Mayor** – \$1,400 per month, with an annual maximum of \$16,800.
- **Councilmembers** – \$725 per month, with an annual maximum of \$8,700.

The salary increase will be effective for all Councilmembers and the Mayor on January 1, 2025.

VI. BUSINESS

1. **Second Reading of Ordinance No. 1435 - 2025 Property Tax Levy and Revenues - Kirk Johnson, Finance Director**

The 2025 budget includes a statutory 1% increase in the property tax levy, exclusive of new construction, property improvements, state-assessed property increases, and annexations. The Implicit Price Deflator (IPD) rate of 2.57% allows the City to take the full 1% increase without a "substantial need" resolution. The estimated property tax levy for 2025 is \$2,500,000, reflecting a \$160,000 increase from 2024, supported by new construction adding \$108,338 to revenue. Ridgefield’s estimated taxable assessed value is \$4,053,624,940, with a levy rate of \$0.61 per \$1,000 assessed value. The General Fund operating expenses have increased by 15.8% from 2024, and while the 1% levy increase does not match inflation, it is necessary to maintain a balanced budget.

Options for the 2025 property tax levy:

1. Adopt a 1% increase (\$23,320).

- 2. Bank the 1% increase for future use.
- 3. Decline to adopt or bank the 1% increase.

MOTION: MOVED TO ADOPT ORDINANCE NO. 1435 AS PRESENTED.

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

2. Second Reading of Ordinance No. 1436 - 2025 Water Utility Rate Code Amendment - Kirk Johnson, Finance Director

In 2023, the City contracted FCS to conduct a 10-year water utility rate study. The study analyzed operational, capital, and reserve requirements and concluded that a 3% annual rate increase is needed to meet revenue requirements and maintain the water system. The 2025 review confirms that the inflationary increase supports these needs, including significant upcoming capital projects such as acquiring new water rights, constructing a reservoir, and drilling a new well field. For an average household using 1,600 cf of water, the 3% increase equates to \$2.18 per bi-monthly bill. Projected rate revenues for 2025 are expected to rise 14.2% over the amended 2024 budget, while expenses are anticipated to increase by 29.7%. Reserve policies will allocate 5% of rate revenues for system repair and replacement. The Budget Advisory Committee recommends adopting the 3% increase to ensure financial health, align with inflationary pressures, and fund critical infrastructure projects.

MOTION: MOVED TO ADOPT ORDINANCE NO. 1436 AS PRESENTED.

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

3. Second Reading of Ordinance No. 1437 - 2025 Storm Water Utility Rate Code Amendment - Kirk Johnson, Finance Director

The City of Ridgefield's Stormwater Utility, established in 2005, ensures long-term management and maintenance of the stormwater system while reducing reliance on the General Fund. Ordinance No. 1437 proposes a \$2.80 bi-monthly rate increase per Equivalent Dwelling Unit (EDU), raising the rate to \$27.60 effective January 1, 2025. This adjustment addresses increasing costs and supports compliance with NPDES Phase II permit requirements beginning July 2024. The 2023 rate study identified revenue needs for the next decade, excluding the implementation of a system development charge. Rate revenue in 2025 is expected to increase by \$493,800 (27.7%) due to the proposed increase and account growth. Expenses will rise by 17.5% over 2024, reflecting added staff, equipment, and compliance measures. To fund capital projects, the City secured a \$2.4 million Public Works Board loan for four downtown projects, with construction starting in 2025. Operating revenues will cover loan repayments, and 5% of rate revenues (\$112,500) will be reserved for future capital repairs. The proposed rate adjustment ensures a financially sustainable utility capable of meeting operational and capital needs.

The City Council held a discussion regarding the proposed amendment to the stormwater utility rates.

MOTION: MOVED TO ADOPT ORDINANCE NO. 1437 AS PRESENTED.

RESULT:	(5-0)
MOVER:	Council Member Davis
SECONDER:	Council Member Wells
AYES:	Mayor Pro Tem Cole, Council Member Davis, Council Member Chipman, Council Member Burkle, Council Member Favela
NAYS:	None
ABSTAIN:	Council Member Wells

4. Motion - Approval of the Roundabout Committee Recommendations for 35th Avenue Roundabout and to Select the Next Roundabout Location for Committee Review and Consideration - Chuck Green, Public Works Director

At the March 14, 2024, meeting, the City Council designated the Pioneer Street at 35th Avenue roundabout as the next project for the Roundabout Committee to develop design recommendations. The Committee has since conducted brainstorming sessions and discussions, incorporating Council feedback into concept development. On October 21, 2024, the Committee recommended a design concept emphasizing Indigenous history and culture, including a canoe with children paddling and elevated native bird sculptures. The concept also incorporates native plants requiring minimal maintenance, simulated rock walls reflecting water movement, and soft, downward-facing lighting for nighttime accents. The Committee suggested extending electricity to the roundabout for lighting and recommended an art designer with expertise in local Indigenous art or cultural ties. They also noted the opportunity to coordinate with the Pioneer Street Widening project and requested Council assign them the Discovery Drive at Pioneer Street roundabout to align design efforts with ongoing construction.

City Council held a discussion on the committee's recommendations for the 35th Avenue roundabout design and the selection of the next roundabout location.

MOTION: MOVED TO APPROVE 35TH AVENUE ROUNDABOUT CONCEPT WITH MODIFICATIONS BASED ON CITY COUNCIL FEEDBACK.

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

MOTION: MOVED TO APPROVE THE 50TH PLACE ROUNDABOUT AT DISCOVERY RIDGE AS THE NEXT PROJECT FOR COMMITTEE'S REVIEW.

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

5. Motion - Approval of Meadowview by Pulte Homes Final Plat - Claire Lust, Community Development Director

The Urban Downs II subdivision is located east of NE 10th (S 85th) Avenue, between Urban Downs to the south and Greely Farms Phase 3 to the north. The Hearing Examiner approved the Urban Downs II preliminary planned unit development (PUD) via final order on December 20, 2022. The preliminary PUD has 151 lots on approximately 33 acres zoned RLD-6, including 110-115 single-family detached lots and 36-41 single-family attached (townhouse) lots. This final plat proposal is for the first phase of Urban Downs II, now known as Meadowview by Pulte Homes. The proposal is to subdivide Assessor's Parcel #986067097 into 52 single-family detached residential lots. The lots range from 4,730 square feet to 8,481 square feet, consistent with the lot dimensions approved through the preliminary PUD. The average lot area is 5,838 square feet. During the final plat review, staff identified an opportunity to improve the trail circulation between Meadowview and Greely Farms to the north by extending a trail connection along the east side of the wetland complex in Tract B. The applicant provided an exhibit showing an 8-foot-wide pervious trail connection between the existing trail in Tract B and the property boundary. As a condition of approval, the applicant shall record the updated trail exhibit with the final plat. As a condition of approval, the applicant shall install the additional trail in Tract B prior to obtaining final occupancy for any home in Meadowview by Pulte Homes.

MOTION: MOVED TO APPROVE THE MEADOWVIEW BY PULTE HOMES FINAL PLATE WITH CONDITIONS PRESENTED BY STAFF.

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

VII. PUBLIC HEARING/BUSINESS

1. Public Hearing and First Reading of Ordinance No. 1439 - 2025 Proposed Budget - Kirk Johnson, Finance Director

The proposed 2025 budget includes \$63.9 million in revenues and \$86.9 million in expenses, resulting in a \$23 million decrease in the overall fund balance. It allocates \$26.3 million for operating expenses, \$31.4 million for capital projects, \$1.1 million for special revenues, \$10.9 million for capital services, and \$17.1 million for debt service. Key funding sources include \$3.1 million in new grants, \$3.5 million from new debt issuance, and \$21.9 million in transfers for capital projects. Transfers between funds total \$28.7 million, including \$0.9 million for operating funds, \$3.3 million for debt service, and \$24.2 million for capital projects. The budget supports the addition of four new full-time equivalent (FTE) positions: a facilities maintenance worker, a stormwater maintenance worker, and two water maintenance workers (one with a two-year sunset). It also removes the sunset designation on a grant writer position, increasing the total FTE count to 86.75, with 85 full-time and 3 part-time positions. The proposed budget leverages contingent and capital reserves, as well as 2024 LTGO bond funds, to support capital projects and initiatives, ensuring sufficient resources for the outlined expenditures.

MAYOR PRO TEM COLE OPENED THE HEARING: 8:13PM

No testimony was received.

MAYOR PRO TEM COLE CLOSED THE HEARING: 8:14PM

First reading conducted.

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.

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

IX. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Wells attended the ribbon-cutting event for a new business, Port of Ridgefield meeting, City Manager briefing, and Ridgefield Junction Neighborhood Association meeting.

Council Member Favela attended the ECHO meeting, CCF&R meeting, and City Manager briefing.

Council Member Burkle attended the ribbon-cutting event for a new business, Clark College Passing of the Keys event, City Manager briefing, and Port of Ridgefield meeting.

Council Member Davis attended the Clark College Passing of the Keys event and, while out of town, visited an inclusive park near the hotel.

Council Member Chipman attended the ribbon-cutting event for a new business, Clark College Passing of the Keys event, and provided an update on Neighbors Helping Neighbors.

2. Mayor

Mayor Pro Tem Cole attended the Art Association board meeting, Ridgefield Main Street planning meeting, and school district town hall.

3. City Manager

City Manager Steve Stuart attended View Ridge Middle School, where he spoke to the 7th-grade Washington State History class. He also provided a follow-up on Pioneer Street at Discovery Ridge roundabout and presented an update on the Main Street B&O program.

Public Works Director Chuck Green provided an update on the Pioneer Street candlestick installation.

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.

8:38PM - The City Council entered into executive session pursuant to RCW 42.30.140(4)(a), scheduled to conclude at 9:00 PM, with no action to be taken following the session.

Attendees: Mayor Pro Tem, City Council, City Manager Steve Stuart, Deputy City Manager Lee Knottnerus.

8:57PM - The City Manager announced that City Council would continue the executive session until 9:05PM.

9:04PM - The City Manager announced that City Council would continue the executive session until 9:10PM.

9:10PM - Mayor Pro Tem reconvened the meeting.

XI. ADJOURN

9:12PM

Julie Ferriss, City Clerk

Ron Onslow, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 2024

AGENDA ITEM NAME: Approve the Mutual Aid Agreement between the City of Ridgefield and the Cowlitz Indian Tribe

GOVERNING LEGISLATION

RCW 39.34—Interlocal Cooperation Act

RCW 10.92—Tribal Police Officers

RCW 10.93—Washington Mutual Aid Peace Officers Act

PREVIOUS COUNCIL ACTION TAKEN:

The City has previously entered into interlocal agreements, the most recent in 2018, with the Tribe regarding assistance on tribal lands as part of a county wide mutual aid and as additional security during events on tribal land.

SUMMARY/BACKGROUND:

For several years, the County provided police services and mutual aid to the Cowlitz Tribe. The City is part of a separate mutual aid agreement with the County for police services and had negotiated an interlocal agreement with the Tribe to be able to provide aid when assisting the County and also to be able to provide security during events. During that time the Tribe was working to develop its police force with the qualifications to act as a general authority Washington peace officers. In 2020, the County entered into a new mutual aid agreement, recognizing the authority of the tribal police officers as general authority Washington peace officers.

Because the tribal officers now have the general authority as Washington peace officers to enforce Washington law outside of the tribal lands, the City has been negotiating with the tribe for a revised mutual aid agreement that would authorize City officers to assist with enforcement when requested on tribal land and concurrently authorize tribal officers to assist with enforcement when requested within the City. The proposed agreement accomplishes this and has been reviewed by the Chief, City Attorney and tribal authorities. It is based, generally, on the County agreement with the Tribe.

Key terms of the Agreement include:

- Authorizing the tribal officer to assist in the City in response to calls for aid and reciprocally authorizing the City officers assist on tribal land in response to calls for aid.
- Initial term of three years and automatic 1 year renewals thereafter unless terminated by mutual agreement or with 10 days prior written notice.
- Maintain tribal sovereignty and all immunities from liability under the law, except that the tribe is responsible and will indemnify the City for any damage the City incurs from the negligent acts of the Tribe's officers. Reciprocally, the City is also responsible and will indemnify the Tribe for any damage the Tribe incurs from the negligent acts of City officers.
- Establishes certain processes for responding and allows the chief and the director of public safety to establish protocols for calls for aid and responses.
- Authorizes City officers to continue to provide law enforcement services during special events,

to be established by a task order and reimbursed at rates established in the City rate ordinance.
Any other calls for aid or emergency response requests are not compensated.

BUDGET/FINANCIAL IMPACTS:

There is no significant budget or financial impact.

RECOMMENDED ACTION OR MOTION:

Approve the interlocal agreement by making the following motion:

"I move to approve the consent agenda as presented"

STAFF CONTACT: Cathy Doriot, Police Chief

ATTACHMENTS:

1. Cowlitz Indian Tribe Agreement General Authority Peace Officer Authorization
2024.Ridgefield.final_draft--To Clerk 11-26-24 JP

**AGREEMENT FOR GENERAL AUTHORITY PEACE OFFICER AUTHORIZATION
BETWEEN THE CITY OF RIDGEFIELD
AND THE COWLITZ INDIAN TRIBE**

This Agreement for General Authority Peace Officer Authorization and Mutual Law Enforcement Assistance between the City of Ridgefield and the Cowlitz Indian Tribe (“Agreement”) is entered into this 9th day of December, 2024, between the City of Ridgefield (City), a political subdivision of the State of Washington, and the Cowlitz Indian Tribe (“Tribe”), a federally-recognized Indian Tribe (separately referred to as “Party” and collectively referred to as the “Parties”).

1. RECITALS.

- 1.1 This Agreement is entered into under the interlocal Cooperation Act, Chapter 39.34 RCW, and the Tribal Police Officers Act, Chapter 10.92 RCW, the Washington Mutual Aid Peace Officers Powers Act of RCW Chapter 10.93, and the Constitution and Bylaws of the Cowlitz Indian Tribe (“Tribe”) to provide law enforcement services as provided herein.
- 1.2 For purposes of this Agreement “Indian” means any individual who is a member of the Cowlitz Indian Tribe, any individual who is a member of any other federally recognized tribe, and any individual who is an Indian, defined in 25 U.S.C. §1301(4).
- 1.3 The Tribe is a federally recognized Indian Tribe with a Reservation (“Reservation”) located on the land held in trust by the United States Department of Interior, Bureau of Indian Affairs, for the benefit of the Tribe.
- 1.4 Law enforcement agencies, such as the Ridgefield Police Department (“RPD”), a municipal police Department of the City of Ridgefield (“City”), and the Cowlitz Indian Tribal Public Safety Department (“CITPSD”) have the responsibility to protect lives and property, and to keep the peace.
- 1.5 The City and the Reservation are located a few miles apart.
- 1.6 Ridgefield Police Department has suitably trained and certified police officers and equipment sufficient to serve all of the land within and immediately surrounding the City on a 24 hour per day, 7 days per week basis.
- 1.7 The Cowlitz Indian Tribal Public Safety Department has suitably trained and certified police officers and equipment sufficient to serve all the land

on the Reservation, all lands owned by the Tribe, and several counties within the State of Washington.

- 1.8 Effective law enforcement depends upon the ability of responding law enforcement officers to take emergency action to protect lives and property, and to preserve the peace without regard to jurisdictional limits.
- 1.9 The Tribal Police Officers Act, Chapter 10.92 RCW, provides a means to grant tribal police officers authority to act as general authority Washington peace officers and to act beyond the exterior boundaries of the Cowlitz Indian Reservation as permitted under RCW 10.93.070.
- 1.10 The Tribe and the City anticipate that the CITPSD may be called upon to enforce state and local laws within the City.
- 1.11 While the Cowlitz Indian Tribe has not and will not confer concurrent jurisdiction on the Cowlitz Indian Reservation to the State of Washington or its political subdivisions, the City and Tribe anticipate that the RPD may be called upon to aid in emergency situations on the Reservation.
- 1.12 It is necessary and desirable that a cooperative agreement be executed for the purpose of effectuating efficient law enforcement within the City of Ridgefield, Washington, and the exterior boundaries of the Cowlitz Indian Reservation.
- 1.13 It is not intended that the traditional law enforcement responsibilities of the signatory agencies be altered, but rather that they be empowered to act in appropriate situations.
- 1.14 It is intended that Tribal law enforcement officers who (1) have successfully completed the requirements of RCW 41.101.157; (2) are employed by a Cowlitz Indian Tribal authority that has provided sufficient proof of insurance to the Office of Financial Management for the State of Washington; and (3) are in all other respects qualified to act as a peace officer under the Tribal Police Officers Act (Chapter 10.92 RCW), are eligible to act as a general authority Washington peace officer.
- 1.15 Nothing in this Agreement shall be construed to cede any jurisdiction of any Party to this Agreement, to modify the legal requirements for arrest or search and seizure, to otherwise modify the legal rights of any person not a party to this Agreement, to accomplish any act in violation of Tribal, federal, or state law, or to subject the parties to any liability to which they would not be subject by law.

- 1.16 The Tribe agrees to execute a limited waiver of sovereign immunity, with the City as a sole beneficiary, pursuant to which the indemnification, hold harmless, and defense provisions of this Agreement can be resolved in a fair and expeditious manner.

NOW THEREFORE, pursuant to Chapter 39.34 RCW, Chapter 10.93 RCW, the Constitution and Bylaws of the Cowlitz Indian Tribe, and based upon the foregoing Recitals, which are incorporated herein by this reference, the City and the Tribe enter into this Agreement for the purposes of: (1) authorizing law enforcement officers employed by the Cowlitz Indian Tribe to act as general authority Washington peace officers as set forth in the Tribal Police Officer Act, Chapter 10.92 RCW, (2) to authorize the Ridgefield Police Department to respond to calls from the Tribe for aid on the Reservation as specifically set forth below, and (3) establish general terms and conditions which govern future agreements wherein the Tribe contracts with the City for law enforcement services for special events.

2. TERM – EFFECTIVE DATE.

- 2.1 This Agreement shall be effective upon the execution of this Agreement by the City and the Tribe.
- 2.2 This Agreement shall remain in effect for three (3) years from the date of execution and will be deemed by the parties to automatically renew for one (1) year terms, unless a Party terminates the Agreement earlier as set forth in Section 9. This Agreement remains in effect regardless of leadership changes within the City of Ridgefield, or the Ridgefield Police Department.
- 2.3 This Agreement may be terminated only upon mutual written agreement of the Parties, or by the process set forth in Section 9 below.

3. AUTHORITIES.

- 3.1 Immunities. Nothing in this Agreement shall affect or diminish the existing status and sovereignty of the Cowlitz Indian Tribe. All immunities from liability and exemptions under state, federal, or tribal law ordinances, codes, and regulations which law enforcement officers have in their own jurisdiction shall be effective in the jurisdiction in which they are giving assistance, unless prohibited by law.

- 3.2 Liability. CITPSD shall be responsible for all liability of whatever nature arising from the acts of its own law enforcement officers and employees to the extent provided by law. CITPSD shall indemnify RPD for any judgments, claims or costs incurred by the City from the acts of CITPSD's own law enforcement officers and employees as permitted by law. Under no circumstances shall either party be liable for the acts of employees of the other party performed under color of this Agreement.
- 3.3 Special Commissions. Nothing in this Agreement requires or compels the Police Chief of the RPD ("Chief") to deputize or commission a Tribal law enforcement officer. Further, nothing in this Agreement impairs or affects the authority of the RPD to issue special commissions. This Agreement shall not impair or affect the authority of any CITPSD law enforcement officer who acts pursuant to a special commission separately granted by any sheriff, general authority Washington law enforcement agency, Bureau of Indian Affairs (BIA), U. S. Marshall Service, or any other federal law enforcement agency.
- 3.4 State Recognition of Peace Officer. Upon approval by the State Office of Financial Management ("OFM"), any CITPSD law enforcement officer meeting the requirements set forth in the Tribal Police Officers Act, Chapter 19.92 RCW, shall be recognized and authorized to act as a general authority Washington peace officer. The Tribe shall advise the Chief if OFM revokes or otherwise denies CITPSD as a general authority Washington peace officer agency.
- 3.5 Peace Officer Authority. A CITPSD law enforcement officer's activity shall be in accordance with the laws of the State of Washington and the United States of America when acting in the capacity as a general authority Washington peace officer pursuant to this Agreement.
- 3.6 Parties Authority. This Agreement shall not expand the authority or jurisdiction of the State of Washington or its political subdivisions, or the Cowlitz Tribal Court.
- 3.7 Geographic Authority. The authority granted herein by the Tribe shall be coextensive with the exterior boundaries of the Cowlitz Indian Reservation. The RPD gives consent for CITPSD law enforcement officers who are commissioned or granted authority under RCW 10.92.020 and this Agreement to act as provided by RCW 10.93.070. In executing this Agreement, the Parties agree that this Agreement shall constitute prior written consent by the Chief pursuant to RCW 10.93.070(1), subject to the

procedures for calls for aid as set forth in Paragraph 6.3 and applicable protocols as provided in Paragraph 5.3.

The CITPSD gives consent for RPD law enforcement officers to act as law enforcement officers under Tribal law on the Reservation if the Tribe or CITPSD calls for aid as set forth in Paragraph 6.3 and applicable protocols as provided in Paragraph 5.3.

- 3.8 Responsibility. The Parties agree that when life or property is in jeopardy, the closest officer(s) will respond. It will be the initial responding officer's responsibility to first protect life and property, then to establish the agency of jurisdiction. The agency of jurisdiction will be consulted, as safety allows, to determine who will conduct further law enforcement involvement. Operations requiring a joint operation will be directed by the agency of jurisdiction unless otherwise agreed upon.

4. PEACE OFFICER CERTIFICATIONS.

- 4.1 The CITPSD shall notify the Chief in writing within ten (10) business days of a CITPSD law enforcement officer being certified as a Tribal Police Officer by the Washington State Criminal Justice Training Commission.
- 4.2 The CITPSD shall notify the Chief and the City's Attorney by the next business day, in writing, if a CITPSD law enforcement officer has been decertified as a Tribal Police Officer by the Washington State Criminal Justice Training Commission.

5. AGENCY COORDINATION.

- 5.1 No Agency or Employee Status. The parties understand and agree that their respective personnel shall not be considered employees of the other party when acting under this Agreement for any purposes, including but not limited to wages, benefits, performance, immunities, and discipline. This Agreement, and the authority granted herein, shall not create an agency or employee status between either party and the other party's, officers, agents, consultants, advisors or employees. Similarly, this Agreement shall not create an agency or employee status between the State of Washington or its political subdivisions, including the City of Ridgefield and the Ridgefield Police Department, and the Tribe.
- 5.2 Training. When appropriate, Parties may jointly participate in law enforcement personnel trainings. Topics may include, but are not limited

to: this Agreement, cultural education, legal updates, agency policy and procedure, prosecutorial requirements, and court processes.

- 5.3 Agency Procedure. The Chief will provide the CITPSD with the Chief's applicable operating protocols. The CITPSD will provide the RPD with a copy of its applicable operating protocols. The Parties may jointly develop protocols when necessary to facilitate a better working relationship under this Agreement.
- 5.4 Citizen Complaints. Parties agree to each maintain a process that will accommodate citizen or other agency complaints regarding their personnel.
- 5.5 Brady Notification. The parties agree to immediately notify the applicable prosecuting attorney's office of Brady information and to provide such information upon request when a party's officer has exercised the authority granted by this agreement within the jurisdiction of the other party. Each party agrees to notify the other if any officer is suspended or separated from employment.

6. OPERATIONAL PROTOCOLS.

- 6.1 Control Over Personnel. All personnel of the RPD shall at all times remain under the control of, and subject to the direction of, the Chief. All CITPSD personnel shall remain under the employment and control of the Cowlitz Indian Tribe and subject to the direction of the Director of the CITPSD.
- 6.2 Investigations/Arrest/Warrants. Any investigation, warrant, or arrest made by CITPSD personnel under state law authority pursuant to this Agreement must be made in accordance with applicable state or federal law. Arrests made, or citations issued, that are not in compliance with Chapter 10.92 RCW are not enforceable.

If an investigation, warrant, or arrest involves an Indian, RPD personnel on the Reservation must act pursuant to Tribal Code. Arrests made, or citations issued, involving an Indian that are not in compliance with Tribal Code are not enforceable.

- 6.3 Calls for Aid. Either party may call the other for aid when determined necessary by a law enforcement officer with enforcement authority, or in an emergency, or when necessary to protect life, protect property, or ensure officer safety. Parties may call for aid by utilizing central dispatch, requesting aid directly over police radio, or by contacting an officer from

the other Party's police department directly (via cellular phone or similar technology).

A party may respond to a "call for aid," where the party has not been contacted as listed in this section, but the party has probable cause to believe that a situation is occurring which poses a risk to officer safety, a serious risk to life, or a serious risk to public order.

- 6.4 Citations. Any notice of infraction or citation issued by CITPSD law enforcement while acting in the capacity of a general authority Washington peace officer pursuant to the authority granted in this Agreement, must be to a Washington state court. This shall not affect the existing procedures and authority for issuing a notice of infraction or citation when made pursuant to federal or Tribal authority.

Any notice of infraction or citation issued to an Indian by RPD law enforcement while acting as law enforcement on the Reservation pursuant to the authority granted in this Agreement, must be to the Tribal Court. This shall not affect the existing procedures and authority for issuing a notice of infraction or citation to person who is not a member of a federally recognized Indian tribe when made pursuant to federal or state authority.

- 6.5 Reporting. When CITPSD is enforcing state law as a general authority Washington peace officer under this Agreement, CITPSD law enforcement officers must submit a copy of any citation, notice of infraction, or incident report made for the purposes of enforcing state law to the Chief within three (3) days.

When RPD is enforcing law on the Reservation under this Agreement, RPD law enforcement officers must submit a copy of any citation, notice of infraction, or incident report made for the purposes of enforcing Tribal law to the Director of the CITPSD within three (3) days.

- 6.6 Referral to Prosecuting Authority. For any matter which will be referred by CITPSD to City's Prosecuting Attorney for prosecution, CITPSD law enforcement officers shall submit relevant paperwork to the City's Prosecuting Attorney for charging. Whenever any matter is referred to the City's Prosecuting Attorney, a CITPSD law enforcement officer must provide necessary paperwork within the timelines required by the City's Prosecuting Attorney and applicable court rules.

For any matter which will be referred by RPD to the Tribal Prosecutor for prosecution, RPD law enforcement officers shall submit relevant

paperwork to the Tribal Prosecutor for charging. Whenever any matter is referred to the Tribal Prosecutor, a RPD law enforcement officer must provide necessary paperwork within the timelines required by the Tribal Prosecutor and applicable court rules.

- 6.7 Prosecution. For matters in which CITPSD law enforcement officers enforce state law under this Agreement, CITPSD law enforcement officers will be available at reasonable times and upon reasonable notice for pre-trial interviews, depositions, motions, or hearing as required by City's Prosecuting Attorney or the Clark County Prosecutor's Office.

For matters in which RPD law enforcement officers enforce Tribal laws under this Agreement, RPD law enforcement officers will be available at reasonable times and upon reasonable notice for pre-trial interviews, depositions, motions, or hearing as required by the Tribal Prosecutor.

7. Contract Coverage for Special Events

- 7.1 The parties anticipate that the Tribe may request the RPD to provide law enforcement officers to help with special events on an as needed basis. Requests for law enforcement services for special events will be made by CITPSD in writing and shall be identified as a "request for law enforcement services" or a task order. The request for law enforcement services will identify the event that services are being requested for, will estimate the number of officers needed, and will state the anticipated duration of the event. The language in Sections 3 – 6 of this Agreement, in their entirety, shall govern the expectations and conduct of the parties when the RPD is providing law enforcement services for special events.
- 7.1.1 Reimbursement for services under this section will be paid as set forth in the Fee Schedule for Requests for Law Enforcement Services, attached hereto as Exhibit A.
- 7.1.2 The parties understand and agree that this section only applies to requests for law enforcement services which are identified as a request for special events coverage. All other aid offered pursuant to this agreement shall be provided without expectation of payment, to include but not limited to emergency action necessary to protect lives and property, and to preserve the peace.

8. Indemnification

- 8.1 The Tribe shall indemnify hold harmless, and defend the City from and against any damage, cost or liability, including reasonable attorney fees, for injuries to persons or property arising from acts or omissions of the Tribe, its employees, agents, or sub-contractors. The Tribe will be responsible for any damages caused by its employees to City equipment and/or fixtures and shall provide all repairs/replacements, as appropriate, at no cost to the City. This Paragraph shall survive the expiration or termination of this Agreement.
- 8.2 The City indemnify, hold harmless and defend the Tribe harmless from and against any damage, cost or liability including reasonable attorney fees, for injuries to persons or property arising from the negligent acts or omissions of the City, its employees, agents, or sub-contractors. The City will be responsible for any damages caused by its employees to Tribe equipment and/or fixtures and shall provide all repairs/replacements, as appropriate, at no cost to the Tribe. This Paragraph shall survive the expiration or termination of this Agreement.
- 8.3 To make a claim for indemnification, the party seeking indemnification must give written notice to the other party promptly after receiving any notice of an action, lawsuit, proceeding, investigation, or other claim or potential claim.
- 8.3.1 A claim for indemnification will not be deemed promptly given if the indemnifying party has been materially prejudiced by the delayed receipt of such a notice.
- 8.3.2 A failure to promptly notify the other party of a claim for indemnification will relieve the indemnifying party of its obligations to indemnify, hold harmless, and defend the other party pursuant to Section 8 of this Agreement.
- 8.4 The Indemnified Party will be entitled to participate in the defense of such claim and to employ counsel of its choice for such purpose at its own expense (provided that the Indemnifying Party will bear the reasonable fees and expenses of such separate counsel incurred prior to the date upon which the Indemnifying Party effectively assumes control of such defense).

9. DISPUTE RESOLUTION.

- 9.1 In an effort to streamline the resolution of any disputes under this Agreement, the City and the Tribe agree to the following:

- 9.1.1 The Tribe and the Chief shall make their best efforts to resolve disputes that occur under this Agreement by good faith negotiations whenever possible.
- 9.1.2 Disputes between the Tribe and the City shall first be subjected to a process of meeting and conferring in good faith in order to foster the spirit of cooperation and efficiency in the administration of the terms, provisions, and conditions of this Agreement as follows:
 - 9.1.2.1 Either Party shall give the other, as soon as possible after the event giving rise to the concern, a written notice setting forth, with specificity, the issues to be resolved.
 - 9.1.2.2 The Parties shall meet and confer in a good faith attempt to resolve the dispute through negotiation not later than ten (10) business days after receipt of the notice, unless both Parties agree in writing to an extension of time.
 - 9.1.2.3 If the Parties are unable to resolve the dispute amongst themselves within twenty (20) business days, the party shall submit a written request to engage in mediation to be conducted in Clark County, Washington, with a mutually acceptable mediator. All Parties will pay their respective costs and attorneys' fees and will share equally all costs of the mediator.

10. GOVERNING LAW & VENUE.

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington, except that the Tribe's laws regarding sovereign immunity shall apply. The venue of any action brought under this Agreement shall be in Superior Court for Clark County.

11. TERMINATION.

- 9.1 Any Party may terminate this Agreement, with or without cause, upon ten (10) days prior written notice, signed by a Party that is either personally delivered or mailed via certified mail, return receipt requested, to the other Party. Notice shall be deemed effective when received.
- 9.2 Authority of a Cowlitz Indian Tribe law enforcement officer as a general peace officer shall remain in full force and effect until the effective termination date of this Agreement. Termination of this Agreement by any

Party shall not affect authority exercised prior to delivery of the notice of termination.

12. MISCELLANEOUS PROVISIONS.

- 12.1 Sovereign Immunity. The Tribe, by entering into this Agreement, grants the City a limited waiver of its sovereign immunity. The Tribe's waiver of sovereign immunity is limited to City as the sole beneficiary; is limited to direct damages only; is limited to the express terms of this Agreement; and expires 6 years after the termination of this Agreement.
- 12.2 Amendments. This Agreement may be amended only by written instrument duly signed and executed by the Tribe, the Chief, and the City.
- 12.3 Waiver. Waiver by either Party or any of its officers, agents, consultants, advisors or employees, or the failure of either Party or its officers, agents, consultants, advisors or employees to take action with respect to any right conferred by, or any breach of any obligation or responsibility of this Agreement will not be deemed to be a waiver of such obligation or responsibility, or subsequent breach of same, or of any terms, covenants or conditions of this Agreement, unless such waiver is expressly set forth in writing in a document signed and executed by the appropriate authority of the Chief or of the Tribe, and then only to the limited degree set forth in such writing.
- 12.4 Severability. Except as otherwise provided in this paragraph, the invalidity of any provision or portion of a provision of this Agreement as determined by a court of competent jurisdiction shall not affect the validity of any other provisions of this Agreement or the remaining portions of the applicable provisions.
- 12.5 Entire Agreement. This constitutes the entire agreement between the Parties. No other written or oral communications are of force and effect regarding the subject matter of this Agreement.
- 12.6 Notice. Any notice to be given under this Agreement shall be in writing and delivered by first class mail and addressed as follows:

For the Tribe: Cowlitz Indian Tribal Public Safety Department
 Attn: Director of Public Safety
 31501 NW 31st Avenue
 Ridgefield, WA 98642

With a copy to: Cowlitz Tribal Legal Department
P. O. Box 2547
Longview, WA 98632

For the City: Ridgefield Police Department
Attn: Office of the Chief
230 Pioneer Street
Ridgefield, WA 98642

With a copy to: Ridgefield City Attorney
P.O. Box 298
Adna, WA 98522

End of Agreement

Signature Page Follows

In witness whereof, the Parties have executed this Agreement as of the day and year set forth above.

Adopted this ____ day of _____, 2024.

CITY OF RIDGEFIELD POLICE DEPARTMENT

COWLITZ INDIAN TRIBE

By: _____

By:

Steve Stuart
City Manager

William Iyall,
General Council Chairperson

By: _____

By:

Cathy Doriot
Police Chief

Charles Gardiner,
Director of CITPSD

Approved as to form only:

Approved as to form only:

By: _____

By:

Janean Parker, City Attorney

Sara Bagheri, Tribal Attorney

EXHIBIT A

Fee Schedule for Requests for Law Enforcement Services for Special Events.

The reimbursement schedule for the reimbursement for law enforcement services for scheduled special events on Tribe lands shall be the City's **Public Safety Personnel Costs** as provided in the City's Master Fee Schedule as adopted by the Ridgefield City Council or hereafter amended.

The 2024 Public Safety Personnel Costs Rate is \$100 per hour for each officer.

To distinguish from "calls for aid" under paragraph 6.3 of the Agreement, this rate shall apply to special events scheduled in advance between the Ridgefield Chief of Police and the Tribal Director of Public Safety

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 2024

AGENDA ITEM NAME: Presentation - Paradise Pointe Park Master Plan Concept Discussion

GOVERNING LEGISLATION

8.18.090 - Park master plan standards.

PREVIOUS COUNCIL ACTION TAKEN:

Included in 2024 Budget

SUMMARY/BACKGROUND:

The Paradise Pointe Park Master Plan is on track for completion by December 31, 2024. Tonight's presentation provides an opportunity for City Council to review the proposed final concept and offer focused feedback on recreation facilities, accessibility, natural integration, and overall aesthetics.

Council's input will help refine the plan to ensure it aligns with community needs, city priorities, and the vision for a functional and visually appealing park.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

City Council Discussion:

1. Does the proposed master plan align with your vision for Ridgefield's parks and natural spaces?
2. Are there elements in the concept that particularly resonate with the city's goals or priorities?
3. Are there any aspects of the plan you feel could better reflect the community's needs or values?

STAFF CONTACT: Corey Crownhart, Park Manager

ATTACHMENTS:

1. CC2024.12.05 - Paradise Pointe Park MP Final Concept Discussion



Paradise Pointe Park Master Plan

Discussion of Final Concept

Parks, Trails, and Recreation Division

City Council | December 5, 2024





Introduction

Master Plan Process Objectives

- Engage community for input to align with values, expectations, and needs.
- Provide a conceptual framework highlighting potential amenities and the park's overall feel.
- Master Plan set to be considered for approval at 12/19 Council Meeting.

Tonight's Discussion

- Discuss the final concept to ensure alignment with the vision and priorities set by City Council.
- Discuss potential elements to include in Phase 1 development.





- 1 Accessible paved path, typical
- 2 Soft trail, 3-4' wide
- 3 Tall native vegetation screen along west edge
- 4 Accessible viewpoint with bench
- 5 Viewpoint with log bench
- 6 Wildlife viewing structure (bird blind)
- 7 Nature play- 5 years old & younger, with seating for caregivers
- 8 Bird perch nature play- 5-12 years old, with seating for caregivers
- 9 Picnic shelter
- 10 Accessible restroom- Portland Loo
- 11 Accessible parking lot
- 12 Parallel parking along 13th St , extending to Royle Rd.
- 13 Custom-designed monument sign at park entry
- 14 Pedestrian bridge at creek crossing
- 15 Oak savanna habitat with soft surface trail
- 16 Tall native vegetative screen at fences
- 17 Stone steps to viewpoint on slope
- 18 Native plant & pollinator education garden
- 19 Existing trail- replace tall sight-obscuring fence with 3-4' metal fencing and native planting
- 20 Native seeded meadow- grasses and wildflowers for pollinators (in light green areas)
- 21 Removal of invasive plant species bordering pond
- 22 Striped pedestrian crossing with flashing lights
- 23 Osprey nesting platform
- 24 Interpretive signage about importance of oak savanna
- 25 Walking story signage along path
- 26 Wood platform/waterfowl viewing and signage
- 27 Wood platform/fishing area and signage
- 28 Log and boulder seating
- 29 Rain garden
- 30 Beaver den nature play- 5 years old & younger, with seating for caregivers
- 31 Gravel trail, 3-4' wide





Bird Perch Nature Play Area



Beaver Den Nature Play Area



1 Planted islands with jumping and balance features



2 Wildlife themed play equipment - 2 birds with slide



3 Balance logs on slope



4 Vine tunnel



5 Dry creek bed



6 Tunnel through slope



7 Large boulders



8 Balance and hopping logs



9 Wildlife themed play equipment - beaver and beaver dam



10 Big kids play slope- tall slide, boulders



11 Little kids play slope- shorter slide, wood rounds



12 Play frame





Wildlife viewing structures- bird blinds



Bird blind with informational signage



Park Monument sign



Portland Loo



Picnic Shelter



Osprey nesting platform



Wetland informational signage



"Walking story" interpretive signage- may include habitat, history, and cultural topics



Paved trails and soft trails through native wildflower meadow



Pedestrian bridge at creek crossing



Wood platform for fishing and wildlife viewing



Benches at accessible viewpoints



Rustic log benches along soft trails

City Council Discussion



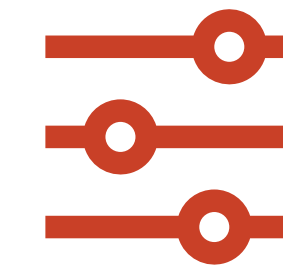
Vision Alignment

Does the proposed master plan align with your vision for Ridgefield's parks and natural spaces?



Prioritization

Are there elements in the concept that particularly resonate with the city's goals or priorities? Which elements should be prioritized for Phase 1?



Adjustments

Are there any aspects of the plan you feel could better reflect the community's needs or values? Any Adjustments or Improvements?



Thank You / Questions?



Corey Crownhart, MSML Parks Manager
Public Works Department | City of Ridgefield
Phone: (360) 887-6010
Email: corey.crownhart@ridgefieldwa.us



Emily Mills, PLA Landscape Architect
MacKay Sposito
Phone: (360) 823-1318
Email: emills@mackaysposito.com



Ridgefield Roundtable
Learn more about this project at:
www.ridgefieldroundtable.org/paradise-pointe



**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 2024

AGENDA ITEM NAME: Motion to Approve the Selection of Build Alternative(s) to Carry Forward into the Environmental Impact Study phase for the S 35th Avenue Extension Project

GOVERNING LEGISLATION

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

None. Study Session on Alternatives held July 25, 2024.

SUMMARY/BACKGROUND:

The planned S 35th Avenue Extension project is intended to provide a new connection from South 10th Way in the Gee Creek Plateau to Pioneer Street to replace the only existing connection, Bertsinger Road, which is functionally obsolete. The concept for this extension evolved from the late 2000's where previous studies indicated that long-term improvements to the Pioneer Street/Bertsinger Road intersection, and the Pioneer Street/Reiman road intersection nearby, would be expensive and may not resolve future transportation mobility and congestion issues in the Gee Creek Plateau subarea. The City has been collecting an additional per-lot traffic impact fee surcharge for the S 35th Avenue extension project since late 2022. The requirement of collecting these funds is that they are required to be spent within six years of collection for implementation of the project.

The previously-completed Gee Creek Plateau Subarea Plan indicated the 35th Avenue corridor/improvements as the primary circulation route through the subarea.

An alternatives analysis has been underway since early 2023 and has included three neighborhood meetings, one public open house and an active page on Ridgefield Roundtable. Based on input and suggestions from those meetings, several alignment concepts for a new corridor were developed based on objectives listed below:

- Minimize impacts to existing properties, communities, natural features, wetlands, oak habitat, and fish-bearing streams.
- Preserve identified historic structures and determine additional areas of historical significance.
- Create a new connection that follows property lines where possible to avoid splitting up land parcels, maximizes multimodal connectivity, and further connects existing roads and pedestrian facilities.

At the July 25, 2024 Study Session, Council members supported moving forward with three "build" alternatives for further analysis: Red Option, Orange Option and Green option. Two other evaluation criteria were also suggested: multimodal travel and transportation system connectivity.

Subsequent to that meeting, City staff and representatives of the consulting firm of PBS Engineering and Environmental conducted further analysis and held a Community meeting in September 2024. Input was and continues to be received from the community on the three "build" alternatives. Staff will present the updated analysis of the remaining "build" alternatives as well as recent community input.

As the Alternatives Analysis phase of the project provided for a high level assessment and did not include a detailed environmental, transportation and community impacts study, the next phase of the project will consist of an Environmental Impact Study (EIS) which will culminate in Council selecting a preferred alternative to move forward with design, permits and construction.

The EIS is included in the draft 2025 Capital Budget and would be conducted throughout the year. Once a preferred alternative is selected, design, permitting, right-of-way and construction are expected to begin as early as 2026 and would likely continue for two or three years, based on requirements of the agency resource permits expected to be required for the project.

BUDGET/FINANCIAL IMPACTS:

Funding for the EIS is included in the 2025 Capital Budget.

RECOMMENDED ACTION OR MOTION:

Council action is requested on this item.

A motion is requested to provide Council direction on which Build Alternative(s) are to be carried forward into the S 35th Avenue Extension Environmental Impact Study phase of the project.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

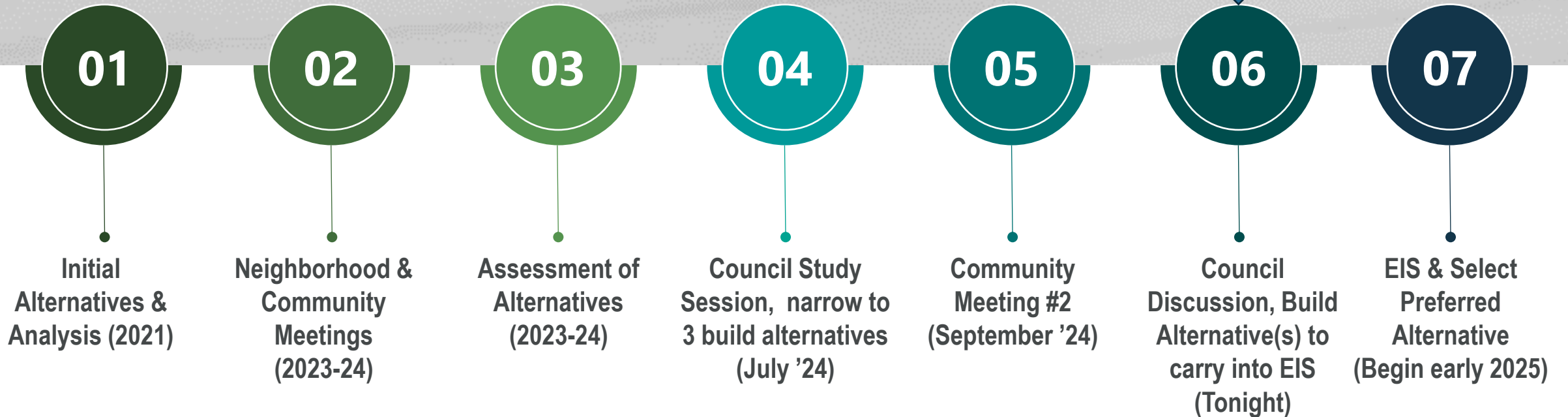
1. 35thExtension_Council_finaldraft_2024-12-05
2. 35th Avenue Extension_AlternativesAnalysis
3. 35thExtension_OpenHouse02_Summary

S 35th Avenue Extension

COUNCIL PRESENTATION

Thursday, December 5, 2024

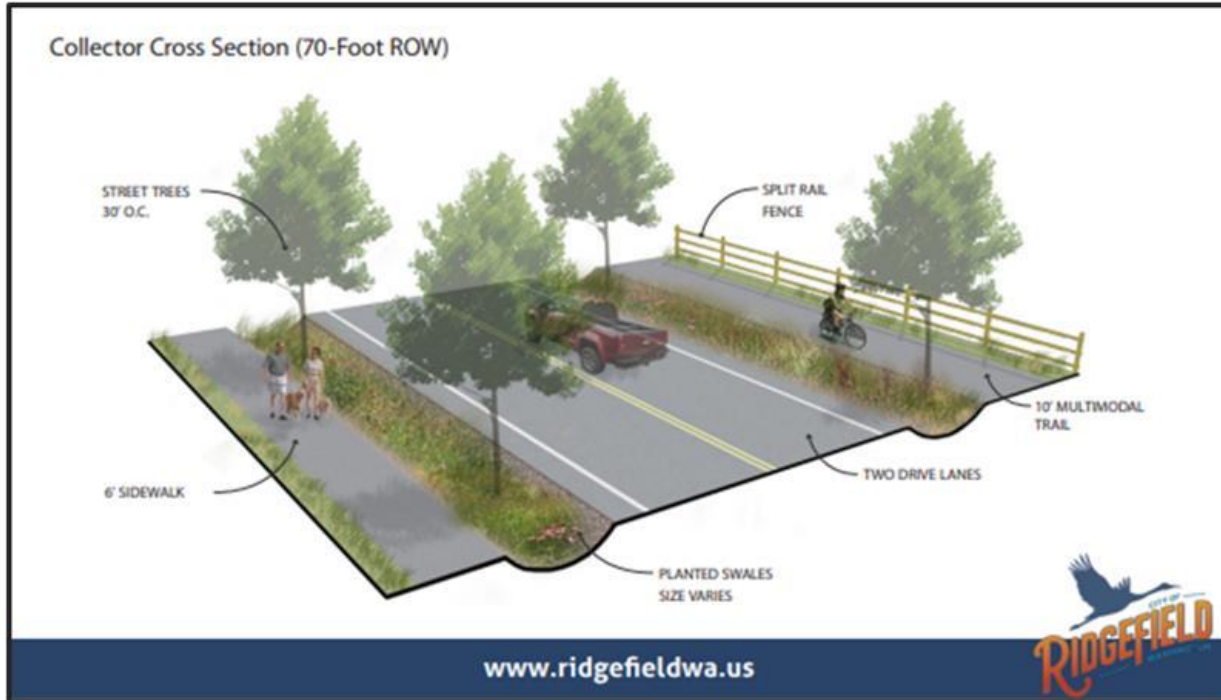
Where are we in the process?





Why This Project?

- Although the Gee Creek Plateau Sub Area is located at the heart of the City of Ridgefield, it has limited access to the greater city region.
- This project will increase access to this growing area to improve local travel reliability and connectivity.
- This will be completed by providing a new connection from S 15th Avenue to Pioneer Street.

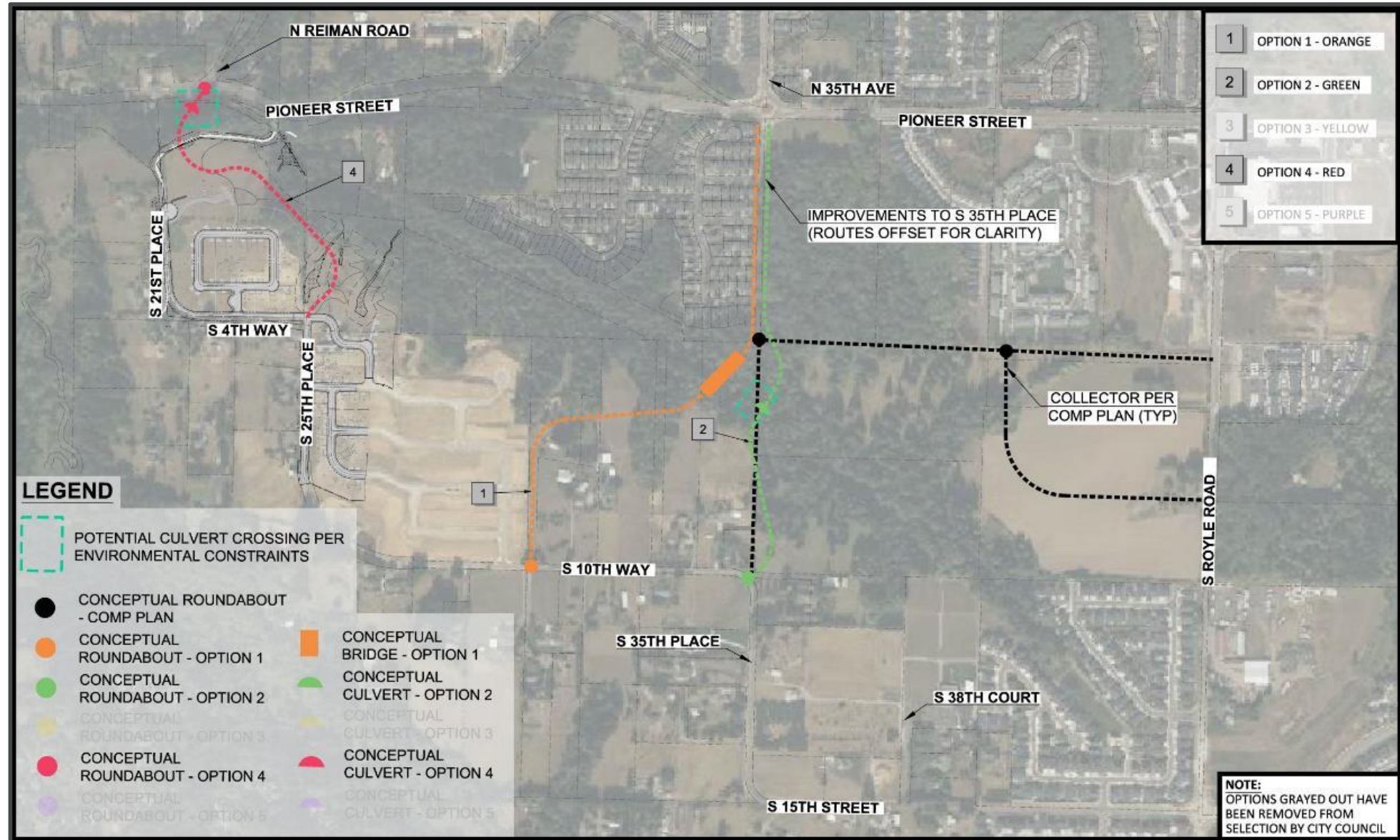


Design speed—25 mph due to topography and safety concerns.

Evaluation Criteria

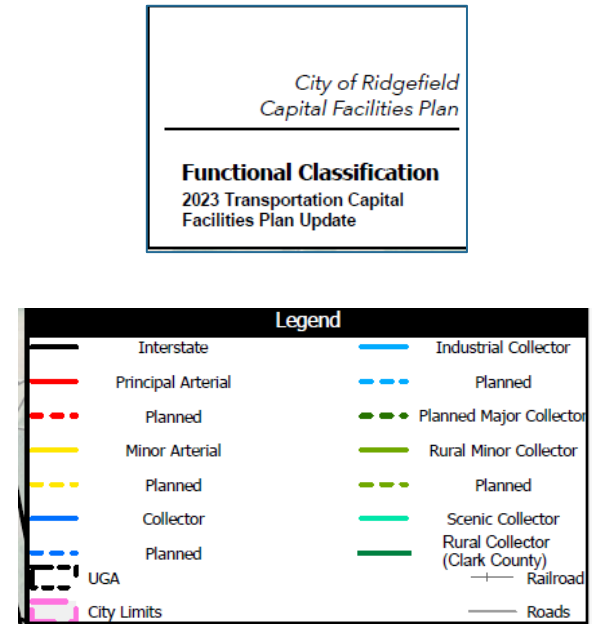
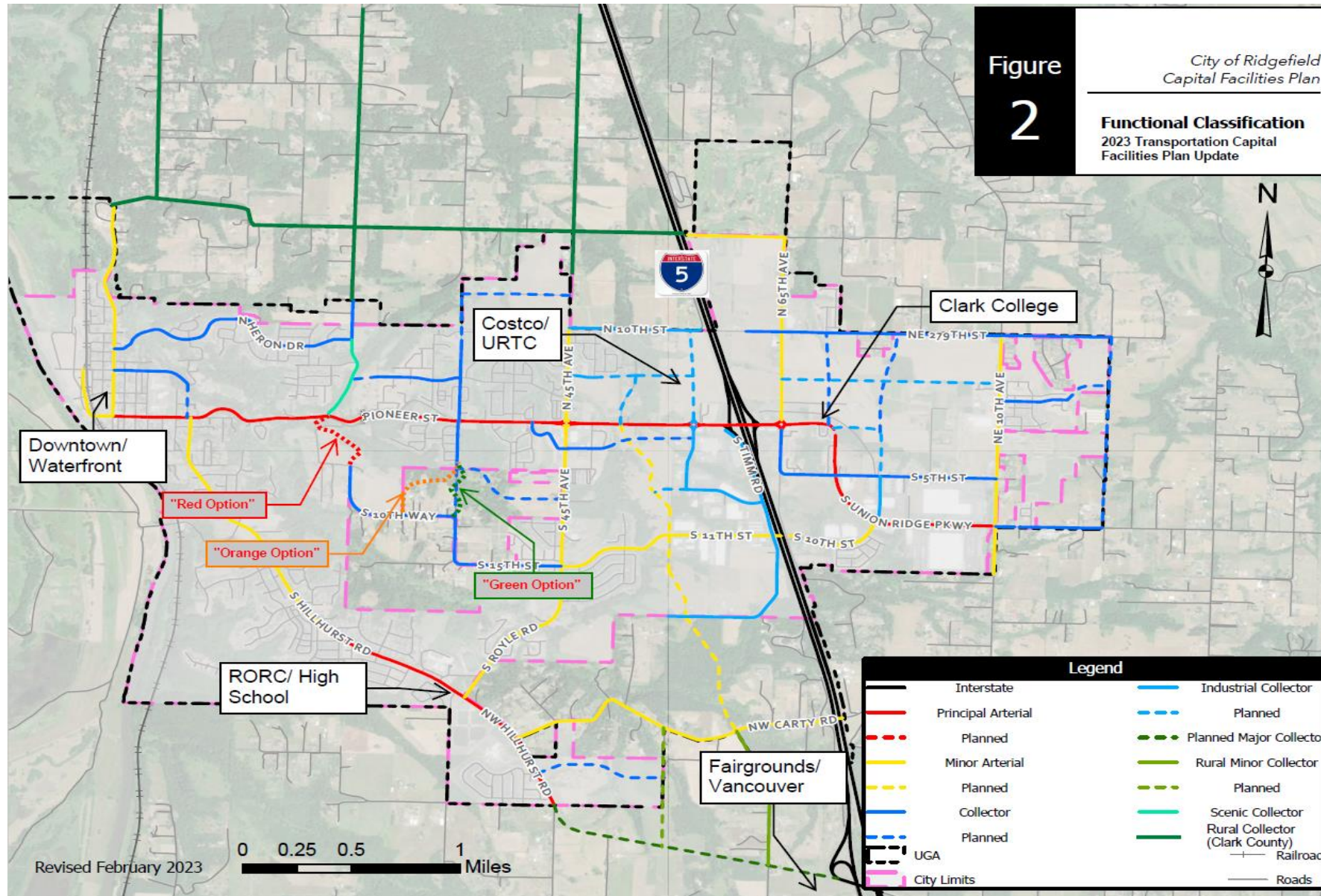
- **Roadway grades**—Maximum street gradients shall be 10% per City code.
- **Multimodal criteria**—Generally maximum grade of 5% for use by all abilities.
- **Environmental**— geotechnical, historical/ cultural, habitat, wetlands.
- **Community** – impacts to residences, Comprehensive Plan compliance.
- **Cost** – order of magnitude range of cost.
- **Connectivity** – connections with the multimodal transportation network.

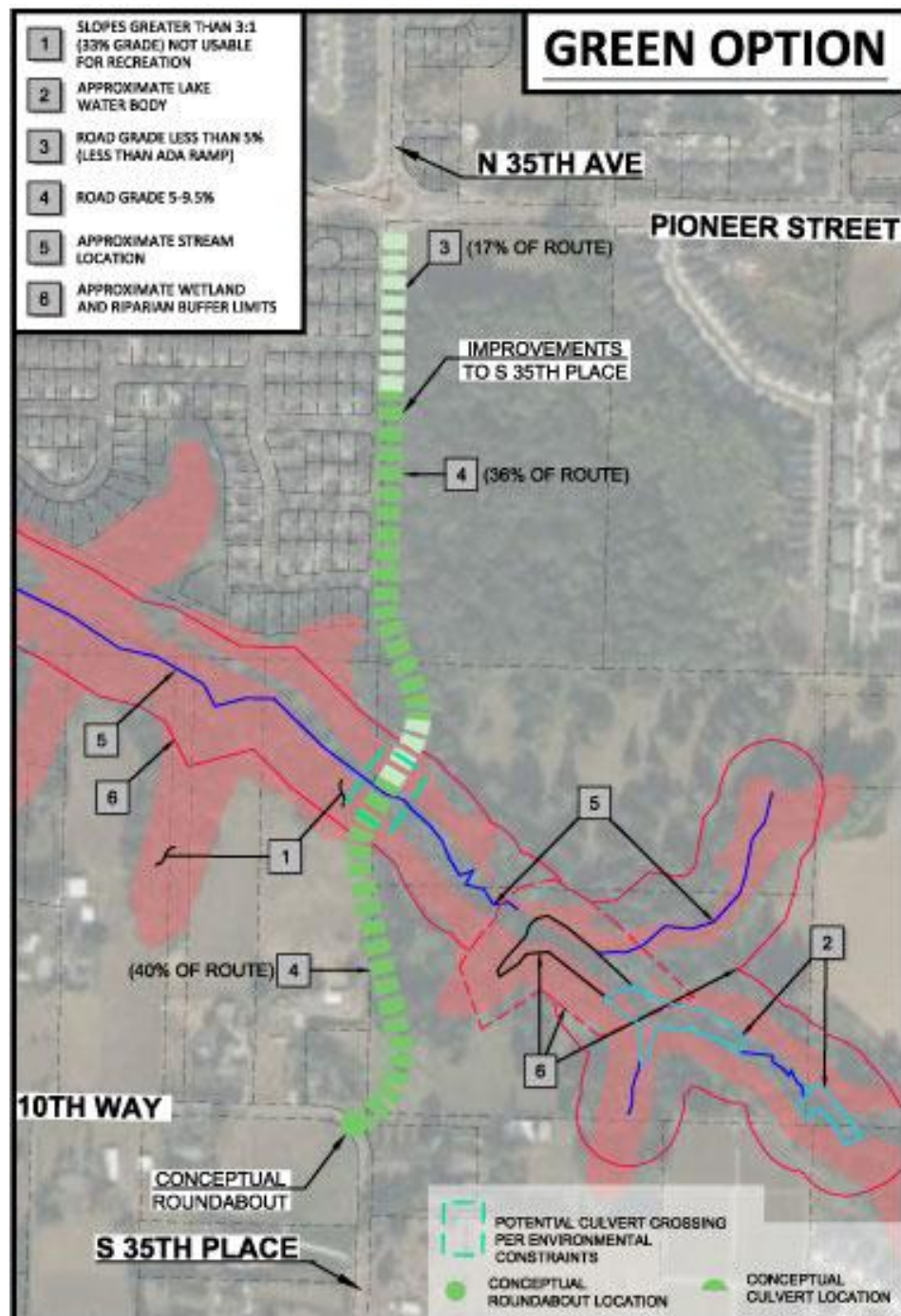
Current Options



* Following July 25, 2024, Council Study Session.

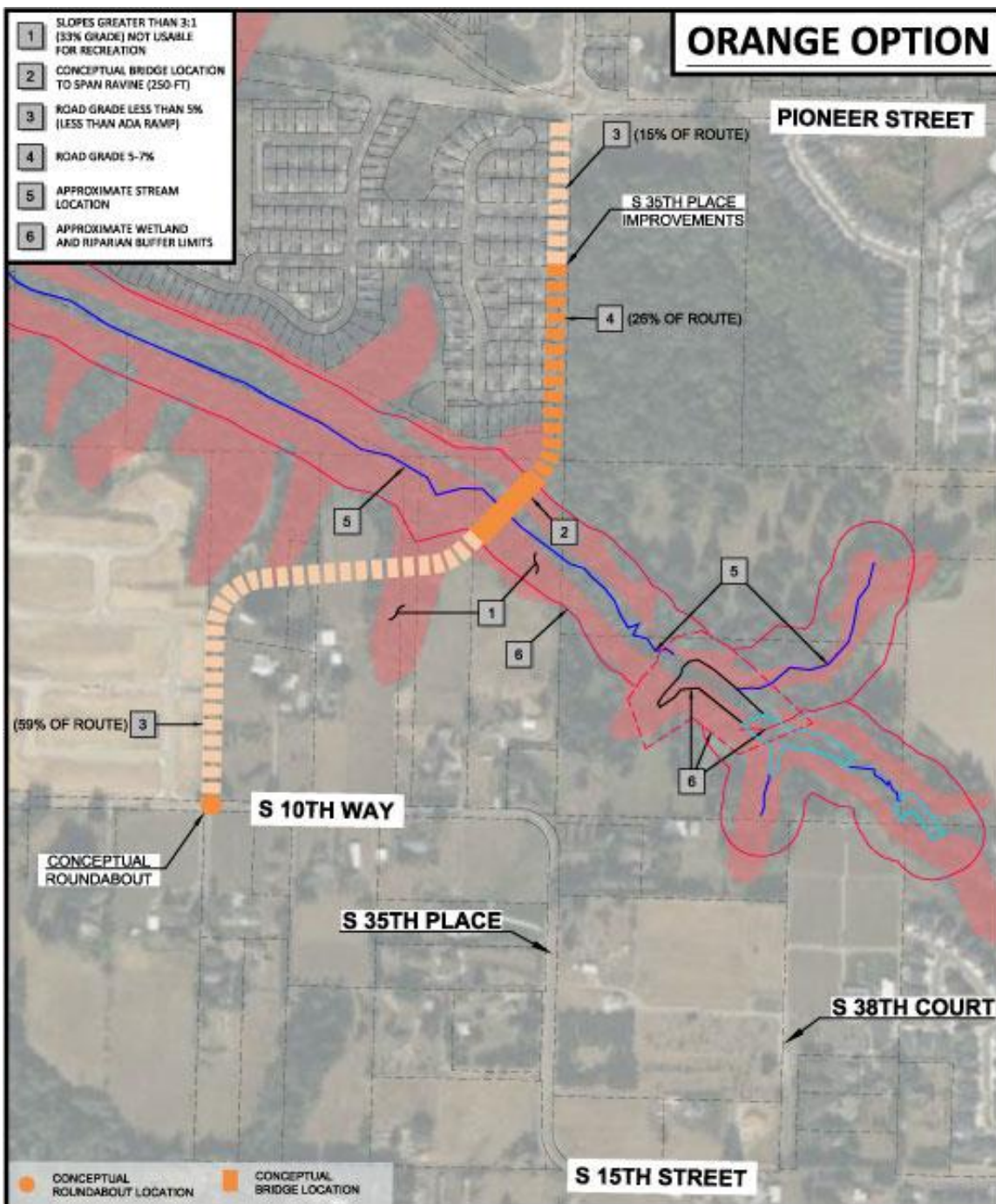
Transportation Network/ Key Destinations Context





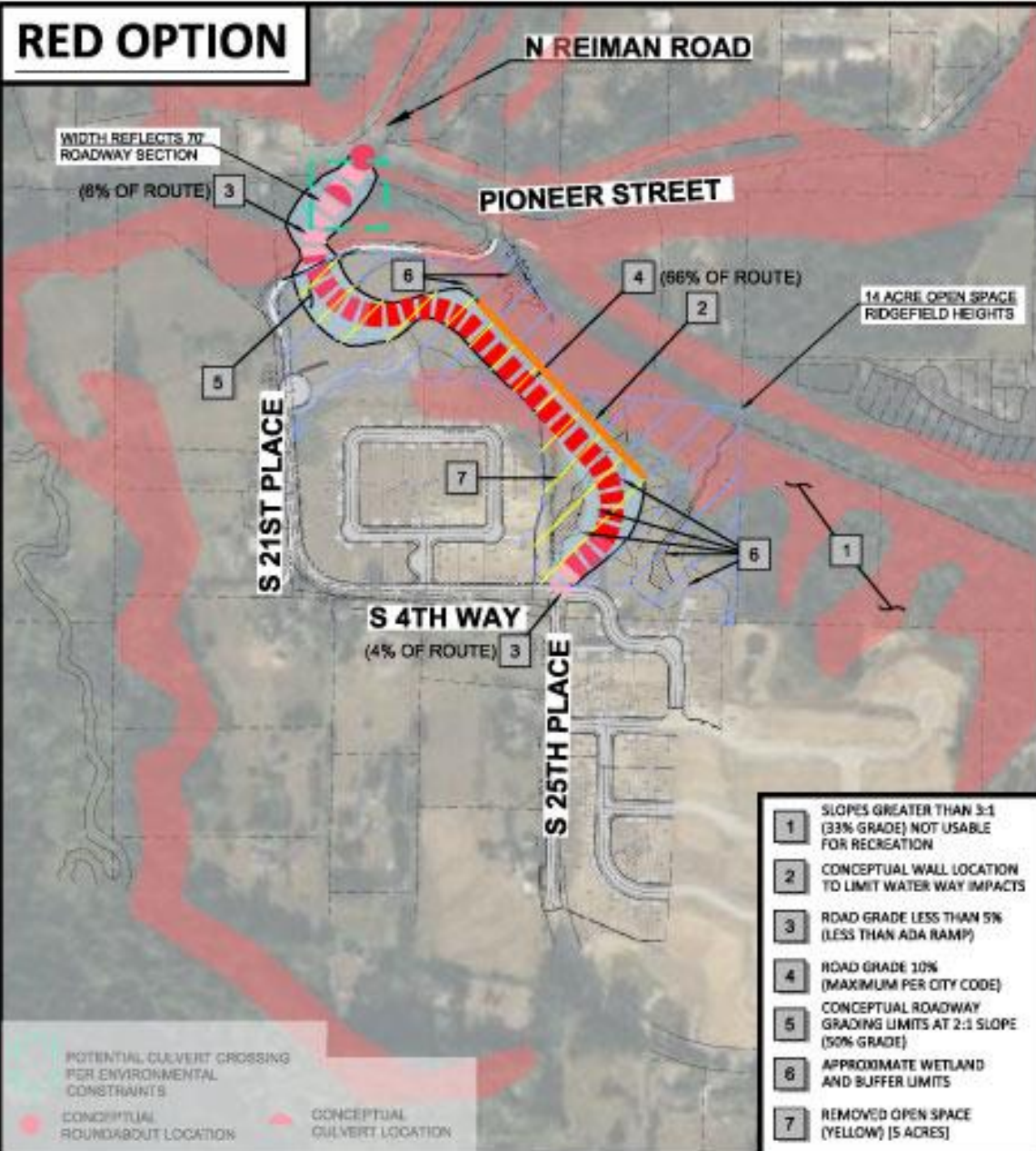
Green Option

- Alternative access route—Pro
- Environmental compliance—N/S
- Limited cultural resource impacts—N/S
- Limited impacts to residences—N/S
- Geotechnical risk—Pro
- Comprehensive plan compliance—Pro
- Planning level cost estimate—\$25-35 million
- Multimodal usability—N/S
- Connectivity – Pro (connects to N 35th Street and future east-west collector to Royle)



Orange Option

- Alternative access route—Pro
- Environmental compliance—Pro
- Limited cultural resource impacts—Pro
- Limited impacts to residences—Con
- Geotechnical risk—Con
- Comprehensive plan compliance—N/S
- Planning level cost estimate—\$45-50 million
- Multimodal usability—Pro
- Connectivity - Pro (connects to N 35th Street and future east-west collector to Royle)



Red Option

- Alternative access route—Pro
- Environmental compliance—Con
- Limited cultural resource impacts—Pro
- Limited impacts to residences—Pro
- Geotechnical risk—Con
- Comprehensive plan compliance—Con
- Planning level cost estimate—\$30-40 million
- Multimodal usability—Con
- Connectivity - Pro (connects to Reiman/ NW 31st and NW 289th Street)



Community Input/Questions

- Preference correlates to location of residence and potential impacts to nearby areas
- What is the process to decide on a preferred alternative?
- What is the project's overall timeline?
- Cost, funding strategy and whether the City has the funds to build the project
- Impacts of the selected alternative on the Comprehensive Plan, Gee Creek Plateau Plan, and the time/input from the community on each
- Design to and enforce 25 mph speed limits



Community Input/Questions (Continued)

- Design for bike, pedestrian and ADA access & mobility
- What happens to Bertsinger Road if the Red Option is built? What happens to it in the short term? Need to maintain property access in any event.
- Build roundabout at Pioneer/Bertsinger/Reiman regardless of whether the Red Option is chosen
- Red Option appears to impact open space set-aside from Ridgefield Heights. How will that be mitigated?
- Need more information on future traffic conditions as well as details on environmental impacts before making an educated decision.



Council Discussion

- Which “Build” alternative(s) should be carried forward into the Environmental Impact Study process?
- Are there any modifications to the Build alternative(s) that should be considered for the EIS process?
- Are there are other criteria that should be considered in the EIS analysis?

Questions and Feedback



35th Avenue Extension Alternative Analysis Report

Ridgefield, Washington

Prepared for:

City of Ridgefield

487 S 56th Place

Ridgefield, Washington 98642



November 2024

PBS Project 71402.000



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APPENDICES

Appendix A: Public Outreach Summary

Appendix B: Preliminary Route Concept Maps

Appendix C: Planning-Level Cost Estimates

Appendix D: Cultural Resources Assessment

Appendix E: Preliminary Critical Areas Assessment

1 INTRODUCTION

The Gee Creek Plateau is located in the heart of Ridgefield. Currently part of Clark County, the approximately 355 acres is completely surrounded by Ridgefield City Limits. The City of Ridgefield (City) is working with property owners to make sure that as the Plateau becomes part of the city that development of the area reflects the vision and desires of current property owners and provides a connection to Ridgefield's history, and a path to a shared future.

Ridgefield has experienced significant population growth in recent years and connectivity of its communities through all modes of transportation continues to be a priority. The Gee Creek Plateau Sub Area is one of the highest priority areas. This report documents the draft design concepts brought to a planning-level design for evaluation purposes. The basis of this report is to screen and evaluate alternatives to determine the best possible route(s) to improve local travel reliability and connectivity within the study area of the Gee Creek Plateau Sub Area and provide a permanent through connection between S 10th Way to Pioneer Street.

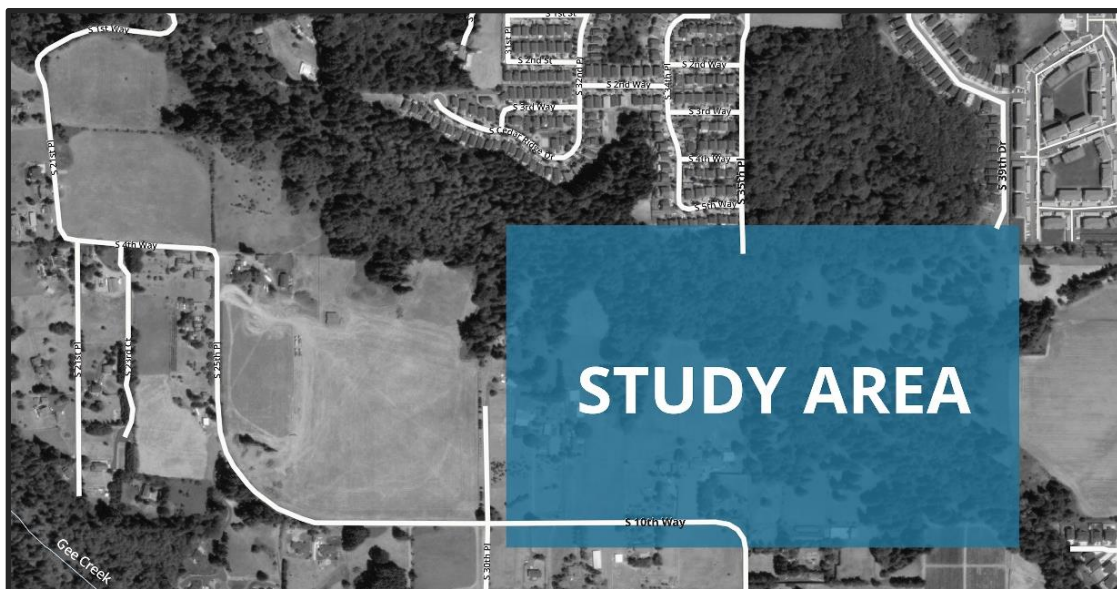


Figure 1. 35th Avenue Extension Study Area

1.1 Background

At the intersection of Pioneer Street just west of N Reiman Road connects S Bertsinger Road, originally one of the main accesses for the Gee Creek Plateau Sub Area. In the late 2010's development started to pick up in the City and new subdivisions began to get permitted and constructed including Ridgefield Heights, the Cloverhill PUD, and the Seven Wells PUD. These new subdivisions expanded and improved upon S 15th Street to S Royle Road enhancing infrastructure and connectivity to the Gee Creek Plateau Sub Area. As more development continued to come into the City, it became apparent that action was needed improve the roadway grid network to better facilitate the Gee Creek Plateau Sub Area as the current infrastructure owned and maintained by the County was not going to suffice with the added traffic and would eventually become part of the City.

With planning out how the Gee Creek Plateau Sub Area would be incorporated, it was found that the existing 16-ft wide S Bertsinger Road which acts as the areas main North-South access was not going be able to assist in traffic and emergency service access leaving a disconnect S 35th Place and S 15th Street as the only access points to the areas 355 acres. Bertsinger's width, grades and surrounding topography were not going to allow for future use off of Pioneer and the City had to determine alternatives to meet the future demand of the area.

In 2023, the City of Ridgefield contracted with PBS Engineering and Environmental to provide an engineering analysis of potential routes that could be used to meet the City's goals and goals of the current residents of the Gee Creek Plateau Sub Area. The evaluations will look to close S Bertsinger Road at Pioneer Street for road user safety and determine a preferred select alternative that would best meet all the goals and needs of the stakeholders for this project. The preferred select alternative will be the replacement for the main north-south connection from the Gee Creek Plateau Sub Area and best incorporate City Street infrastructure with residential development and the natural environment, while preserving agricultural land associated with family farms. The preferred select alternative will also be required to support mobility by all users and modes of transportation by encouraging active transportation facilities for recreation and transportation.

1.2 Project Purpose and Need

The City has entered a developers agreement with Ridgefield Heights, a nearby community, to provide an extension of S 35th Ave to be used as the primary access. This alternative analysis study intends to evaluate multiple concepts that may be used to function as the primary access for Ridgefield Heights. These alternative routes will improve local travel reliability and connectivity within the study area and connect the local roadway network between S 10th Way to Pioneer Street. As a result, providing Ridgefield residents with an alternative access to Pioneer Street while optimizing their regional mobility and addressing circulation needs through the following:

- Time savings accessing Pioneer Street by adding a key link to the local roadway network.
- A new connection from S 10th Way to Pioneer Street.

To reach the goals mentioned above, the planning study included the following elements: neighborhood meetings, public open houses, a planning-level environmental analysis, cultural resource assessment, review of topographic constraints, identification and development of conceptual alignments, and cost estimation.

2 COMMUNITY ENGAGEMENT

Starting back in October 2023, community outreach commenced including one-on-one interviews with property owners, neighborhood meetings, an open house and online outreach.

Since the start of the project the following timeline of outreach has been completed and what is still to come:

- One-on-One Stakeholder Interviews (October 2023-March 2024)
- Neighborhood Meeting #1 (October 24, 2023)
- Neighborhood Meeting #2 (March 12, 2024)
- Public Information Website Launch (March 2024)
- Community Open House #1 (April 30, 2024)
- City Council Study Session #1 (July 25, 2024)
- Community Meeting (September 19, 2024)
- City Council Workshop, TBD 2024

More detailed information about the events listed above can be found in Appendix A.

3 TRAFFIC ANALYSIS

At this time, no traffic analysis has been completed. The City plans to perform an operational and safety analysis on the preferred select alternative during the design phase of this project to guide intersection types and configurations. Information from this analysis will be used in a future study focused on intersection designs to best determine roadway configurations and accessibility.

4 PROJECT BASELINE NEEDS

Overview of Baseline Needs

Baseline needs are assessed so that the focus can be on meeting specific project needs and limiting project spending to addressing those needs. Doing this helps prevent unnecessary improvements or modifications to existing infrastructure and minimize project impacts to the public. This section outlines the basic needs collaboratively identified by the design team, key stakeholders, and general public.

4.1 Alternative Access Route

The users are identified as the residents living within the unincorporated Clark County area of the Gee Creek Plateau Sub Area. Currently, these neighborhoods have access in and out of the area by either S 15th Street to Royle Road or via S Bertsinger Road to Pioneer Street. The S Bertsinger Road intersection has been determined to be closed to public vehicular access, and as such, a replacement for a north-south access to the area is to be reestablished. This is the baseline for the established baseline need for this project to provide the residents of the Gee Creek Plateau Sub Area an alternative access route out to the greater City of Ridgefield.

4.2 Baseline Needs Summary

Other needs were assessed for the project; however, these were not deemed crucial, as the primary need is providing connectivity and improving overall mobility through the area. A later traffic study will be completed that will address safety and connectivity of modal users. However, at this time safety has been incorporated into the alternatives using current design standards, with engineering judgement. Additional needs are discussed further in the Contextual Needs section.

4.3 Project Need Statement

The Project Need Statement used for the project and presented to the public outreach events is as follows:

The Gee Creek Plateau Sub Area has limited access to the greater City of Ridgefield, though located at the heart of the City. This project will increase access to the growing area to improve local travel reliability and connectivity. This will be completed by provision of direct access to Pioneer Street to the north.

This Project Need Statement is recommended for use from here on to serve the project.

5 PROJECT CONTEXTUAL NEEDS

The project contextual needs are as follows:

- Environmental compliance
- Limited Cultural Resource Impacts
- Limited impacts to residences
- Geotechnical Risks
- Comprehensive Plan Compatibility

5.1 Environmental Compliance

Meeting state and federal environmental regulations is required for the project. Wetlands may be present along an unnamed perennial stream and its tributaries that cross through the Gee Creek Plateau Sub Area limits. Mitigating impacts to these adjacent wetlands is a general need on the project that will be evaluated for all practical solutions alternatives.

A biological assessment will need to be conducted in a future phase of the project to explore whether some wetlands are critically sensitive. Impacts to the environment not only include permanent land disturbances but

also stormwater runoff quality. Practical solutions alternatives should be compared against each other to determine whether they can accommodate green stormwater runoff treatment designs or to evaluate additional impervious surfaces for stormwater runoff.

5.2 Limited Cultural Resource Impacts

A lot of the areas in the subject area are either undeveloped or have previously been farmed. Reviews of properties will be completed from a planning level and compared to structures, historical resources and cultural elements that would be reviewed for Department of Archaeology and Historic Preservation consultation. Route alternative options with a higher risk of impacts will be identified since the risks will be required to be further investigated and managed as the preferred select alternative solution is developed.

This contextual need can be compared among the alternatives through historic registries and mapping for the purpose of the analysis. The project ideally will not negatively impact any historical resources.

5.3 Limited Impacts to Residences

Privately owned parcels exist through each of the alternatives routing, and land rights are owned by private residents. The improvements resulting from the project alternatives can have positive or negative impacts.

Mitigating impacts to residences should be considered a contextual need. This contextual need can be compared among the alternatives regarding right-of-way (ROW) acquisition and temporary impacts for the purpose of accessing residences and reduction of property for construction of the project. The project ideally will not negatively impact residents; however, mitigating impacts to residents' properties may directly conflict with other contextual needs and the baseline need.

5.4 Geotechnical Risks

Geotechnical hazards are defined as geologic or seismic conditions that could influence existing and/or proposed improvements. Hazards that could affect roadway construction are identified below and should be considered during the planning process. In general, the geologic, geotechnical, and seismic hazards most commonly associated with the physical and chemical characteristics of near-surface soil, rock, and groundwater include the following:

- **Slope stability**
- Adverse soils
- Land subsidence
- Subsurface voids
- Flooding
- Hazardous minerals
- **Erosion and sedimentation**
- Hydrogeology and groundwater
- Volcanic hazards
- Permafrost and freeze-thaw
- Seismic hazards (**liquefaction**, lateral spreading, earthquake-induced landslides, ground shaking, fault ground rupture, tsunamis, and seiches)

Those shown in **bold** above are hazards that could affect one or more of the proposed alignments and should be considered in the planning process.

Mitigating geotechnical risks should be considered a contextual need. This contextual need can be compared among the alternatives with review of existing soil maps and previous studies and comparing the areas and soils to the list of adverse soils from the list above. Mitigating impacts to geotechnical risks may directly conflict with other contextual needs and the baseline need.

5.5 Comprehensive Plan Compatibility

The City of Ridgefield maintains their own Comprehensive Plan that includes all existing and planned future roadways. As developments continue to move through the City process, some have reached milestones where approvals for site plans have been determined. Additionally, the City uses the roadway map that has been reviewed and approved by the City Council to determine how future projects will connect and impact traffic through the City.

This contextual need will be evaluated through coordination and review of the determined alternatives and how they connect with other planned developments and planned future roadways in the City.

6 ALTERNATIVE ANALYSIS OVERVIEW

Development of alternative solutions can commence after defining the baseline needs, contributing factors, contextual needs, project context, and project design controls.

All alternative routes will match the two-lane collector roadway cross-section developed between the City, City Council and the community members of the Gee Creek Plateau Sub Area. The cross section can be found in Figure 2 below. The cross section includes multimodal features for pedestrian and bicyclist users, sidewalk, vegetated swales to promote landscaping and stormwater management, and a two-lane roadway section to maintain the feel of the Sub Area.

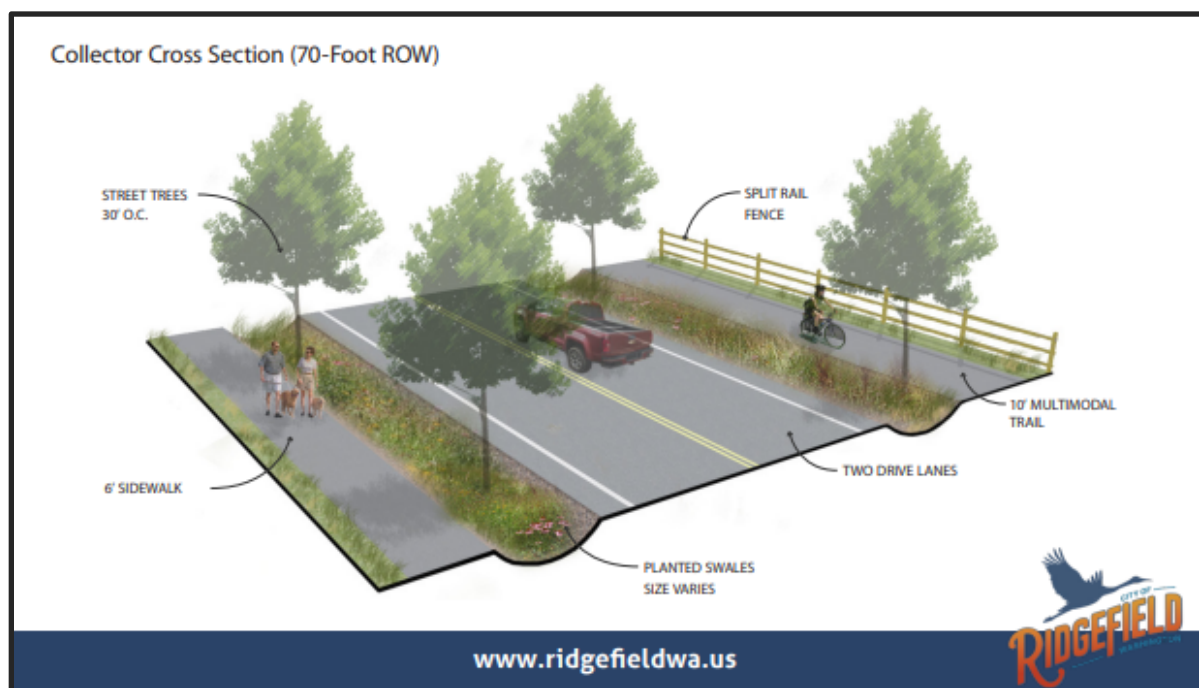
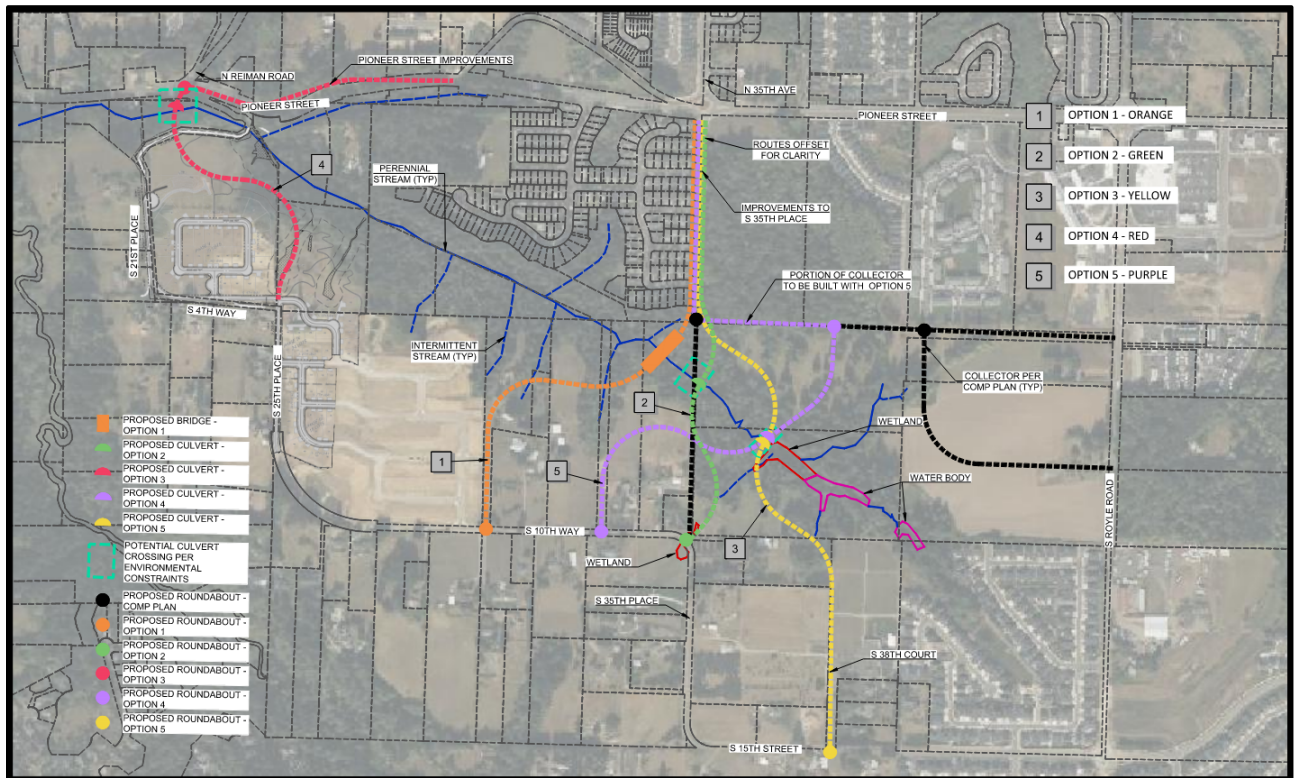


Figure 2. Gee Creek Plateau Sub Area Collector Cross-Section

Many solution options were developed over the course of the alternative analysis but only five options were deemed to be evaluated which are discussed in this report, identified in Figure 3 below. **These five alternatives were presented to City Council on July 25th, 2024, and options 3 and 5 were removed from the analysis as an effort to narrow the scope of the evaluation. These alternatives are still being shown to document the process but have been crossed out of the analysis for clarity.**

Original Options



Current Options

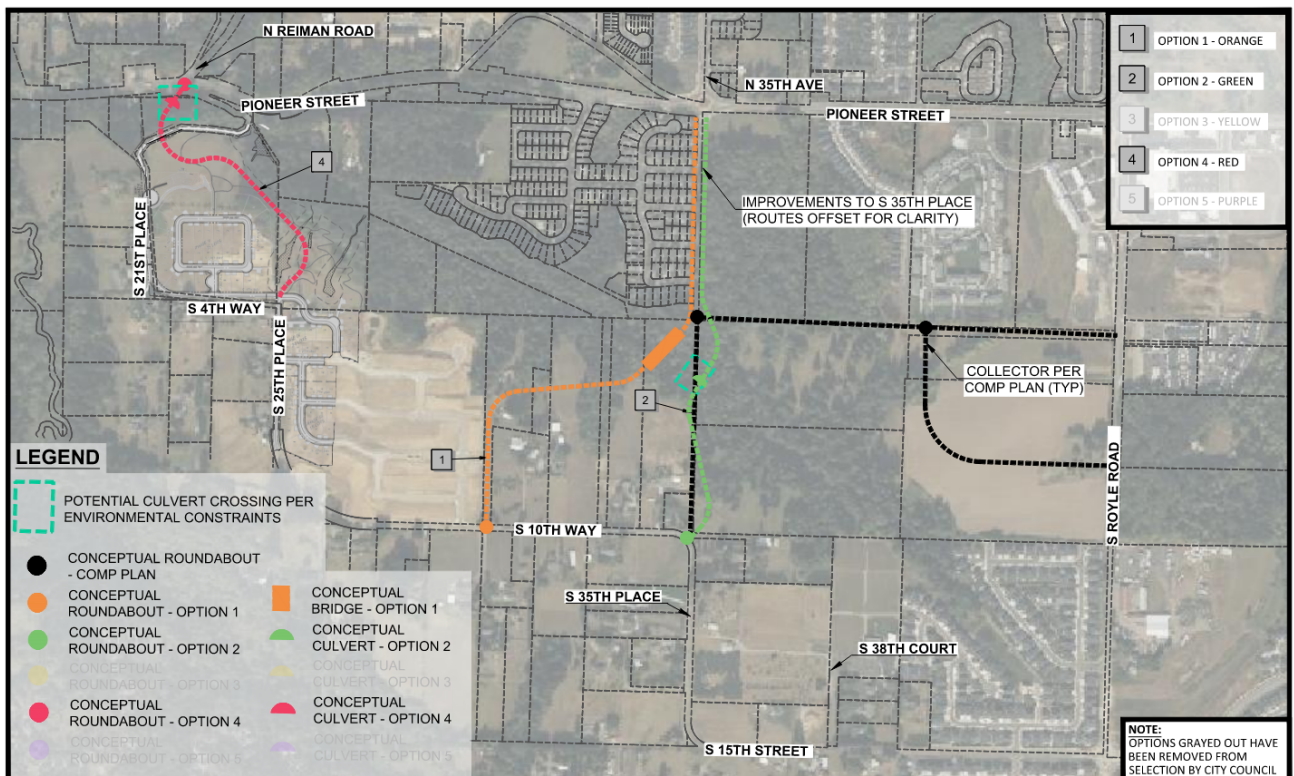


Figure 3. Route Option Concept Map

*Following July 25, 2024, Council Study Session

These alternative route options were designed to a planning level design (or approximately 5% design stage) based off the following design parameters:

- **Roadway grades**—Maximum street gradients shall be 10% per City code.
- **Design speed**—25 mph due to topography and safety concerns.
- **Multimodal criteria**—Generally maximum grade of 5% for use by all abilities. Can be steepened to match roadways.
- **Roadway section**—See Figure 2 (Page 5)

All information presented is preliminary for practical solutions/design purposes and shall not be construed as the final design. It is anticipated that these will be modified or altered for the final design based on additional research and evaluation.

Planning-level cost estimates and comparisons on impacts of the contextual needs are developed for each alternative to help compare the alternatives. Planning-level cost estimate (PLCE) backup information is provided in Appendix C for five of the options.

6.1 Do-Nothing Alternative

This option does nothing to improve connectivity. The option has no cost and no impacts to the public as advantages. No exhibit or cost estimate has been created for this option. Due to this option not providing improvements for capacity, time savings or safety, this is an alternative that limits the Gee Creek Plateau Sub Area to only one access for 355 acres. This will be deemed a safety concern and will not be evaluated any further. No PLCE was developed for this option.

6.2 Option 1: Orange Route Summary

This route originates from S 10th Way and follows the alignment of S 30th Place north. This route will transition to an east-west alignment and later transitions again into a north-south alignment to connect to S 35th Avenue, resulting in a marginally efficient alternative route to local destinations. This route will require a bridge to cross the primary ravine/stream and is not anticipated to have any impact on wetlands.

This route has a low to moderate probability of encountering archeological resources.

This route will impact 7 properties and will likely have an impact on an existing shop/barn structure that is located approximately 50 feet from the proposed route. A 70-foot ROW will require approximately 3.9 acres of land acquisition.

This route has no significant geotechnical risks.

The PLCE is approximately \$45 to \$55 million to construct.

6.3 Option 2: Green Route Summary

This route is the most direct connection. It starts at the intersection of S 10th Way and S 35th Place, meandering in a northerly direction and connecting with 35th Avenue, resulting in an efficient alternative route to local destinations. This connection will cross the ravine/stream at a spot where the stream is thinnest and can be spanned with a culvert.

This route has a moderate probability of encountering archeological resources. This route will require about 0.2 acre of wetland mitigation.

The nearest structure is located approximately 90 feet from the proposed route. A 70-foot ROW will require approximately 2.7 acres of land acquisition.

This route has no significant geotechnical risks.

The PLCE is approximately \$25 to \$35 million to construct.

6.4 Option 3: Yellow Route Summary - Option removed in first Council Meeting

This route originates from the intersection of S 38th Court and S 15th Street and meanders northwest to cross the primary ravine/stream and connect with 35th Avenue, resulting in a longer alternative route to local destinations. This path will be routed so that ravine/stream is crossed when it is at its thinnest so that it can be crossed over a culvert.

This route has a low to moderate probability of encountering archeological resources.

This route will require approximately 0.5 acre of wetland mitigation.

The nearest structure is located approximately 150 feet from the proposed route. A 70-foot ROW will require about 4.5 acres of land acquisition.

This route has no significant geotechnical risks.

The PLCE is approximately \$35 to \$45 million to construct.

6.5 Option 4: Red Route Summary

This route will connect with Pioneer Street at the intersection of N Rieman Road. This path loops up the hill and meanders around the Ridgefield Heights development and connects at the intersection of S 4th Way and S 5th Place, resulting in a shorter alternative route to downtown, but longer route to other local destinations. This path will need to cross the stream going over dual culverts. If this option is selected, improvements to Pioneer Street may be needed so that it can handle the additional demand.

This route has a moderate probability of encountering archeological resources.

This route will require about 0.3 acre of wetland mitigation.

A 70-foot ROW will require nearly 2.7 acres of land acquisition.

This route has no significant geotechnical risks; however, Pioneer Street is subject to landslides.

The PLCE is approximately \$40 to \$50 million to construct (this is inclusive of Pioneer Street Widening).

6.6 Option 5: Purple Route Summary - Option removed in first Council Meeting

This route starts along S 10th Way approximately 550 feet west of intersection with S 35th Place. This route will travel north beyond the existing structure and will then transition east and south where it will eventually switch to a north and easterly direction to cross the primary ravine over a culvert, and once it aligns with the future east/west collector it will complete the connection to 35th Avenue. This route connects with a future road alignment, resulting in a longer alternative route to local destinations. A roundabout is anticipated to be installed at this connection point.

This route has a high probability of encountering archeological resources.

This route will require about 0.5 acre of wetland mitigation.

A 70-foot ROW will require approximately 5 acres of land acquisition.

This route has no significant geotechnical risks.

The PLCE is approximately \$35 to \$45 million to construct.

6.7 Preferred Select Alternative Route Option

The City Council for the City of Ridgefield will review this alternative analysis report and recommend the preferred alternative option to continue evaluation of that will meet the goals of the Gee Creek Plateau Sub Area and the City's goals. Once selected, this report will be finalized with summarization of the decision. Following this determination, the City will commence evaluation of the alternative route for intersection improvements to provide a full encompassing analysis and determination matrix.

Upon determination of a final preferred alternative, design and environmental documentation, and right of way acquisition will commence. Potential design modifications will be evaluated in the design process, which may further reduce the project impacts.

Below in Table 1 is a summary of each of the alternatives and how they weigh the performance metrics in the baseline and contextual needs. Greater depth of how each weight was provided can be found in Section 8 of this report.

Table 1. 35th Avenue Extension Alternative Route Concept Summaries

Connection	Option 1: Orange	Option 2: Green	Option 3: Yellow	Option 4: Red	Option 5: Purple
Alternative Access Route*	Pro	Pro	Con	Pro	Con
Environmental Compliance	Pro	N/S	Pre	Con	Con
Limited Cultural Resource Impacts	Pro	N/S	Con	Pro	Con
Limited Impacts to Residences	Con	N/S	Pre	Pro	Con
Geotechnical Risk	Con	Pro	N/S	Con	Pre
Comprehensive Plan Compliance	N/S	Pro	Con	Con	Pre
Multimodal Usability	Pro	N/S		Con	

*With supplemental evaluation of travel distance to key landmarks/locations within the City.

Note: Options stricken removed following first City Council Meeting

Scoring of Conceptual Routes: PBS has put together a table to summarize the performance of the options relative to each other to illustrate which conceptual route options best meet each criteria. Each Option in Table 1 is weighted on whether it provided the greatest benefit/least impact (Pro), non-significant benefit or impact (N/S), or least benefit or most impactful impact (Con) to the respective category.

7 PLANNING-LEVEL COST ESTIMATION

Planning-level cost estimates were developed for each alternative to help compare the alternatives. Planning-level cost estimate (PLCE) backup information is provided in Appendix C the alternatives. The basis for these estimates is also included in Appendix C for reference.

Below are the Planning Level Cost Estimate Summaries for each of the alternatives. These estimates shown in Table 2 below were revised into ranges to provide greater flexibility of potential costs for each alternative route.

Table 2. 35th Avenue Extension Alternative Route Planning-Level Cost Estimates

Connection	Summary
Option 1: Orange	\$45-50 million
Option 2: Green	\$25-35 million
Option 3: Yellow	\$35-45 million
Option 4: Red	\$30-40 million
Option 5: Purple	\$35-45 million

Note: Options stricken removed following first City Council Meeting

8 ALTERNATIVES ANALYSIS AND PERFORMANCE TRADEOFFS

After developing the alternative solutions and performing planning-level public outreach, the design team evaluated each of the alternative route options. The alternatives analysis process is used to objectively evaluate the alternatives based on baseline and contextual needs. Public comment also is considered in the assessment of the alternatives.

The process provided weight on metrics as follows:

- Analysis of the practical solution's ability to meet the baseline needs (project priority)
- Analysis of performance tradeoffs associated with contextual needs
- Assessment of comments received from public outreach
- Assessment of the Planning-Level Cost Estimate through cost-benefit analysis

Ultimately, the following information in this section is prepared for use by the City Council to review and determine the preferred select alternative and includes background information for each alternative route option.

8.1 Baseline Need: Alternative Access Route

The baseline need was to evaluate provision of an alternative access route to Pioneer Street to reestablish a major north-south connection into the Gee Creek Plateau Sub Area. As all alternatives plan to provide this, this based line need was future evaluated in with a sub-category of travel distance to major landmarks in the City that residents would likely travel to on average. The intersection of S 10th Street and S 35th Place was used as the starting point of all measurements as this is considered to be the general centroid of the Gee Creek Plateau Sub Area.

This evaluation looked at six of the major current and upcoming locations in the City and used them for comparison with the length of travel of the alternative options. See Table 3 below for a breakdown of distance traveled.

Table 3. Destination Travel Distance

	I-5	Clark College at Boschma Farms	Costco	RORC	Downtown	CC Fairgrounds
Option 1: Orange	2.2 Miles	2.6 Miles	2.0 Miles	* 1.6 Miles	2.4 Miles	7.3 Miles
Option 2: Green	1.8 Miles	2.3 Miles	1.6 Miles	* 1.6 Miles	2.1 Miles	6.9 Miles
Option 3: Yellow	* 2.3 Miles	* 2.7 Miles	* 2.1 Miles	* 1.6 Miles	2.8 Miles	* 7.4 Miles
Option 4: Red	* 2.3 Miles	* 2.7 Miles	* 2.1 Miles	* 1.6 Miles	2.0 Miles	* 7.4 Miles
Option 5: Purple	2.3 Miles	2.7 Miles	2.1 Miles	* 1.6 Miles	2.5 Miles	7.3 Miles

*Existing roadway networks provide shortest connection to destination

Note: Options stricken removed following first City Council Meeting

8.2 Environmental Compliance

All five of the alternate routes will need to cross the perennial stream at least once. Several of the routes will need to cross ravines that contain intermittent streams. A few locations were identified as being favorable locations along the stream where the bank full width (BFW) is the smallest, allowing for a stream crossing to be done with a culvert. See Table 4 below for a breakdown of the anticipated environmental impacts of each

alternative. Additionally, see Appendix E for information related to the preliminary review of Critical Areas within the study area limits.

Table 4. 35th Avenue Extension Alternative Route Environmental Impacts

Connection	Wetland Impacts	Stream/Ravine Crossings
Option 1: Orange	Not applicable.	This route will cross the stream using a large bridge.
Option 2: Green	Wetlands were identified near the intersection of S 10th Way and S 35th Place.	This route will cross the stream using a culvert at a point where the stream BFW is approximately 20 feet wide.
Option 3: Yellow	Wetlands identified near the culvert crossing of this route.	This route will cross the stream using a culvert at a point where the stream BFW is approximately 20 feet wide.
Option 4: Red	Wetlands identified by the Ridgefield Heights development will be impacted.	This route will cross the stream using dual culverts at a point where the stream BFW is approximately 40 feet wide.
Option 5: Purple	Wetlands identified near the culvert crossing of this route,	This route will cross the stream using a culvert at a point where the stream BFW is approximately 20 feet wide.

Note: Options stricken removed following first City Council Meeting

8.3 Limited Cultural Resource Impacts

Archaeological Investigations Northwest, Inc. (AINW) reviewed the study area for potential historic and cultural impacts. Table 5 below lists the risk probabilities of impacts that each route may encounter. AINW has prepared a site assessment report that is included in Appendix D.

Table 5. 35th Avenue Extension Alternative Route Cultural Resource Impacts

Connection	Summary
Option 1: Orange	This route has a low to moderate probability of encountering archeological resources. Impacted historic resources are not likely to need protection.
Option 2: Green	This route has a moderate probability of encountering archeological resources. Impacted historic resources are not likely to need protection.
Option 3: Yellow	This route has a high probability of encountering archeological resources. Impacted historic resources are not likely to need protection.
Option 4: Red	This route has a low to moderate probability of encountering archeological resources. This route runs adjacent to one historic resource that may need protection.
Option 5: Purple	This route has a high probability of encountering archeological resources. Impacted historic resources are not likely to need protection.

Note: Options stricken removed following first City Council Meeting

8.4 Limited Impacts to Residences

New construction will inevitably necessitate new ROW acquisition for the City. Some alternatives minimized ROW impacts by following existing property lines and avoiding structures. Table 6 below lists the ROW impacts that each route anticipates.

Table 6. 35th Avenue Extension Alternative Route Right-of-Way Impacts

Connection	Number of Impacted Properties	Number of Residential Structure Impacts	Total Area Needing Acquisition	Approximate Distance from Nearest Building
Option 1: Orange	7	1 (Shop Structure)	169,000 square feet	50 feet
Option 2: Green	7	0	117,000 square feet	90 feet
Option 3: Yellow	5	0	195,000 square feet	150 feet
Option 4: Red	4	0	115,000 square feet	100 feet
Option 5: Purple	6	0	221,000 square feet	120 feet

Note: Options stricken removed following first City Council Meeting

8.5 Geotechnical Risks

PBS reviewed layers within the Washington Department Natural Resources Geologic Information Portal¹ and the Clark County GIS portal, MapsOnline.² These hazards have been summarized in Table 7 below, with additional detail about each relevant hazard following the table.

Table 7. 35th Avenue Extension Alternative Route Geotechnical Risks

Connection	Summary
Option 1 through Option 5	In general, similar soil types and slope conditions will be encountered along portions of all five alignments. There are limited risks associated with slope stability and erosion that can be addressed with appropriate design and standard construction procedures. The seismic hazard is limited to small portions at the bottom of some ravines. This will be evaluated on a case-by-case basis and could be mitigated with a bridge, spanning those materials or removing/replacing or improving those soils under culverts. Alignments with fewer or shorter ravine crossings will result in the least geotechnical risk. The currently proposed alignments have been developed to cross the ravines directly and avoid ravines if and where possible.

Of the generalized list noted in Section 5.4, the following have been future expanded upon and how they would impact regarding this project:

Slope Stability. Slope stability is influenced by various factors including: (1) the geometry of the slopes and subsurface materials, (2) the weight of soils overlying the failure surface, (3) the strength of soils, and (4) the groundwater levels. The stability of a slope is expressed in terms of factor of safety (FS), which is defined as the ratio of resisting forces to driving forces. In general, areas of weaker soils and steeper slopes are more prone to failure. Although slopes within the ravines will impact all the proposed alignments, the stability of these slopes can be maintained through design and construction. The project design may incorporate cut slopes that create flatter slopes or retaining walls designed to safely hold back steeper slopes. Construction during dry conditions, or staged to reduce disturbance of soils on slopes, will result in more stable slopes.

Erosion. All the alignments cross existing ravines. Mapping of the severe erosion hazard is based on areas identified by the US Department of Agriculture Natural Resources

¹ WDNR. (2024). [Interactive Map]. Washington Geologic Information Portal. Washington State Department of Natural Resources. <https://www.dnr.wa.gov/geologyportal>. Accessed January 2024.

² Clark County. (2024). [Interactive Map]. MapsOnline. <https://gis.clark.wa.gov/mapsonline/>. Accessed January 2024.

Conservation Service (USDA-NRCS) as having a moderate to severe, severe, or very severe rill and inter-rill erosion hazard. Rill erosion tends to occur on slopes, particularly steep slopes, with easily erodible soils or poor vegetation. Erosion hazard areas also include those areas with slopes greater than 15%. Most slopes adjacent and within the ravines will exceed 15%. Erosion can be limited and controlled during construction by planning work for dry conditions and implementing measures such as silt fences, hay bales, straw wattles, and erosion matting. A mapped severe erosion hazard does not significantly limit construction or preclude development in those areas.

Liquefaction. Liquefaction is defined as a decrease in the shear resistance of loose, saturated, cohesionless soil (e.g., sand), or low plasticity silt soils due to the buildup of excess pore pressures generated during an earthquake. This results in a temporary transformation of the soil deposit into a viscous fluid. Liquefaction can result in ground settlement, foundation bearing capacity failure, and lateral spreading of ground.

In general, all the proposed alignments are shown as having a very low to low liquefaction hazard with small sections within the bottom of the ravines having low to moderate liquefaction hazard.

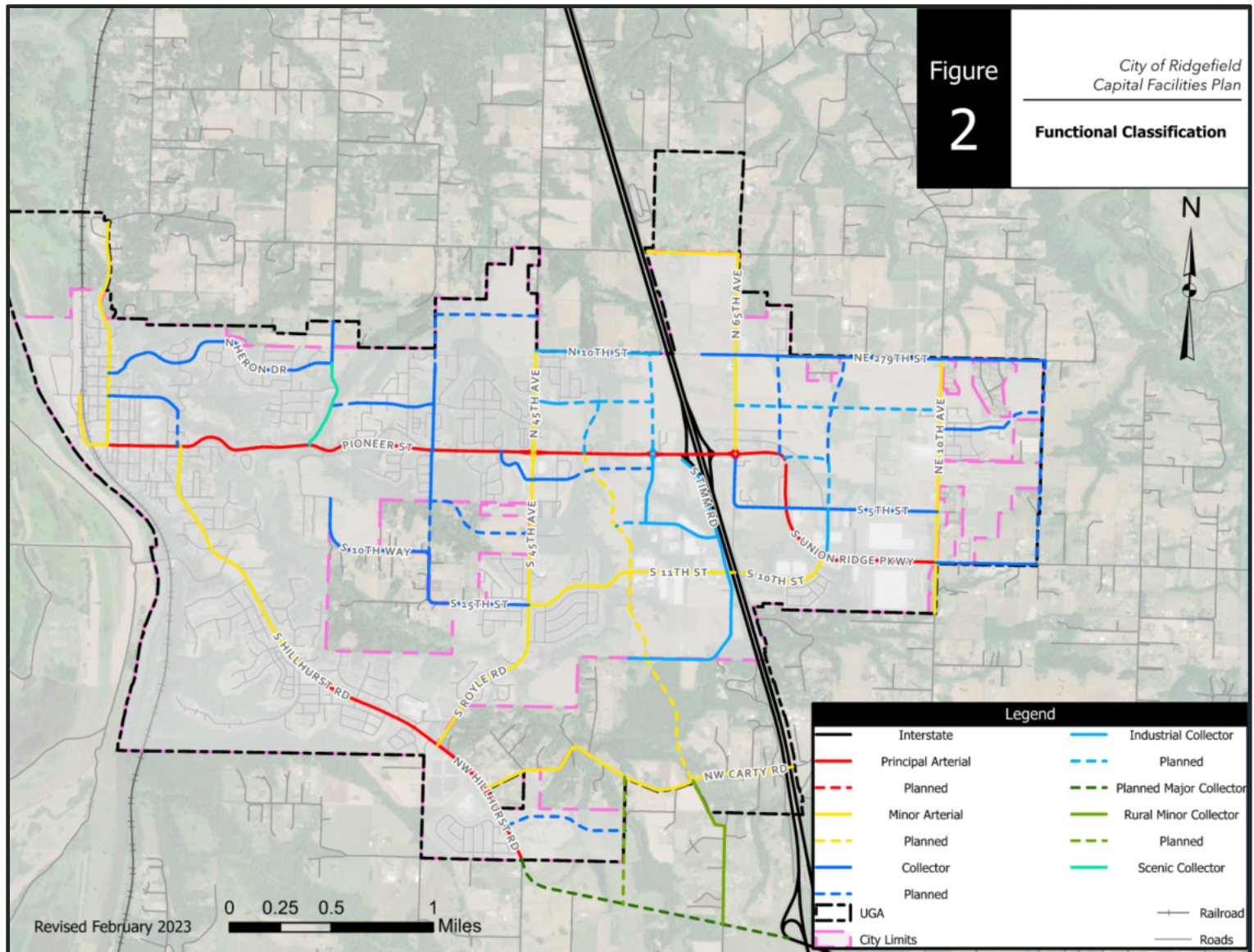
8.6 Comprehensive Plan Compatibility

PBS compared all the options in this report to the most current City of Ridgefield Comprehensive Plan revision to planned roadways in Ridgefield updated *February 2023* (Figure 4). Table 8 below provides a brief summary about how each option compares to the Comprehensive Plan.

Table 8. Comprehensive Plan Compatibility

Connection	Summary
Option 1: Orange	This option connects to 35 th from the north and intersects S 10 th WAY further to the west. This option serves the same function as the comprehensive plan however does not match the path shown in the comprehensive plan.
Option 2: Green	This option is a direct connection of S 35 th from the north and south and matches the routes shown on the comprehensive plan the most.
Option 3: Yellow	This option connects to 35 th from the north and will intersect S 15 th ST further to the east. This option serves the same function as the comprehensive plan however does not match the path shown in the comprehensive plan.
Option 4: Red	This option improves existing routes and does not add any of the new routes shown in the comprehensive plan
Option 5: Purple	This option connects to 35 th from the north and intersects S 10 th WAY further to the west. Because this route crosses the ravine further to the east to portions of the additional portions of the comprehensive will need to be constructed to complete the route. This option serves the same function as the comprehensive plan however does not match the path shown in the comprehensive plan.

Note: Options stricken removed following first City Council Meeting



8.7 Multimodal Usability

In the July City Council meeting, PBS was asked to evaluate the Multimodal benefit of each of the alternatives. This was done by evaluating how easily all users would be able to actively navigate the new corridor. The ease of use was determined to be best documented based on the slope of the roadway, and how much of the route could be reasonably constructed at 5% or flatter, and what is the anticipated maximum roadway grade.

Table 9. Multimodal Usability

Connection	Summary
Option 1: Orange	The majority of the corridor could be built at 5% or flatter and the steeper longitudinal slopes are generally assumed to be less than 10%, this alternative was determined to have the best benefit to active transportation.
Option 2: Green	Roughly a quarter of the corridor could be built at 5% or flatter and the steeper longitudinal slopes are generally assumed to be less than 10%, this alternative was determined to have no significant benefit or disadvantage with regards to multimodal access.
Option 4: Red	Almost all of the corridor would be built at 15%, this alternative was determined to be the most challenging to navigate for active transportation users.

9 NEXT STEPS

The plan is for City Council to reduce the option down to no more than 2 build option by the end of 2024, so that the City can move forward with an Environmental Assessment (EA) in early 2025. The plan is for the EA process to determine the preferred route alignment. This will allow the City to progress the design and move this project towards construction.

Appendix A

Public Outreach Summary

COMMUNITY ENGAGEMENT SUMMARY

One-on-One Stakeholder Interviews (October 2023-March 2024)

The Jones family owns most of the property between S 15th Avenue and Pioneer Street. The City of Ridgefield (City) began the alternative analysis by discussing the purpose and need with the Jones family and received key information on their property as it pertained to future use and current site conditions.

Fact Sheet

PBS developed a fact sheet for initial property outreach that presented at the neighborhood meeting #1 (mentioned below). The fact sheet is included in this Appendix for reference.

Neighborhood Meeting #1 (October 24, 2023)

A Gee Creek Plateau Neighborhood meeting (Neighborhood Meeting #1) was held in the evening of October 24, 2023, at the Windy Hills Winery off S 38th Court and S 15th Street.

Thirty-one attendees were present at the meeting along with representatives from the City and PBS Engineering and Environmental Inc. (PBS). City and PBS staff presented the project's facts and goals to the public.

The meeting consisted of introducing the project, facts and the goals and needs trying to be met with the alternatives, the anticipated timeline, upcoming outreach and a question/answer session.

At first, attendees were hesitant regarding the project; however, after a productive question and answer session with those who attended, it was seen that there was public interest in the project and collectively had favorable views of the project.

Through the question answer portion of the meeting, a few concerns that seemed to have had more grounding with how the project would influence were brought up. These concerns consisted of travels speeds through the roadways for safety, in addition to walkability and how the project would address this with connectivity through other City resources. Walkability was the top concern as attendees noted their need, desires and current actions of walking to town and needing a safe place route to do this along.

Other concerns brought up from the meeting included:

- Wildlife and habitat
- Landscaping, trees and street noise reduction
- User experience including views/lookouts
- Connectivity to existing and planned developments

As part of the neighborhood meeting, three options were discussed, and those options are reflected in Figure 1 below inclusive of Options 1, 2 and 3. During the meeting, community members expressed the desire to look into additional alternative routes that were provided through comment markups on maps brought to the meeting. PBS and the City investigated the presented options and found that an additional two would be added to the evaluation matrix and were added as Option 4 and 5 as shown in Figure 1.

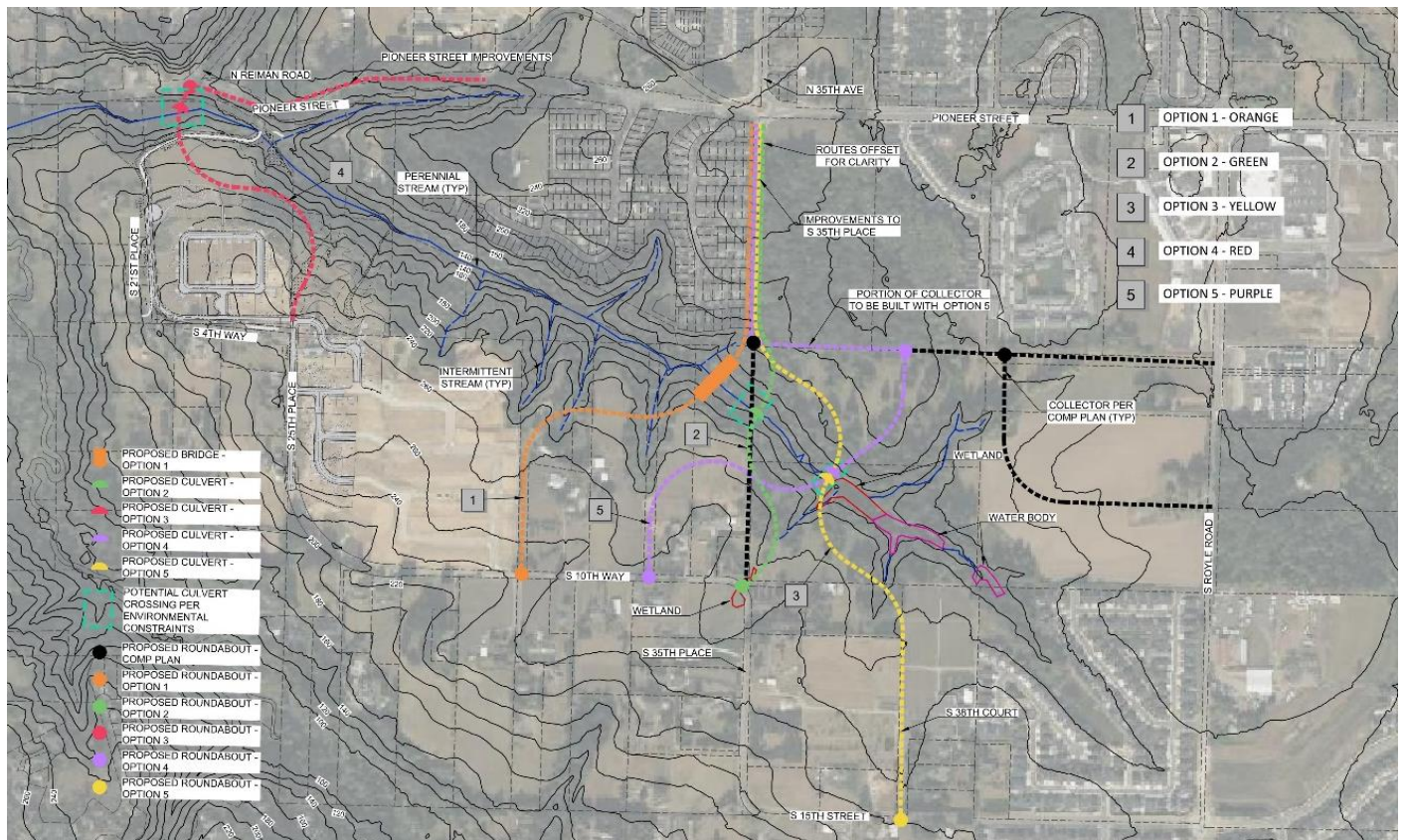


Figure 1. Conceptual Route Alternatives

Neighborhood Meeting #2 (March 12, 2024)

A follow-up Gee Creek Plateau Neighborhood meeting (Neighborhood Meeting #2) was held in the evening of March 12, 2024, at the Windy Hills Winery off S 38th Court and S 15th Street.

A total of sixteen attendees were present in addition to representatives from the City and PBS. presented the project's facts and goals to the public.

The meeting consisted of updates on the project, facts and the goals following the previous year's Neighborhood Meeting.

PBS and the City discussed how from the previous meeting PBS had worked on the alternatives and modified them to better meet the community's goas and better fit the constraints of the area, all while adding in the additional alternatives. This included revising and updating the approaches for the routes and how they interacted with the area to limit environmental, cultural resource and property impacts while navigating the topographic challenges. Detailed information about the five options can be found in the *"35th Avenue Extension Alternative Analysis Report"* prepared by PBS Engineering and Environmental.

The map in Figure 1 shows the finalized five alignment alternative options that were evaluated.

During this meeting, the City and PBS staff discussed the five alternatives being considered to the group— Options 1-5 —and facilitated a group discussion. The discussion led to an informal, yet nearly unanimous support for Option 4 (shown in red).

Community Open House (April 30, 2024)

During this community open house, PBS Project Manager Cory Kratovil shared the project purpose (to add circulation), timeline, and work completed to date with the 15 attendees. He then reviewed the features and cost estimates of the five alternatives being considered—red, orange, green, yellow, and purple—and led group discussion with input from City Manager Steve Stuart and Chuck Green.

Attendees shared perspectives on the pros and cons of the alternatives. In closing, the project team clarified the next steps and the decision-making process. Before and after the group discussion, attendees interacted with project staff one on one, and used the project boards, which showed each alternative being considered, to point out their homes and guide their questions.

Public Information Website (March 2024)

In early March 2024, a project webpage titled “South 35th Avenue Corridor Extension Project,” based on content provided by PBS, was added to the City’s engagement website, at:

<https://ridgefieldroundtable.org/south-35th-avenue>

The webpage contains the following information:

Community Open House

Tuesday, April 30, 6 PM-8 PM

*Columbia Assembly Room, Ridgefield Administrative and Civic Center
510 Pioneer Street*

This will be an opportunity for the community to review the range of concepts that have been developed based on input from community members over the past several months. It will also include an initial assessment of each concept.

Purpose and need

During this project, the City of Ridgefield, and its consultant team, led by PBS Engineering and Environmental, are engaging the community to:

- *Evaluate concepts that will improve local travel reliability and connectivity within the study area (see graphic).*
- *Provide a new connection from South 10th Way to Pioneer Street (SR 501) to replace the only existing connection, Bertsinger Road, which is functionally obsolete.*

Impacts and considerations

The project seeks to:

- *Minimize impacts to existing properties, communities, natural features, wetlands, oak habitat, and fish-bearing streams.*
- *Preserve identified historic structures and determine additional areas of historical significance.*
- *Create a new connection that follows property lines where possible to avoid splitting up land parcels, maximizes multimodal connectivity, and further connects existing roads and pedestrian facilities.*



Questions

Location to submit questions to the project team.

Subscription Notice

Location to subscribe for free for email updates on the project and website.

Documents

- [Project Boundary Map](#)

Gee Creek Plateau Neighborhood Materials

- [Initial project handout](#)
- [Meeting Invitation 1](#)
- [Survey crew notice](#)
- [Meeting invitation 2](#)

Related Planning Documents

- [Ridgefield Comprehensive Plan](#)
- [Envision Ridgefield 2045](#)
- [Clark County Comprehensive Plan](#)

Additional Information

- [03.08.2024 Neighborhood Meeting Handout](#)

Project Timeline

- ✓ Stakeholder meetings with key property owners, October 2024
- ✓ Neighborhood meeting 1, October 24, 2023
- ✓ Land survey and environmental field work, November 2023
- ✓ Alternatives analysis, November – December 2023
- ✓ Website launch, March 2024
- ✓ Neighborhood meeting 2, March 12, 2024
- ✓ Community open house, April 30, 2024
- ○ City Council workshop, 2024
- ○ Selection of preferred alternative, 2024
- ○ Design and Construction of Preferred Alternative, TBD

Contact**Chuck Green**

Public Works Director
City of Ridgefield

Phone 360-857-5022

Email Chuck.Green@ridgefieldwa.us

All attachments from the website are included in this Appendix for reference.

Community Meeting (September 19, 2024)

In September the City and PBS re-engaged with the Community for a forum to discuss updates on the project and field questions from the community member on the updates. Below is a summary of the meeting:

PROJECT: City of Ridgefield South 35th Extension

MEETING: Community Meeting

DATE: September 19, 2024 6:00 pm

LOCATION: Ridgefield Administrative and Civic Center

HOSTED BY: Steve Stuart, City of Ridgefield Manager
Chuck Green, City of Ridgefield Public Works Director
Cory Kratovil, PBS Engineering and Environmental, Project Manager
Nicole Hergert, PBS Engineering and Environmental, Public Involvement Coordinator

ATTENDEES: 26 attendees signed in

MATERIALS: Sign-in sheets, meeting agenda, project handout, packet of event summaries from neighborhood meetings 1 & 2 and open house 1, packet of three alternatives, project boards on easels, comment cards, on-screen PowerPoint presentation

COMMENT: No comment cards were received

SUMMARY

The second of two community open houses, this event saw a nearly 58% increase in attendance. With a PowerPoint presentation shown on screen, Cory Kratovil shared the project's history, including why this project is being performed, and the parameters that are guiding design. Next, the original eight extension options were reviewed, and then the three options currently being considered today—green, orange, and red—were presented for feedback. Attendees asked questions and made comments about the options and broader City considerations. The event closed with a share-out of next steps and a thank-you for everyone's participation.

AGENDA

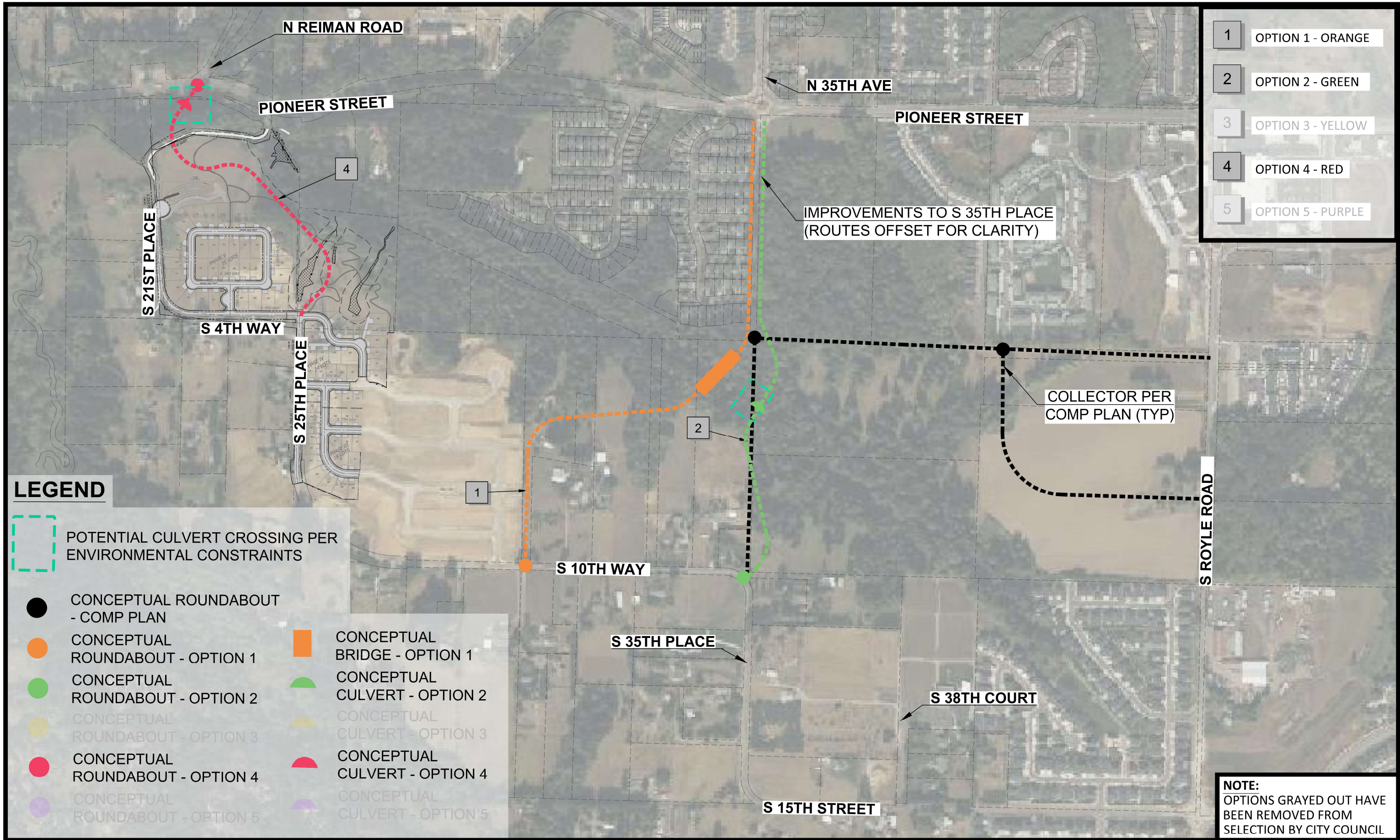
- Introductions
- Summary of work to date
- Criteria overview
- Maps and preliminary assessment
- Next steps: Council discussion
- Questions

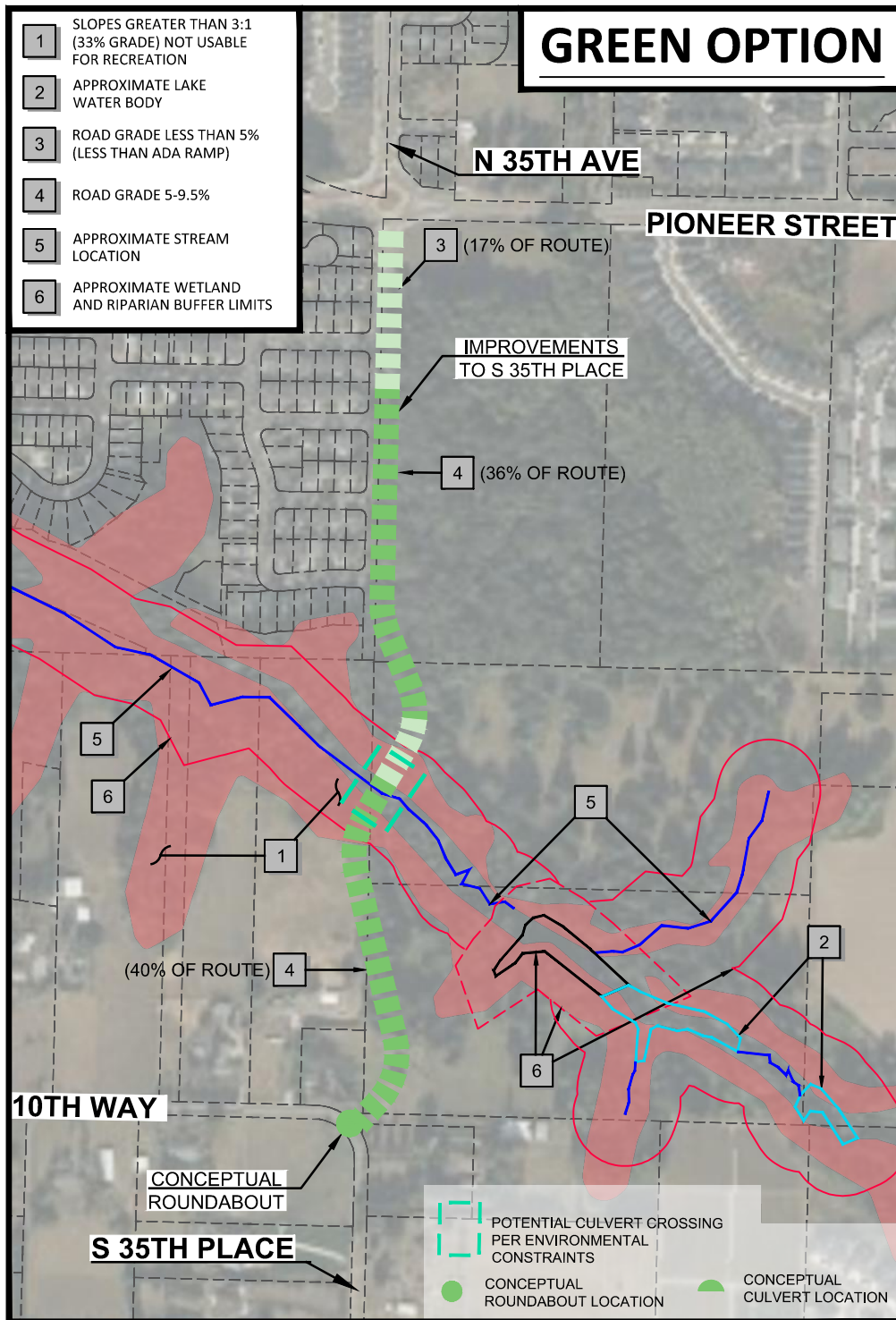
DETAILS & DISCUSSION

- A resident shared that the orange route would go through their barn and house, and the topography is rough. They asked if a physical walk-through of the area will be performed before a decision is made.
 - Yes, all areas will be evaluated, including steep topography as well as wetlands. While the route won't go through the house and barn, it may be close by.
- When will construction begin? How much money is available for this construction project?
 - Construction is anticipated to begin in four years. Steve explained how Washington State law worked with regards to allocation of project funds and developer contributions.
- Does Ridgefield intend to improve existing streets?
 - The City has done work, but some roads are County roads and out of the City's jurisdiction.
- It is possible to turn Bertsinger Road into a trail for non-drivers?
 - A separate meeting to discuss Bertsinger is anticipated.
- RE: Green Option
 - Enforcement of 25 mph must be enforced.
 - Traffic will be a long-term issue.
- RE: Orange Option
 - Will this be the costliest option?
- RE: Red Option
 - Resident expressed this is their preferred option.
 - Traffic is getting worse. Two-lane roads don't make any sense.
 - Have there been traffic counts performed?
- What is the comprehensive plan for the city? Chuck Stuart explained the Ridgefield Comprehensive Plan.
- Next steps, shared by Chuck:
 - Studies and environmental impact statements and how that will impact the decision making.
 - Design, and the funding to build the project.
 - Public involvement process with the decision.
- Additional items were shared by City staff:
 - The speed limit on Royal to 4th will be reduced to 25 mph.
 - As part of the safety plan provided by PBS, speed signs will be installed (six or seven).
 - Costco will be bringing in up to \$1 million for new projects.
 - Council has made a commitment to tree-lined streets. New designs will incorporate this layout.
- The meeting closed with residents expressing thanks for being included in the process.

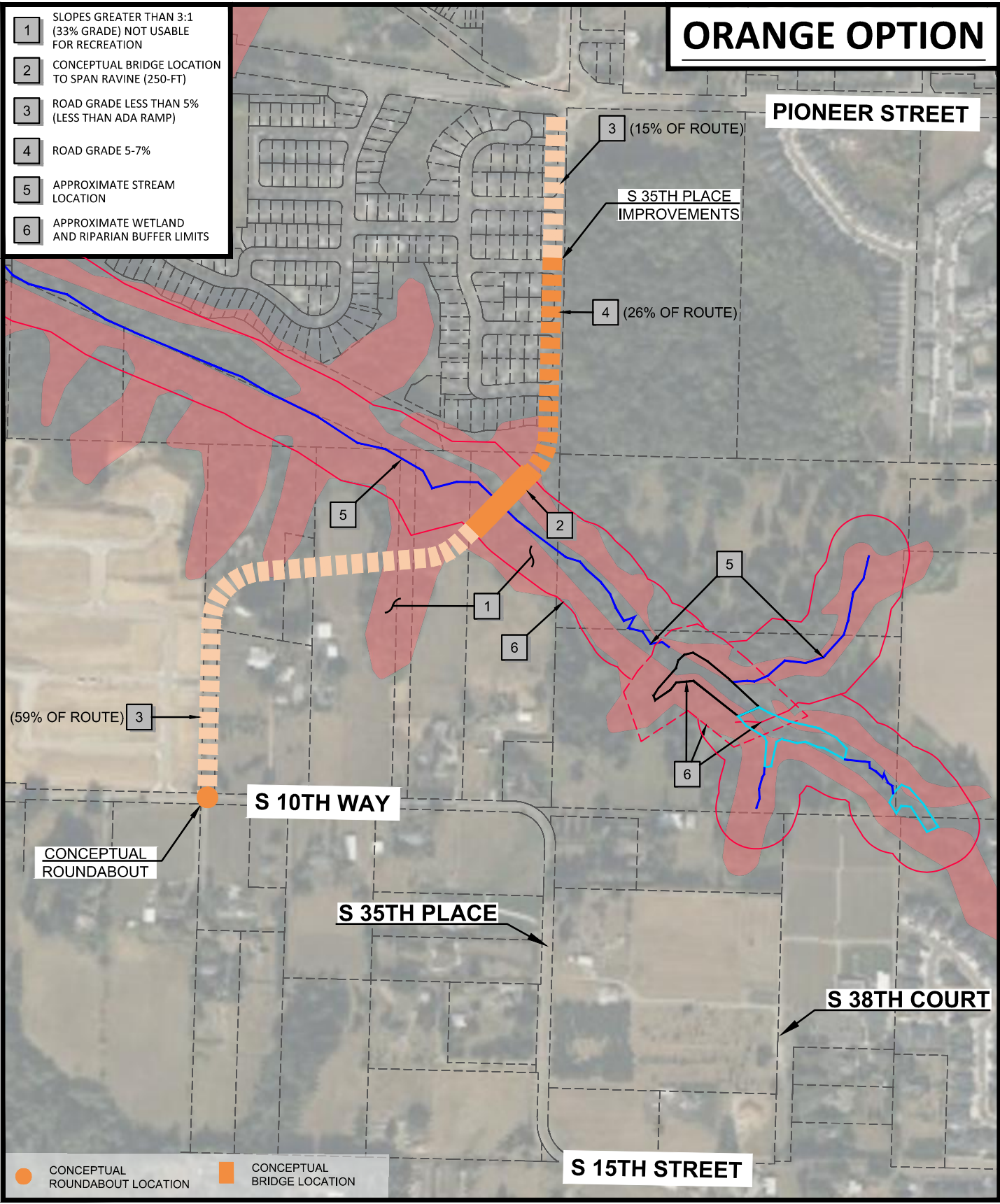
Appendix B

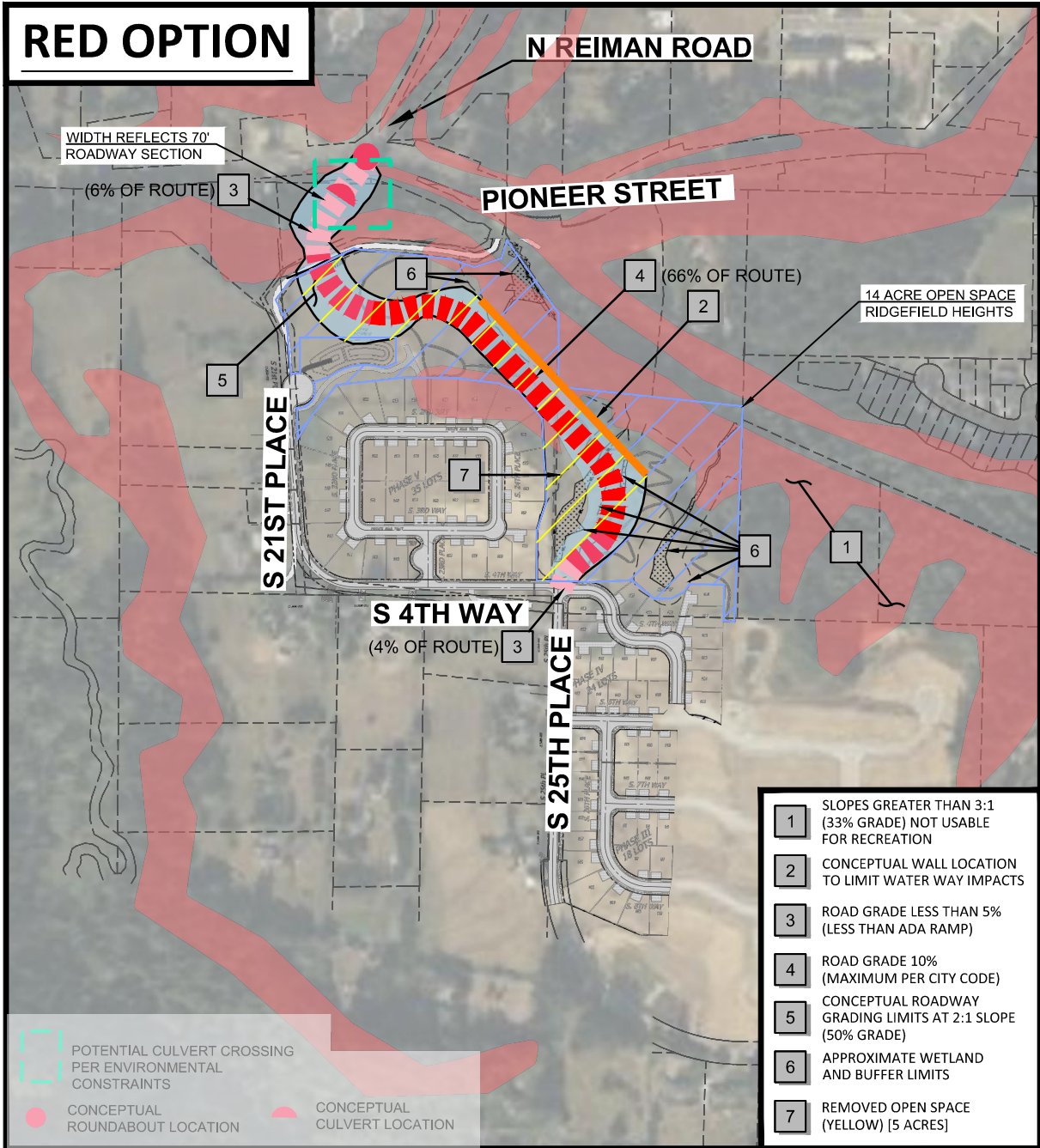
Preliminary Route Concepts Maps





ORANGE OPTION



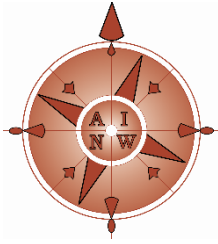


Appendix C

Planning-Level Cost Estimates

35th Avenue Extension - Ridgefield																	
Planning-Level Cost Estimates																	
July 17, 2024																	
Item No.	Unit	Description	ORANGE			GREEN			YELLOW			RED			PURPLE		
			Quantity	Unit Price	Total \$	Quantity	Unit Price	Total \$	Quantity	Unit Price	Total \$	Quantity	Unit Price	Total \$	Quantity	Unit Price	Total \$
DIVISION 1 GENERAL																	
1	%	Mobilization	10%	\$ 36,000,000.00	\$ 3,600,000	10%	\$ 18,000,000.00	\$ 1,800,000	10%	\$ 29,000,000.00	\$ 2,900,000	10%	\$ 24,000,000.00	\$ 2,400,000	10%	\$ 30,000,000.00	\$ 3,000,000
2	%	Roadway Surveying	2%	\$ 36,000,000.00	\$ 720,000	2%	\$ 18,000,000.00	\$ 360,000	2%	\$ 29,000,000.00	\$ 580,000	2%	\$ 24,000,000.00	\$ 480,000	2%	\$ 30,000,000.00	\$ 600,000
3	%	Project Temporary Traffic Control	2%	\$ 36,000,000.00	\$ 720,000	2%	\$ 18,000,000.00	\$ 360,000	2%	\$ 29,000,000.00	\$ 580,000	2%	\$ 24,000,000.00	\$ 480,000	2%	\$ 30,000,000.00	\$ 600,000
DIVISION 2 EARTHWORK																	
4	AC	Clearing and Grubbing	6	\$ 15,000.00	\$ 90,000	5	\$ 15,000.00	\$ 75,000	6	\$ 15,000.00	\$ 90,000	3	\$ 15,000.00	\$ 45,000	7	\$ 15,000.00	\$ 105,000
5	CY	Embankment compaction	114,000	\$ 10.00	\$ 1,140,000	100,000	\$ 10.00	\$ 1,000,000	100,000	\$ 10.00	\$ 1,000,000	26,000	\$ 10.00	\$ 260,000	150,000	\$ 10.00	\$ 1,500,000
6	CY	Common Borrow Incl. Haul	27,000	\$ 25.00	\$ 675,000	10,000	\$ 25.00	\$ 250,000	65,000	\$ 25.00	\$ 1,625,000		\$ 25.00	\$ -	82,000	\$ 25.00	\$ 2,050,000
7	CY	Roadway Excavation Incl. Haul	91,500	\$ 25.00	\$ 2,287,500	80,000	\$ 25.00	\$ 2,000,000	132,000	\$ 25.00	\$ 3,300,000	49,000	\$ 25.00	\$ 1,225,000	186,000	\$ 25.00	\$ 4,650,000
DIVISION 4 BASES																	
8	TON	Crushed Surfacing Base Course	5,350	\$ 35.00	\$ 187,250	4,550	\$ 35.00	\$ 159,250	6,600	\$ 35.00	\$ 231,000	3,000	\$ 35.00	\$ 105,000	7,250	\$ 35.00	\$ 253,750
DIVISION 5 SURFACE TREATMENTS AND PAVEMENTS																	
9	TON	HMA CL. 1/2 In. PG 64-22	2,690	\$ 125.00	\$ 336,250	2,020	\$ 125.00	\$ 252,500	3,040	\$ 125.00	\$ 380,000	1,510	\$ 125.00	\$ 188,750	3,380	\$ 125.00	\$ 422,500
DIVISION 6 STRUCTURES																	
10	EA	Culvert Crossing	1	\$ 500,000.00	\$ 500,000	1	\$ 500,000.00	\$ 500,000	2	\$ 500,000.00	\$ 1,000,000	2	\$ 500,000.00	\$ 1,000,000	1	\$ 500,000.00	\$ 500,000
11	EA	Bridge	1	\$ 6,500,000.00	\$ 6,500,000	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	\$ -	0	\$ -	\$ -
12	SF	Fill Wall	0	\$ 100.00	\$ 0	0	\$ 100.00	\$ 0	0	\$ 100.00	\$ 0	0	\$ 100.00	\$ 0	0	\$ 100.00	\$ 0
13	SF	Cut Wall	7200	\$ 150.00	\$ 1,080,000	0	\$ 150.00	\$ 0	9350	\$ 150.00	\$ 1,402,500	7100	\$ 150.00	\$ 1,065,000	0	\$ 150.00	\$ 0
DIVISION 7 SURFACE DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND CONDUITS																	
14	LF	Stormwater Conveyance	3,500	\$ 120.00	\$ 420,000	2800	\$ 120.00	\$ 336,000	3800	\$ 120.00	\$ 456,000	1700	\$ 120.00	\$ 204,000	5300	\$ 120.00	\$ 636,000
15	LS	Stormwater Management	5%	\$ 36,000,000.00	\$ 1,800,000	5%	\$ 18,000,000.00	\$ 900,000	5%	\$ 29,000,000.00	\$ 1,450,000	5%	\$ 24,000,000.00	\$ 1,200,000	5%	\$ 30,000,000.00	\$ 1,500,000
DIVISION 8 MISCELLANEOUS CONSTRUCTION																	
16	%	Erosion Control and Water Pollution Prevention	1%	\$ 36,000,000.00	\$ 360,000	1%	\$ 18,000,000.00	\$ 180,000	1%	\$ 29,000,000.00	\$ 290,000	1%	\$ 24,000,000.00	\$ 240,000	1%	\$ 30,000,000.00	\$ 300,000
17	LF	Curb and Gutter - 6"	5900	\$ 35.00	\$ 206,500	4400	\$ 35.00	\$ 154,000	6650	\$ 35.00	\$ 232,750	3300	\$ 35.00	\$ 115,500	7400	\$ 35.00	\$ 259,000
18	SF	Sidewalk	35500	\$ 13.00	\$ 461,500	26500	\$ 13.00	\$ 344,500	40000	\$ 13.00	\$ 520,000	20000	\$ 13.00	\$ 260,000	44500	\$ 13.00	\$ 578,500
19	EA	Intersection Improvements	2	\$ 2,000,000.00	\$ 4,000,000	2	\$ 2,000,000.00	\$ 4,000,000	2	\$ 2,000,000.00	\$ 4,000,000	2	\$ 4,000,000.00	\$ 8,000,000	2	\$ 2,000,000.00	\$ 4,000,000
20	LS	Illumination	1	\$ 393,000.00	\$ 393,000	1	\$ 293,000.00	\$ 293,000	1	\$ 443,000.00	\$ 443,000	1	\$ 220,000.00	\$ 220,000	1	\$ 493,000.00	\$ 493,000
21	LF	Longitudinal Pavement Markings	9,500	\$ 2.00	\$ 19,000	7,125	\$ 2.00	\$ 14,250	10,500	\$ 2.00	\$ 21,000	5,000	\$ 2.00	\$ 10,000	11,750	\$ 2.00	\$ 23,500
22	SF	Right of Way Landscape (5-ft landscape strip)	32,500	\$ 5.00	\$ 162,500	24,300	\$ 5.00	\$ 121,500	36,700	\$ 5.00	\$ 183,500	18,200	\$ 5.00	\$ 91,000	40,700	\$ 5.00	\$ 203,500
		Construction Subtotal			\$ 25,660,000			\$ 13,100,000			\$ 20,690,000			\$ 17,590,000			\$ 21,680,000
		Contingency (40%)			\$ 10,270,000			\$ 5,240,000			\$ 8,280,000			\$ 7,040,000			\$ 8,680,000
		Construction Total			\$ 35,930,000			\$ 18,340,000			\$ 28,970,000			\$ 24,630,000			\$ 30,360,000
		Professional Engineering (15%)			\$ 5,390,000			\$ 2,751,000			\$ 4,346,000			\$ 3,695,000			\$ 4,554,000
		Construction Engineering (15%)			\$ 5,390,000			\$ 2,751,000			\$ 4,346,000			\$ 3,695,000			\$ 4,554,000
		Mitigation			\$ 60,000			\$ 150,000			\$ 150,000			\$ 90,000			\$ 150,000
		Right of Way Costs			\$ 2,500,000			\$ 1,750,000			\$ 2,750,000			\$ 2,200,000			\$ 3,150,000
		PROJECT TOTAL			\$ 49,210,000			\$ 25,652,000			\$ 40,562,000			\$ 34,310,000			\$ 42,768,000
Assumptions:																	
1. 80% of excavated material to be reused as fill																	
2. Intersection improvements are assumed to consist of roundabouts																	
3. Each Alternative Route Street Section assumed to be Scenic Collector - City of Ridgefield T-2.6																	
4. The Bridge for the Orange Route is assumed to be approx 250 LF in length																	
5. The standard culvert for each crossing is to be 25' wide. The red option is to have dual culverts under the crossing.																	

Appendix D
Preliminary Cultural Resources Assessment



Archaeological Investigations Northwest, Inc.

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Phone (503) 761-6605 • Fax (503) 761-6620

Vancouver Phone (360) 696-7473
E-mail: ainw@ainw.com
Web: www.ainw.com

MEMO

Date: February 16, 2024

To: Cory Kratovil, Senior Project Manager, PBS

From: Meghan Johnson, M.A., R.P.A., Assistant Project Manager/Supervising Archaeologist
Tara Seaver, M.S., Architectural Historian
Eva Hulse, Ph.D., R.P.A., Senior Geoarchaeologist

Re: 35th Avenue Extension Project
Ridgefield, Clark County, Washington
Alternatives Analysis
AINW Report No. 5154

Overview

In support of PBS' 35th Avenue Extension Alternatives Analysis, Archaeological Investigations Northwest, Inc. (AINW), reviewed a study area that is bounded at the northern end by Pioneer Street (SR 501) and S 15th Street to the south. S 21st Place forms the western boundary and S Royle Road bounds the study area to the east. This alternative analysis study includes five alternatives which aim to improve local travel reliability and connectivity within the study area and connect the local roadway network between S 10th Way and Pioneer Street. Five alternative options (Option 1 through Option 5) are being considered within the study area (Figures 1, 2, and 3).

- Option 1 originates at the intersection of S 10th Way and S 30th Place and connects to S 35th Avenue. The route will require a bridge to cross the ravine.
- Option 2 begins at the intersection of S 10th Way and S 35th Place and will connect with S 35th Avenue. Option 2 will cross an unnamed creek over a culvert.
- Option 3 originates at the intersection of S 38th Court and S 15th Street and will connect with S 35th Avenue, crossing the creek over a culvert.
- Option 4 begins at the intersection of S 10th Way and S 4th Way and will connect with Pioneer Street at the intersection of N Rieman Road. Option 4 will need to cross the creek going over dual culverts and will require improvements to Pioneer Street.
- Option 5 originates along S 10th Way, approximately 168 meters (m) (550 feet [ft]) west of its intersection with S 35th Place, and connects with a future road alignment where a roundabout is anticipated to be installed at the connection point. For Option 5 to be viable, the future road alignment will need to be completed by either connecting to S 35th Avenue to the west or to S Royle Road to the east.

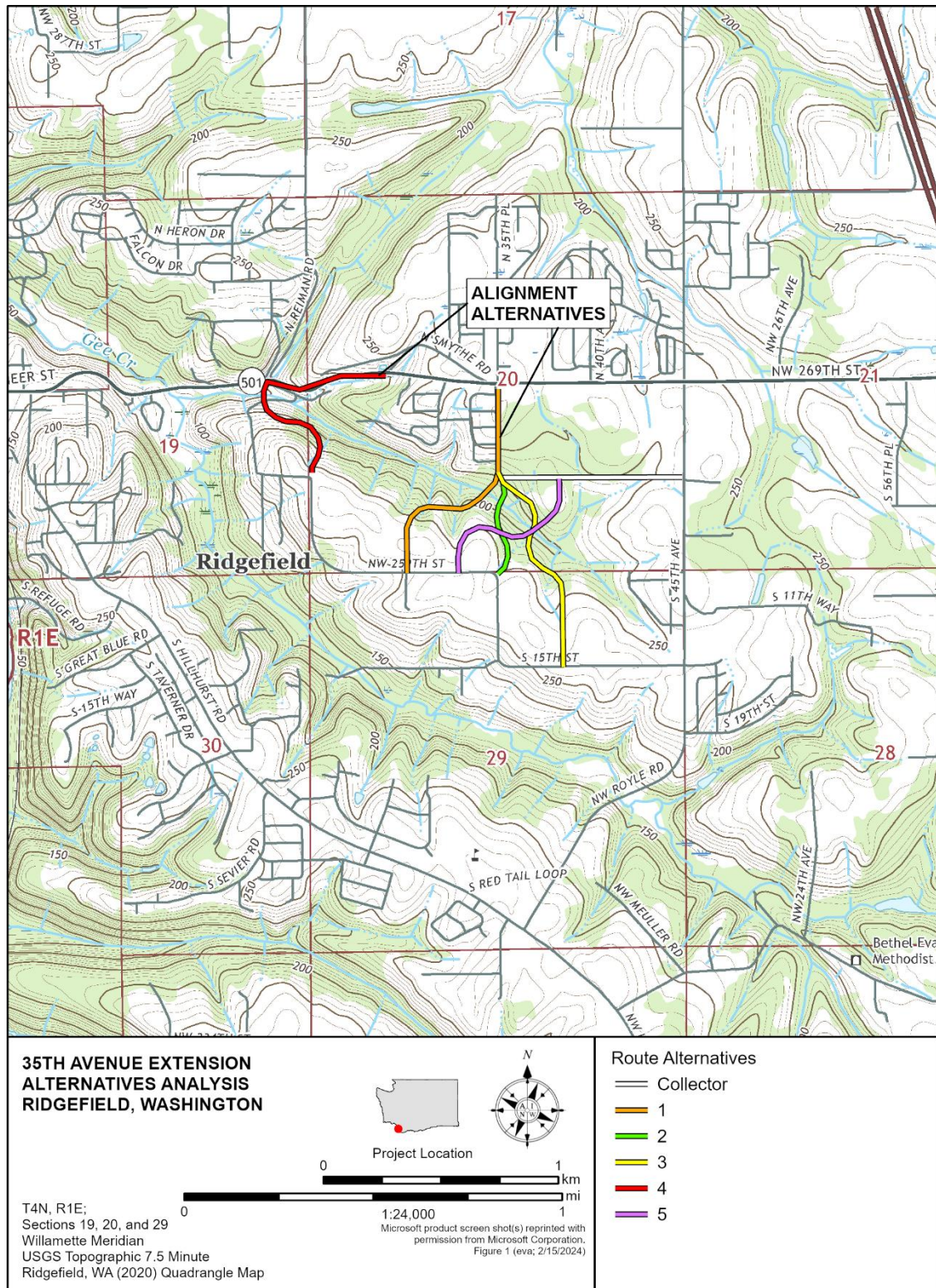


Figure 1. The 35th Avenue Extension project is in Ridgefield, Clark County, Washington.

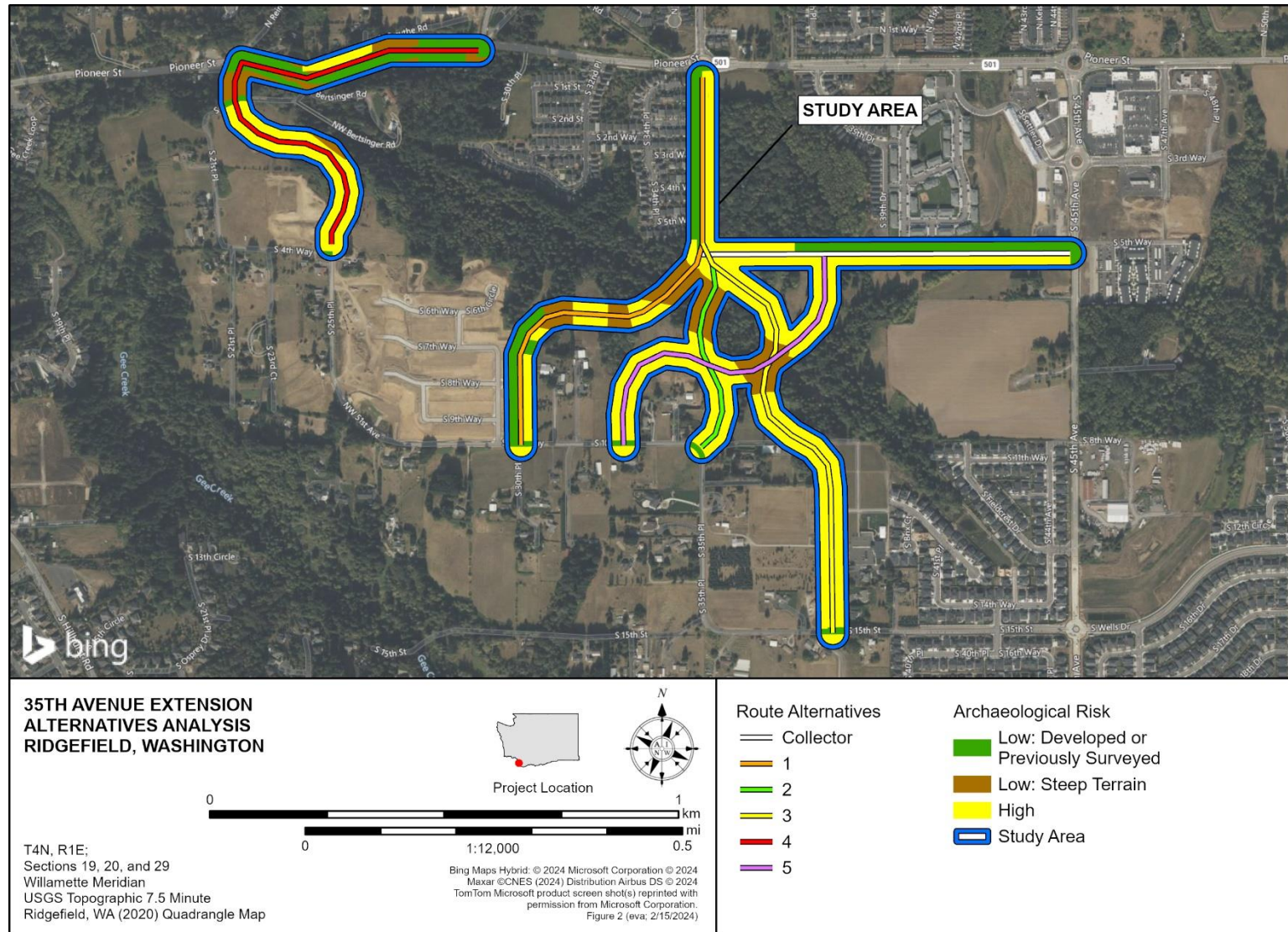


Figure 2. Archaeological probability map of the route alternatives. Please keep this information confidential and do not share it with the public.

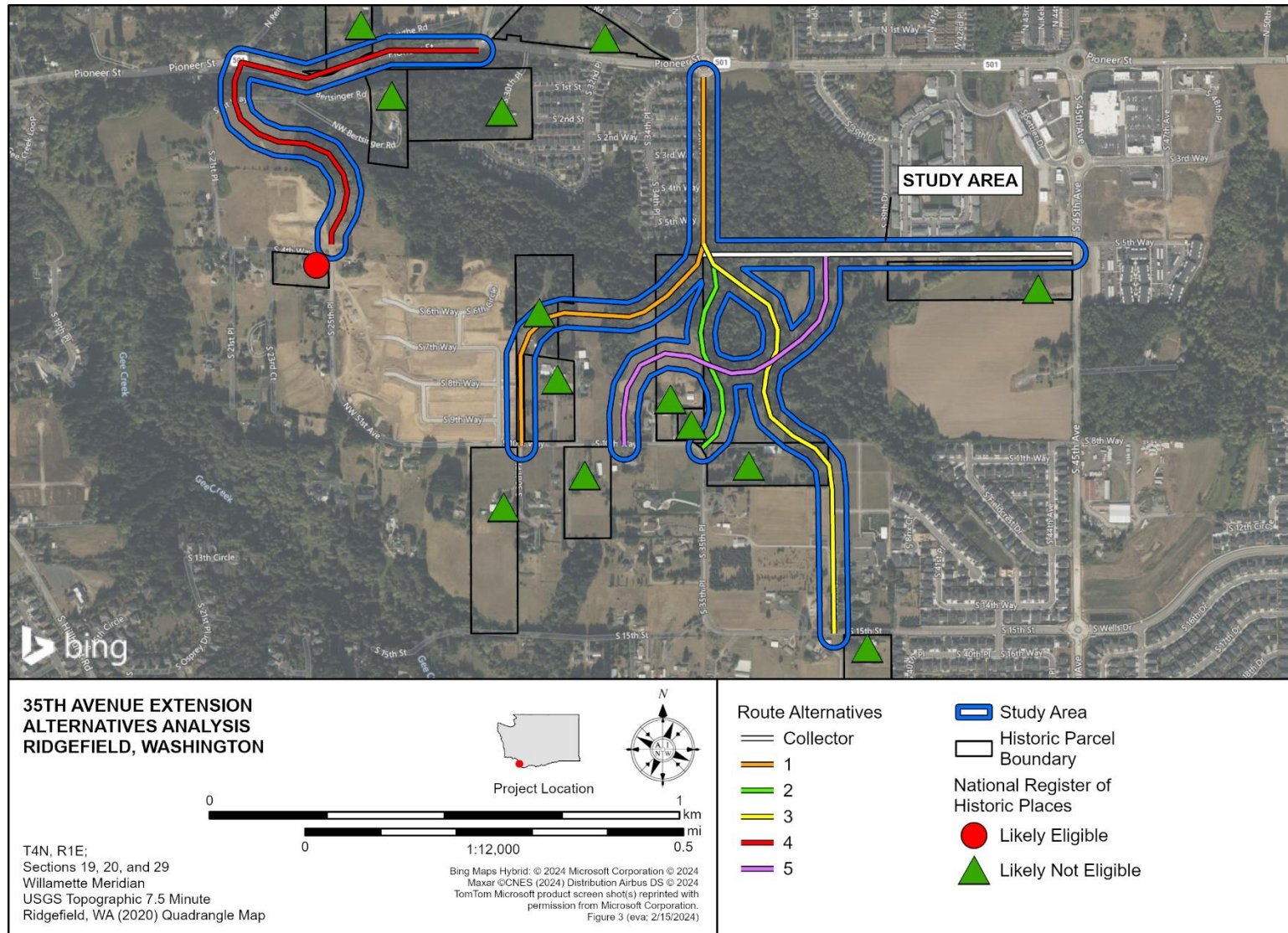


Figure 3. Historic resources within the study area.

Archaeological Review

Results indicate that four previous archaeological investigations overlap with portions of some of the alignment options, and no archaeological resources have been previously recorded within any of the options. An additional five archaeological studies have been conducted on parcels immediately adjacent to the proposed alignments. Descriptions of these nearby studies are described below and in Table 1.

- **Option 1:** Two previous studies have been conducted adjacent to the route and include one along the west side of S 35th Place and one at the northern end of the route at the intersection of S 35th Place and Pioneer Street. Both studies conducted subsurface investigations and no cultural materials were found. The route has a low probability of encountering archaeological resources where it crosses a steep drainage south of S 35th Place.
- **Option 2:** No archaeological studies have been conducted near Option 2 south of S 35th Place, and this portion of the route has a moderate to high probability for encountering archaeological resources. The route has a low probability of encountering archaeological resources where it crosses a steep drainage south of S 35th Place.
- **Option 3:** No archaeological studies have been conducted south of S 35th Place near Option 3. Over half of the proposed route crosses land that has not been previously surveyed for archaeological resources, and it has had little modern development. This portion of Option 3 has a high probability for encountering archaeological resources.
- **Option 4:** Two previous archaeological studies cross portions of Option 4 along Pioneer Street. Land along Pioneer Street has likely been impacted by the road construction and retains a low probability for cultural resources. One of these studies included subsurface investigations and no cultural resources were found near the route. The portion of Option 4 that is south of Pioneer Street, adjacent to an unnamed stream, has a low probability for archaeological resources due to the steep terrain. The portion at the southern terminus of the option has a moderate to high probability for encountering archaeological resources since no previous studies have been conducted here and little modern development has occurred. Overall, Option 4 retains a low to moderate probability for encountering archaeological resources.
- **Option 5:** One previous study crosses the eastern edge of the proposed Alternative Route along S Royle Road, and four previous studies have been conducted along the north side of the Alternate Route between Option 5 and S Royle Road. All the previous studies included subsurface investigations and no archaeological resources were found near the route. The south side of the Alternative Route and Option 5 has not been previously studied, and these areas retain a high probability for encountering archaeological resources.

TABLE 1. TABLE OF ARCHAEOLOGICAL RISK FOR EACH ALTERNATIVE

Option	% High Archaeological Risk	Summary
Option 1 Orange	42%	Low to moderate probability for encountering archaeological resources. Over half of the route has been previously surveyed or is along steep terrain.
Option 2 Green	62%	Moderate probability for encountering archaeological resources. A small portion of the route crosses a steep drainage with low archaeological risk.
Option 3 Yellow	85%	High probability for encountering archaeological resources. Most of the route has not been previously surveyed for archaeological resources and has seen little modern development.
Option 4 Red	44%	Low to moderate probability for encountering archaeological resources. Over half the route has been previously surveyed, has been impacted by modern development, or is along steep terrain.
Option 5 Purple	81%	High probability for encountering archaeological resources. Most of the route has not been previously surveyed for archaeological resources and has seen little modern development.

Areas that have been previously disturbed, paved, or surveyed and did not encounter archaeological resources are considered low risk. These areas are shown as green on Figure 2.

Areas that have not been previously surveyed and have not been developed are shown as yellow (high risk) or brown (low risk due to steep terrain) on Figure 2. The statewide archaeological predictive model shows the areas near the southern termini of all the options and the area near the eastern terminus of the future road alignment associated with Option 5, as having a high risk for archaeological resources. The lower terrain associated with the ravine in the central part of the study area has a lower probability for archaeological resources according to the same predictive model.

- For archaeological green areas, the cultural resource survey report would document current conditions and the previous level of effort and, if that earlier effort meets current standards, would recommend that no further archaeological study is needed.
- For archaeological yellow areas, a cultural resource survey with shovel testing would be needed. Archaeological resources identified would be recorded with the Washington Department of Archaeology and Historic Preservation (DAHP). The level of effort would depend on project impacts, funding, and permitting. See *Recommendations* below.
- For archaeological brown areas, a cultural resource survey may not require shovel testing, but a walkover to document current conditions would be needed.

Historic Resource Review

There are 14 potential historic resources on parcels adjacent to the current study area that may need to be evaluated; more information on this is outlined in the *Recommendations* section below (see Figure 3). Historic resources are buildings and structures that are at least 45 years of age. Modern buildings (built less than 45 years ago) would not need further work by the project. The 14 potential historic resources were identified by AINW staff reviewing property data in Clark County tax assessor records for parcels that may be crossed by the alternatives. The resources are residences and rural outbuildings constructed between 1910 and 1973. No cemeteries were identified within the vicinity of the study area. There are no historic resources that are already listed in the National Register of Historic Places (NRHP) on parcels adjacent to the alignment options. The house at 2447 S 4th Way is a historic resource that is likely to be eligible for listing in the NRHP.

- For historic resources that are found to be not eligible for listing in the NRHP, a Historic Property Inventory (HPI) form would be needed. AINW anticipates that no further cultural resources work would be needed beyond the HPI form and the recommendation that the resource is not NRHP-eligible.
- If historic resources are likely to be eligible for listing in the NRHP, HPI forms would be needed, and avoidance is recommended. If these resources cannot be avoided, then further work would be needed. The level of effort would depend on project impacts, funding, and permitting. See *Recommendations*.
- Buildings and structures constructed less than 45 years ago are considered to be modern, and no cultural resources work would be needed.

Recommendations

While some portions of the study area have been surveyed, there are segments along all the options that have not been previously surveyed for cultural resources. Once an alternative is selected, a cultural resource survey would be needed. Shovel testing would be needed where the archaeological risk is coded yellow, and all historic resources in the Area of Potential Effect (APE) for the preferred alternative would need to be documented, evaluated for their NRHP eligibility, and project effects assessed.

If there is funding from the Federal Highway Administration, distributed by the Washington State Department of Transportation, the following procedures would need to be followed for review under Section 106 of the National Historic Preservation Act. Federal permitting also would require most of these procedures.

- If the project receives funding from the Federal Highway Administration, each historic building and structure on parcels *crossed* by the APE would need an HPI form.
- The project would need to consider impacts to historic and archaeological resources, if present, that are either eligible or unevaluated for listing in the NRHP. Effects can be adverse or not adverse, depending on the nature of the impact. Adverse effects would need to be mitigated following a Memorandum of Agreement.
- If the project receives funding from the Federal Highway Administration, an analysis of the project's potential to "use" a historic property under Section 4(f) of the U.S. Department of

Transportation Act would be needed. This analysis is done for historic resources that are eligible for or listed in the NRHP.

- If the project would be under review by a federal agency, an archaeological excavation permit from DAHP would *not* be needed for archaeological work in or construction in an archaeological site, if present; however, the work plan would need to be reviewed by the federal agency, Tribes, and DAHP.
- Not every resource would need mitigation or further work, as not every resource, if present, would be NRHP-eligible. With concurrence from the federal agency, no further work would be needed for resources that are not eligible for listing in the NRHP.

If there is no federal review (state and local funding only, and no federal permitting):

- The project would be reviewed by DAHP under the State Environmental Policy Act, for historic and archaeological resources.
- The local jurisdiction (City of Ridgefield and/or Clark County) also would review under local development ordinances.
- If there is state capital funding, the project would be reviewed under EO 21-02. An EZ1 form would need to be submitted to DAHP for review prior to starting work.
- Each historic building and structure within the project area would need an HPI form. Each documented historic resource would need to be evaluated for eligibility to be listed in the NRHP. NRHP-listed and eligible properties would need to be assessed for adverse effects that may result from project construction.
- Construction within archaeological sites, if present, would need an archaeological excavation permit from DAHP. It may be possible to address multiple archaeological sites under a single permit.
- Archaeological excavation under permit from DAHP, with artifact collection and curation, would be needed where the project cannot avoid archaeological sites, if present. The NRHP eligibility of the sites would not matter, as DAHP does not use that metric for archaeological resources (with some exceptions, such as historic-period archaeological sites).

Table 2. Table of Historic Resources on Parcels Adjacent to the Alternative Options

Option	Address	Property Identification Number	Date of Construction	Likely NRHP Eligibility
Option 1 Orange	3048 S 10 th Way	213793000	1973	Likely Not Eligible
	2987 S 10 th Way	215819000	1973	Likely Not Eligible
	3092 S 10 th Way	213747000	1940	Likely Not Eligible
	3400 S 10 th Way	213781000	1969	Likely Not Eligible
Option 2 Green	3400 S 10 th Way	213781000	1969	Likely Not Eligible
	3412 S 10 th Way	213748000	1948	Likely Not Eligible
	1032 S 35 th Place	215831000	1969	Likely Not Eligible
Option 3 Yellow	3925 S 15 th Street	215811000	1910	Likely Not Eligible
	3400 S 10 th Way	213781000	1969	Likely Not Eligible
	1032 S 35 th Place	215831000	1969	Likely Not Eligible
Option 4 Red	2410 S Bertsinger Road	213730000	1967	Likely Not Eligible
	20 S 30 th Place	213788000	1972	Likely Not Eligible
	2596 N Smythe Road	213714000	1948	Likely Not Eligible
	3249 N Smythe Road	213705000	1955	Likely Not Eligible
	2447 S 4th Way	213504000	1912	Likely Eligible
Option 5 Purple	3400 S 10 th Way	213781000	1969	Likely Not Eligible
	3189 S 10 th Way	215841000	1973	Likely Not Eligible

Appendix E

Critical Areas Assessment

Preliminary Critical Areas Assessment South 35th Avenue Extension Project

City of Ridgefield, Washington

Prepared for:
City of Ridgefield Public Works Department

May 29, 2024
PBS Project #71402.000



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APPENDICES

Appendix A: Site Photographs

1 INTRODUCTION

PBS Engineering and Environmental LLC (PBS) was tasked with completing a preliminary critical areas assessment to assist in the planning of the South 35th Avenue Extension project within Clark County. The goal of this assessment was to determine the presence of any wetlands, waters, or Fish and Wildlife Habitat Conservation Areas (FWHCAs) within the study area. Although the study area is currently in the County, it is anticipated that it will be annexed by the City of Ridgefield (City) in the near future. As such, critical areas were reviewed under the City of Ridgefield Critical Areas Ordinance.

2 STUDY AREA

The study area consists of 10 tax lots with an area of 81.71 acres (Table 1). The study area is located between S 30th Place on the west, S 39th Drive on the east, S 5th Way on the north, and S 10th Way on the south. The study area includes the gap in S 35th Place from S 5th Way to S 10th Way (Figure 1).

Table 1. Study Area Tax Lots

Tax Lot number	Size (acres)	Zoning	Comprehensive Plan Designation
213747000	5	R1-6 ¹	UL ²
213748000	1	R1-6	UL
213752000	21.91	R1-6	UL
213757000	9.87	R1-6	UL
213781000	9	R1-6	UL
213791000	1.92	R1-6	UL
213792000	1	R1-6	UL
213793000	6.24	R1-6	UL
213796000	5.97	R1-6	UL
213797000	19.8	R1-6	UL

¹ Single Family Residential (R1-6).

² Urban Low Density Residential (UL).

3 METHODS

This assessment included identifying and mapping wetland and waters. Wetlands are defined under the Clean Water Act (CWA) as:

"Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

The method used for identifying wetlands and their boundaries for this project followed the routine approach of the USACE *Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys and Coast Region*. (Version 2.0) (Supplement) (U.S. Army Corps of Engineers 2010). Except in certain situations specified in the manual, positive indicators of soils, hydrology and vegetation must be met for an area to be determined as wetlands.

Freshwater streams or "waters" were identified through recording of the physical Ordinary High-Water Mark (OHWM). The OHWM is defined by the USACE as follows:

"The term ordinary high-water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."

In addition to determining the presence of wetlands and waters in the study area, the site was investigated for features that would be regulated as priority habitats or serve as habitats for state-listed priority wildlife species. Priority habitats and species are regulated by the City as fish and wildlife habitat conservation areas (FWHCAs) as defined in Section 18.280.110 of the City's development Code (Code).

A review of available existing information was completed prior to completing a site visit. This included a desktop review of Washington Department of Fish and Wildlife (WDFW) Online Priority Habitat and Species (PHS) maps, US Geological Survey (USGS) topographic maps, US Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps, Natural Resource Conservation Service (NRCS) soil survey maps, recent aerial photographs, and historical aerial photographs (Google Earth, Clark County GIS), and Washington Department of Natural Resources (DNR) Forest Practices Application Mapping Tool (FPAMT).

Following the desktop analysis, the entire site was traversed by foot with special attention paid to areas identified during the desktop analysis as likely to contain regulated features. Mapping of identified features was completed using a mapping grade Trimble DA2 GPS unit with real-time kinematic error correction and a stated accuracy of +/- 1 meter. Collected features were mapped using ArcMap Pro and geo-referenced base maps.

4 RESULTS

4.1 Landscape Setting

On a broad ecological scale, the study area is in the northern portion of the Willamette Valley Level IV Ecoregion 3a: Portland/Vancouver Basin. This ecoregion is characterized by rolling terraces and floodplains at lower elevations (EPA 2010). The immediate surrounding area is a mixture of low- and high-intensity residential developments, undisturbed open space, forest, and active agricultural fields.

A review of historical aerial photographs on Google Earth and in the Clark County GIS database indicate that the areas surrounding the study area have undergone a rapid transition from agricultural lands to high-density single-family residential housing starting around 2004-2005. Prior to European settlement and associated land clearing for farming, the forestlands were likely much more widespread. The forested portions of the project site were likely spared land clearing due to their steepness and limited value to agriculture. Based on the available aerial photography, most of the forest dates back to at least the 1950s, but larger trees are anticipated to be much older.

Currently, the southwestern portion of the study area contains single-family residential homes and agricultural lands that are actively utilized for hay production, and the northeastern portion of the study area contains deciduous forest and savanna habitats, which appear to be maintained through regular mowing based on aerial photographs. Between these areas lie the large, forested ravine and contributing drainages.

4.2 Topography

The topography of the site is complex and ranges from moderately sloping to extremely steep (Figure 2). The steepest topography is associated with a large ravine that crosses the study area diagonally from the far southeast corner of the study area to the northwest portion of the study area. Seven smaller drainages drain into the ravine, five from the south and two from the north. Clark County has identified a large portion of the

study area as landslide hazard areas, which are areas of historic or active landslides, potential instability, or older landslide debris (Figure 7). In addition, the City identifies slopes exceeding 25% as landslide hazard areas. Based on field observations, slopes in some areas of the smaller drainages exceed 100% (45 degrees). Geological hazard areas are regulated as critical areas in section 18.280.130 of the city code.

4.3 Soils

According to the Natural Resource Conservation Service (NRCS) (NRCS 2023), there are a total of four soil types on the site: Gee silt loam, 0 to 8% slopes; Gee silt loam, 8 to 20% slopes; Gee silt loam, 30 to 60% slopes; and Odne silt loam, 0 to 5% slopes (Figure 3). Only Odne silt loam is identified as hydric, which can indicate the potential presence of wetlands. Brief descriptions of each soil type are found below:

Gee silt loam, 0 to 8 percent slopes (GeB) - The Gee component makes up 100% of the map unit. Slopes are 0 to 8%. This component is on eroded terraces. The parent material consists of alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. This soil is not flooded. It is not ponded. This soil does not meet hydric criteria.

Gee silt loam, 8 to 20 percent slopes (GeD) - The Gee component makes up 100% of the map unit. Slopes are 8 to 20%. This component is on eroded terraces. The parent material consists of alluvium. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is high. This soil is not flooded. It is not ponded. This soil does not meet hydric criteria.

Gee silt loam, 30 to 60 percent slopes (GeF) - The Gee component makes up 100% of the map unit. Slopes are 30 to 60%. This component is on eroded terraces. The parent material consists of alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. This soil does not meet hydric criteria.

Oodne silt loam, 0 to 5 percent slopes (OdB) - The Odne component makes up 100% of the map unit. Slopes are 0 to 5%. This component is on drainageways and terraces. The parent material consists of alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. This soil meets hydric criteria.

4.4 Vegetation

The study area is almost a 50:50 mix of grassland (i.e., pasturelands and lawn) and mature to old-growth forest. There is a significant amount of large western red cedar (*Thuja plicata*) and Douglas-fir (*Pseudotsuga menziesii*) trees. Some of these trees measured over 40 inches in diameter at breast height (dbh). Other dominant canopy species included red alder (*Alnus rubra*) and big-leaf maple (*Acer macrophyllum*). Shrub layer vegetation included vine maple (*Acer circinatum*), salmonberry (*Rubus spectabilis*), beaked hazelnut (*Corylus cornuta*), willow (*Salix* sp.), red elderberry (*Sambucus racemosa*), evergreen huckleberry (*Vaccinium ovatum*), tall Oregon grape (*Mahonia nervosa*), oceanspray (*Holodiscus discolor*), Pacific ninebark (*Physocarpus capitatus*), and Indian plum (*Oemleria cerasiformis*). Canopy coverage approached 100% throughout the forested areas.

4.5 Wetlands and Waters

NWI maps indicate the potential presence of a single stream within the study area (Figure 4). No wetlands were identified on the NWI maps in the study area. The assumed Cowardin classification (Cowardin 1979) of the stream is Riverine, intermittent, streambed, seasonally flooded (R4SBC). This mapped feature crosses the

study area diagonally from the far southeast corner of the study area to the northwest portion of the study area. No channel was visible in aerial photographs available in the Clark County GIS from 1955 to the present.

The Washington State Department of Natural Resources (WDNR) hydrography dataset was analyzed to determine whether potential drainages exist that do not appear on the NWI maps. NWI maps can miss smaller drainages in heavily forested areas as they are created from aerial photograph interpretation. The WDNR dataset indicates eight Type N (non-fish bearing) streams, two type U (Unclassified) streams, and two Type F (fish bearing) streams within the study area.

Photographs of each feature are presented in Appendix A.

4.5.1 Wetland A

Wetland A is fed by overland runoff and subsurface flows from adjacent slopes. While there is a perennial stream that flows through the wetland, the appropriate hydrogeomorphic classification of the wetland is slope. Vegetation within the wetland is a mixture of non-native reed canarygrass (*Phalaris arundinacea*) and native species such as soft rush (*Juncus effusus*), slough sedge (*Carex obnupta*), and jewelweed (*Impatiens capensis*). The boundaries of the wetland were estimated by topography and rapid changes in dominant vegetation. The eastern edge of the wetland stops at a large beaver dam. Based on the Wetland Rating System for Western Washington, this wetland would likely be rated as a Category III wetland with a high habitat value, which would require a 100-foot buffer.

4.5.2 Wetland B

Wetland B is within a broad sloping depression that drains to the northeast (Figure 5). Vegetation in this sloping wetland is dominated by common mixed pasture grasses and forbs. This wetland is also fed by overland runoff and subsurface flows. Dominant species included bentgrass (*Agrostis* sp.), meadow foxtail (*Alopecurus pratense*), and creeping buttercup (*Ranunculus repens*). The wetland would likely be regulated as Category III wetlands with a low habitat rating, which would require a 100-foot buffer. A culvert under S 10th Way connects Wetland B to a possible wetland south of the road.

4.5.3 Intermittent Streams

Four intermittent streams were recorded during the field work. These drainages are all located within steep draws (Figure 5). These streams had widths ranging from 2 to 3 feet and mapped by the DNR as non-fish bearing.

4.5.4 Perennial Streams

There are two perennial streams within the study area mapped as fish bearing (Figure 5). The largest perennial, fish-bearing stream flows northwest and eventually drains into Gee Creek. This creek has an average channel width that varies from 4 to 10 feet. Based on the Statewide Washington Integrated Fish Distribution (SWIFD) dataset, chum salmon (*Oncorhynchus keta*), coho salmon (*O. kisutch*), rainbow trout (*O. mykiss*), and steelhead trout (*O. mykiss*) are all potentially present in Gee Creek. Chum, coho, and steelhead are currently listed as threatened under the federal Endangered Species Act (ESA). Neither stream has been designated as critical habitat for the listed fish species.

There are two large beaver dams in the eastern portion of the study area. Beavers have effectively created two large deep-water habitats within the perennial stream drainage (Figure 5). Two active beaver lodges were observed along the southern edges of the large open water habitats. While beavers are not priority wildlife species, their dams provide important functions to the stream including increasing the diversity of habitats, capturing and storing sediment, and improving groundwater recharge.

4.6 Fish and Wildlife Habitat Conservation Areas

The City code identifies Fish and Wildlife Habitat Conservation Areas include the following:

- Habitat for any life stage of state or federally designated endangered, threatened, and sensitive fish or wildlife species.
- Priority habitats and areas associated with priority species.
- Water bodies, including lakes, streams, rivers and naturally occurring ponds.
- Riparian areas.

4.6.1 Habitats for Endangered, Threatened, and Sensitive Species

As noted above, chum salmon, coho salmon, and steelhead are potentially present in Gee Creek. These species are all listed as threatened under the federal ESA. None of the species classified as endangered, threatened, or sensitive by the Washington Fish and Wildlife Commission are expected to be present based on the known distribution of these species and available habitat in the study area.

4.6.2 Priority Habitats and Species

The WDFW maintains a list of Priority Habitats and Species (PHS), which includes species and habitats for which special conservation measures should be taken (WDFW 2023). WDFW defines Priority Habitats and Species as follows:

"Priority habitats are habitat types or elements with unique or significant value to a large number of species. A priority habitat may consist of a unique vegetation type like shrubsteppe, dominant plant species like juniper savannah, or a specific habitat feature like cliffs."

"Priority species include State Endangered, Threatened, Sensitive, and Candidate species; vulnerable animal groups (e.g., seabird concentrations, heron rookeries, bat colonies); and vulnerable species of recreational, commercial, or tribal importance."

4.6.2.1 Priority habitats

Habitat within the study area may meet the definition of one or two priority habitats as defined by WDFW. Those priority habitats include Biodiversity Areas and Corridors and Old Growth – Mature Forest. These priority habitats are defined as follows (WDFW 2023):

Biodiversity Areas and Corridors

1. Biodiversity Areas

- a. *The area has been identified as biologically diverse through a scientifically based assessment conducted over a landscape scale (e.g., ecoregion, county- or city-wide, watershed, etc.). Examples include but are not limited to WDFW Local Habitat Assessments, Pierce County Biodiversity Network, and Spokane County's Wildlife Corridors and Landscape Linkages.*

Or

- b. *The area is within a city or an urban growth area (UGA) and contains habitat that is valuable to fish or wildlife and is mostly comprised of native vegetation. Relative to other vegetated areas in the same city or UGA, the mapped area is vertically diverse (e.g., multiple canopy layers, snags, or downed wood), horizontally diverse (e.g., contains a mosaic of native habitats), or supports a diverse community of species as identified by a qualified professional who has a degree in biology or closely related field and professional experience related to the habitats or species occurring in the*

biodiversity area. These areas may have more limited wildlife functions than other priority habitat areas due to the general nature and constraints of these sites in that they are often isolated or surrounded by highly urbanized lands.

2. Corridors

Corridors are areas of relatively undisturbed and unbroken tracts of vegetation that connect fish and wildlife habitat conservation areas, priority habitats, areas identified as biologically diverse (see attribute 1a), or valuable habitats within a city or UGA (see attribute 1b).

Old Growth – Mature Forest (west of Cascade crest)

Stands >7.5 acres having at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/acre that are >32 in dbh or >200 years of age; and >4 snags/acre over 20 in diameter and 15 ft tall; with numerous downed logs, including 4 logs/acre that are >24 in diameter and >50 ft long. High elevation stands (>2500 ft) may have lesser dbh [>30 in], fewer snags [>1.5/acre], and fewer large downed logs [2 logs/acre that are >24 in diameter and >50 ft long].

Stands smaller than 7.5 acres in rural and urban areas can still retain significant wildlife value and therefore should be evaluated as a potential biodiversity area (see Biodiversity Areas and Corridors).

In addition to the priority habitats defined above, priority snags and logs may be present. WDFW defines priority snags and logs as follows (WDFW 2023):

Snags and logs occur within a variety of habitat types that support trees. Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of >20 inches and are >6.5 feet in height. Priority logs are >12 inches in diameter at the largest end, and >20 feet long. Abundant snags and logs can be found in old-growth and mature forests or unmanaged forests of any age; in damaged, burned, or diseased forests; and in riparian areas. Priority snag and log habitat includes individual snags and/or logs, or groups of snags and/or logs of exceptional value to wildlife due to their scarcity or location in a particular landscape. Areas with abundant, well-distributed snags and logs are also considered priority snag and log habitat. Examples include large, sturdy snags adjacent to open water, remnant snags in developed or urbanized settings, and areas with a relatively high density of snags.

The forested swath that extends across most of the study area features large trees exceeding three feet in diameter. A variety of tree and shrub species compose the canopy and understory. This swath of forest is connected with forested and undeveloped areas, such as those associated with Gee Creek upstream and downstream of Pioneer Street, that allow wildlife to move between the Ridgefield National Wildlife Refuge, Columbia River, and the habitats present within the study area and areas further to the east (Figure 6). Although the corridor is interrupted by roads at several points, the dense vegetation and width of the corridor can facilitate the movement of wildlife species past these obstacles.

4.6.2.2 Priority Species

Two priority wildlife bat species are indicated as potentially present in the study area: little brown bat (*Myotis lucifugus*) and Yuma myotis (*Myotis Yumanensis*). No bats were observed during the site visit, but they would not be expected to be active during daylight hours. The presence of large trees, however, suggests the potential for roosting opportunities, even though no large cavities in trees were observed. Generally, the study area represents good quality habitat for the bat species given the large amounts of open water where aquatic

insects that serve as prey species for bats would be common. Additional information regarding each priority species is provided below.

The little brown bat is a medium-sized bat compared to other *Myotis* species within Washington. The species is considered a generalist in terms of preferred habitat types but typically occur near habitats in proximity to open water areas. The little brown bat forages shortly after sunset for 2 to 3 hours while flying insect activity and forage opportunities are peaking. These bats preferred forage is aquatic insects, but they also consume moths, flies, beetles and a variety of other species. The species roosts during the day within a variety of structures, which can provide refuge from predators. Roosting locations may include manmade structures, cavities in trees, gaps under loose tree bark, and crevices within rock formations. The hibernation patterns of the little brown bat are somewhat unknown on the West Coast. They typically hibernate during the winter and seek out areas with high humidity and protection from predators such as caves, old mines, large rock crevices, and larger cavities in old growth trees (WDFW 2024a).

The Yuma myotis is similar in size and appearance to the little brown bat and is widespread in Washington. Their main prey consists of both flying and flightless insects that can be captured from foliage. Forage items include moths, spiders, leafhoppers, beetles, and other insects. They typically forage along forest edges. This species has similar roosting and hibernating patterns and habitat preferences to the little brown bat although they do have a higher preference for cavities in trees (WDFW 2024c).

4.6.3 Water Bodies

Several intermittent and permanent streams are present in the study area. See section 4.5 for more details.

4.6.4 Riparian Areas

Section 18.280.110.B of the City of Ridgefield municipal code establishes minimum buffer widths for streams based on mapping by the WDNR as shown below:

DNR Stream Type	Minimum Riparian Buffer Width
Type S - Shorelines of the state	150 feet
Type F - Fish-bearing streams (>5 feet wide)	150 feet
Type F - Fish-bearing streams (<5 feet wide)	125 feet
Type Np and Ns — Perennial or seasonal streams with high mass wasting potential	100 feet
Type Np and Ns — Perennial or seasonal streams with low mass wasting potential	50 feet

5 REGULATORY CONSTRAINTS

Jurisdictional wetlands within the study area are regulated on federal, state, and local levels by the USACE, Ecology, and City of Ridgefield, respectively. Wetland and stream buffers are administered by the City of Ridgefield under chapter 18.280.150 of the City's Code. Table 18.250.150-4 of the Code specifies wetland buffers widths based on the wetland classification, habitat function, and intensity of proposed land use. Under the Code, most developments except parks or hiking trails would be considered high-intensity land use.

Streams and their associated riparian buffers are regulated as Fish and Wildlife Habitat Conservation Areas (FWHCAs) by the City. The on-site streams are regulated as Type F and Type NS streams. Type F streams greater than 5 feet wide have a minimum buffer width that extends 150 feet landward from the ordinary high-water

mark (OHWM). Type NS streams with a high mass wasting potential have minimum riparian buffer width of 100 feet from the OHWM (Figure 5).

Buffers extending from the streams are regulated as riparian habitat. In general, riparian habitats should be considered areas of no development outside of trails and minor vegetation clearing in unavoidable circumstances.

6 SUMMARY

Through the course of the critical areas assessment, three wetlands and multiple streams were identified and mapped within the study area. The regulated features and applicable buffers are summarized in Table 2.

Table 2. Regulated Features and Buffers

Feature	Rating	Contributing factors	Wetland Buffer Width (feet)
Wetlands	Category III ¹	High habitat score	100 ²
Perennial Streams	Type F	> 5 feet wide	150
Intermittent Streams	Type NF	High mass wasting potential	100

¹ Estimated wetland rating.

² High-intensity land use.

All these features would be regulated by federal, state, and local jurisdictions. As such, permits would be required prior to initiating construction that could affect these features.

7 PREPARER

The background investigation and field work, and report were completed by Professional Wetland Scientist (PWS) Brian Bieger and Masten Summerfield, Project Scientist. The report was prepared by Skip Haak, Senior Scientist, and Mr. Summerfield. Mr. Bieger has a Bachelor of Science in Wildlife Science and over 23 years of consulting experience in natural resource assessment and permitting. Masten has a Bachelor of Arts in Biology and five years of experience in the natural sciences. Mr. Haak has a Bachelor of Science in Fisheries, Bachelor of Science in Wildlife Science, and a Master of Science in Natural Resources with over 34 years of experience as a consulting biologist in the Pacific Northwest.

8 DISCLAIMER

This report is based on observations of vegetation, soils, and hydrology at the time of the study. Changing environmental conditions or human activities may alter those parameters, which may change the conclusions presented in this report. The conclusions in this report represent the investigator's interpretation of the specified technical manuals and best available science and may not correspond with observations or conclusions of others, including government agencies.

This report was prepared as a preliminary critical areas assessment and does not meet current local, state, and federal regulations. A more thorough critical areas report and wetland delineation would be required to meet those regulations. Final authority regarding jurisdiction and permitting requirements rests with the appropriate federal, state, and local agencies.

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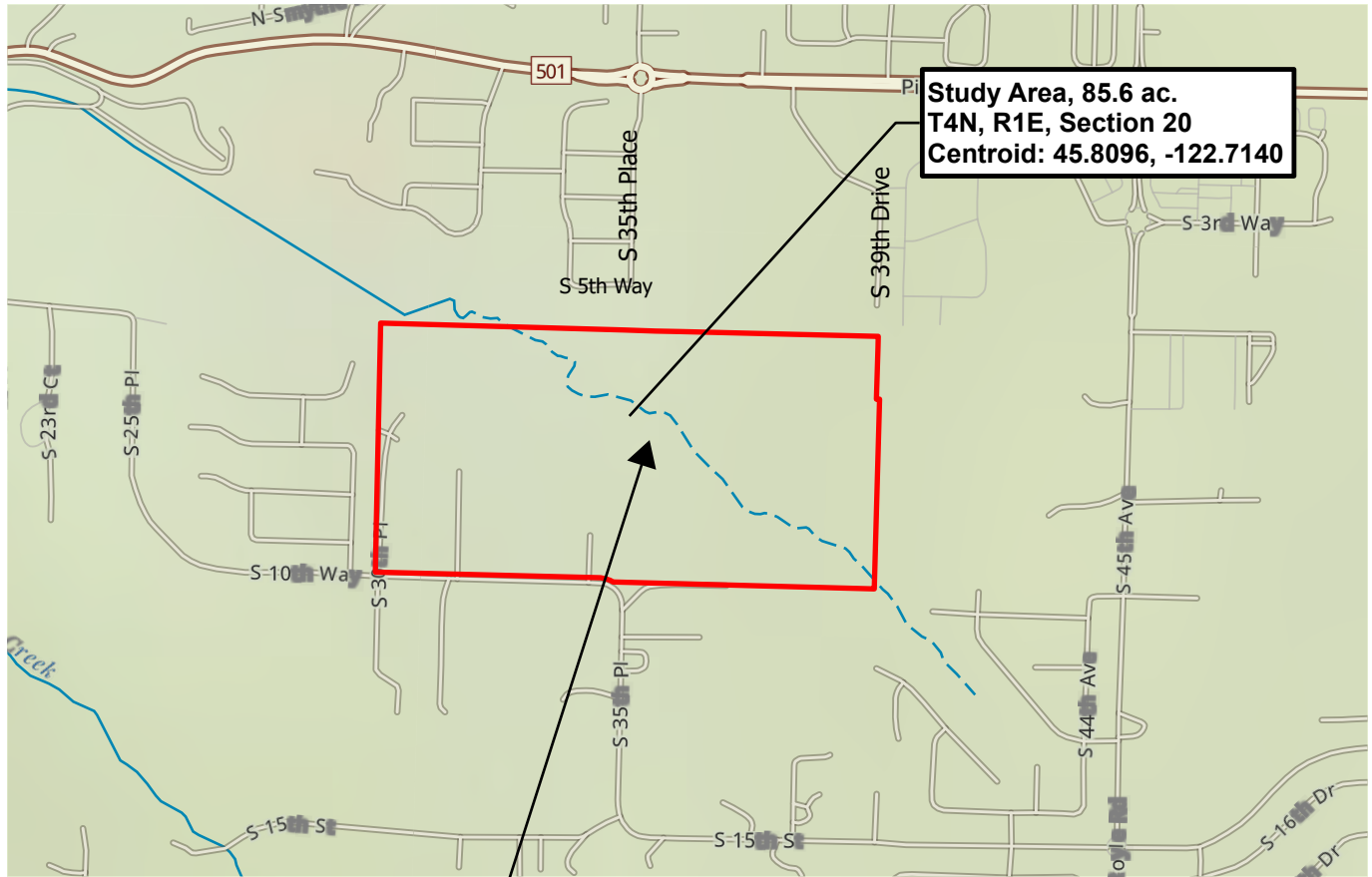
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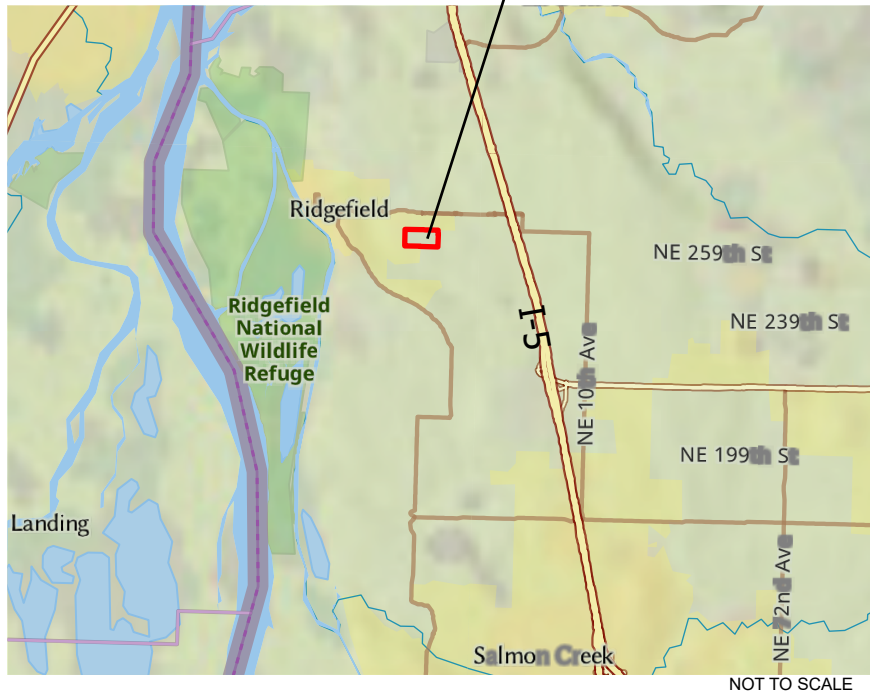
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Figures



SOURCE: ESRI Basemap (2023)

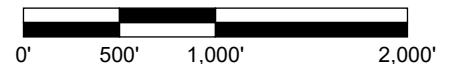


Legend

 Study Area



SCALE: 1" = 1,000' (8.5X11 SHEET)



PREPARED FOR: City of Ridgefield



LOCATION MAP

South 35th Avenue Extension Project
Clark County, Washington

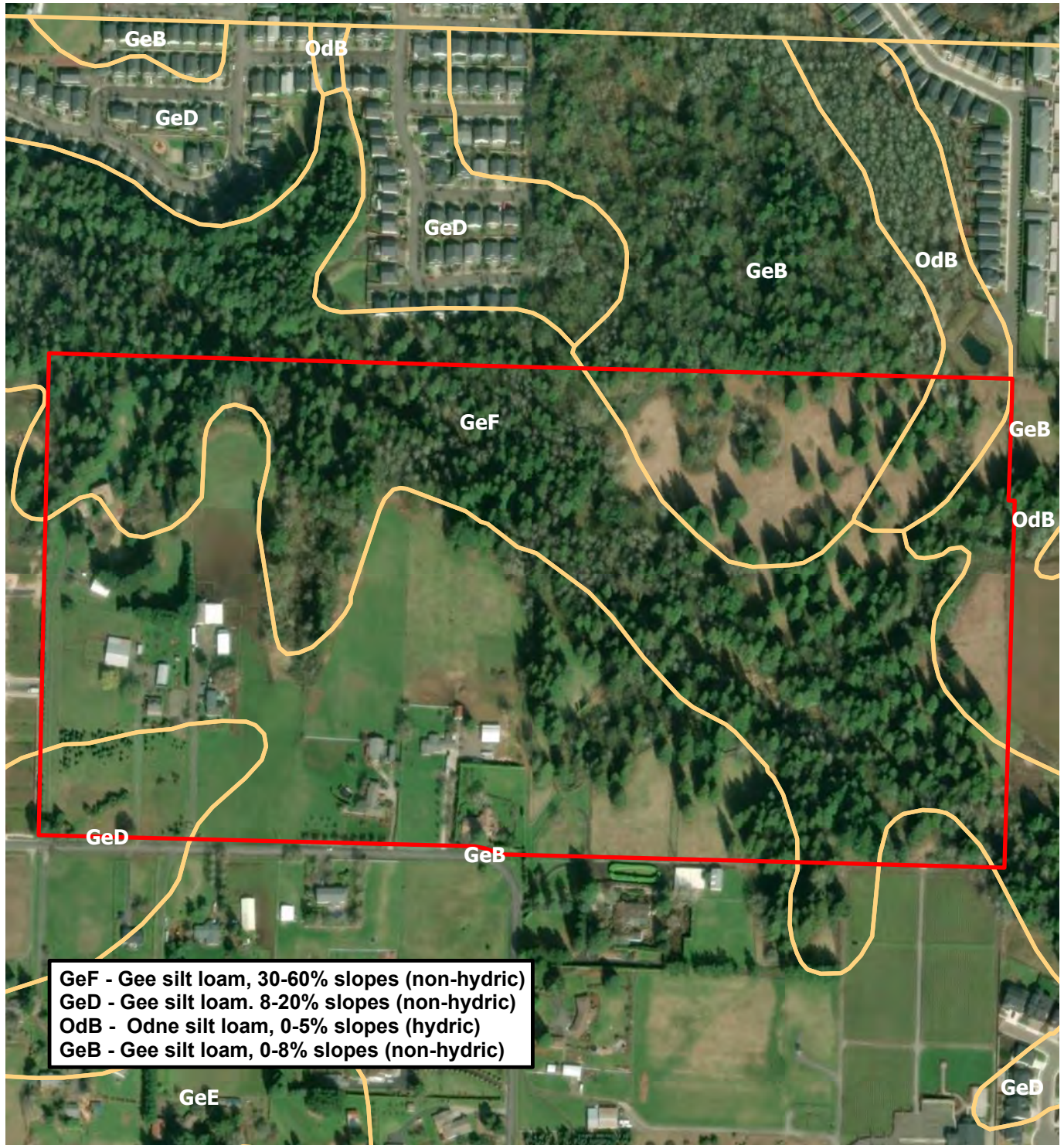
MAY 2024
71402.000

FIGURE

1



2



SOURCE: USDA NRCS (2023)

GeF - Gee silt loam, 30-60% slopes (non-hydric)
GeD - Gee silt loam, 8-20% slopes (non-hydric)
OdB - Odne silt loam, 0-5% slopes (hydric)
GeB - Gee silt loam, 0-8% slopes (non-hydric)

Legend

-  Study Area
-  NRCS Soil Polygons



SCALE: 1" = 400' (8.5X11 SHEET)



PREPARED FOR: City of Ridgefield

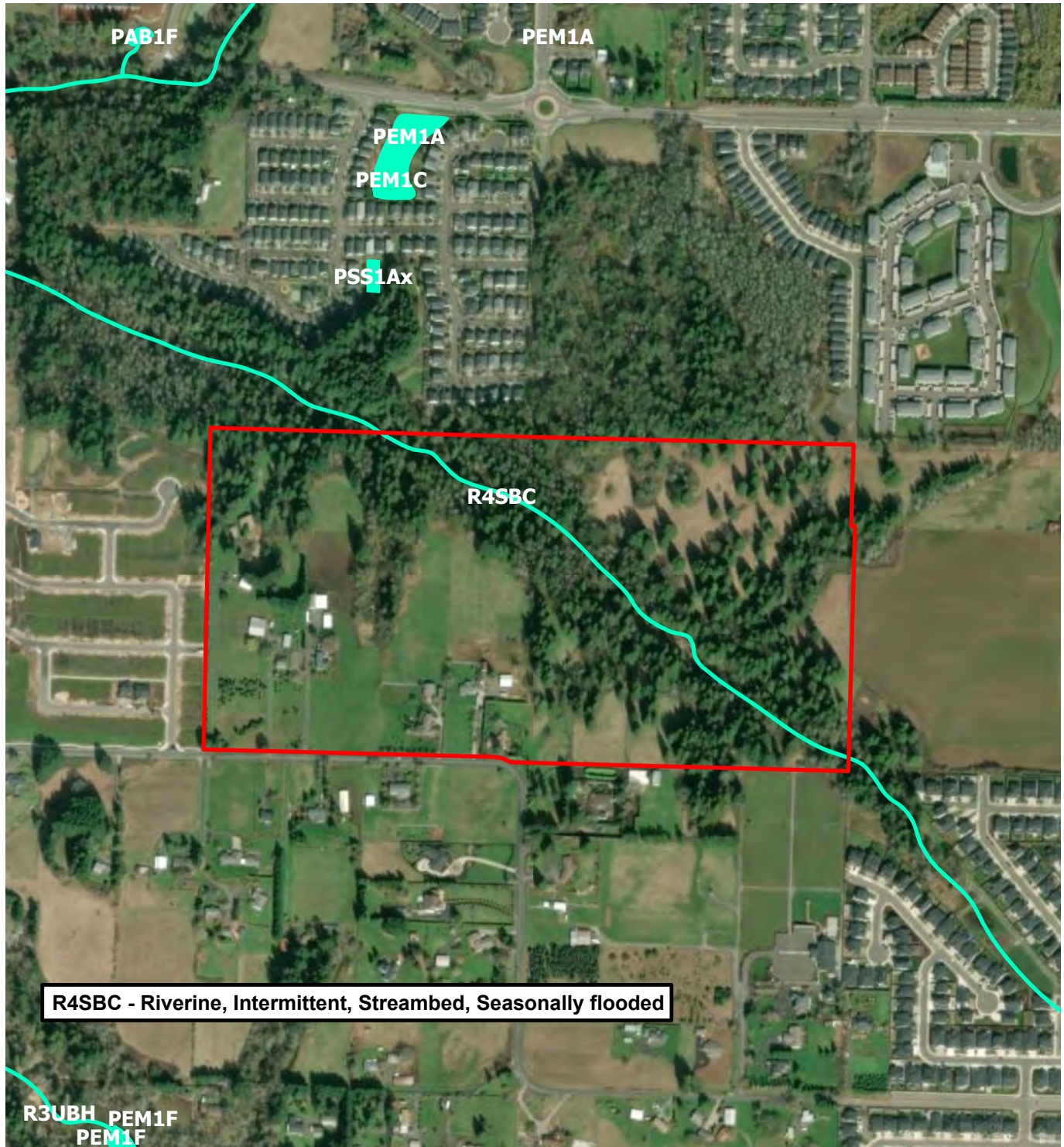


NRCS SOIL MAP
South 35th Avenue Extension Project
Clark County, Washington

MAY 2024
71402.000

FIGURE

3

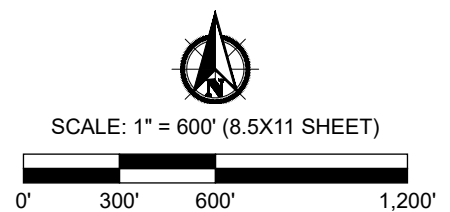


SOURCE: PBS GENERATED SHAPE FILES

Legend

NWI Wetland Polygons

Study Area



PREPARED FOR: City of Ridgefield



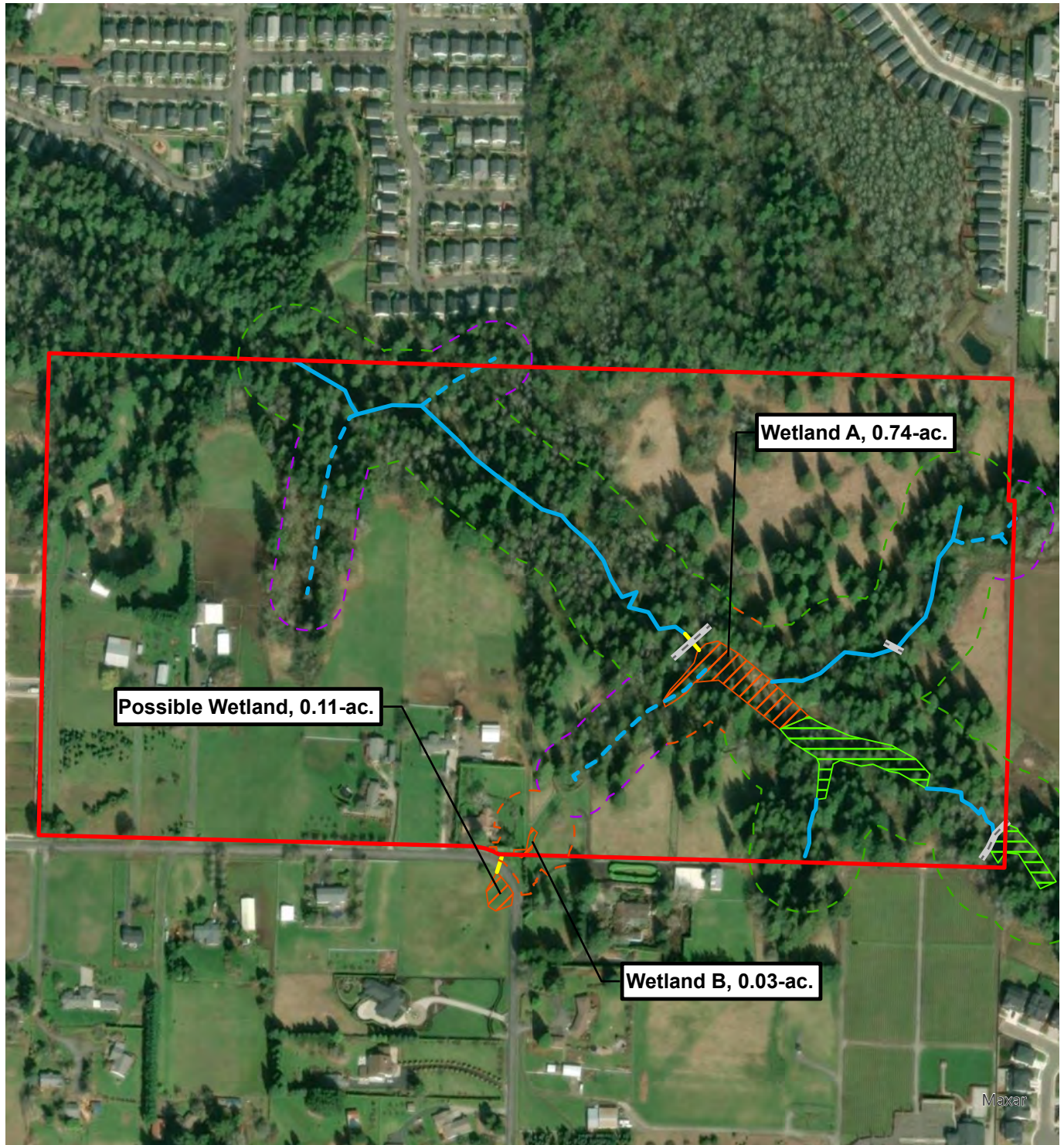
NATIONAL WETLAND INVENTORY MAP

South 35th Avenue Extension Project
Clark County, Washington

MAY 2024
71402.000

FIGURE

4



SOURCE: PBS GENERATED SHAPE FILES

Legend

- | | |
|-------------------------------|-------------------------|
| Study Area | Culvert |
| Deepwater Habitat, 0.90 acres | Type-NS 100-foot Buffer |
| Wetland | Type-F 150-foot Buffer |
| Perennial Stream | 100-foot Wetland Buffer |
| Intermittent Stream | Logging Access Road |



SCALE: 1" = 400' (8.5X11 SHEET)



PREPARED FOR: City of Ridgefield



WETLANDS AND WATERS

South 35th Avenue Extension Project
Clark County, Washington

MAY 2024
71402.000

FIGURE

5



SOURCE: Washington Department of Natural Resources (2024)

Legend

 Study Area

 Watercourse Hydrology



SCALE: 1" = 2,000' (8.5X11 SHEET)



0' 1,000' 2,000' 4,000'

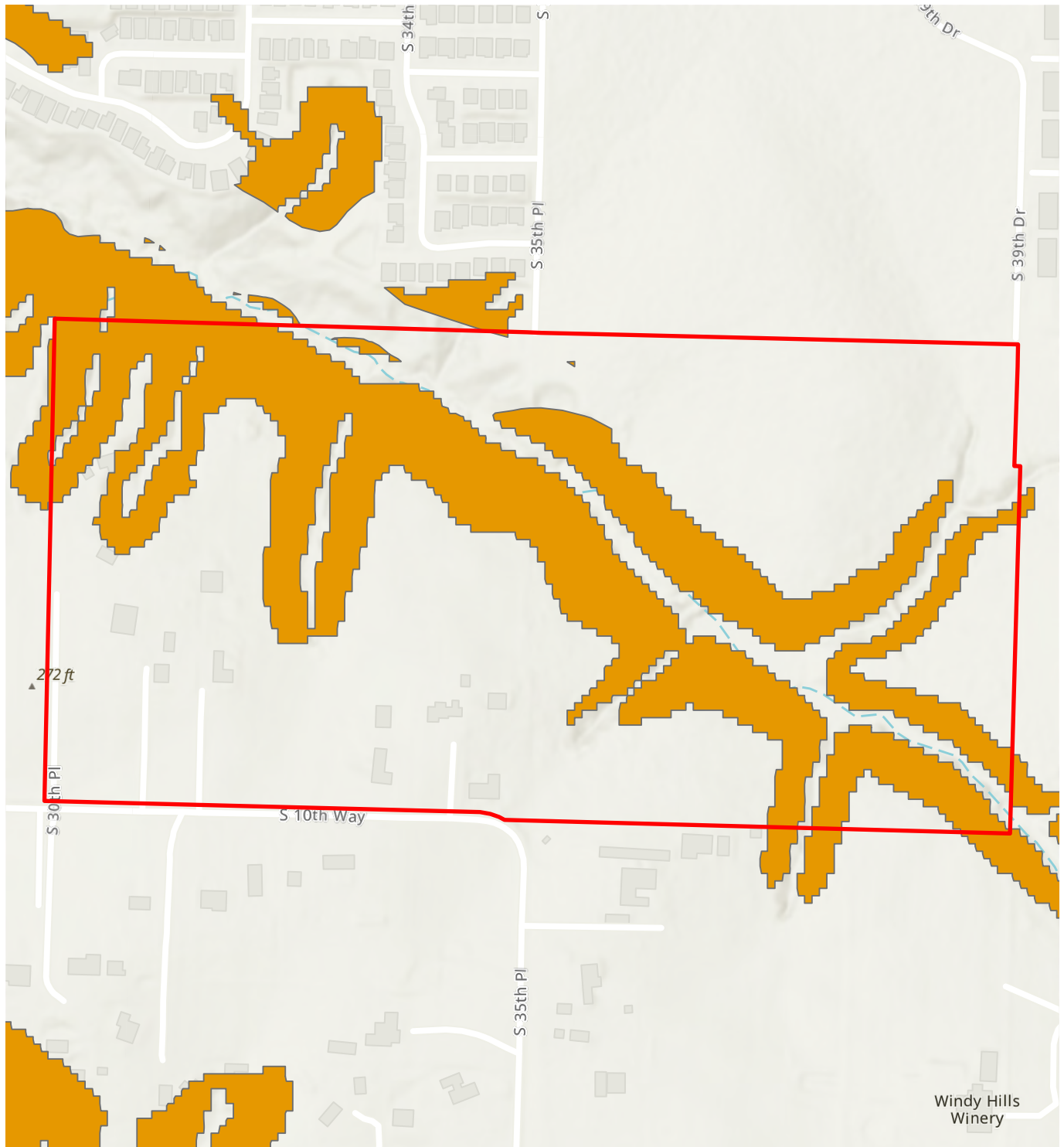
PREPARED FOR: City of Ridgefield



HABITAT CONNECTIVITY

South 35th Avenue Extension Project
Clark County, Washington

MAY 2024 71402.000
FIGURE
6



SOURCE: Clark County Maps Online (2024)

Legend

-  Study Area
-  Areas of Potential Instability



SCALE: 1" = 400' (8.5X11 SHEET)



PREPARED FOR: City of Ridgefield



LANDSLIDE HAZARD AREAS

South 35th Avenue Extension Project
Clark County, Washington

MAY 2024
71402.000

FIGURE

7

Appendix A

Site Photographs



Photo 1. Wetland south of S 10th Way (facing east).



Photo 2. Wetland south of S 10th Way (facing south).



Photo 3. Wetland B (facing west).



Photo 4. Wetland B outfall (facing west).



Photo 5. Wetland B (facing north).



Photo 6. Grass area leading down to large forested ravine (facing northeast).



Photo 7. Intermittent stream (facing north).



Photo 8. Intermittent stream (facing north).



Photo 9. Intermittent Stream and Wetland A (facing northeast).



Photo 10. Intermittent Stream and Wetland A (facing northeast).

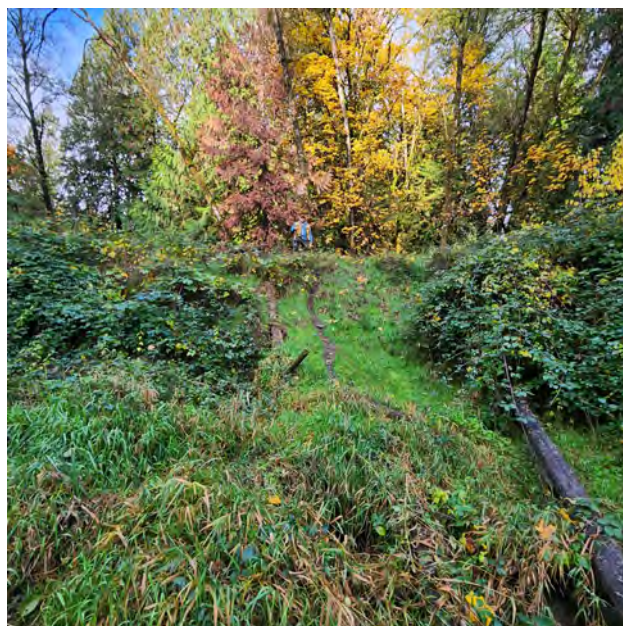


Photo 11. Large manmade berm with logging road (facing west).

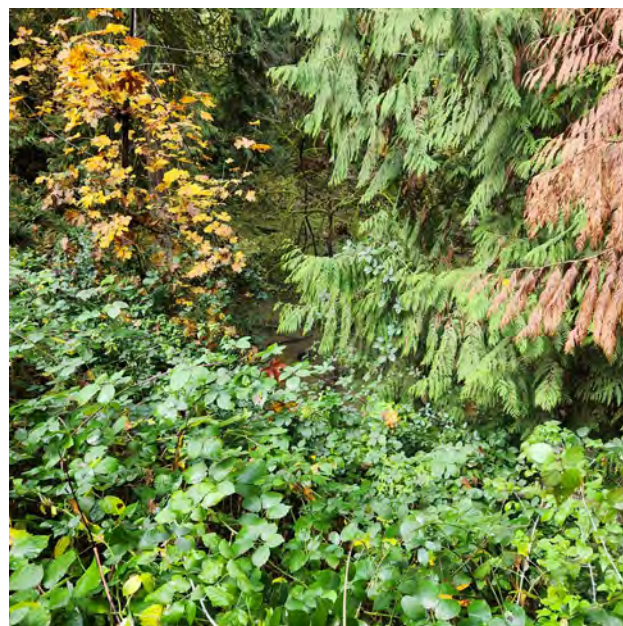


Photo 12. Perennial stream on west side of road berm (facing west).



Photo 13. Wetland A (facing east).



Photo 14. Large beaver dam (facing east).



Photo 15. Deepwater habitat and large beaver dam (facing south).



Photo 16. Deepwater habitat and large beaver dam (facing south).



Photo 17. Deepwater habitat (facing east).



Photo 18. Typical vegetation on slopes leading to deepwater habitat (facing east).



Photo 19. Perennial stream (facing south).

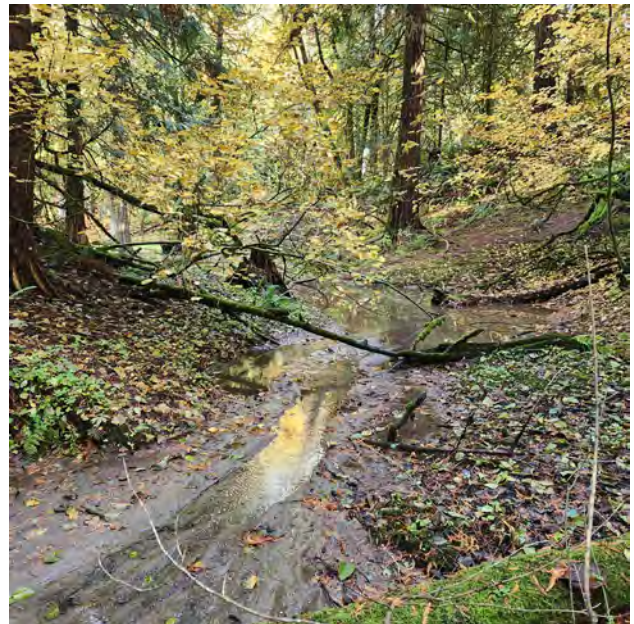


Photo 20. Confluence of perennial stream and large deepwater habitat (facing northeast).



Photo 21. Perennial stream continuing east (facing east).



Photo 22. Beaver lodge (facing north).



Photo 23. Deer scat seen in eastern side of the project area (facing east).



Photo 24. A series of small beaver dams on perennial stream (facing east).



Photo 25. Culvert outfall from upper deepwater habitat (facing east).



Photo 26. Large logging road berm (facing east).



Photo 27. Large logging road berm with beaver dam (facing southeast).



Photo 28. Water flowing over logging road (facing south).



Photo 29. Flat, grassy areas (facing south).



Photo 30. Perennial stream (facing northwest).



Photo 31. Perennial stream flowing towards wetland A (facing southwest).



Photo 32. Large washout of logging road berm (facing west).



Photo 33. Culvert on other side of large logging road berm (facing east).

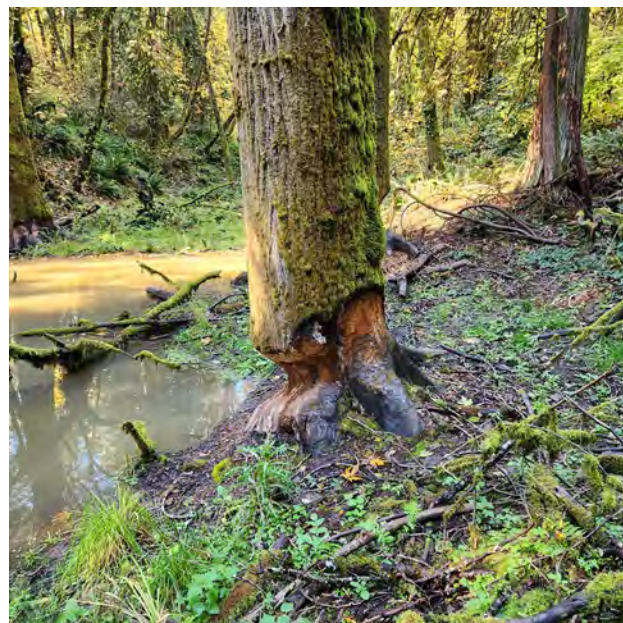


Photo 34. Beaver activity (facing south).

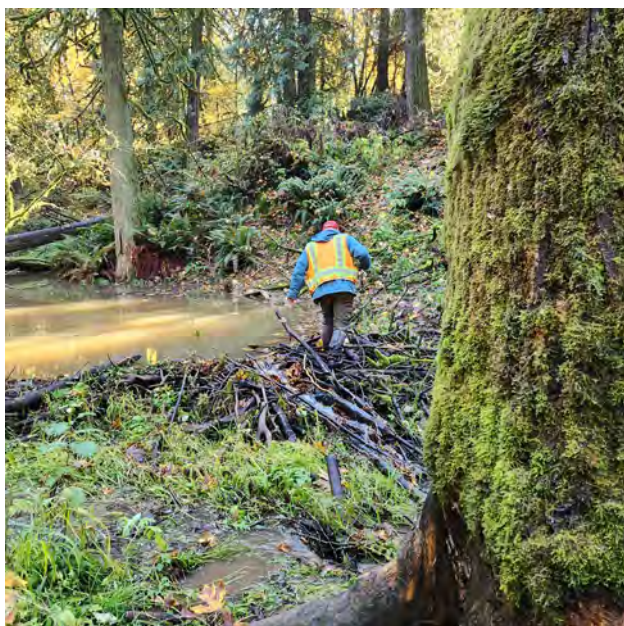


Photo 35. Beaver dam and perennial stream (facing southeast).



Photo 36. Another beaver dam and perennial stream (facing southwest).



Photo 37. Perennial stream with small beaver dam (facing west).



Photo 38. Beaver dam (facing west).

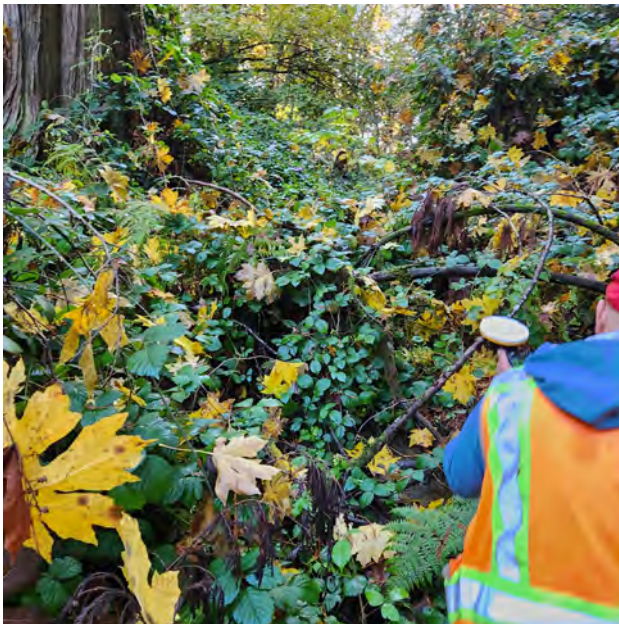


Photo 39. Typical vegetation in riparian area in western side of project area (facing south).



Photo 40. Typical pasture found in project area (facing south).

PROJECT: City of Ridgefield South 35th Extension

MEETING: Open House 2

DATE: September 19, 2024 6:00 pm

LOCATION: Ridgefield Administrative and Civic Center

HOSTED BY: Steve Stuart, City of Ridgefield Manager
Chuck Green, City of Ridgefield Public Works Director
Cory Kratovil, PBS Engineering and Environmental, Project Manager
Nicole Hergert, PBS Engineering and Environmental, Public Involvement Coordinator

ATTENDEES: 26 attendees signed in

MATERIALS: Sign-in sheets, meeting agenda, project handout, packet of event summaries from neighborhood meetings 1 & 2 and open house 1, packet of three alternatives, project boards on easels, comment cards, on-screen PowerPoint presentation

COMMENT: No comment cards were received

SUMMARY

The second of two community open houses, this event saw a nearly 58% increase in attendance. With a PowerPoint presentation shown on screen, Cory Kratovil shared the project's history, including why this project is being performed, and the parameters that are guiding design. Next, the original eight extension options were reviewed, and then the three options currently being considered today—green, orange, and red—were presented for feedback. Attendees asked questions and made comments about the options and broader City considerations. The event closed with a share-out of next steps and a thank-you for everyone's participation.

AGENDA

- Introductions
- Summary of work to date
- Criteria overview
- Maps and preliminary assessment
- Next steps: Council discussion
- Questions

DETAILS & DISCUSSION

- A resident shared that the orange route would go through their barn and house, and the topography is rough. They asked if a physical walk-through of the area will be performed before a decision is made.
 - Yes, all areas will be evaluated, including steep topography as well as wetlands. While the route won't go through the house and barn, it may be close by.
- When will construction begin? How much money is available for this construction project?

- Construction is anticipated to begin in four years. Steve explained how Washington State law worked with regards to allocation of project funds and developer contributions.
- Does Ridgefield intend to improve existing streets?
 - The City has done work, but some roads are County roads and out of the City's jurisdiction.
- It is possible to turn Bertsinger Road into a trail for non-drivers?
 - A separate meeting to discuss Bertsinger is anticipated.
- RE: Green Option
 - Enforcement of 25 mph must be enforced.
 - Traffic will be a long-term issue.
- RE: Orange Option
 - Will this be the costliest option?
- RE: Red Option
 - Resident expressed this is their preferred option.
 - Traffic is getting worse. Two-lane roads don't make any sense.
 - Have there been traffic counts performed?
- What is the comprehensive plan for the city? Chuck Stuart explained the Ridgefield Comprehensive Plan.
- Next steps, shared by Chuck:
 - Studies and environmental impact statements and how that will impact the decision making.
 - Design, and the funding to build the project.
 - Public involvement process with the decision.
- Additional items were shared by City staff:
 - The speed limit on Royle to S 4th Way is proposed to be reduced to 25 mph – Council will be considering.
 - As part of the safety plan provided by PBS, speed signs will be installed (six or seven).
 - Costco will be bringing a measurable amount of sales tax revenues for the City's general fund.
 - Council has made a commitment to tree-lined boulevards. New designs will incorporate this layout.
- The meeting closed with residents expressing thanks for being included in the process.

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 2024

AGENDA ITEM NAME: First Reading of Ordinance No. 1441 - Ridgefield Parks Board Membership

GOVERNING LEGISLATION

RCW 35.18.060 - Authority to appoint boards and commissions.

PREVIOUS COUNCIL ACTION TAKEN:

Parks Board of Commissioners established 2008. RMC 2.56- Parks Board membership modified August 2024.

SUMMARY/BACKGROUND:

The Parks Board is currently comprised of seven adult members. All adult members are required to live within city limits and to be qualified to be electors. The term of office for all members is three years.

The proposed ordinance would maintain a seven-member board with six adult members and one youth member. The proposed qualification requirements for the youth member are:

- Be 14 - 17 years of age at the time of appointment, and
- Reside within city limits.

The term of office for the youth member would be two years with the same rights and responsibilities as adult members. More specifically, the youth member would prepare for, attend and participate in meetings by voicing opinions, asking questions and voting on items before the board.

The youth member would represent youth opinions, ideas and concerns on the City's parks and trails system as well as parks planning and design. This contribution would help to build a park system that is inclusive of Ridgefield's youth, engage more youth in the city park system and make a positive difference for youth in the City of Ridgefield.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

No action required. First Reading.

STAFF CONTACT: Lee Knottnerus, Deputy City Manager

ATTACHMENTS:

1. Ordinance.Youth Membership.Parks Board

ORDINANCE NO. 1441

An ordinance of the City of Ridgefield, Washington amending the membership of the Ridgefield Parks Board to consist of six adult members and one youth member.

WHEREAS, the Parks Board of Commissioners was established in 2008 to act as an advisory board for the Ridgefield City Council; and

WHEREAS, the Parks Board is a seven member board with qualification requirements including being a resident within Ridgefield city limits and eligibility to be an elector. Qualifications to be an elector include being at least 18 years of age; and

WHEREAS, the City of Ridgefield has a desire to include a member on the parks board who is under the age of 18 to represent the ideas, issues and concerns of youth in the City of Ridgefield and, as a result, create a parks and trails system more inclusive of Ridgefield youth.

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

Section 1. **Public Interest.** It is in the public interest for the Parks Board and City Council to consider and discuss youth opinions, ideas and concerns on the City's parks and trails system as well as parks planning and design; to build a park system that is inclusive of Ridgefield's youth; engage more youth in the city park system; and make a positive difference for youth in the City of Ridgefield.

Section 2. **Amending RMC Chapter 2.56.** The Ridgefield City Council amends certain section of Ridgefield Municipal Code Chapter 2.56 - Parks Board, as set forth in Exhibit A, attached hereto and incorporated by reference.

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 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 effective thirty (30) calendar days after adoption pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS ____ DAY OF _____, 2024.

Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss, City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

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 and Terms.

The parks board shall consist of seven members appointed by the mayor including six adult members and one youth member. Each board member shall be confirmed by a majority vote of the city council.

1. Eligible **adult** 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. Terms shall be for three years and shall be staggered so as to ensure a consistent membership base.
2. Eligible youth members shall be 14 through 17 years of age at the time of appointment, and reside within the corporate limits of the city. Terms shall be for two years.

(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 adult members of the board by majority vote.

-
- 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 board, and
 - 2. Approval of proposed or other amendments by City Council.
 - 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. 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 inefficiency, neglect of duty, malfeasance in office, 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. 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: December 5, 2024

AGENDA ITEM NAME: Public Hearing and Second Reading of Ordinance No. 1439 - 2025 Proposed Budget

GOVERNING LEGISLATION

Revised Code of Washington Chapter 35A.33, City of Ridgefield Financial Policy #07: Budget.

PREVIOUS COUNCIL ACTION TAKEN:

The City Council conducted a public hearing on the proposed 2025 revenue sources at the November 7, 2024, council meeting, and held a public hearing on the 2025 Proposed Budget at the November 21, 2024, council meeting. Additionally, the council has held 2 work sessions and one presentation on the proposed 2025 budget.

SUMMARY/BACKGROUND:

The 2025 budget represents the proposed fiscal plans for the City of Ridgefield for calendar year 2025. It took the collaborative efforts of the Budget Advisory Committee, City Council, senior management, staff, and citizen input to develop and create the budget. Meetings were held throughout the budget development process to discuss the budget in more detail and to ensure understanding. These meetings included three Budget Advisory Committee meetings, which were held on August 12th, September 16th, and October 15th. The City also conducted two City Council work sessions, which were held on August 22nd, and September 26th, and one presentation on October 24th. Input and feedback gained throughout this process was reviewed and incorporated into the budget as appropriate. Copies of the budget have been made available to the Budget Advisory Committee, City Council, senior management, and staff for review as updates were made throughout the process. A proposed draft of the budget was made available to the public on the City's website on October 31, 2024.

BUDGET/FINANCIAL IMPACTS:

The 2025 budget proposes total revenues of \$63.9 million and \$86.9 million in expenses. The proposed budget includes the use of contingent reserves in the General Fund for one-time capital and initiative requests, the use of capital reserves to fund multiple capital projects, and the continued use of the 2024 LTGO bond funds for transportation improvements on Pioneer Street and Discovery Drive.

The 2025 budget proposes an operating budget of \$26.3 million, a capital budget of \$31.4 million, a special revenue budget of \$1.1 million, a capital service budget of \$10.9 million and a debt service budget of \$17.1 million including the transfer of \$13.8 million to fund the Pioneer Widening project, for a total budget of \$86,899,065.

The net impact on the overall fund balance is a decrease of \$23 million including the use of the 2024 LTGO bonds and the transfer of capital reserves to fund the 2025 capital program. In addition, the

budget proposes revenues of \$3.1 million in new grants, \$3.5 million from new debt issuance, and \$21.9 million in transfers to fund the capital projects proposed for 2025.

Transfers between funds included in the budget total \$28,717,095, with \$0.9 million associated with the operating funds, transfers to the equipment replacement fund in the amount of \$284,100, transfers for debt service in the amount of \$3.3 million, and \$24.2 million for capital projects.

Total revenues and the use of fund balance and/or designated reserves are projected to sufficiently support the proposed budget.

The proposed 2025 budget includes funding for four new full-time equivalent positions. The new positions are for a facilities maintenance worker dedicated to parks maintenance, a storm water maintenance worker, and two water maintenance workers, including one position that includes a two-year sunset designation. In addition to the new positions, the proposed budget includes removal of a sunset designation on a position for a grant writer. The total FTE count for the City of Ridgefield with these additions is 86.75, which includes 85 full-time positions and 3 part-time positions.

RECOMMENDED ACTION OR MOTION:

If the Council chooses to adopt Ordinance No. 1439, a motion would be:
"I move to adopt Ordinance No. 1439 as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. 2025 Proposed Budget - Public Hearing-Dec 5
2. 2025 Proposed Budget Exhibit A
3. 2025 Proposed Budget Exhibit B
4. 2025 Proposed Budget Exhibit C
5. 2025 Proposed Budget Exhibit D
6. 2025 Proposed Budget Exhibit E
7. 2025 Proposed Budget Exhibit F

ORDINANCE NO.

**AN ORDINANCE FOR THE CITY OF RIDGEFIELD, WASHINGTON ADOPTING THE 2025 BUDGET; AND
PROVIDING FOR THE EFFECTIVE DATE THEREOF**

WHEREAS, the tax estimates and budget for the City of Ridgefield for the 2025 fiscal year have been prepared and filed as provided by the laws of the State of Washington; and

WHEREAS, the budget was provided for distribution and notice was published setting the time and place for hearings on the budget; and

WHEREAS, the 2025 proposed budget was submitted to the City Council and City Clerk on October 31, 2024, and budget workshop sessions were held on August 22, 2024, and September 26, 2024; and

WHEREAS, public hearings on the 2025 annual budget were held on November 7, 2024, November 21, 2024, and December 5, 2024.

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

Section 1: Public Interest. The Ridgefield City Council finds it to be in the public interest to adopt the Proposed 2025 Budget for anticipated revenues and expenditures.

Section 2: 2025 Budget Adoption. The annual budget for the City of Ridgefield, Washington for the year ending December 31, 2025, is hereby adopted in the amounts and for the purposes shown in Exhibits "A-F", attached hereto and incorporated herein by reference. The budget for each Department and Fund in Exhibits "A-F" is hereby adopted at the fund level and set as the appropriation limit for expenditures for the fiscal year 2025. The attached Exhibit "A" summarizes the totals of estimated revenue and expenditure appropriations for each separate fund and the aggregate total for all funds combined.

Section 3: The Finance Director is directed to transmit a copy of the budget hereby adopted to the State Auditor's Office, and the Municipal Research & Services Center (MRSC).

Section 4: Severability. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

Section 5: Regulatory Conflicts. All other Ordinances and parts of other Ordinances inconsistent or conflicting with any part of this Ordinance are hereby repealed to the extent of the inconsistency or conflict.

Section 6: 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 7: Effective date. This ordinance shall take effect and be in full force five (5) days after the publication of the attached summary and Exhibits "A-F", which is hereby approved.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, THIS 5TH DAY OF DECEMBER 2024.

By: _____
Ron Onslow
Mayor

Attest:

Julie Ferriss
City Clerk

Approved as to Form:

Janean Parker
City Attorney

First Reading:	November 21, 2024
Second Reading/Passed:	December 5, 2024
Date of Publication:	December 11, 2024
Effective Date:	December 16, 2024



2025 Proposed Budget

December 5, 2024



2025 Proposed Budget Agenda

- 2025 Budget Summary
 - Operating Funds
 - Capital Service Funds
 - Special Revenue Funds
 - Debt Service Funds
 - Capital Project/ERF Funds
 - 2025 FTE Report



2025 Proposed Budget

- 2025 Budget Summary
 - Total revenue - \$63,904,330
 - Total expense - \$86,899,065
 - Use of fund balance - \$22,994,735 (includes \$13.8 million in remaining 2024 LTGO bonds)
 - Operating budget - \$26,320,555
 - Personnel expense - \$13,257,300, 50.4%
 - Operations and maintenance - \$8,974,905, 34.1%
 - Capital outlay and transfers - \$3,257,330, 12.4%
 - Capital Leases - \$670,400, 2.5%
 - Debt Service - \$160,620, 0.6%



2025 Proposed Budget

2025 Estimated Policy Reserves

	O&M	Revenue Stab.	Debt Service	Separation	Capital	Capital Repair & Replacement	2025 Est. Reserves	2024 Reserves	% Change
General Fund	1,912,001	1,059,087	141,113	118,202	1,156,313	-	4,386,716	4,177,825	5.00%
Community Development	496,985	200,719	-	39,496	-	-	737,200	749,600	-1.65%
Water Fund	683,526	-	-	21,699	276,398	813,289	1,794,912	1,631,738	10.00%
Storm Fund	233,505	-	19,323	15,722	254,114	320,988	843,652	766,956	10.00%
REET	-	-	2,350,435	-	-	-	2,350,435	2,808,645	-16.31%
Total	3,326,017	1,259,806	160,436	195,119	1,686,824	1,134,277	10,112,914	10,134,764	-0.22%



2025 Proposed Budget

		<i>Beginning Fund Balance</i>	<i>2025 Budgeted Revenue</i>	<i>2025 Budgeted Expense</i>	<i>Ending Fund Balance</i>	<i>Change In Fund Balance</i>
Operating Funds						
001	General Fund	\$ 7,301,766	\$ 13,603,165	\$ 15,617,625	\$ 5,287,306	\$ (2,014,460)
101	Street Fund	78,348	1,416,190	1,411,950	82,588	\$ 4,240
402	Building and Permitting	857,230	2,512,000	3,290,300	78,930	\$ (778,300)
406	Water Operating	3,804,647	3,933,000	3,933,400	3,804,247	\$ (400)
408	Stormwater Operating	791,792	2,276,500	2,067,280	1,001,012	\$ 209,220
Total Operating Funds		12,833,783	23,740,855	26,320,555	10,254,083	\$ (2,579,700)
Capital Service Funds						
105	Real Estate Excise Tax	4,181,840	2,040,000	3,308,645	2,913,195	(1,268,645)
114	Park Impact Fee	426,996	215,250	640,000	2,246	(424,750)
115	Traffic Impact Fee	125,675	465,250	-	590,925	465,250
416	Water Utility SDC	6,394,602	1,750,000	6,995,000	1,149,602	(5,245,000)
Total Capital Service Funds		11,129,113	4,470,500	10,943,645	4,655,968	(6,473,145)
Special Revenue Funds						
111	Drug Fund	9,762	1,510	500	10,772	1,010
130	Tax Increment Area	-	30,000	30,000	-	-
140	Affordable Housing	110,003	25,000	-	135,003	25,000
150	Transportation Benefit District	806,819	1,168,000	1,077,500	897,319	90,500
Total Special Revenue Funds		926,584	1,224,510	1,108,000	1,043,094	116,510
Debt Service Fund						
200	Debt Service	14,854,020	3,324,765	17,104,765	1,074,020	(13,780,000)
Total Debt Service Fund		14,854,020	3,324,765	17,104,765	1,074,020	(13,780,000)
Capital Project/Equipment Replacement Construction Funds						
300	General Capital Projects	1,553,736	20,924,600	21,374,600	1,103,736	(450,000)
410	Water Utility Capital Projects	16,536	7,531,000	7,531,000	16,536	-
412	Storm Utility Capital Projects	-	2,404,000	2,404,000	-	-
501	Equipment Replacement (ERF)	628,611	284,100	112,500	800,211	171,600
Total Capital/ERF		2,198,883	31,143,700	31,422,100	1,920,483	(278,400)
Total Budget		\$ 41,942,383	\$ 63,904,330	\$ 86,899,065	\$ 18,947,648	\$(22,994,735)



2025 Proposed Budget

Operating Funds Budget Summary

		<i>Beginning Fund Balance</i>	<i>2025 Budgeted Revenue</i>	<i>2025 Budgeted Expense</i>	<i>Ending Fund Balance</i>	<i>Change In Fund Balance</i>
Operating Funds						
001	General Fund	\$ 7,301,766	\$ 13,603,165	\$ 15,617,625	\$ 5,287,306	\$ (2,014,460)
101	Street Fund	78,348	1,416,190	1,411,950	82,588	\$ 4,240
402	Building and Permitting	857,230	2,512,000	3,290,300	78,930	\$ (778,300)
406	Water Operating	3,804,647	3,933,000	3,933,400	3,804,247	\$ (400)
408	Stormwater Operating	791,792	2,276,500	2,067,280	1,001,012	\$ 209,220
Total Operating Funds		12,833,783	23,740,855	26,320,555	10,254,083	\$ (2,579,700)



2025 Proposed Budget

Capital Service Funds Budget Summary

		<i>Beginning Fund Balance</i>	<i>2025 Budgeted Revenue</i>	<i>2025 Budgeted Expense</i>	<i>Ending Fund Balance</i>	<i>Change In Fund Balance</i>
<i>Capital Service Funds</i>						
105	Real Estate Excise Tax	4,181,840	2,040,000	3,308,645	2,913,195	(1,268,645)
114	Park Impact Fee	426,996	215,250	640,000	2,246	(424,750)
115	Traffic Impact Fee	125,675	465,250	-	590,925	465,250
416	Water Utility SDC	6,394,602	1,750,000	6,995,000	1,149,602	(5,245,000)
<i>Total Capital Service Funds</i>		<i>11,129,113</i>	<i>4,470,500</i>	<i>10,943,645</i>	<i>4,655,968</i>	<i>(6,473,145)</i>



2025 Proposed Budget

Special Revenue & Debt Service Funds Budget Summary

		<i>Beginning Fund Balance</i>	<i>2025 Budgeted Revenue</i>	<i>2025 Budgeted Expense</i>	<i>Ending Fund Balance</i>	<i>Change In Fund Balance</i>
<i>Special Revenue Funds</i>						
111	Drug Fund	9,762	1,510	500	10,772	1,010
130	Tax Increment Area	-	30,000	30,000	-	-
140	Affordable Housing	110,003	25,000	-	135,003	25,000
150	Transportation Benefit District	806,819	1,168,000	1,077,500	897,319	90,500
<i>Total Special Revenue Funds</i>		926,584	1,224,510	1,108,000	1,043,094	116,510
<i>Debt Service Fund</i>						
200	Debt Service	14,854,020	3,324,765	17,104,765	1,074,020	(13,780,000)
<i>Total Debt Service Fund</i>		14,854,020	3,324,765	17,104,765	1,074,020	(13,780,000)



2025 Proposed Budget

Capital Project & ERF Funds Budget Summary

		<i>Beginning Fund Balance</i>	<i>2025 Budgeted Revenue</i>	<i>2025 Budgeted Expense</i>	<i>Ending Fund Balance</i>	<i>Change In Fund Balance</i>
Capital Project/Equipment Replacement Construction Funds						
300	General Capital Projects	1,553,736	20,924,600	21,374,600	1,103,736	(450,000)
410	Water Utility Capital Projects	16,536	7,531,000	7,531,000	16,536	-
412	Storm Utility Capital Projects	-	2,404,000	2,404,000	-	-
501	Equipment Replacement (ERF)	628,611	284,100	112,500	800,211	171,600
Total Capital/ERF		2,198,883	31,143,700	31,422,100	1,920,483	(278,400)
Total Budget		\$ 41,942,383	\$ 63,904,330	\$ 86,899,065	\$ 18,947,648	\$(22,994,735)



2025 Proposed Budget

2024-2025 FTE Count Comparison

FTE Count includes 4 new full-time positions in 2025 and the removal of a sunset designation on one position:

- 1 facilities maintenance worker (focused on parks maintenance)
- 1 water maintenance worker
- 1 water maintenance worker (2-year sunset on position)
- 1 storm water maintenance worker.
- Sunset removal for grant writer position.

Personnel Schedule (Full-Time Equivalents)				
Job Title	2023 FTE Allocation	2024 FTE Allocation	2025 FTE Allocation	2025 FTE Percentage
Executive	1.00	1.00	1.00	1.15%
Total Finance	6.30	6.30	6.05	6.97%
Total Human Resources	2.40	2.40	2.40	2.77%
Total Administration	5.60	5.60	5.60	6.46%
Total General Government/Facilities	1.40	1.55	1.75	2.02%
Total Public Safety	19.00	21.00	21.00	24.21%
Total Cemetery	0.30	0.35	0.70	0.81%
Total Long Range Planning & Code Enforcement	1.50	1.50	1.50	1.73%
Total Parks	5.65	6.65	8.30	9.57%
Total Streets	6.10	6.90	6.65	7.67%
Total Building and Permitting	15.70	15.70	15.10	17.41%
Total Water Utility	7.00	7.00	9.80	11.30%
Total Stormwater Utility	4.30	6.30	6.90	7.95%
Total Full Time Equivalents	76.25	82.25	86.75	100.00%
Full-Time Staff				
Full-Time Employees	75.00	81.00	85.00	97.98%
Part-Time Staff				
Part-Time Employees	1.25	1.25	1.75	2.02%



2025 Proposed Budget Next Steps

- November

- Conduct second reading on 2025 property tax levy 11/21 6:30 PM
- Conduct second reading on 2025 water utility and storm water utility rates 11/21 6:30 PM

- December

- Conduct public hearing on budget 12/5 6:30 PM
- Adopt 2025 budget 12/5 6:30 PM
- Transmit 2025 budget to MRSC and State Auditor





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2025 Budget

		<i>Beginning Fund Balance</i>	<i>2025 Budgeted Revenue</i>	<i>2025 Budgeted Expense</i>	<i>Ending Fund Balance</i>	<i>Change In Fund Balance</i>
Operating Funds						
001	General Fund	\$ 7,301,766	\$ 13,603,165	\$ 15,617,625	\$ 5,287,306	\$ (2,014,460)
101	Street Fund	78,348	1,416,190	1,411,950	82,588	\$ 4,240
402	Building and Permitting	857,230	2,512,000	3,290,300	78,930	\$ (778,300)
406	Water Operating	3,804,647	3,933,000	3,933,400	3,804,247	\$ (400)
408	Stormwater Operating	791,792	2,276,500	2,067,280	1,001,012	\$ 209,220
Total Operating Funds		12,833,783	23,740,855	26,320,555	10,254,083	\$ (2,579,700)
Capital Service Funds						
105	Real Estate Excise Tax	4,181,840	2,040,000	3,308,645	2,913,195	(1,268,645)
114	Park Impact Fee	426,996	215,250	640,000	2,246	(424,750)
115	Traffic Impact Fee	125,675	465,250	-	590,925	465,250
416	Water Utility SDC	6,394,602	1,750,000	6,995,000	1,149,602	(5,245,000)
Total Capital Service Funds		11,129,113	4,470,500	10,943,645	4,655,968	(6,473,145)
Special Revenue Funds						
111	Drug Fund	9,762	1,510	500	10,772	1,010
130	Tax Increment Area	-	30,000	30,000	-	-
140	Affordable Housing	110,003	25,000	-	135,003	25,000
150	Transportation Benefit District	806,819	1,168,000	1,077,500	897,319	90,500
Total Special Revenue Funds		926,584	1,224,510	1,108,000	1,043,094	116,510
Debt Service Fund						
200	Debt Service	14,854,020	3,324,765	17,104,765	1,074,020	(13,780,000)
Total Debt Service Fund		14,854,020	3,324,765	17,104,765	1,074,020	(13,780,000)
Capital Project/Equipment Replacement Construction Funds						
300	General Capital Projects	1,553,736	20,924,600	21,374,600	1,103,736	(450,000)
410	Water Utility Capital Projects	16,536	7,531,000	7,531,000	16,536	-
412	Storm Utility Capital Projects	-	2,404,000	2,404,000	-	-
501	Equipment Replacement (ERF)	628,611	284,100	112,500	800,211	171,600
Total Capital/ERF		2,198,883	31,143,700	31,422,100	1,920,483	(278,400)
Total Budget		\$ 41,942,383	\$ 63,904,330	\$ 86,899,065	\$ 18,947,648	\$ (22,994,735)



2025 Budget

Operating Funds Summary Report by Fund

	2024						
Description	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
001 General Fund							
Revenue							
Property Tax	1,941,010	2,213,832	2,340,000	2,304,900	2,500,000	-	2,500,000
Retail Sales & Other Tax	4,389,184	4,098,461	4,517,000	5,244,915	5,758,000	-	5,758,000
Public Safety Sales/Use Tax	-	230,760	230,000	248,498	250,000	-	250,000
Utility Taxes	1,695,920	1,838,309	2,052,500	1,970,009	2,110,000	-	2,110,000
License & Permits	80,897	88,782	97,180	104,241	102,240	-	102,240
Fines & Forfeits	55,507	61,009	72,000	80,335	73,000	-	73,000
Charge for Goods & Srvc	724,146	1,491,886	1,526,006	1,501,172	1,635,880	-	1,635,880
Intergovernmental/Grant	1,593,505	403,937	839,500	575,551	602,945	38,000	640,945
Other Rev/Donations	(56,880)	870,722	597,500	471,564	513,100	20,000	533,100
Total Revenue	10,423,289	11,297,698	12,271,686	12,501,185	13,545,165	58,000	13,603,165
Expense							
City Council	98,185	122,602	135,000	131,929	168,950	-	168,950
Judicial	247,811	293,785	335,000	360,750	350,000	-	350,000
Executive	288,531	310,372	350,800	348,104	390,400	-	390,400
Legal	48,444	82,596	70,000	92,071	105,000	-	105,000
Finance	749,680	895,909	977,600	968,230	1,033,250	-	1,033,250
Human Resources	389,114	431,921	506,500	498,597	510,050	-	510,050
Administration	539,933	685,793	745,700	729,825	819,150	-	819,150
Gen Govt/Facilities	1,689,371	2,350,531	2,650,600	2,267,623	1,910,620	105,000	2,015,620
Information Tech	342,160	460,564	496,000	420,621	522,500	-	522,500
Public Safety	3,048,922	4,031,695	4,788,900	4,389,427	4,953,325	116,500	5,069,825
Civil Service	156	166	1,000	170	1,000	-	1,000
Cemetery	34,499	51,996	51,925	57,386	90,100	-	90,100
Transfers	894,889	978,169	2,047,015	1,239,095	890,000	377,230	1,267,230
Community Development	45,170	119,176	464,812	274,515	551,450	-	551,450
Parks	1,078,466	1,041,644	3,372,715	1,788,775	1,244,900	1,478,200	2,723,100
Total Expense	9,495,331	11,856,919	16,993,567	13,567,118	13,540,695	2,076,930	15,617,625
Net Total	927,958	(559,221)	(4,721,881)	(1,065,933)	4,470	(2,018,930)	(2,014,460)
Fund Balance							
Beginning Fund Balance	8,006,285	8,934,243	8,367,699	8,367,699	7,301,766	7,306,236	7,301,766
Ending Fund Balance	8,934,243	8,367,699	3,645,818	7,301,766	7,306,236	5,287,306	5,287,306
GF Policy Reserve Balance	2,921,178	3,327,969	4,177,825	4,177,825	4,386,716	4,386,716	4,386,716
Fund Balance Available	6,013,065	5,039,730	(532,007)	3,123,941	2,919,520	900,590	900,590



2025 Budget

Operating Funds Summary Report by Fund

	2024						
Description	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
101 Street Fund							
Revenue							
Utility Tax/Franchise Fee	106,449	125,020	149,000	140,915	158,500	-	158,500
Permits	13,537	17,187	20,000	18,150	20,000	-	20,000
Grants	-	-	56,000	56,000	-	-	-
Intergovernmental	240,338	274,279	296,500	296,943	307,165	-	307,165
Other Revenue	35,710	13,261	25,525	59,223	25,525	-	25,525
Transfers In	737,167	733,333	1,052,935	1,037,935	890,000	15,000	905,000
Total Revenue	1,133,201	1,163,080	1,599,960	1,609,166	1,401,190	15,000	1,416,190
Expense							
Streets	1,051,988	1,261,237	1,598,535	1,566,381	1,396,950	15,000	1,411,950
Total Expense	1,051,988	1,261,237	1,598,535	1,566,381	1,396,950	15,000	1,411,950
Net Total	81,213	(98,157)	1,425	42,785	4,240	-	4,240
Fund Balance							
Beg Fund Balance	52,507	133,720	35,563	35,563	78,348	82,588	78,348
Ending Fund Balance	133,720	35,563	36,988	78,348	82,588	82,588	82,588
Reserves Maintain in GF	-	-	-	-	-	-	-
Fund Balance Available	133,720	35,563	36,988	78,348	82,588	82,588	82,588
402 Building/Permitting							
Revenue							
Permits	1,278,922	1,085,069	872,000	1,372,621	1,302,000	-	1,302,000
Planning and Development	1,098,732	926,769	935,000	1,052,016	1,195,000	-	1,195,000
Other Revenue	12,600	10,410	15,000	12,589	15,000	-	15,000
Total Revenue	2,390,254	2,022,248	1,822,000	2,437,226	2,512,000	-	2,512,000
Expense							
Building/Permitting	2,795,970	3,210,213	3,688,404	3,403,448	3,290,300	-	3,290,300
Total Expense	2,795,970	3,210,213	3,688,404	3,403,448	3,290,300	-	3,290,300
Net Total	(405,716)	(1,187,965)	(1,866,404)	(966,222)	(778,300)	-	(778,300)
Fund Balance							
Beg Fund Balance	3,417,133	3,011,417	1,823,452	1,823,452	857,230	78,930	857,230
Ending Fund Balance	3,011,417	1,823,452	(42,952)	857,230	78,930	78,930	78,930
Policy Reserves	619,191	665,967	749,600	749,600	737,200	737,200	737,200
Fund Balance Available	2,392,226	1,157,485	(792,552)	107,630	(658,270)	(658,270)	(658,270)



2025 Budget

Operating Funds Summary Report by Fund

	2024						
Description	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
406 Water Utility Fund							
Revenue							
Charge for Goods & Srvc	2,687,535	2,955,429	3,369,000	3,363,901	3,827,000	-	3,827,000
Grants	-	-	-	-	-	30,000	30,000
Other Revenue	(28,235)	116,213	53,500	98,943	76,000	-	76,000
Transfers In	-	-	-	-	-	-	-
Total Revenue	2,659,300	3,071,642	3,422,500	3,462,844	3,903,000	30,000	3,933,000
Expense							
Water Utility	2,413,945	2,488,677	3,032,973	2,861,498	3,460,900	472,500	3,933,400
Total Expense	2,413,945	2,488,677	3,032,973	2,861,498	3,460,900	472,500	3,933,400
Net Total	245,355	582,965	389,527	601,346	442,100	(442,500)	(400)
Fund Balance							
Beginning Fund Balance	2,374,981	2,620,336	3,203,301	3,203,301	3,804,647	4,246,747	3,804,647
Ending Fund Balance	2,620,336	3,203,301	3,592,828	3,804,647	4,246,747	3,804,247	3,804,247
Policy Reserve Balance	1,274,143	1,381,176	1,631,738	1,631,738	1,794,912	1,794,912	1,794,912
Fund Balance Available	1,346,193	1,822,125	1,961,090	2,172,909	2,451,835	2,009,335	2,009,335
408 Stormwater Utility Fund							
Revenue							
Charge for Goods & Srvc	1,132,722	1,224,811	1,642,200	1,506,845	2,265,000	-	2,265,000
Grants	-	-	130,000	130,000	-	-	-
Other Revenue	(14,925)	(11,898)	10,500	596	11,500	-	11,500
Transfer In	-	200,000	-	-	-	-	-
Total Revenue	1,117,797	1,412,913	1,782,700	1,637,441	2,276,500	-	2,276,500
Expense							
Stormwater Utility	1,007,757	1,409,017	1,759,967	1,504,494	1,848,680	218,600	2,067,280
Total Expense	1,007,757	1,409,017	1,759,967	1,504,494	1,848,680	218,600	2,067,280
Net Total	110,040	3,896	22,733	132,947	427,820	(218,600)	209,220
Fund Balance							
Beginning Fund Balance	544,909	654,949	658,845	658,845	791,792	1,219,612	791,792
Ending Fund Balance	654,949	658,845	681,578	791,792	1,219,612	1,001,012	1,001,012
Policy Reserve Balance	543,928	646,251	766,956	766,956	843,652	843,652	843,652
Fund Balance Available	111,021	12,594	(85,378)	24,836	375,960	157,360	157,360



2025 Budget

Capital Service Fund Summary Report by Fund

Description	2024						
	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
105 Real Estate Excise Tax (REET) Fund							
Revenue							
Real Estate Excise Taxes	2,081,558	1,490,525	1,600,000	1,714,584	1,900,000	-	1,900,000
Other Revenue	(107,336)	304,885	125,000	174,807	140,000	-	140,000
Total Revenue	1,974,222	1,795,410	1,725,000	1,889,391	2,040,000	-	2,040,000
Expense							
Utility	4,798	65,000	-	-	-	-	-
General	-	-	-	-	-	-	-
Streets	-	537,358	-	-	-	-	-
Parks	-	-	225,000	-	-	500,000	500,000
Debt Service (GO Bonds)	1,414,003	1,408,994	2,063,555	1,992,689	2,808,645	-	2,808,645
Total Expense	1,418,801	2,011,352	2,288,555	1,992,689	2,808,645	500,000	3,308,645
Net Total	555,421	(215,942)	(563,555)	(103,298)	(768,645)	(500,000)	(1,268,645)
Fund Balance							
Beg Fund Balance	3,945,659	4,501,080	4,285,138	4,285,138	4,181,840	3,413,195	4,181,840
Ending Fund Balance	4,501,080	4,285,138	3,721,583	4,181,840	3,413,195	2,913,195	2,913,195
Debt Service Reserves	1,408,995	1,408,996	2,808,645	2,808,645	2,350,435	2,350,435	2,350,435
Fund Balance Available	3,092,085	2,876,142	912,938	1,373,195	1,062,760	562,760	562,760

Description	2024						
	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
114 Park Impact Fee (PIF) Fund							
Revenue							
Planning & Development	694,209	320,790	251,000	270,268	215,000	-	215,000
Grants	-	-	-	-	-	-	-
Other Revenue	(48,790)	91,918	250	26,811	250	-	250
Total Revenue	645,419	412,708	251,250	297,079	215,250	-	215,250
Expense							
Park Impact Fee	1,413,416	1,729,852	827,000	1,202,000	-	640,000	640,000
Total Expense	1,413,416	1,729,852	827,000	1,202,000	-	640,000	640,000
Net Total	(767,997)	(1,317,144)	(575,750)	(904,921)	215,250	(640,000)	(424,750)
Fund Balance							
Beg Fund Balance	3,417,058	2,649,061	1,331,917	1,331,917	426,996	642,246	426,996
Ending Fund Balance	2,649,061	1,331,917	756,167	426,996	642,246	2,246	2,246
Fund Balance Available	2,649,061	1,331,917	756,167	426,996	642,246	2,246	2,246



2025 Budget

Capital Service Fund Summary Report by Fund

Description	2022 Actual	2023 Actual	2024 Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
115 Traffic Impact Fee (TIF) Fund							
Revenue							
Planning & Development	784,403	593,928	568,000	702,436	465,000	-	465,000
Other Revenue	(42,322)	62,418	250	16,538	250	-	250
Total Revenue	742,081	656,346	568,250	718,974	465,250	-	465,250
Expense							
Transp Impact Fee	2,393,455	2,079,008	1,716,000	1,478,640	-	-	-
Total Expense	2,393,455	2,079,008	1,716,000	1,478,640	-	-	-
Net Total	(1,651,374)	(1,422,662)	(1,147,750)	(759,666)	465,250	-	465,250
Fund Balance							
Beginning Fund Balance	3,959,377	2,308,003	885,341	885,341	125,675	590,925	125,675
Ending Fund Balance	2,308,003	885,341	(262,409)	125,675	590,925	590,925	590,925
Fund Balance Available	2,308,003	885,341	(262,409)	125,675	590,925	590,925	590,925

Description	2022 Actual		2024 Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
416 Water Utility SDC Fund							
Revenue							
Contributed Capital	1,316,707	832,398	1,550,000	998,966	1,550,000	-	1,550,000
Other Revenue	(139,689)	421,270	200,000	309,042	200,000	-	200,000
Total Revenue	1,177,018	1,253,668	1,750,000	1,308,008	1,750,000	-	1,750,000
Expense							
Intergovernmental	23,042	17,519	40,000	21,098	40,000	-	40,000
Capital Outlay	-	-	-	-	-	-	-
Transfers Out	234,511	2,444,522	6,360,000	2,902,733	-	6,955,000	6,955,000
Total Expense	257,553	2,462,041	6,400,000	2,923,831	40,000	6,955,000	6,995,000
Net Total	919,465	(1,208,373)	(4,650,000)	(1,615,823)	1,710,000	(6,955,000)	(5,245,000)
Fund Balance							
Beg Fund Balance	8,299,333	9,218,798	8,010,425	8,010,425	6,394,602	8,104,602	6,394,602
Ending Fund Balance	9,218,798	8,010,425	3,360,425	6,394,602	8,104,602	1,149,602	1,149,602
Fund Balance Available	9,218,798	8,010,425	3,360,425	6,394,602	8,104,602	1,149,602	1,149,602



2025 Budget

Special Revenue and Debt Service Fund Summary Report by Fund

	2024						
Description	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
111 Drug Fund							
Revenue							
Fines and Forfeits	1,245		500	6	500	-	500
Other Revenue	2,794		1,010	78	1,010	-	1,010
Total Revenue	4,039		1,510	84	1,510	-	1,510
Expense							
Small Tools & Equipment	-		-	-	-	-	-
Intergovernmental	336		500	-	500	-	500
Total Expense	336		500	-	500	-	500
Net Total	3,703		1,010	84	1,010	-	1,010
Fund Balance							
Beginning Fund Balance	9,678		9,678	5,211	9,762	10,772	9,762
Ending Fund Balance	9,189		10,688	9,762	10,772	10,772	10,772
Fund Balance Available	9,189		10,688	9,762	10,772	10,772	10,772

130 Tax Increment Area								
Revenue								
Property Tax	-	-	-		-	30,000	-	30,000
Other Revenue	-	-	-		-	-	-	-
Total Revenue	-	-	-		-	30,000	-	30,000
Expense								
Services	-	-	-		-	30,000.00	-	30,000.00
Transfers-Out	-	-	-		-	-	-	-
Total Expense	-	-	-		-	30,000	-	30,000
Net Total	-	-	-		-	-	-	-
Fund Balance								
Beg Fund Balance	-	-	-		-	-	-	-
Ending Fund Balance	-	-	-		-	-	-	-
Fund Balance Available	-	-	-		-	-	-	-

140 Affordable Housing								
Revenue								
Retail Sales Tax	24,204		25,000		19,533	25,000	-	25,000
Other Revenue	-		-		-	-	-	-
Total Revenue	24,204		25,000		19,533	25,000	-	25,000
Expense								
Transfers-Out	-		-		-	-	-	-
Total Expense	-		-		-	-	-	-
Net Total	24,204		25,000		19,533	25,000	-	25,000
Fund Balance								
Beg Fund Balance	42,972		90,470		90,470	110,003	135,003	110,003
Ending Fund Balance	67,176		115,470		110,003	135,003	135,003	135,003
Fund Balance Available	67,176		115,470		110,003	135,003	135,003	135,003



2025 Budget

Special Revenue and Debt Service Fund Summary Report by Fund

Description	2024						
	2022 Actual	2023 Actual	2024 Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
150 Transportation Benefit District							
Revenue							
Vehicle Licensing Fees	744,513		850,000	1,112,620	1,165,000	-	1,165,000
Other Revenue	-		100	7,834	3,000	-	3,000
Total Revenue	744,513		850,100	1,120,454	1,168,000	-	1,168,000
Expense							
Personnel	-	-	-	-	104,500	-	104,500
Operations & Maintenance	-	-	-	12,188	73,000	-	73,000
Services	-	-	-	-	5,000	-	5,000
Transfers-Out	350,000		1,047,900	691,135	-	895,000	895,000
Total Expense	350,000	-	1,047,900	703,323	182,500	895,000	1,077,500
Net Total	394,513		(197,800)	417,131	985,500	(895,000)	90,500
Fund Balance							
Beg Fund Balance	192,402		389,688	389,688	806,819	1,792,319	806,819
Ending Fund Balance	586,915		191,888	806,819	1,792,319	897,319	897,319
Fund Balance Available	586,915		191,888	806,819	1,792,319	897,319	897,319

200 Debt Service Fund							
Revenue							
Transfers-In	1,804,680		2,454,680	2,383,801	3,324,765	-	3,324,765
Other Revenue	-		-	377,518	-	-	-
Other Financing Sources	-		32,000,000	31,228,927	-	-	-
Total Revenue	1,804,680		34,454,680	33,990,246	3,324,765	-	3,324,765
Expense							
Debt Service	1,804,680		2,754,680	3,122,082	3,324,765	-	3,324,765
Transfers-Out	-		31,700,000	16,014,144	-	13,780,000	13,780,000
Total Expense	1,804,680		34,454,680	19,136,226	3,324,765	13,780,000	17,104,765
Net Total	-		-	14,854,020	-	(13,780,000)	(13,780,000)
Fund Balance							
Beg Fund Balance	-		-	-	14,854,020	14,854,020	14,854,020
Ending Fund Balance	-		-	14,854,020	14,854,020	1,074,020	1,074,020
Fund Balance Available	-		-	14,854,020	14,854,020	1,074,020	1,074,020



2025 Budget

Capital Project/Equipment Replacement Funds Summary Report by Fund

	2024						
Description	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025 Budget
300 General Capital Project Fund							
Revenue							
Grants	358,778		8,753,370	7,235,945	-	2,797,370	2,797,370
Other Revenue	852,966		950,000	368,159	-	400,000	400,000
Transfers In	4,495,639		37,645,980	23,247,852	-	17,172,230	17,172,230
Other Financing Sources	-		625,000	70,000	-	555,000	555,000
Total Revenue	5,707,383		47,974,350	30,921,956	-	20,924,600	20,924,600
Expense							
Facilities	157,792		4,532,000	3,487,048	-	1,000,000	1,000,000
Cemetery	-		-	-	-	-	-
Streets	3,830,460		38,335,850	24,842,629	-	18,129,600	18,129,600
Parks	1,707,163		3,886,000	1,988,707	-	2,245,000	2,245,000
Transfers Out	-		-	-	-	-	-
Total Expense	5,695,415		46,753,850	30,318,384	-	21,374,600	21,374,600
Net Total	11,968		1,220,500	603,572	-	(450,000)	(450,000)
Fund Balance							
Beginning Fund Balance	1,025,374		950,164	950,164	1,553,736	1,553,736	1,553,736
Ending Fund Balance	1,037,342		2,170,664	1,553,736	1,553,736	1,103,736	1,103,736
Fund Balance Available	1,037,342		2,170,664	1,553,736	1,553,736	1,103,736	1,103,736

Description	2022 Actual	2024		2025 Baseline	2025 Additions	2025 Budget
		Amended Budget	2024 Est. Year End			
410 Water Utility Capital Project Fund						
Revenue						
Other Revenue	-	-	-	-	-	-
Transfers In	272,412	6,748,000	2,902,733	-	7,031,000	7,031,000
Other Financing Sources	-	3,500,000	-	-	500,000	500,000
Total Revenue	272,412	10,248,000	2,902,733	-	7,531,000	7,531,000
Expense						
Water Capital	272,412	10,248,000	2,902,733	-	7,531,000	7,531,000
Total Expense	272,412	10,248,000	2,902,733	-	7,531,000	7,531,000
Net Total	-	-	-	-	-	-
Fund Balance						
Beginning Fund Balance	16,536	16,536	16,536	16,536	16,536	16,536
Ending Fund Balance	16,536	16,536	16,536	16,536	16,536	16,536
Fund Balance Available	16,536	16,536	16,536	16,536	16,536	16,536



2025 Budget

Capital Project/Equipment Replacement Funds Summary Report by Fund

	2024							
Description	2022 Actual	2023 Actual	Amended Budget	2024 Est. Year End	2025 Baseline	2025 Additions	2025	Budget
412 Storm Utility Capital Project Fund								
Revenue								
Other Revenue	-		-	-	-	-		-
Grants	-		-	-	-	-		-
Transfers In	27,158		1,185,000	1,165,848	-	-		-
Other Financing Sources	-		2,404,000	-	-	2,404,000		2,404,000
Total Revenue	27,158		3,589,000	1,165,848	-	2,404,000		2,404,000
Expense								
Storm Capital	27,158		3,589,000	1,160,357	-	2,404,000		2,404,000
Total Expense	27,158		3,589,000	1,160,357	-	2,404,000		2,404,000
Net Total	-		-	5,491	-	-		-
Fund Balance								
Beginning Fund Balance	-		(5,491)	(5,491)	-	-		-
Ending Fund Balance	-		(5,491)	-	-	-		-
Fund Balance Available	-		(5,491)	-	-	-		-

			2024					
	2022	2023	Amended	2024 Est.	2025	2025		
Description	Actual	Actual	Budget	Year End	Baseline	Additions	2025	Budget
501 Equipment Replacement Fund								
Revenue								
Other Revenue	-		50	-	-	-		-
Transfers In	604,915		275,000	275,000	284,100	-		284,100
Total Revenue	604,915		275,050	275,000	284,100	-		284,100
Expense								
General Government	-		131,000	130,246	-	-		-
Public Safety	65,138		165,000	161,905	-	-		-
Water	-		-	-	-	5,000		5,000
Cemetery	-		-	-	-	-		-
Stormwater	50,244		-	-	-	9,000		9,000
Streets	-		-	-	-	31,000		31,000
Community	24,400		-	-	-	43,500		43,500
Parks	-		-	-	-	24,000		24,000
Total Expense	139,782		296,000	292,151	-	112,500		112,500
Net Total	465,133		(20,950)	(17,151)	284,100	(112,500)		171,600
Fund Balance								
Beginning Fund Balance	298,704		645,762	645,762	628,611	912,711		628,611
Ending Fund Balance	763,837		624,812	628,611	912,711	800,211		800,211
Fund Balance Available	763,837		624,812	628,611	912,711	800,211		800,211



2025 Budget

Personnel Schedule (Full-Time Equivalents)

<i>Job Title</i>	<i>2023 FTE Allocation</i>	<i>2024 FTE Allocation</i>	<i>2025 FTE Allocation</i>	<i>2025 FTE Percentage</i>
Executive	1.00	1.00	1.00	1.15%
Total Finance	6.30	6.30	6.05	6.97%
Total Human Resources	2.40	2.40	2.40	2.77%
Total Administration	5.60	5.60	5.60	6.46%
Total General Government/Facilities	1.40	1.55	1.75	2.02%
Total Public Safety	19.00	21.00	21.00	24.21%
Total Cemetery	0.30	0.35	0.70	0.81%
Total Long Range Planning & Code Enforcement	1.50	1.50	1.50	1.73%
Total Parks	5.65	6.65	8.30	9.57%
Total Streets	6.10	6.90	6.65	7.67%
Total Building and Permitting	15.70	15.70	15.10	17.41%
Total Water Utility	7.00	7.00	9.80	11.30%
Total Stormwater Utility	4.30	6.30	6.90	7.95%
Total Full Time Equivalents	76.25	82.25	86.75	100.00%
Full-Time Staff				
Full-Time Employees	75.00	81.00	85.00	97.98%
Part-Time Staff				
Part-Time Employees	1.25	1.25	1.75	2.02%

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: December 5, 2024

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1440 - Carty Road Subarea Development Code

GOVERNING LEGISLATION

RCW 36.70A - Growth Management

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted the Carty Road Subarea Plan on July 28, 2022, following a public hearing on June 23, 2022.

Council held a study session on the proposed Carty Road Subarea development standards, including a review and discussion of the first draft code, on September 12, 2024 (no action).

SUMMARY/BACKGROUND:

BUDGET/FINANCIAL IMPACTS:

RECOMMENDED ACTION OR MOTION:

None. Public hearing and first ordinance reading only.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Attachment A. Carty Road Subarea Plan_CC 2nd Reading Staff Report_2022
3. Attachment B. Adopted Carty Road Subarea Plan 2022
4. Attachment C. Proposed Carty Road Subarea Development Code_DRAFT 2
5. Attachment D. Carty Road Subarea Plan and Code Comparison
6. Nedbal email_08022024
7. Stenersen letter_08022024
8. Mukensnabl email_08032024
9. AKS letter_08052024
10. Greear letter_08062024
11. Jordan Ramis letter_08072024
12. Planning Commission Notes_Carty_08072024
13. Fontyn & Vigna letter_08092024
14. Schwab email_08092024
15. McPhee email_08192024
16. AKS email_09042024

17. Planning Commission Notes_Carty_09042024
18. WDFW letter_09062024
19. AKS letter_09122024
20. Playfair email_10312024
21. Mukensnabl email_11112024
22. AKS letter_11132024
23. Nedbal email_11182024
24. Herron email_11182024
25. Schwab email_11192024

ORDINANCE NO. 1440

**AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON
AMENDING TITLE 18 OF THE RIDGEFIELD MUNICIPAL CODE TO ESTABLISH DEVELOPMENT
STANDARDS FOR THE CARTY ROAD SUBAREA**

WHEREAS, the City of Ridgefield, located in Clark County, Washington, is required to plan under the Growth Management Act (GMA), Revised Code of Washington (RCW) Chapter 36.70A; and
WHEREAS, Ridgefield adopted the Ridgefield Urban Area Comprehensive Plan (RUACP), as amended, consistent with the GMA; and
WHEREAS, a comprehensive plan may include subarea plans consistent with the comprehensive plan (RCW 36.70A.080); and
WHEREAS, the Ridgefield City Council adopted the Carty Road Subarea Plan consistent with the RUACP on July 28, 2022; and
WHEREAS, the Carty Road Subarea Plan includes as an implementation measure adopting development regulations codifying the adopted subarea plan guidelines; and
WHEREAS, RCW 36.70A.040 and WAC 367-195-800 require jurisdictions planning under the GMA to adopt development regulations that are consistent with the adopted Comprehensive Plan and which implement the Comprehensive Plan polices goals and policies; and
WHEREAS, Title 18 of the Ridgefield Municipal Code (RMC) was established in 1995 by Ordinance 676 and amended thereafter, and is intended to implement the Ridgefield Comprehensive Plan; and
WHEREAS, City staff drafted amendments to Title 18 implementing the Carty Road Subarea Plan (“Carty Road Subarea development code”) in July 2024; and
WHEREAS, the City of Ridgefield submitted notice of the proposed code to the Washington State Department of Commerce on July 12, 2024 consistent with RCW 36.70A; and
WHEREAS, the Ridgefield Planning Commission held a public hearing on the proposed Carty Road Subarea development code on August 7, 2024; and
WHEREAS, the Ridgefield Planning Commission further considered the proposed Carty Road Subarea development code and made a recommendation to City Council on September 4, 2024;
WHEREAS, consistent with WAC 197-11-340(2), on September 9, 2024 the City of Ridgefield issued a SEPA Determination of Non-significance (DNS) regarding the proposed amendments; and,
WHEREAS, the SEPA DNS public comment period expired on September 23, 2024 and the City addressed all comments received; and
WHEREAS, the Ridgefield City Council held a study session on the proposed Carty Road Subarea development code on September 12, 2024; and
WHEREAS, the Ridgefield City Council conducted a public hearing and the first ordinance reading for the proposed Carty Road Subarea development code during their meeting held on December 5, 2024; and
WHEREAS, the Ridgefield City Council conducted a second ordinance reading on the proposed Carty Road Subarea development code during their meeting held on December 19, 2024; and
NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to adopt amendments to Title 18 of the Ridgefield Municipal Code implementing the Carty Road Subarea Plan.

Section 2. Amendments to the Ridgefield Municipal Code. The Ridgefield City Council hereby amends Titles 18 as set forth below in Exhibit XX, attached hereto and incorporated by this reference.

Section 3. Compliance with RCW 36.70A.130. The City of Ridgefield has met its obligations under RCW 36.70A.130 and finds no additional compliance actions are necessary.

Section 4. 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, zoning district names, ordinance numbering, section/subsection numbers and any references thereto.

Section 5. Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.

Section 6. Applicability. This ordinance shall be applied in the current city limits and City of Ridgefield Urban Growth Area (UGA) as adopted by the Clark County Board of County Commissioners and the subsequent acceptance by the Ridgefield City Council.

Section 7. 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 19th DAY OF DECEMBER, 2024.

Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: December 5, 2024
Second Reading/Passage: December 19, 2024
Date of Publication:
Effective Date:



THE CITY OF RIDGEFIELD

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

Carty Road Subarea Development Code (ORD 1440)

City Council Staff Report

Public Hearing and First Ordinance Reading

December 5, 2024

BACKGROUND

The Carty Road subarea is located along Carty Road east of NW Hillhurst Road and South Royle Road. It is comprised of approximately 270 acres of low-density residential land. On July 28, 2022, City Council adopted the Carty Road Subarea Plan. Please refer to the 2022 staff report to Council, Attachment A, for information about the subarea planning process and development of the plan. Please also review the adopted plan, which is included as Attachment B.

The Carty Road Subarea vision statement reads, “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.”

The guiding principles for future development in the Carty Road subarea are:

- 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.

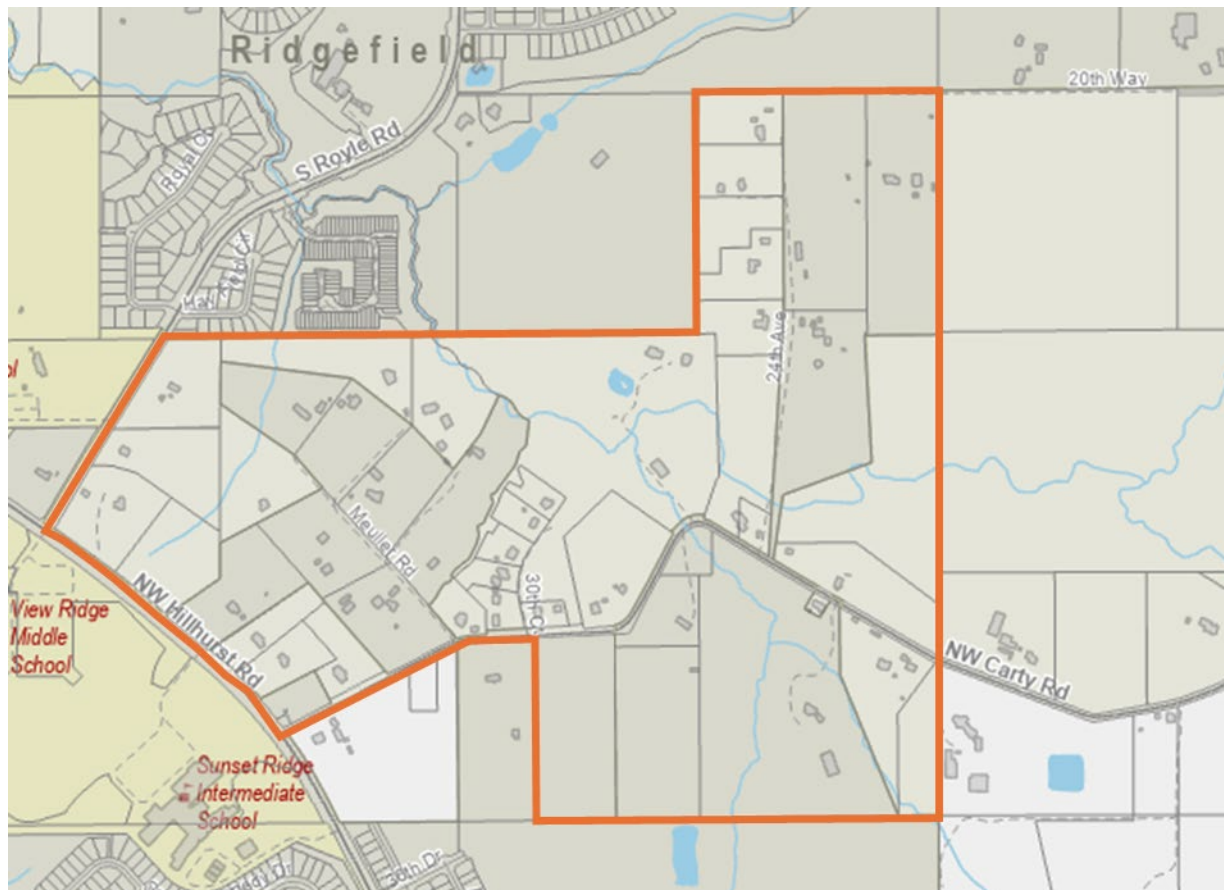
DISCUSSION

Section 5 of the adopted Carty Road Subarea Plan (Attachment B) identifies implementation measures. A key component of implementation is amending the Ridgefield Development Code (RDC) to codify recommended use and design guidelines to ensure any future development reflects the Carty Road Subarea vision and guidelines.

Further, where Council has approved property owner-initiated annexation requests in the Carty Road Subarea conditions of approval have required subarea plan development standards to be adopted prior to

development in the annexed areas. Figure 1 shows properties in the subarea that have annexed since the adoption of the subarea plan. They are the dark tan properties inside the orange outline.

Figure 1. Carty Road Subarea Annexations



Staff distributed a first draft (“Draft 1”) of the proposed Carty Road Subarea development standards to stakeholders between July 23 and 25, 2024 and requested feedback. Stakeholders for this project include subarea property owners and residents who participated in the subarea planning process and other subarea property owners who have, since the plan was adopted in 2022, expressed interest in how the subarea may develop. In total, approximately 30 stakeholders received Draft 1 for review and comment.

Staff brought Draft 1 and all comments received between July 23 and August 7 to Planning Commission on August 7, 2024. Planning Commission held a public hearing during which several stakeholders testified. Planning Commission continued their discussion on Draft 1 and comments received during their following meeting on September 4. Prior to the conclusion of the September 4 meeting, Planning Commission made one formal recommendation to require 100 percent native plantings in perimeter compatibility landscape buffers. Notes summarizing both Planning Commission meetings (Commissioners’ discussion and public testimony) are included as attachments.

Council held a study session on Draft 1 of the Carty Road Subarea development standards on September 12, 2024. In addition to the proposed code, Council reviewed and discussed feedback received from stakeholders and Planning Commission and provided staff further guidance to move forward with a second draft.

Staff developed a second draft (“Draft 2”) of the proposed Carty Road Subarea development standards based on stakeholder, Planning Commission, and Council feedback and distributed Draft 2 to stakeholders for further feedback on October 30, 2024. **Draft 2 is included as Attachment C. The tracked changes (redlines) in Attachment C show all the revisions made between Drafts 1 and 2.** Key changes include:

- Allow cottage housing (small single-family detached homes with common open space) where parcels are significantly constrained by environmentally sensitive areas and with appropriate buffering.
- Reduce the minimum lot area to 7,500 square feet as specified in the Subarea Plan but maintain an average density requirement of 4 units per net developable acre (10,890-sf lots), such that any smaller lots would need to be balanced out with larger lots.
- Replace the 50-foot setback requirement from all public streets with 1) a 25-foot setback requirement along Carty Road; and 2) a requirement for a frontage wall and additional landscaping along Carty Road like that required for other major corridors (Pioneer, Hillhurst, Royle).
- Clarify that a perimeter compatibility landscape buffer is required only adjacent to properties that have not already subdivided and are not under review for subdivision. Clarify that the perimeter compatibility landscape buffer is in a separate tract, not across residential lots. Reduce the required width from 30 to 20 feet but require all plantings to be native.
- Move the setback requirements into a table for readability. Reduce the minimum side yard setback from 15 to 10 feet but increase the minimum rear yard setback from 15 to 20 feet.
- Require a master plan for all subdivisions.
- Add a reference to the City Engineering Standards, which include specifications for the Carty Road right-of-way design.
- Remove some ambiguous language.

A table comparing key topics as they appear in the adopted Carty Road Subarea Plan, Draft 1, and Draft 2 is included as Attachment D.

All stakeholder comments received to date, including summaries of the two Planning Commission meetings, are also included in chronological order as attachments.

PROCESS SUMMARY

<u>Date</u>	<u>Milestone</u>
July 12, 2024	Notice of intent to adopt code amendments issued to Department of Commerce.
July 23-25, 2024	Draft 1 sent to Subarea stakeholders with request for feedback.
July 24, 2024	Notice of Planning Commission public hearing published.
August 7, 2024	Planning Commission public hearing
September 6, 2024	Planning Commission further review and recommendation to Council
September 12, 2024	City Council study session
October 30, 2024	Draft 2 sent to Subarea stakeholders with request for feedback.
November 21, 2024	Notice of City Council public hearing published.

December 5, 2024
December 19, 2024
January 22, 2025

City Council public hearing and 1st ordinance reading.
City Council public meeting and 2nd ordinance reading/vote on adoption.
Approximate effective date of any codes adopted on December 19

MOTION

None. Public hearing and first ordinance reading only.



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

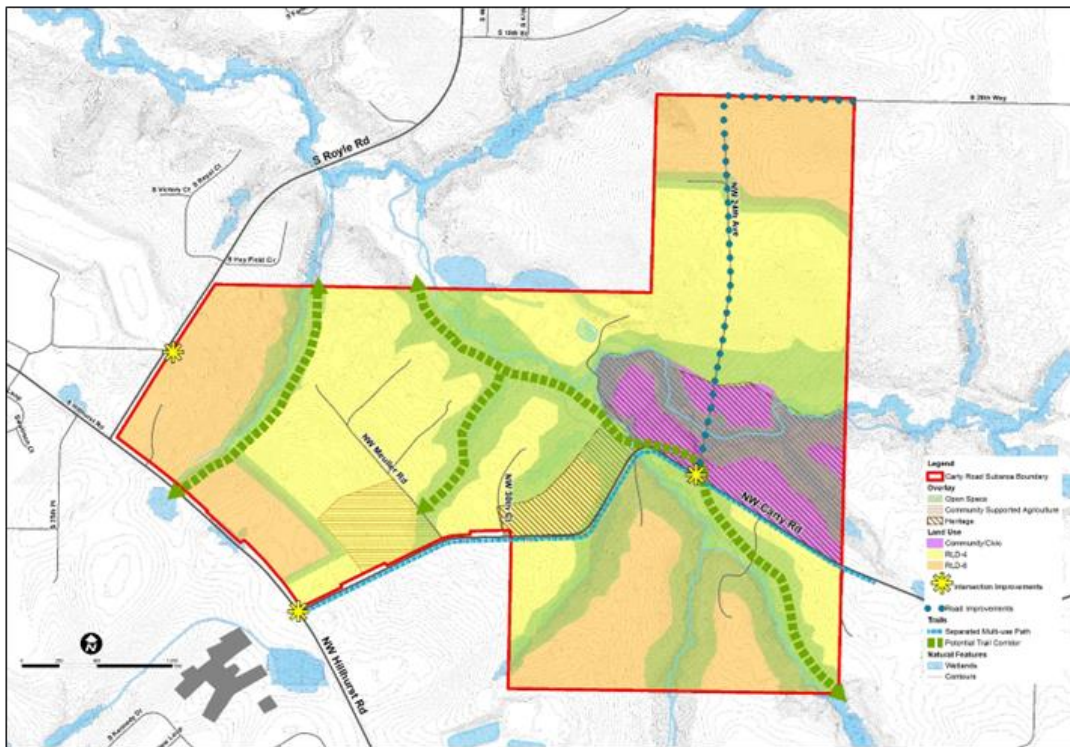


Figure 2. Concept Plan B

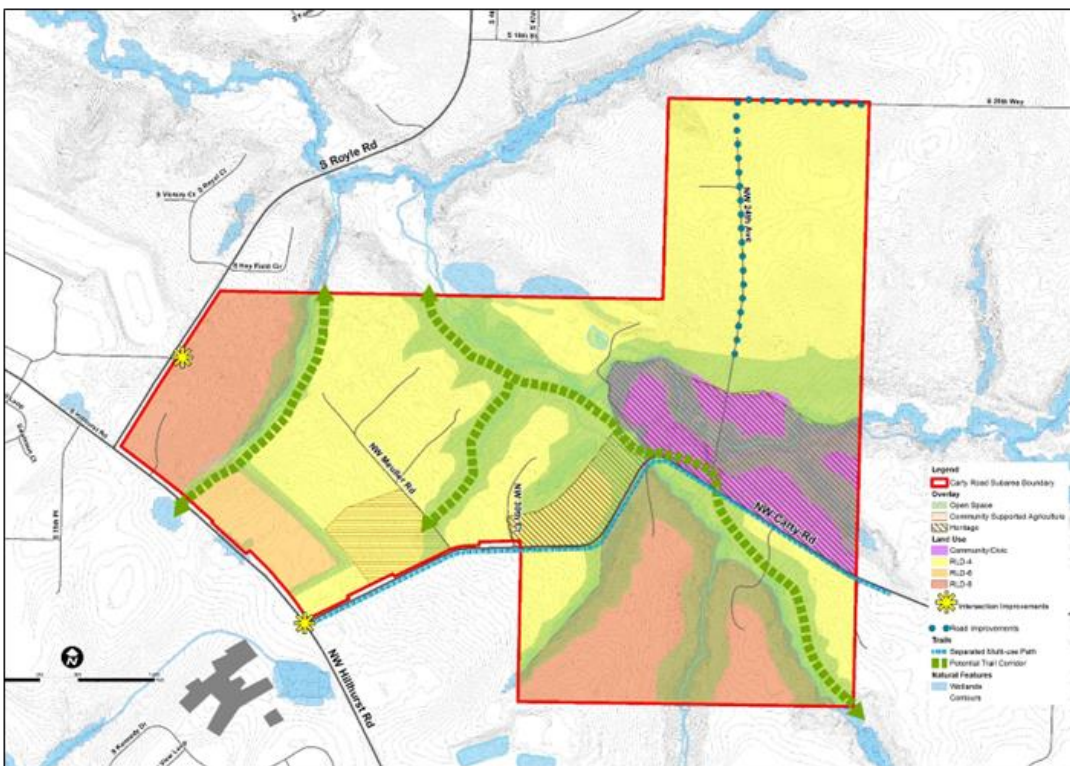
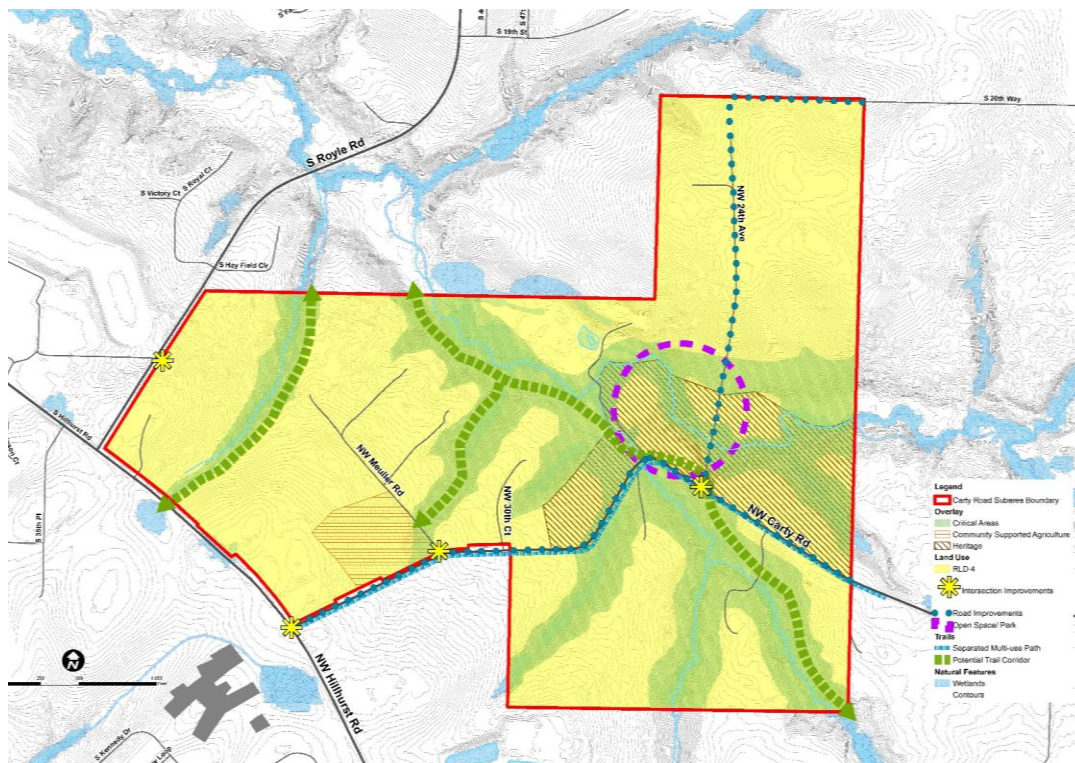


Figure 3. 2020 Preferred Concept Plan



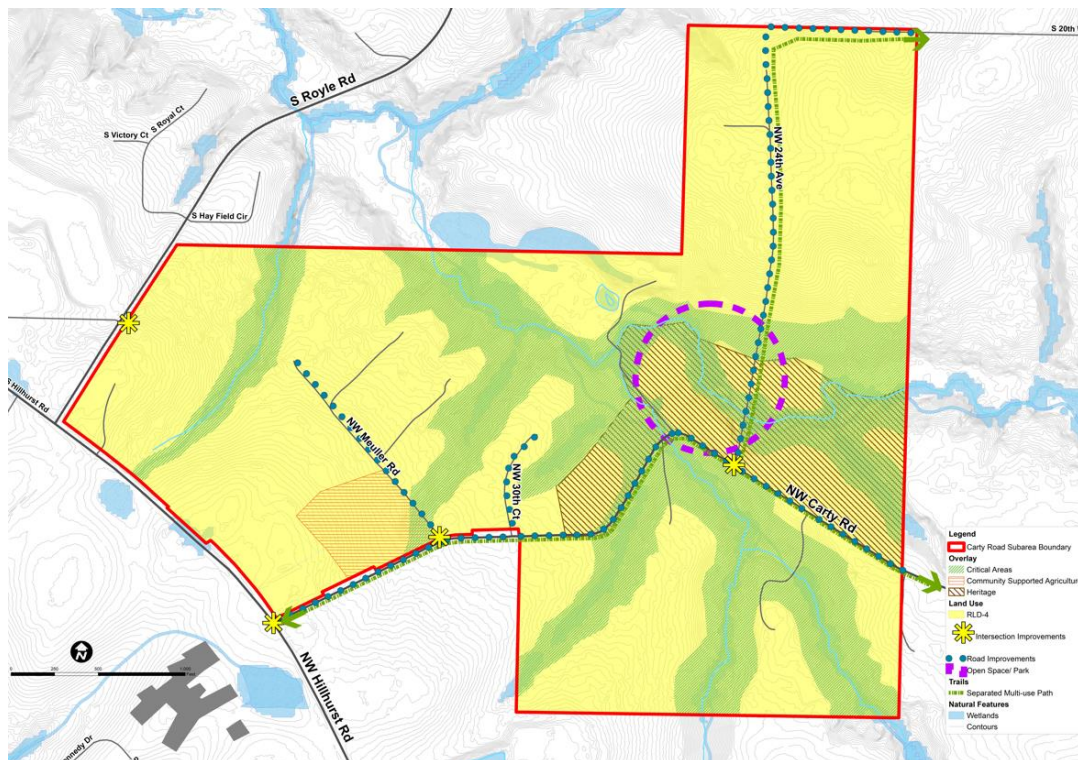
On March 12, 2020, staff presented the outreach findings, existing conditions analysis, and draft recommendations to Council as a project update. Following the two PAC meetings, open house, and Council presentation in 2020, staff and the consultant team built a final subarea plan document around the vision, guiding principles, and preferred concept plan. The subarea plan also included an existing conditions analysis, recommended design guidelines, and an implementation plan. This subarea plan would have gone to Planning Commission for a public hearing and recommendation to City Council in 2020, however, COVID-19 put the planning process on hold. With no option for in-person meetings, a number of stakeholders would not have been able to participate in hearings.

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.

The third PAC meeting began with a recap of work already completed with stakeholders in 2020. Then, the consultants and staff guided a conversation about which components of the 2020 plan, if any, stakeholders would change. No changes were suggested for the vision or guiding principles. However, the group expressed concerns about whether and how the vision and guiding principles would be implemented. The key concerns related to the location and safety of trails, whether the City would be taking land to widen Carty Road and build trails, safety on Carty Road, whether the RLD-4 zoning and/or increased setbacks would limit development opportunities, and general questions about the subarea planning and annexation processes. Based on the concerns about trails, staff updated the preferred concept plan to show multimodal paths

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 fight-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

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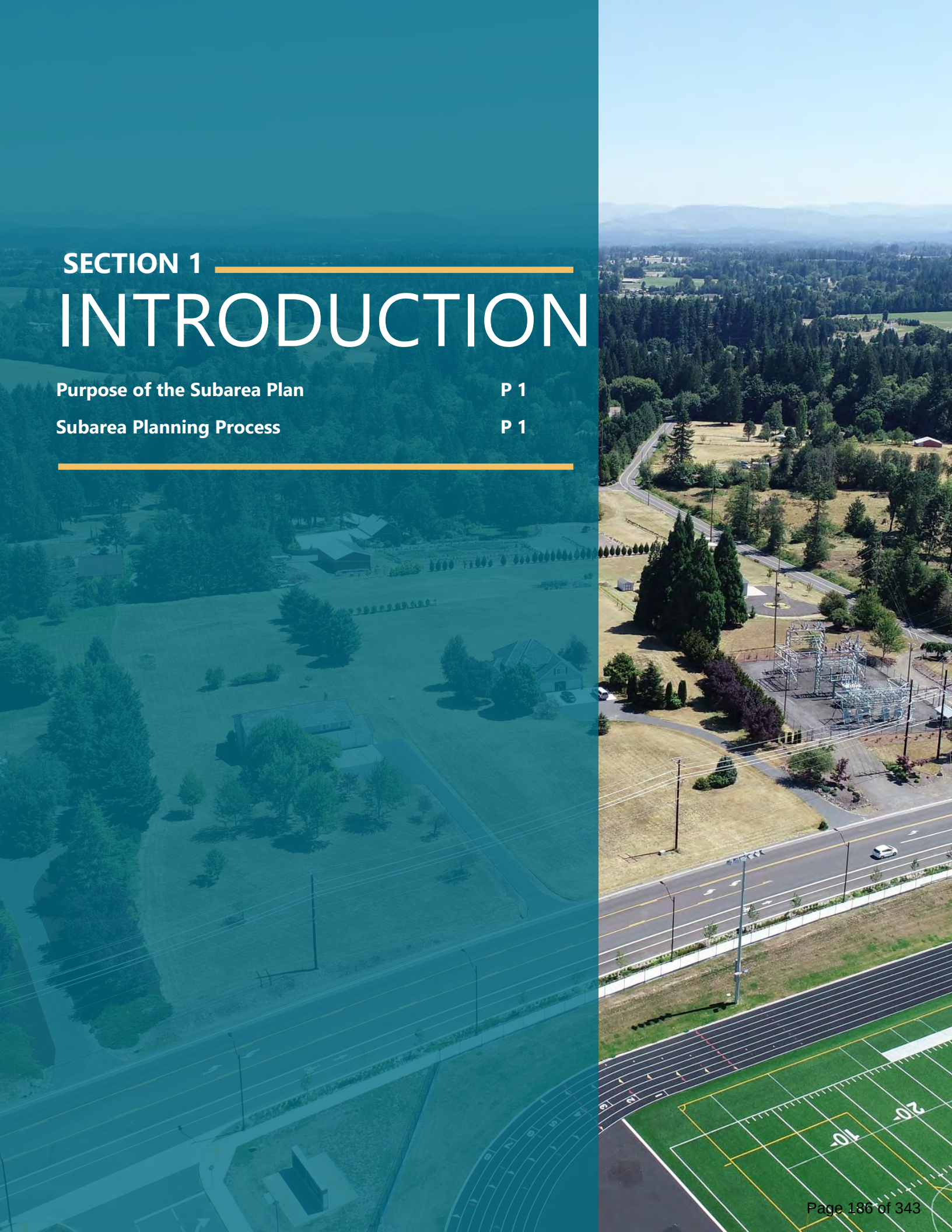
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Appendix B. Existing Conditions Analysis
Appendix C. Fiscal Impact Assessment
Appendix D. Estimated Trip Generation and Transportation Improvement Costs



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.

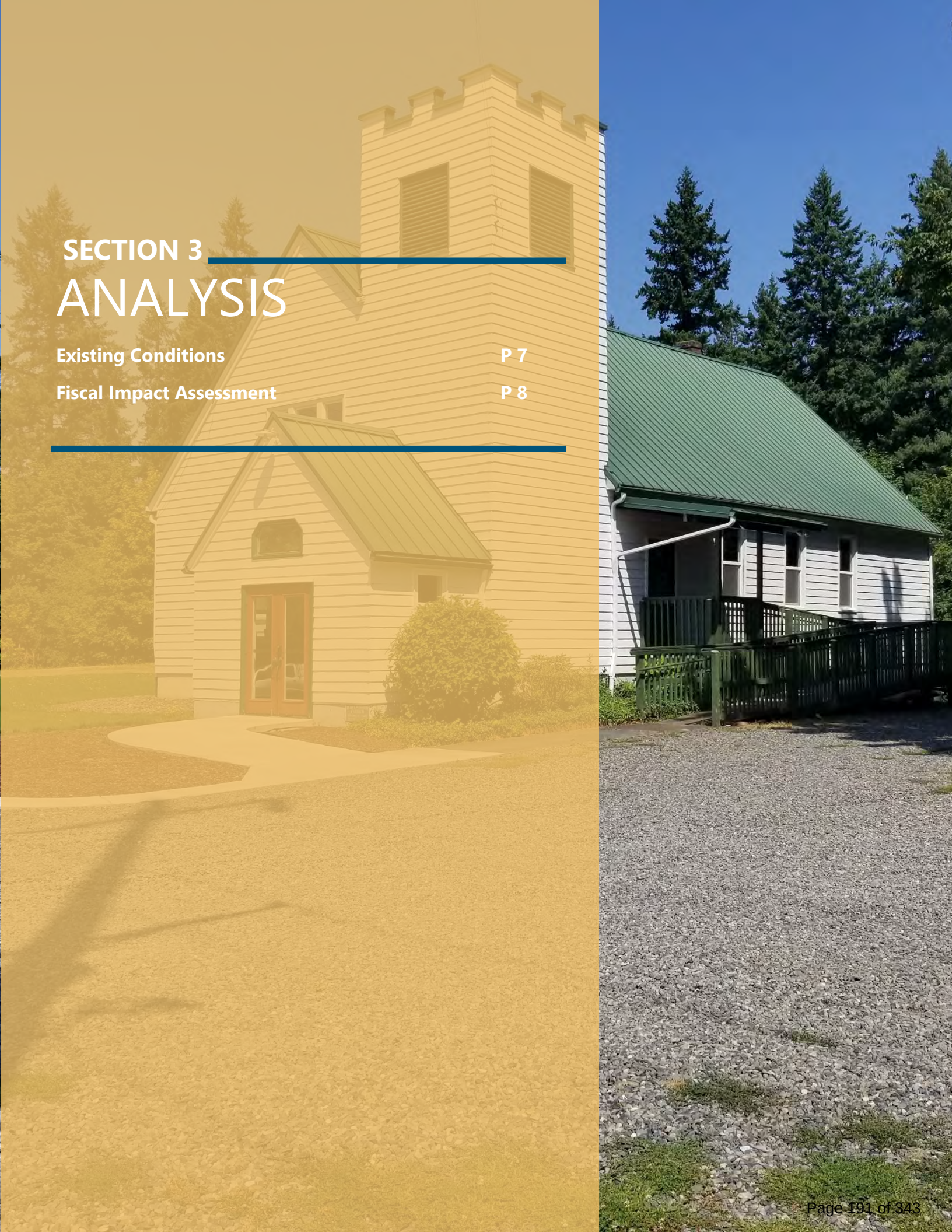
The rural character is reflected in residential development and transportation options that respect privacy, property, and safety. Development in this community protects both the natural areas along Gee Creek and the citizens that live and work in the community, now and in the future.

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).

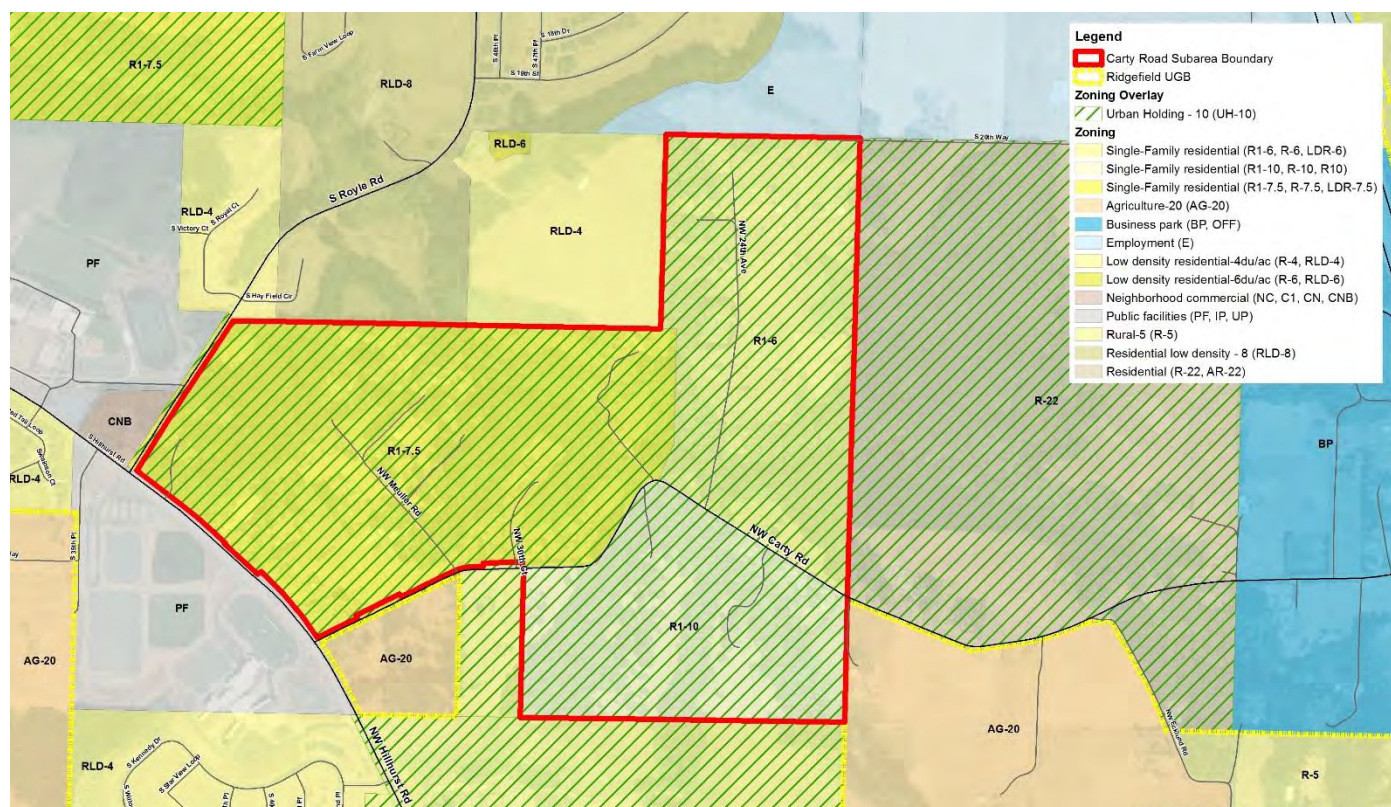


Figure 3. Existing Zoning

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.

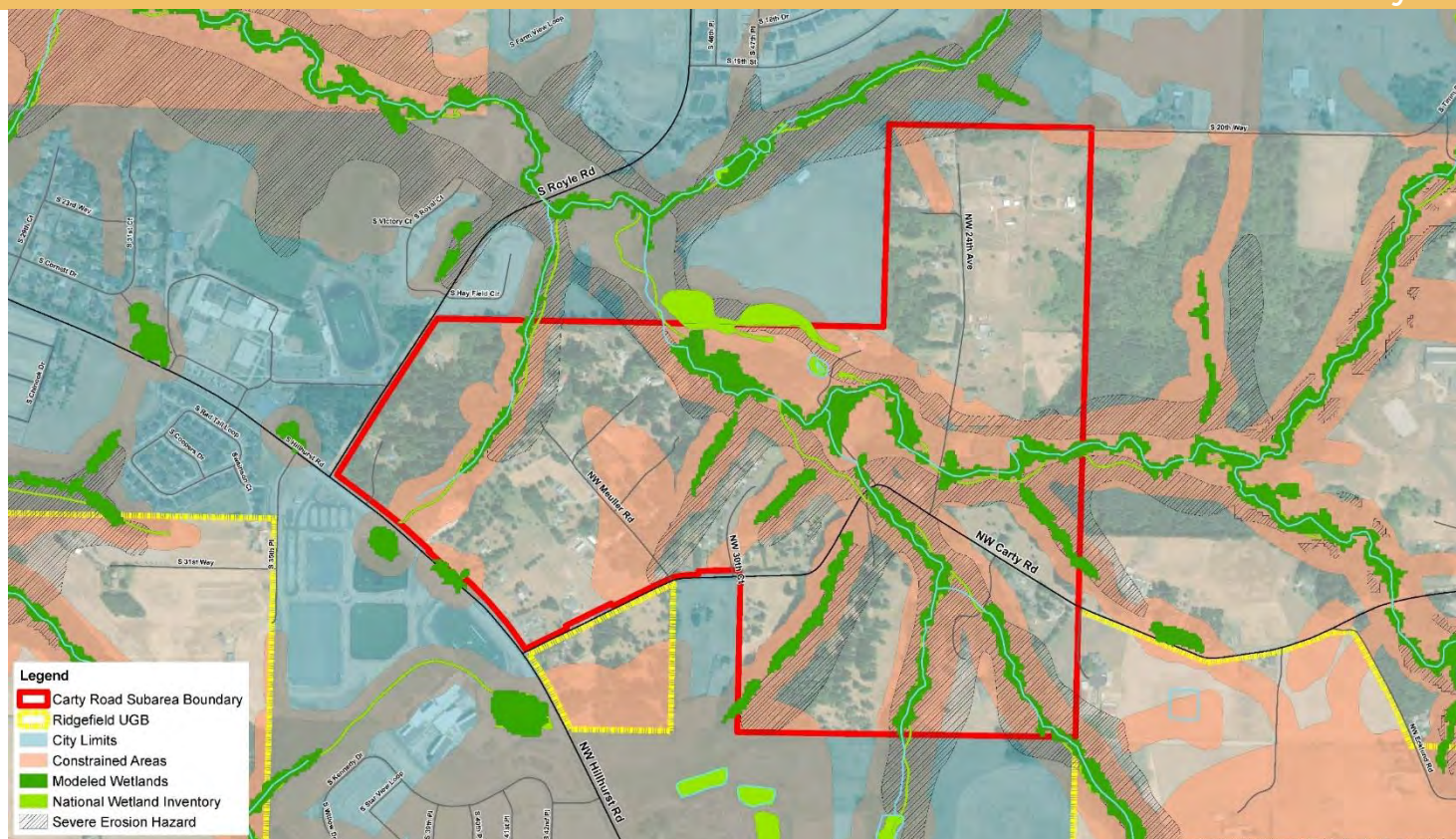
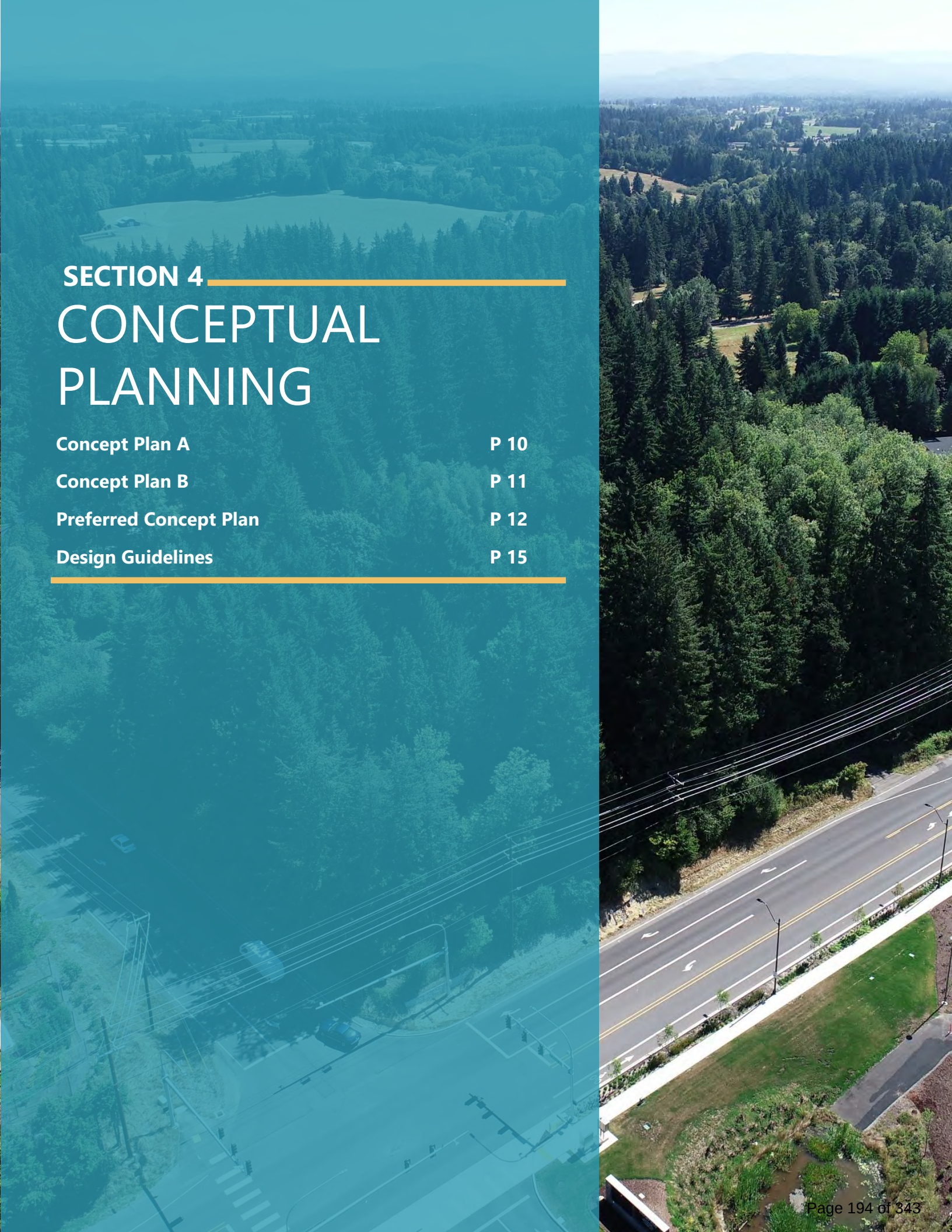


Figure 4. Constrained Lands

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 an aerial photograph of a landscape. The left half is covered by a semi-transparent teal overlay. The right half shows a clear view of a road with multiple lanes, power lines, and a dense forest of evergreen trees. In the distance, a small town or village is visible under a clear sky.

SECTION 4

CONCEPTUAL PLANNING

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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

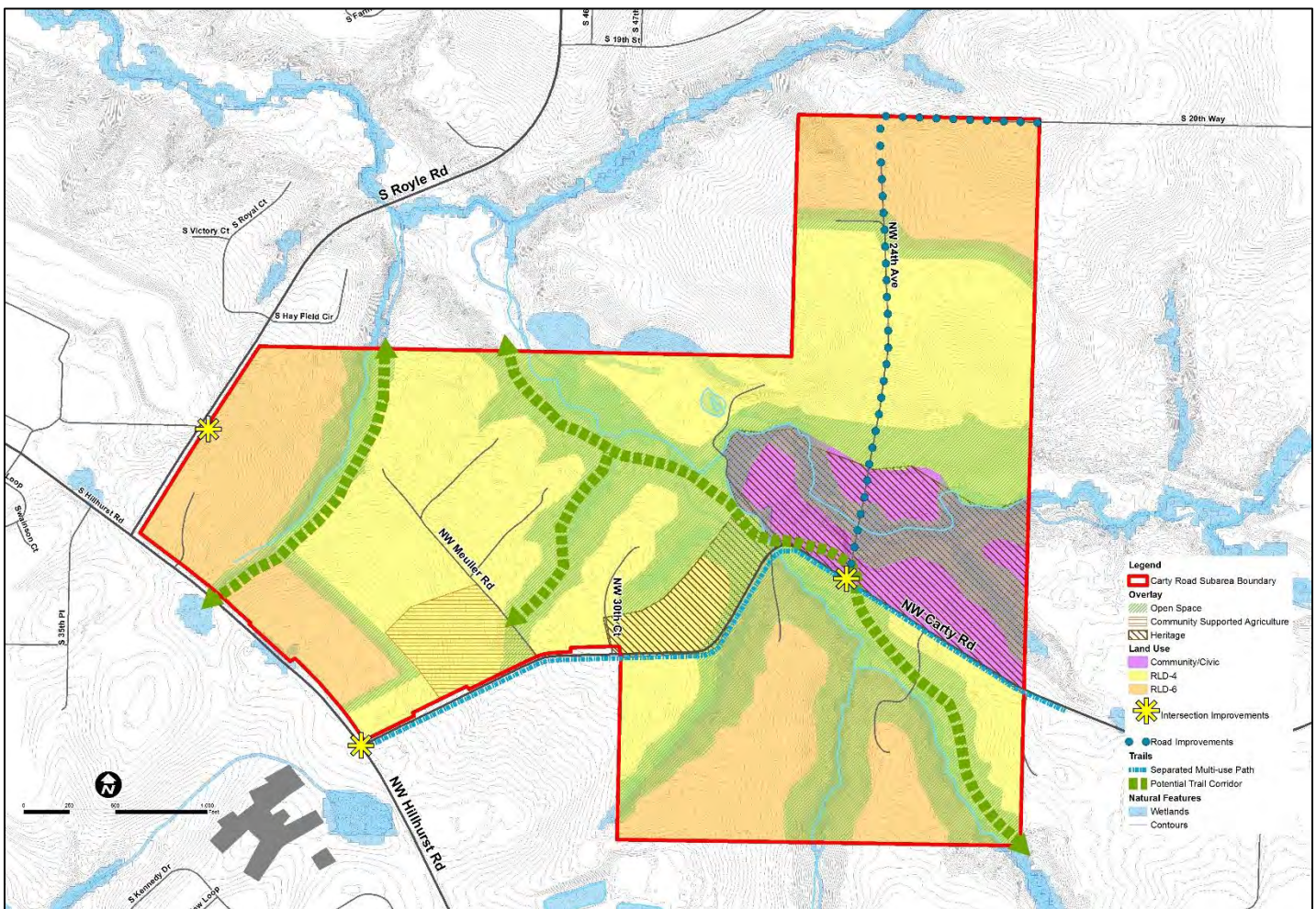


Figure 5. Concept Plan A

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

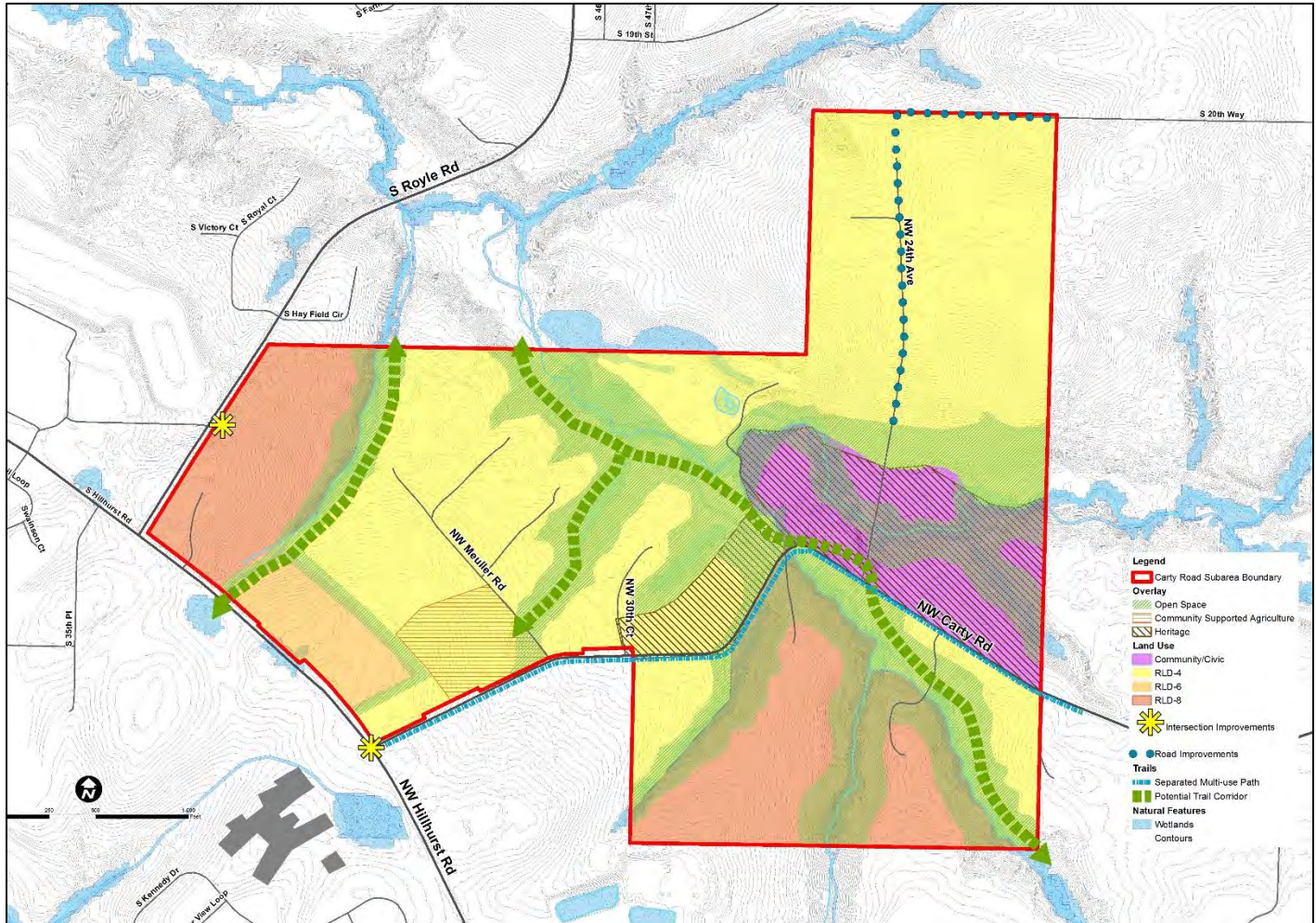


Figure 6. Concept Plan B

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.

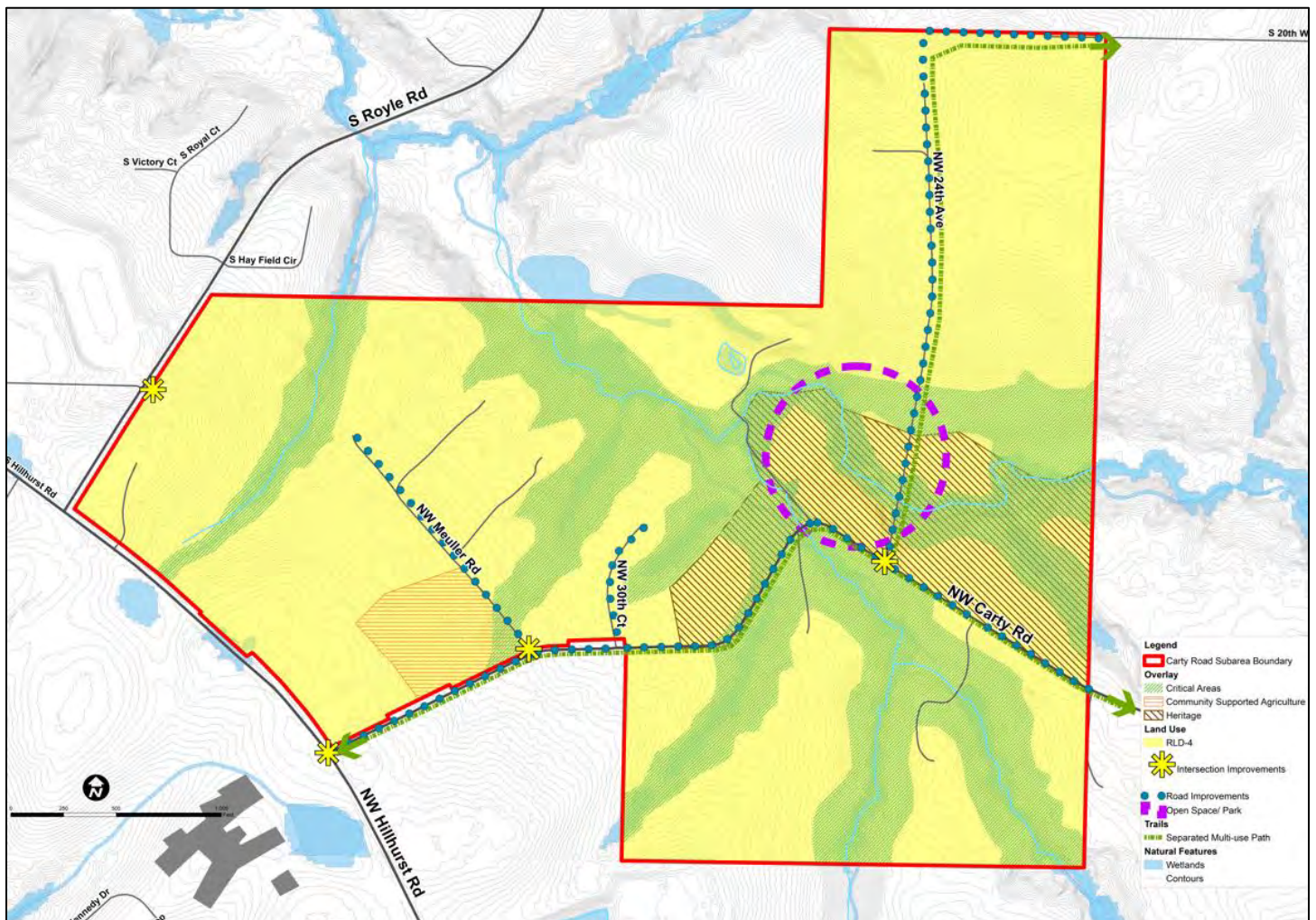


Figure 7. Preferred Plan

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.

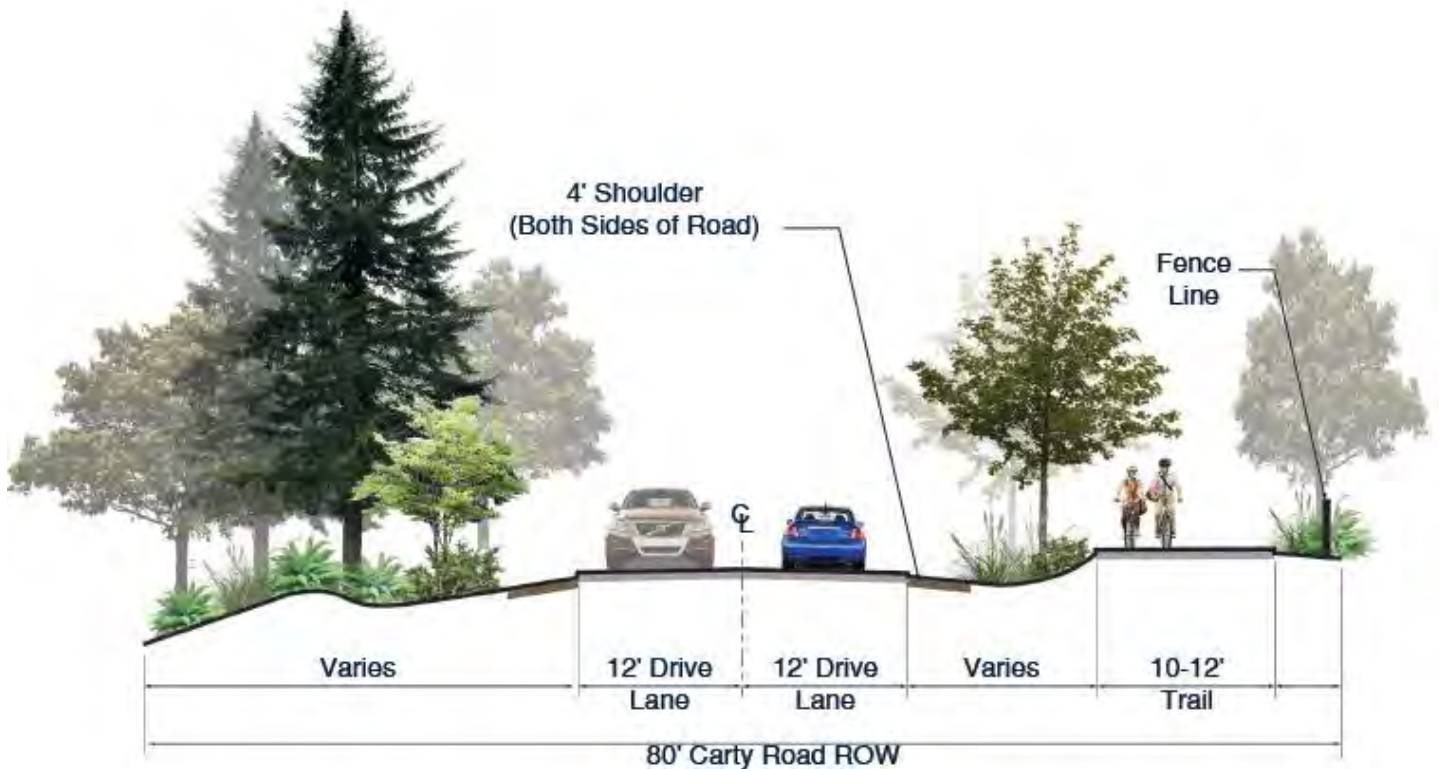


Figure 8. Carty Road Cross Section

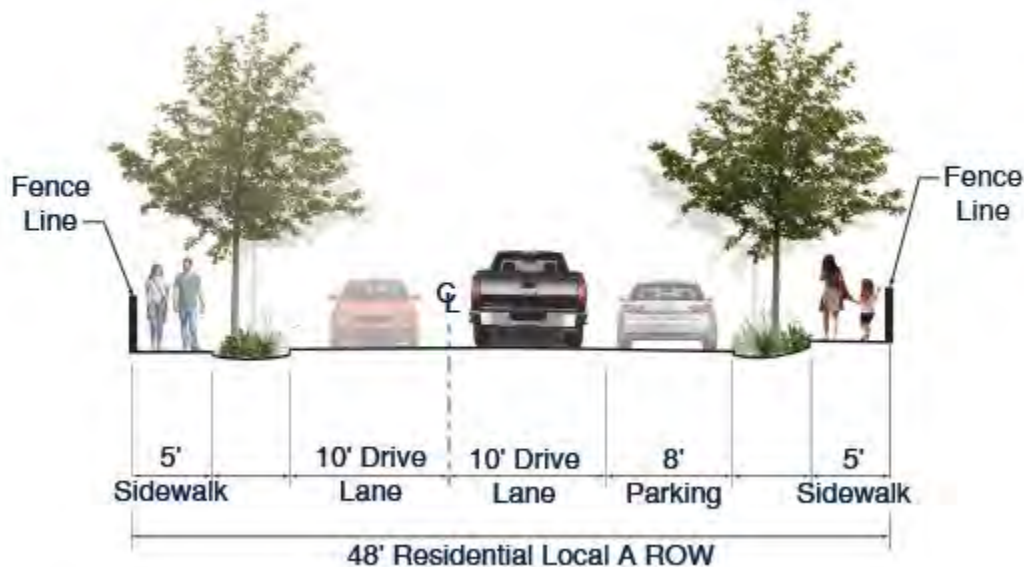


Figure 9. Residential Local A Cross Section

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

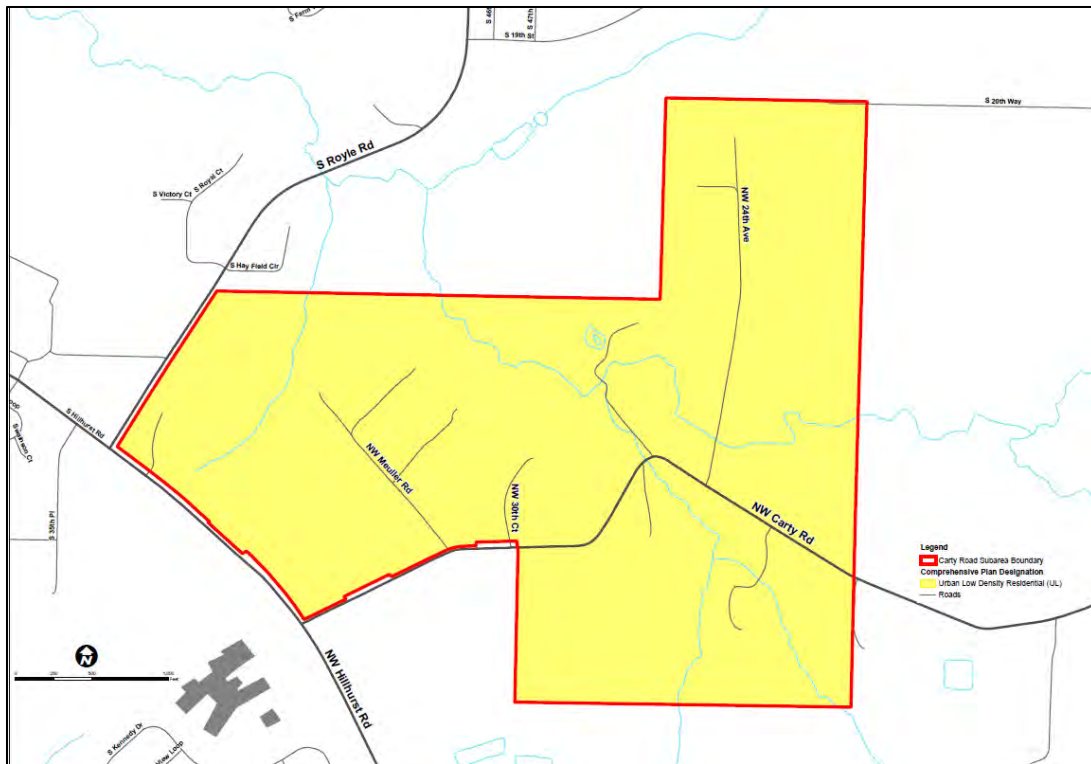


Figure 10. Proposed Comprehensive Plan Map

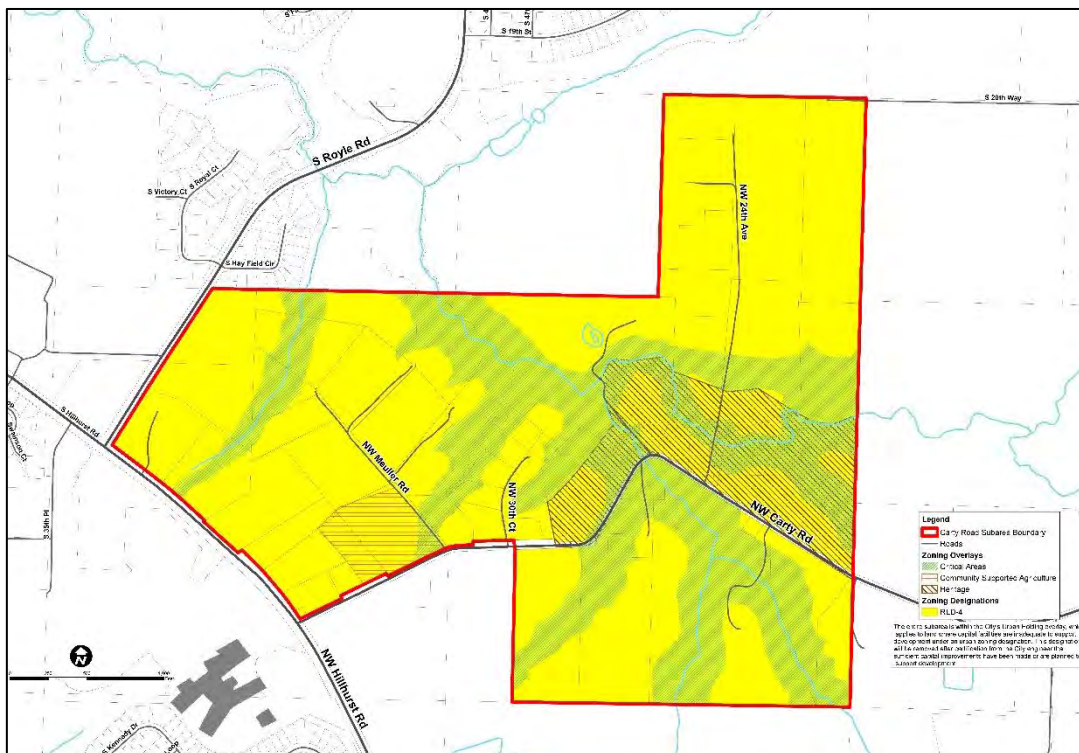


Figure 11. Proposed Zoning Map

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

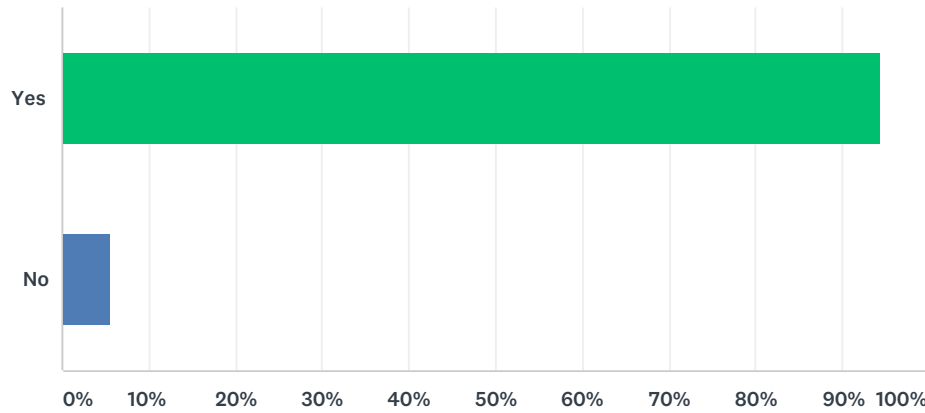
Stakeholder Interviews

Project Advisory Committee Meetings

Community Open House

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

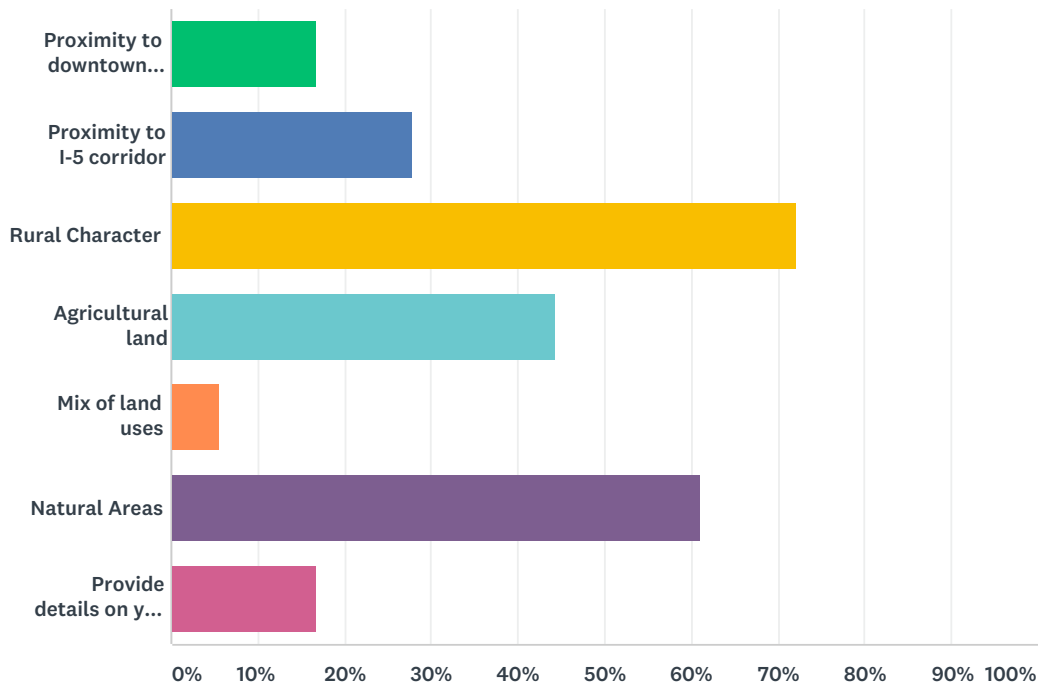
Answered: 18 Skipped: 0



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

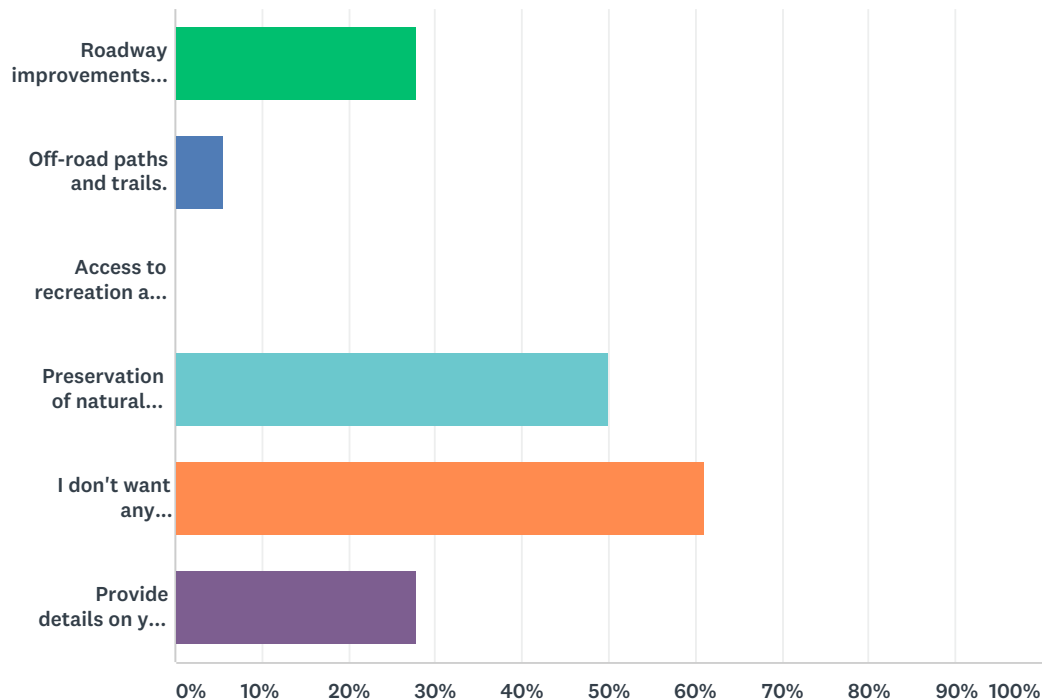


ANSWER CHOICES		RESPONSES	
Proximity to downtown Ridgefield		16.67%	3
Proximity to I-5 corridor		27.78%	5
Rural Character		72.22%	13
Agricultural land		44.44%	8
Mix of land uses		5.56%	1
Natural Areas		61.11%	11
Provide details on your choice or list other options.		16.67%	3
Total Respondents: 18			

#	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

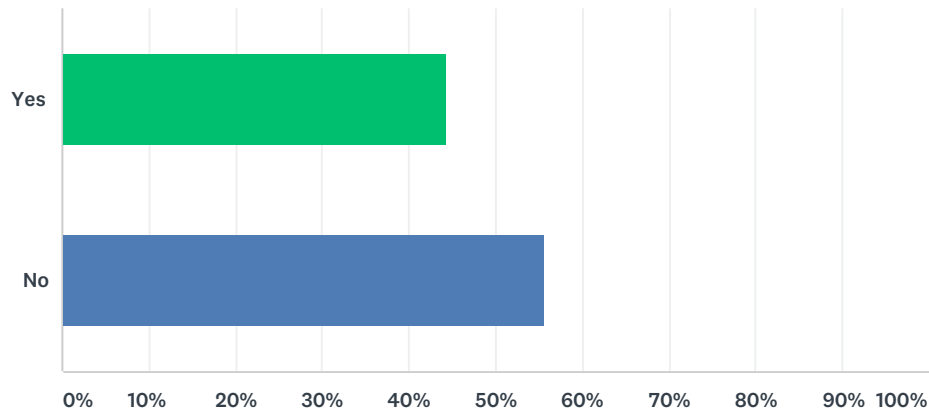


ANSWER CHOICES	RESPONSES	
Roadway improvements (sidewalks, bike lanes, etc.)	27.78%	5
Off-road paths and trails.	5.56%	1
Access to recreation and parks.	0.00%	0
Preservation of natural areas.	50.00%	9
I don't want any improvements.	61.11%	11
Provide details on your choice or list other options.	27.78%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

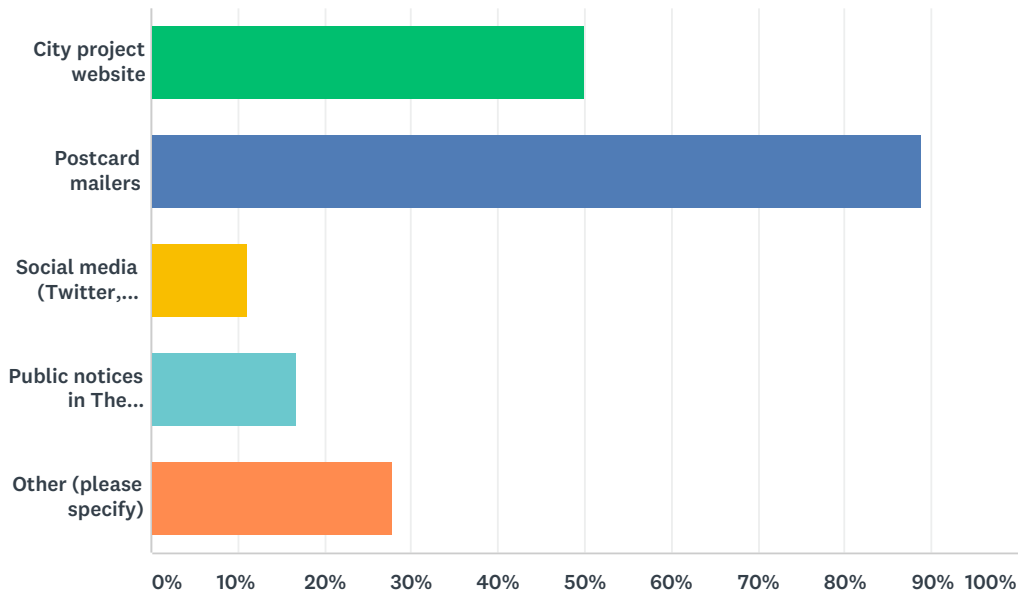


ANSWER CHOICES	RESPONSES
Yes	44.44% 8
No	55.56% 10
TOTAL	18

#	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

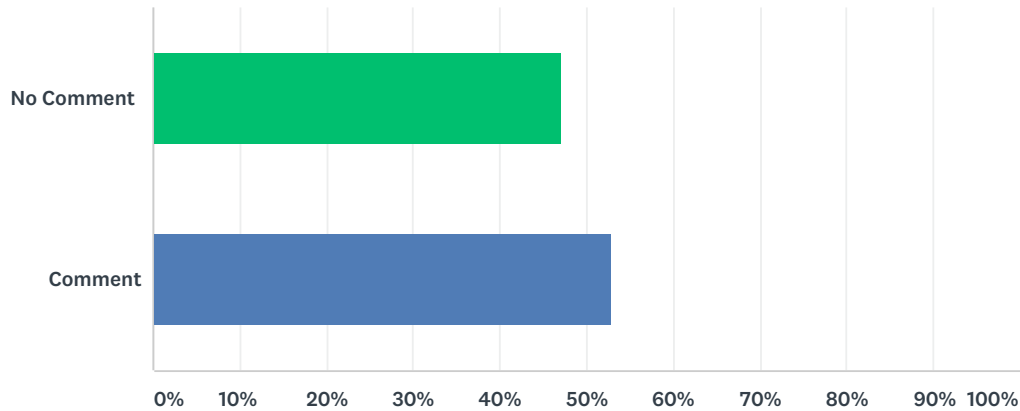


ANSWER CHOICES	RESPONSES	
City project website	50.00%	9
Postcard mailers	88.89%	16
Social media (Twitter, Facebook)	11.11%	2
Public notices in The Columbian and The Reflector	16.67%	3
Other (please specify)	27.78%	5
Total Respondents: 18		

#	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)

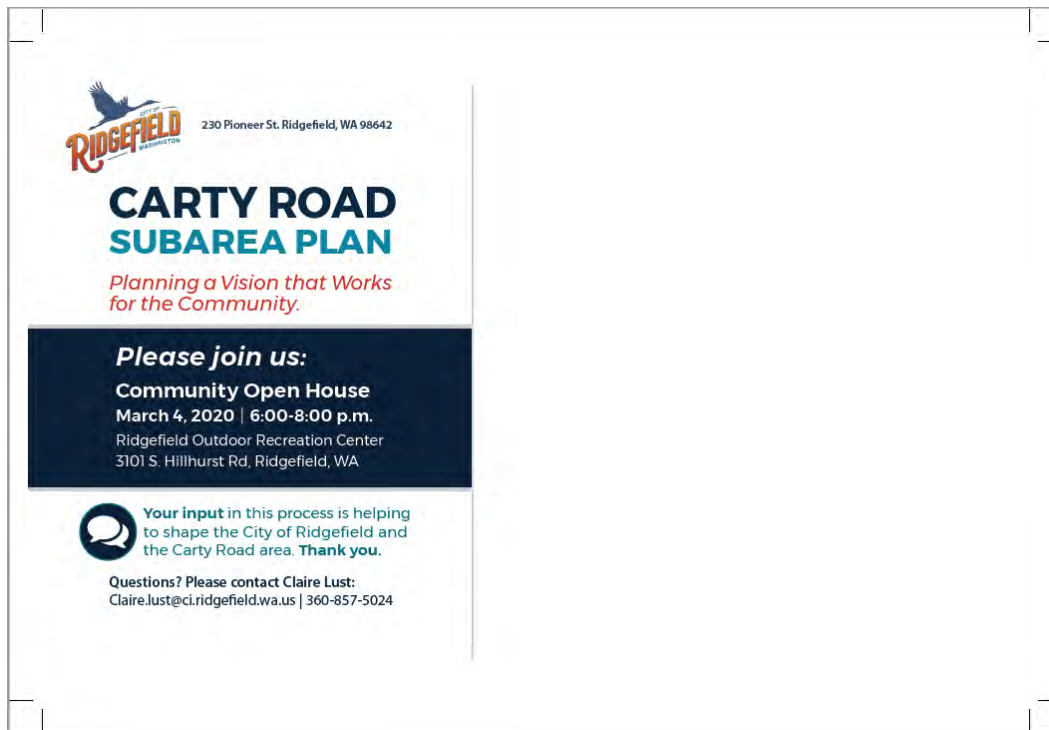


Figure 2. Mailer Announcement (back)

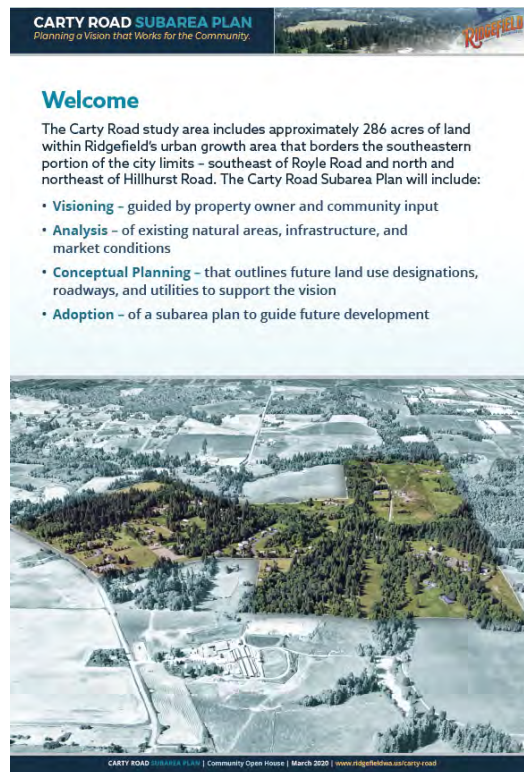


Figure 3. Welcome Board



Figure 4. Vision Statement and Guiding Principles

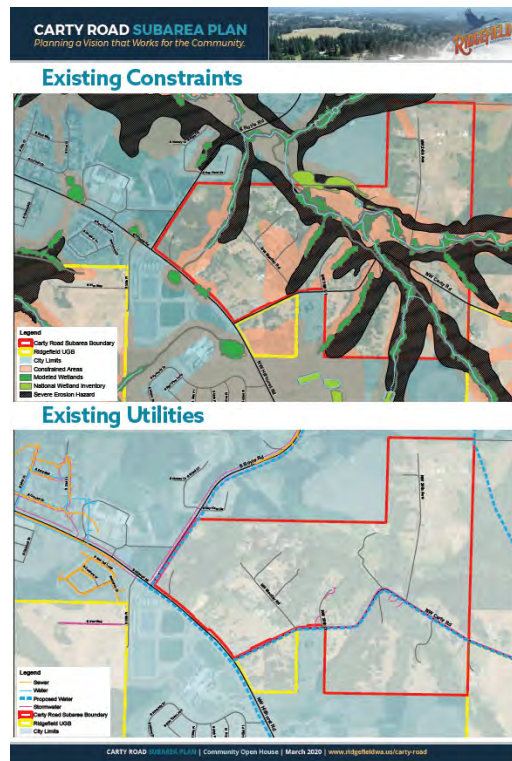


Figure 5. Existing Conditions



Figure 6. Proposed Street/Road Cross Sections

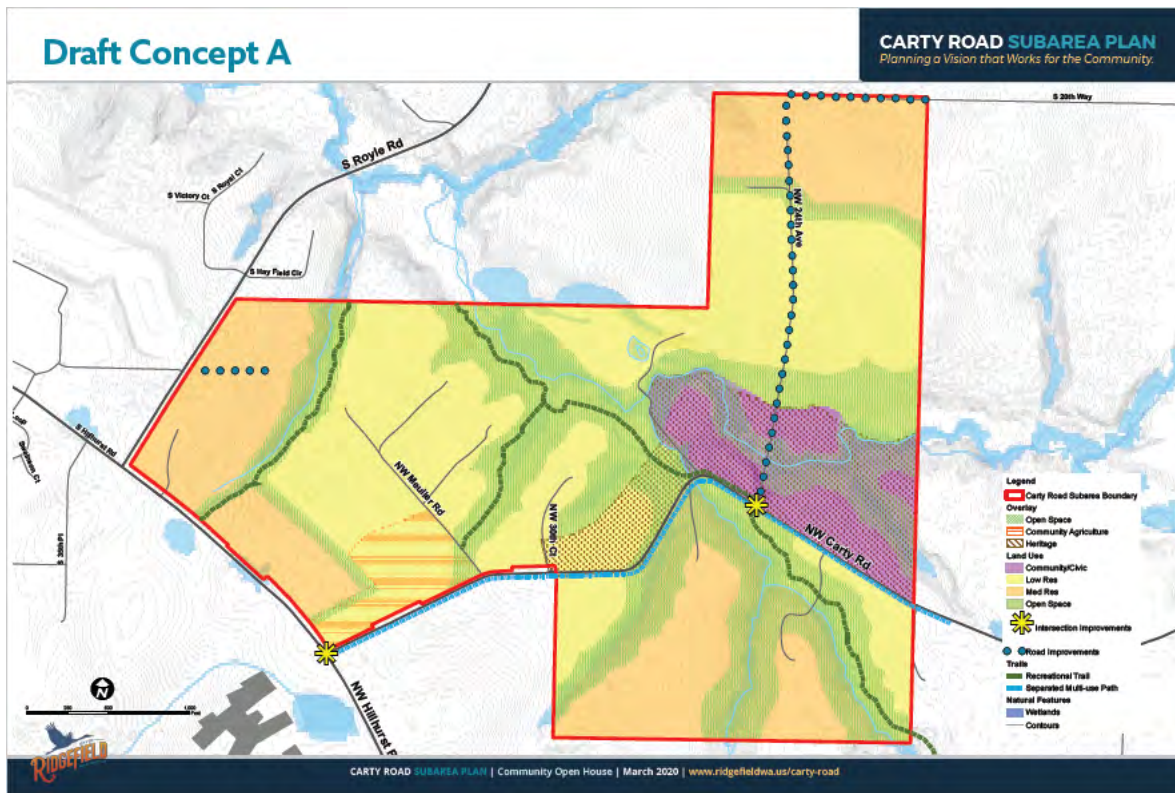


Figure 7. Draft Concept Plan A

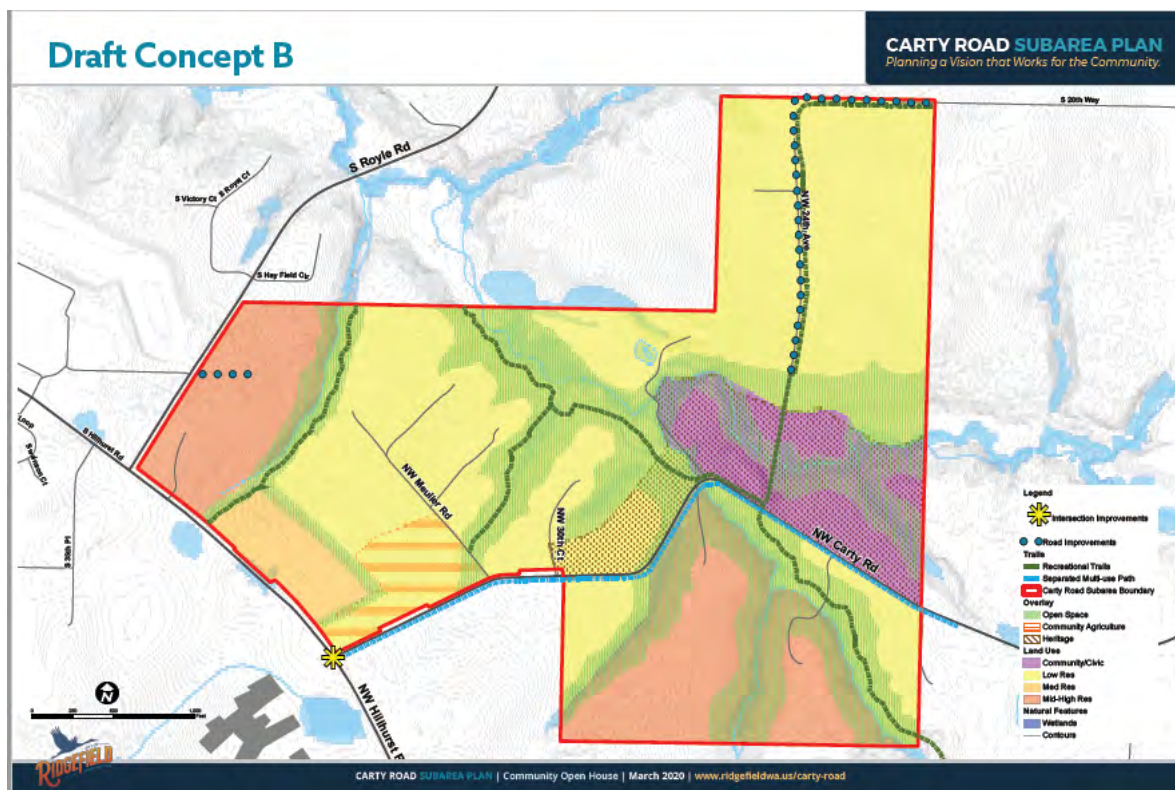


Figure 8. Draft Concept Plan B

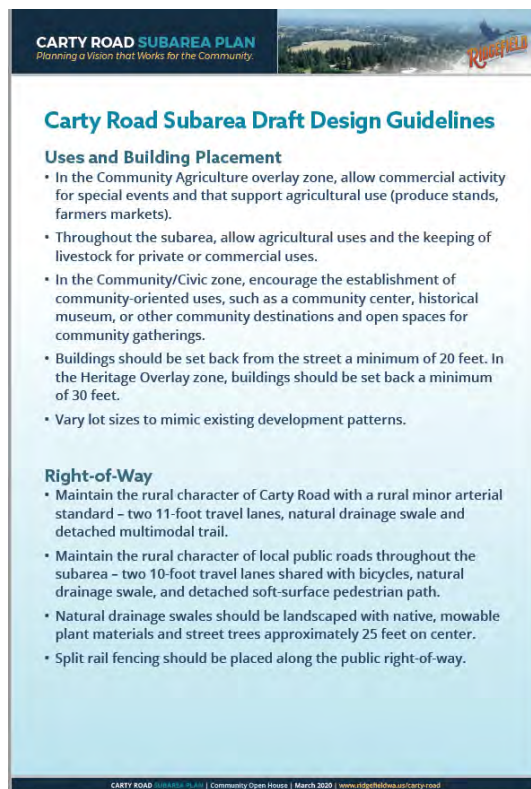


Figure 9. Design Guidelines (1 of 2)

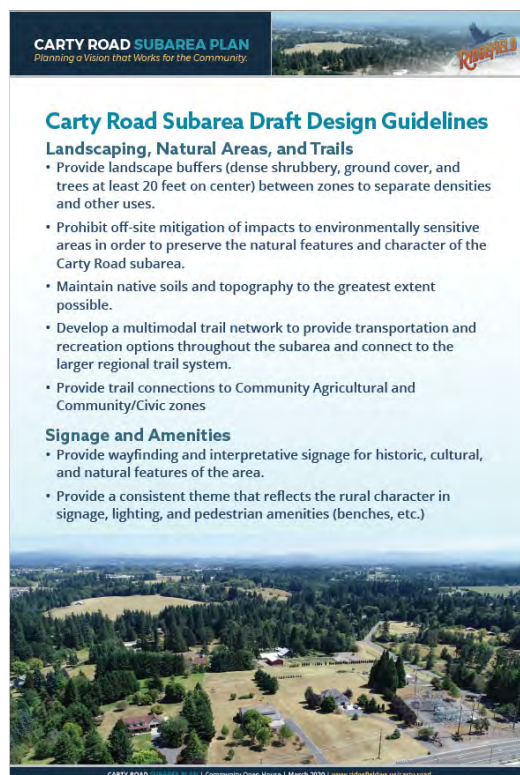


Figure 10. Design Guidelines (2 of 2)



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
Vancouver, Washington 9866903231**

31600114

EXISTING CONDITIONS ANALYSIS

Carty Road Subarea Ridgefield, Washington

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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).

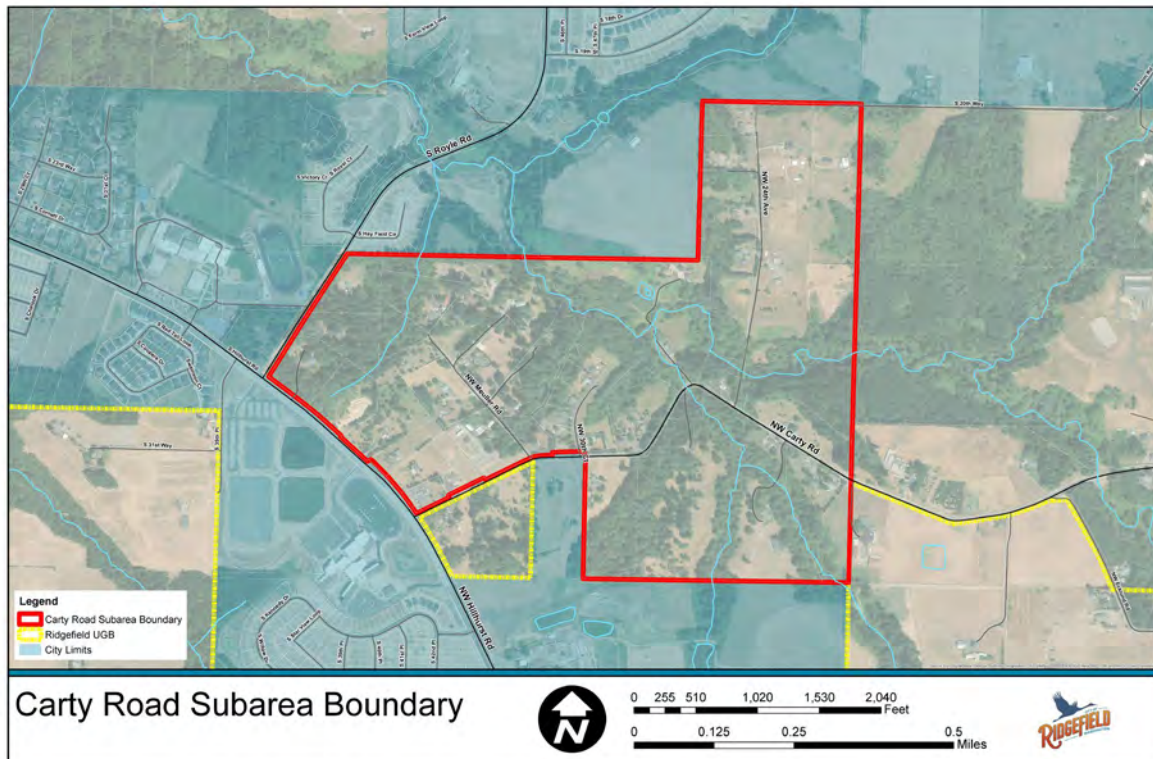


Figure 1. Carty Road Subarea Boundary

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.

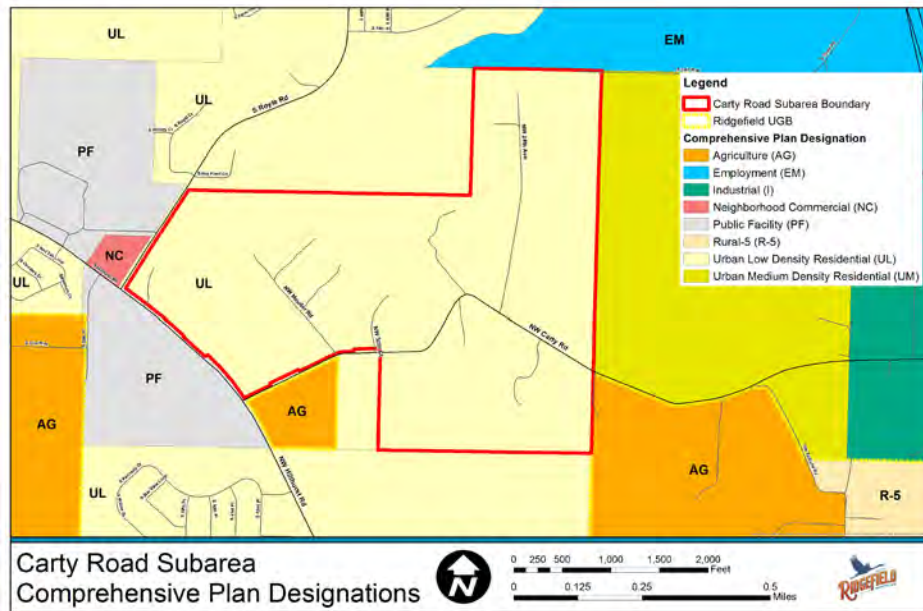


Figure 2. Comprehensive Plan Designations

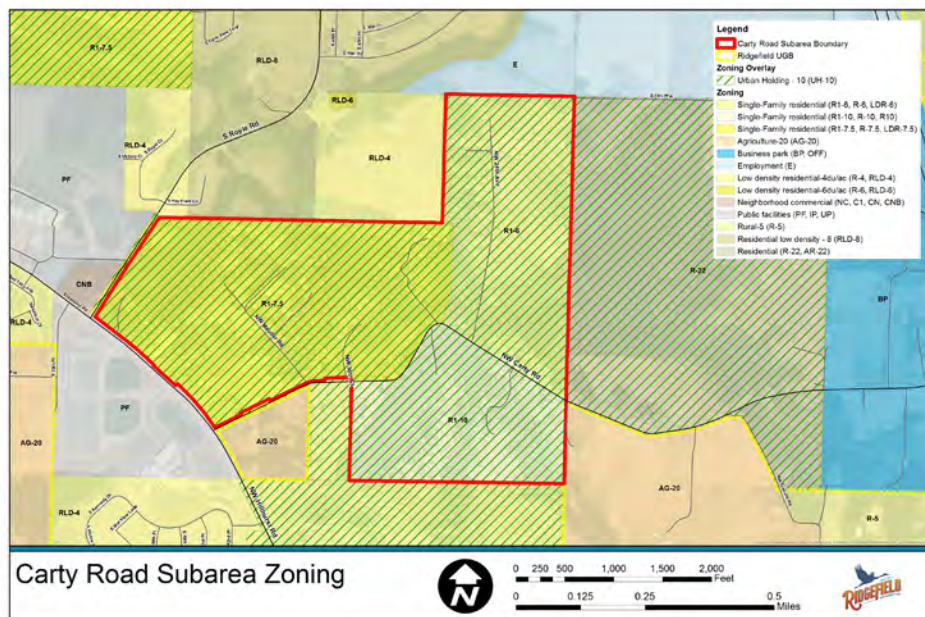


Figure 3. Zoning Designations

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.

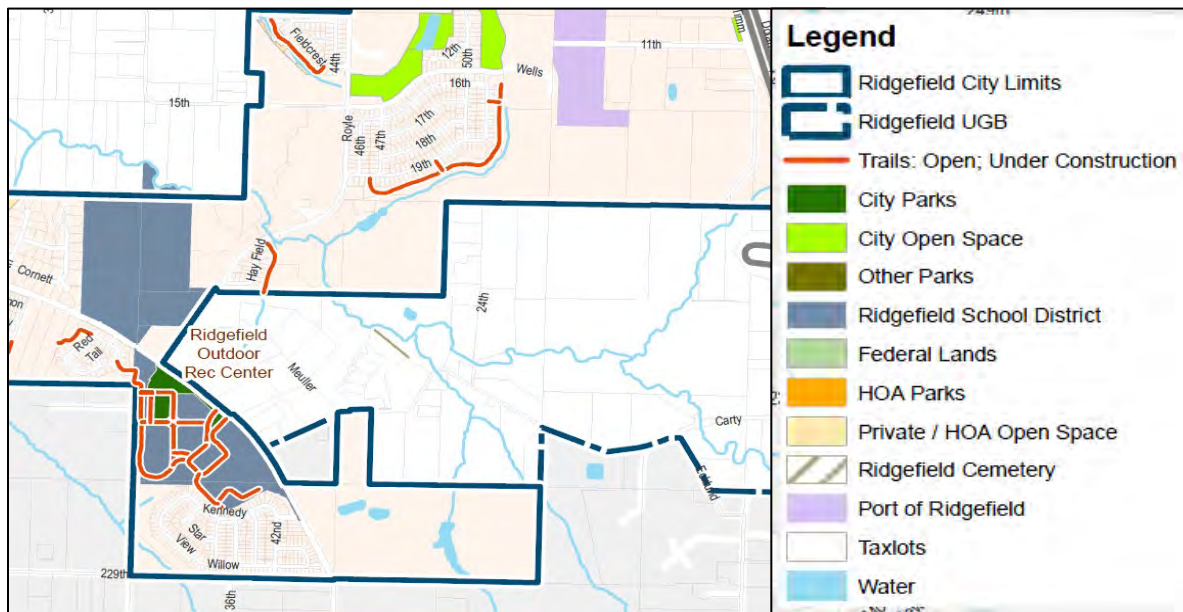


Figure 4. Existing Parks and Trails

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).

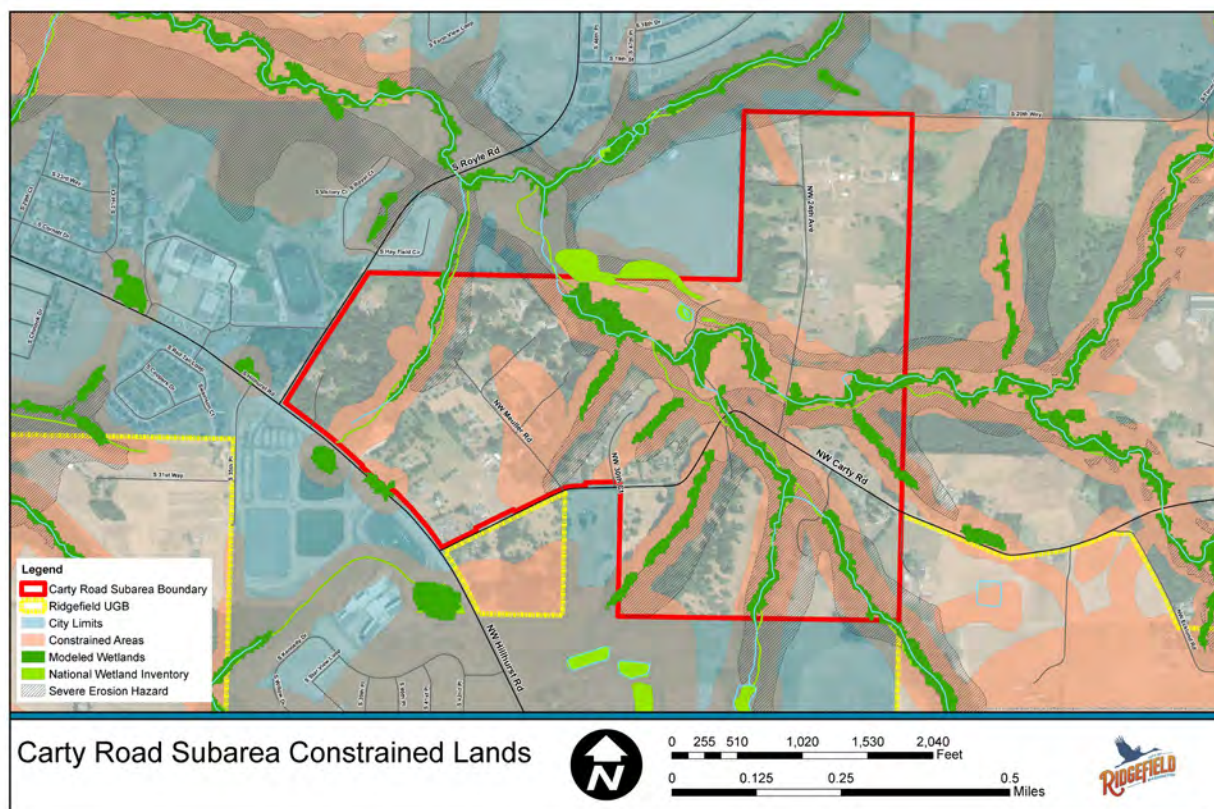


Figure 5. Constrained Lands

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.

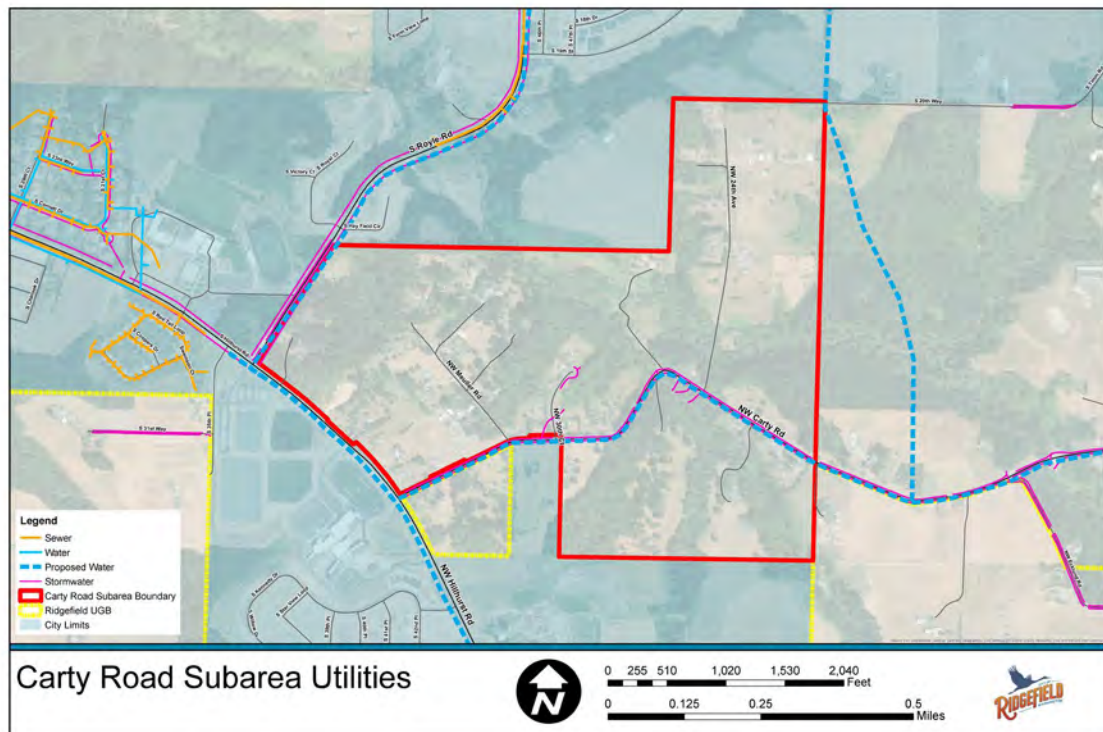
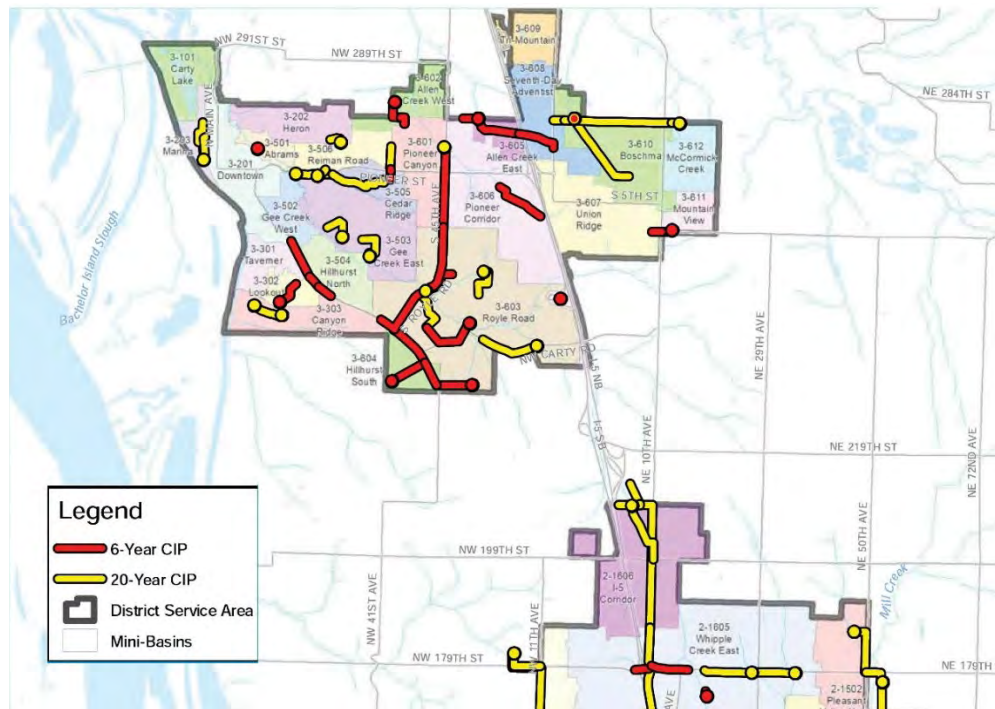


Figure 6. Existing Utilities and Proposed Water System Plan

Source: City of Ridgefield Comprehensive water system plan



Source: Clark Regional Wastewater District Comprehensive General Sewer Plan (2017)

Electrical service within the subarea is provided by Clark Public Utilities and includes a 3-phase aboveground line along Hillhurst and Carty Road. It is anticipated that this service will be extended in conjunction with development to serve the subarea. Clark Substation is located at the intersection of Carty Road and Hillhurst Road. Overhead transmission and distribution lines in this area will be particularly difficult to underground due to proximity to the substation. Nevertheless, the City should require development to underground electrical distribution lines within the subarea consistent with its engineering standards and code. The primarily residential development types anticipated for the subarea are not expected to place an unusual burden on electrical service.

2.5 TRANSPORTATION NETWORK AND CAPACITY

As part of the existing conditions analysis, DKS Associates evaluated the existing transportation network, including pedestrian and bicycle facilities, current traffic volumes, and planned transportation improvements. Traffic volumes from 2017 and 2018 are summarized in Table 2, including volumes anticipated from approved development near the subarea (Figure 8). The recently approved development includes approximately 1,240 homes, as well as parks and school facilities.

Table 2. Traffic Volume Summary (2017 and 2018)

Location	AM Peak Hour	PM Peak Hour	Daily	Daily with Approved Development
Carty Road east of Hillhurst	88	68	700	1600

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

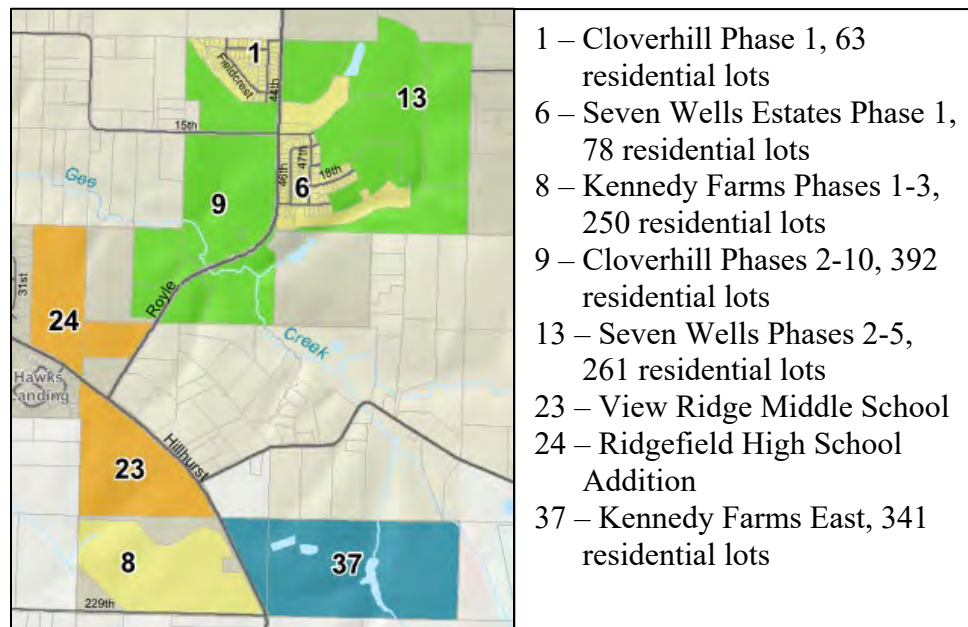


Figure 8. Recently Approved Development

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.

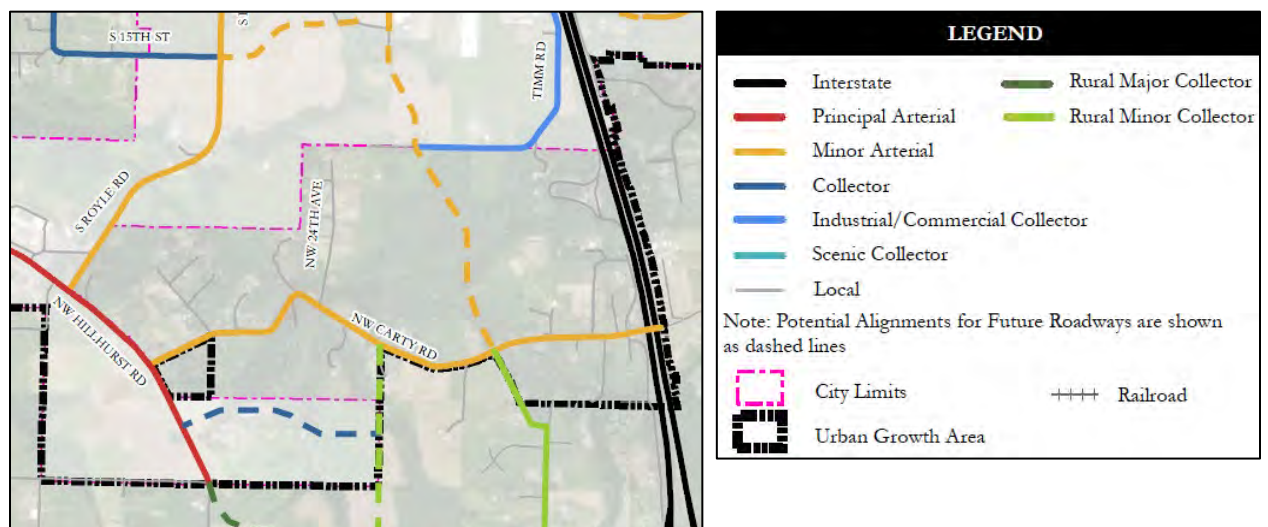


Figure 9. Functional Classification

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.

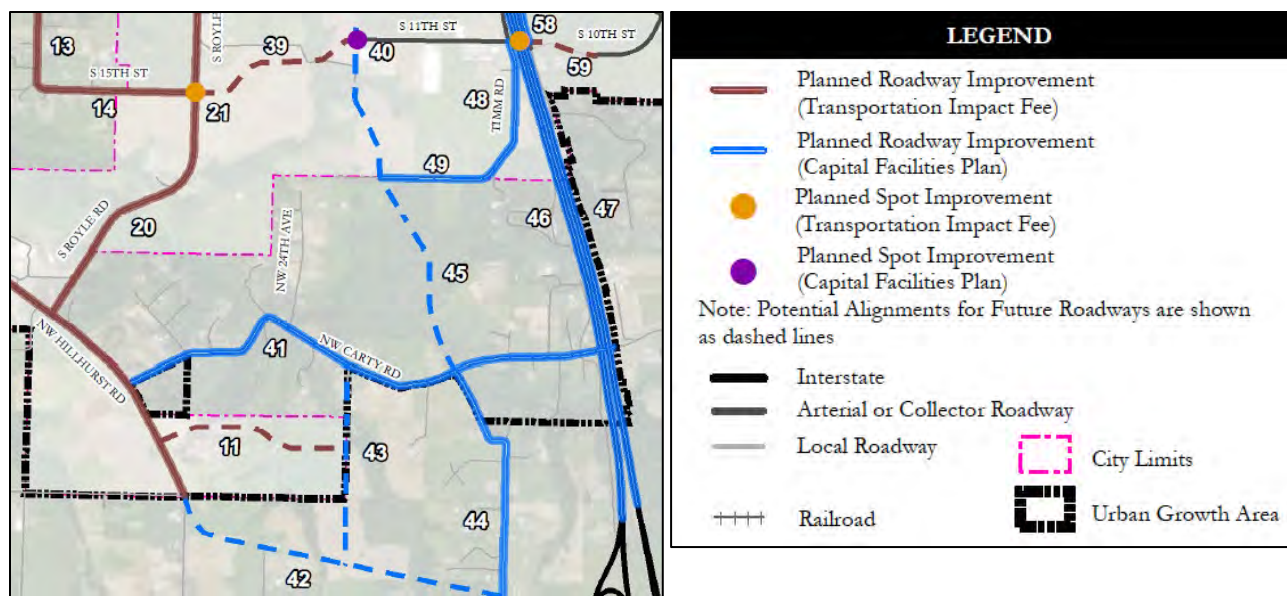


Figure 10. Planned Transportation Projects

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.

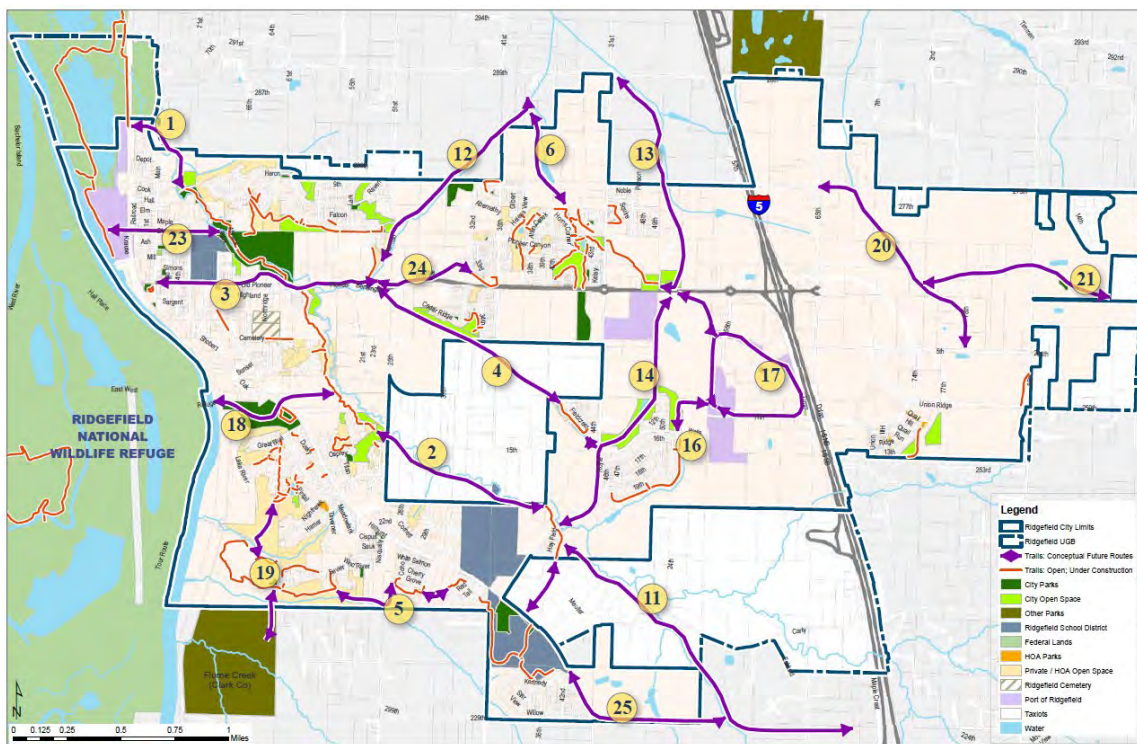


Figure 11. Potential Recreational Trails Map

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

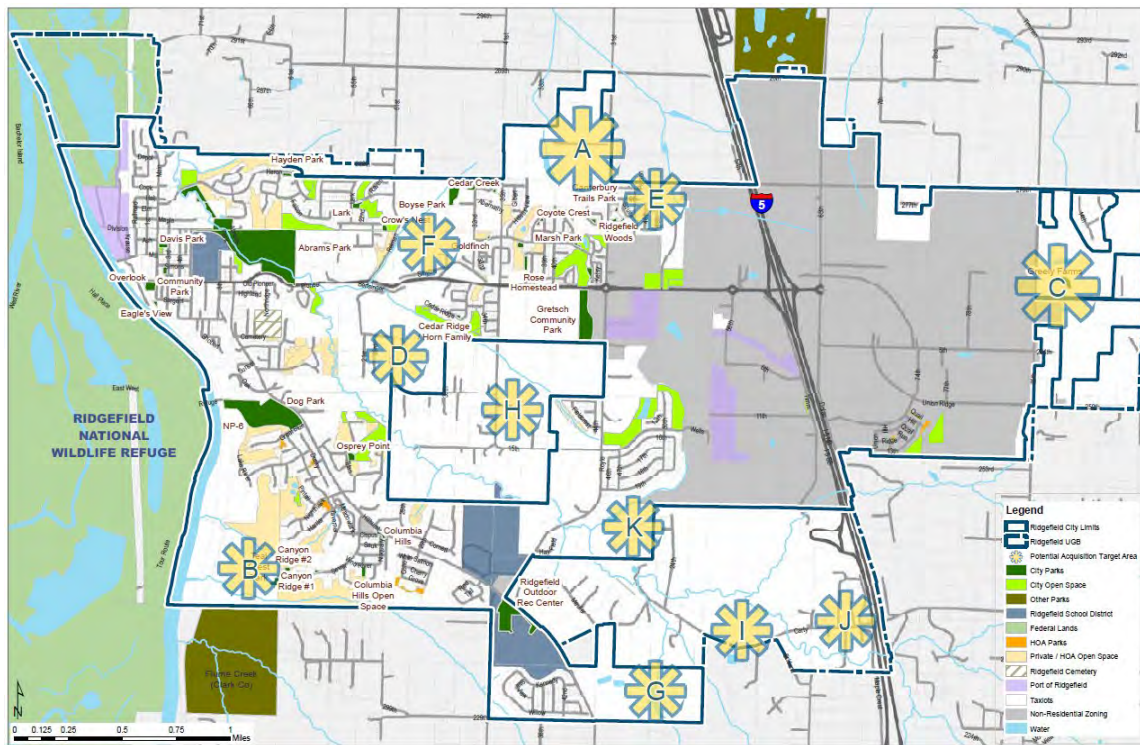


Figure 12. Park Acquisition Target Areas Map

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.

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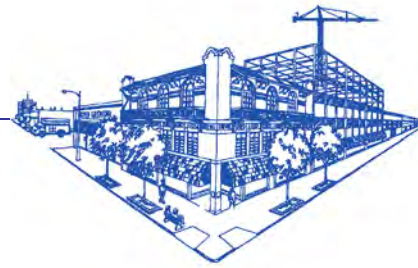
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APPENDIX C

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 ~~strike through~~.

**

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.

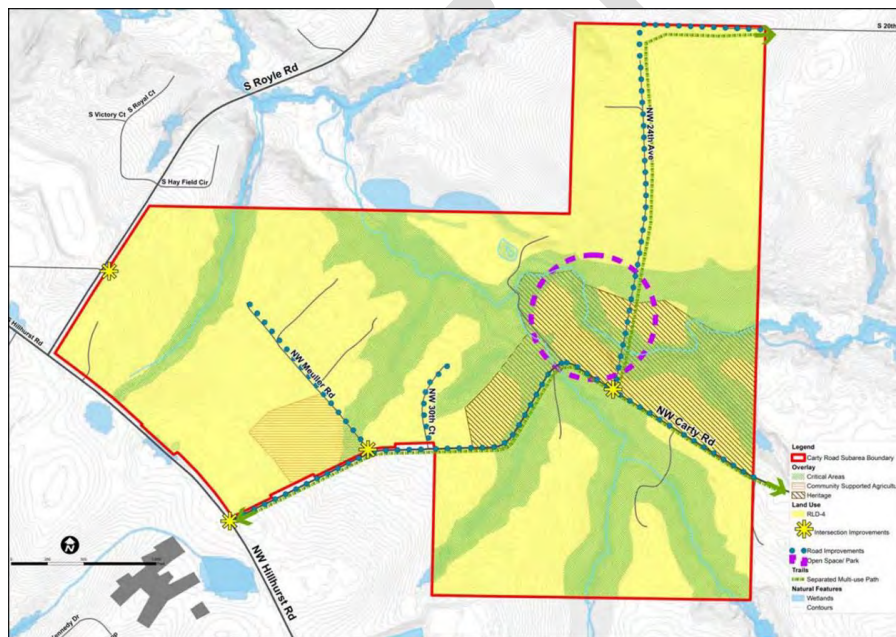


Figure 18.210.140-1 – Carty Road Subarea Preferred Concept Plan

- 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.

Duplex	P	P	XP
Cottage Housing (2)	P-L	P-L	P-L
Nonresidential Uses			
Existing Nonresidential Uses	P	P	P
Cultural Institution	X	X	P
Religious Institution	X	X	P
Community Center	X	X	C
Park or Trail	P	P	P
Accessory Uses (32)			
Food Distribution Membership	X	P	X
Farmers Market	X	P	X
Market Garden	X	P	X
Community Garden	X	P	XP

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) Cottage housing meeting the requirements in RDC 18.206.040 is permitted where all the following limitations apply:

a. At least ~~xx~~ percent of the parent parcel is encumbered by critical areas and buffers; and

~~(4)b.~~ The perimeter compatibility buffer required in RDC 18.210.140.D.2.d is a minimum of ~~xx~~ feet in width.

~~(2)(3)~~ 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.~~

~~ba.~~ The minimum area of a new residential lot may not be less than ~~10,8907,500~~ square feet ~~(one-quarter acre)~~.

~~eb.~~ 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.

~~dc.~~ 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.~~

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fd. The subdivision shall incorporate a ~~3020~~-foot-wide perimeter compatibility landscape buffer ~~between the subdivision and existing adjacent residential uses.~~

i. ~~i. —The perimeter compatibility buffer is required between the subdivision and adjacent residential properties except where the adjacent property has been subdivided, is subject to an application for subdivision, or where the owner of the adjacent property certifies their intent to subdivide.~~

ii. ~~The perimeter compatibility buffer shall be located in a separate tract or tracts which shall be owned and maintained by the HOA.~~

iii. ~~80100%~~ of the plant material within the ~~3020~~-foot buffer shall be native plants. (See RDC 18.830.) The ~~3020~~-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.

iv. ~~The 3020-foot-wide perimeter compatibility landscape shall comply with the requirements for landscape plans, installation, and monitoring in RDC 18.725.~~

v. ~~Trails are permitted in the perimeter compatibility buffer.~~

iii. ~~Walls, berms, or fences may not be used as a means to reduce the 3020-foot perimeter compatibility standards.~~

ge. Any 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. ~~Dimensional standards. In addition to the standards enumerated in (2), the standards in Table 18.210.040-2 apply to individual lots in the Carty Road Subarea. The RLD-4 dimensional and density standards in Table 18.210.030-1 apply. PROVIDED:~~

~~Table 18.210.040-2 – Carty Road Subarea Dimensional Standards~~

Standard (1) (2)	Carty Road Subarea
Minimum Lot Width	50 feet
Minimum Front Yard Setback	20 feet
Minimum Front Yard Setback – Heritage Overlay	30 feet
Minimum Rear Yard Setback	20 feet
Minimum Side Yard Setback	10 feet
Minimum Setback Along NW Carty Road (3)	25 feet
Maximum Height	30 feet (35 feet with pitched roof)
Maximum Impervious Surface Coverage	60%

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Table Notes.

- (1) Setbacks are measured from the property line of the subject lot.
- (2) Setbacks may not be reduced to less than those provided for the RLD-4 zone in RDC 18.210.030.
- (3) The 25-foot setback along NW Carty Road may not be reduced.
 - 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. Design provisions along Carty Road. All development adjacent to the Carty Road right-of-way is subject to the frontage wall and landscaping standards in RDC 18.210.060.C-D.
5. 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.

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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.

56. 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.

67. 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. Engineering. Development in the Carty Road Subarea shall be subject to the requirements of the Ridgefield Engineering Standards for Public Works Construction including Transportation Details T-2.19 (Carty Road Subarea Collector Section) and T-2.20 (Carty Road Subarea Residential Local A Section).

EF. Applicability. Section 18.210.140 becomes effective upon annexation.

DRAFT

Carty Road Subarea Development Code – Comparison of Key Topics

Topic	Adopted Carty Road Subarea Plan	Carty Road Development Code Draft 1	Carty Road Development Code Draft 2
Master plan	Required for subdivisions containing 10 or more lots.	Required for subdivisions containing 10 or more lots.	Required for all subdivisions.
Minimum lot area	7,500 sf with a master plan. 10,890 sf (RLD-4 minimum outside of PUDs) without a master plan. Vary lot sizes in new developments.	10,890 sf (RLD-4 minimum outside of PUDs) with or without a master plan.	7,500 sf with a master plan.
Maximum lot area	No maximum specified. Vary lot sizes in new developments.	16,355 sf (standard RLD-4 maximum) except under existing one-time two-lot short plat exemption allowing larger lots.	16,355 sf (standard RLD-4 maximum) except under existing one-time two-lot short plat exemption allowing larger lots.
Average density	4 units per net developable acre.	4 units per net developable acre. Rounding permitted.	4 units per net developable acre. Rounding permitted.
Minimum front yard setback	Provide minimum setbacks that are greater than the typical RLD-4 setbacks. Standard RLD-4 minimum front yard setback is 15 ft.	20 ft	20 ft
Minimum rear yard setback	Provide minimum setbacks that are greater than the typical RLD-4 setbacks. Standard RLD-4 minimum rear yard setback is 10 ft.	15 ft	20 ft
Minimum side yard setback	Provide minimum setbacks that are greater than the typical RLD-4 setbacks. Standard RLD-4 minimum side yard	15 ft	10 ft

	setback is 5 ft.		
Enhanced setback from public streets	Consider views from public rights-of-way and parks to protect view sheds.	Lots smaller than 12,500 sf shall be located 50 feet or more away from NW Carty Road, NW Mueller Road, NW 30 th Court, or NW 24 th Avenue.	Minimum 25 ft setback along NW Carty Road subject to the frontage wall and landscaping standards in RDC 18.210.060.C-D (same as Pioneer, Hillhurst, and Royle). No special setback/frontage requirements along other public streets in the subarea.
Perimeter compatibility landscape buffer	Provide a minimum 30-foot-wide perimeter compatibility landscape buffer between existing and new uses.	Subdivisions shall incorporate a 30 ft perimeter compatibility landscape buffer between the subdivision and existing adjacent residential uses. 80 percent of the plant material in the buffer shall be native plants.	Subdivisions shall incorporate a 20 ft perimeter compatibility landscape buffer. The buffer is required between the subdivision and adjacent residential properties except where the adjacent property has been subdivided, is subject to an application for subdivision, or where the owner of the adjacent property certifies their intent to subdivide. The buffer shall be located in a separate tract(s) to be owned and maintained by the HOA. 100 percent of the plant material in the buffer shall be native plants. Trails are permitted in the buffer.
Cottage housing	Not described.	Not a permitted use.	Permitted use where a certain

(small, detached homes with common open space)			percentage of the parent parcel is encumbered by critical areas and the perimeter compatibility buffer exceeds a certain width. Feedback sought on appropriate thresholds.
Carty Road right-of-way cross-section	Two travel lanes, detached multimodal trail, natural drainage swales, and variable total ROW width to accommodate environmental constraints.	Not referenced.	Added reference to Ridgefield Engineering standards, which adopted the ROW cross section from the subarea plan.
Critical areas	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.	Impacts to critical areas and buffers prohibited except that: 1) public ROW may impact critical areas when the applicant demonstrates that avoidance is not a reasonable option and 2) approved essential public infrastructure including utilities, stormwater facilities, parks, and trails may be located in the outer 25 percent of a buffer. Critical area buffer averaging and reduction are prohibited.	Impacts to critical areas and buffers prohibited except that: 1) public ROW may impact critical areas when the applicant demonstrates that avoidance is not a reasonable option and 2) approved essential public infrastructure including utilities, stormwater facilities, parks, and trails may be located in the outer 25 percent of a buffer. Critical area buffer averaging and reduction are prohibited.

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

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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

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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 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 lots 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 in black ink. The top signature is 'Cynthia Greear' written 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

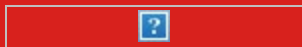


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James McPhee, Agent

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

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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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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.

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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.

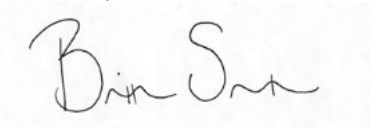
Lastly, supporting educational programs and providing resources for landowners to implement wildlife-friendly practices, such as wildlife-friendly fencing or native habitat restoration, would be another way to extend the benefits of conservation beyond public lands. This approach would not only promote 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", is centered below the word "Sincerely,".

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

September 12, 2024

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



RE: Carty Road Subarea Code Amendment Comments

Dear Council Members:

We are writing this letter on behalf of multiple clients with potential interest in the Carty Road Subarea. This letter will be similar to the one provided to the City of Ridgefield Planning Commission, due to the fact that the code has not been updated based on public comments and concerns raised by the Planning Commission. It should be noted that based on the public comments, the Planning Commission had enough questions and concerns about the proposed Carty Road Subarea Code Amendment, that it did not provide a recommendation to Council. The Planning Commission also identified that it appears that public sentiment regarding some of the specific details of the Carty Road Subarea have changed since the process began in 2019. 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.

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 acres (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 City has also recently identified that they are at a housing deficit for households earning 80% of the Area Median Income and under. As written, the Carty Road Subarea Code will simply increase this deficit.

The comments provided are based on our experience providing development consulting services in Ridgefield, and throughout 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, with comments from City of Ridgefield staff added August 30, 2024. The concerning sections of the proposed code amendment are inserted below, with a response below each 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 18.210140-1.

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, is expected to provide urban development, and is surrounded to the north, south, and west by areas that have or will be developed to urban standards.

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 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 per acre 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 it also the intent 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. The City has also recently identified that they are at a housing deficit for households earning 80% of the Area Median Income and under. 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?

During the Planning Commission meetings on August 7, 2024 and September 4, 2024, there was discussion of possibly allowing the PUD option within the subarea. If this were the case, it would need to be carefully considered how this would be applied to the Carty Road Subarea, as the open space requirements of the PUD could take up to another 25% of the land as open space, on top of the requirements of the Carty Road Subarea code.

- 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 one-quarter acre size just to meet minimum density requirements. Allowing a minimum lot area of 7,500 square feet, as suggested in the subarea plan, will allow for variation in lot sizes to meet this standard.

- 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.

Staff noted potential trade-offs between lot areas, setbacks, and usable outdoor space; however, it is unclear, without detail, as to how these trade-offs would work, especially if additional open space was required to be set aside.

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:

If 12,500 square foot lots are provided, this will ultimately force lots that will be uniform lots along these roads, and further reduce the ability to vary lot sizes as recommended in the subarea plan and required earlier 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 would simply be taking a significant amount of developable 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 a variation in lots sizes.

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

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 there are already 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, increasing the size if the RLD-4 side setback by 300% is excessive, considering the front setback was increased by 33% and the rear setback was increased by 50%. Additionally, there are PAC comments noted in the Memo from April 25, 2022, sent from WSP to Claire Lust (Page 51 of the subarea plan), questioning if the 15-foot side setbacks along with the minimum lot size create unforeseen circumstances. Planning Commission members also raised concerns over the 15-foot setbacks being too large. 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 15-foot side yard 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 and proper mitigation is provided, to allow projects the ability to be as efficient as possible and meet other code requirements, such as density and lot sizes.

Ultimately, critical areas and their buffers are already protected under section 18.280 of 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 meet 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.

Additionally, the Planning Commission had enough questions and concerns about the proposed Carty Road Subarea Code Amendment, that it did not provide a recommendation to Council. The Planning Commission also identified that it appears that public sentiment regarding some of the specific details of the Carty Road Subarea have changed since the process began in 2019.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC

A handwritten signature in blue ink, appearing to read 'Michael Andreotti', with a stylized flourish at the end.

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

From: [Katie Playfair](#)
To: [City Clerk](#); [Claire Lust](#)
Cc: [PJ Okawa](#); [Erik Geissal](#)
Subject: Carty Subarea Development Code Testimony
Date: Thursday, October 31, 2024 9:52:38 AM

Hi Claire and team. Please consider the letter below to be my testimony on the Carty Subarea code changes.

Dear Ridgefield City Council:

We moved to Ridgefield in 2021 knowing that growth and density was inevitable. After attending the Carty Subarea meeting in 2022, I felt assured that the City of Ridgefield was being extraordinarily thoughtful about future planning for the area. With each update to this plan, however, I can see how developer interests are being put ahead of the interests of the community and of the City itself. Specifically, I would like to register the following objections:

1. Fifty foot setbacks along Carty Road are key to keeping the costs of future transportation and infrastructure projects low. If you reduce setbacks from major roads to 25 feet, in the service of developer interests today, you are putting the City in a position of needing to buy back right of way at a much increased cost (due to existence of structures). Everyone in your transportation planning department should know that reducing setbacks on an artery is a horrible idea in planning for the future. No compelling reason is given for this change and the future consequences can cost the city hundreds of millions of dollars if you get it wrong.
2. Allowing "Cottage Housing," also known as townhouses, is not compatible with the low-density, agricultural feel that is the guiding vision of the Carty plan. To do so for the benefit of a single developer, who has bought up several large lots in the area, is inexcusable. This landholder's failure to perform due diligence about habitat buffers and critical habitat areas prior to their recent purchase of these lots should not result in code changes by the city to maximize developer profit margins.
3. Minimum lot size of a quarter acre is a key tool for maintaining the agricultural feel of the area and wildlife habitat. Please also see the [Washington Department of Fish and Wildlife letter](#) that was included as testimony at a September Council meeting. Reduction of minimum lot size to 7,500 sq ft, again in the interest of a developer who wants to make the most of their purchase of properties here, is a betrayal of community trust. Likewise with the lot dimensions and setback changes. Why should the City change their code so that a specific developer can fit the maximum number of houses on a lot in a low density area?
4. As a property owner with a property that may be affected by future development, I strongly object to the reduction in landscape buffer from 30 to 20 feet. A 30 foot buffer reduces the likelihood that a tree on an adjacent property, near the property line, will be affected by construction on the other side. A reduced buffer also introduced more privacy concerns. The permission of trails within that buffer, directly on a legacy neighbor's property line, while also reducing the buffer size is again, bowing to developer interests at the expense of established-community interests.
5. I am unclear from the plan if the zoning changes affect properties that are not part of the city today. If they do, I think that CSA zoning should be available to anyone with a lot of over

1 acre.

The number of other specific changes in the document that appear to be for the convenience of a single landowner, is alarming. Transparency and fairness is absolutely integral to governance. As a landholder deeply affected by any changes to this plan and without the ability to retain a land use attorney to represent me, I need to count on the Council to represent my interests and the interests of my neighbors, too.

Please consider reverting many of the above items to the original plan: Quarter acre or larger lots, 50 foot setbacks on Carty, 30 foot native plant buffers, no cottage housing, and a CSA option for anyone on a lot larger than an acre.

Sincerely,
Katie Playfair
23619 NW Hillhurst Road

--

Katie Playfair, LPC, NCC

(she/her)

ktplayfair@gmail.com

510-910-2033

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From: [Steve Mukensnabl](#)
To: [Claire Lust](#)
Subject: Carty Road Subarea
Date: Monday, November 11, 2024 3:30:50 PM

Claire,

We would like to bring up two items for discussion related to the Carty road subarea, buffer averaging and side setbacks. Buffer averaging is a standard practice for all jurisdictions in Clark County. We don't see why the city wants to change it now for only this area of land. We also request that the side yard setbacks be reduced to the standard 5ft. That is used throughout Ridgefield and Clark County for this type of zoning. Allowing a larger buildable area creates more unique homes and neighborhoods that don't all look the same, I believe the majority of people in Ridgefield would stand behind that statement. Thank you for your time and effort on this matter.

Thanks for your consideration.

Steve and Teresita Mukensnabl

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November 13, 2024

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



RE: Carty Road Subarea Code Amendment Comments

Dear Council Members:

We are writing this letter on behalf of multiple clients with an interest in the Carty Road Subarea. This letter is written in response to the updated code provide by the City on October 30, 2024. We appreciate the updates to the code language based on ours, and many property owners', previous comments. There are still some concerns we would like to address regarding some of the requirements, which are addressed in this letter.

The comments provided are based on our experience providing development consulting services in Ridgefield, and throughout the greater Clark County area. This letter is written to provide comments for the proposed code language of the Carty Road Subarea amendments to the Ridgefield Development Code (RDC) dated October 2024. The sections of the proposed code amendment we are commenting on are inserted below, with a response below each discussing the concerns with the section. If we have no comments with a section of the amendment, it is not included in this letter.

18.210.140 Special provisions for the Carty Road Subarea

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.

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.

b. 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.

Response: There should also be an exemption for the retention of existing homes and associated structures. A portion of 18.210.140.C.6 states one of the guiding principles is to provide a range of development options for landowners to retain existing uses. If there is a property that has a home and detached shop or garage, many times saving those structures while meeting setback and lot access requirements will require a lot that is larger than the maximum allowed for a zone. This would be similar to the exemption in RDC 18.210.030.B.1; however, it would apply to a subdivision.

d. The subdivision shall incorporate a 20-foot-wide perimeter compatibility landscape buffer between the subdivision and existing adjacent residential uses.

iii. 100% of the plant material within the 20-foot buffer shall be native plants. (See RDC 18.830.) The 20-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.

Response:

The requirement for plant material should be “native or naturalized” material. Given the requirement for evergreen shrubbery and evergreen understory trees, the number of native plants that would fit the situation of a landscape buffer along with a trail is very limited. Allowing naturalized plant material widens the plant palette to provide better variety which can help prevent mass plant die-off if a disease or bug attacks a specific variety of plant. The requirement could also be modified to require a dense evergreen screen through the use of shrubs and understory streets. This would allow for better plant spacing to allow for proper plant growth and help prevent future die-off of plants that are overgrown by neighboring plants.

3. Dimensional standards. In addition to the standards enumerated in (2), the standards in Table 18.210.040-2 apply to individual lots in the Carty Road Subarea.

Standard (1)(2)	Carty Road Subarea
Minimum Lot Width	50 feet
Minimum Front Yard Setback	20 feet
Minimum Front Yard Setback – Heritage Overlay	30 feet
Minimum Rear Yard Setback	20 feet
Minimum Side Yard Setback	10 feet
Minimum Setback Along NW Carty Road (3)	25 feet
Maximum Height	30 feet (35 feet with pitched roof)
Maximum Imperious Surface	60%

Table Notes.

(1) Setbacks are measured from the property line of the subject lot.

(2) Setbacks may not be reduced to less than those provided for the RLD-4 zone in RDC 18.210.030.

(3) The 25-foot setback along NW Carty Road may not be reduced.

Response:

The reduction of the 15-foot side setback to 10 feet will still have significant impact on the potential product variety provided within the subarea, especially given the rear yard and front yard setbacks were each increased to 20 feet. If the front and rear yard setbacks are to be 20 feet, then the side yard setbacks should remain at 5 feet. This will allow for the widest potential variety of final home products for all lot sizes within the subarea. Along with varied lot sizes, varied products, both single-story and two-story and varied home widths, help to meet the guideline to mimic existing development patterns. Having the ability to provide the widest range of product also allow for the ability to provide for multi-generational living with the same community with the ability to provide both single-story and two-story homes.

It should also be noted that the RLD-4 street side setback is set at 15-feet, which is already greater than most street side setbacks in other jurisdictions within Clark County. When you combine the land covered the street side setback, the proposed 10-foot side setbacks, and proposed 20-foot front and rear setbacks, it adds up very quickly to less land available to develop, which can impact a property owners ability to realize the full investment they have made into a property. Allowing 5-foot side setbacks while increasing front and rear setbacks will meet the goals of the subarea plan while providing the greatest opportunity for development variety.

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 plan 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 and proper mitigation is provided, to allow projects the ability to be as efficient as possible and meet other code requirements, such as density and lot sizes.

Ultimately, critical areas and their buffers are already protected under section 18.280 of the existing code and buffer reductions and buffer averaging are covered under these code sections.

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

From: [Julie Ferriss](#)
To: [Claire Lust](#)
Subject: FW: Carty Rd code, city council meet. 11/21
Date: Monday, November 18, 2024 9:12:00 AM

From: Carina Nedbal <carinanedbal@gmail.com>
Sent: Friday, November 15, 2024 3:42 PM
To: City Clerk <city.clerk@ridgefieldwa.us>
Subject: Carty Rd code, city council meet. 11/21

Hi Claire,

Thank you for the changes made to the new code proposal. The quarter acre averaging, with a minimum of 7,500 sq.ft. lots and reduced setbacks make more sense, including potentially providing for more fair compensation to the landowners.

I would, however, like to see the side yard setbacks set at a minimum of 5 feet.

This

would create more flexibility with regards to the types of homes built, and would

translate into greater variety in both size and shape, and thus provide for a more

visually pleasing neighborhood. Avoiding a cookie cutter scenario, which I don't think is in anyone's vision for the Meuller Rd area, is imperative and would be more

in line with the original guiding principles for the Carty Rd Subarea.

Thank you again,
Carina Nedbal
360-314-8042

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From: [Julie Ferriss](#)
To: [Claire Lust](#)
Subject: FW: Carty Road Subarea Development
Date: Monday, November 18, 2024 1:59:10 PM

From: Kristi Herron <kristi.herronassoc@gmail.com>
Sent: Monday, November 18, 2024 1:32 PM
To: City Clerk <city.clerk@ridgefieldwa.us>
Cc: Chuck Herron <cherron3rd@hotmail.com>
Subject: Carty Road Subarea Development

Dear Ridgefield City Council,

We have lived off Carty road since 2014 and were not quite prepared for all the growth, but we love this city and what it offers our children, ourselves, and our neighbors. I believe there are some of the key changes to the Carty Road area that are representing the people who will be making a lot of money on developing this area and not necessarily representing the property owners who are here now. Below are the items I believe we should leave the way that was originally agreed upon.

1. Fifty foot setbacks along Carty road are key for allowing future transportation impact to be minimal. Twenty-five foot setbacks will create a future problem for the City as it continues to develop.
2. No Cottage housing, aka townhouses, as that goes directly against the low-density living space that has been guiding this area's future planning.
3. Keep the minimum lot size of 1/4 acre. This was previously agreed upon, and should not change. As the definition of low-density living in Washington state is 1-5 dwelling units per acre.
4. Landscape buffer of 30-feet is another important issue that should stay the way it was originally intended, this provides privacy, allows for buffers, and is in the best interest of people living in this low-density area.

Thank you for your time, please take my email into consideration when making these changes.

Sincerely,
Kristi Herron
23802 NW 30th Ct.

Kristi Herron P.E.
Herron Associates
360-606-7154



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From: [Inspiration Plantation](#)
To: [Claire Lust](#)
Subject: Re: Carty Road Subarea Development Code: Updated Draft and Council Hearing
Date: Tuesday, November 19, 2024 2:45:42 PM
Attachments: [image001.png](#)

Claire,

Thank you again for the email updates.

There is a stand of old growth Doug Firs along Gee Creek just north of the old bethel church. They are unique in the fact that they are larger than other trees around.

Is there anything in the plan that would help preserve these trees?

Thanks

Matt

On Tue, Nov 19, 2024 at 9:36 AM Claire Lust <Claire.Lust@ridgefieldwa.us> wrote:

Good morning,

I am writing to let you know that the City Council hearing has been rescheduled for Thursday, **December 5**. The meeting will begin at 6:30pm in the Ridgefield Administrative and Civic Center, Columbia Assembly Room, 510 Pioneer Street. You can also join Council meetings online using the link here: <https://ridgefieldwa.us/163/City-Council>. This change is to better balance the workload between the 11/21 and 12/5 Council agendas; the updated draft code has not changed since my previous email.

If you have already submitted comments, thank you. If you would still like to submit written testimony, please note the following deadlines:

- Submit by Tuesday, 11/26 to be included in the staff report to Council; or
- Submit by 3:00pm on Thursday, 12/5 to be shared directly with Council prior to the hearing.

If you would like to speak during the public hearing either in person or online, I encourage you to notify the City Clerk by 3:00pm on the 5th (city.clerk@ridgefieldwa.us). However, you are invited to speak even if you do not sign up ahead of time.

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: Claire Lust

Sent: Wednesday, October 30, 2024 3:51 PM

Subject: Carty Road Subarea Development Code: Updated Draft and Council Hearing

Good afternoon,

You are receiving this email as a stakeholder in the Carty Road Subarea Plan and/or subarea development code processes.

Please find attached a revised draft of the proposed Carty Road Subarea development code. I welcome your review and comments. I will incorporate any feedback I receive by **November 14** into the staff report to Council for their **November 21 hearing** (details below).

The following summarizes the key changes staff has made to the proposal based on testimony from stakeholders, Planning Commission's feedback, and City Council's feedback during their study session:

- Allow cottage housing where parcels are significantly constrained by environmentally sensitive areas and with appropriate buffering.
- Reduce the minimum lot area to 7,500 square feet as specified in the Subarea Plan but maintain an average density requirement of 4 units per net developable acre

(10,890-sf lots), such that any smaller lots would need to be balanced out with larger lots.

- Replace the 50-foot setback requirement from all public streets with 1) a 25-foot setback requirement along Carty Road; and 2) a requirement for a frontage wall and additional landscaping along Carty Road like that required for other major corridors (Pioneer, Hillhurst, Royle).
- Clarify that a perimeter compatibility landscape buffer is required only adjacent to properties that have not already subdivided and are not under review for subdivision. Clarify that the perimeter compatibility landscape buffer is in a separate tract, not across residential lots. Reduce the required width from 30 to 20 feet but require all plantings to be native.
- Move the setback requirements into a table for readability. Reduce the minimum side yard setback from 15 to 10 feet but increase the minimum rear yard setback from 15 to 20 feet.
- Require a master plan for all subdivisions.
- Add a reference to the City Engineering Standards which include specifications for the Carty Road right-of-way design.
- Remove some ambiguous language.

City Council will hold a public hearing on the revised draft on **November 21, 2024**. The meeting will begin at 6:30pm in the Ridgefield Administrative and Civic Center, Columbia Assembly Room, 510 Pioneer Street. You can also join Council meetings online using the link here: <https://ridgefieldwa.us/163/City-Council>.

If you would like to provide written testimony to Council, please submit it to the City Clerk by 3:00pm on November 21. You may submit by email (City.Clerk@ridgefieldwa.us), by mail (City of Ridgefield Attn: City Clerk, PO Box 608, Ridgefield, WA 98642), or turn in a hard copy to City Hall (230 Pioneer Street). If you would like to speak during the public hearing either in person or online, I also encourage you to notify the City Clerk by 3:00pm on the 21st. However, you are welcome to speak even if you do not sign up ahead of time. Verbal testimony during the hearing is limited to three minutes.

Thank you,

Claire

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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Matt Schwab
503-997-8757

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