



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, January 23, 2025
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

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

- 1. 2025-2045 Comprehensive Plan Update: Community Vision Statement and Land Use Alternatives - Claire Lust, Community Development Director**

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

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

III. MAYOR AND MAYOR PRO TEM SELECTION

- 1. Selection of Mayor and Mayor Pro Tem**

IV. APPOINTMENTS

- 1. Appointment of Roundabout Committee Member, Position No. 3**
- 2. Appointment of Roundabout Committee Member, Position No. 5**

V. 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.

VI. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the January 9th Meeting**

VII. PUBLIC HEARING/BUSINESS

1. **Public Hearing and Approval of Resolution No. 658 - Ridgefield School District Proposition No. 12 and Proposition No. 13 - Steve Stuart, City Manager**
2. **Public Hearing and First Reading of Ordinance No. 1442 - Second Amendment to the Sanderling Park Development Agreement - Steve Stuart, City Manager**
3. **Public Hearing and First Reading of Ordinance No. 1443 - Royle Ridge RMUO Expansion - Claire Lust, Community Development Director**

VIII. BUSINESS

1. **Motion - Approval of Paradise Pointe Phase 4 & 5 Final Plat - Claire Lust, Community Development Director**
2. **Motion - Approval of Ridgefield Heights Phase 3 Final Plat - Claire Lust, Community Development Director**
3. **Motion - Approval of 2025 Planning Commission Work Plan - Claire Lust, Community Development Director**
4. **Motion - Approval of 2025 Parks Board of Commissioners Work Plan - Corey Crownhart, Park Manager**

IX. 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.

X. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

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

XI. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: 2025-2045 Comprehensive Plan Update: Community Vision Statement and Land Use Alternatives

GOVERNING LEGISLATION

RCW 36.70A - Growth Management

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Community Vision

In Spring 2024, the team working on Ridgefield's 20-year growth management plan update (Envision Ridgefield 2045) began collecting community feedback on the city's future. In 19 conversations with community groups, tabling at the State of the City, and an online survey with 330 respondents, participants answered two primary questions:

- "What makes Ridgefield special today? What should we strive to conserve or enhance?"
- "What about Ridgefield would you like to see change in the future? What can improve?"

The results from this outreach were used to draft a community vision, which was shared for feedback during a community workshop on September 10 and via a second online survey from September 10 through October 4. The comments from the approximately 20 workshop attendees and 180 survey participants were used to refine the draft community vision.

Planning Commission reviewed the draft community vision on January 7 and forwarded a recommendation of approval to Council.

The following documents are included as attachments:

- August 22, 2024 Draft Vision Themes.
- November 11, 2024 Community Workshop and Online Survey #2 Summary Results.
- December 23, 2024 Updated Vision Statement.

The objective of this portion of the study session is to review and discuss the community vision, then decide whether further formal action is needed at a separate meeting.

Land Use Alternatives

During the September 10 community workshop, staff also introduced an interactive mapping activity. The mapping exercise was also available online from September 10 through October 4. Participants were asked to indicate areas in the city limits and UGA where growth would or would not make sense. They were also asked to show where affordable housing would make sense to them. The November 11, 2024 Community Workshop and Online Survey #2 Summary Results attachment has a summary of the mapping activity results and a link to more detailed results on Ridgefield Roundtable.

The project team considered the community mapping results alongside conversations Council had already engaged in regarding land use scenarios to develop three land use alternatives that would each accommodate Ridgefield's population, housing, and job allocations. Alternative 1 maintained existing land use patterns but employed an overall, spread-out density lift to accommodate growth. Alternative 2 instead used targeted, intensified mixed-use hubs to accommodate growth while maintaining lower densities elsewhere. Alternatives 1 and 2 each included all site-specific property owner-initiated UGA expansion requests adjacent to the existing UGA. Alternative 3 combined favorable elements from Alternatives 1 and 2, including mixed-use hubs. It also limited UGA expansions to two areas - the Northern Industrial Urban Reserve Area and the Maul Property.

On December 5, Council reviewed the three land use alternatives during a study session and directed staff to move forward with Alternatives 2 and 3. On December 6, Mayor Pro Tem Cole successfully testified to the Clark County Council in favor of Alternatives 2 and 3 being moved forward in the County's parallel land use analysis process.

On January 13, staff opened a survey on Ridgefield Roundtable asking for feedback on the final two land use alternatives. This will give respondents, including those who participated in the earlier land use mapping exercise, the opportunity to review and respond to the ways these two scenarios would impact their own properties. The survey is scheduled to close on January 29.

The final two land use alternatives are included as attachments. The objective of this portion of the study session is for Council to review and discuss the alternatives and preliminary survey results, and to provide staff with any initial guidance toward a preferred alternative. After the survey closes, staff will bring the final two alternatives back to Planning Commission and Council for formal action on a preferred alternative.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

N/A

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Ridgefield Vision Themes-2024-08-22
2. Ridgefield Workshop #1 Summary 2024-11-07

3. Ridgefield Updated Vision Statements-2024-12-23
4. Alternative 2 - Mixed Use Hubs and All Adjacent UGA Expansion Requests
5. Alternative 3 - Combined Approach and Two UGA Expansions

Envision Ridgefield 2045

Draft Vision Themes

August 22, 2024

The City of Ridgefield has initiated Envision Ridgefield 2045, a process to update the city's comprehensive plan and five public facilities plans. A first step in the comprehensive plan process is to create a community vision that reflects what the community would like Ridgefield to be in 20 years. Engagement activities thus far have included 19 community conversations, one tabling event at the State of the City, and an online survey which captured 330 responses. For each of these activities, participants were asked to answer two primary questions:

- "What makes Ridgefield special today? What should we strive to conserve or enhance?"
- "What about Ridgefield would you like to see change in the future? What can improve?"

Those aspirations were used to draft themes that will inform the ultimate vision. The following is summary of frequent comments and sample responses listed under the draft themes.

Small-Town Charm

- Preserve small-town charm and quaint downtown
- Strengthen community bonds through safe, friendly neighborhoods
- Continue popular gatherings
- Enhance feeling of being connected and valued
- Support local schools and businesses
- Maintain culture of volunteerism
- Celebrate multi-generational families
- Create inclusive spaces and programs
- Celebrate diversity
- Provide family-oriented events and activities for all ages

The feeling of a safe, tight-knit community with a charming downtown and holiday/seasonal activities. The charm and warmth of Ridgefield is what pulled us here about 6 years ago. I know it's only natural that growth is coming, and we're excited about it but hopeful that this feeling of family, safety, and community will remain. We love to visit downtown: the food trucks, waterfront, parks and non-chain restaurants.

We love the civic festivities put on by the City of Ridgefield and Downtown organizations: the First Saturday events, the farmers markets, the Fourth of July parade, fun runs, tree lightings, festivals, etc. It is these things that people dream about when they think of moving to a small town.

I love the spirit of volunteerism in Ridgefield.

There needs to be more walkability and multigenerational housing.

Because of Ridgefield's growth, its population is becoming more diverse. We need to encourage more women and people of color who live here to run for office and apply for Boards and Commissions.

Growth and Infrastructure

- Balance growth and livability
- Promote sustainable development
- Fund infrastructure maintenance and upgrades
- Enhance connectivity
- Prioritize safety enhancements for traffic flow and pedestrians
- Promote walkable neighborhoods and multi-use trails and bike lanes

I like that we are growing. I love the idea of everything I need being in Ridgefield and not having to drive to Vancouver all the time. I just think limit the growth spaces so some of the older spaces still stay the same.

Cookie cutter developments, tiny lot sizes, growing too rapidly without infrastructure to support it. I would like to see consistency in design, I would like for farmers and elderly residents to not be priced out of their homes.

Infrastructure of the roads to support the growth.

Roads and safety along all major roads. Hiking, biking along all major roads. Support for schools in our community, so Ridgefield can continue to grow with good schools and youth that are engaged in our community. All this makes for a safer and better city.

Interconnectivity to all current and future housing developments via roads and sidewalks. The East side of Ridgefield has housing communities with no sidewalks to connect back to current and future shopping centers. McCormick Creek and Greely Farms as examples. Safe sidewalk access/bike lanes would connect the community together.

Community Health and Well-Being

- Provide a variety of services and amenities
- Provide health care services and recreational opportunities
- Develop community facilities
- Enrich lives of seniors and teenagers
- Promote business diversity and growth
- Enhance the downtown experience

Health oriented services like the YMCA, gyms, trails, and public recreation spaces aren't keeping pace with growth.

There is a strong imbalance between services/amenities and the growth we've seen recently. We need more small commercial and entertainment options. Something to do with the family/friends locally. Shopping, recreation, entertainment (music, movies, etc.)... some sports amenities would be nice as well.

There are no adequate or meaningful centers for seniors, or youth programs downtown.

I wish we had more third place type businesses coming into the city, such as coffee shops, restaurants, wine tasting rooms, breweries or family-friendly entertainment options.

We would love to see more large parks, an update to Davis park, splash pads, outdoor pools (neighborhood or another public option) and more outdoor activity options (pickle ball courts, etc.)

Equity and Inclusion

- Prioritize transparency
- Engage in robust community engagement
- Support inclusive decision-making
- Honor local traditions and legacy

I'd like to see the City hold round table meetings to help the community understand how we are governed. Why it's important to be involved. How can the council better represent our growing diversity?

Love the communication and engagement by the city to the community - keep it up!

Preserve the small-town traditions and feel.

My family dates back in Ridgefield close to 100 years. I am 3rd generation Ridgefield native, raising the 4th generation here as well. What makes Ridgefield unique, and what I see we must preserve, are families like mine that have such a rich history and love for this community.

Environmental Conservation and Natural Beauty

- Preserve and enhance natural areas and scenic landscapes
- Highlight the Ridgefield National Wildlife Refuge
- Use sustainable building practices and native landscaping
- Be a beacon of natural beauty and environmental stewardship
- Promote harmony between community and conservation

Preserve our beautiful skyline and nature.

The open land and nature spaces that are throughout Ridgefield are amazing. The wildlife that is present because of these open nature spaces.

The wildlife refuge and the trails are super attractive in Ridgefield. Aside from the refuge, more parks/trails in general can be helpful in promoting biking/walking to different areas of the town.

We are behind in making sure we are conserving and restoring our local ecology. We are building housing so quickly, but the impacts on our watershed and green areas are not being addressed in front of the growth so that we maintain a healthy local environment and mitigate the ever more obvious effects of climate change.

Less growth, especially at the expense of farmland and green space. Emphasis on higher quality builders who use more sustainable building practices.



Envision Ridgefield 2045
Comprehensive Plan Update
Community Workshop #1 & Online Survey #2
September 10th, 2024

Overview

Envision Ridgefield 2045 is a process to update the city's comprehensive plan and five public facilities plans. A first step in the comprehensive plan process is to create a community vision that reflects what the community would like Ridgefield to be in 20 years. Engagement activities thus far have included 19 community conversations, tabling at the State of the City event, and an online survey which captured 330 responses. For each of these activities, participants were asked to answer two primary questions:

- "What makes Ridgefield special today? What should we strive to conserve or enhance?"
- "What about Ridgefield would you like to see change in the future? What can improve?"

Those aspirations were used to draft themes that will inform the community vision and guide goals and policies in the comprehensive plan. The City hosted a Community Workshop on September 10, 2024, and conducted a second online survey from September 10 through October 4, 2024. The workshop and survey were used to gather feedback on the draft community vision themes and gain insights into future growth of Ridgefield and where growth might occur. The survey garnered 180 total submissions and 284 visits to the page. Approximately 20 people attended the workshop.

A large vision worksheet was provided at each table for community members to comment on the draft vision themes. Each table also had a large map of the city upon which community members placed color-coded dots to identify where they would like to see increased growth (green) or limited growth (purple) in Ridgefield. Red stickers were used to indicate locations where the city could accommodate new affordable housing. Each red sticker represented 250 housing units.

Community Vision Themes

Small Town Charm

- Preserve small-town charm and quaint downtown
- Strengthen community bonds through safe, friendly neighborhoods
- Continue popular gatherings
- Enhance feeling of being connected and valued
- Support local schools and businesses
- Maintain culture of volunteerism
- Celebrate multi-generational families
- Create inclusive spaces and programs
- Celebrate diversity
- Provide family-oriented events and activities for all ages

Approximately 78 percent of survey respondents support the 'Small-Town Charm' theme and description.

To preserve Ridgefield's small-town charm, residents advocate for balanced growth, proposing that multi-family housing be spread across the city rather than concentrated in specific areas. Many people support developing mixed-use, higher-density housing to create walkable neighborhoods that benefit local businesses. Key additions to the 'Small Town Charm' theme include high-quality schools, expanded art centers, regional cultural and music events, and a large park on the east side of I-5. Expanding community events, such as the farmers market, is seen as a way to foster a welcoming, small-town atmosphere.

Participants urge slowing development until schools and infrastructure can accommodate population growth, particularly in high-traffic areas, and some suggest a temporary moratorium on housing. Adhering closely to the Growth Management Act was also highlighted as a critical element for sustainable growth. Other participants recommend a free transit station on the west side in populated areas, transforming Pioneer Street into an east-west multimodal route. Creating more bike trails and walking paths and improving pedestrian safety on major roads are proposed to better connect the city. Strengthening community bonds through strategic planning and assessing past successes and failures are also seen as essential.

To promote inclusivity, residents suggest supporting advanced students, implementing Universal Design principles, and creating accessible physical spaces. Participants also suggest creating community hubs citywide and addressing the lack of senior assisted living facilities. Additional ideas include volunteer opportunities for new residents and creating a recognition committee to honor community contributors. Revitalizing the skatepark, offering incentives like grants to protect green spaces and wildlife habitats, and hosting neighborhood block parties and family festivals are proposed to enhance community engagement.

"walkability is missing. We need to connect our developments with paved trails for people of all ages and abilities. Studies show bike lanes that run parallel with cars are not used, nor should be used, by kids or our aging community. We need trail connectivity between developments, away from the cars and trucks. A trail system that engages and preserves our wildlife that keeps our cities "small-town charm" character."

"Encourage in-person gatherings. Expand the farmers market. Improve pedestrian safety crossing Pioneer. Attract "destination" businesses. Encourage a program that bridges seniors and children."

Growth and Infrastructure

- Balance growth and livability
- Promote sustainable development
- Fund infrastructure maintenance and upgrades
- Enhance connectivity
- Prioritize safety enhancements for traffic flow and pedestrians
- Promote walkable neighborhoods and multi-use trails and bike lanes

Approximately 69 percent of survey participants support the 'Growth and Infrastructure' theme and description.

Participants recommend monitoring pedestrian activity, enforcing curfews, and installing sound barriers for pickleball courts to address community needs. Improving transit, walking, and biking trails to connect the east side, downtown, and uptown Ridgefield is another priority, along with creating safe walking paths for students and better traffic management around schools, particularly around the high school and on Pioneer Street.

To support growth, participants advocate for increased housing density near downtown, while limiting single-family homes and prioritizing key services like schools, childcare, elder care, and healthcare. Expanding affordable housing with specific plans to implement this housing type is deemed essential, with suggestions for denser developments surrounded by parkland and connected trails. Enhancing downtown aesthetics, expanding community gathering spaces, and creating family-friendly areas are also highlighted by community members. Establishing neighborhood watch programs, maintaining ongoing community engagement efforts, and supporting emergency medical services and emergency funding were suggested as ways to foster a safe and cohesive community.

Participants emphasize expanding green spaces, adding native vegetation, shade trees, and wildlife corridors, and protecting natural habitats from overdevelopment. Integrating trails with scenic wildlife views and preserving open spaces are also important. Ensuring that growth aligns with the Growth Management Act and growth management plan, and closely monitoring infrastructure to keep pace with population increases are seen as crucial steps. Improved communication about developments and ensuring traffic circles enhance, rather than obstruct, driver visibility are also highlighted to support sustainable city growth.

“We need to tie together the need for connectivity and sustainable transport. At the moment there is no safe way to walk or cycle into Downtown Ridgefield. This needs to be urgently addressed as a matter of equity, safety and sustainability.”

Community Health and Well-Being

- Provide a variety of services and amenities
- Provide health care services and recreational opportunities
- Develop community facilities
- Enrich lives of seniors and teenagers
- Promote business diversity and growth
- Enhance the downtown experience

Approximately 74 percent of survey respondents support the ‘Community Health and Well-Being’ theme and description.

In order to support Community Health and Well-Being respondents emphasize the need for improved communication and transparency from the City regarding project timelines and progress. There is strong interest in community centers, senior centers, and indoor recreational facilities like the YMCA to serve all ages, with a focus on teens and seniors. Involving schools in community activities and creating youth-oriented spaces, such as teen centers, is also recommended to encourage positive social engagement.

Participants suggest expanding parks to include diverse amenities like bike tracks, skate parks, splash pads, tennis courts, and ball fields, along with revitalizing the waterfront and downtown to boost vibrancy. Preserving wildlife habitats and green spaces is a priority, with support for nature-friendly initiatives like tax incentives and workshops. Enhancing trail connectivity, adding shaded areas, and improving downtown walkability are also key goals.

Access to healthcare, including clinics, senior care, and urgent care centers, is a significant concern, along with social services like Meals on Wheels and health fairs for locals. Respondents expressed support for diverse, locally owned businesses over chains, with a call for incentives to attract family-run businesses and create youth employment opportunities. They also suggest increasing local amenities, such as medical facilities and restaurants, and integrating local coffee shops into downtown developments.

Safety improvements, including better sidewalks, bike lanes, and trail systems in high-traffic areas, are seen as essential for walkability and bike-friendliness. Other suggestions include installing cameras in public spaces, improving road maintenance, addressing fire safety, and removing public hazards. Respondents appreciate having a police presence and advocated for funding for financial and mental health support programs.

“We need an active senior center. Some place that caters to the seniors, providing emotional, educational, travel opportunities and social events, as well as health and exercise.”

“Education system is not well supported. Schools need to be built, and existing ones upgraded. Improve access to transportation. Improve employment opportunities. Health care facilities are limited. Overall general services are limited in the area, forcing drives into Vancouver.”

Equity and Inclusion

- Prioritize transparency
- Engage in robust community engagement
- Support inclusive decision-making
- Honor local traditions and legacy

Approximately 82 percent of participants support the ‘Equity and Inclusion’ theme and description.

To improve equity and inclusion in Ridgefield, participants recommend expanding in-person activities, parks, and recreational spaces, including adding recreation activities like a skatepark for youth and designated areas for senior gatherings to support all age groups. They also call for a variety of diverse events, such as festivals, cultural celebrations, and gatherings that support local businesses. To promote equitable access, participants suggest coordinating event schedules with neighboring communities and researching team-teaching methods to provide balanced learning opportunities.

Practical improvements were suggested, including better signage, more affordable housing options, and public transportation, as well as more inclusive community events. Enhancing transit connections to Vancouver and ensuring inclusive spaces for children are made available, like Harper’s Playground, are also priorities.

Concerns about transparency in city decision-making, particularly regarding projects like the splash pad and leadership transitions, led to a call for open communication and trust-building. Emphasis is placed on increasing diversity, equity, and inclusion efforts, especially for underrepresented groups, including BIPOC and LGBTQ+ communities. Many urge Ridgefield to improve representation in city council, boards, and community events, highlighting the need for leadership and activities that reflect the city's diverse population.

“Really look at what is missing to make Ridgefield safe and welcoming to all. Don't just look at what you are doing, but what you are not. Ask the hard questions, seek out and listen to the hard to hear answers.”

“Increase investment and support for the Multicultural Festival, increase diversity in the city council (perhaps extend eligibility from city-limits to rural Ridgefield as well)”

Environmental Conservation and Natural Beauty

Approximately 82 percent of participants support the ‘Environmental Conservation and Natural Beauty’ theme and description.

Participants emphasize the need to enhance environmental conservation and preserve natural beauty in Ridgefield by improving walking paths, expanding connections, and engaging residents. Key suggestions include strengthening natural habitats, wildlife corridors, and green spaces, with an emphasis on sustainable practices like dark-sky lighting to protect nocturnal wildlife and using native plants in landscaping. Many express concerns over urban sprawl, loss of natural beauty, and impacts on wildlife, especially due to overdevelopment, and call for balanced growth that preserves the city's character. They also express a need for improved stormwater management and pollution control to protect local streams like Gee Creek.

The waterfront area is seen as critical, with strong opinions against commercializing it and a preference for maintaining open spaces and aligning development with environmental goals. Many residents urge the City to avoid commercializing the area and instead preserve its natural beauty and respect the nearby wildlife refuge. Suggestions include maintaining open spaces, creating larger non-motorized docks, and ensuring developments align with environmental goals.

Respondents also recommend improvements to recycling programs, improvements to educational materials on the city website, and additional community resources like a second community garden. Calls for climate action include carbon assessments, renewable energy initiatives, and eco-friendly policies such as xeriscaping and drought-resistant landscaping. There is also a desire for collaboration with organizations like the U.S. Fish and Wildlife Service, expanded environmental education, and community engagement initiatives like composting programs, native plant workshops, and cleanups. Enforcing codes to protect tree cover and manage stormwater, along with promoting sustainable construction, are also high priorities to limit the environmental impact of new developments.

“you need to add the following: preserve and enhance wildlife corridors, preserve and enhance wildlife habitat, preserve and enhance tree cover, encourage night sky darkness (avoidance of lighting that is on all night).”

“Require new housing development to reduce the use of grass and increase acceptance of xeriscape landscaping.”

“Provide programs for residents to promote and implement native landscaping, with the local wildlife in mind. Discourage contractors and builders from landscaping new developments with non-native species.”

Online Mapping Activity

Community members were asked to review an online map to help determine how Ridgefield should grow. Participants were asked to place green pins where more growth should occur in Ridgefield, purple pins where less growth should occur, and red pins where the city should accommodate affordable housing.

Most areas where the city should accommodate affordable housing appeared in the eastern portion of Ridgefield, on the eastern side of I-5. Participants also identified areas where more growth should occur in the eastern portion of Ridgefield.

On the western side of Ridgefield, participants placed pins for affordable housing closer to I-5, one near Pioneer Street and one near South 11th Street. Participants wanted to see less growth occur in the center of west Ridgefield, near the central ‘doughnut hole’ area. They also wanted to see less growth occur near Carty Lake, near the library, and along South Royle Road. Mixed responses advocating for more growth and less growth occurred along the Ridgefield waterfront. Participants mainly added areas for more growth along Ridgefield’s periphery, with pins being placed near Sanderling Park, Paradise Pointe, and off of northwest 120th Street and 51st Avenue.

View the online interactive results here: <https://ridgefieldroundtable.org/community-workshop-september-2024/maps/mapping-future-growth> and zoom in to see the placement of specific pins.

Community Mapping

Workshop participants proposed preserving Ridgefield’s natural areas by limiting development along Gee Creek and the surrounding watershed. Many advocated for restricted growth in the downtown area to maintain the city’s small-town charm and emphasized limiting expansion in the unannexed “doughnut hole” at the city’s center. Suggested growth management tools included prioritizing infill, smaller housing developments, and high-density housing near public transportation to prevent urban sprawl. There was strong support for growth in Ridgefield’s Eastside, particularly around Clark College, to provide affordable housing. Overall, residents agreed that growth should respect established natural spaces, encourage affordable housing options, and support high-density housing near transit.



Ridgefield Future Growth

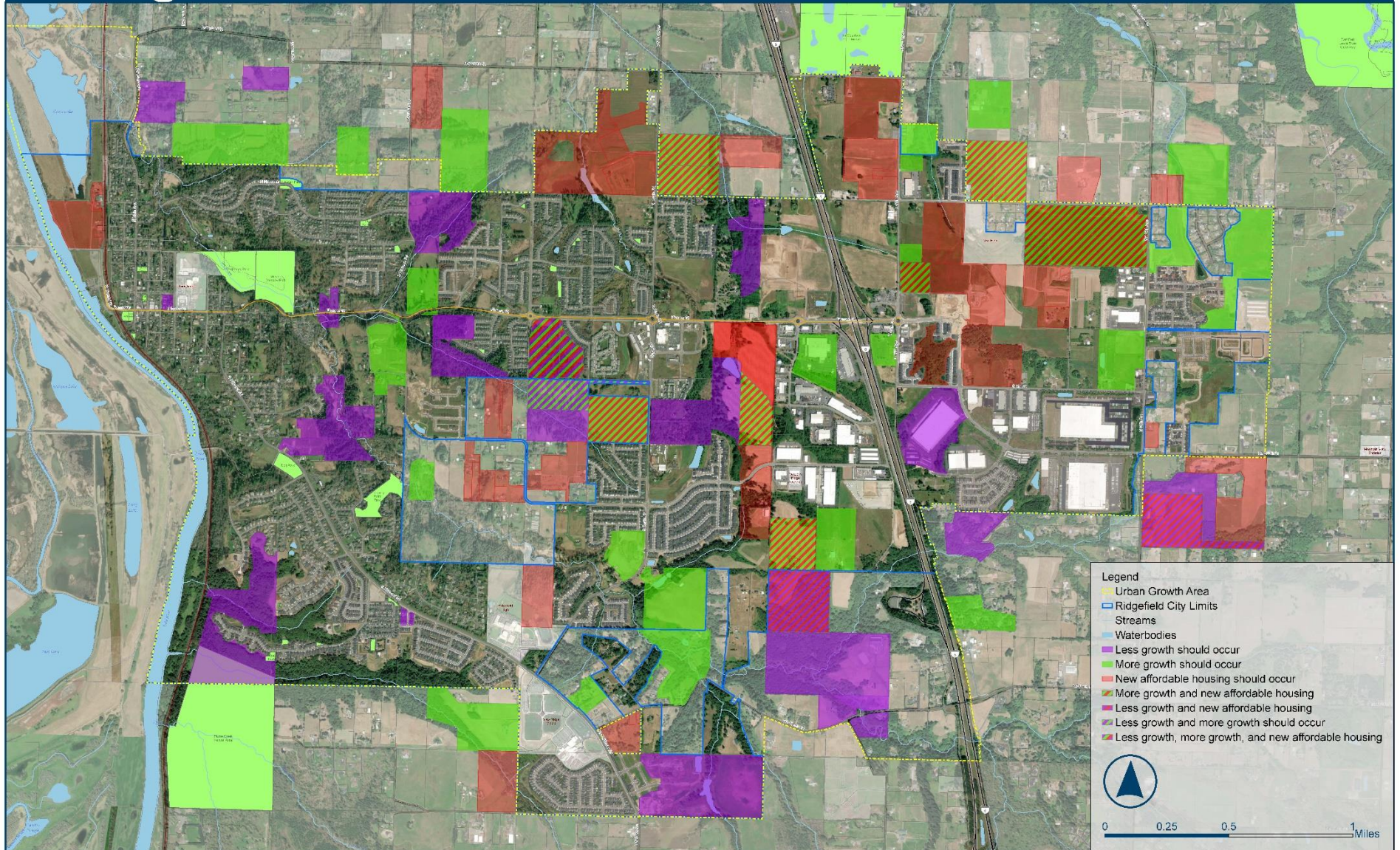


Figure 1: Ridgefield Future Growth Composite Map (Meeting #1 Map Compilation)



Envision Ridgefield 2045

Draft Vision

December 18th, 2024

The City of Ridgefield has initiated Envision Ridgefield 2045, a process to update the city's comprehensive plan and five public facilities plans. A first step in the comprehensive plan process is to create a 20-year vision that reflects what the community would like Ridgefield to be in the future. Initial engagement activities included 19 community conversations, tabling at the State of the City event, and an online survey which captured 330 responses of community aspirations for the city. Those aspirations were used to prepare draft community vision themes.

The City then hosted a Community Workshop on September 10, 2024, and conducted a second online survey to gather feedback on the draft community vision themes. The survey garnered 180 total submissions and 284 visits to the page. Approximately 20 people attended the workshop. Community feedback from these activities was used to develop draft vision statements of what Ridgefield will be in 2045.

Small-Town Charm

The heart of Ridgefield's identity is our small-town charm and quaint downtown. We build community bonds through safe, friendly neighborhoods and strengthen them through popular gatherings like the 4th of July Parade, Farmers Market, and Ridgefield Raptors' games. We ensure everyone feels connected and valued by supporting local schools and businesses, fostering a culture of volunteerism, and celebrating our multi-generational families. Ridgefield's Inclusive and accessible spaces and programs are where we celebrate diversity, offer family-oriented events, and offer activities for all ages.

Growth and Infrastructure

We preserve Ridgefield's unique character through balancing the needs of local growth. Sustainable development requires thoughtful consideration of the capacity of our schools and public infrastructure and the quality of our natural surroundings. Infrastructure maintenance and upgrades ensure our roads and utilities meet the needs of the growing community. Enhancing connectivity from east to west is integral to improving accessibility and convenience. Safety enhancements contribute to smoother traffic flow and protect pedestrians. We prioritize walkable neighborhoods that connect to parks, open spaces, and downtown through an extensive network of trails. Strategically placed neighborhood hubs ensure the public has access to amenities and community gathering spaces. Multi-use trails and bike lanes promote safe, active, and sustainable transportation options.

Community Health and Well-Being

Ridgefield's residents of all ages benefit from a variety of services and amenities that contribute to our quality of life. Community members enjoy access to health care services, recreational opportunities, youth-oriented activities, and an active waterfront district. Our commitment extends to developing facilities such as a community pool, childcare centers, and a community center to enrich the lives of

seniors and youth with tailored services and activities. Access to an array of park amenities like splash pads, skateparks, bike tracks, and more are paramount to our health and recreation. Emphasizing business diversity, we encourage the growth of local eateries, shops and businesses to enrich the downtown experience.

Equity and Inclusion

In Ridgefield, transparency in city planning and development processes is the key to fostering trust and encouraging engagement among community members. We place inclusive decision-making at the forefront of public processes, welcoming diverse perspectives and representation in local governance to better reflect and serve our community needs. Ridgefield's diversity is celebrated through various festivals, cultural celebrations, and gatherings. Embracing Ridgefield's rich tapestry, we honor our local traditions and are intentional about the legacy we leave to future generations.

Environmental Conservation and Natural Beauty

We preserve and enhance our natural areas, corridors, trails, and scenic landscapes for the enjoyment of current and future residents and visitors. The Ridgefield National Wildlife Refuge is the jewel of our open space network. Sustainable building practices, native landscaping, educational programs, and environmental conservation initiatives are among the tools we use to safeguard our precious farmland, forests, lakes and streams, and wildlife habitats. Ridgefield stands as a beacon of natural beauty and environmental stewardship, where community and conservation harmoniously coexist.

Alternative 2

- Ridgefield Parcels

Urban Growth Area

Ridgefield City Limits
- Ridgefield Zoning**

Central Mixed Use (CMU)

Commercial Community Business (CCB)

Commercial Neighborhood Business (CNB)

Commercial Regional Business (CRB)

Employment (E)

Parks/Open Space (P/OS)

Public Facilities (PF)

Residential Low Density - 4 (RLD-4)

Residential Low Density - 6 (RLD-6)

Residential Low Density - 8 (RLD-8)

Residential Medium Density (RMD-16)

Single Family Residential (R1-10)

Single Family Residential (R1-6)

Waterfront Low Scale (WLS)

Waterfront Mixed Use (WMU)
- Clark County Zoning**

Single Family Residential (R1-10)

Single Family Residential (R1-7.5)

Single Family Residential (R1-6)

Business Park (BP)

Commercial Neighborhood Business (CNB)

Light Industrial (IL)

Neighborhood Commercial (NC)

Parks/Open Space (P/OS)

Residential (R-12)

Residential (R-22)

1. North Industrial Reserve Area

2. East Junction/Clark College Area

3a. Maul Expansion

3b. Carty Road Area (Urban Medium)
- EXISTING MIXED USE BASE ZONES

4. Downtown (CMU)/Waterfront (WMU)
- UNDEVELOPED AREAS IN PIONEER & 45TH (RMUO is already allowed)

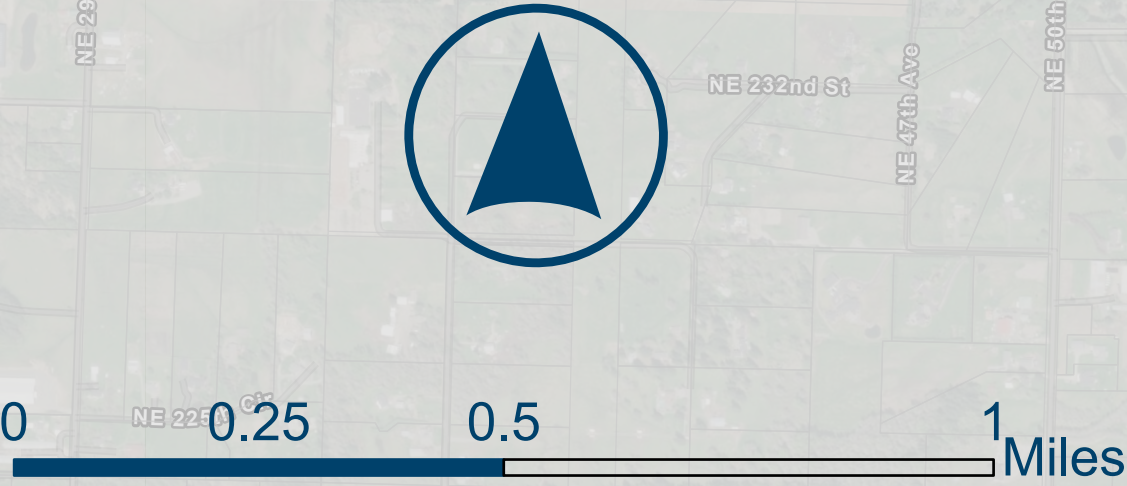
5. NE Quadrant

6. Pioneer Village South

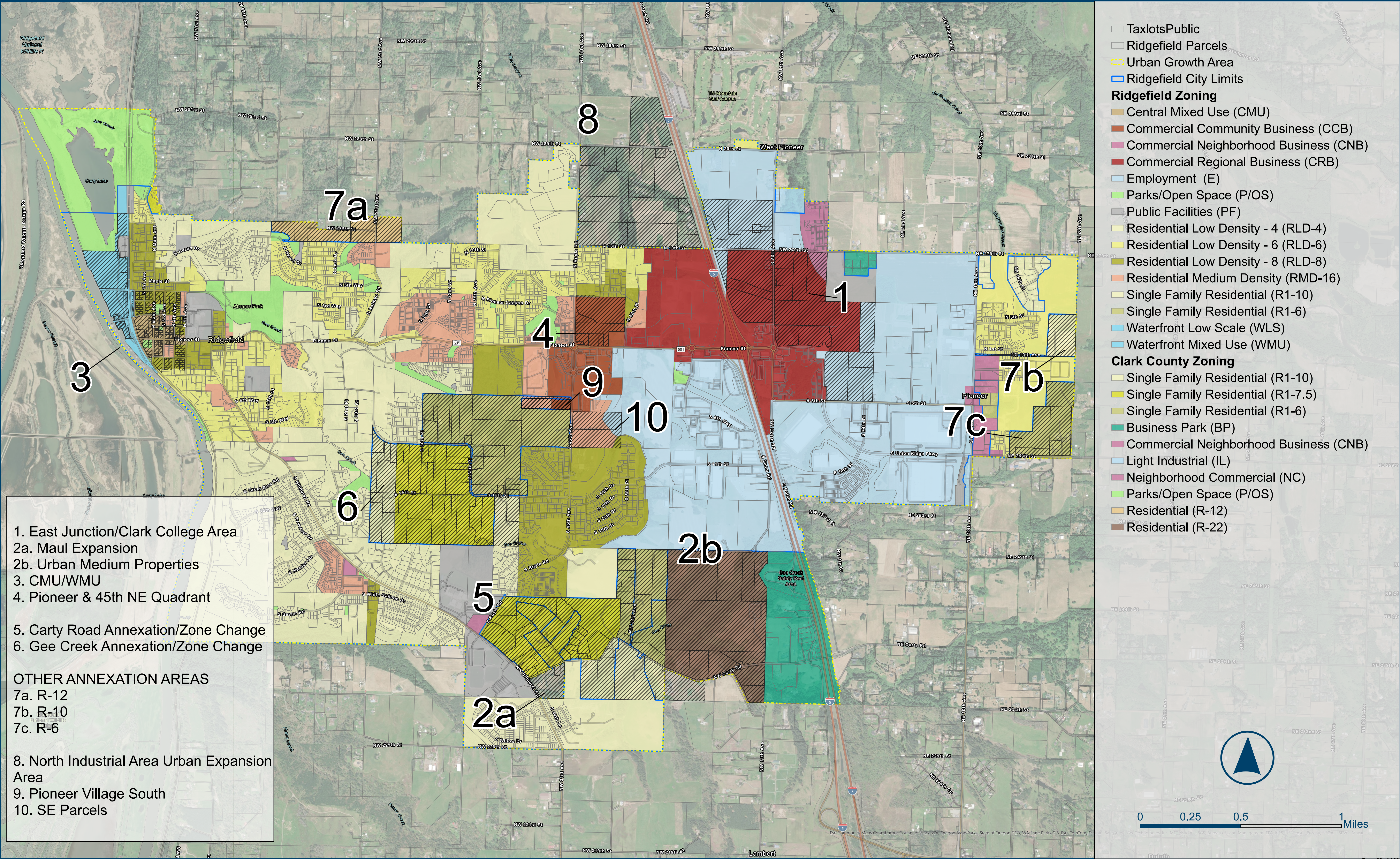
7. SE Parcels
8. West of McCormick Creek Expansion

9. North of NE 279th Street Expansion

10. South of NE 259th Street Expansion



Alternative 3



**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

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. January 23, 2025 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

January 23rd, 2025

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ACTIVE CONSTRUCTION INC.	4038	C2024-019-06	Public Works	12.2024 Pioneer Widening Construction	900,871.70
ACTIVE CONSTRUCTION INC. Total					900,871.70
ADRENALINE ARMORY LLC	3772	1327	Public Safety	Barrel Rifles Optics & Suppressors	7,516.61
		1328	Public Safety	Firearm Armory Equipment for Repair & Maintenance	1,253.31
ADRENALINE ARMORY LLC Total					8,769.92
AKS ENGINEERING & FORESTRY LLC	3908	10210-15	Community Development	11.2024-12.2024 Development Engineering Review Services	460.00
AKS ENGINEERING & FORESTRY LLC Total					460.00
ARBORSCAPE LTD INC	3562	24-123101	Public Works	Cemetery Oak Treet Storm Damage Clean Up	2,556.62
ARBORSCAPE LTD INC Total					2,556.62
ASSOCIATION OF WASHINGTON CITIES	0041	157053	Genl Govt/Facilities	2025 AWC Retro Safety Alliance Membership	5,429.47
		134565	Genl Govt/Facilities	2025 AWC City Membership	12,977.00
ASSOCIATION OF WASHINGTON CITIES Total					18,406.47
AXON ENTERPRISE INC.	4071	INUS286557	Public Safety	Taser X2 Cartridges & Battery Packs	2,032.65
AXON ENTERPRISE INC. Total					2,032.65
BELLA NOCHE HOA	4098	4098-20250123	Genl Govt/Facilities	2024 Candy Cane Lane Reimbursement	399.00
BELLA NOCHE HOA Total					399.00
BLUEFIN PAYMENT SYSTEMS - EPAY	2827	2827-202412A	Public Works	12.2024 Customer Web Payments	877.21
		2827-202412B	Public Works	12.2024 Customer Web Payments	21.90
BLUEFIN PAYMENT SYSTEMS - EPAY Total					899.11
BLUEROCK VENTURES LLC	4073	1004	Public Works	12.2024 Rec Center Project Management	16,790.00
BLUEROCK VENTURES LLC Total					16,790.00
BRIDGETOWER OPCO LLC	3585	745091789	Public Works	Ad to Bid - Pioneer St Extension	479.70
BRIDGETOWER OPCO LLC Total					479.70
BRIGHTLY SOFTWARE INC.	3044	INV-262719	Genl Govt/Facilities	01.01.2025 - 12.31.2025 Asset Essentials Enterprise	(106.29)
			Public Works	01.01.2025 - 12.31.2025 Asset Essentials Enterprise	6,417.60
			Information Technology	01.01.2025 - 12.31.2025 Asset Essentials Enterprise	6,417.60
		INV-263411	Genl Govt/Facilities	On-Demand Service Support Only - Asset Essentials Enterprise	16,500.00
BRIGHTLY SOFTWARE INC. Total					29,228.91
BSK ASSOCIATES	2119	VH03532	Public Works	12.2024 Coliform Testing	620.00
BSK ASSOCIATES Total					620.00
BURGESS & NIPLE INC.	3512	1177246	Public Works	2024 Heron Drive Bridge Inspection	1,600.00
				2024 Abrams Park Bridge Inspection	1,600.00
BURGESS & NIPLE INC. Total					3,200.00
CANTO INC.	3927	SI11-1716	Information Technology	12.15.2024-06.14.2025 Canto Platform Software	3,804.50
CANTO INC. Total					3,804.50
CASCADE CENTERS INC.	3969	20385	Genl Govt/Facilities	01.2025 Employee Assistance Program	169.50
			Public Safety	01.2025 Employee Assistance Program	140.41
			Public Works	01.2025 Employee Assistance Program	135.09
			Community Development	01.2025 Employee Assistance Program	105.00
CASCADE CENTERS INC. Total					550.00
CFM STRATEGIC COMMUNICATIONS INC.	2551	28738	Genl Govt/Facilities	12.2024 Lobbyist	5,200.00
CFM STRATEGIC COMMUNICATIONS INC. Total					5,200.00
CITY OF BATTLE GROUND	0092	INV00497	Judicial	12.2024 Court Cost/Public Defender	26,205.25

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CITY OF BATTLE GROUND Total					26,205.25
CITY OF RIDGEFIELD WATER & STORM - EPAY	0096	0096-202412	Genl Govt/Facilities	101 S Main - Storm	24.80
				487 S 56th Pl. PW Ops Center - Storm	50.00
				487 S 56th Pl. PW Ops Center - Water	6.02
				230 Pioneer Street City Hall - Storm	173.60
				101 S Main - Water	192.30
				109 W Division WWTP - CRWWD Portion - Water	121.05
				109 W Division WWTP - CRWWD Portion - Storm	520.80
				5145 Pioneer St	24.80
				5395 Pioneer St	24.80
				230 Pioneer Street City Hall - Water	108.27
			Public Safety	116 N Main Ave PD - Storm	99.20
				IRR S 56th Pl (Temporary) CRWWD Sewer Mitigation Project	100.68
			Public Works	109 W Division WWTP - Storm	520.80
				487 S 56th Pl. PW Ops Center - Storm	814.10
				487 S 56th Pl. PW Ops Center - Water	97.97
				Abrams Park Kitchen - Storm	520.80
				Park & Ride Lot - Storm	272.80
				Abrams Park Standpipe - Water	1.87
				315 N 3rd Avenue Davis Park - Water	161.54
				1308 N Heron Dr Hayden Park - Storm	24.80
				Abrams Park Kitchen & Irrigation - Water	55.88
				109 W Division WWTP - Water	121.05
				1101 S Hillhurst Rd - Water	39.72
				2311 N 5th Way Crows Nest Park - Storm	49.60
				119 N 3rd Ave Community Park - Storm	49.60
				Water Tower (Cemetery)	74.40
				8004 S 5th St	24.80
				1101 S Hillhurst Rd - Storm	39.71
				IRR Horns Corner Park - Storm	24.80
				Abrams Park Chloine Injector - Storm	24.80
				Abrams Park Restrooms - Water	110.97
				535 N Abrams Park Rd - Storm	24.80
				301 N 3rd Ave Davis Park - Storm	49.60
				IRR SW Corner of Roundabout Union Ridge Pkwy	1,616.71
				Cedar Ridge Park - Storm	24.80
				Blue Heron Community Garden - Water	17.74
				535 N Abrams Park Rd - Water	50.34
				618 Lark Dr Lark Park - Storm	24.80
				Cedar Creek Irrigation Tract B	50.34
				Junction Well & Reservoir - Storm	173.60
				Abrams Park Restrooms - Storm	24.80
			Community Development	487 S 56th Pl. PW Ops Center - Storm	103.10
				487 S 56th Pl. PW Ops Center - Water	12.41
CITY OF RIDGEFIELD WATER & STORM - EPAY Total					6,649.37
CITY OF VANCOUVER	0097	00044055	Public Safety	2024 Annual SWAT Billing	28,138.00
CITY OF VANCOUVER Total					28,138.00

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CLARK COUNTY	0102	CI071460	Public Safety	Q1.2025 CRESA Dispatch/Radio Operations and ER&R	48,218.00
		CI071606	Community Development	2024 Cooperative Climate Planning Interlocal Agreement Task	34,971.31
		CI071502	Genl Govt/Facilities	2024 Liquor Profits & Excise Tax	4,487.78
		CI071357	Public Works	11.2024 Whatley Decant Billing	1,927.59
		CI071317	Public Safety	Q1.2025 CRESA Emergency Management	5,329.25
		CI071366	Judicial	Q4.2024 Limited Jurisdiction Cases	420.00
CLARK COUNTY Total					95,353.93
CLARK COUNTY FIRE DISTRICT #5	0104	50050	Genl Govt/Facilities	Q1.2025 Safety Consortium	80.26
			Public Works	Q1.2025 Safety Consortium	1,284.74
CLARK COUNTY FIRE DISTRICT #5 Total					1,365.00
CLARK COUNTY TREASURERS OFFICE	0554	SIF202412	Genl Govt/Facilities	Monthly School Impact Fees	219,440.00
CLARK COUNTY TREASURERS OFFICE Total					219,440.00
CLARK PUBLIC UTILITIES - EPAY	0110	7559-485-202412	Genl Govt/Facilities	230 Pioneer St.	203.10
				487 S 56th Pl. - PW Ops Center	59.54
			Public Safety	101 Mill St Ste B - Police Station	311.44
				Public Works	City Park/Water Well
			400 N Abrams Park Rd		1,373.77
			1504 NW Intertie 3 - Water	829.35	
			487 S 56th Pl. - PW Ops Center	692.37	
			255 S 56th Pl - Electricity	2,759.59	
			487 S 56th Pl.- PW Ops Center	265.41	
			2300 N 3rd Way Bellwood Trail Lights	37.18	
			800 NE 264 St Intertie 1 - Water	607.17	
			S 5th St and S Union Ridge Pkwy	80.37	
			Pioneer St. & Gee Creek Loop - Electricity	37.71	
			109 W Division St - Electricity	86.55	
			911 N 65th Ave Intertie 2 - Water	89.57	
			N Abrams Park/E Division	143.06	
			101 S Main Ave â€ Overlook Park	71.71	
			337 S Royal Rd.	195.24	
			N 1st Cir & N 65th Ave - Park & Ride	76.84	
			301 N 3rd Ave	252.55	
			SR/Pioneer ST & S 65 AVE	79.74	
			Municipal Lighting Lease	11,186.01	
			N 35th Ave and Pioneer St	82.49	
			535 N Abrams Park Rd.	22.28	
			214 S Riverview Dr	124.60	
			SR/Pioneer St & S 56 PL	173.34	
			3701 N 3rd Cir - Electricity	37.55	
			Traffic Signal - Hillhurst/Royal Rd.	68.18	
			512 N Allen Dr - Electricity	37.37	
			Overlook Park - Electricity	106.68	
			S Hillhurst Rd & S Sockeye Dr	35.16	
			Community Development	487 S 56th Pl. - PW Ops Center	123.13
				Public Works	487 S 56th Pl. - PW Ops Center
CLARK PUBLIC UTILITIES - EPAY Total					23,638.30
CLARK REGIONAL WASTEWATER DISTRICT - EPAY	0741	0741-202412	Genl Govt/Facilities	12.2024 487 S 56th Pl - PW Ops Center - Sewer	3.93

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CLARK REGIONAL WASTEWATER DISTRICT - EPAY	0741	0741-202412	Genl Govt/Facilities	12.2024 230 Pioneer St City Hall - Sewer	117.89
				12.2024 109 W Division WWTP - CRWWD Portion - Sewer	76.30
			Public Works	12.2024 255 S 56th Pl Well & Reservoir - Sewer	38.90
				12.2024 109 W Division WWTP - Sewer	76.29
				12.2024 487 S 56th Pl - PW Ops Center - Sewer	63.07
				12.2024 Abrams Park Restrooms - Sewer	86.17
				12.2024 101 S Main Ave - Overlook Park	53.26
				12.2024 Abrams Park Concessions Sewer	43.68
				12.2024 Abrams Park Kitchen - Sewer	48.47
			Community Development	12.2024 487 S 56th Pl - PW Ops Center - Sewer	8.11
			Public Works	12.2024 487 S 56th Pl - PW Ops Center - Sewer	0.89
				CLARK REGIONAL WASTEWATER DISTRICT - EPAY Total	
CLEARGOV INC.	3109	2024-16333	Information Technology	01.01.2025-12.31.2025 ClearGov Clear Plans	11,957.00
		2024-16332	Information Technology	01.01.2025 - 12.31.2025 Budgeting Software Subscription	29,077.25
CLEARGOV INC. Total					41,034.25
COLUMBIAN PUBLISHING CO	0116	50167	Community Development	2024-2025 Comprehensive Plan Update	72.00
		50067	Public Works	6-Year Transportation Plan	63.00
				Sanderling Park Development	90.00
		50194	Public Works	Sanderling Park Dev Agreement & Parks	136.80
		50171	Community Development	Proposed Zone Change: Royle Ridge RMUO Expansion	99.00
COLUMBIAN PUBLISHING CO Total					460.80
COMCAST - EPAY	2271	2271-202501	Genl Govt/Facilities	01.2025 PW Ops Communications	13.80
				01.2025 PW OPS Internet Services	10.40
				01.2025 CH Internet Services	409.43
				01.2025 RACC Internet Services	65.34
				01.2025 CH Communicatons	66.65
			Public Safety	01.2025 PD Communications-101 Mill	79.33
				Public Works	01.2025 PW Ops Communications
					01.2025 PW OPS Internet Services
				11.2024 Union Ridge & S 5th St Traffic Light	149.85
			Community Development	01.2025 PW Ops Communications	28.47
				01.2025 PW OPS Internet Services	21.44
				01.2025 RACC Internet Services	135.45
COMCAST - EPAY Total					1,373.71
COMCAST BUSINESS - EPAY	1666	230273069	Public Safety	01.2025 Communications - 101 Mill St PD	911.23
		230273048	Genl Govt/Facilities	01.2025 Communications - 487 S 56th Pl. - PW Ops Center	102.02
			Public Works	01.2025 Communications - 487 S 56th Pl. - PW Ops Center	1,661.95
			Community Development	01.2025 Communications - 487 S 56th Pl. - PW Ops Center	210.62
		219772165	Genl Govt/Facilities	10.2024 Communications - 487 S 56th Pl. - PW Ops Center	101.47
			Public Works	10.2024 Communications - 487 S 56th Pl. - PW Ops Center	1,653.05
			Community Development	10.2024 Communications - 487 S 56th Pl. - PW Ops Center	209.50
		219772168	Public Safety	10.2024 Communications - 101 Mill St. PD	911.23
		COMCAST BUSINESS - EPAY Total			
CONSOR NORTH AMERICA INC.	3949	C240750WA.008	Public Works	12.2024 Pioneer Widening Construction Mgmt	78,725.47
		C232644WA.0016	Public Works	12.2024 S Royle Rd S 15th to S 5th Construction Mgmt	2,945.89
CONSOR NORTH AMERICA INC. Total					81,671.36
CRESCENT DESIGN AND ENGINEERING	4047	012	Community Development	12.2024 Development Plan Review	1,854.60

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CRESCENT DESIGN AND ENGINEERING Total					1,854.60
D&C Pressure Washing	UB*01106	(blank)	Genl Govt/Facilities	Refund Check 014944-003 Hydrant Meter S 5617 6th Way	182.13
D&C Pressure Washing Total					182.13
DEPARTMENT OF LICENSING - EPAY	0154	RG0001779-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001778-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001774-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001772-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001771-2025	Genl Govt/Facilities	CPL Fees	21.00
		RG0001776-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001777-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001773-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001775-2025	Genl Govt/Facilities	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					165.00
DRUG TESTING ANALYTICS	0981	337925	Public Works	DOT Drug Test	284.40
			Community Development	DOT Drug Test	31.60
DRUG TESTING ANALYTICS Total					316.00
ELCOR INC	2081	O365-18476	Public Safety	12.2024 GCC Monthly Billing	1,443.64
			Public Works	12.2024 GCC Monthly Billing	1,388.79
			Community Development	12.2024 GCC Monthly Billing	1,079.48
			Information Technology	12.2024 GCC Monthly Billing	1,742.77
		MSG-18475	Public Safety	12.2024 IT Services	5,743.27
			Public Works	12.2024 IT Services	5,525.06
			Community Development	12.2024 IT Services	4,294.51
			Information Technology	12.2024 IT Services	6,933.32
		18540	Community Development	Laptop Screen Replacement - Curtis	534.79
ELCOR INC Total					28,685.63
ELITE CONTRACTING CO INC.	3850	3584	Public Works	Pioneer & Railroad Tracks Light Repair	2,489.23
				Overlook Park Light Repair	323.06
ELITE CONTRACTING CO INC. Total					2,812.29
EMPIRE EWP LLC	3977	2077	Genl Govt/Facilities	11.2024 Kennedy Test Well	(4,557.86)
			Public Works	11.2024 Kennedy Test Well	99,087.95
		2050	Genl Govt/Facilities	10.2024 Kennedy Test Well	(7,312.50)
			Public Works	10.2024 Kennedy Test Well	158,973.75
		2025	Genl Govt/Facilities	09.2024 Kennedy Test Well	(1,275.00)
			Public Works	09.2024 Kennedy Test Well	27,718.50
EMPIRE EWP LLC Total					272,634.84
ENCORE ONE LLC	3890	613457	Genl Govt/Facilities	12.2024 Janitorial Services	313.97
			Public Safety	12.2024 Janitorial Services	1,031.71
			Public Works	12.2024 Janitorial Services	435.40
			Community Development	12.2024 Janitorial Services	72.97
			Public Works	12.2024 Janitorial Services	140.19
ENCORE ONE LLC Total					1,994.24
ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE I	2967	94867010	Community Development	03.17.2025 - 03.16.2026 ArcGIS Desktop & Online Viewer	2,258.04
ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE INC. Total					2,258.04
ERIC L EISEMANN	0485	0485-202412	Community Development	12.2024 Planning Consulting Services	2,850.00
ERIC L EISEMANN Total					2,850.00
FIDELITY NATIONAL TITLE COMPANY OF WASHINGT	3923	612897858-2	Public Works	101 and 204 N 50th Pl - Search & Exam Fee	652.20

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FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON	Total					652.20
GLOBAL SECURITY & SAFETY COMMUNICATIONS INC.	3447	4648096	Genl Govt/Facilities	01.2025 PW Ops Alarm Monitoring Services		6.62
			Public Works	01.2025 PW Ops Alarm Monitoring Services		92.06
			Community Development	01.2025 PW Ops Alarm Monitoring Services		29.47
GLOBAL SECURITY & SAFETY COMMUNICATIONS INC.	Total					128.15
GRANICUS LLC	3863	195963	Community Development	SmartGov Consulting & Project Management		1,380.00
GRANICUS LLC	Total					1,380.00
GRAY AND OSBORNE INC	0207	23231.16-2	Community Development	12.2024 Paradise Point Ph4 & 5 Final Plat		624.71
GRAY AND OSBORNE INC	Total					624.71
GRAYLING ENGINEERS PLLC	3877	1249	Public Works	12.2024 Water Main Replacement - Pioneer to Shobert		5,690.85
GRAYLING ENGINEERS PLLC	Total					5,690.85
H.D. FOWLER CO. INC.	2036	I6905334	Public Works	Water Meters Repair Parts		1,224.74
		I6905392	Public Works	Water Distribution System Repair Parts		1,800.39
H.D. FOWLER CO. INC.	Total					3,025.13
HALME EXCAVATING INC.	2746	24265	Public Works	RORC Batting Cages Manhole Relocation		12,703.18
		24266	Public Works	Gee Creek Water Sampling Station Installation		4,910.65
HALME EXCAVATING INC.	Total					17,613.83
HARPER HOUF PETERSON RIGHELLIS INC.	1678	60115	Public Works	11.2024 51st Roundabout & Pioneer Widening		26,176.19
HARPER HOUF PETERSON RIGHELLIS INC.	Total					26,176.19
HD SUPPLY INC.	3886	INV00584804	Public Works	56th Pl Water Treatment Plant Repair Parts		183.18
HD SUPPLY INC.	Total					183.18
HELENA GREEN	3763	3763-20250123	Judicial	12.26.2024 Interpreting Services		300.00
HELENA GREEN	Total					300.00
HOME DEPOT VISA - EPAY	1805	7374589	Public Works	Air Release Vault Sump Pump		270.66
		3374940	Genl Govt/Facilities	109 W Division Wall Build		553.12
HOME DEPOT VISA - EPAY	Total					823.78
HONEY BUCKETS	0223	0554636005	Genl Govt/Facilities	01.07.2024-02.03.2025 PW Ops Port-a-Potty		61.69
			Public Works	01.07.2024-02.03.2025 PW Ops Port-a-Potty		987.31
		0554619194	Public Works	12.27.2024-01.23.2025 Davis Park Port-a-Potty		373.00
HONEY BUCKETS	Total					1,422.00
INTERMEDIA.NET INC.	3804	2501200636	Information Technology	12.2024 Voice Service Charges		96.15
INTERMEDIA.NET INC.	Total					96.15
JACOBS ENGINEERING GROUP INC.	3349	W3X87401-25	Public Works	12.2024 Screen Design/Engineering Services		2,289.91
JACOBS ENGINEERING GROUP INC.	Total					2,289.91
JANEAN Z PARKER	2199	24	Public Works	12.2024 Legal Services		137.50
			Community Development	12.2024 Legal Services		1,031.25
			Legal	12.2024 Legal Services		4,193.75
JANEAN Z PARKER	Total					5,362.50
KIRK JOHNSON	1716	1716-20250123	Finance	12.2024 Mileage Reimbursement - Kirk Johnson		42.88
KIRK JOHNSON	Total					42.88
KYLE JOHNSON	3851	3851-20250123	Public Works	CDL License Reimbursement - Kyle Johnson		70.54
			Community Development	CDL License Reimbursement - Kyle Johnson		3.71
KYLE JOHNSON	Total					74.25
L.N. CURTIS AND SONS	3075	INV903430	Public Safety	Long Sleeve Polo Shirt - Jensen		72.65
L.N. CURTIS AND SONS	Total					72.65
LANGUAGE LINE SERVICES INC.	3122	11496835	Judicial	12.2024 Interpreting Services - PD		14.41
LANGUAGE LINE SERVICES INC.	Total					14.41

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LEASE SERVICING CENTER INC. - EPAY	3719	61430-3-2025	Genl Govt/Facilities	2025 Street Sweeper Annual Lease Payment	65,884.04			
LEASE SERVICING CENTER INC. - EPAY Total					65,884.04			
LES SCHWAB GROUP HOLDINGS LLC	4006	43700032739	Genl Govt/Facilities	PWFAC Trailer Flat Tire Repair	2.68			
			Public Safety	Inv 43700031230 - 2016 Ford Explorer 59461D - Wheel Alignmen	124.99			
			Public Works	PWFAC Trailer Flat Tire Repair	19.06			
			Inv 43700026587 - PWSTW 20212 Ford F150 573237D Refund	(124.99)				
LES SCHWAB GROUP HOLDINGS LLC Total					21.74			
MACKAY AND SPOSITO INC.	0899	053473	Public Works	12.2024 Gee Creek Trail Heron to Main	6,253.53			
MACKAY AND SPOSITO INC. Total					6,253.53			
MARTA L. OCHOA-RUTHERFORD	3396	710	Judicial	01.02.2025 Interpreting Services	150.00			
MARTA L. OCHOA-RUTHERFORD Total					150.00			
MAUL FOSTER ALONGI INC.	0834	64980	Public Works	12.2024 Park Laundry Site Cleanup & Environmental Services	16,611.24			
MAUL FOSTER ALONGI INC. Total					16,611.24			
MJB CONSULTING INC	3117	2329	Genl Govt/Facilities	11.2024 State Lobbyist	3,000.00			
		2338	Genl Govt/Facilities	12.2024 State Lobbyist	3,000.00			
		2344	Genl Govt/Facilities	01.2025 State Lobbyist	3,000.00			
MJB CONSULTING INC Total					9,000.00			
NAPA AUTO PARTS	0498	456443	Public Works	Splash Pad O-Rings	31.63			
NAPA AUTO PARTS Total					31.63			
NORTHSIDE FORD TRUCK SALES INC	3281	292874	Public Works	PWWTR 2023 Ford F150 76404D - Oil Change	65.37			
			Community Development	PWWTR 2023 Ford F150 76404D - Oil Change	4.17			
		292987	Genl Govt/Facilities	PWFAC 2013 F150 48617D - Oil Change	11.32			
			Public Works	PWFAC 2013 F150 48617D - Oil Change	80.84			
NORTHSIDE FORD TRUCK SALES INC Total					161.70			
NW NATURAL GAS - EPAY	0315	0315-202412	Genl Govt/Facilities	12.2024 487 S 56th PW Ops #A - Natural Gas	6.39			
				12.2024 487 S 56th PW Ops #B - Natural Gas	368.09			
				109 Division PW Shop - Natural Gas	34.05			
				12.2024 230 Pioneer St City Hall - Natural Gas	590.71			
			Public Safety	101 Mill St Police Department - Natural Gas	444.62			
				12.2024 109 Division PW Shop - Natural Gas	537.17			
				12.2024 487 S 56th PW Ops #A - Natural Gas	102.72			
				12.2024 487 S 56th PW Ops #B - Natural Gas	5,807.36			
			Community Development	12.2024 487 S 56th PW Ops #A - Natural Gas	13.21			
				12.2024 487 S 56th PW Ops #A - Natural Gas	1.45			
				12.2024 487 S 56th PW Ops #B - Natural Gas	95.32			
				109 Division PW Shop - Natural Gas	8.81			
			NW NATURAL GAS - EPAY Total					8,009.90
			ONE CALL CONCEPTS	0326	4129106	Public Works	12.2024 Excavation Notification/Modern Ticket Delivery	190.28
			ONE CALL CONCEPTS Total					190.28
PACIFIC OFFICE AUTOMATION - LEASE	1564	589048760	Genl Govt/Facilities	01.2025 Copier Lease - RACC	209.49			
				01.2025 Copier Lease - CH	643.98			
			Public Safety	01.2025 Copier Lease - PD	596.24			
			Public Works	01.2025 Copier Lease - PWUTIL	44.64			
			Community Development	01.2025 Copier Lease - RACC	434.49			
			588952361	Genl Govt/Facilities	01.2025 Copier Lease - PW Ops	26.39		
				Public Works	01.2025 Copier Lease - PW Ops	430.43		
				Community Development	01.2025 Copier Lease - PW Ops	54.56		

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PACIFIC OFFICE AUTOMATION - LEASE Total					2,440.22
Parker Christine	UB*01105	(blank)	Genl Govt/Facilities	Refund Check 016744-000 6932 N Madison Cir	27.28
Parker Christine Total					27.28
PATRICK HILDRETH BRAND AND DESIGN	2372	3054	Genl Govt/Facilities	12.2024 General Design - Newsletter/Farmers Market Logo/Pioneer	614.29
			Public Works	12.2024 General Design - Newsletter/Farmers Market Logo/Pioneer	285.71
		3064	Genl Govt/Facilities	Ridgefield Farmers Market Logo Design	2,000.00
PATRICK HILDRETH BRAND AND DESIGN Total					2,900.00
PBS ENGINEERING AND ENVIRONMENTAL LLC	0342	71272.002-3928	Public Works	12.2024 Eastside Elevated Water Reservoir - Developer Plan Revie	137.50
		71069.009-3927	Public Works	12.2024 S Royle Rd 15th to 5th Way	167.50
		78194.000-3855	Public Works	12.2024 Systemic Horizontal Curve Safety Imp.	3,276.25
		24010473-3848	Public Works	12.2024 S 11th Street and S Timm Rd Safety Improvements	19,321.68
		78346.000-3932	Public Works	12.2024 Hillhurst School Zone Safety Design	515.00
		24012249-3847	Public Works	12.2024 35th Ave Roundabout Landscape	2,182.00
PBS ENGINEERING AND ENVIRONMENTAL LLC Total					25,599.93
PORTLAND ENGINEERING INC	2082	12770	Public Works	12.2024 Q178V Ridgefield Cellular Telemetry	228.27
PORTLAND ENGINEERING INC Total					228.27
PORTLAND VALUATION GROUP INC.	3864	24035	Public Works	YMCA Property Appraisal - 101 N 50th Pl	4,450.00
PORTLAND VALUATION GROUP INC. Total					4,450.00
POSTMASTER	0348	0348-20250123	Genl Govt/Facilities	Permit #40 Postage Replenishment - The Ridge Newsletter	2,289.14
		0348-2025-608	Genl Govt/Facilities	2025 PO Box 608	342.00
POSTMASTER Total					2,631.14
PRAETORIAN DIGITAL	3484	INVLEX11247121	Genl Govt/Facilities	01.01.2025-12.31.2025 Law Enforcement Policy Manual & Daily Trai	(1,520.98)
			Public Safety	01.01.2025-12.31.2025 Law Enforcement Policy Manual & Daily Trai	37,943.37
PRAETORIAN DIGITAL Total					36,422.39
Primley Haley	UB*01107	(blank)	Genl Govt/Facilities	Refund Check 014131-000 126 S 39th Dr	82.20
Primley Haley Total					82.20
RIAN DAVIS	4099	4099-20250123	Council	10.2024-12.2024 Mileage Reimbursement - R. Davis	85.63
RIAN DAVIS Total					85.63
RIDGEFIELD MINI STORAGE	2932	E74-75-76-2025	Genl Govt/Facilities	2025 Storage Unit Rental	12,348.00
RIDGEFIELD MINI STORAGE Total					12,348.00
RIDGEFIELD SCHOOL DISTRICT 122	0378	1002400036	Genl Govt/Facilities	2024 RACC Annual Lease	49,390.66
			Community Development	2024 RACC Annual Lease	65,471.34
RIDGEFIELD SCHOOL DISTRICT 122 Total					114,862.00
SANDRA HOOTS	2163	2163-20250123	Public Safety	LEC Meeting Mileage Reimb - Hoots	22.91
SANDRA HOOTS Total					22.91
SOUND UNIFORM SOLUTIONS INC.	3750	13285-3	Public Safety	Uniform - Marvitz	592.96
SOUND UNIFORM SOLUTIONS INC. Total					592.96
SPRINGBROOK - GROUP EPAY	3544	250121926	Public Works	12.2024 UB Web Payments	88.83
SPRINGBROOK - GROUP EPAY Total					88.83
SPRINGBROOK SOFTWARE LLC	3444	INV-019489	Public Works	12.2024 Customer Web Payments	566.83
SPRINGBROOK SOFTWARE LLC Total					566.83
STAPLES CONTRACT & COMMERCIAL INC	2884	7003552146	Community Development	Red Colored Papers	38.58
STAPLES CONTRACT & COMMERCIAL INC Total					38.58
STATE OF WA DEPARTMENT OF REVENUE - EPAY	0156	0-044-857-100	Genl Govt/Facilities	12.2024 B&O and Excise Tax	921.59
			Public Works	12.2024 B&O and Excise Tax	4,398.03
			Community Development	12.2024 B&O and Excise Tax	39.15
STATE OF WA DEPARTMENT OF REVENUE - EPAY Total					5,358.77

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STERICYCLE INC	2504	8009444604	Genl Govt/Facilities	12.2024 Secure Shredding - PD/PW Ops	10.93
			Public Safety	12.2024 Secure Shredding - PD/PW Ops	95.64
			Public Works	12.2024 Secure Shredding - PD/PW Ops	178.05
			Community Development	12.2024 Secure Shredding - PD/PW Ops	22.56
		8009496094	Genl Govt/Facilities	12.2024 Secure Shredding - CH	121.87
				12.2024 Secure Shredding - RACC	21.65
			Community Development	12.2024 Secure Shredding - RACC	44.91
STERICYCLE INC Total					495.61
STEVEN SAMPSON	4079	4079-20250123	Public Works	Water Treatment Plant Operator WTPO-1 Reimb. - Sampson	87.00
STEVEN SAMPSON Total					87.00
SW WA REGIONAL TRANSPORTATION COUNCIL	0602	0108202518	Genl Govt/Facilities	2025 Member Contributions	4,258.00
SW WA REGIONAL TRANSPORTATION COUNCIL Total					4,258.00
TERESA D JOHNSON CPA INC.	0561	7163	Finance	12.2024 Accounting Services	1,143.90
TERESA D JOHNSON CPA INC. Total					1,143.90
THE MASTERS TOUCH LLC	1786	93731	Public Works	12.2024 UB Statements	1,617.49
		P93771	Public Works	12.2024 UB Final Bills - Postage	25.12
		93771	Public Works	12.2024 UB Final Bills	190.55
		P93731	Public Works	12.2024 UB Statements - Postage	2,055.34
THE MASTERS TOUCH LLC Total					3,888.50
THE PARR COMPANY	0964	182323	Public Works	Street Ballard Mounting Hardware	49.13
		181012	Public Works	Street Sing Cement - Clark College	5.21
THE PARR COMPANY Total					54.34
TIREHUB LLC	3067	46983652	Public Safety	PD Tires	487.97
TIREHUB LLC Total					487.97
TOWNZEN & ASSOCIATES INC.	3450	25-010	Community Development	12.2024 Structural Plan Review	450.00
				12.2024 Building Plan Review	480.00
TOWNZEN & ASSOCIATES INC. Total					930.00
TRI MOUNTAIN INVESTORS LLC	3866	2025-170	Public Safety	101 Mill St Ste 110 - 2024 NNN True-Up	9,554.96
				101 Mill St Ste 110 - 01.2025 Janitorial Service	62.83
				101 Mill St Ste 110 - 01.2025 NNN Adjustment	732.61
		2025-171	Genl Govt/Facilities	101 Mill St Ste 2110 - 01.2025 NNN Adjustment	133.80
				101 Mill St Ste 2110 - 2024 NNN True-Up	802.79
				101 Mill St Ste 2110 - 01.2025 Janitorial Service	28.17
TRI MOUNTAIN INVESTORS LLC Total					11,315.16
UNIFIRST CORPORATION	3904	2240179939	Genl Govt/Facilities	01.07.2025 PW Ops Floor Mats	2.73
				01.07.2025 PWFAC Uniforms	10.70
			Public Works	01.07.2025 PW Ops Floor Mats	37.99
				01.07.2025 PWWTR Uniforms	40.54
				01.07.2025 PWFAC Uniforms	76.54
			01.07.2025 PWSTW Uniforms	46.69	
			Community Development	01.07.2025 PW Ops Floor Mats	12.17
		2240179938	Public Safety	01.07.2025 Floor Mats - PD	39.52
				2240179936	Genl Govt/Facilities
			Community Development	01.07.2025 Floor Mats - RACC	7.08
		2240179937	Genl Govt/Facilities	01.07.2025 Floor Mats - CH	16.46
UNIFIRST CORPORATION Total					293.83
VAIRKKO TECHNOLOGIES LLC	3699	29266	Genl Govt/Facilities	01.2025 PD Scheduling Software	(15.49)

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VAIRKKO TECHNOLOGIES LLC	3699	29266	Public Safety	01.2025 PD Scheduling Software	193.49
VAIRKKO TECHNOLOGIES LLC Total					178.00
VERIZON WIRELESS - EPAY	0452	6102286384	Public Works	12.2024 Hillhurst Pedestrian Crossing	145.17
		6102286383	Genl Govt/Facilities	12.2024 PW iPad and Cellphones	39.04
				12.2024 General iPad and Cellphones	47.29
			Public Safety	12.2024 PD iPad and Cellphones	758.59
			Public Works	12.2024 PW iPad and Cellphones	624.96
			Community Development	12.2024 CDD iPad and Cellphones	284.30
			Finance	12.2024 Finance iPad and Cellphones	47.29
			Executive	12.2024 Executive iPad and Cellphones	47.30
			Administration	12.2024 Admin iPad and Cellphones	379.15
			Council	12.2024 Council iPad and Cellphones	521.58
		6102286385	Genl Govt/Facilities	12.2024 PW Cellphones	86.62
				12.2024 General Cellphones	142.67
			Public Safety	PD Cell Equipment - Doriot	815.24
				12.2024 PD Cellphones	665.57
			Public Works	12.2024 PW Cellphones	1,386.87
			Community Development	12.2024 CDD Cellphones	617.80
			Administration	ADMIN Cell Equipment - Sennett & Demoss	1,195.68
				12.2024 Admin Cellphones	237.57
			Council	12.2024 Council Cellphones	47.45
		VERIZON WIRELESS - EPAY Total			
WALLIS ENGINEERING PLLC	0464	17826	Public Works	12.2024 Gee Creek Loop Improvements	14,565.32
WALLIS ENGINEERING PLLC Total					14,565.32
WALTER E. NELSON COMPANY	3553	1911719	Genl Govt/Facilities	PW Ops Sanitary Products	12.77
			Public Works	PW Ops Sanitary Products	177.77
				Parks Sanitary Products	113.40
			Community Development	PW Ops Sanitary Products	56.91
WALTER E. NELSON COMPANY Total					360.85
WASHINGTON STATE PATROL	0463	12503275	Genl Govt/Facilities	12.2024 Background Checks - CPL	132.50
WASHINGTON STATE PATROL Total					132.50
WASHINGTON STATE TREASURER	0642	0642-Q4.2024	Community Development	Q4.2024 Building Code Fees	1,352.50
WASHINGTON STATE TREASURER Total					1,352.50
WATERSHED ALLIANCE OF SOUTHWEST WASHINGT	3284	RID-4THQTR2024	Genl Govt/Facilities	Q4.2024 Horns Corner Park Design	21,628.01
WATERSHED ALLIANCE OF SOUTHWEST WASHINGTON Total					21,628.01
WELLS FARGO - EPAY	1681	202412-9687	Genl Govt/Facilities	Moore Amazon Mktpl Calendars/Coffee - PW Ops	7.54
				Moore Amazon White Board/Clip Boards - PW Ops	4.04
				Moore Amazon Mktpl Binder - PW Ops	1.68
				Moore Amazon Index Cards/Binder - PW Ops	1.88
				Moore Amazon Calendar - PW Ops	1.77
				Moore Amazon Paper - RACC	3.11
				Moore Amazon Mktpl Descaler - PW Ops	0.68
				Moore Amazon Mktpl Paper Towels/Plates - PW Ops	2.01
				Moore Amazon Mktpl Christmas Decor - RACC	17.67
				Moore Amazon Mktpl Batteries - PW Fac	2.02
				Moore Amazon Desk Organizer - PW Ops	0.67
					Moore Amazon Amazon Expired - Shipping Refund

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WELLS FARGO - EPAY

1681

202412-9687

Genl Govt/Facilities

Moore Amazon Pencils - PW Ops	0.29
Moore Amazon Kleenex - RACC	13.43
Moore Amazon Mktpl Stickers/Prizes - HR Shindig	44.07
Moore Amazon Command Hooks/Twine - RACC	5.52
Moore Amazon Pencils - RACC	5.12
Moore Amazon Mktpl Drain Cleaner - RACC	5.64
Moore Amazon Vacuum - CH	217.39
Moore Amazon Mktpl Copy Paper - CH	47.01
Moore Amzn Mktp Us Plaques - Dec 1Sat	64.13
Moore Amazon Mktpl Holiday Envelopes - Dec 1Sat	13.79
Moore Amazon Mktpl Phone Case - Chief Doriot	17.38
Moore Amazon Carbon Scraper Refund - PD	(24.42)
Moore Amazon Mktpl Adhesive Grips - PD	64.86
Moore Amazon Cleaning Rod Tool/Rifle Pedestal/Gage - PD	139.04
Moore Amazon Gun Cleaner - PD	43.70
Moore Amazon Mktpl Cleaning Cloths/Pipe Cleaner - PD	31.07
Moore Amazon Mktpl Picture Hanger - PD	18.47
Moore Amazon Mktpl SD Cards/Badges/Flash Drives - PD	228.11
Moore Amazon Clamp Workbench/Wrench/Hammer Set/Laser - PD	788.59
Moore Amazon Mktpl Calendars/Coffee - PW Ops	104.91
Moore Amazon White Board/Clip Boards - PW Ops	56.22
Moore Amazon Mktpl Binder - PW Ops	23.42
Moore Amazon Index Cards/Binder - PW Ops	26.22
Moore Amazon Calendar - PW Ops	20.31
Moore Amazon Mktpl Descaler - PW Ops	9.50
Moore Amazon Mktpl Paper Towels/Plates - PW Ops	27.96
Moore Amazon Mktpl Batteries - PW Fac	14.44
Moore Amazon Sticky Notes - Council/Roundabout Committee	14.12
Moore Amazon Desk Organizer - PW Ops	9.35
Moore Amzn Reflective Tape - Streets	65.22
Moore Amazon Recorder/Tablecloth Clips - Council/Roundabout	23.08
Moore Amazon Pencils - PW Ops	4.10
Moore Amazon Mktpl Door Hangers - Water/Storm	86.94
Moore Amazon Mktpl Snow Chains - Water	223.88
MMoore Amazon Calendar - PW Ops	4.22
Moore Amazon Optical Level Kit - Storm	319.75
Moore Amazon Ipad Keyboard Case - Storm	68.47
Moore Amazon Mktpl Calendar - Parks	24.94
Moore Amazon Mktpl Calendars/Coffee - PW Ops	33.59
Moore Amazon White Board/Clip Boards - PW Ops	17.98
Moore Amazon Keyboard - CDD	31.51
Moore Amazon Mktpl Binder - PW Ops	7.50
Moore Amazon Index Cards/Binder - PW Ops	8.39
Moore Amazon Calendar - PW Ops	7.85
Moore Amazon Paper - RACC	6.45
Moore Amazon Mktpl Descaler - PW Ops	3.04
Moore Amazon Mktpl Paper Towels/Plates - PW Ops	8.95

Public Safety

Public Works

Community Development

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WELLS FARGO - EPAY

1681

202412-9687

Community Development

Moore Amazon Mktpl Christmas Decor - RACC 36.64

Moore Amazon Desk Organizer - PW Ops 2.99

Moore Amazon Pencils - PW Ops 1.31

Moore Amazon Kleenex - RACC 27.84

Moore Amazon Laptop Bag - Harrington 30.33

Moore Amazon Pencils - RACC 10.61

Moore Amazon Mktpl Drain Cleaner - RACC 11.71

Moore Amazon Headset - Rayne (Dev Coordinator) 40.89

Moore Amazon Mktpl Folders - CDD 10.86

Moore Amazon Command Hooks/Twine - RACC 11.44

Human Resources

Moore Amazon Amazon Expired - Shipping Refund (10.92)

Moore Amazon Mktpl Decor - Employee Holiday Lunch 27.90

Moore Amazon Mktpl Gift Items - Wellness Basket 139.91

Moore Amazon Mktpace Amazon Expired - Shipping Refund (4.96)

Administration

Moore Amazon Mktpl Phone Cases - Demoss/Sennett 65.20

Council

Moore Amazon Sticky Notes - Council/Roundabout Committee 14.12

Moore Amazon Recorder/Tablecloth Clips - Council/Roundabout 23.08

202412-2164

Genl Govt/Facilities

Giles Costco PW Fleet Vehicle Air Fresheners 1.21

Giles Rodda Paint - PW Shop 2.51

Giles WA St Dept Agriculture Pesticide License Renewal - PW Fac 6.14

Giles WA Agr Pesticide License Renewal Service Fee - PW Fac 0.18

Public Works

Giles Costco PW Fleet Vehicle Air Fresheners 19.42

Giles Rodda Paint - PW Shop 40.26

Giles WA St Dept Agriculture Pesticide License Renewal - PW Fac 1.36

Giles WA Agr Pesticide License Renewal Service Fee - PW Fac 1.32

Giles WA St Dept Agriculture Pesticide License Renewal - PW Fac 42.50

202412-5756

Genl Govt/Facilities

Rubioromero Water Delivery Service - PW Ops 6.75

Rubioromero Mailchimp Percent Social Media - WA Tax (0.24)

Rubioromero Water Delivery Service - RACC 31.11

Rubioromero Amazon Web Services Web Audio Backup - WA Sales Tax (0.05)

Public Safety

Rubioromero Siptrunk Telephone Service - PD 231.47

Public Works

Rubioromero Water Delivery Service - PW Ops 110.10

Community Development

Rubioromero Water Delivery Service - PW Ops 13.96

Rubioromero Water Delivery Service - RACC 64.54

Information Technology

Rubioromero Adobe Software - Communications 65.21

Rubioromero Amazon Web Services Web Audio Backup 0.65

Rubioromero Spotify Monthly Music - CH 13.03

Rubioromero Zoom.Com Meeting Platform 69.56

Rubioromero Mailchimp Social Media 28.81

Finance

Rubioromero GFOA 2025 Mbrshp Renewal - Accounting Supervisor 150.00

Rubioromero GFOA Two LMS Virtual Trainings - AR/AP Finance 170.00

202412-5484

Genl Govt/Facilities

Freimuth The Ups Store WCTPT (Teamsters) Mailing Postage 56.34

Freimuth USPS Stamps - CH 73.00

Freimuth Washington Recreation 2025 WRPA Conf - Melroy (PW FAC) 26.39

Freimuth Wsu Pesticide Training Registration - PW Fac 14.73

Freimuth Walmart.Com Cricut Vinyl - General City Projects 45.33

Public Works

Freimuth Washington Recreation 2025 WRPA Conf - Melroy (PW FAC) 188.61

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WELLS FARGO - EPAY	1681	202412-5484	Public Works	Freimuth Washington Recreation 2025 WRPA Conf - Parks Manager	215.00
				Freimuth Wsu Pesticide Training Registration - PW Fac	105.27
			Human Resources	Freimuth Catering By Chucks 2024 Benefits Shindig Catering - HR	501.58
				Freimuth Crown Awards Fruit Bowl Nameplate - Wellness	4.88
				Freimuth Fred-Meyer Wellness Raffle Basket Prize	184.61
		202412-0794	Human Resources	Knottnerus Ridgefield Art Association Membership - Knottnerus	12.00
				Knottnerus GVC Womens Council Mbrshp - Knottnerus	230.00
				Knottnerus Prima Public Risk Mgmt Membership - Knottnerus	170.00
			Administration	Knottnerus Ridgefield Art Association Membership - Knottnerus	18.00
				Knottnerus GVC Womens Council Mbrshp - Knottnerus	345.00
				Knottnerus Prima Public Risk Mgmt Membership - Knottnerus	255.00
		202412-7002	Public Works	Thamert WA Agr Pesticide License Renewal Addtl Fee - Thamert	1.27
				Thamert Wsu Pesticide Pesticide Education Courses - Thamert	51.00
				Thamert WA Agriculture Pesticide License Renewal - Thamert	42.50
				Thamert Country Cafe Storm Coord Interview Panel Lunch	77.52
			Community Development	Thamert WA Agr Pesticide License Renewal Addtl Fee - Thamert	0.23
				Thamert Wsu Pesticide Pesticide Education Courses - Thamert	9.00
				Thamert WA Agriculture Pesticide License Renewal - Thamert	7.50
		202412-9102	Human Resources	Allen Costco Candy Bags - Employee Holiday Lunch	167.44
				Allen Costco Snacks - Wellness	1,239.66
		202412-9059	Genl Govt/Facilities	Stuart Cellar 55 Wine Annual Storage Fee - Roundabout Red	1,320.00
			Executive	Stuart Fuel Bistro Business Lunch Mtg Re: Code Compliance	36.14
				Stuart Royal Sonesta Parking - Legal Certification Training	25.00
				Stuart Rosauers City Councilors Breakfast Mtg - Stuart	12.14
				Stuart El Rancho Viejo Mayor ProTem Lunch Mtg Re: Agendas	33.94
				Stuart Starbucks Raptors Coffee Mtg Re: RORC Contract	8.34
				Stuart El Rancho Viejo Consultant Lunch Mtg Re: Downtown	53.19
			Council	Stuart Rosauers City Councilors Breakfast Mtg - Council	24.31
		202412-7069	Community Development	Ferriss USPS OFM Annexation Mailing - CDD	2.59
			Information Technology	Ferriss CDW Govt Mimecast Renewal	1,960.01
			Executive	Ferriss Annual Martin Luther King Jr Breakfast - Stuart	81.88
			Administration	Ferriss LIMC 2025 Dues - Ferriss	195.00
			Council	Ferriss Nest Restaurant Dinner - Council Study Session	210.45
				Ferriss Annual Martin Luther King Jr Breakfast - Council Chipman	81.88
				Ferriss Annual Martin Luther King Jr Breakfast - Council Cole	81.88
				Ferriss Rosauers Drinks - Council Study Session	17.65
		202412-9437	Public Safety	Steele-Hoots Costco Coffee - PD	35.99
				Steele-Hoots Old Liberty Theater Coffee - Sergeants Service Team	12.87
				Steele-Hoots Rosauers Civil Service Lunch - Sergeants Promo Team	81.06
				Steele-Hoots Costco Conference Room Tv - PD	652.19
				Steele-Hoots Costco Office Airfryer - PD	188.16
				Steele-Hoots TLO Transunion Background Investigations - PD	100.87
				Steele-Hoots ODOT Dmv2U Background Investigations - PD	4.00
		202412-6939	Community Development	Lust Columbian Monthly Newspaper Subscription - CDD Director	13.00
				Lust American Assoc Of Code Annual Code Enforcement Dues - Tammi	75.00
				Lust Intl Code Council Permit Certification Renewal - Siebert	100.00
		202412-7739	Genl Govt/Facilities	Coleman Cleverwaiver Dragon Boat Waiver Software	29.99

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WELLS FARGO - EPAY	1681	202412-7739	Genl Govt/Facilities	Coleman USPS Holiday Stamps - Events	14.60
				Coleman Etsy Hometown Trophy - Events	59.88
			Human Resources	Coleman Devs Coffee Bar Bg Breakfast Meeting - Knottnerus	3.32
				Coleman Devs Coffee Bar Bg Breakfast Meeting - HR	21.59
			Administration	Coleman Devs Coffee Bar Bg Breakfast Meeting - Admin	53.99
				Coleman Devs Coffee Bar Bg Breakfast Meeting - Knottnerus	4.99
		202412-6996	Genl Govt/Facilities	Demoss Ceremonialsupplies.Com Retirement Gift - Mayor Onslow Tax	(11.36)
			Administration	Demoss Columbian Monthly Newspaper Subscription - Communications	9.99
			Council	Demoss Ceremonialsupplies.Com Retirement Gift - Mayor Onslow	141.91
				Demoss Shutterfly Retirement Gift - Mayor Ron Onslow	178.25
		202412-7051	Genl Govt/Facilities	Blehm WA Agriculture Pesticide License Renewals - PW Fac	12.27
				Blehm Laborlawcenter 2025 Labor Law Posters	199.60
				Blehm WA Agr Pesticide Renewal Service Fees - PW Fac	0.37
			Public Works	Blehm WA Agriculture Pesticide License Renewals-Venne/Webberley	90.00
				Blehm WA Agriculture Pesticide License Renewals - PW Fac	87.73
				Blehm WA Agr Pesticide Renewal Service Fees - Venne/Webberley	2.69
				Blehm WA Agr Pesticide Renewal Service Fees - PW Fac	2.63
				Blehm WA Agr Pesticide Renewal Service Fees - Johnson	1.51
				Blehm WA Agriculture Pesticide License Renewals - Johnson	50.00
			Community Development	Blehm WA Agriculture Pesticide License Renewals-Venne/Webberley	10.00
				Blehm WA Agr Pesticide Renewal Service Fees - Venne/Webberley	0.30
			Human Resources	Blehm Costco Cookies - HR Benefits Shindig	24.99
				Blehm Starbucks Service Award - Officer Siem	10.00
		202412-3244	Public Safety	Doriot Psi Exams Drone Pilot Re-Test - Officer Erazo	175.00
				Doriot Iacp International Association Of Police Chiefs 2025 Dues	220.00
				Doriot Safe Life Defense Vest Carrier - Detective King	103.16
				Doriot Vancouver Chamber Leadership Her Conference - Chief Dorio	175.00
				Doriot William Petty Training Class Deposit - Officer King	450.00
				Doriot Costco Ice Cleats - PD	162.86
				Doriot Dolan Consulting Webinar Officer Training - Chief Doriot	250.00
				Doriot Costco Hand Warmers - PD	15.21
		202412-4870	Finance	Johnson Chutneys Indian Cuisine Finance Retreat Lunch	195.78
				Johnson GFOA Application Fee - 2025 GFOA Award	345.00
				Johnson Fidelity 2025 Economic Forecast - Fin Director	30.00
				Johnson Columbian Monthly Newspaper Subscription - Fin Director	12.50
		202412-7189	Genl Govt/Facilities	Sennett Sp Bodno.Com Employee ID Printer	1,462.02
				Sennett Sp Bodno.Com Employee ID Printer - WA Tax	(117.02)
WELLS FARGO - EPAY Total					18,439.52
WEST COAST EVENT PRODUCTIONS INC	3885	341885	Genl Govt/Facilities	2025 F2T Rentals - 50% Deposit	3,902.60
WEST COAST EVENT PRODUCTIONS INC Total					3,902.60
WESTERN UNITED CIVIL GROUP LLC	3743	23016-15	Public Works	11.2024-12.2024 S Royle Rd S 15th St to 5th Way	29,407.72
WESTERN UNITED CIVIL GROUP LLC Total					29,407.72
WEX BANK - EPAY	3552	101883815	Genl Govt/Facilities	12.2024 PW Fuel	292.82
			Public Safety	12.2024 PD Fuel	4,155.67
			Public Works	12.2024 PW Fuel	4,695.69
			Community Development	12.2024 CDD Fuel	623.92
WEX BANK - EPAY Total					9,768.10

City of Ridgefield
Claims Payment Report
For Approval on:
January 23rd, 2025

WICKUM WELD	3091	107031	Public Works	PWWTR Truck Toolboxes	2,733.64
WICKUM WELD Total					2,733.64
WILCO FARM STORE	0655	736211-6	Public Works	Ice chest 16Qt - Water Sample Transport	43.43
WILCO FARM STORE Total					43.43
Grand Total					2,354,318.76

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Approval of Minutes from the January 9th 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. 01-09-2025



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
JANUARY 9, 2025**

Regular Meeting - 5:30 PM

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

- 1. Development Cost of Service Study Presentation - Kirk Johnson, Finance Director, Claire Lust, Community Development Director**

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

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

Present:

Mayor Ron Onslow
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

- 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 \(ridgefieldwa.us\)](https://www.ridgefieldwa.us/City-Council/Meeting-Audio-Files).

IV. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Clyde Burkle

SECONDER:	Council Member Rian Davis
AYES:	Mayor Onslow, 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 December 19th and December 26th, 2024 Meeting**
3. **Approval of Interlocal Agreement with the City of La Center for On-Call Building Services**
4. **Acceptance of an RCO Grant - Gee Creek Culvert Replacement**

V. PRESENTATION

1. **Pink Patch Donation to Pink Lemonade - Cathy Doriot, Police Chief**
2. **Introduction and Swearing-In Ceremony for Officer Hunt - Cathy Doriot, Police Chief**
3. **Appointment of Detective King - Cathy Doriot, Police Chief**
4. **Promotion and Swearing-In Ceremony for Sergeant Jensen - Cathy Doriot, Police Chief**

VI. BUSINESS

1. **Motion - Policy Approval for Body Worn and In-Vehicle Camera - Cathy Doriot, Police Chief**

City staff requested approval to enter a 10-year contract with Axon for the purchase of body-worn cameras, Taser 10s, and in-vehicle cameras. These tools aim to enhance community and officer safety while promoting transparency and accountability in interactions between Ridgefield Police officers and the community. Attached policies outline procedures for the operation, privacy, data management, access, and retention of the camera systems. Council conducted a discussion prior to voting.

MOTION: APPROVE RPD POLICY 06.07 BODY WORN CAMERAS AND POLICY 06.08 FOR IN VEHICLE CAMERA AS PRESENTED.

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

VII. PUBLIC COMMENT

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

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

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. **Council**

Council Member Burkle attended Port of Ridgefield meeting and City Manager briefing.

Council Member Davis toured Salmon Creek WWTP with CRWWD staff, participated in two ride-alongs, and acknowledged National Law Enforcement Day.

Council Member Wells attended the City/Port legislative breakfast, alliance meeting, and City Manager briefing.

Council Member Chipman attended the City/Port legislative breakfast and provided an update on Neighbors Helping Neighbors.

Council Member Favela attended the CCF&R meeting and acknowledged National Law Enforcement Day.

Mayor Pro Tem Cole extended congratulations to Officer Hunt and Sergeant Jensen.

Council congratulated Mayor Onslow on his retirement and expressed gratitude for his service to the city.

2. Mayor

- a. Appointment of a Member to the Clark County Mosquito Control District Board

Appointment of Justin Raczak to the Clark County Mosquito Control District Board.

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

Mayor Onslow expressed gratitude for the support received over the past 18 years while serving as a Council Member and Mayor.

3. City Manager

Staff presented Mayor Onslow with a key to the City and extended their best wishes for his retirement.

IX. ADJOURN

8:18PM

Julie Ferriss, City Clerk

Matt Cole, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Public Hearing and Approval of Resolution No. 658 - Ridgefield School District Proposition No. 12 and Proposition No. 13

GOVERNING LEGISLATION

RCW 42.17A.555

PREVIOUS COUNCIL ACTION TAKEN:

Proposition No. 7 General Obligation Bonds approval February 11, 2020 & Proposition No. 7 General Obligation Bonds approval January 13, 2022. Resolution regarding Ridgefield School District Proposition No. 8 approval April 26, 2022. Resolution regarding Proposition No. 8 General Obligation Bonds approved March 14, 2024.

SUMMARY/BACKGROUND:

Resolution regarding Ridgefield School District Propositions 12 and 13.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Staff recommends that the Council hold a Public Hearing to receive comments for and against Ridgefield School District Propositions 12 and 13.

Once the Public Hearing has afforded approximately equal opportunity for the expression of opposing views, staff recommends closing the Public Hearing and deliberating/acting upon Resolution No. 658.

STAFF CONTACT: Steve Stuart, City Manager

ATTACHMENTS:

None

RESOLUTION NO. 658

Regarding Ridgefield School District Propositions No. 12 and 13 Levy Measures

WHEREAS, on February 11, 2025, voters in the Ridgefield School District will decide on to levy measures to provide critical funding for educational programs, operations, facilities, and technology for the district - a replacement Educational Programs and Operations levy (EP&O) and a Capital Facilities and Technology levy;

WHEREAS, Proposition 12 is a replacement of the district's current EP&O levy, which was approved by the voters in August 2022 and expires at the end of 2025. This essential levy funds critical programs and services that directly benefit students' education. These include athletics, student clubs such as Drama and DECA, community education camps, Cispus Outdoor School, the Family Resource Center, early learning, school supplies, maintenance and repair of school facilities, special education services, and performing arts; and

WHEREAS, Local levy dollars bridge the gap between state funding and the actual costs of educating Ridgefield's students. If approved, the three-year replacement levy is estimated to collect a total of \$44 million from 2026 to 2028, with an estimated tax rate of \$1.75 per \$1,000 of assessed property value. Without this renewal, Ridgefield schools would face significant loss of funding when the current levy expires.; and

WHEREAS, Proposition 13 is a new Capital Facilities and Technology levy designed to address Ridgefield's growing needs. If approved, the levy would collect a total of \$21.2 million from 2026 to 2028, at an estimated rate of \$0.84 per \$1,000 of assessed property value; and

WHEREAS, The Proposition 13 funding, combined with the use of existing development impact fees and state matching funds, would construct a new elementary school and complete overdue deferred maintenance projects at South Ridge and Union Ridge elementary schools. The funding would also restore the district's \$500,000 annual technology budget that was cut due to budget constraints enabling the district to improve computer, telecommunications and networking systems, and make cybersecurity, licensing, training and technology expenditures; and

WHEREAS, Proposition 13 is a community driven plan based on months of engagement through town halls, surveys, and discussions, and

WHEREAS, The new school will be funded through \$21 million in developer-paid impact fees and \$16.5 million in state funding – available only if the levy passes; and

WHEREAS, Ridgefield's current total school tax rate of \$2.66 per \$1,000 of assessed property value is the second-lowest in Clark County.

WHEREAS, improvements to school facilities are needed in the Ridgefield School District in order to provide the students of the District with adequate, proper and safe educational facilities; and

WHEREAS, new schools are an investment in our youth, which are among this City's most treasured assets.

THEREFORE, BE IT RESOLVED by the City Council of the City of Ridgefield, Clark County, State of Washington:

1. That the Ridgefield City Council does support the Ridgefield School District Propositions No. 12 and 13 and encourages our residents to vote “yes” on February 11, 2025, in favor of passing the Ridgefield School District propositions.

Passed by the City Council at its regular meeting held on the 23rd day of January, 2024.

Mayor

Attest:

Julie Ferriss
City Clerk

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1442 - Second Amendment to the Sanderling Park Development Agreement

GOVERNING LEGISLATION

RCW 36.70B.170

PREVIOUS COUNCIL ACTION TAKEN:

SUMMARY/BACKGROUND:

The developers, Pahlisch Homes at Sanderling Park, LP, are obligated under a Development/Pre-Annexation Agreement to dedicate to the City certain park and trail improvements as part of the Sanderling Park PUD Subdivision. Two and one-half acres of park land dedication were contemplated in the Development/Pre-Annexation Agreement for the East Property, with the acreage to be dedicated with compensation in the form of Park Impact Fee (PIF) Credits at a price of \$225,000 per acre, for a total purchase price of \$562,500.00. The Development/Pre/Annexation Agreement also requires developers to construct Trail T-25 as shown in the Ridgefield Parks Comprehensive Plan through the Park and that such trail is eligible for PIF Credits.

Regarding road improvements, the City determined that it was in the community interest to establish a collector-level roadway serving the residential neighborhood and potential future connections. Developer agreed to construct that roadway and is thereby eligible to receive Traffic Impact Fee ("TIF") Credits for the construction of the South Collector (the "South Collector Improvements").

The City and Developer desire to enter into this Second Amendment to the Development/Pre-Annexation Agreement to more particularly describe the Park Improvements, the Trail Improvements, the schedule for completion of the Park Improvements and the Trail Improvements, the South Collector Improvements, the dedication of the Property to the City for the Park and the Trail, the construction of the Park and Trail as part of the Park Improvements through the park and compensation for construction of the Park and Trail.

Under the terms of this Amendment, the City agrees to the following:

1. The City agrees to issue PIF Credits for the purchase of 2.5 acres. Total PIF Credits issued shall be Five Hundred and Sixty-Two Thousand Five-Hundred (\$562,500), which is the sum of 2.5 acres x \$225,000/acre;
2. The City agrees to issue PIF Credits for the development of community park. Total PIF Credits issued shall be no more actual construction costs, with an inflationary adjustment using CPI;
3. The City agrees to continue deferring collection of PIFs from building permit submittals by Pahlisch Homes in Sanderling Park until issuance of the PIF credits to allow Pahlisch the opportunity to utilize the credits for payment of PIFs on those submittals.
4. Developer agrees to design park and trail improvements to relevant City standards with

reimbursement in PIF credits as finally determined by the City under RMC 18.070.150 and based on verified costs submitted by Developer.

5. Developer agrees to start construction of the park and trail improvements prior to plat approval of the 101st lot.
6. Developer agrees to complete park and trail improvements within 12 months of starting construction of these improvements. The City will allow performance bonding of the improvements should they not be fully complete within the 12 month period.
7. The Subdivision HOA shall maintain the park and trail subject to standards agreed upon by the HOA and the City. Such requirements shall be included in the final plat and CC&Rs.
8. South Collector Improvements. Developer shall construct the South Collector Improvements in the location agreed upon by City and Developer with reimbursement for 50% of the verified construction costs provided in TIF credits.

BUDGET/FINANCIAL IMPACTS:

Park Impact Fee Credits for 2.5 acre park land (\$562,500) and development (verified costs)

Park Impact Fee Credits for development of system trail

Traffic Impact Fee Credits for construction of South Collector Improvements (50% of verified construction costs)

RECOMMENDED ACTION OR MOTION:

Public hearing and first reading only.

STAFF CONTACT: Steve Stuart, City Manager

ATTACHMENTS:

None

ORDINANCE NO. 1442

AN ORDINANCE OF THE CITY OF RIDGEFIELD WASHINGTON APPROVING THE SECOND AMENDMENT TO A DEVELOPMENT AGREEMENT WITH PAHLISCH HOMES AT SANDERLING PARK, LP - FOR PARK, TRAIL, AND ROAD DEDICATION AND ALLOCATION OF IMPACT FEE CREDITS

WHEREAS, the City is a Washington Municipal Corporation with land use planning and permitting authority over all land within its corporate limits; and

WHEREAS, the City has the authority to enter into Development Agreement pursuant to RCW 36.70B.170; and

WHEREAS, Pahlisch Homes at Sanderling Park, LP (“Developers”) own property within the City of Ridgefield known as the Sanderling Park PUD Subdivision (“Subdivision”).

WHEREAS, The City and Developers entered into a Development and Pre-Annexation Agreement in 2008 (“Agreement”).

WHEREAS, The Agreement governs the development, use, and mitigation of certain impacts associated with annexation and development of real property located in Ridgefield, Washington, as more particularly described in the Agreement.

WHEREAS, Contemporaneous with sale of the property to Owner, Predecessors assigned to Owner all rights and obligations under the Agreement.

WHEREAS, Developers and the City have agreed to amend certain terms and conditions of the Agreement, as set forth herein.

WHEREAS, the City has identified a need for these park, trail, and road improvements within its adopted Comprehensive Plan and associated Capital Facilities Plans, and wishes to provide certain impact fee credits associated with the dedication of these improvements contemplated in the Agreement; and

WHEREAS, the City Council held a public hearing for the proposed Second Amendment to the Agreement at a regular scheduled meeting held on January 23, 2025; and

WHEREAS, the City Council conducted a first reading of this ordinance on January 23, 2025; and

WHEREAS, the City and Developers have reached agreement regarding amendments to certain terms and conditions of the Agreement;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON HEREBY ORDAINS AS FOLLOWS:

Section 1. **Public Interest**. The City Council for the City of Ridgefield, Washington finds, following a public hearing process, that it is in the public interest for the City of Ridgefield to approve the Development Agreement with property owners to clarify the PIF and TIF eligibility.

Section 2. **Development Agreement Amendment Approved**. The City Council for the City of Ridgefield hereby approves the Development Agreement Amendment **attached** hereto as Exhibit “A” and authorizes the City Manager to execute the Amendment substantially in the form attached and to take such other actions as may be necessary to effect this Amendment.

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**. Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid, the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

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

ADOPTED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS
_____ DAY OF _____ 2025.

CITY OF RIDGEFIELD

Mayor

ATTEST:

Julie Ferriss City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

Public Hearing: January 23, 2025

First reading: January 23, 2025

Second Reading/Passage:

Date of Publication:

Effective Date

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1443 - Royle Ridge RMUO Expansion

GOVERNING LEGISLATION

RCW 36.70A - Growth Management
RMC 18.320 - Amendments

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

None. Public hearing and first reading only.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Applicant's Narrative
2. Market and Land Need Analysis
3. Trip Generation Analysis
4. Applicant's Response to Planning Commission Discussion
5. Staff Report

ORDINANCE NO. 1443

ORDINANCE NO. 1443

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON ADDING THE RIDGEFIELD MIXED USE ZONING OVERLAY TO PORTIONS OF THREE COMMERCIAL PARCELS

WHEREAS, on November 8, 2024, staff received an application to expand the Ridgefield Mixed Use Overlay (RMUO) zoning overlay to portions of Assessor's PINs 213997000, 213998000, and 214022000 ("Royle Ridge") totaling approximately seven acres; and

WHEREAS, the proposal to add a zoning overlay is a zone change proposal subject to the applicable criteria in Ridgefield Municipal Code (RMC) Chapters 18.320 – Amendments and 18.310.090 – Type IV procedure; and

WHEREAS, the proposal meets the approval criteria set forth in RMC 18.310.090 and RDC 18.320; and

WHEREAS, the City of Ridgefield submitted notice to the Washington State Department of Commerce on November 27, 2024 meeting the sixty (60) day State agency/public review process as prescribed by RCW 36.70A; and,

WHEREAS, consistent with WAC 197-11-340(2), on December 2, 2024 the City of Ridgefield issued a SEPA Determination of Non-Significance (DNS) regarding the proposal; and,

WHEREAS, the SEPA DNS public comment period expired on December 16, 2024 and the City addressed all comments received; and,

WHEREAS, the Ridgefield Planning Commission conducted a public hearing on the proposal on December 4, 2024 during which specific time was given for the public to provide oral and written testimony on the amendments and at the conclusion of the public hearing the Planning Commission voted unanimously to forward a recommendation approving the proposal; and,

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading of the proposal during a regularly scheduled City Council meeting held on January 23, 2025; and

WHEREAS, the Ridgefield City Council conducted the second ordinance reading on the proposal during a regularly scheduled meeting held on February 13, 2025; 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 a zone change adding the RMUO zoning overlay to the Royle Ridge property.

Section 2. Adoption of the Updated Zoning Map. The City Council for the City of Ridgefield hereby adopts the updated zoning map attached hereto as Attachment A superseding all previously adopted zoning maps.

Section 3. Compliance with the Ridgefield Municipal Code. The City of Ridgefield has met its obligations under RMC 18.310.090 and 18.320 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, 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 Ridgefield City Council.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 13th DAY OF FEBRUARY, 2025.

NAME, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: January 23, 2025
Second Reading/Passage: February 13, 2025
Date of Publication:
Effective Date:

Attachment A: Zoning Map Update

December 11, 2024

City of Ridgefield
Attn: Claire Lust, Community Development Director
Public Works Director
P.O. Box 608
Ridgefield, WA 98642

RE: Royle Ridge RMUO Planning Commission Hearing
PLZ-24-0087

Ms. Lust,

On behalf of the Applicant, thank you for your presentation of the Type IV Ridgefield Mixed Use Overlay (RMUO) application to the Planning Commission last Wednesday, December 4, 2024. We collectively thought the hearing went well and the commissioners asked a lot of good questions.

During a portion of the commission's discussion, the topic of a Development Agreement (DA) was raised to maximize residential density and to restrict residential uses along Pioneer Street. The Applicant does not believe a Development Agreement would be useful for either of these purposes. As discussed in the hearing, the northern portion of the site is not conducive to commercial development because of the steeper topography in that area and lack of visibility along Pioneer Street. However, it is conducive for multi-family residential development because of the smaller building footprints and more flexibility for parking lot design.

Ridgefield Municipal Code sets forth the required mix of residential and commercial uses, so residential density is restricted by code and that cannot be altered through a Development Agreement. The conceptual site plan with commercial fronting Pioneer and residential in back meets the required mix of uses under code while maximizing residential density that meets the Code. The applicant has no plans to place residential uses fronting Pioneer. The Pioneer frontage is most valuable for commercial uses and would not be particularly suitable for residential uses due to traffic noise from Pioneer. The back portion of the property where residential uses are proposed is more suitable for residential use since it is more removed from the traffic on Pioneer Street, has views of the tributary to Allen Canyon Creek, is in proximity to proposed pedestrian trails, and is not suitable for commercial uses due to slopes. Therefore, no matter who develops the property, the residential uses would be in the back portion of the property, not the Pioneer Street frontage.

Other commissioner discussion focused on only applying the RMUO to the northern parcel and not up to Pioneer Street as currently proposed. The area up to Pioneer is necessary to achieve the maximum number and highest density of multi-family housing on the balance of the site. To reduce the proposed RMUO area to only include the northern parcel would necessitate some kind of commercial use (a minimum of 40% of the net developable area) be proposed on that parcel, thus significantly reducing the number of multi-family units that could be developed compared to the proposed RMUO area as proposed.

There was also a discussion regarding adding adjacent parcels to the RMUO. As this is not a legislative application, application of the RMUO onto adjacent parcels would require adjacent property owner(s) consent. As such, the city is not legally able to include the addition of any other parcels to the RMUO as part of this application.

Respectfully submitted,

Michael Odren

Digitally signed by Michael Odren
DN: C=US,
E=m.odren@mackaysposito.com,
O="Mackay Sposito, Inc.", CN=Michael
Odren
Date: 2024.12.11 10:32:02-08'00'

Michael Odren, RLA

Landscape Architect, Land Use Planner



MARKET AND LAND NEED ANALYSIS FOR A ZONE CHANGE REQUEST IN RIDGEFIELD, WASHINGTON

PREPARED FOR
MAJ DEVELOPMENT
JULY 2024

JOHNSON ECONOMICS, LLC

621 SW Alder St, Suite 506
Portland, Oregon 97205



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I. INTRODUCTION

JOHNSON ECONOMICS was retained by MAJ DEVELOPMENT to conduct a market and land need analysis in support of an application for a mixed-use zoning overlay (RMUO) at a site located at the northeast corner of Pioneer Street and Royle Road in Ridgefield. The property in question is currently designated for General Commercial (GC) land use, with Community Commercial Business (CCB) zoning. This report assesses the appropriateness of applying the RMUO overlay to the property from a public standpoint, in light of goals and policies defined in the 2016 Ridgefield Comprehensive Plan.

The analysis has a particular focus on multi-family housing, as this is the proposed use and the reason for the proposed mixed-use overlay. The analysis evaluates the need for multi-family housing in Ridgefield in light of current growth and broader housing trends. The current supply of land that allows for multi-family housing is also evaluated. We also assess trends in the commercial real estate market and the supply of commercial space in Ridgefield. Finally, the analysis evaluates the suitability and likelihood of development for commercial and multi-family uses on the subject site based on market and planning criteria, and outlines the likely impacts of applying the RMUO overlay to the site.



II. EXECUTIVE SUMMARY

GROWTH CONTEXT

Clark County is the fastest growing county in the Portland Metro Area, both in terms of population and employment. As the land supply in the southern part of the county has dwindled, development has moved northward, including to Ridgefield. This shift has made Ridgefield the fastest growing city in the county by far, accounting for an increasing share of countywide population and household growth. This is expected to continue largely as a function of land supply.

MULTI-FAMILY HOUSING TRENDS

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. Several factors have contributed to this shift, including stricter lending requirements in the wake of the 2008-09 recession, demographic changes, and rapidly rising single-family prices. Single-family ownership is increasingly becoming a high-income option, out of reach for an increasing number of middle-income households. As a result, the need for multi-family housing is growing.

Developers, homebuilders, and jurisdictions are adapting to these changes by accommodating more multi-family housing. Over the past 10 years, 52% of the new housing in the Portland Metro Area was multi-family units. In Clark County, the share was 34%. Ridgefield has only to a limited degree participated in this shift, providing only 12.7% multi-family housing. In Clark County, only Yacolt has a smaller share (0%), and even the unincorporated area has achieved a higher share (18%). Ridgefield's stated target in the 2016 Comprehensive Plan is 25%.

The multi-family supply that was provided in Ridgefield over the past 10 years was in two apartment projects completed over the 2019-21 period. Together, these were absorbed at a rate of 190 units per year, indicating strong underlying demand for these units. The performance of these properties in the following years also suggests a need for additional supply.

MULTI-FAMILY HOUSING NEED

Johnson Economics develops housing need forecasts via a residential demand model that takes into account factors like age and household income. We estimate that Ridgefield will have a need for an additional 3,200 housing units over the next five years, including 770 multi-family units (24%) – or roughly 150 units annually. Currently, there is only one multi-family project in the development pipeline, which will provide 148 units reserved for seniors. There is no supply for the working-age population.

MULTI-FAMILY SUPPLY

Johnson Economics has analyzed the supply of buildable land that allows multi-family development in Ridgefield. We estimate that only 788 units could be built if all the land was built out with multi-family housing. This is unrealistic, as the land includes properties with existing homesites and land that we consider unsuitable for multi-family use. Applying density assumptions from the Comprehensive Plan, the potential number of units on this land is 470. If we only include land consistent with the Comprehensive Plan's policy of providing multi-family development opportunities within half a mile of commercial centers, the potential supply is 548 multi-family units at maximum density and 290 units at the density assumed in the Comprehensive Plan. If we further limit the land to areas within a quarter-mile of a public transit, in line with the Comprehensive Plan's policy of locating multi-family along transit corridors, only two sites (both with development challenges) would be included, for a potential supply of 232 units at maximum density and 96 units at the density assumed in the Comprehensive Plan. Given the current land supply, we expect very limited multi-family development to occur over the next years – far short of the estimated need.

COMMERCIAL SUPPLY

The picture is very different for commercial land. Ridgefield currently has a commercial development pipeline that totals 540,000 square feet if we include future phases of proposed commercial centers. In comparison, the market has absorbed an average of 37,000 square feet annually in the city after the opening of the Rosauers grocery store in



2019. Though the opening of the Costco store is likely to increase the absorption rate, we expect prospective businesses looking for space in Ridgefield to have many options to choose from well into the next decade. Access to labor is likely to be a greater constraint on business expansion than access to real estate.

PROPOSED MIXED-USE OVERLAY

The proposed Mixed-Use Overlay (RMUO) at the subject site would allow for multi-family housing that can alleviate the unmet need for this housing form in the city. We regard the site to be highly suitable for multi-family housing, given its proximity to commercial services and transit, and the greenbelt views that can be provided to the north and east. We regard the north portion of the site to be unsuitable for commercial development due to the slope, and expect this part of the site to remain undeveloped with the current zoning. Thus, we do not expect the RMUO overlay to result in a loss of employment growth. On the contrary, we expect access to labor to be a greater constraint on businesses in Ridgefield than access to real estate over the next years, given the large amount of commercial space in the development pipeline. Multi-family use on the site will provide much-needed housing for local workers in the rapidly expanding retail and service industries, thus contributing to business activity in the city and reducing commuter traffic.

Multi-family use at the subject site is consistent with the housing policies of the Comprehensive Plan and with the Pioneer & 45th Subarea Plan. With commercial centers and transit within walking distance, on-site residents will likely contribute to additional pedestrian vitality at this node and increased transit ridership in the city. Multi-family use is also highly compatible with the surrounding uses and provides a good transition to the adjacent single-family housing.



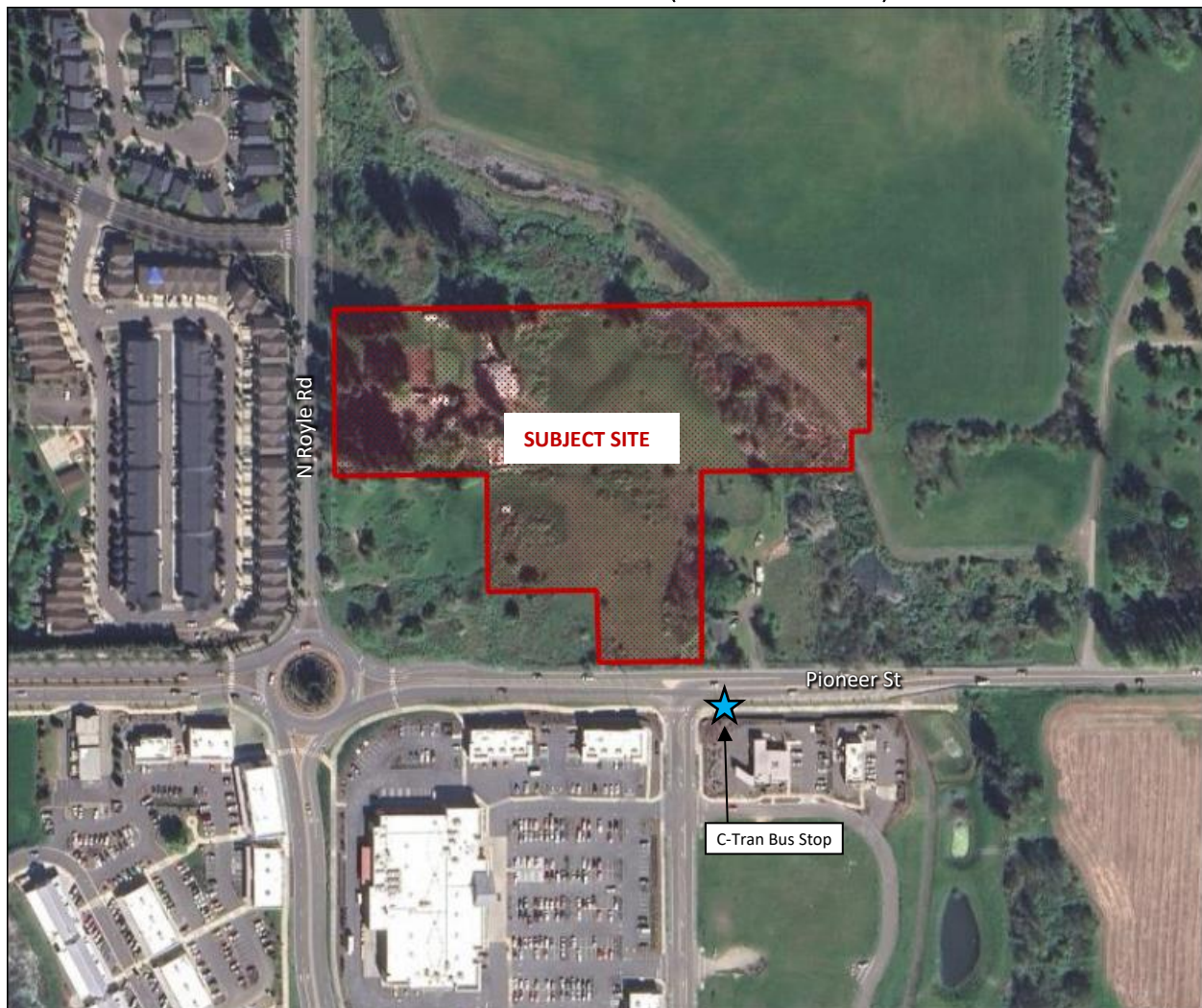
III. THE SUBJECT SITE

The subject site is located at the northeast corner of Pioneer Street and Royle Road in Ridgefield, Washington. The site measures roughly eight acres and has an irregular shape. Most of the land is undeveloped, except for a few older structures. A creek runs north and east of the site, intersecting part of the property. The site slopes toward the creek. The land has General Commercial (GC) land use designation and Community Commercial Business (CCB) zoning.

Surrounding land represents a mix of uses. A grocery-anchored retail center (Discovery Ridge) is located across Pioneer Street to the south, while another retail center (Pioneer Village) is located to the southeast. A residential subdivision with attached single-family homes is located on the other side of Royle Road to the west (Pioneer Canyon Phase IV). Land to the north and east is largely undeveloped, with a mix of wetlands and farmland.

The arterial Pioneer Street is the main link between downtown Ridgefield and the I-5 freeway, and the only transit and commercial corridor in the city. C-Tran operates a bus line (#48) that terminates at a bus stop directly south of the subject site. The line provides service to the Junction Park & Ride and the 99th Street Transit Center in Hazel Dell. The latter provides connections to other parts of Clark County and Portland.

FIGURE 3.1: MAP OF THE SUBJECT SITE (APPROXIMATE OUTLINE)



SOURCE: Clark County, MAJ Development, Google, Johnson Economics



The following drone pictures show views of the property facing west and south. The pictures reveal some of the topography on the site, with slope from the roundabout (southwest corner) down to the creek in the north and east. The site has an elevation change of more than 35 feet, according to a survey by Minister-Glaeser Surveying.

FIGURE 3.2: SITE PHOTOS

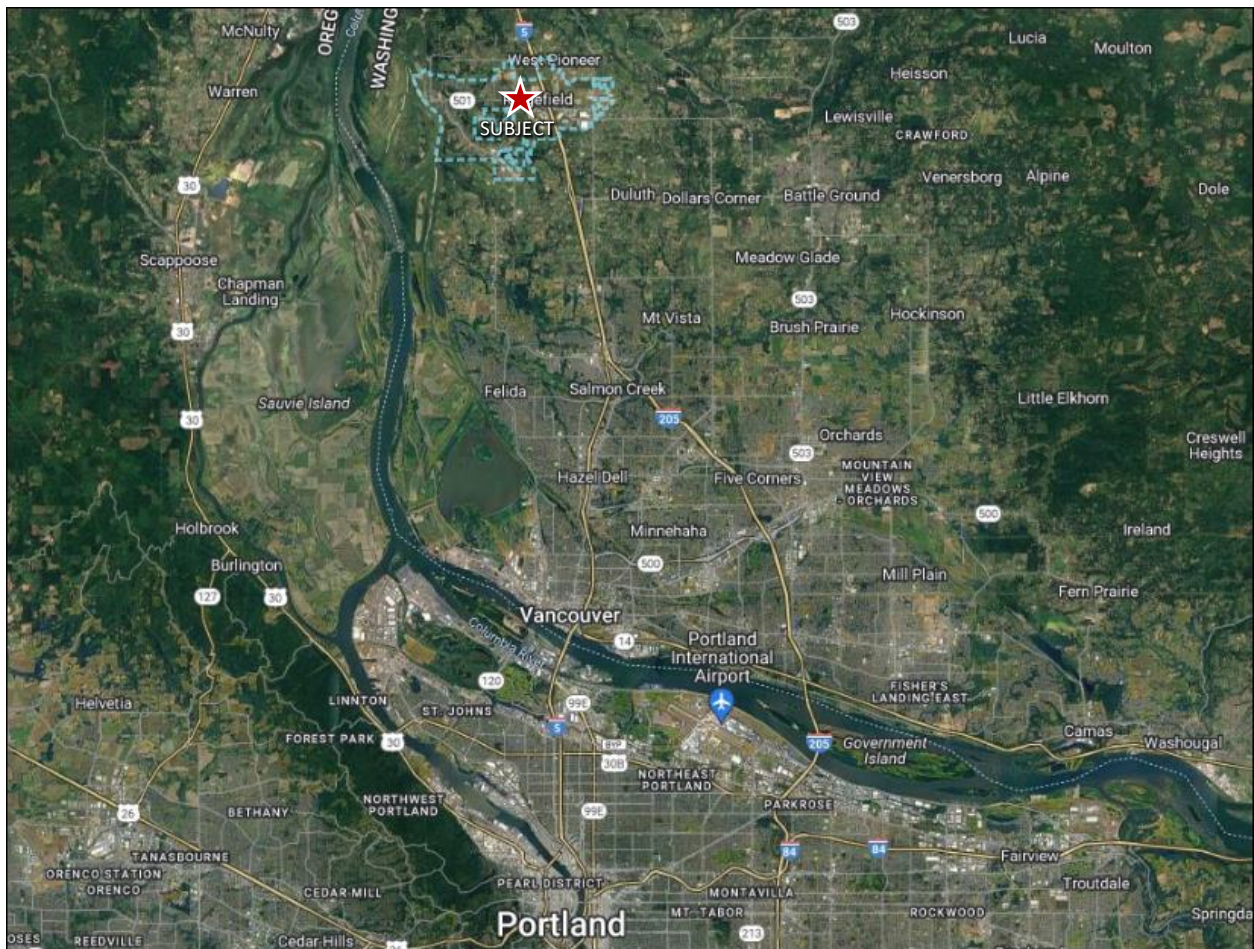


SOURCE: MAJ Development



The following map shows the subject site in its local and regional context. The site is less than a mile west of the Ridgefield Junction and the I-5 freeway, and roughly two miles east of downtown Ridgefield. The site is 14 miles north of downtown Vancouver, 20 miles north of downtown Portland, and 22 miles north of the Portland Airport.

FIGURE 3.3: SUBJECT SITE IN ITS LOCAL AND REGIONAL CONTEXT



SOURCE: Clark County, Google, Johnson Economics



IV. SUITABILITY FOR ALTERNATIVE USES

CURRENT COMMERCIAL ZONING

COMMERCIAL COMMUNITY BUSINESS (CCB) ZONE

The subject site currently has General Commercial (GC) land use designation and Community Commercial Business (CCB) zoning. The purpose of the CCB zone according to the Ridgefield code is as follows:

The purpose of the community business zone (CCB) is to provide location for a wide variety of business activities, such as convenience and comparison retail, personal services for local needs, and to allow for limited higher-intensity residential opportunities as part of mixed use developments.

(Ridgefield Code of Ordinances, 18.230.010)

The community business zone represents the middle-tier in terms of intensity and traffic generation, between the neighborhood business zone (CNB) and the regional business zone (CRB). It allows for a wide range of retail and office uses, as well as some lodging and institutional uses. The code text allows for “limited higher-intensity residential opportunities,” though the only residential uses allowed are boarding house (conditional) and community residential facilities (limitations) (18.230.020).

SUITABILITY FOR COMMERCIAL USE

The general location of the subject site in the Pioneer Street corridor is highly suitable for commercial use given the exposure to resident traffic, including dedicated shopping traffic to existing commercial centers south of the subject site. However, the north portion of the site is hampered by significant downward slope, which reduces visibility from Pioneer Street. Though some slope can be mitigated with grading, fill, and retaining walls, we would expect the magnitude of the mitigation needed on the subject site to render development infeasible. Sloping lots are generally avoided by retailers, as they do not accommodate an orderly site layout with convenient, shared parking and good visibility to and between stores. Moreover, sloping parking lots reduce customer visits and make the use of shopping carts difficult. We therefore regard the sloping north portion of site to be unsuitable for retail use.

Lodging and institutional uses are also unlikely to be feasible on the north portion of the subject site. These buildings generally have large footprints and extensive parking, which again would require costly site work to create adequately large level lots. Smaller office buildings not occupied by population-serving firms could in theory be accommodated on a sloping site, though these are rare except in larger cities, and have been out of favor since the COVID pandemic due to more work-from-home arrangements (see Section VII).

PROPOSED MIXED-USE OVERLAY

RIDGEFIELD MIXED-USE OVERLAY (RMUO)

The proposed mixed-use overlay (RMUO) has the following purpose according to the Ridgefield code:

The RMUO is intended to create mixed-use nodes to implement the subarea plans for Pioneer and 45th and the Ridgefield Junction by:

- 1. Providing flexible development opportunities by allowing an optional mix of commercial, residential, and office uses.*
- 2. Creating vibrant, livable, and attractive communities through sustainable design, distinct architecture and site design that respond to the site context.*
- 3. Creating walkable communities with connections within and between sites.*
- 4. Promoting sensitive treatment of environmental features including critical areas and vegetation.*
- 5. Creating and maintaining usable open spaces for the enjoyment of residents, patrons, employees and the public, that connect to natural features on and off site.*



6. *Managing transitions between uses on sites and neighboring properties to avoid conflicts between potentially incompatible uses.*

(Ridgefield Code of Ordinances, 18.230.010)

SUITABILITY FOR MIXED USE AND THE RMUO OVERLAY

As the subject site is located at the Royle Road/Pioneer Street intersection, within the Pioneer and 45th sub-area, mixed-use development on the site would meet the objective of RMUO by contributing to establish a mixed-use node at this intersection. It is also consistent with Housing Policy HO-3 in the Comprehensive Plan, which states that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors.”

The suitability for a mix of uses that includes residential around this intersection is already proven by the residential projects within the Pioneer and 45th sub-area. The rapid absorption of residential units at the two recent apartment projects, as well as their subsequent occupancy and pricing, indicate strong multi-family demand in this area (see Section VI).

Residential uses can more easily be accommodated on sloping lots than commercial uses. In general, steep slopes can only accommodate small buildings at low density, while more moderate slope can accommodate larger buildings and higher density. Though the slope usually adds to development costs, it also has the potential to generate residential pricing premiums due to the additional views. In this case, the site has views of a greenbelt/wetlands area, which makes it particularly marketable from a residential standpoint.

We regard multi-family use to be particularly suitable for the subject site. Multi-family residents generally place higher value on access to commercial amenities and public transit than single-family residents, who generally place greater value on privacy and quietness. The subject site provides walking access to a wide range of commercial amenities, and will thus contribute to the pedestrian vitality of the mixed-use node (in line with points 2 and 3 in the RMUO code text). The proximity to public transit is likely to increase transit ridership while also reducing the need for two cars among local households. Moreover, multi-family use represents a good transition between commercial uses along Pioneer Road and the existing residential community to the west of the subject site (point 6).



V. GROWTH CONTEXT

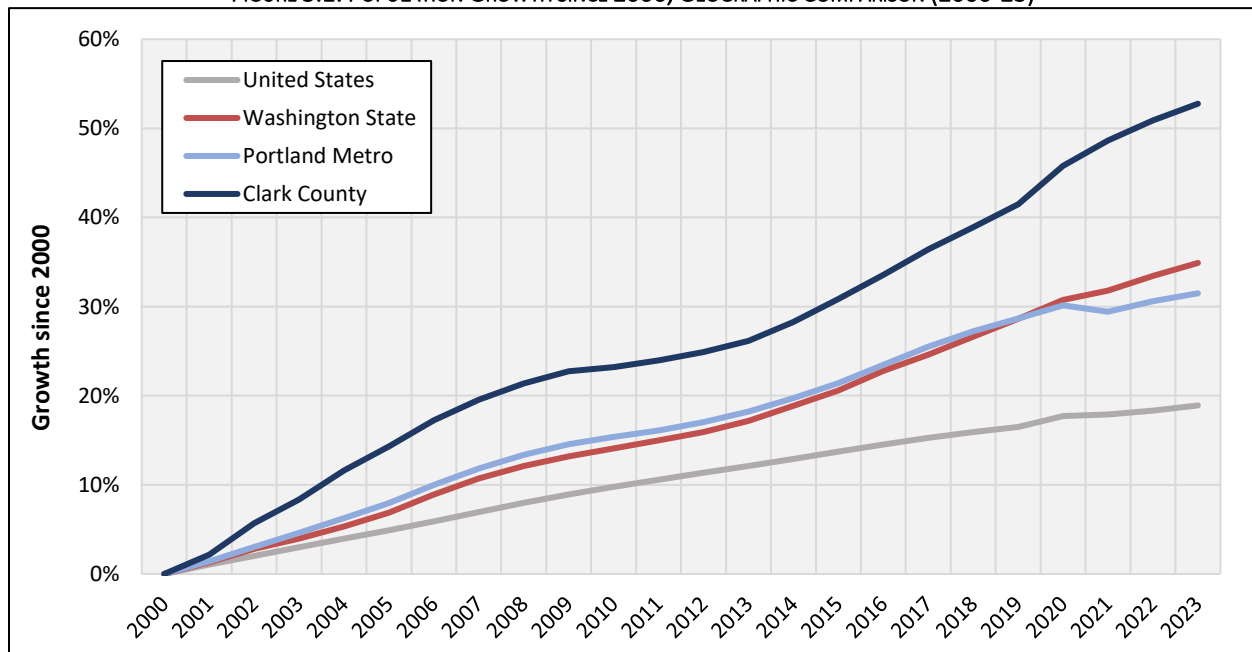
CLARK COUNTY

POPULATION GROWTH

As of the most recent estimate, 527,000 people live in Clark County, representing 21% of the Portland Metro population. The county has been the fastest growing county in the Portland Metro Area over the past 30 years, with an increase of 97%, compared to 44% in the remainder of the region. Over the past 10 years, the increase has been 21%, compared to 9% in other parts of the region. The outsized growth can largely be attributed to less restrictive land use policies and lower tax rates – both the lack of a state income tax and the relatively low property and business taxes locally. Quality of life considerations have also factored into the population growth, including housing affordability, good schools, and outdoor recreation opportunities. More recently, the county has also benefitted from an outflow from the Portland area due to social unrest, crime, and responses to COVID-19. The average annual population growth in Clark County has been 9,600 per year over the past five years and 9,200 per year over the past 10 years.

Clark County has seen a shift in the local economy over the past decade, as large office firms have relocated to the county – partly due to the tax structure. This has resulted in an increasing share of high-wage, white-collar jobs. The new workers have provided support for more upscale amenities, which in turn have increased the county's appeal to a broader demographic, including affluent households from Portland.

FIGURE 5.1: POPULATION GROWTH SINCE 2000, GEOGRAPHIC COMPARISON (2000-23)



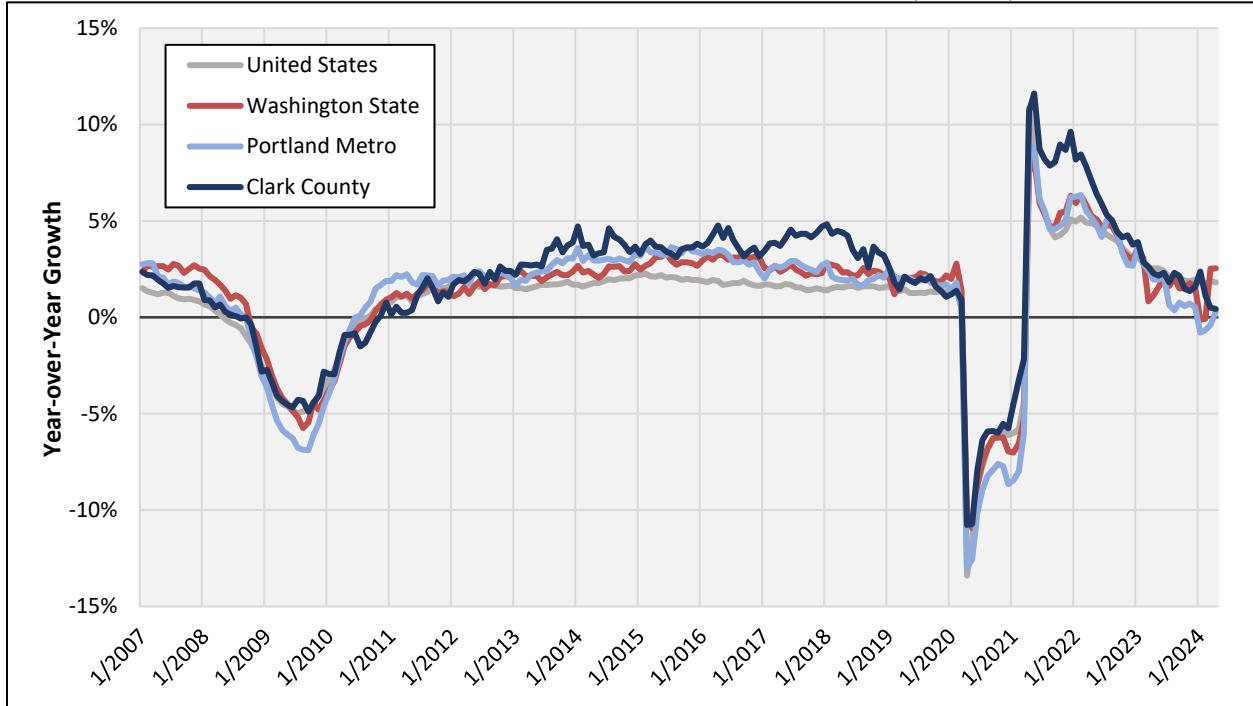
SOURCE: PSU Population Research Center, WA Office of Financial Management, JOHNSON ECONOMICS

EMPLOYMENT GROWTH

Clark County has outperformed the region and nation in terms of employment growth since 2013. The county saw less of a hit from COVID-19 than the Portland Metro Area, partly reflecting smaller hotel and restaurant industries, but also due to strong in-migration during the pandemic. The jobs lost in Clark County early in the pandemic were regained more than a year before the Portland Metro Area recaptured its losses.



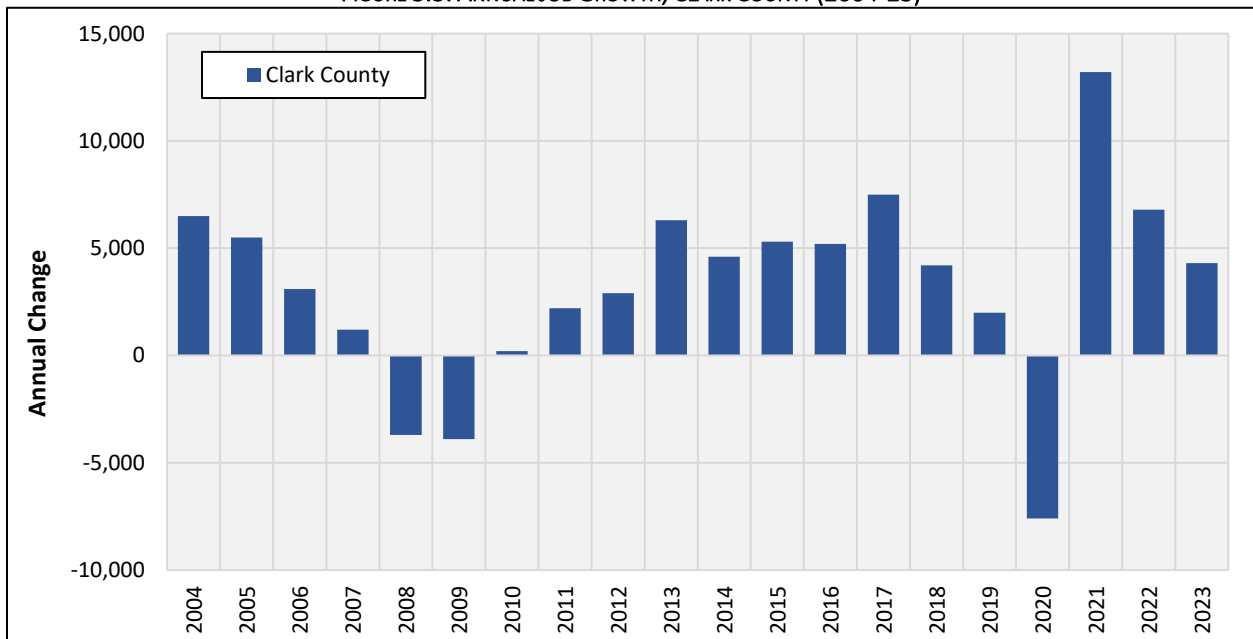
FIGURE 5.2: YEAR-OVER-YEAR JOB GROWTH, GEOGRAPHIC COMPARISON (2007-24)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

On an annual basis, Clark County added roughly 5,000 jobs per year over most of the past decade. The peak was in 2017, when the county gained 7,500 jobs. Gains in 2021-22 were almost three times the losses incurred in 2020, as the county experienced a residential demand boost driven by the pandemic and social issues in Portland. However, high mortgage rates put a brake on the demand for new housing in 2023, resulting in slower job growth.

FIGURE 5.3: ANNUAL JOB GROWTH, CLARK COUNTY (2004-23)



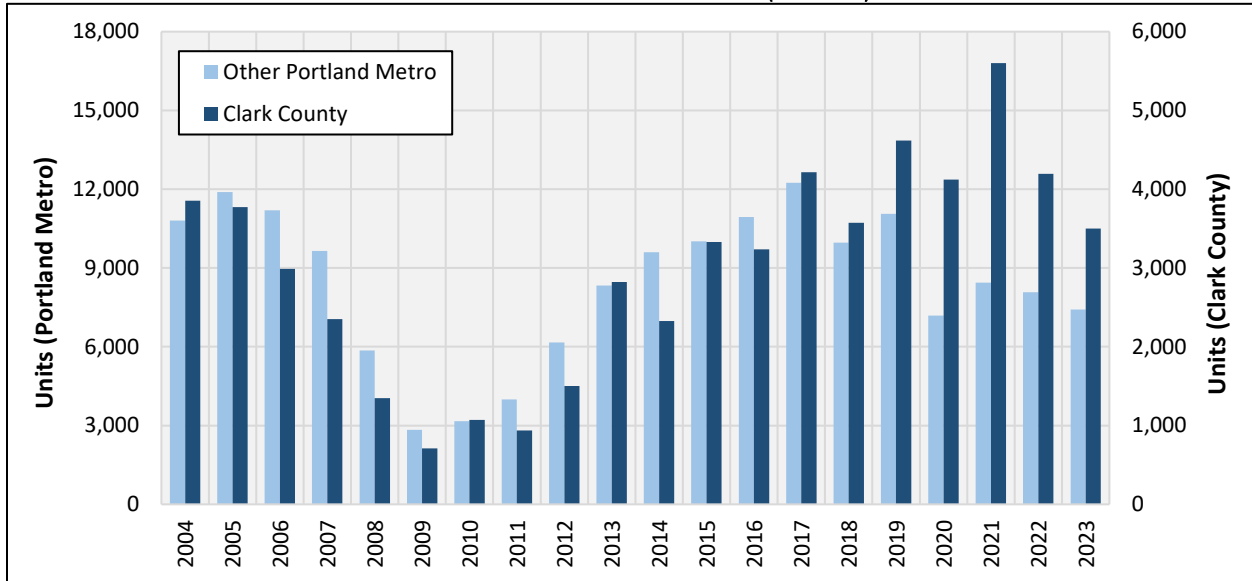
SOURCE: Washington Employment Security Department, JOHNSON ECONOMICS



HOUSING CONSTRUCTION

Given the strong population and employment growth, Clark County has seen increasing housing demand in recent years. Developers and homebuilders have responded with more supply. While other parts of the Portland Metro Area peaked in 2017, Clark County's housing production continued to increase until 2021, when 5,600 units were permitted. Higher mortgage rates slowed the construction pace in 2022 and 2023, but the production level is still high in a historical context, with 3,500 units permitted in 2023.

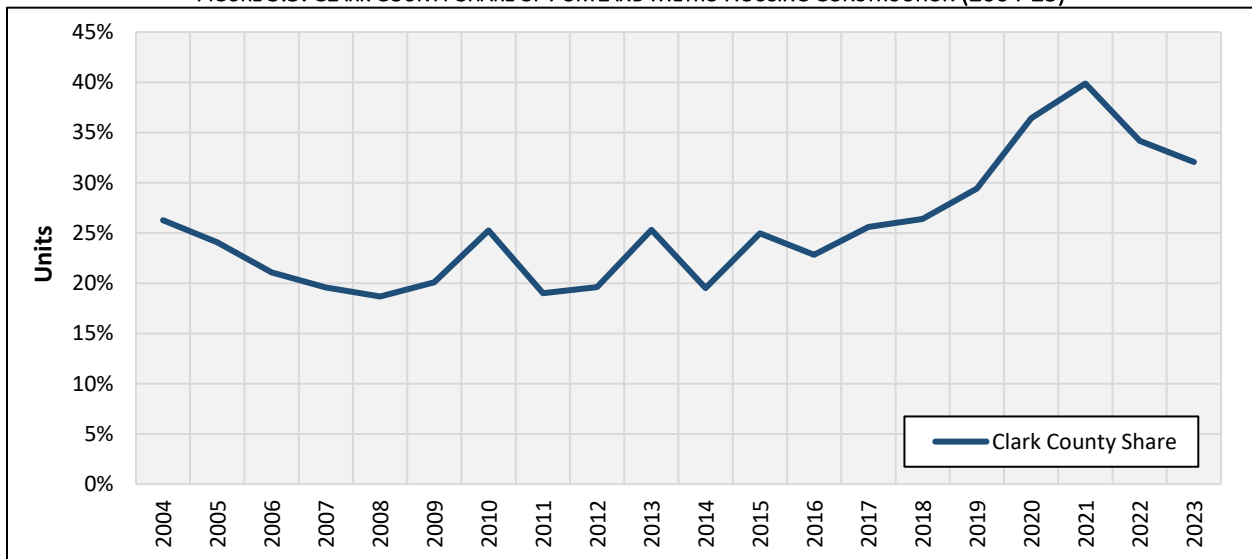
FIGURE 5.4: PERMITTED HOUSING UNITS (2004-23)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

As the regional growth has shifted to Clark County, the county's share of the regional housing production has increased, from a low of 19% in 2011 to a high of 40% in 2021. The share fell to 32% in 2023, reflecting the impact of high mortgage rates on single-family construction in particular.

FIGURE 5.5: CLARK COUNTY SHARE OF PORTLAND METRO HOUSING CONSTRUCTION (2004-23)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

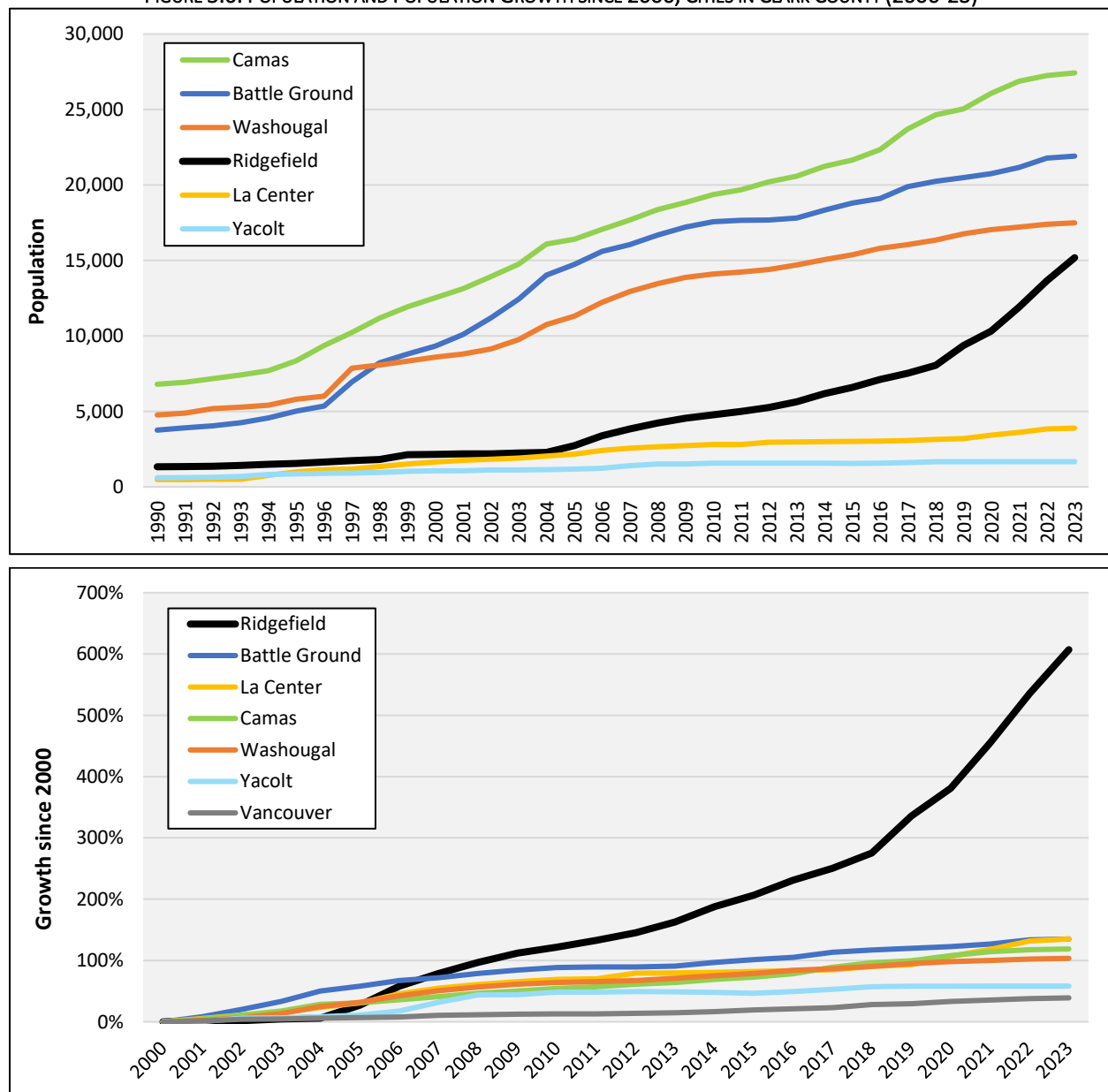


RIDGEFIELD

POPULATION GROWTH

The rapid growth of Clark County over the last decades has absorbed large amounts of residential land. The southern part of the county, close to Portland and the Columbia River, was built out first – especially areas accessible via the three freeways (SR-14, I-5, I-205). As the supply of accessible land in the south has dwindled, development has shifted to the north, particularly to the Orchards area and the I-5 corridor – including Ridgefield. Ridgefield’s population has nearly tripled over the past 10 years and totals 15,180 as of 2023. The average growth rate over the 10-year period was 10.4% per year. All the other cities in the county have averaged less than 3.0% annual growth over this period. As a percentage of total county growth, Ridgefield’s share has increased from around 8% 10 years ago to 24% in 2023.

FIGURE 5.6: POPULATION AND POPULATION GROWTH SINCE 2000, CITIES IN CLARK COUNTY (2000-23)



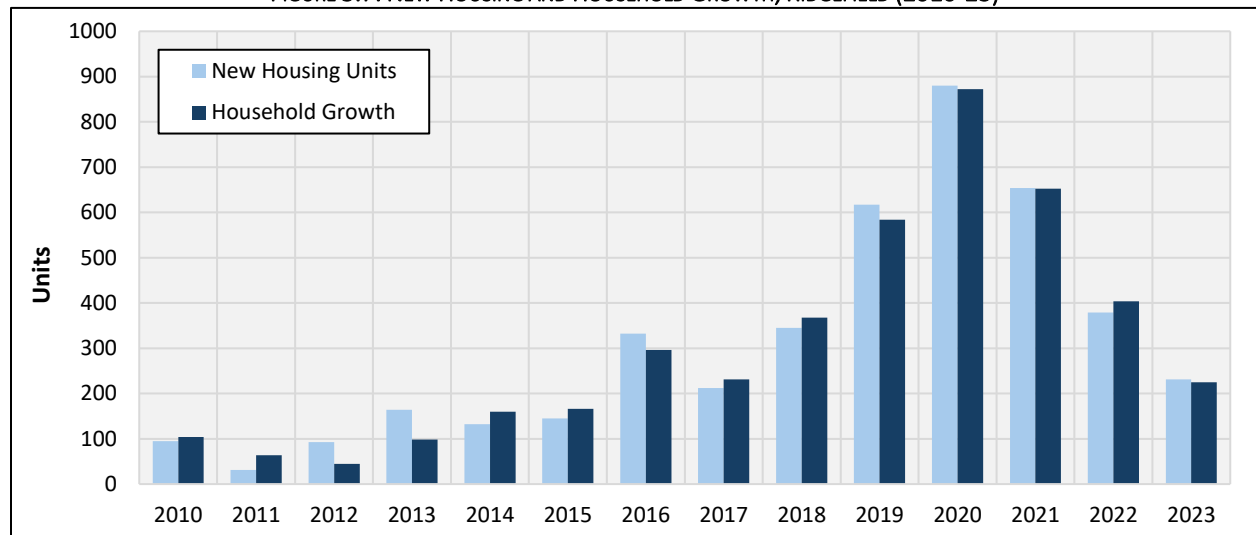
SOURCE: WA Office of Financial Management, JOHNSON ECONOMICS



HOUSING CONSTRUCTION AND HOUSEHOLD GROWTH

Housing construction in Ridgefield has mirrored the population growth, exhibiting strong growth over the past decade. The construction pace increased from a low of 31 new units in 2011 to a high of 880 units in 2020, according to assessor data. The pace fell to 231 units by 2023, reflecting the market impact of high mortgage rates. By applying vacancy rates in Ridgefield from the Census Bureau to the total housing inventory, we can estimate the number of households and the annual household growth in the city. The household growth has closely matched the housing inventory growth, peaking at 870 in 2020. Over the past five years, the city added 2,740 households, or 550 households per year on average. This represents an average growth rate of 13.9% per year.

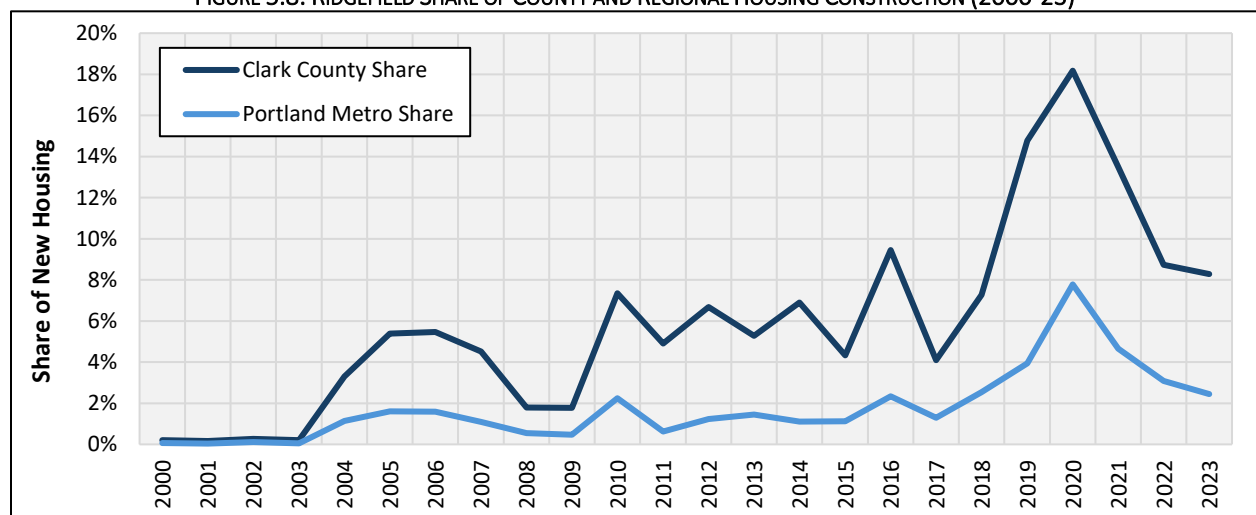
FIGURE 5.7: NEW HOUSING AND HOUSEHOLD GROWTH, RIDGEFIELD (2010-23)



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

Ridgefield's share of the county's housing production has increased as the growth has shifted northward. Ridgefield represented less than 0.1% of the county's new housing early in the 2000s and around 6.0% in the early 2010s. The rate rose to 18.2% by 2020, before falling back to 8.3% by 2023. Over the past five years, the total share is 13.2%. As a percent of Portland Metro housing production, Ridgefield's rate was 4.4% in 2023, after peaking at 7.8% in 2020.

FIGURE 5.8: RIDGEFIELD SHARE OF COUNTY AND REGIONAL HOUSING CONSTRUCTION (2000-23)



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

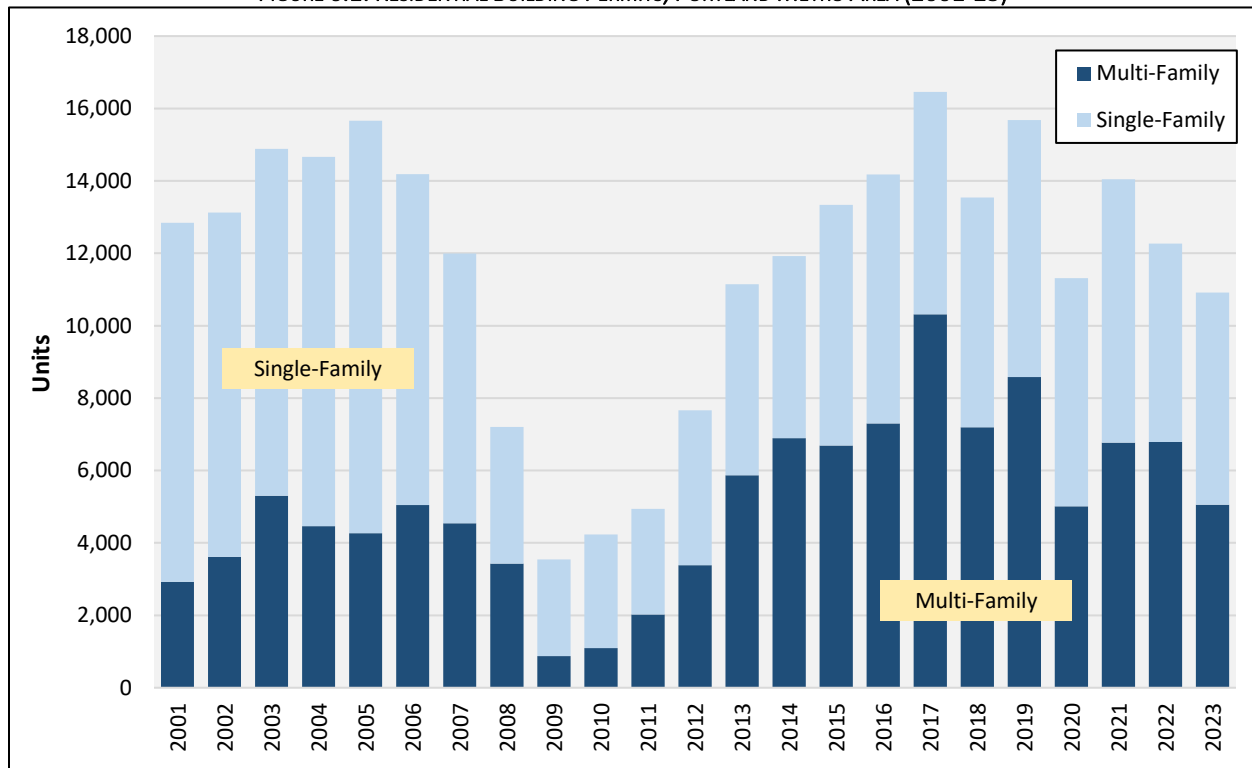


VI. MULTI-FAMILY TRENDS

HOUSING SHIFT

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements and larger downpayments for homebuyers. This affected young households disproportionately. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for downpayments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction from single- to multi-family units. Regionally, multi-family units have represented 53% of the regional housing production over the past 10 years. Nearly all of these were rental apartments. This compares to 32% during the 2000s, when a large share of the multi-family units were condominiums.

FIGURE 6.1: RESIDENTIAL BUILDING PERMITS, PORTLAND METRO AREA (2001-23)

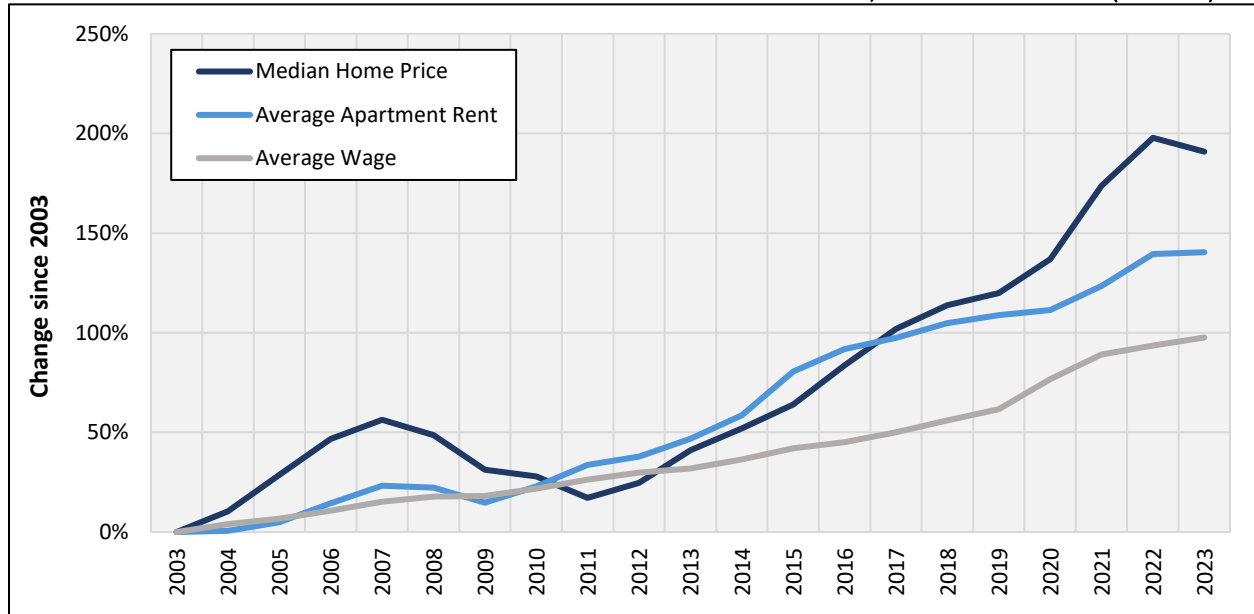


SOURCE: U.S. Census Bureau, HUD, JOHNSON ECONOMICS

Another factor that along with the stricter mortgage requirements has served to shut out a large number of prospective homebuyers from the ownership market is the rapid price increases in this market. This is a nationwide trend, driven by underproduction. In the Portland Metro Area, the median home price nearly tripled over the past 20 years (+191%), while the average wage level “only” doubled (+98%). The average apartment rent increased 140%, and thus became more affordable relative to ownership housing (mostly single-family), though all housing became less affordable relative to wage levels. See chart on the next page.



FIGURE 6.2: CHANGE IN MEDIAN HOME PRICE VS. AVERAGE APARTMENT RENT AND WAGE, PORTLAND METRO AREA (2003-23)



SOURCE: RMLS, RealPage, CoStar, Oregon Employment Department, JOHNSON ECONOMICS

Because of the reduced affordability, single-family ownership housing is increasingly becoming a high-income housing option. The following census data, which is so far only available for the 2007-21 period, shows the number of households in single-family ownership housing in the Portland Metro Area. Nearly all the growth in this segment since 2007 has come among households earning more than \$150,000 annually. There has been declines among households earning between \$35,000 and \$100,000.

FIGURE 6.3: HOUSEHOLDS IN SINGLE-FAMILY OWNERSHIP HOUSING BY INCOME, PORTLAND METRO AREA (2007-21)

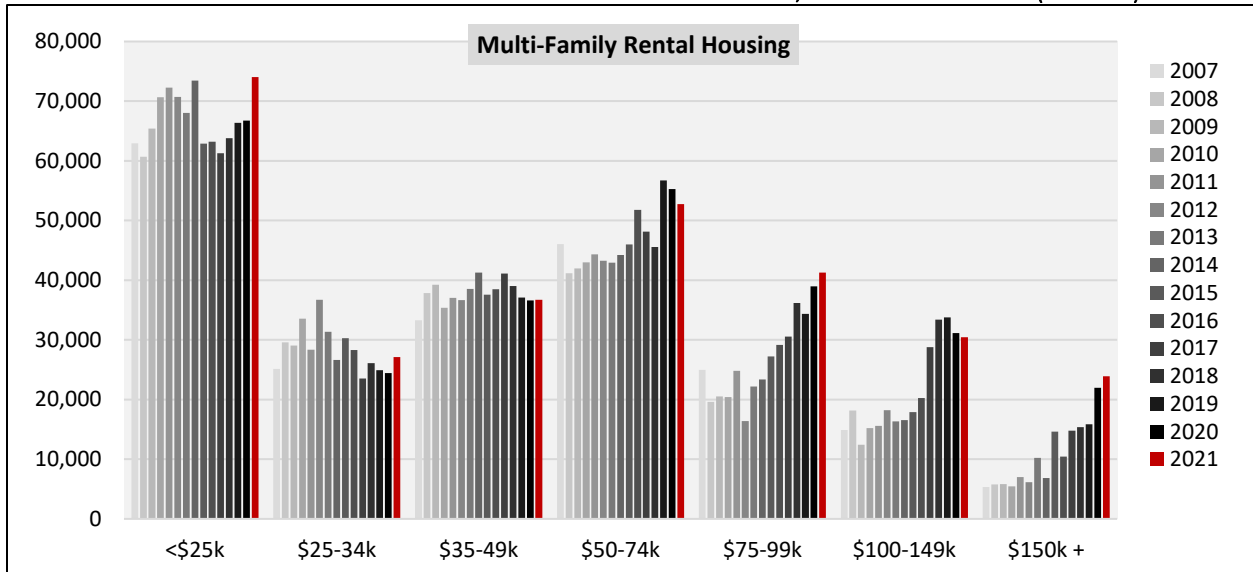


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



Because of their relative affordability, rental apartments have accommodated most of the recent growth among middle-income households (\$50,000-100,000). However, rental apartments have also seen an increase among higher-income households, partly due to luxury apartments taking over for condominiums, which have become difficult for developers to finance. The implications of the changing housing patterns are particularly acute for communities reliant on low- and middle-wage labor, which typically see either a shortage of workers or an increase in commuter traffic.

FIGURE 6.4: HOUSEHOLDS IN MULTI-FAMILY RENTAL HOUSING BY INCOME, PORTLAND METRO AREA (2007-21)

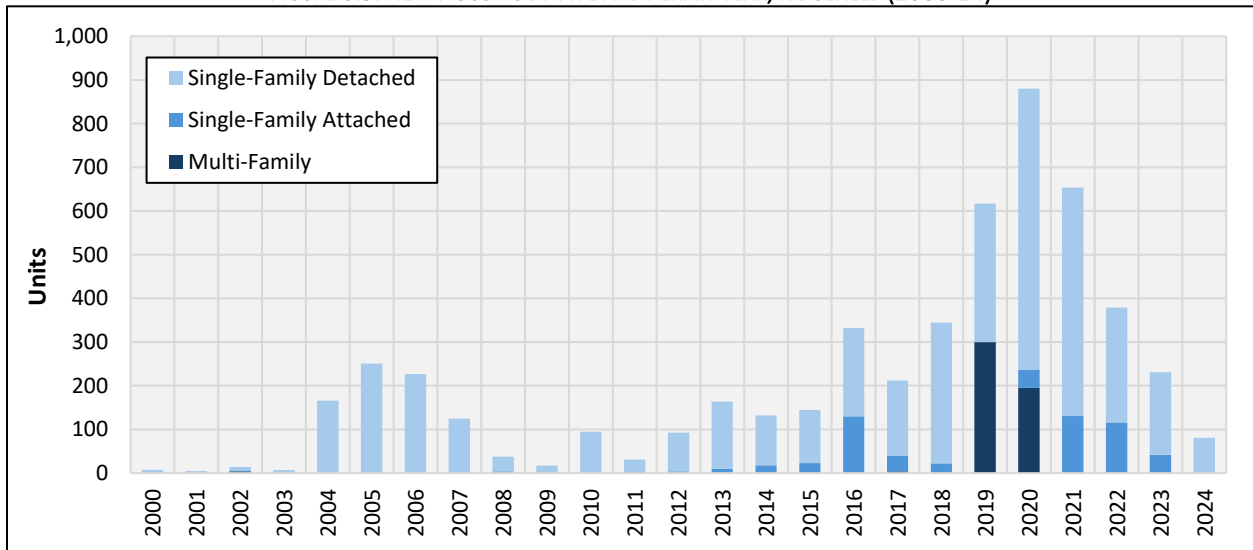


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

MULTI-FAMILY HOUSING IN RIDGEFIELD

New housing in Ridgefield over the past two decades has primarily been single-family housing. Only two major multi-family projects have been completed over this period: Acero Ridgefield and Legacy Trails – completed over the 2019-21 period. Additionally, the Crossing has provided rental townhomes (single-family attached) over the 2021-23 period.

FIGURE 6.5: NEW HOUSING BY TYPE AND PERMIT YEAR, RIDGEFIELD (2000-24)



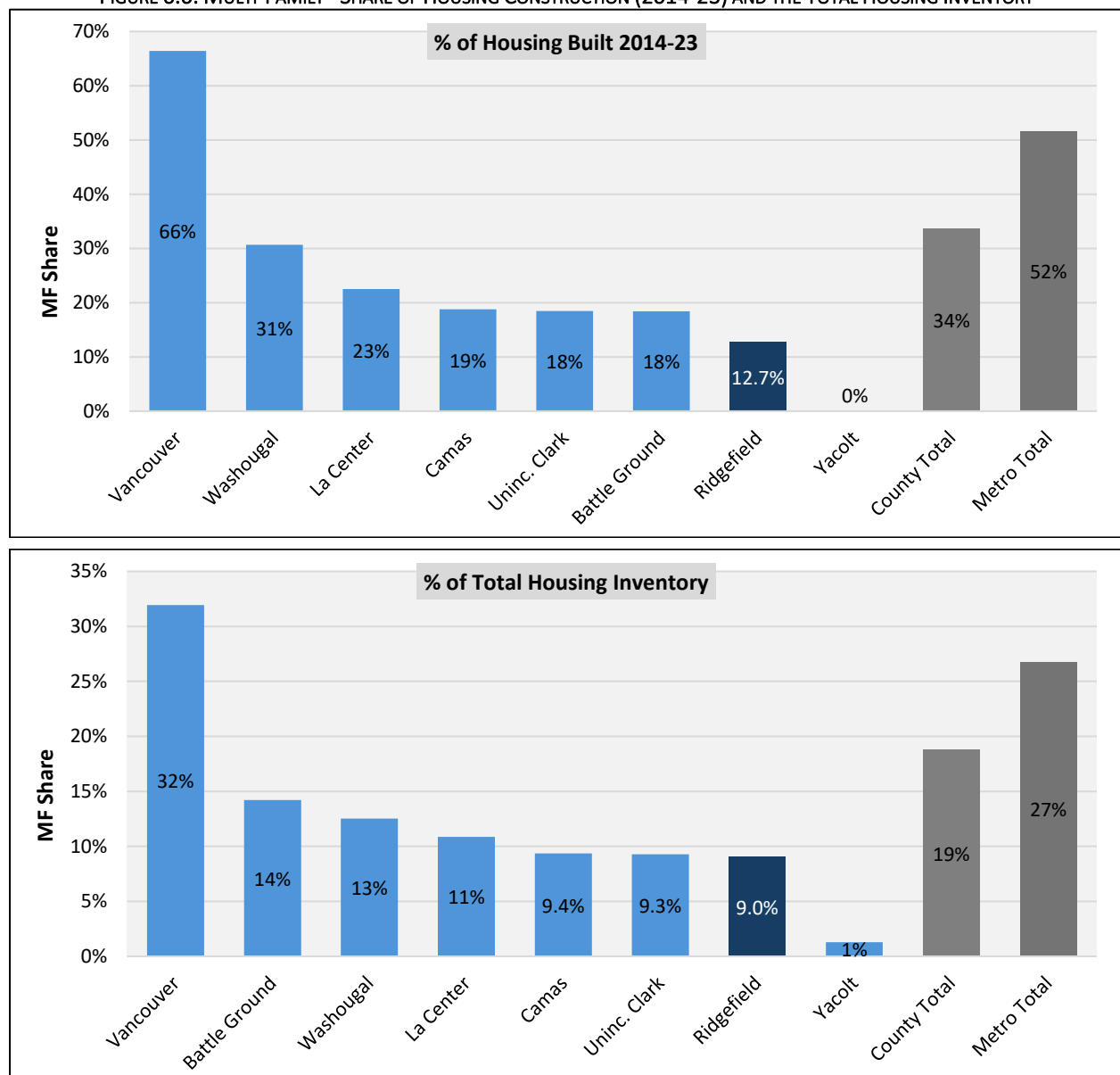
SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



Ridgefield's rate of multi-family construction is well below most other cities in Clark County. Even if we limit the time period to the last 10 years, only 12.7% of the new housing has been multi-family. This is roughly half of the stated target in the Comprehensive Plan (25%). In comparison, the countywide multi-family share is 34% over this period. The only city with a smaller multi-family share is Yacolt (0%). Apart from Vancouver, which has a 66% multi-family share, the other cities in the county (and the unincorporated area) have produced 18-31% multi-family housing over the 2014-23 period. Note that condominiums are not included in this count of multi-family units.

If we include all housing regardless of construction year, Ridgefield's multi-family share is only 9%. This is roughly on par with Camas and the unincorporated county, but below the other cities except for Yacolt (1%). The countywide share is 19%, while Vancouver has the largest share at 32%. The regional share is 27%.

FIGURE 6.6: MULTI-FAMILY* SHARE OF HOUSING CONSTRUCTION (2014-23) AND THE TOTAL HOUSING INVENTORY



* Housing units categorized as "apartments" by the Clark County Assessor's Office.

SOURCE: Clark County, JOHNSON ECONOMICS



MULTI-FAMILY MARKET TRENDS

Historical multi-family market data is limited in Ridgefield, as the vast majority of the city's multi-family inventory are in the two projects completed over the 2019-21 period, Acero Ridgefield and Legacy Trails. However, the two properties have been a success from a market standpoint, and suggest potential for additional supply in the city.

Together, Acero Ridgefield and Legacy Trails provided 495 units that were fully absorbed by the market in roughly two-and-half years, at an average rate of 190 units per year. This included periods without any available units between the completion of buildings. Acero Ridgefield leased all its 300 units in roughly one year, according to management.

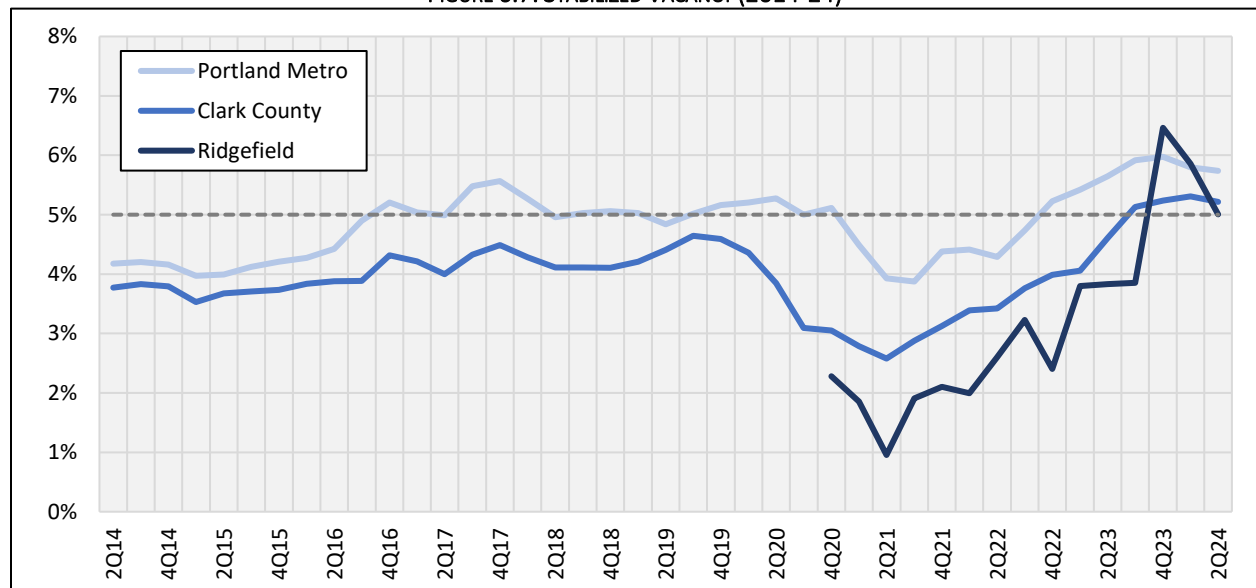
Both these properties have operated at low vacancy rates since lease-up, while maintaining rent levels on par with similar projects in parts of the suburban Clark County. When surveyed by Johnson Economics in mid-2022, the two properties had a combined vacancy rate of 0.2%. They currently have a vacancy rate of 2.4%. Both these rates are well below the 5.0% rate that typically represents a balanced market in terms of supply and demand, indicating that additional supply could have been provided without oversaturating the market.

RENT AND VACANCY

Broader trends in Clark County and the Portland Metro Area reflect a market that has softened over the past two years after a demand surge during COVID. The latter was in part fueled by households having more money to spend on housing due to savings and stimulus checks during the first part of COVID. Inflation reduced the spending power from 2022 onwards. Higher interest rates also caused a slowdown in homebuilding, which is a major economic driver in Clark County. This led to reduced economic growth and less in-migration. Combined with an increase in apartment supply, this led to increasing vacancy rates.

Vacancy data from CoStar indicates that Ridgefield's stabilized vacancy rate (does not include new units in lease-up) has generally been lower than the county and regional rates since complete lease-up of Acero Ridgefield, though following a similar trajectory. Note that CoStar's data is in part based on available units listed online, which usually include units with future availability that are not yet vacant. Thus, these rates tend to exaggerate vacancy to some extent. Our own surveys of Acero Ridgefield and Legacy Trails have indicated lower vacancy in Ridgefield.

FIGURE 6.7: STABILIZED VACANCY (2014-24)



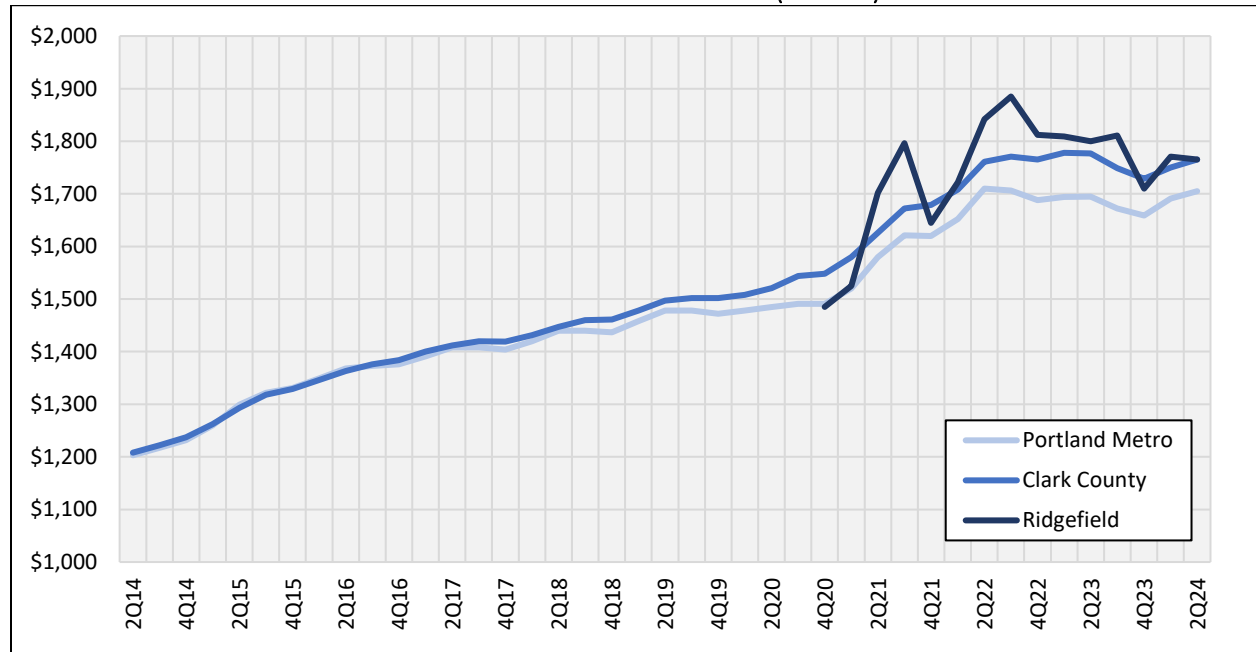
SOURCE: CoStar



RENT TRENDS

Rents in Ridgefield have generally followed the county trajectory, though with wider short-term fluctuations due to the limited sample size in Ridgefield. Our own surveys have indicated that rent levels at Acero Ridgefield and Legacy Trails have been on par with similar projects in other parts of the suburban Clark County. Typically, communities that are further from the regional center tend to exhibit lower rent levels. The rents observed in Ridgefield thus indicate additional pricing pressure from relative undersupply.

FIGURE 6.8: AVERAGE APARTMENT RENTS (2014-24)



SOURCE: CoStar

MULTI-FAMILY DEVELOPMENT PIPELINE

According to the Ridgefield Planning Department, the only multi-family project in the development pipeline within the city is Kirkland's senior living project under construction south of Pioneer Street and east of S 65th Avenue. The project includes 148 units reserved for seniors.



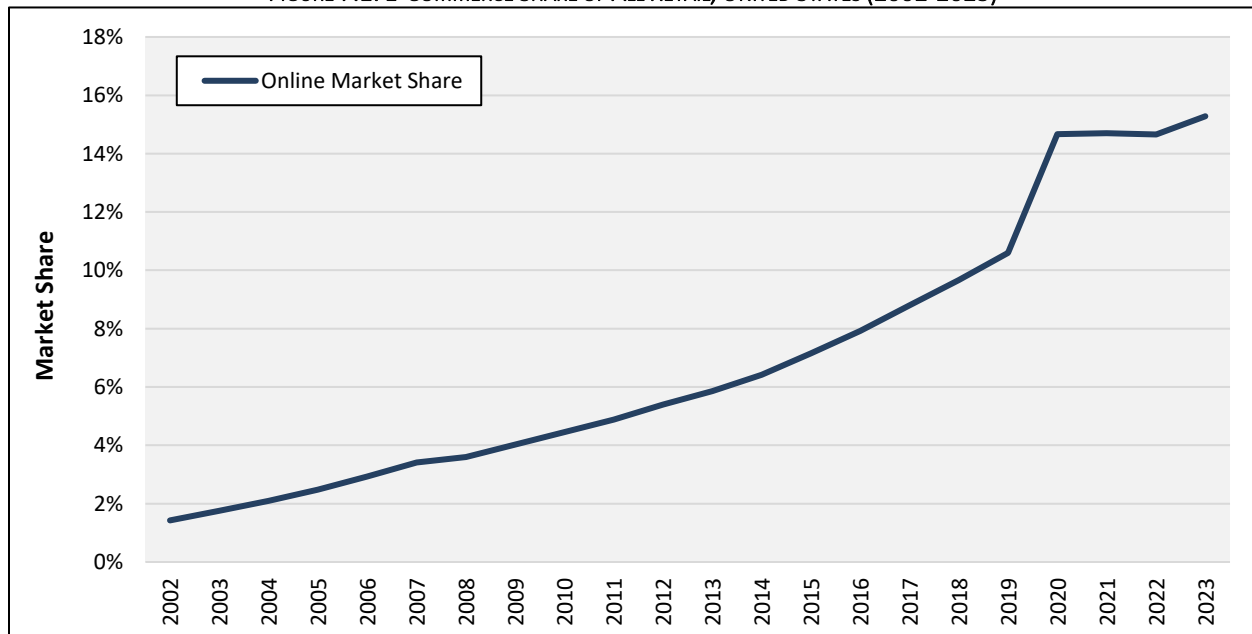
VII. COMMERCIAL MARKET TRENDS

RETAIL TRENDS

BROAD TRENDS

The commercial real estate market has undergone dramatic changes over the past decade. Within the retail segment, the shift to online shopping has reduced the need for brick-and-mortar space, especially from retailers selling physical goods. Pre-COVID, online retailing accounted for around 10% of all retail spending – after gaining roughly one percentage point per year over the last few years. During COVID, the online market share jumped to 15%, and the growth continued above this level in 2023. As of 1Q24, the share was 15.9%. In general, the retailers that have remained competitive in physical stores are those with the highest per-square-foot sales. This has led to more efficient space use overall and lower space needs, resulting in weaker space demand than indicated purely by the shift in market share.

FIGURE 7.1: E-COMMERCE SHARE OF ALL RETAIL, UNITED STATES (2002-2023)



SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

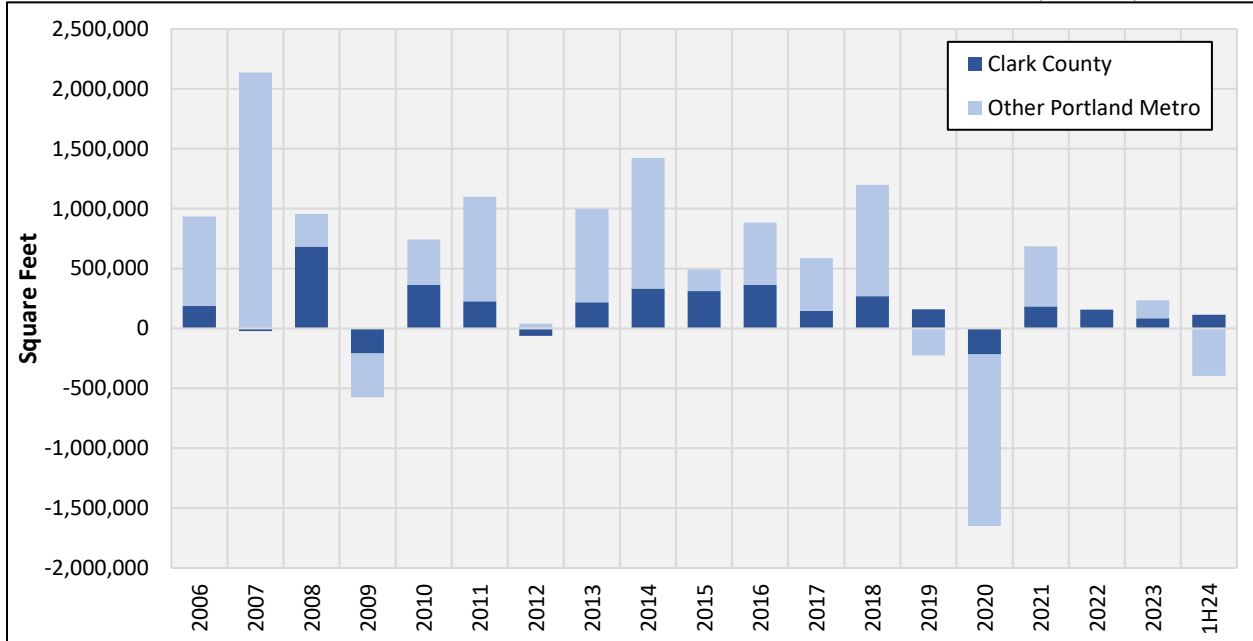
An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee shops, healthcare providers, beauty salons, and financial advisors. This has led to increased demand for smaller spaces while demand for large spaces has declined due to online competition. Over the past decade, only one-fifth of the net absorption of retail space has been driven by physical goods retailers, as service providers and eating/drinking places have dominated.

HISTORICAL RETAIL SPACE ABSORPTION

The recent weakness in the retail market has been evident in the Portland Metro Area as well, though Clark County has held up relatively well due to the strong population growth. Regionally, the net change in occupancy (net absorption) went from an average of nearly 900,000 square feet per year over the 2014-18 period to 7,000 square feet per year over the 2019-23 period (see chart next page). In Clark County, the change was less precipitous, but still dramatic from an average of 280,000 square feet per year to 70,000 square feet per year over these two periods.



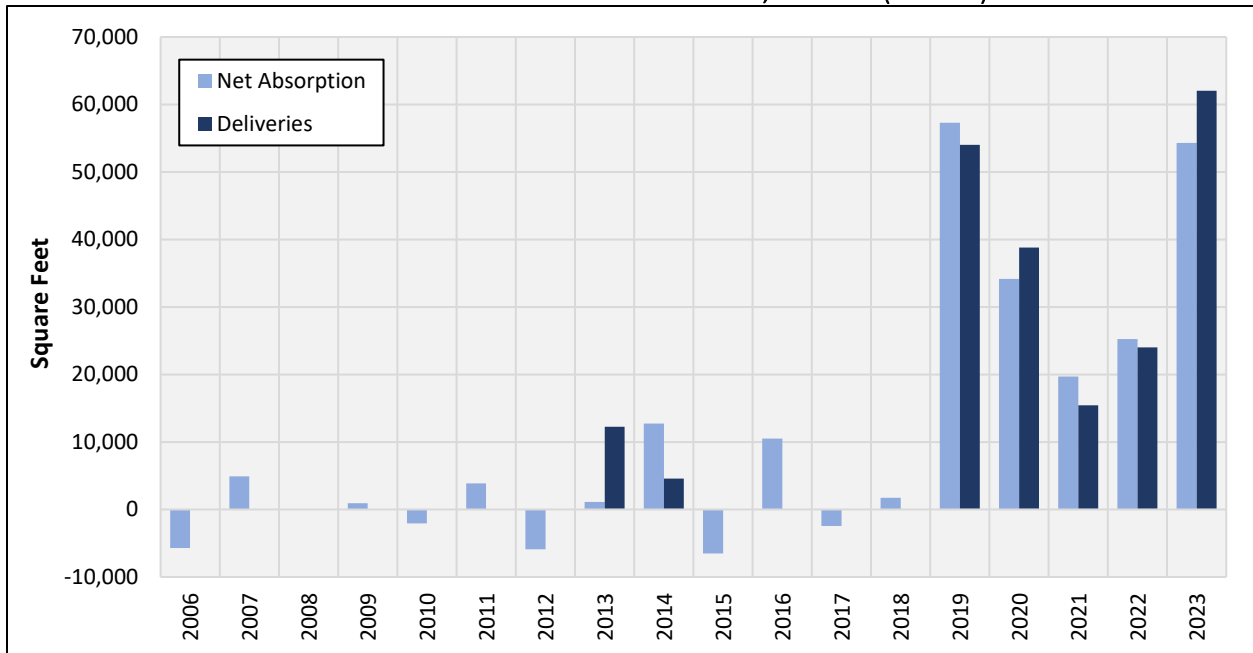
FIGURE 7.2: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CLARK COUNTY AND PORTLAND METRO (2006-24)



SOURCE: CoStar

Ridgefield's retail market saw limited activity prior to the opening of the Rosauers grocery store at Discovery Ridge in late 2019. Net absorption in the prior 10 years was only 14,000 square feet, or 1,400 square feet annually. The grocery store (54,000 SF) boosted the absorption to 57,000 square feet in 2019. Other buildings that have later opened around the grocery store and at the Junction have accommodated additional absorption, for an average of 33,000 square feet annually.

FIGURE 7.3: RETAIL DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-23)



SOURCE: CoStar, JOHNSON ECONOMICS

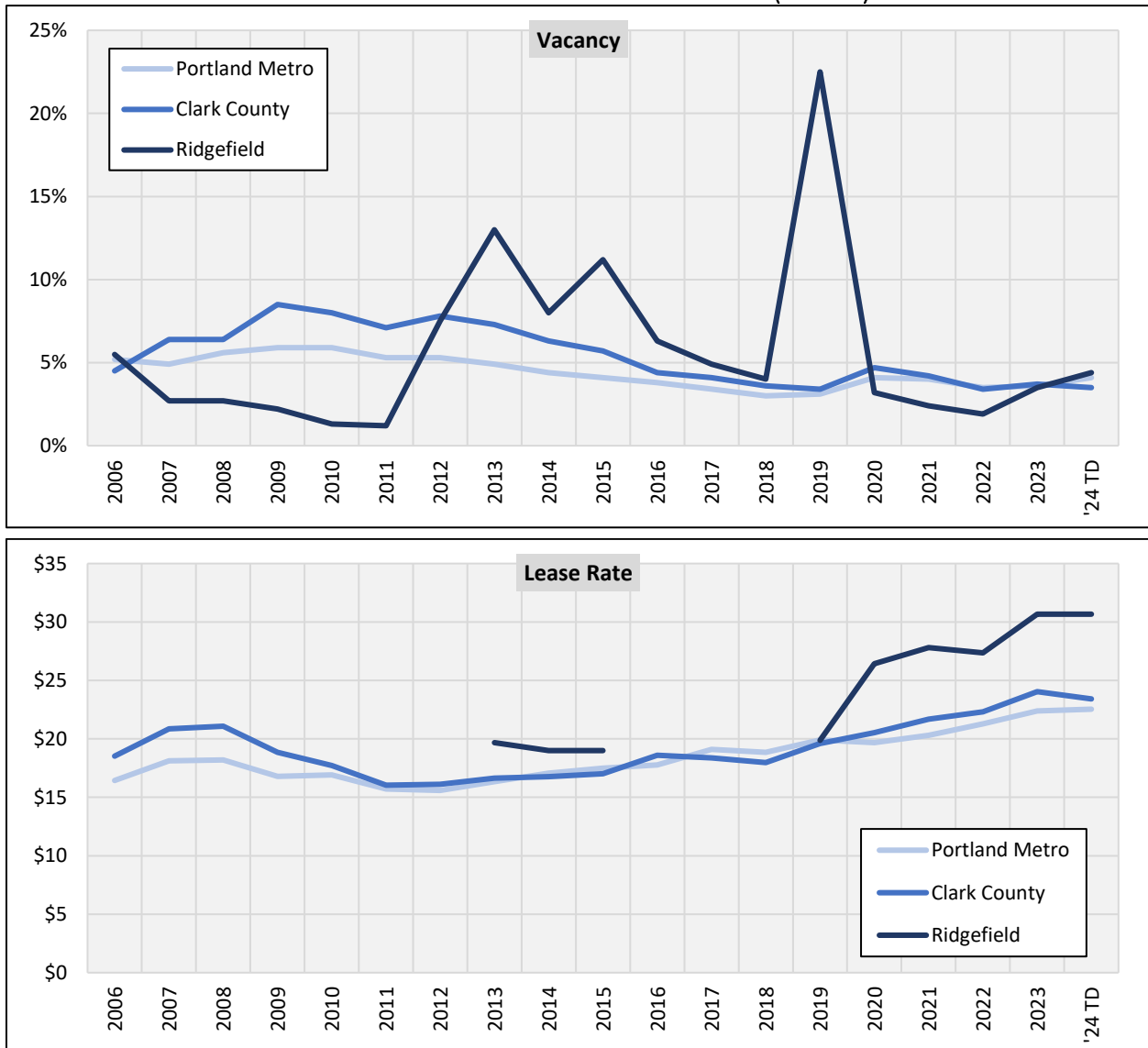


VACANCY AND LEASE RATES

The small size of the Ridgefield market leads to wide fluctuations in the vacancy rate when spaces are vacated or become occupied. The vacancy rate was high in the mid-2010s, but trended lower toward the county and regional rate toward the end of the decade, but spiked as Discovery Ridge was built. From 2020 onwards, the rate has been low, ranging between 1.9% and 4.4%.

Historical asking lease rates in Ridgefield are only available for parts of the last 10 years and vary widely depending on the space listed at any given time. The reported average was just under \$20 in the mid-2010s. Around the opening of Discovery Ridge, the average jumped to over \$26, reflecting that the new space now made up the majority of all listed space. The average rate has continued to climb and crossed \$30 in late 2023. This is well above county and regional averages, which represent older space on average. The county and regional trends have reflected a gradual increase since 2012. The average annual increase over the past five years is 6.0% in the county and 3.5% regionally. Inflation over this period averaged 4.1% annually.

FIGURE 7.4: RETAIL VACANCY AND AVERAGE ASKING RATE (2006-24)



SOURCE: CoStar, JOHNSON ECONOMICS

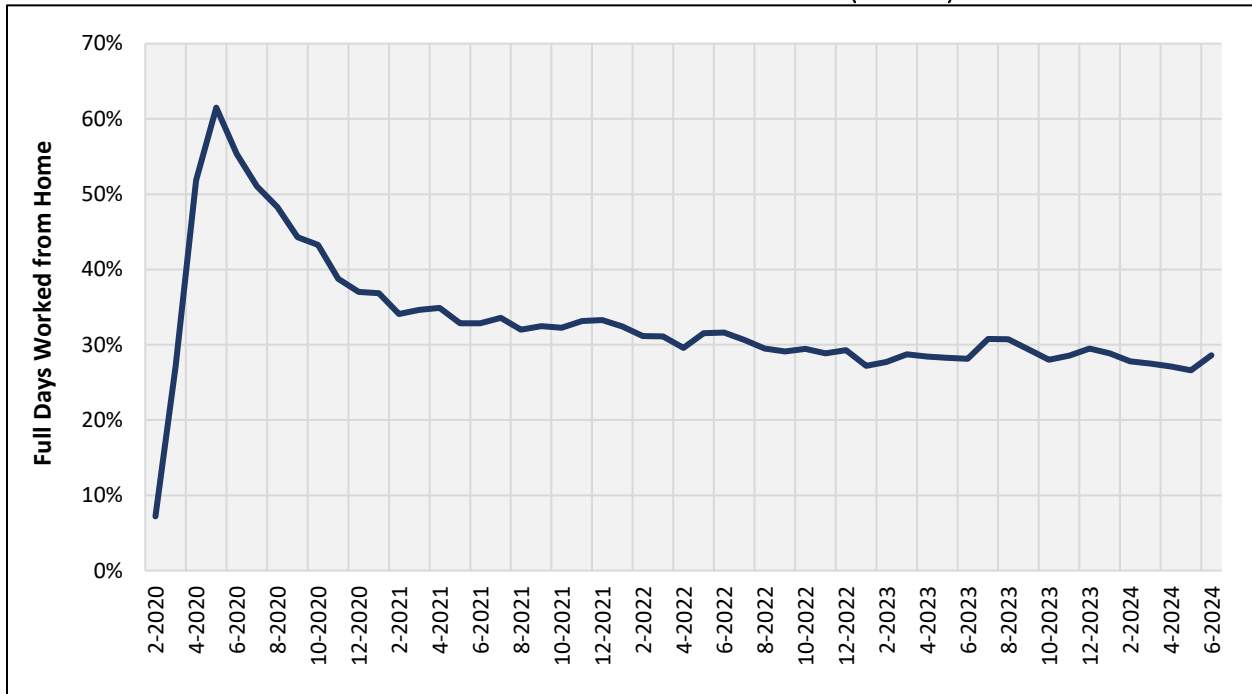


OFFICE TRENDS

BROAD TRENDS

Within the office segment, there was already a declining trend in space utilization during the past decade, reflecting the increasing use of open floor plans without individual offices. COVID-19 led to further reductions as many workers began to work from home. Though many of these returned to the office as the pandemic subsided, relatively high rates of remote work have continued, as systems are now in place and many workers show a preference for this arrangement. Nationally, the share of full days worked from home appears to have stabilized at just under 30%.

FIGURE 7.5: PERCENT OF FULL DAYS WORKED FROM HOME (2020-24)



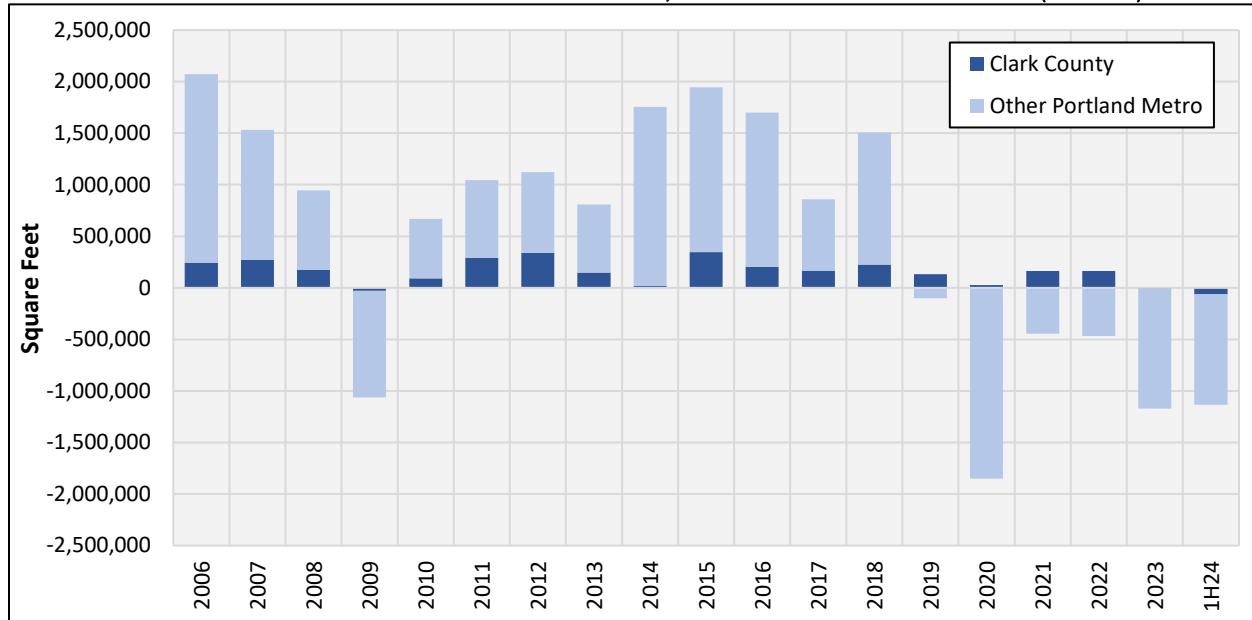
SOURCE: Google, WFH Research, JOHNSON ECONOMICS

HISTORICAL OFFICE SPACE ABSORPTION

The work-from-home trend has had a dramatic impact on office leasing in the Portland Metro Area, which has also been affected by persistent issues in Downtown Portland. Net absorption of office space went from an average of nearly 1.6 million square feet per year over the 2014-18 period to -700,000 square feet per year over the 2019-23 period. And over the first half of 2024, 1.1 million square feet have been vacated on the net. Clark County avoided negative absorption until 2023 (-90,000 SF over the past 18 months), but saw a marked slowdown in absorption, from an average of 190,000 square feet per year over the 2014-18 period to 90,000 per year over the past five years. 90% of the net absorption has taken place in Vancouver, especially in Downtown and in East Vancouver.



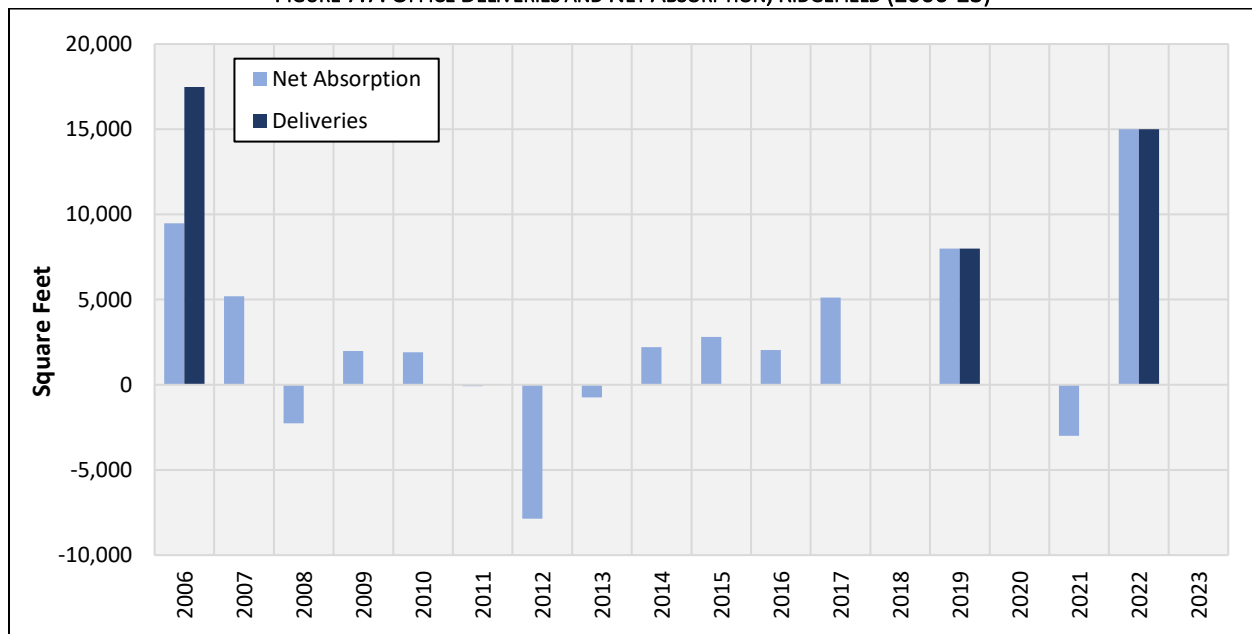
FIGURE 7.6: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CLARK COUNTY AND PORTLAND METRO (2006-24)



SOURCE: CoStar

Ridgefield's office market is limited in size, totaling 71,000 square feet, according to CoStar. This includes medical clinics and other private owner-use buildings, but not public and specialty-use buildings or second-story space in retail buildings. Only three office buildings have been built in Ridgefield over the past two decades: Heron Gate (2006), the Vancouver Clinic (2019), and the Port building (2023). Most of the absorption has taken place in these buildings. Average annual absorption over the past 10 years is 3,200 square feet, not including the negative net absorption (loss of occupancy) of 5,700 square feet over the first half of 2024.

FIGURE 7.7: OFFICE DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-23)



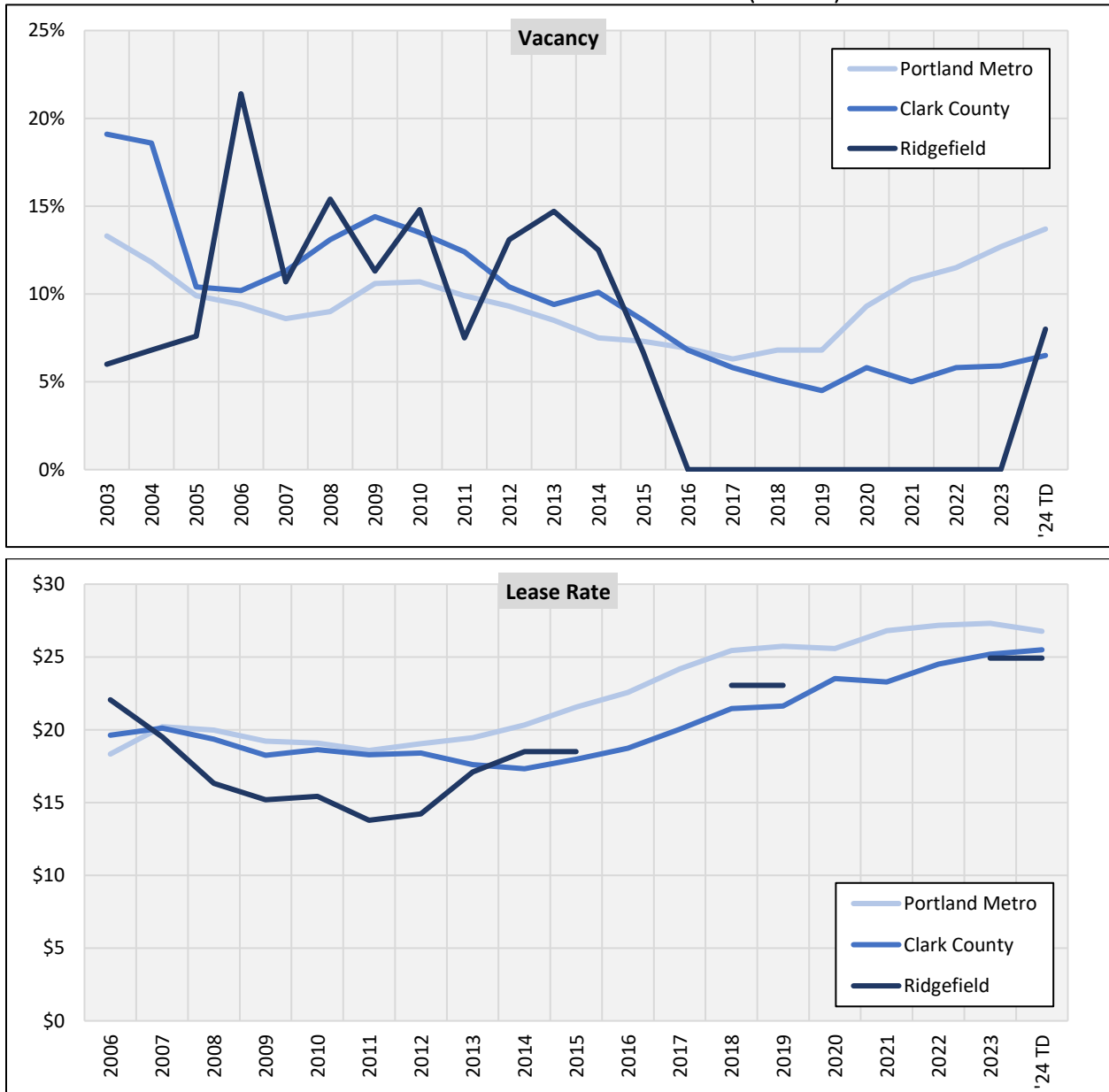
SOURCE: CoStar, JOHNSON ECONOMICS



As in the retail market, the vacancy rate fluctuates considerably in Ridgefield as tenants move in or out, due to the small size of the market. However, the rate has generally fluctuated around the county rate, though it fell to 0% over the 2016-23 period, according to CoStar. As of mid-2024, the rate is 8.0%, after a recent tenant move-out. This is higher than the county rate (6.5%), but well below the regional rate (13.7%), which is affected by excessive vacancy in Central Portland.

Asking lease rates in Ridgefield were on average a bit lower than the county average in the wake of the 2008-09 recession, which brought the rapid expansion of the city to a halt as homebuilding stalled. However, the average has been on par with the county average when space has been available over the past 10 years. The current average asking rate is \$24.92, compared to \$25.49 in Clark County and \$26.77 in Portland Metro.

FIGURE 7.8: OFFICE VACANCY AND AVERAGE ASKING RATE (2006-24)



SOURCE: CoStar, JOHNSON ECONOMICS



COMMERCIAL DEVELOPMENT PIPELINE

There is a large amount of commercial space in the development pipeline in Ridgefield. We are tracking 11 projects with a total of 540,000 square feet. Five projects with a total of 200,000 square feet are under construction, including a 160,000-square-foot Costco store. Another 340,000 square feet have been proposed to city staff, including several multi-phase projects that may be built over an extended period. The vast majority of the space is single-story retail space. To our knowledge, no multi-story office buildings have been proposed.

FIGURE 7.9: COMMERCIAL DEVELOPMENT PIPELINE, RIDGEFIELD

#	Name	Address	Entitlement	Status	Delivery	Bldgs	Tot. SF
1	Mtn. View Dental, IQ Credit U.	5284 Pioneer St	Permitted	U.C.	2024	2	11,507
2	Chevron Expansion	5801 Pioneer St	Permitted	U.C.	2024+	2	6,500
3	Holsinger Mixed Use	536 S Royle Rd	Permitted	U.C.	2024+	1	17,160
4	Kirkland Senior gr.fl. com.	6625 Pioneer St	Permitted	U.C.	2025	1	5,500
5	Costco	Pioneer Canyon Dr	Permitted	U.C.	2025	1	160,526
6	Pioneer Village bldg. 13,15,16	37 S 45th Ave	LU Approval	Proposed	2025+	3	41,200
7	Tri-Mountain Station	109 S 65th Ave	LU Approval	Proposed	2025+	9	104,580
8	7-Eleven, Chase	68 N Royle Rd	LU Review	Proposed	2025	2	8,082
9	Discovery Ridge 2a, 3b	S 48th Place	LU Review	Proposed	2025+	6	28,634
10	Union Ridge Town Center	Pioneer Canyon Dr	LU Review	Proposed	2025+	14	111,085
11	Ridgefield Gateway	5500 Pioneer St	LU Review	Proposed	2025+	6	48,028
Total							542,802

SOURCE: City of Ridgefield, CoStar, JOHNSON ECONOMICS



VIII. HOUSING NEED FORECAST

METHODOLOGY

In this section we estimate the growth in housing need in Ridgefield over the next five years (year-end 2023 to year-end 2028). The forecast begins with a countywide population forecast, which is converted into household growth using recent population-to-household ratios. We then estimate Ridgefield's share of the household growth based on recent capture trends, and then convert the household growth into housing need by housing type based on the current and projected demographic composition of the city's household base.

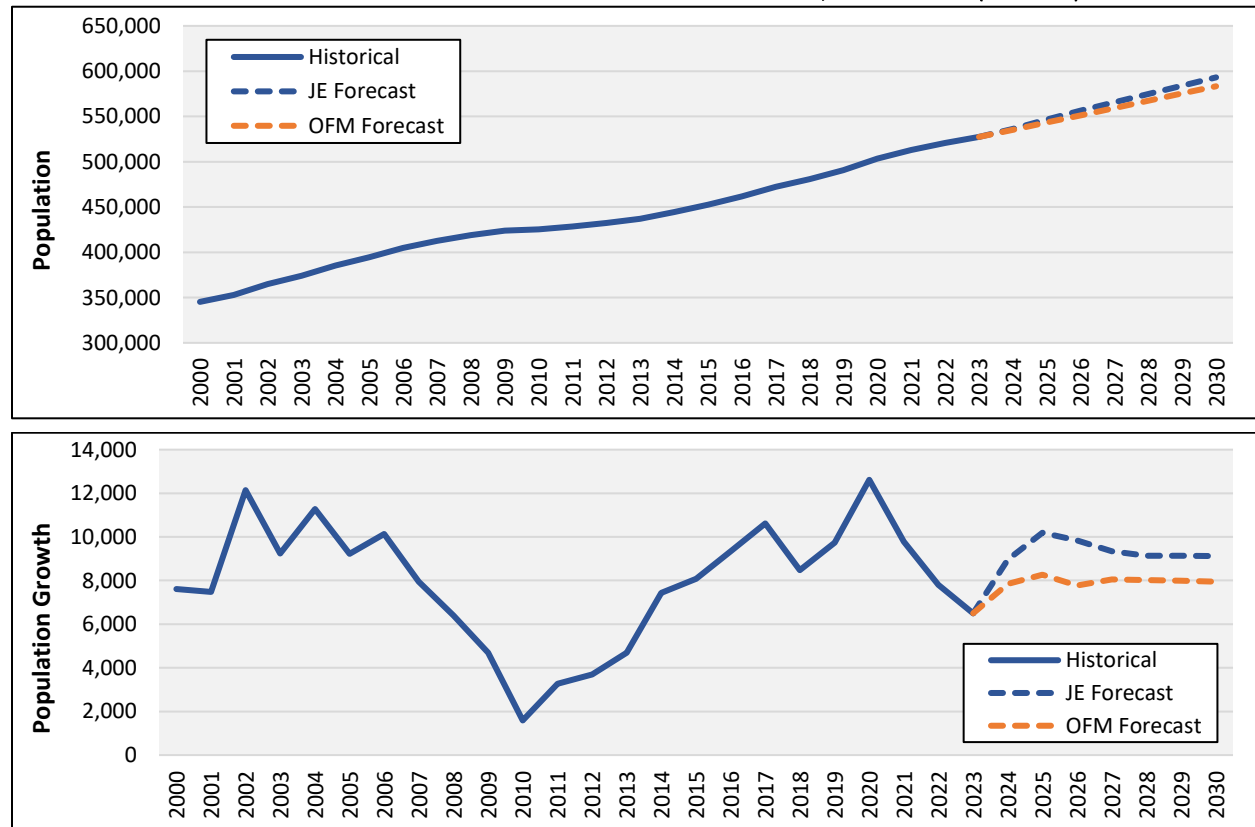
HOUSEHOLD GROWTH

CLARK COUNTY POPULATION FORECAST

Official forecasts by the Washington Office of Financial Management (OFM) indicate that Clark County will add 56,000 residents by 2030, for an average of 8,000 per year. The OFM forecasts tend to be conservative in nature, and have generally underestimated Clark County's growth in the past. As mentioned in Section V, Clark County has averaged 9,200 new residents per year over the past 10 years and 9,600 per year over the past five years. The current forecast does not fully reflect the county's momentum in terms of expanding employment opportunities and amenities, which have enabled the county to capture an increasing share of the region's growth in recent years.

Johnson Economics develops its own population forecasts for Clark County. These take into account anticipated job growth and residential development, as well as recent growth trends. They also take into account the impact on in-migration of the current high mortgage rates, as well as the pent-up demand expected to be released as mortgage rates normalize. Our current forecast indicates growth of 66,000 residents by 2030, or 9,400 per year on average.

FIGURE 8.1: TOTAL POPULATION AND ANNUAL POPULATION GROWTH, CLARK COUNTY (2000-30)



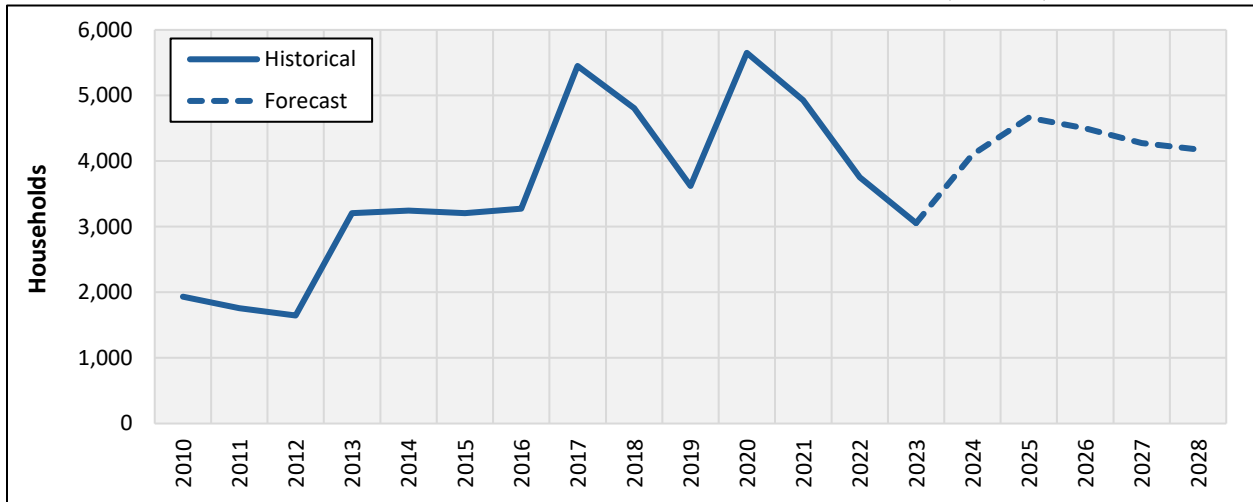
SOURCE: WA OFM, JOHNSON ECONOMICS



CLARK COUNTY HOUSEHOLD FORECAST

The population forecast is converted to household forecast using the marginal average household size from the past five years (2.19). Applying this to the population forecast indicates annual household growth of 4,100 to 4,700 new units per year over the next five years. Historical household growth is estimated by applying vacancy rates in Clark County (census estimates) to the total housing inventory in each year (assessor data).

FIGURE 8.2: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, CLARK COUNTY (2010-28)

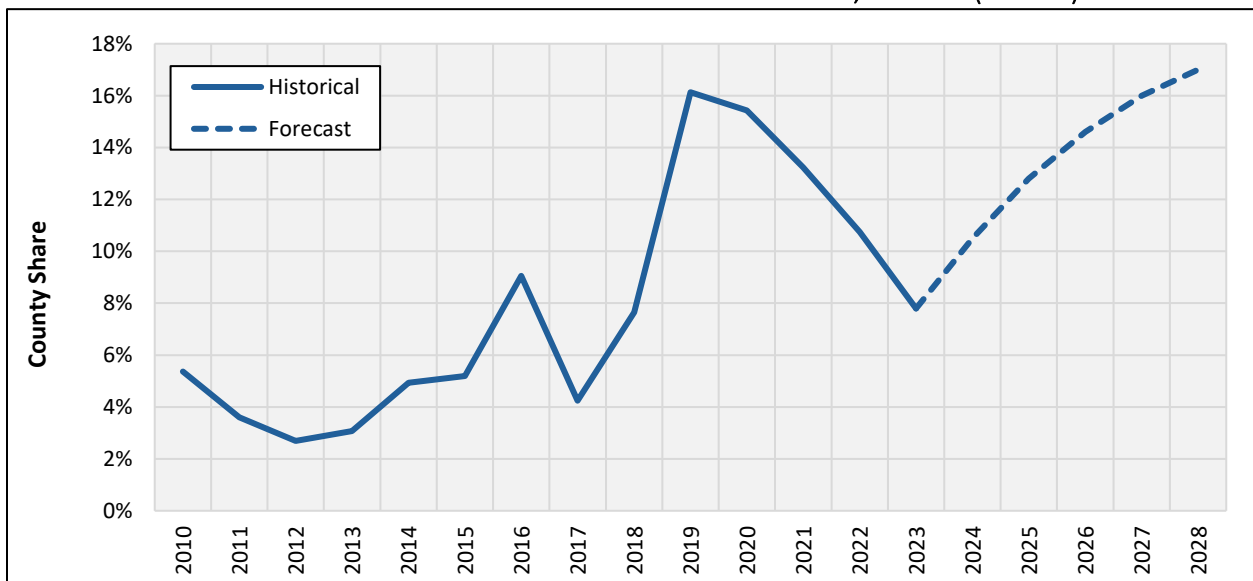


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

RIDGEFIELD HOUSEHOLD FORECAST

Given the ongoing shift in land development and homebuilding to the northern part of Clark County and the I-5 corridor, we assume that Ridgefield's share of the countywide household growth will trend higher over the next years. The following chart displays our assumptions through 2028, indicating an increase toward 17%. For the five-year forecast period as a whole, the share is 14.2%, which compares to a share of 13.1% over the past five years.

FIGURE 8.3: HISTORICAL AND PROJECTED SHARE OF HOUSEHOLD GROWTH, RIDGEFIELD (2010-28)

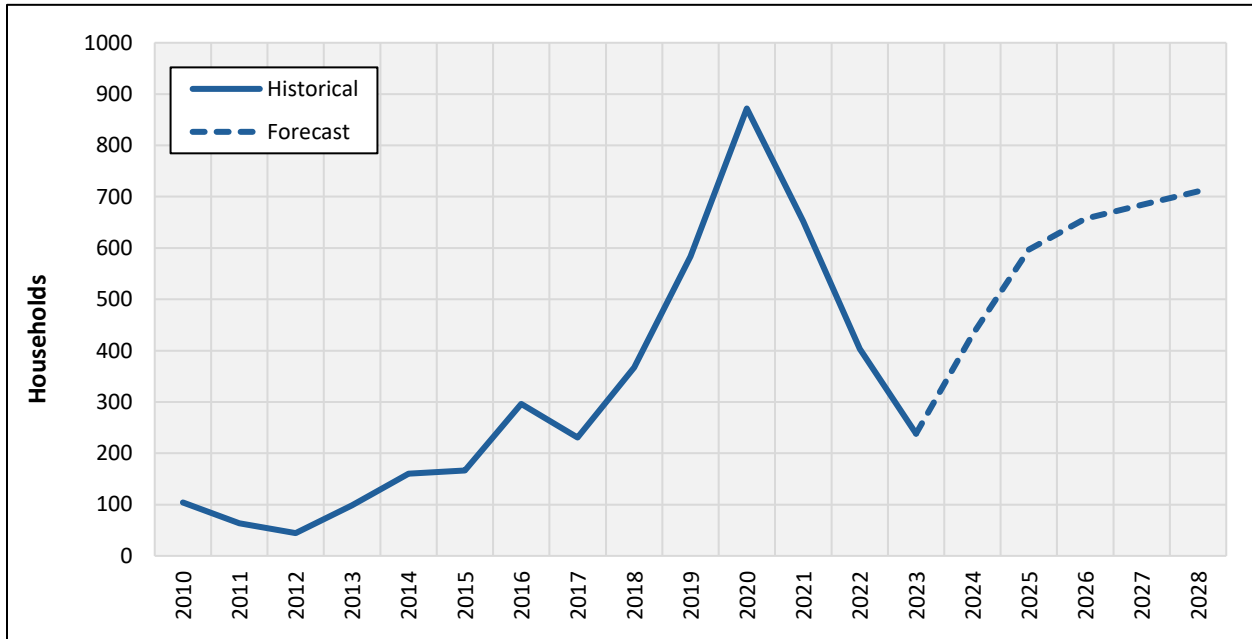


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS



This results in the following household forecast for Ridgefield. The estimates range from 430 to 710 units per year, for a total of 3,100 units over the five years and an average of 620 units per year. This represents an annual growth rate of 9.0%, which compares to 13.9% average annual growth over the past five years.

FIGURE 8.4: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, RIDGEFIELD (2010-28)



SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

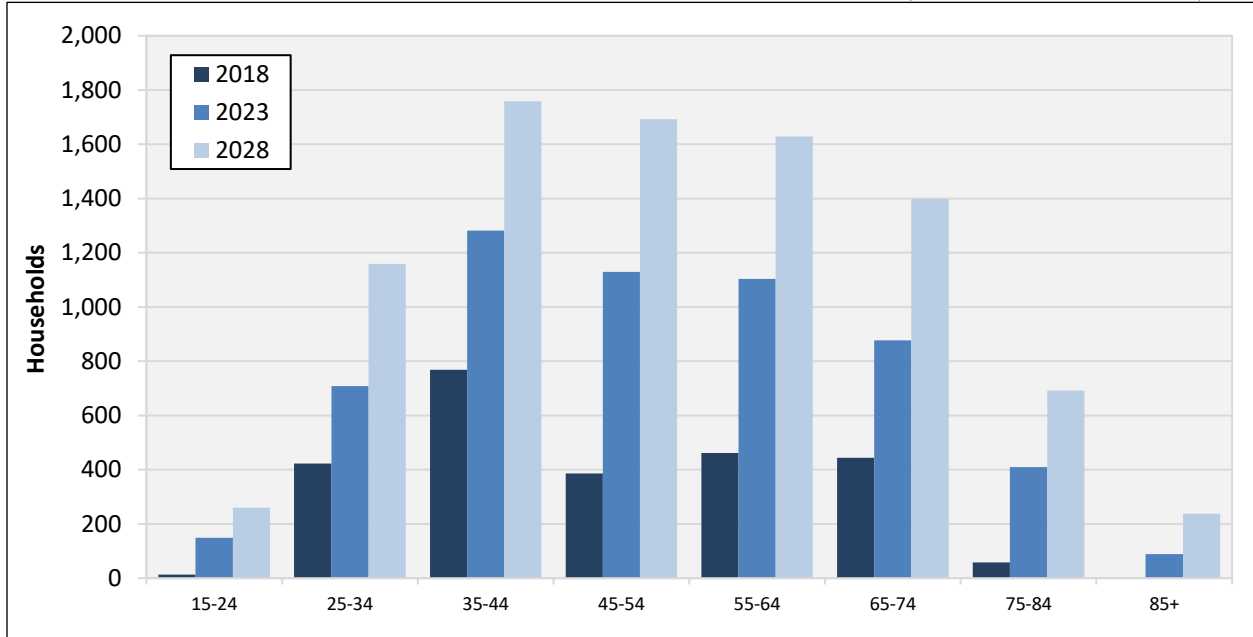
HOUSING DEMAND BY TYPE

Johnson Economics has developed a housing demand model that allocates anticipated household growth into demand for housing of different forms. Our model begins with a segmentation of the existing household base by age and income, as these are the variables that best predict housing preferences. The households are sorted into a matrix of 80 age-income segments. For this segmentation, we rely in part on trended census estimates provided by Claritas. The forecast model accounts for aging and mortality as well as migration patterns. We use regional propensity rates by age and income calculated from census microdata to allocate the new growth to different types of housing.

The following chart displays the anticipated distribution of housing demand across age segments over the forecast period. The chart also includes historical estimates. The projections indicate growth across the board, with relatively even growth in age groups between 25 and 74. Growth among seniors above the age of 75 is primarily due to aging-in-place, while the growth in younger age groups is mostly driven by in-migration.



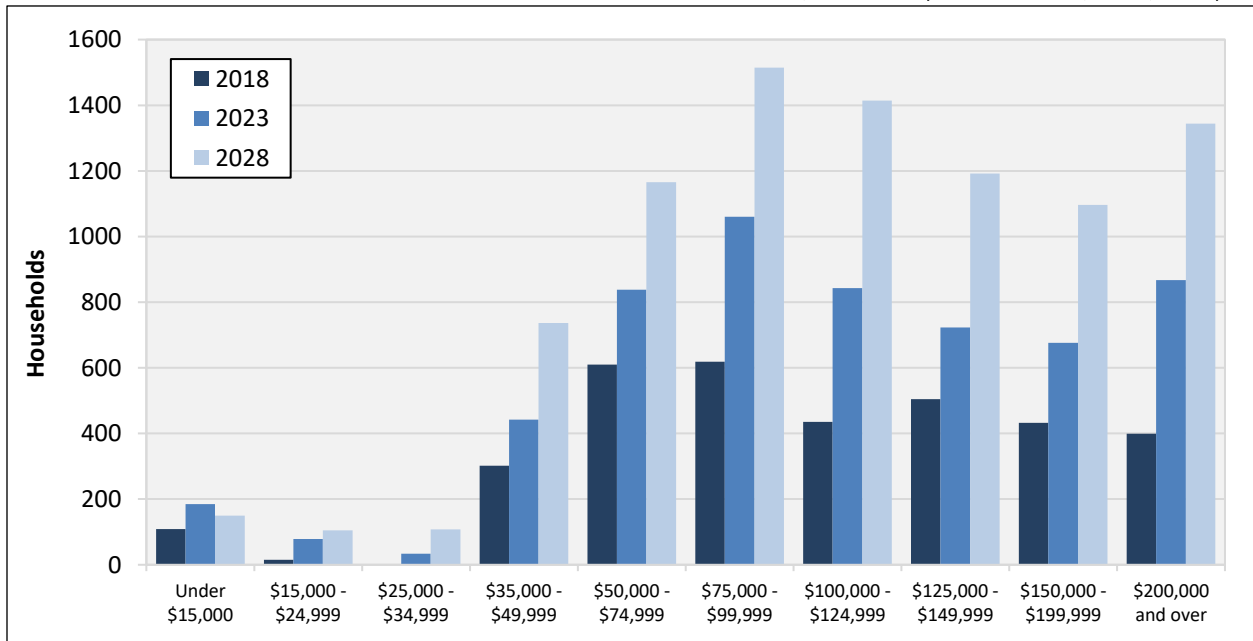
FIGURE 8.5: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, RIDGEFIELD (YEAR-END 2018, 2023, 2028)



SOURCE: U.S. Census Bureau, Claritas, Johnson Economics

With respect to income, the demand growth is anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income level. This is in keeping with recent trends. The income bracket anticipated to see the strongest growth is \$100,000-125,000. See chart next page.

FIGURE 8.6: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, RIDGEFIELD (YEAR-END 2018, 2023, 2028)



SOURCE: U.S. Census Bureau, Claritas, Johnson Economics



When we apply the segment-specific housing propensity rates to the projected household growth, and incorporate an assumption of 3% vacancy to accommodate turnover, we arrive at the following estimates of demand growth by housing type. The table includes annual growth as well as totals for the five-year period.

Detached single-family ownership homes dominate the projected need, representing a net increase of roughly 1,900 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 2,100 new detached homes. Attached homes are projected to represent a total need of roughly 300 homes, of which ownership homes make up roughly two-thirds.

Rental apartments are projected to see demand growth of around 740 units, or nearly 150 units annually. This is more than the supply over the past five years (495 units). However, as discussed, the absorption and occupancy rates at the two apartment properties built over this period indicate that the 495 units were short of demand over the period. The estimated demand growth of 150 units annually is below the annual absorption rate observed at these properties (combined 190 units annually).

If we include condominiums, the net need for new multi-family units is estimated to 770 units over the five-year period. This represents 24% of the net new housing need. Seniors (age 65+) are estimated to make up 27% of the multi-family demand growth.

At an assumed density of 16 units per acre – which is the maximum density in most zoning districts that allow multifamily housing in Ridgefield – the multifamily housing need represents land absorption of 9.6 acres annually. This translates into 48 acres over five years and 192 acres over a 20-year planning period.

FIGURE 8.7: RESIDENTIAL DEMAND FORECAST, RIDGEFIELD (YEAR-END 2023-28)

	NET NEW DEMAND (2023-28)			ANNUAL DEMAND GROWTH		
	Owners	Renters	Total	Owners	Renters	Total
Single-family detached	1,899	203	2,102	380	41	420
Single-family attached	210	93	302	42	19	60
Multi-family	29	741	770	6	148	154
Total	2,138	1,037	3,175	428	207	635

SOURCE: U.S. Census Bureau, Claritas, Johnson Economics



IX. MULTI-FAMILY LAND SUPPLY

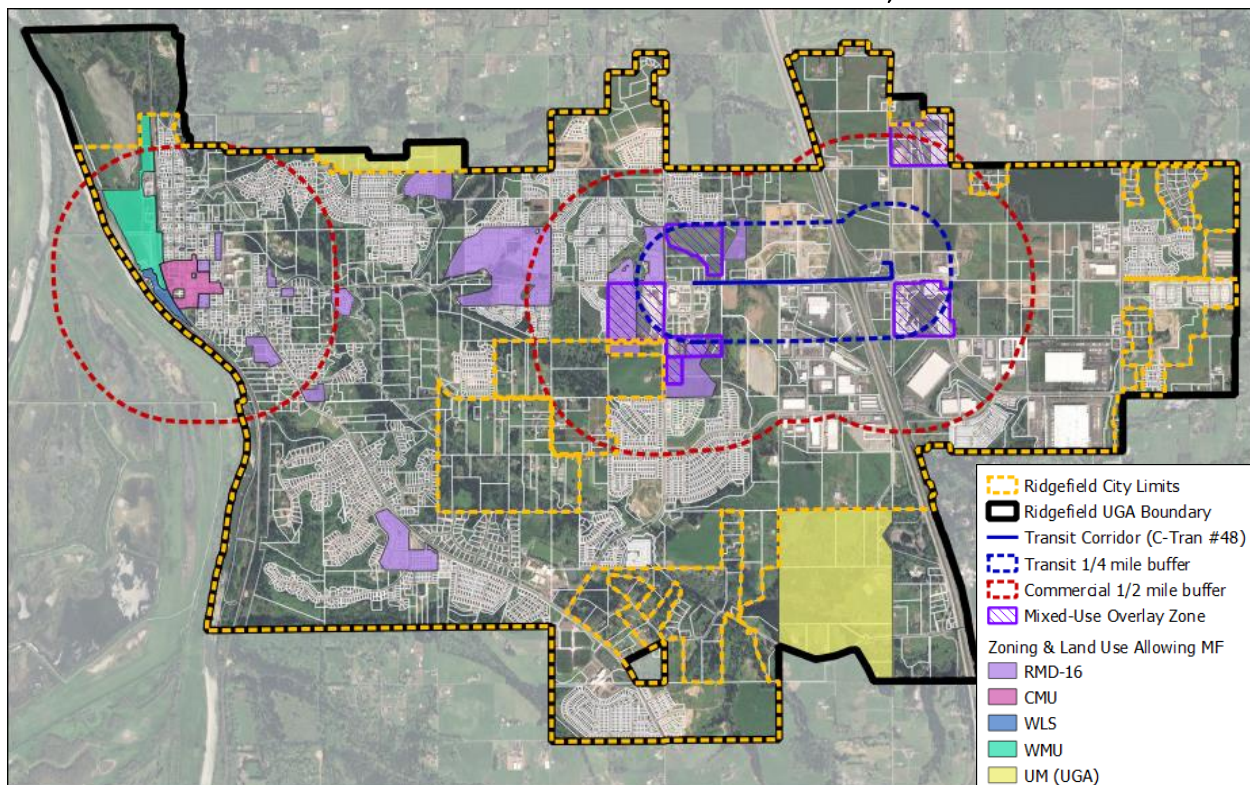
OVERVIEW

Ridgefield has four zoning districts that allow multi-family residential development. These include the medium-density residential zone (RMD-16), a downtown mixed-use district (CMU) and two waterfront mixed-use districts (WMU, WLS). The city also has a mixed-use overlay (RMUO) that allows for multi-family uses in certain commercial districts. Additionally, there are two unincorporated areas within the Ridgefield Urban Growth Area (UGA) that are designated for future medium density residential land use (UM), and that may be annexed with RMD-16 zoning.

Though multi-family housing is allowed in these districts, commercial and single-family uses make up a large share of the land that has been built out. All these districts allow some commercial use (with limitations/conditions) and all the districts except the waterfront zones allow single-family housing. The two apartment projects that have been built in Ridgefield in recent years and the senior living project currently under construction have been located near commercial amenities and public transit along Pioneer Street. This is a market preference, and it is also in line with the Ridgefield Comprehensive Plan, which specifies that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors” (HO3). In the following analysis of buildable multi-family land, we have a particular focus on these target areas for multi-family development, though we also evaluate sites that allow multi-family housing outside this area.

The following map shows the identified zoning districts, along with a half-mile buffer along existing commercial centers and a quarter-mile buffer around Ridgefield’s only fixed-stop transit line. The latter is C-Tran’s route #48, which runs along Pioneer Street between Royle Road and 65th Avenue. Over the next pages, we evaluate the buildable land supply in these districts with respect to suitability for multi-family development. Estimates of buildable acres are informed by assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files/maps from Clark County.

FIGURE 9.1: ZONING AND LAND USE THAT ALLOW MULTI-FAMILY HOUSING, RIDGEFIELD UGA



SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics



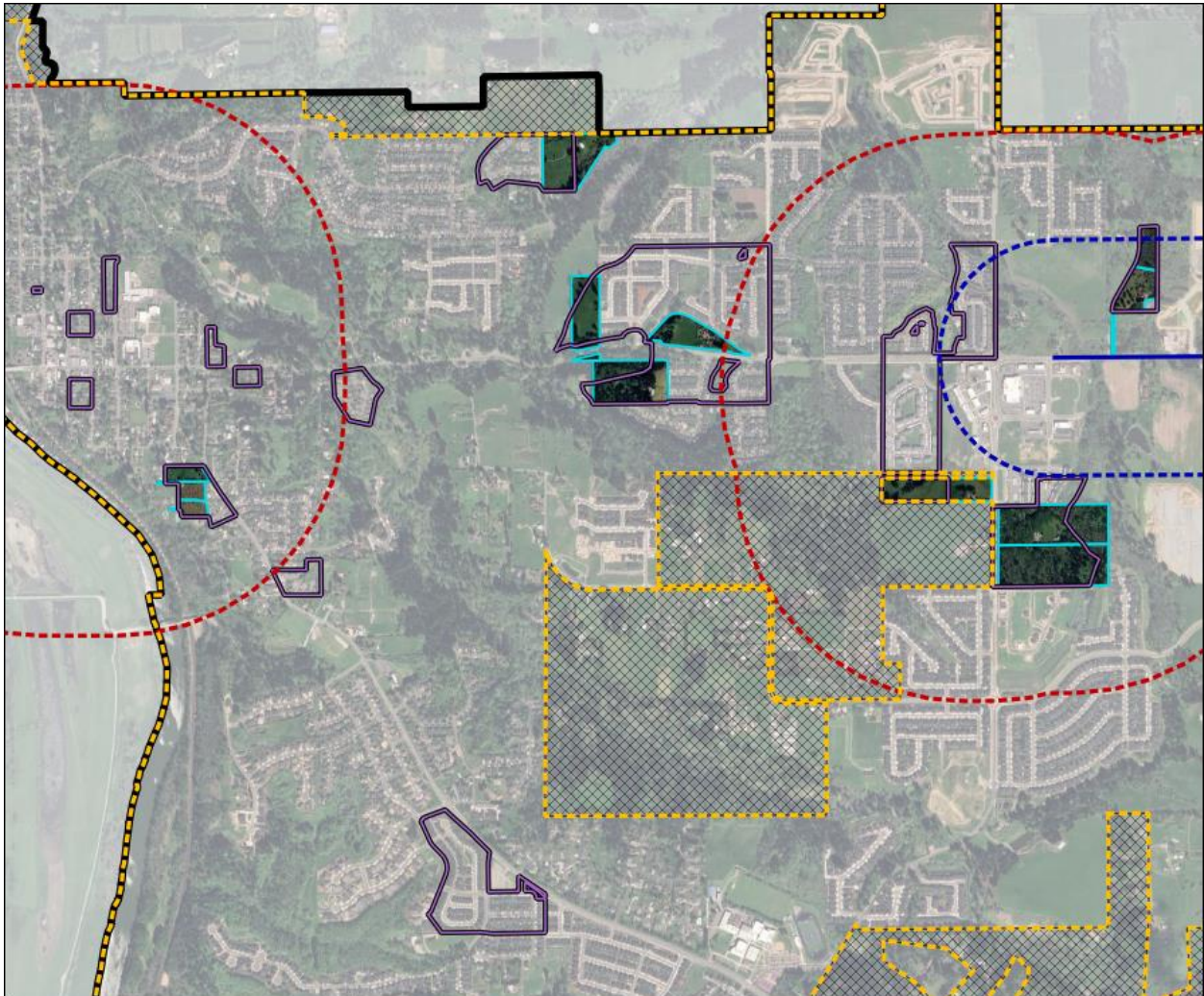
MEDIUM-DENSITY DISTRICT

The RMD-16 medium-density zoning allows for multi-family residential development outright. It also allows for attached housing and certain detached single-family development on small lots. Allowed density is 8-16 units per acre. According to the city code, the RMD-16 district is “intended to facilitate use of public transit” (Ord. 18.220.010), though most of the land with this zoning is located more than half a mile of fixed transit stops, and only one site is within a quarter mile of transit. The latter is a common planning definition of walking distance to transit and amenities.

BUILDABLE SITES

Most of the RMD-16 land is already built out, and a significant share of the unbuilt land is difficult to develop due to wetlands or excessive slope. Based on assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files from Clark County, we have identified 11 potentially buildable parcels. These are outlined in turquoise in the map below, while the RMD-16 zoning boundaries are shown in purple. In the maps on the following pages, we discuss these in some detail, with maps that highlight built and constrained land as per county VBLM files.

FIGURE 9.2: POTENTIALLY BUILDABLE TAXLOTS WITH RMD-16 ZONING



SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics



GREGORY & JANUIK PROPERTIES

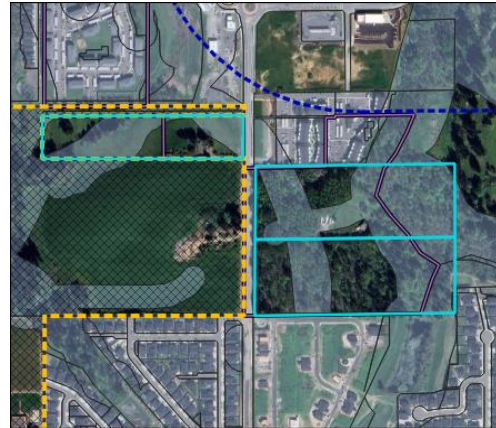
The only potentially buildable site within a quarter mile of transit is the Gregory and Januik properties, accessed via NW 26th Avenue. These are partially built, but could potentially accommodate some multi-family housing. The parcels are within walking distance of transit and commercial services along Pioneer Street, as well as the planned community/recreation center and commercial projects to the east. However, these parcels are not strong candidates for development as they already have single-family homes and are owned by different owners, who may not be open to selling and developing. Moreover, the sites lack visibility from Pioneer Street due to trees, and topography may complicate development of unbuilt areas. The VBLM categorizes most of the land as constrained. Of the 7.0 acres that these two parcels have within the RMD-16 zone, we regard it unlikely that more than 4.0 acres will be developed.



PIONEER VILLAGE SOUTH & MARTES/LAHTI PROPERTIES

Two additional sites are within a half mile of the C-Tran route. These are located along Royle Road on the south side of Pioneer Street. The site on the west side of Royle Road (Pioneer Village South) has roughly five acres within the RMD-16 zone. However, with the central portion affected by wetlands, the buildable area may be limited to around 2.0 acres.

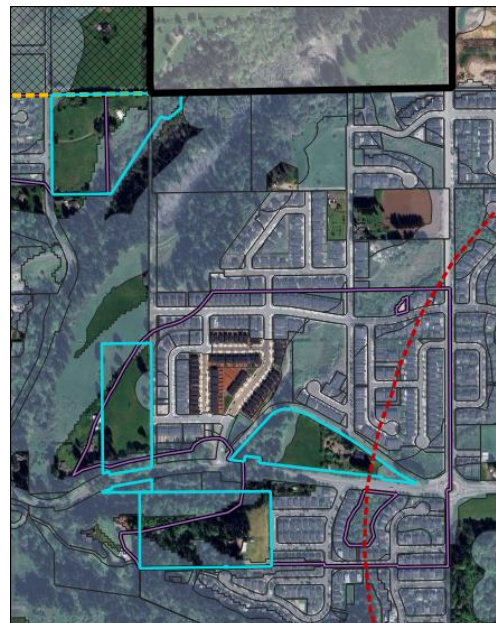
On the east side of Royle Road, the Martes property (north) includes wetlands both in the east and west, plus an existing homesite in the middle. We would assume that 3.0 acres are buildable. The Lahti property (south) includes roughly 11.5 acres within the RMD-16 district, though wetlands reduce the buildable area. Based on the VBLM map, we assume that no more than 6.0 acres can be developed.



SITES BETWEEN 35TH AVENUE AND REIMAN ROAD

There are four parcels with RMD-16 zoning west of 35th Avenue that may include some buildable land, though all are affected by wetlands. These sites are outside the target area for multi-family housing. Moreover, several of the sites have access through single-family neighborhoods, and are thus best suited for single-family formats with lower density and less traffic impact.

The parcel furthest east (Bennett property) has an existing homesite with multiple structures, likely leaving less than 3.0 acres buildable. The parcel south of Pioneer Street (Hickman) has steep slopes in the north and west, and may also be limited to around 3.0 buildable acres. Northwest of this parcel, across Pioneer Street, is a 7.5-acre parcel (McCanta) of which we assume 4.0 acres to be buildable and within the RMD-16 district. Finally, there is one parcel further north (Hinton Services LLC), accessed via Reiman Road, which includes almost 6.0 acres within the RMD-16 district. Based on the VBLM map, we assume 5.0 acres are buildable. In total, these four parcels may represent 15.0 acres of buildable land in the RMD-16 zone, though we regard single-family formats to be most likely.





DOUGHERTY PROPERTY

Lastly, there are three vacant parcels under one ownership along Hillhurst Road west in the city. However, these are located on the hillside, and most likely have too much slope to be built out with multi-family buildings. Smaller single-family structures can more likely be accommodated. Also from the standpoint of distance to public transit (1.5 miles to Pioneer Street and Royle Road), single-family housing appears most appropriate.



MIXED-USE DISTRICTS

The downtown and waterfront mixed-use districts allow multi-family development as part of mixed-use projects. The CMU district restricts residential use to upper floors on properties on Pioneer Street and Main Avenue. On the remaining properties, ground-floor residential use is only allowed as part of a horizontal mixed-use development. Allowed density is 8-16 units per net developable acre. In the WMU and WLS districts, residential use is limited to upper floors. Allowed density is 4-18 units per acre in the WMU zone and 8-16 units per acre in the WLS zone. These areas are relatively far from public transit and major commercial centers. They also lack good freeway access and are thus less attractive to busy working-age households with employment outside Ridgefield.

CMU

The central mixed use (CMU) district covers the downtown area. If we exclude parcels currently used for parking, this district includes 11 buildable parcels that combine to seven contiguous sites and 1.6 acres. Five of these have frontage on Pioneer Street or Main Avenue, with residential use limited to upper floors. Most of the sites are very small. The largest site (Pioneer Street Properties) is 0.64 acres, which could accommodate 10 units at maximum density. If we total the maximum unit count for each of the seven contiguous sites, a total of 23 units could be accommodated at these sites. However, given the small size of the sites and the restrictions on residential use, we would expect few of these to be built out with housing over the near- to mid-term.



WMU & WLS

The WMU district is the largest of the two waterfront mixed use zones, extending from Carty Lake in the north to Mill Street in the south. According to the Port of Ridgefield, the district includes 26.2 acres of developable land, for which the Port is actively seeking a master developer. According to the city code, the WMU district is primarily intended for employment, shopping, and recreation – rather than residential use. The Port’s RFQ includes housing as an “acceptable” but not a “desirable use.” We will assume that 25% of the land – or roughly 6.5 acres – will be residential.

The WLS district covers a narrow area west of the rail line from Mill Street to Shobert Street. Much of this is already in use as parking lots for the marina and existing boathouses. We would not expect any multi-family development on the remaining unused land, given setback requirements and shoreline restrictions.



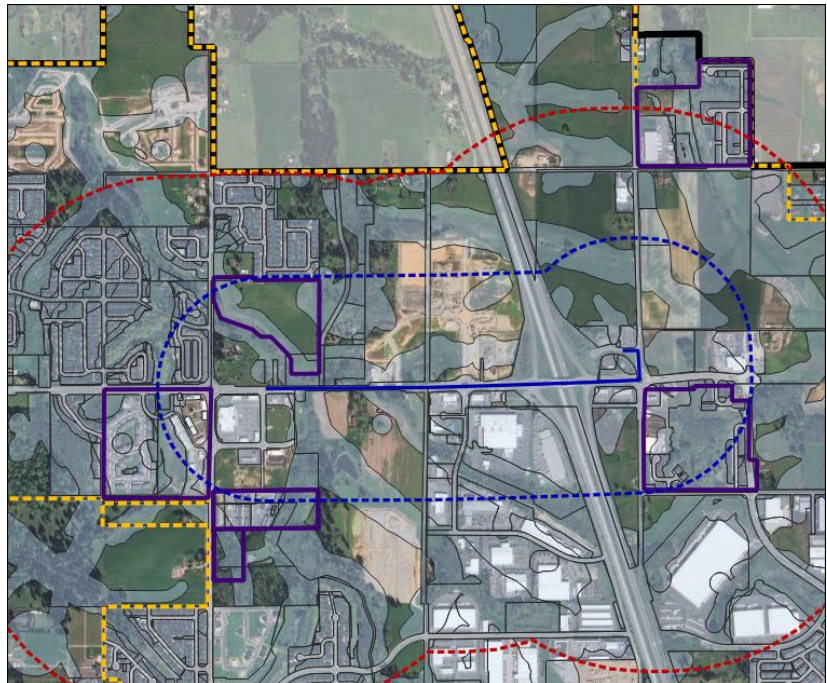


MIXED-USE OVERLAY ZONE

The mixed-use overlay (RMUO, outlined in purple below) allows for multi-family use as part of horizontal mixed-use projects in commercial zones. Single-family housing of an attached or cottage format is also allowed. The overlay allows for 8 to 28 units per developable acre in the residential portion of the development, though vertical mixed-use projects with non-residential use on the ground floor are exempt from density limits. With commercial underlying zoning, 35-60% of the net developable area must be residential.

This overlay zone covers five areas along Royle Road and 65th Avenue, most of which is within the half-mile radius of commercial centers and transit. Most of the land has commercial underlying zoning. Three of these areas are almost fully built and will not include additional multi-family housing once Kirkland's senior living project is complete. These include Pioneer Village (w/Acero Ridgefield) in the west, the Crossing in the southeast, and McCormick Creek (w/Keller Supply) in the northeast.

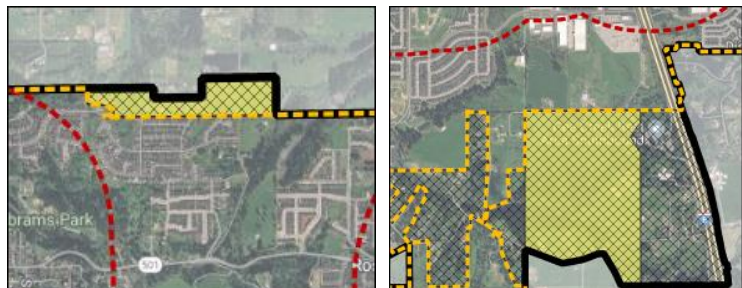
The RMUO area in the south along Royle Road is partly built out. The unbuilt portion in the east is wetlands, while the unbuilt area in the south (Martes/Lahti) is zoned RMD-16 and has already been discussed.



The last area covered by the mixed-use overlay is the land located north of Pioneer Street and east of Royle Road, owned by Discovery Ridge Holdings (north) and the City of Ridgefield (south). The southern portion is planned for a public community and recreation center. Much of the northern parcel is likely buildable, though the VBLM map indicates that nearly half the site is constrained. Out of the total 18.6 acres, we will assume that 10.0 acres are buildable. Assuming 60% residential buildout, the site might accommodate 6.0 acres with 28 units per acre, for a total of 168 units (we consider vertical mixed-use unrealistic). The site is suitable for multi-family use given its proximity to transit at Pioneer Street and its access to the new community/recreation center and shopping further east. However, its lack of visibility and direct access from Pioneer Street may deter commercial development, which under RMUO restrictions may also prevent multi-family development.

UGA LAND

The two areas with medium density residential land use designations (UM) in the Ridgefield's urban expansion area are less relevant for the near- and mid-term supply-demand balance, as these have peripheral locations and require annexation and infrastructure prior to development. Both are well outside transit corridors and the half-mile ring around commercial centers.





CONCLUSION: SUPPLY POTENTIAL

Ridgefield has a very limited supply of land with strong potential for multi-family development. There are few buildable sites that provide good access to public transit, commercial services, employment, and freeways. Only two partially buildable sites are within a quarter mile of a public transit line. Together, these may provide around 10 acres of buildable land for multi-family projects, which at maximum density could accommodate 232 units. At the density assumptions used in the Comprehensive Plan, 96 units would be expected at these two sites. However, one of these is hampered by multiple ownership, existing home sites, and slope. The other is required to include a large commercial component, which may be difficult given the site's lack of direct access and visibility from Pioneer Street. We therefore regard neither of these to be a strong candidate for multi-family development.

If we include all buildable properties within half a mile of commercial centers and public transit, six sites may accommodate some multi-family development, for a total of 53 buildable acres and potentially 550 units (290 units with comp plan density assumptions). However, nearly half the land is at the waterfront, which requires a master plan primarily focused on non-residential uses – likely to have a long development timeline. Most of the other sites have significant wetlands issues.

The total potential unit supply represented by the sites that are located within half a mile of commercial centers and public transit makes up 71% of the projected multi-family need over the next five years. Realistically, the number of units built on these sites over the next five years will be significantly lower.

Other sites that allow multi-family use are more suitable for single-family use, given their distance to commercial centers and transit, and their access through existing single-family neighborhoods. In theory, these could accommodate another 240 multi-family units, though we regard multi-family development on these sites to be unlikely.

A general observation regarding all these sites is that they can only accommodate small- and mid-scale projects. Only two sites can accommodate more than 100 units, and no site is expected to accommodate a project at the scale of the two most recent apartment projects in the city, Acero Ridgefield (300 units) and Legacy Trails (195 units). Multi-family developers often prefer sites that can accommodate 200-300 units due to economies of scale and greater interest from institutional buyers.

FIGURE 9.3: SUPPLY POTENTIAL, LAND THAT ALLOWS MULTI-FAMILY DEVELOPMENT

Zoning	Owner(s)	Property ID	Acres allowing MF		Assumed Res.	Transit		Com. < 1/2 m.	Density		Potential Units	
			Total	Bldbl.		< 1/4 m.	< 1/2 m.		Max	CP*	Max	CP*
RMD-16	Gregory, Januik	214028000, 214029000	7.0	4.0	100%	✓	✓	✓	16	12	64	48
RMD-16	Pioneer Village South	213784000	5.0	2.0	100%		✓	✓	16	12	32	24
RMD-16	Martes	213966000	9.7	3.0	100%		✓	✓	16	12	48	36
RMD-16	Lahti	213965000	11.5	6.0	100%		✓	✓	16	12	96	72
RMD-16	Bennett	213705000	6.8	3.0	100%				16	12	48	36
RMD-16	Hickman	213788000	7.2	3.0	100%				16	12	48	36
RMD-16	McCanta	213721000	5.7	4.0	100%				16	12	64	48
RMD-16	Hinton Services	213710000	5.8	5.0	100%				16	12	80	60
CMU	[11 parcels]	[11 parcels]	1.6	1.6	100%			✓	16	8	23	10
WMU	Port of Ridgefield	68314000, 67897000, ++	48.7	26.2	25%			✓	18	8	117	52
RMUO	Discovery Ridge Holdings	213960000	18.6	10.0	60%	✓	✓	✓	28	8	168	48
Total within 1/4 mile of transit and 1/2 mile of commercial:			25.6	14.0							232	96
Total within 1/2 mile of commercial:			102.2	52.8							548	290
Total, all:			127.6	67.8							788	470

* Density assumptions used in the Ridgefield Comprehensive Plan

SOURCE: Clark County, City of Ridgefield, Johnson Economics



X. CONCLUSIONS

MULTI-FAMILY NEED AND SUPPLY

Ridgefield will continue to see strong growth over the next decades as the land supply south in Clark County is dwindling and development is shifting northward. A significant portion of the housing need will be for multi-family units, which is increasingly becoming the middle-income housing option as price gains in the single-family market are putting this housing form out of reach of more households. Our modeling indicates a need for 770 new multi-family units in Ridgefield over the coming five years – or roughly 150 units annually. This represents 24% of the new housing need.

One of the goals of Ridgefield’s 2016 Comprehensive Plan is that 25% of its new housing shall be multi-family units. Over the past 10 years, the share has been 12.7% – half the stated target. In Clark County, only Yacolt has had smaller multi-family share over this period. The county-wide share is 34%, and even the unincorporated portion of the county has a larger share than Ridgefield (18%).

The constraint does not appear to be on the demand side. As two apartment projects with nearly 500 units were built over the 2019-21 period, the units were absorbed at an average rate of 190 units per year. High occupancy rates and rents subsequent to lease-up reflect significant demand pressure, suggesting that additional supply is needed. Currently, only one project is in the development pipeline, with 148 units restricted to seniors.

We suspect that the limited supply of buildable land suitable for multi-family development is the main reason for the shortage of multi-family construction over the past 10 years. And given the current land supply in the city, we expect the shortfall to continue. Based on our analysis of satellite imagery and buildable lands data from the county, we estimate that buildable land with zoning that allows multi-family housing at the most can accommodate 788 units. Using density assumptions from the Comprehensive Plan, the total number of units is 470. However, this includes land that we consider unsuitable for multi-family development and land that will more likely be built out with other uses.

The Comprehensive Plan states that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors.” We estimate that only 548 units can be accommodated within a half mile of existing commercial centers in Ridgefield (290 units at CP assumed density), and only 232 units within a quarter mile of a fixed transit line (96 units at CP density). Site-specific issues may preclude development of the latter. In other words, we expect very limited multi-family development to occur in Ridgefield with the current land supply – far short of the estimated need. This is likely to prevent middle-income households from settling in Ridgefield, thus constraining the supply of labor necessary for the city’s current business expansion. This might hamper economic growth, and is likely to lead to a significant increase in commuter traffic.

MARKET TRENDS

Underlying multi-family market trends are strong, although the market has softened over the past two years as a large amount of new supply initiated during the post-COVID demand surge has hit the market. At the same time, demand growth has slowed as the economy has cooled and in-migration has weakened. This is expected to change as mortgage rates normalize and homebuilding returns to pre-2022 levels. Because homebuilding is a major economic driver in Clark County, the latter will result in stronger job growth and more in-migration. Due to the low rates of housing construction and lot development over the past two years, the housing market is expected to be undersupplied when mortgage rates fall. This is projected to result in strong price growth in the single-family market, which will generate additional demand for multi-family housing.

The market for commercial space has been weak in recent years due to the shift to online retail and the increased use of home offices. The office market is particularly weak. New development is generally retail concentrated in areas with strong residential growth or near freeway interchanges accessible to large populations. Ridgefield is the prime



example of this. As its population has reached the size needed to attract large anchor stores, a wide range of additional commercial establishments are also looking to locate within the city. Thus, the city is expected to meet a much larger portion of its demand for goods and services going forward. However, cities at the periphery of larger metropolitan areas typically never become self-sufficient in terms of commercial services, as residents continue to frequent establishments in more central parts of the region.

In contrast to prospective multi-family tenants, commercial tenants looking for space in Ridgefield are likely to have a wealth of options over the next years. An estimated 540,000 square feet of space is currently in the development pipeline, including 200,000 square feet under construction. In comparison, absorption of commercial space in Ridgefield has averaged 37,000 square feet annually after the opening of the Rosauers grocery store in 2019 (33,000 SF retail space and 4,000 SF office space). Though the opening of the Costco store is likely to increase the absorption rate, we expect the buildout of the current pipeline to extend well into the next decade.

RMUO AT THE SUBJECT SITE

The subject site represents strong potential for commercial development along Pioneer Street, consistent with the site's current commercial (CCB) zoning. However, we regard the north portion of the site to be unsuitable for commercial development due to the downward slope to the north and the east. Commercial centers are dependent on parking lots that are close to flat, with good visibility to and between stores from a shared parking lot. This will be impossible to achieve at the subject site. A terraced development might be possible, though we would expect the cost of grading, fill, and retaining walls to render such a project infeasible. Moreover, the lower tiers would not provide the visibility and traffic exposure required to create marketable spaces.

Lodging and institutional uses allowed in the CCB zone are also unlikely to be feasible, given the scale of these buildings and their parking lots, which will be difficult to break up in terraced sections. Smaller office buildings not occupied by population-serving firms could in theory be accommodated on a sloping site, though there is virtually no development of this format in the post-COVID market.

The proposed RMUO overlay would allow for multi-family development on the north portion of the subject site. This would help alleviate the need for multi-family housing in the city, while also helping to accommodate the business expansion that is currently taking place by providing housing for new workers and thus reducing commuter traffic. As the site is within walking distance of commercial centers and public transit, residents on-site will likely also contribute to additional pedestrian vitality and increased transit ridership in the city.

We regard the subject site to be highly suitable for multi-family housing due to its proximity to transit and commercial services. Moreover, the slope can be utilized as an asset by providing views over the greenbelt and wetlands to the north and east.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

We regard the proposed application of the RMUO overlay to be consistent with the Ridgefield Comprehensive Plan, advancing the city's progress toward the goals defined in the plan in a manner consistent with the plan's policies. The following is a discussion of the most relevant economic and housing policies:

EC-4 Community retail: Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield.



EC-6 Employment capacity: Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long-term economic health of the city.

As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high-wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post-COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi-family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road.

EC-9 45th & Pioneer: Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with “flexibility to adapt to changing community and market expectations” (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated at the site, the residential portion will contribute support for service employment in the subarea.

HO-1 Accommodate growth: Provide a continuous and adequate supply of residential land to meet long-range multifamily 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.

Ridgefield’s share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.

HO-2 Residential development density: Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

According to Clark County’s most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is



dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply.

HO-3 Multifamily development: *Provide a variety of multifamily residential development opportunities using multiple strategies:*

- *Designate medium density areas sufficient to provide a minimum of 25% of new housing units.*
- *Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.*
- *Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.*
- *Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.*
- *Provide additional opportunities to integrate medium density housing in low-density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.*

Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint. Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target.

HO-5 Housing/employment balance: *Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.*

As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city.



Memorandum

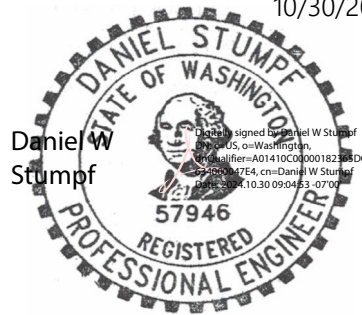
10/30/2024

To: Mike Jenkins
MAJ Development

From: Daniel Stumpf, PE

Date: October 30, 2024

Subject: Royle Ridge Mixed Use Development
Trip Generation Analysis – Comprehensive Plan Amendment



Introduction

This memorandum reports and evaluates the potential transportation impacts related to a request for application of the *Ridgefield Mixed Use Overlay* (RMUO) on a project area consisting of three properties located at/near 68 N Royle Road in Ridgefield, Washington. The properties are currently zoned *Commercial Community Business* (CCB) and a *Ridgefield Mixed-Use Overlay* is proposed for implementation on an approximate 7.74 net acre portion of the project area. The intent of applying the overlay to a portion of the project site is to provide more flexible development opportunities for residential uses in conjunction with a mix of commercial retail and office uses.

The purpose of this memorandum is to examine and address potential transportation-related impacts resulting from the implementation of the mixed-use overlay. This study reviews the project site's trip generation potential of the affected area under both existing and proposed conditions, and reviews applicable transportation-related comprehensive plan policies.

Location Description

Project Site Description

The project site is located north of Pioneer Street, south of N 5th Street, east of N Royle Road, and west of N 50th Place. Located in a developing mixed-use area of the City, the site is surrounded by undeveloped land/a residential subdivision to the north, a shopping center to the south, undeveloped land/low density residential uses to the east, and a residential subdivision to the west.

The site includes three properties (assessor parcels 213997000, 213998000 and 214022000), noting the proposal will only impact approximately 7.74 net acres of developable project space (i.e., less right-of-way dedications and adverse possession areas) where the proposed overlay will be implemented.

Vicinity Streets and Intersections

The project is located adjacent to two roadways: Pioneer Street and N Royle Road. Table 1 provides a description of each vicinity roadway.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
Pioneer Street	City of Ridgefield	Principal Arterial	40	Not Permitted	Partial Both Sides	Partial Both Sides
N Royle Road	City of Ridgefield	Minor Arterial	35	Not Permitted	Partial Both Sides	Partial Both Sides

Table Notes: Functional classification based on City of Ridgefield Comprehensive Plan.

The two site adjacent roadways intersect at a location to the southwest of the project site. The intersection of Pioneer Street at N Royle Road is designed as a four-legged roundabout with two approach lanes on each intersection leg, excluding the southbound approach which is served by one approach lane. Dual circulating lanes are constructed on the north and south sides of the inner roundabout island. All four intersection crosswalks are marked and served by rectangular rapid flashing beacons (RRFB).

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.

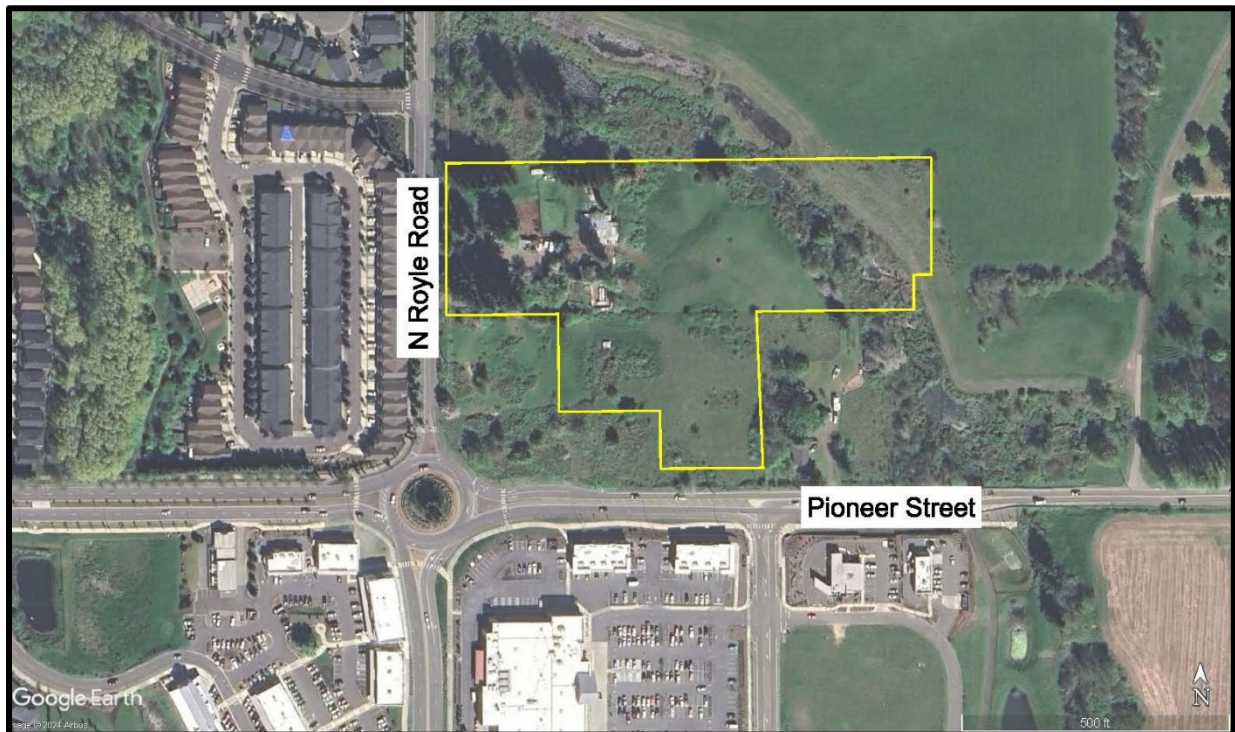


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation

To determine the potential impacts of the proposed comprehensive plan amendment, reasonable worst-case development scenarios of the site with and without the RMUO implemented were determined utilizing data for traffic-intensive uses permitted within the site. With regard to defining what an acceptable reasonable worst-case development scenario may include, the following were considered:

- Is the reasonable worst-case development scenario practical to develop on-site given the size of the project site and the needs of the surrounding community.
- Is the reasonable worst-case development scenario in character with other existing surrounding land uses.

The proposed RMUO will be implemented on a project site area that encompasses approximately 7.74 net acres (i.e., approximately 337,150 square feet) of developable space. Therefore, the comparative trip generation analysis was reviewed only for this affected portion of the project site.

Existing Conditions (without RMUO)

To determine a reasonable worst-case development scenario of the site without the RMUO implemented, City of Ridgefield's Development Code Sections 18.205 Uses and 18.230 Commercial Districts (CNB, CCB, CRB) were referenced. According to City code:

The purpose of the community business zone (CCB) is to provide location for a wide variety of business activities, such as convenience and comparison retail, personal services for local needs, and to allow for limited higher-intensity residential opportunities as part of mixed use developments.

Land uses outright permitted in Table 18.205.020-1 were compared to a variety of land uses provided in the *Trip Generation Manual*¹. Based on this assessment, it is assumed the reasonable worst-case development scenario may include the development of a mid-sized retail shopping center. To estimate trip generation of this retail shopping center, data from land use code 821, *Shopping Plaza (40-150k)*, subcategory *Supermarket – Yes*, was used based on the square footage of the gross building floor area.

The CCB zoning code allows a maximum impervious surface coverage of 85%. Of this 85% of impervious surface space, it is assumed that any potentially proposed retail/commercial buildings would cover approximately 30% of this area while the remaining 70% of space would be dedicated to parking, internal drive aisles, or other impervious public space. Based on this assumption, approximately 86,000 square feet of commercial building space (assuming single story structures) could be constructed within the applicable portion of the project site.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



The potential retail use is expected to attract pass-by and diverted trips to the site. Pass-by trips are trips that leave a site adjacent roadway to patronize a land use and then continue in their original direction of travel. Like pass-by trips, diverted trips are trips that divert from a nearby roadway not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. Diverted trips may add turning movements at both site access and other nearby intersections.

To estimate pass-by trip generation for the potential retail use, pass-by trip data was referenced from the *Trip Generation Manual, 11th Edition*. According to data from land use code 821, *Shopping Plaza (40 - 150k)*, the PM peak hour pass-by rate is 40%. For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rate. Additionally, all diverted trips generated were treated as primary trips.

Proposed Conditions (with RMUO)

With regard to the CCB zone allowing limited higher intensity residential development opportunities, the types of allowed residential uses within this zone are restricted to boarding houses, home occupation uses, and community residential facilities. However, the RMUO permits the development of residential uses including, but not limited to, single-family attached uses, cottage homes, and multifamily residential uses. Since one of the intents of placing an RMUO on a CCB zoned property is to promote residential development in conjunction with commercial retail and office, the reasonable worst-case development scenario should incorporate some residential development in addition to retail and office uses.

For the purposes of estimating a reasonable worst-case development scenario with the RMUO implemented, it is assumed the *Royle Ridge Mixed Use Development* conceptual development plan may reflect this type of scenario. Note that the implementation of the RMUO can only serve to reduce trip generation given the intended mixed-use nature of the overlay is to promote alternative modes of travel and lessen the need for a personal vehicle to access the site. Assuming no residential uses were to be developed on-site with the RMUO in place, at worst the trip generation potential will not exceed what is allowed under the base CCB zone.

Specific to the affected project site area, the reasonable worst-case development scenario may include the following:

- An approximately 16,000 square foot grocery store.
- Approximately 5,585 square feet of retail space.
- Up to 95 multifamily residential uses.

To estimate trip generation of the above development scenario, data from the following land use codes were used:

- 220, *Multifamily Housing (Low-Rise)*, based on the number of dwelling units.
- 822, *Strip Retail Plaza (<40k)*, based on the square footage of the gross building floor area.
- 850, *Supermarket*, based on the square footage of the gross building floor area.



Given a variety of land uses are considered in this reasonable worst-case development scenario (i.e., residential and retail uses), some site trips generated are expected to be shared or internally captured within the project site. Subsequently, these internally captured trips will not impact the nearby transportation system. Using the NCHRP Report 684 methodologies, an internal capture rate was calculated for the proposed land uses during the AM and PM peak hours. Per the NCHRP Report 684 calculations, the following internal trip capture rates were determined:

- Approximately 0% during the AM peak hour.
- Approximately 19% during the PM peak hour.

For the purposes of this analysis, the daily trip internal capture rate was assumed to match the PM peak hour rate.

The retail portion of the above development scenario is expected to attract pass-by and diverted trips to the site. To estimate pass-by trip generation, data from the following land use codes were used:

- 821, *Shopping Plaza (40 - 150k)*: 40% during the PM peak hour.
- 850, *Supermarket*: 24% during the PM peak hour.

For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rates of each respective land use code. Additionally, all diverted trips generated were treated as primary trips. Note that pass-by data from land use code 822 is unavailable; however, both land use codes 821 and 822 are expected to generally operate similarly with respect to the number of pass-by trips generated

Trip Generation Comparison

The trip generation calculations show that under existing conditions without the RMUO, the subject site could reasonably generate up to 182 net new AM peak hour trips, 467 net new PM peak hour trips, and 4,876 net new average weekday trips. Under proposed conditions with the RMUO implemented, the site could reasonably generate up to 79 net new AM peak hour trips, 145 net new PM peak hour trips, and 1,590 net new average weekday trips. Accordingly, the net change in trip generation potential of the site after the RMUO is implemented is projected to decrease by 103 AM peak hour trips, 322 PM peak hour trips, and 3,286 average weekday trips.

The trip generation estimates are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this memorandum.



Table 2: Zone Change Trip Generation Summary

Land Use	ITE Code	Size/Rate	AM Peak Hour			PM Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Existing Conditions: CCB Zone without RMUO									
Shopping Plaza (40-150k)	821	86,000 SF	188	116	304	373	404	777	8,126
Pass-by Trips	821	40% (40%)	61	61	122	155	155	310	3,250
Net New Trips			127	55	182	218	249	467	4,876
Proposed Conditions: CCB Zone with RMUO									
Multifamily Housing (Low-Rise)	220	95 units	9	29	38	30	18	48	640
Internal Capture		0% (19%)	0	0	0	6	3	9	122
Net New Trips			9	29	38	24	15	39	518
Strip Retail Plaza (<40k)	822	5,585 SF	8	5	13	19	18	37	304
Internal Capture		0% (19%)	0	0	0	4	3	7	58
External Trips			8	5	13	15	15	30	246
Pass-by Trips	821	40% (40%)	3	3	6	6	6	12	98
Net New Trips			5	2	7	9	9	18	148
Supermarket	850	16,000 SF	27	19	46	72	71	143	1,502
Internal Capture		0% (19%)	0	0	0	14	13	27	286
External Trips			27	19	46	58	58	116	1,216
Pass-by Trips	821	24% (24%)	6	6	12	14	14	28	292
Net New Trips			21	13	34	44	44	88	924
Total Net New Trips			35	44	79	77	68	145	1,590
Net Change in Site Trip Generation									
Net Decrease in Trips			-92	-11	-103	-141	-181	-322	-3,286

Table Notes: AM peak hour, PM peak hour, and daily pass-by/internal capture rates denoted as "AM% (PM/ADT%)".

Based on the trip generation analysis, implementing the proposed RMUO is expected to result in a decrease in the trip generation potential of the applicable portion of the site for both the AM and PM peak hours as well as for a typical weekday. Since the proposed RMUO overlay will reduce the trip generation potential of the site and serve to reduce impacts to the surrounding transportation facilities, no transportation impact analysis that reviews impacts to area intersections will be necessary as part of this proposal. Instead the preparation of this trip generation memorandum is sufficient to report the potential impacts of the comprehensive plan amendment.



Comprehensive Plan Policies

As part of the proposed RMUO application, transportation-related Comprehensive Plan Policies applicable to the proposal are addressed below. The policy text is written in *italics* with responses following.

TR-3 Land use and transportation integration

Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

As described in City of Ridgefield code section 18.235.060 *Special provisions for the Ridgefield Mixed-Use Overlay (RMUO)*, one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The *Royle Ridge Mixed Use Development* conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.

C-Tran bus route #48 *Ridgefield* currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed-use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3.

TR-12 Vehicle miles traveled reduction

When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- *Encourage mixed land uses within easy walking distance of transit stops.*
- *Provide higher density residential development near employment centers and major transportation routes.*
- *Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.*
- *Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single-occupant motor vehicle*



commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with connections to transit, carpooling or ridesharing.

- *Pursue innovative alternative transportation options such as low-speed electric vehicles.*

The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12.

TR-16 Pedestrian facilities

Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- *Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.*
- *Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.*
- *Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.*

The Royle Ridge Mixed Use Development conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneer Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16.

TR-18 Trail systems

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.



Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the *Royle Ridge Mixed Use Development* will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18.

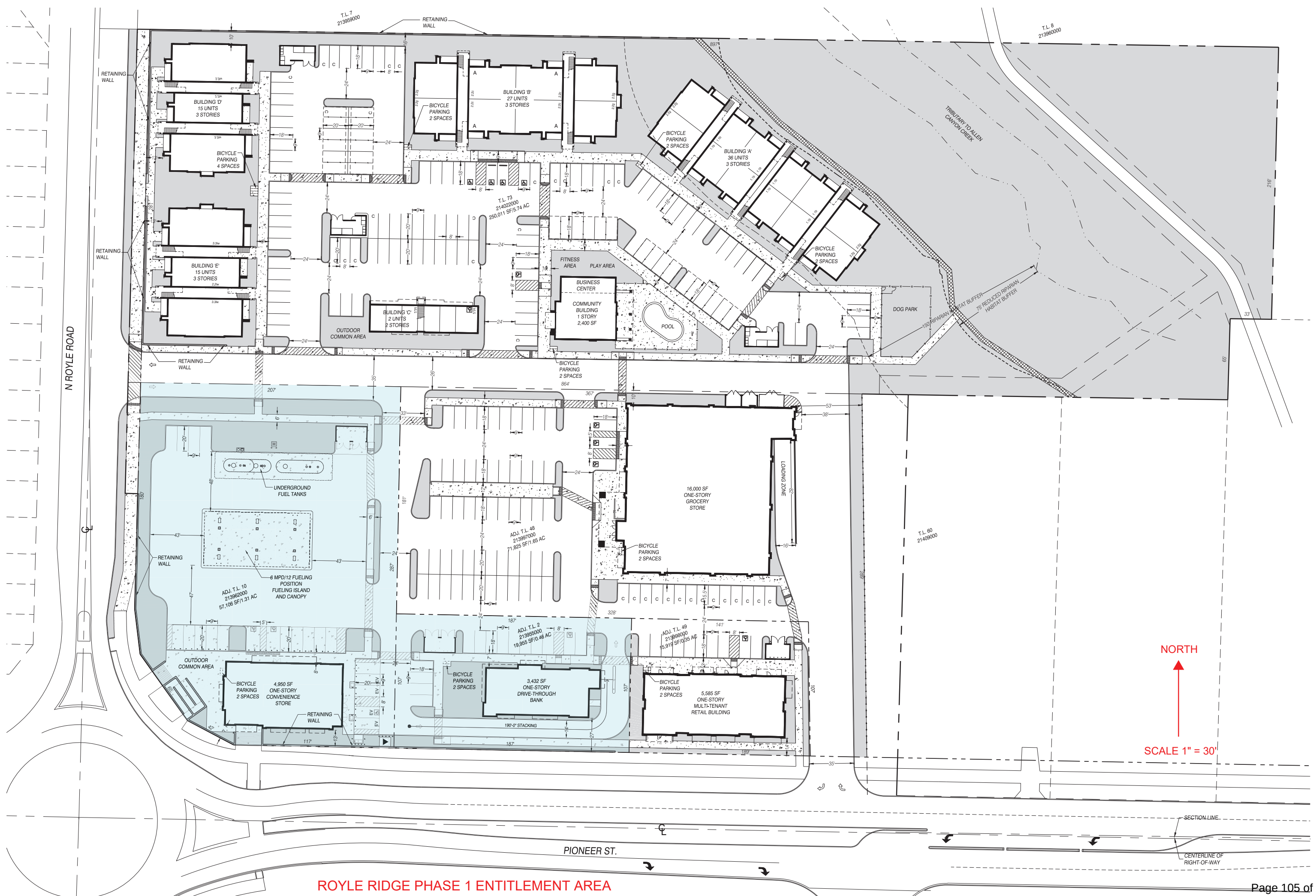
Conclusions

Implementing the proposed RMUO on a portion of the project site is expected to result in a decrease in the trip generation potential of the site for both the AM and PM peak hours as well as for a typical weekday. Since the proposed RMUO overlay will reduce the trip generation potential of the site and serve to reduce impacts to surrounding transportation facilities, no transportation impact analysis that reviews impacts to area intersections will be necessary as part of this proposal. Instead the preparation of this trip generation memorandum is sufficient to report the potential impacts of the comprehensive plan amendment.

Applying the RMUO on a portion of the project site is consistent with and promotes the transportation-related Comprehensive Plan Policies detailed in TR-3, TR-12, TR-16 and TR-18. No further mitigation is necessary or recommended as part of this proposal in order to meet these Comprehensive Plan Policies.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.





ROYLE RIDGE PHASE 1 ENTITLEMENT AREA

NORTH
SCALE 1" = 30'



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Existing Conditions (without RMUO)

Land Use: Shopping Plaza (40-150k)

Land Use Code: 821

Land Use Subcategory: Supermarket - Yes

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 86

AM PEAK HOUR

Trip Rate: 3.53

	Enter	Exit	Total
Directional Split	62%	38%	
Trip Ends	188	116	304

PM PEAK HOUR

Trip Rate: 9.03

	Enter	Exit	Total
Directional Split	48%	52%	
Trip Ends	373	404	777

WEEKDAY

Trip Rate: 94.49

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	4,063	4,063	8,126

SATURDAY

Trip Rate: 116.15

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	4,994	4,994	9,988



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions (with RMUO)

Land Use: Multifamily Housing (Low-Rise)

Land Use Code: 220

Land Use Subcategory: Not Close to Rail Transit

Setting/Location: General Urban/Suburban

Variable: Dwelling Units

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 95

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	9	29	38

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	30	18	48

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	320	320	640

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	216	216	432

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions (with RMUO)

Land Use: Strip Retail Plaza (<40k)

Land Use Code: 822

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 5.585

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	8	5	13

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	19	18	37

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	152	152	304

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions (with RMUO)

Land Use: Supermarket

Land Use Code: 850

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 16

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 2.86

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	27	19	46

PM PEAK HOUR

Trip Rate: 8.95

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	72	71	143

WEEKDAY

Trip Rate: 93.84

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	751	751	1,502

SATURDAY

Trip Rate: 112.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	902	902	1,804

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	850								
Land Use	Supermarket								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	43								
Average Pass-By Rate	24%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Daily Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
15.16	Florida	1993	161	23	51	26	77	—	33
31	Nebraska	1990	—	19	36	45	81	48700	31
31	Nebraska	1990	—	28	40	32	72	23500	31
31	Florida	1993	440	35	—	—	65	—	30
34	Nebraska	1990	—	44	29	27	56	15200	31
50	Kansas	1998	33	9	70	21	91	—	31
55	Nebraska	1990	—	27	35	38	73	27200	31
65	Nebraska	1990	—	25	25	50	75	44700	31
66	Nebraska	1990	—	23	30	47	77	63000	31
66	Oregon	2010	382	18	47	35	82	—	27
67	Washington	2010	—	25	40	35	75	—	27
70	Nebraska	1990	—	26	30	44	74	34300	31
71.717	Oregon	2001	—	31	51	18	69	—	18
72	Oregon	2001	827	31	51	18	69	—	18
74.63	Oregon	2001	—	33	40	27	67	—	18
75	Oregon	2001	786	33	40	27	67	—	18
79	Washington	2001	884	34	39	27	66	—	18
79	Oregon	2001	637	13	52	35	87	—	18
79	California	2002	547	15	64	21	85	—	18
79	California	2002	798	20	58	22	80	—	18

79.097	California	2002	—	15	64	21	85	—	18
79.097	Oregon	2001	—	13	52	35	87	—	18
79.324	California	2002	—	20	58	22	80	—	18
79.336	Washington	2001	—	34	39	27	66	—	18
79.771	Nevada	2002	—	38	44	18	62	—	18
80	Nevada	2002	478	38	44	18	62	—	18
80	California	2002	617	12	68	20	88	—	18
80	California	2002	538	25	52	23	75	—	18
80.147	California	2002	—	12	68	20	88	—	18
80.147	California	2002	—	25	52	23	75	—	18
81	New York	1997	—	31	46	23	69	—	26
87.4	New York	1997	—	32	55	13	68	—	26
88	California	2010	497	15	49	36	85	—	27
89.8	New York	1997	—	38	47	15	62	—	26
93	Washington	2010	440	21	41	38	79	—	27
94	Oregon	2002	536	7	45	48	93	—	27
95	California	2010	—	16	56	28	84	—	27
96	California	2010	—	19	48	33	81	—	27
96	California	2010	—	15	64	21	85	—	27
99	California	2010	—	17	54	29	83	—	27
104	California	2010	—	18	55	27	82	—	27
105.3	New York	1997	—	33	48	19	67	—	26
123.5	New York	1997	—	26	44	30	74	—	26

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Royal Ridge Mixed Use Development		Organization:	Lancaster Mobley	
Project Location:	Ridgefield, WA		Performed By:	Daniel Stumpf, PE	
Scenario Description:	CCB Zone with RMUO		Date:	10/29/2024	
Analysis Year:	NA		Checked By:		
Analysis Period:	AM Street Peak Hour		Date:		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 850	5.585, 16	KSF	59	35	24
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	95	units	38	9	29
Hotel				0		
All Other Land Uses ²				0		
Total				97	44	53

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.25	0%	0%	1.25	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.25	0%	0%	1.25	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	121	55	66
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips ³	97	44	53
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
⁴ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Royal Ridge Mixed Use Development
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.25	35	44	1.25	24	30
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	9	11	1.25	29	36
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	9		4	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	7	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	4		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	7	0	0		0
Hotel	0	2	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	44	44	35	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	11	11	9	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	30	30	24	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	36	36	29	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
² Person-Trips
³ Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Royal Ridge Mixed Use Development		Organization:	Lancaster Mobley	
Project Location:	Ridgefield, WA		Performed By:	Daniel Stumpf, PE	
Scenario Description:	CCB Zone with RMUO		Date:	10/29/2024	
Analysis Year:	NA		Checked By:		
Analysis Period:	PM Street Peak Hour		Date:		

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 850	5.585, 16	KSF	180	91	89
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	95	units	48	30	18
Hotel				0		
All Other Land Uses ²				0		
Total				228	121	107

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.25	0%	0%	1.25	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.25	0%	0%	1.25	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					0	
Restaurant						
Cinema/Entertainment						
Residential		0				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	286	152	134
Internal Capture Percentage	19%	18%	20%
External Vehicle-Trips ³	185	100	85
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	43%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
⁴ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
<i>Estimation Tool Developed by the Texas Transportation Institute</i>

Project Name:	Royal Ridge Mixed Use Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips				Table 7-P (O): Exiting Trips	
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Person-Trips*
Office	1.00	0	0		1.00	0
Retail	1.25	91	114		1.25	111
Restaurant	1.00	0	0		1.00	0
Cinema/Entertainment	1.00	0	0		1.00	0
Residential	1.25	30	38		1.25	23
Hotel	1.00	0	0		1.00	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		32	4	29	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	10	5	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	0	0	2	0
Retail	0		0	0	17	0
Restaurant	0	57		0	6	0
Cinema/Entertainment	0	5	0		2	0
Residential	0	11	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates				External Trips by Mode*	
	Internal	External	Total		Vehicles ¹	Non-Motorized ²
Office	0	0	0		0	0
Retail	10	104	114		83	0
Restaurant	0	0	0		0	0
Cinema/Entertainment	0	0	0		0	0
Residential	17	21	38		17	0
Hotel	0	0	0		0	0
All Other Land Uses ³	0	0	0		0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates				External Trips by Mode*	
	Internal	External	Total		Vehicles ¹	Non-Motorized ²
Office	0	0	0		0	0
Retail	17	94	111		75	0
Restaurant	0	0	0		0	0
Cinema/Entertainment	0	0	0		0	0
Residential	10	13	23		10	0
Hotel	0	0	0		0	0
All Other Land Uses ³	0	0	0		0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

December 11, 2024

City of Ridgefield
Attn: Claire Lust, Community Development Director
Public Works Director
P.O. Box 608
Ridgefield, WA 98642

RE: Royle Ridge RMUO Planning Commission Hearing
PLZ-24-0087

Ms. Lust,

On behalf of the Applicant, thank you for your presentation of the Type IV Ridgefield Mixed Use Overlay (RMUO) application to the Planning Commission last Wednesday, December 4, 2024. We collectively thought the hearing went well and the commissioners asked a lot of good questions.

During a portion of the commission's discussion, the topic of a Development Agreement (DA) was raised to maximize residential density and to restrict residential uses along Pioneer Street. The Applicant does not believe a Development Agreement would be useful for either of these purposes. As discussed in the hearing, the northern portion of the site is not conducive to commercial development because of the steeper topography in that area and lack of visibility along Pioneer Street. However, it is conducive for multi-family residential development because of the smaller building footprints and more flexibility for parking lot design.

Ridgefield Municipal Code sets forth the required mix of residential and commercial uses, so residential density is restricted by code and that cannot be altered through a Development Agreement. The conceptual site plan with commercial fronting Pioneer and residential in back meets the required mix of uses under code while maximizing residential density that meets the Code. The applicant has no plans to place residential uses fronting Pioneer. The Pioneer frontage is most valuable for commercial uses and would not be particularly suitable for residential uses due to traffic noise from Pioneer. The back portion of the property where residential uses are proposed is more suitable for residential use since it is more removed from the traffic on Pioneer Street, has views of the tributary to Allen Canyon Creek, is in proximity to proposed pedestrian trails, and is not suitable for commercial uses due to slopes. Therefore, no matter who develops the property, the residential uses would be in the back portion of the property, not the Pioneer Street frontage.

Other commissioner discussion focused on only applying the RMUO to the northern parcel and not up to Pioneer Street as currently proposed. The area up to Pioneer is necessary to achieve the maximum number and highest density of multi-family housing on the balance of the site. To reduce the proposed RMUO area to only include the northern parcel would necessitate some kind of commercial use (a minimum of 40% of the net developable area) be proposed on that parcel, thus significantly reducing the number of multi-family units that could be developed compared to the proposed RMUO area as proposed.

There was also a discussion regarding adding adjacent parcels to the RMUO. As this is not a legislative application, application of the RMUO onto adjacent parcels would require adjacent property owner(s) consent. As such, the city is not legally able to include the addition of any other parcels to the RMUO as part of this application.

Respectfully submitted,

 Digitally signed by Michael Odren
DN: C=US,
E=m.odren@mackaysposito.com,
O="Mackay Sposito, Inc.", CN=Michael
Odren
Date: 2024.12.11 10:32:02-08'00'

Michael Odren, RLA
Landscape Architect, Land Use Planner



THE CITY OF RIDGEFIELD

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

Royle Ridge RMUO Expansion Zone Change

Council Staff Report

File No. MASTER-24-0072, PLZ-24-0087-0088

I. BASIC INFORMATION

City Council public hearing: January 23, 2025

Proposal: Expand the Ridgefield Mixed Use zoning overlay (RMUO) across portions of three Commercial Community Business (CCB) parcels. Expansion of the RMUO would allow any future development on the subject parcels to include both commercial and residential uses rather than commercial only. No development is proposed with this application.

Location: PIN 213997000 (68 N Royle Rd); PIN 214022000 (4548 N 1st Way); PIN 213998000 (no address); all Ridgefield, WA 98642

Applicant: MAJ Development Corporation. 300 W 15th St Ste 200 / Vancouver, WA 98660.

Contact: Mike Jenkins, 360-823-5125, mikej@majdevelopment.com

Applicant's representative: MacKay Sposito, Inc. 18405 SE Mill Plain Blvd #100 / Vancouver, WA 98683. Contact: Mike Odren, 360-695-3411, modren@mackaysposito.com

Property owner: Pioneer Development Ventures, LLC. 601 Main St / Vancouver, WA 98660. Contact: Erich Kasch, 360-737-1900, erich@monolithdevelopment.com

Current zoning: Commercial Community Business (CCB); approximately 0.7 acres have the Ridgefield Mixed Use Overlay (RMUO)

Proposed zoning: Commercial Community Business (CCB), expand the Ridgefield Mixed Use Overlay (RMUO) by approximately 7.3 acres to total approximately 8 acres

Staff contact: Claire Lust, Community Development Director, 360-857-5024, claire.lust@ridgefieldwa.us

II. PROPOSAL

On November 8, 2024, the City received a zone change application impacting Assessor's parcel numbers 213997000, 213998000, and 214022000 ("Royle Ridge"). The proposal is to expand the Ridgefield Mixed Use Overlay (RMUO) zoning overlay that currently exists on less than an acre in the northeastern portion of the property. The total proposed RMUO area is approximately 8 acres. See Figures 1-3. The purpose of the proposal is to facilitate future mixed commercial and multifamily residential development on the property, whereas only commercial development would be

permitted without the expanded overlay. No development is proposed with this application; any future development under the RMUO will be subject to a Type III master planning process including a public hearing before the Hearing Examiner.

The site currently has a single-family residence, pole barn, and other outbuildings. There are mapped critical areas in the northeast portion of the site, and an existing trail in their vicinity.

Figure 1. Location

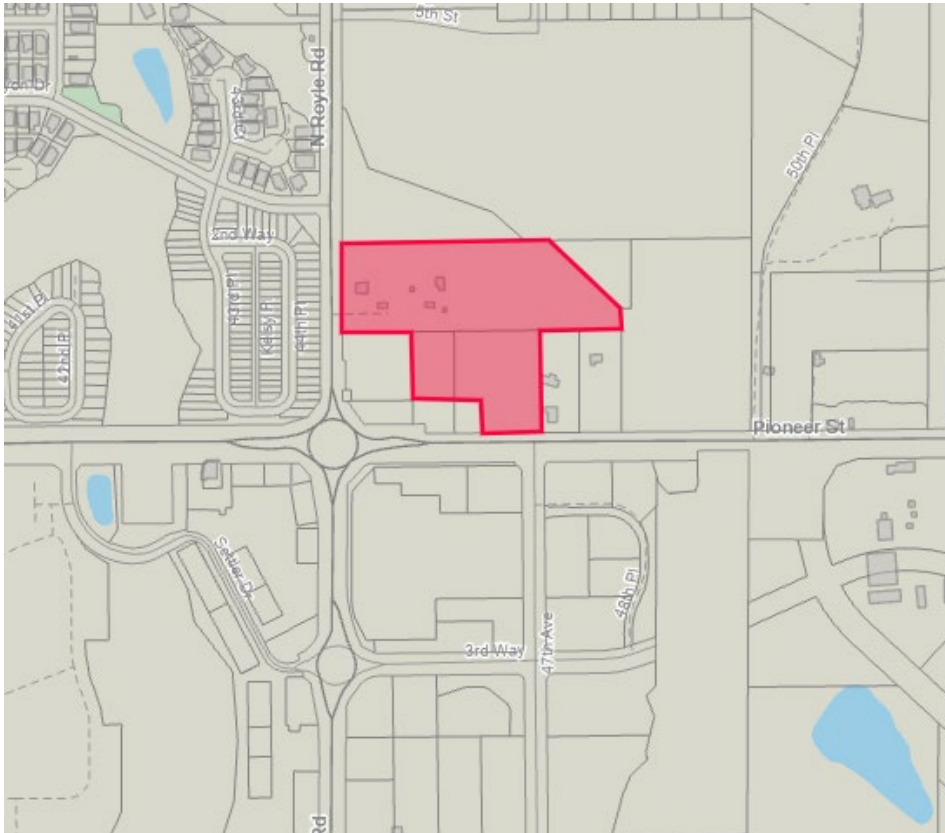


Figure 2. Existing zoning

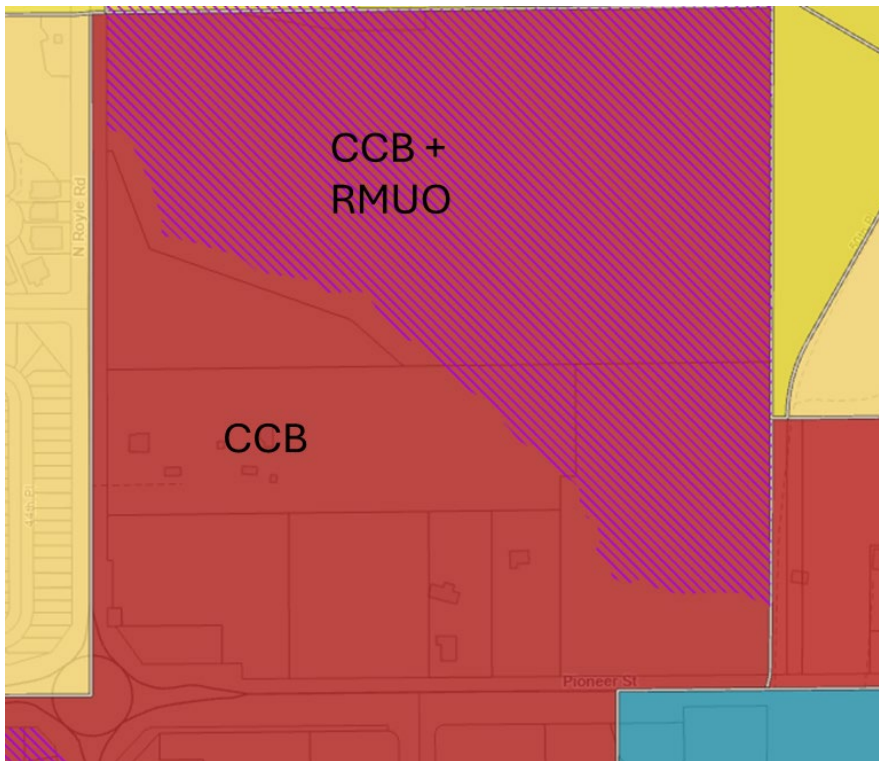
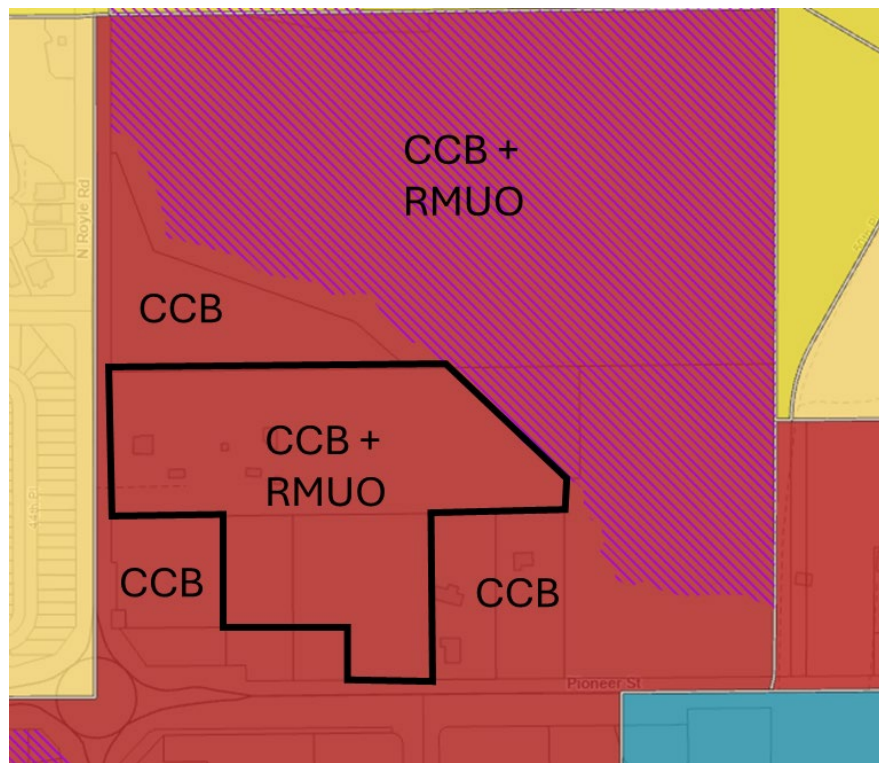


Figure 3. Proposed RMUO expansion

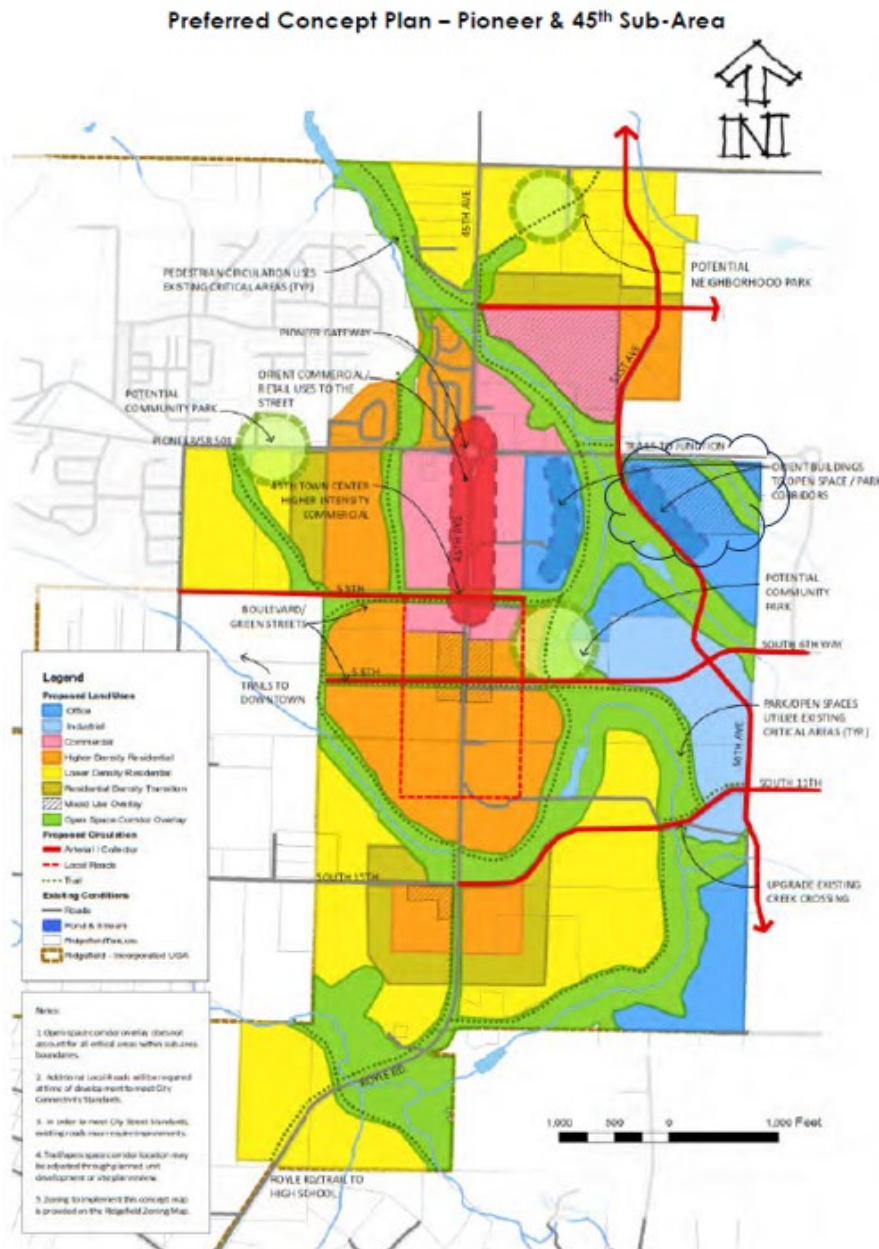


III. DISCUSSION & ANALYSIS

Zoning and Uses

The RMUO is currently applied to approximately 0.7 acres in the northeastern corner of the Royle Ridge site. This small area is part of a larger RMUO area mapped across approximately 20 acres to the north and east of the subject parcels. The existing overlay was proposed and implemented as part of the Pioneer & 45th Subarea Plan Preferred Concept Plan (Figure 4). Per RDC 18.235.060.B, the RMUO is an optional overlay that may be applied within the Pioneer and 45th and Ridgefield Junction subareas when initiated by the property owner through an approved master plan. No master plan has been submitted or approved for the existing Royle Ridge RMUO area or the contiguous RMUO area to the north to date.

Figure 4. Pioneer & 45th Preferred Concept



Surrounding uses include:

- Immediately Southwest: Undeveloped Commercial Community Business land under common ownership with the subject property (Pioneer Development Ventures, LLC). A proposed commercial development has gone through a pre-application conference as Royle Ridge Phase 1.
- South: Developed CCB parcels including Rosauers supermarket and surrounding businesses.
- West: Pioneer Canyon subdivision (single-family attached housing in the Residential Medium Density 16 zone).
- North and East: Undeveloped CCB land, including CCB land with the RMUO overlay. A City-owned parcel designated for future development as a recreational center is to the east of Royle Ridge (PIN 213961000).

This application considers the zone change request only and does not propose any site development. However, it is instructive to note that on Commercial sites with the RMUO, 35-60 percent of the site must be comprised of uses in the “residential general” and “group residences” categories of RDC Table 18.205.020-1. Thus, 40-65 percent of the site must be comprised of permitted commercial uses.

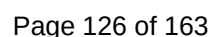
Table 1. Required mix of uses on a CCB/RMUO site

Uses allowed on 40-65 percent of the site	Uses allowed on 35-60 percent of the site
General retail trade/services, eating and drinking establishment, electric vehicle infrastructure, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, education and culture uses (except primary/secondary schools), medical clinic/laboratory, nursing and personal care facility, emergency services, park and ride, hotel, motel, boarding house, conference center, limited self-storage.	Multifamily residential, townhouse, cottage housing, home occupation.

In the CCB zone without the RMUO, the following uses are permitted on any proportion of the site: General retail trade/services, eating and drinking establishment, motor vehicle related use, electric vehicle infrastructure, gas station, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, education and culture uses (except primary/secondary schools), medical clinic/laboratory, nursing and personal care facility, emergency services, park and ride, hotel, boarding house.

The following uses are prohibited under the RMUO: Single-family detached housing (other than cottage housing), motor vehicle related use, gasoline service station, animal kennel and shelter, RV park, freight/cargo movement and storage, fleet service, warehousing (other than self-storage), wholesale retail, public agency or utility yard, broadcasting and telecommunications facility, waste-related facility, bus base.

Figure 5. Conceptual Mixed Use Master Plan under Proposed RMUO Expansion



LU-2 Efficient development patterns

Encourage efficient development throughout Ridgefield. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly by public schools, transportation and transit services.

Applicant's Response: Locating residential uses in close proximity to commercial uses per the mixed-use opportunities created by the RMUO allows for more efficient development with reduced reliance on the automobile. C-TRAN currently provides bus service between Ridgefield and the 99th Street Transit Center, through Route #48, with service eight times a day during weekdays and six times a day on weekends. Route #48 extends westward down Pioneer, ending at Royle Road, near the Property. Development of residential uses per the RMUO in close proximity to both existing and future commercial uses and the existing C-TRAN bus service furthers policy LU-2.

LU-4 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas.

Applicant's Response: Adopting the RMUO will reduce traffic impacts by reducing reliance on the automobile and reducing the overall number of trips generated by the site, while enhancing surrounding commercial uses by providing a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties. LU-4 supports adoption of the RMUO.

LU-5 Complementary uses

Locate complementary land uses near to one another to maximize opportunities for people to work or shop or play nearer to where they live.

Applicant's Response: Adopting the RMUO will provide a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties, while providing people a place to live in close proximity to places for them to work and shop (including a supermarket and restaurants south of Pioneer) as well as a place to play via the existing and planned trail network on both sides of the riparian corridor on the northeast side of the site. There is an existing trail on the northeast side of the riparian area, and future development of the subject property can provide links to the sidewalk on Royle and Pioneer for access to either end of that trail, as well as providing a segment of trail on the southwest side of the riparian corridor. LU-5 supports adoption of the RMUO.

LU-6 Mixed-use development

Facilitate development that combines multiple uses in single buildings or integrated sites. Target areas for mixed-use development include the Lake River waterfront and the central city core, with additional opportunities at 45th & Pioneer.

Applicant's Response: The proposed site for the RMUO is within the targeted area for mixed use development at 45th and Pioneer and would combine multiple uses in an integrated site. LU-6 supports adoption of the RMUO.

LU-7 Neighborhood livability

Maintain and facilitate development of stable, multiuse neighborhoods that contain a compatible mix of housing, jobs, stores, public schools and open and public spaces in a well-planned, safe pedestrian environment.

Applicant's Response: There are existing residential uses to the west across Royle Road and an existing commercial area (including a supermarket and restaurants) to the south across Pioneer, with an existing trail network along the northeast side of the riparian area that can be added to with a trail segment on the southwest side of the riparian area facilitating a future looped trail. Adding the RMUO to the subject property would be a well-planned decision that would maintain and facilitate development of a stable, multi-use neighborhood with compatible uses. Per the applicant's economist report, the RMUO would be economically compatible with the existing neighborhood and surrounding commercial uses. LU-7 supports adoption of the RMUO.

EC-4 Community retail

Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

The following response was prepared by applicant's economist:

"By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield."

Based on the findings of applicant's economist, EC-4 supports adoption of the RMUO.

EC-6 Employment capacity

Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long-term economic health of the city.

The following response was prepared by applicant's economist:

"As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high-wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with

the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post- COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi- family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road.”

Based on the findings of applicant’s economist, EC-6 supports adoption of the RMUO.

EC-9 45th & Pioneer

Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

The following response was prepared by applicant’s economist:

“One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with “flexibility to adapt to changing community and market expectations” (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated at the site, the residential portion will contribute support for service employment in the subarea.”

Based on the findings of applicant’s economist, EC-9 supports adoption of the RMUO.

HO-1 Accommodate growth

Provide a continuous and adequate supply of residential land to meet long-range multifamily 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.

The following response was prepared by applicant’s economist:

“Ridgefield’s share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for

multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.”

Based on the findings of applicant’s economist, HO-1 supports adoption of the RMUO.

HO-2 Residential development density

Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

The following response was prepared by applicant’s economist:

“According to Clark County’s most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply.”

Based on the findings of applicant’s economist, HO-2 supports adoption of the RMUO.

HO-3 Multifamily development

Provide a variety of multifamily residential development opportunities using multiple strategies:

- Designate medium density areas sufficient to provide a minimum of 25% of new housing units.
- Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.
- Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.
- Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.
- Provide additional opportunities to integrate medium density housing in low-

density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.

The following response was prepared by applicant's economist:

"Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint.

Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target."

Based on the findings of applicant's economist, HO-3 supports adoption of the RMUO.

HO-5 Housing/employment balance

Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.

The following response was prepared by applicant's economist:

"As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city." Based on the findings of applicant's economist, HO-5 supports adoption of the RMUO.

TR-3 Land use and transportation integration

Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

The following response was prepared by the applicant's traffic engineer:

"As described in City of Ridgefield code section 18.235.060 Special provisions for the Ridgefield Mixed-Use Overlay (RMUO), one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The Royle Ridge Mixed Use Development conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.

C-Tran bus route #48 Ridgefield currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed- use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3."

Based on the findings of applicant's traffic engineer, TR-3 supports adoption of the RMUO.

TR-12 Vehicle miles traveled reduction

When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- Encourage mixed land uses within easy walking distance of transit stops.
- Provide higher density residential development near employment centers and major transportation routes.
- Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.
- Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single- occupant motor vehicle commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with

connections to transit, carpooling or ridesharing.

- Pursue innovative alternative transportation options such as low-speed electric vehicles.

The following response was prepared by applicant's traffic engineer:

"The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12."

Based on the findings of applicant's traffic engineer, TR-12 supports adoption of the RMUO.

TR-16 Pedestrian facilities

Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.
- Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.
- Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.

The following response was prepared by the applicant's traffic engineer:

"The Royle Ridge Mixed Use Development conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneer Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16."

Based on the findings of applicant's traffic engineer, TR-16 supports adoption of the RMUO.

TR-18 Trail systems

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.

The following response was prepared by the applicant's traffic engineer:

"Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the Royle Ridge Mixed Use Development will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18."

Based on the findings of applicant's traffic engineer, TR-18 supports adoption of the RMUO.

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.

Applicant's Response: Adopting the RMUO for the subject properties will further this policy in a number of ways. First, by providing internal walkways connecting to Pioneer Street, at a location near S 47th Avenue and to N Royle Road, at a location near N Pioneer Canyon Drive, the RMUO will facilitate walking connections between the new mixed-use area and the existing trail on the northeast side of the riparian area through existing sidewalk connections on Pioneer and Royle. Secondly, development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-2 supports adoption of the RMUO.

P-4 Parks service standards

Provide adequate acreage of parkland and miles of trail to meet existing and future park and open space needs at the levels of service established in the *Ridgefield Parks and Recreation Comprehensive Plan*.

Applicant's Response: Future development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-4 supports adoption of the RMUO.

P-6 Parks funding

Develop dedicated funding for a complete park system that includes acquisition, development, maintenance and operation of parks, trails, open space, and recreation programs to serve City residents.

Applicant's Response: Commercial development does not contribute to park impacts and therefore does not pay park impact fees. However, adoption of the RMUO will allow a portion of the subject property to be developed for residential uses, which will pay park impact fees, thus contributing to the funding for a complete park system as well as providing an additional trail segment on the southwest side of the riparian area. P-6 supports adoption of the RMUO."

Findings

Staff finds that (A) is met.

RDC 18.320.050.B: Amendments to this title or to the RUACP must be consistent with the concurrency requirements of the CFP and shall not result in level-of-service deficiency for any capital facility or service identified in the CFP.

Applicant's response

"Based on the applicant's traffic analysis from Lancaster Engineering, adding the RMUO is consistent with the concurrency requirements of the CFP and shall not result in level-of-service deficiency for any capital facility or service identified in the CFP. In fact, overall trip generation from the site will decrease as a result of the proposed overlay, which will reduce potential transportation impacts."

Findings

Staff finds that (B) is met.

RDC 18.320.050.C: If the petition necessitates a RUACP text or a CFP project amendment, the applicant shall demonstrate that changed circumstances affecting the public health, safety, and general welfare justifies the amendment.

Findings

Staff finds that (C) does not apply.

RDC 18.320.050.D: The city shall not approve any amendment petition which is contrary to state or federal law.

Applicant's response

"Adding the RMUO to Property that is eligible for the RMUO is consistent with City comprehensive plan and development regulations that implement the state Growth Management Act, and therefore, the proposed change is not contrary to state law or federal law."

Findings

Staff finds that the proposal is not contrary to state or federal law so (D) is met.

The applicant's narrative, Market and Land Need Analysis, and Trip Generation Analysis for the proposed RMUO expansion are included as attachments.

IV. PLANNING COMMISSION

Planning Commission held a public hearing on the proposed RMUO expansion on December 4, 2024. No public testimony was received. Commissioners discussed the proposal and asked clarifying questions. Two topics they brought up for discussion were:

- Would there be any merit in expanding the RMUO further, to "fill in" the gaps between the existing RMUO and the expanded RMUO as proposed? This would involve properties under separate ownership.
- Extending the RMUO to Pioneer could inadvertently result in residential development occurring adjacent to Pioneer, which would not align with development patterns along this corridor.

Ultimately, Planning Commission voted unanimously to recommend approval of the RMUO expansion as proposed by the applicant.

On December 11, 2024, the applicant's representative provided a written response to the conversation held at Planning Commission. This letter is included as an attachment.

V. PROPOSED TIMELINE

Adoption of the proposed zone change is proposed to occur as follows. The City Council public hearing will be noticed separately:

December 4, 2024	Planning Commission public hearing and recommendation to Council
January 23, 2025	City Council 1 st reading and public hearing
February 13, 2025	City Council 2 nd reading and adoption
March 17, 2025	Approximate effective date

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Motion - Approval of Paradise Pointe Phase 4 & 5 Final Plat

GOVERNING LEGISLATION

RCW 36.70A - Growth Management
RMC 18.620 - Procedure for Subdivision

PREVIOUS COUNCIL ACTION TAKEN:

ORD 1216 - Brown Development and Pre-Annexation Agreement (DA)
ORD 1405 - First Amendment to the DA

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

Tax revenue from 69 new residential lots.

RECOMMENDED ACTION OR MOTION:

To approve the final plat:

"I move to approve the Paradise Pointe Phase 4 & 5 final plat as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. PLAT SHEET 1
3. PLAT SHEET 2



COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3908 | Fax: (360) 887-2507 | www.ridgefieldwa.us

Paradise Pointe Phases 4 & 5 Final Plat

Staff Report

File No. MASTER-24-0069, PLZ-24-0084

January 23, 2025

I. Basic Facts

Application date: On October 23, 2024, the City received an application for final plat approval for Paradise Pointe Phases 4 & 5 (69 lots).

Applicant's Representative: WFG National Title. 2001 SE Columbia River Dr / Vancouver, WA 98661. Contact: Sheri Hunzeker, 360.852.1576, shunzeker@wfgtitle.com

Property Owner/Applicant: HSR Development. 19120 SE 34th St #103 / Vancouver, WA 98683. Contact: Andy Swanson, 503.936.8514, andy@hsr-capital.com; Kevin Miller, 360.798.6458, kevin@hshnw.com

Property Information: No address. #86 and #83 Sec 17 T4N R1E WM, Assessor's #213075000, 15.39 acres.

Zoning: Residential Low Density 4 (RLD-4), Urban Holding 10 Overlay (UH-10)

Comprehensive Plan: Urban Low (UL)

Compliance: The proposed plat complies with the applicable provisions in the Ridgefield Development Code and the Ridgefield Urban Area Comprehensive Plan.

Council date: January 23, 2025

II. Documents Received

- A. Master land use application
- B. Final plat checklist
- C. Narrative
- D. Plat sheets
- E. Deed report
- F. Subdivision guarantee
- G. Draft CC&Rs
- H. Revised materials as required by staff

III. Background and Proposal

The project is subject the Brown Development and Pre-Annexation Agreement (adopted by Council on September 8, 2016 – ORD 1216), as amended by Council on July 27, 2023 (ORD 1405).

The Hearing Examiner approved the preliminary plat for the Paradise Found Planned Unit Development (PUD) via final order on December 31, 2018 (PLZ-18-0095). The approved preliminary plat had 296 single-family residential lots. See Figure (1).

Figure 1. Paradise Found Preliminary PUD



On March 22, 2023 staff approved a post-decision review (PDR, PLZ-22-0058) reconfiguring the layout of the PUD but maintaining a total of 296 lots. A minimum lot area of 7,079 square feet and a maximum lot area of 13,000 square feet were approved through the PDR. See Figure (2).

The project has since been renamed to Paradise Pointe. Phases 4 and 5 are in the eastern portion of the site, adjacent to the east-west collector through Paradise Pointe to the south, North Royle Road to the east, future project phases to the north, and the future community park to the west.

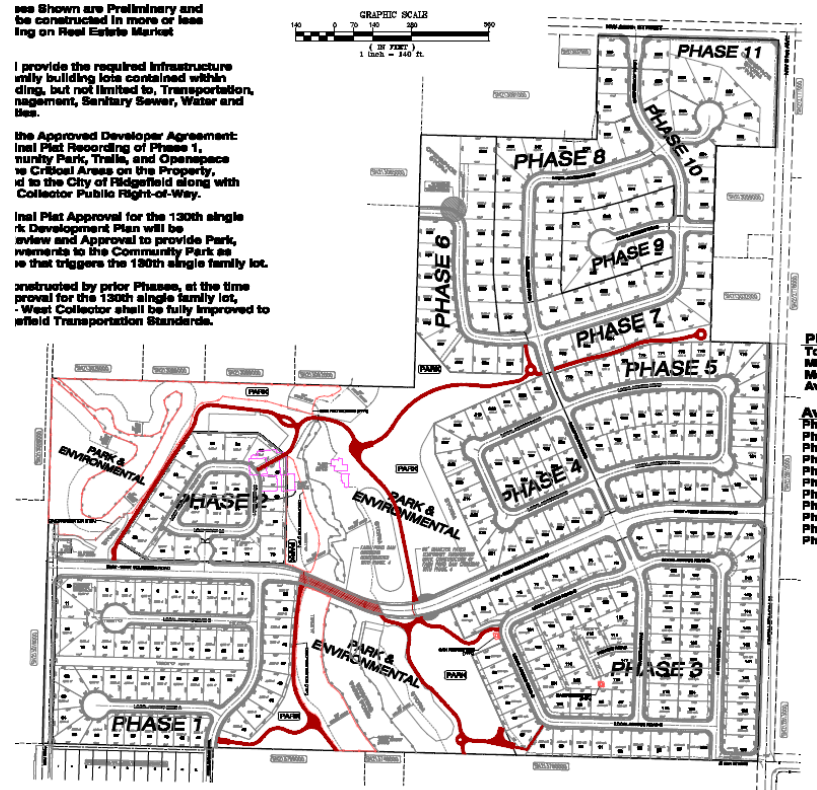
The proposal for Phases 4 and 5 is to create 69 single-family detached residential lots on approximately fifteen acres. See Figure (3). The lots range from 7,079 square feet (Lot 189) to 9,415 square feet (Lot 174). The average lot area is 7,507 square feet.

as Shown are Preliminary and
to be constructed in more or less
ing on Real Estate Market

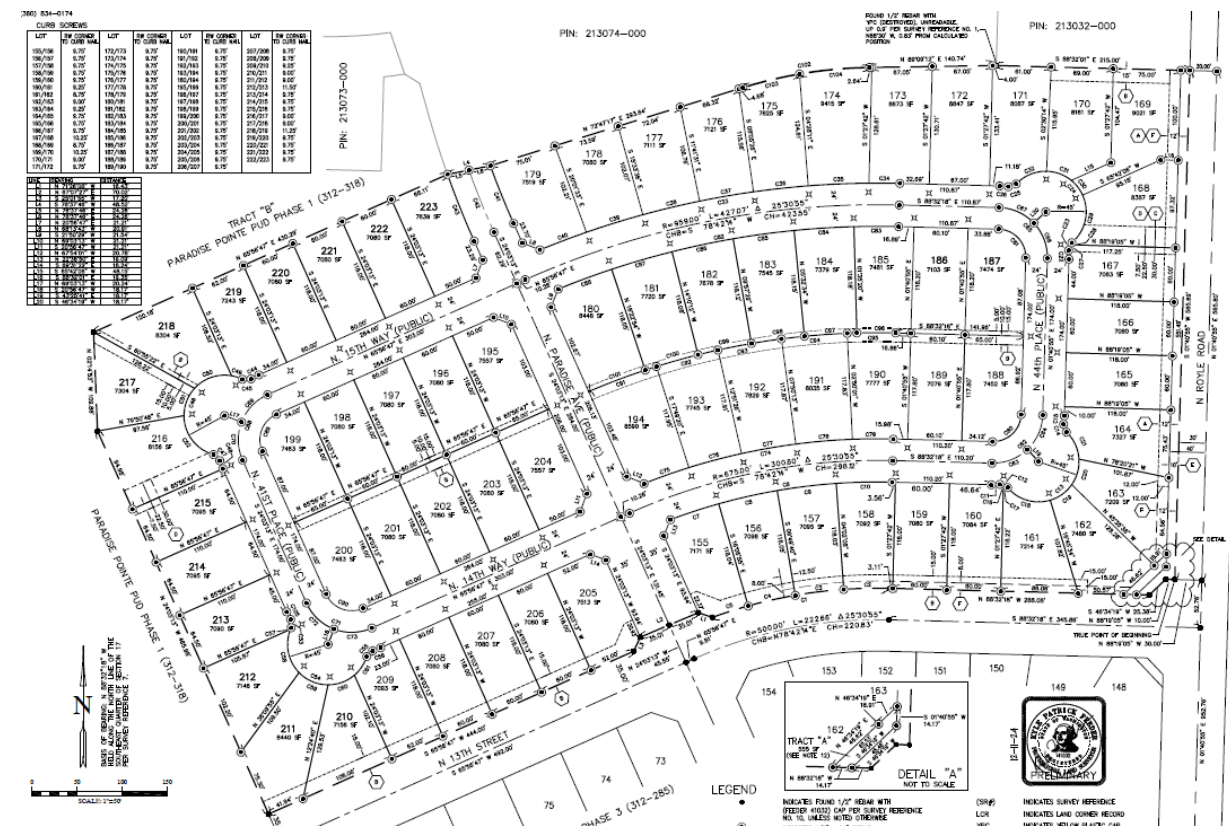
the Approved Developer Agreement:
Inal Plat Recording of Phase 1,
nunity Park, Trails, and Openspace
ve Critical Areas on the Property,
id to the City of Ridgefield along with
Collector Public Right-of-Way.

**Inal Plat Approval for the 130th single
rk Development Plan will be
review and Approval to provide Park,
vements to the Community Park as
se that triggers the 130th single family lot.**

constructed by prior Phases, at the time
approval for the 130th single family lot,
- West Collector shall be fully improved to
field Transportation Standards.



300 836-0174



Each lot in Phases 4 and 5 takes access from public streets which tie into the east-west collector through Paradise Pointe.

Tract A is a small (555-sf) open space tract at the entrance to the subdivision off N Royle Road. Tract A is to be owned and maintained by the HOA. There are no other open space tracts in Phases 4 and 5. The space set aside for the community park and trail system immediately to the west of Phases 4 and 5 was placed in a tract and dedicated to the City with the Phase 1 final plat.

Part of the proposal is to simultaneously lift the Urban Holding 10 (UH-10) zoning overlay from Phases 4 and 5 per RDC 18.270.060.

IV. Staff Review

The purpose of this review is to consider whether the applicant has met the conditions of approval from the preliminary approval, the Development Agreement, the Ridgefield Development Code, the Ridgefield Urban Area Comprehensive Plan, and the City Engineering Standards for Public Works Construction. Staff evaluated the final plat materials and resubmittals provided and offer the following combined comments.

Survey Review

All survey review comments have been addressed.

Engineering Review

A performance bond is required covering 120 percent of the cost of incomplete improvements. The applicant submitted a cost estimate for incomplete improvements totaling \$125,245.00. This cost estimate is under review as of January 15, 2025; if the City Engineer finds this amount is accurate the required performance bond will be in the amount of \$150,294.00. As a **condition of approval**, prior to obtaining city signatures on the final plat mylar the applicant shall submit the performance bond in the amount requested by the City Engineer.

All other engineering comments and conditions of approval have been addressed.

Land Use Review

The applicant submitted draft CC&Rs for review by the City Attorney and addressed all comments. As a **condition of approval**, the applicant shall record the CC&Rs and submit a recorded copy to the city.

All other land use comments and conditions of approval have been addressed.

Urban Holding

RDC 18.270.060.A allows the Urban Holding 10 overlay to be removed from a property concurrent with final plat approval. Urban Holding shall be removed from Paradise Pointe Phases 4 and 5 concurrent with this final plat approval.

V. Recommendation

Staff recommends City Council **APPROVE** the Paradise Pointe Phases 4 & 5 Final Plat including removal of the UH-10 zoning overlay subject to the following **conditions of approval**:

1. Submit the performance bond in the amount requested by the City Engineer prior to obtaining city signatures on the final plat mylar.

2. Submit a mylar for signature containing the signature and seal of the surveyor of record (Certification of Subdivision Platting, see RDC 18.620.120.L) and the signatures of all parties having an ownership interest in the land for purposes of dedication (Dedication of Subdivision, see RDC 18.620.120.M).
3. Record the final plat with the Clark County Auditor's Office within thirty (30) calendar days of City signatures on the face of the Mylar.
4. Submit the recorded plat and all associated written documents within thirty (30) calendar days of City signatures on the face of the Mylar.
5. Record the CC&Rs and submit a recorded copy to the city.

PREPARED BY:
KPF SURVEYING, INC.
2208 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 834-0174

NOTES:

1. IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
2. CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-24-0084"
3. PURSUANT TO RCW 27.53.060 IT IS UNLAWFUL TO REMOVE OR ALTER ANY ARCHAEOLOGICAL RESOURCE OR SITE WITHOUT HAVING OBTAINED A WRITTEN PERMIT FROM THE WASHINGTON STATE OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION. UPON ANY DISCOVERY OF POTENTIAL OR KNOWN ARCHAEOLOGICAL RESOURCES AT THE SUBJECT SITE PRIOR TO OR DURING ON-SITE CONSTRUCTION, THE DEVELOPER, CONTRACTOR, AND/OR ANY OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL IMMEDIATELY CEASE ALL ON-SITE CONSTRUCTION, SHALL ACT TO PROTECT THE POTENTIAL OR KNOWN HISTORICAL AND CULTURAL RESOURCES AREA FROM OUTSIDE INTRUSION, AND SHALL NOTIFY, WITHIN A MAXIMUM PERIOD OF TWENTY FOUR HOURS FROM THE TIME OF DISCOVERY, THE CITY OF RIDGEFIELD COMMUNITY DEVELOPMENT DEPARTMENT OF SAID DISCOVERY.
4. A MINIMUM OF ONE AND MAXIMUM OF FOUR OFF-STREET PARKING SPACES SHALL BE PROVIDED FOR EACH DWELLING UNIT.
5. AT LEAST EIGHTEEN LINEAR FEET OF DRIVEWAY SHALL BE PROVIDED BETWEEN ANY GARAGE OR CARPORT ENTRANCE AND THE BACK SIDE OF THE SIDEWALK, MEASURED ALONG THE CENTERLINE OF THE DRIVEWAY.
6. TABLE OF DEVELOPMENT STANDARDS (18.210.030-1 (PUD))
MINIMUM LOT AREA: 7079 SQ. FT.
MINIMUM LOT WIDTH: 50 FT.
MAX BUILDING COVERAGE: 45%
MAX IMPERVIOUS SURFACE: 60%
MAX BUILDING HEIGHT: 30 FT (35 FT WITH PITCHED ROOF)
MINIMUM SIDE YARD SETBACK: 5 FT
(MINIMUM SIDEYARD SETBACK SHALL NOT BE REDUCED THROUGH THE PUD OR ADJUSTMENT OR VARIANCE PROCESS)
MINIMUM STREET SIDE YARD SETBACK: 15 FT
8. ARCHITECTURAL DESIGN APPROVAL FROM THE CITY OF RIDGEFIELD IS REQUIRED FOR ALL SINGLE-FAMILY HOMES. IT IS THE RESPONSIBILITY OF THE APPLICANT TO OBTAIN DESIGN APPROVAL FOR EACH HOME, INCLUDING MODEL HOMES.
9. ALL FENCES AND WALLS WITHIN THE SUBDIVISION ARE TO COMPLY WITH RDC 18.740.
10. PROJECT DENSITY FOR ALL PHASES OF PARADISE FOUND PUD, PER THE APPROVED POST DECISION REVIEW (PLZ-22-0058), IS 3.98 UNITS/ACRE
11. LOT 169 IS REQUIRED TO BE FIRE SPRINKLED.
12. TRACT "A" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF THE TRACT OF LAND DESCRIBED ABOVE HAVE CAUSED THE SAME TO BE PLATTED ACCORDING TO THE PLAT HERETO ANNEXED, SAME TO BE KNOWN AS THE "PARADISE POINTE PLANNED UNIT DEVELOPMENT, PHASE 4 AND 5", AND HEREBY DEDICATE ALL STREETS AND OTHER AREAS TO THE PUBLIC, AND INDIVIDUAL OR INDIVIDUALS, RELIGIOUS SOCIETY OR SOCIETIES OR TO ANY CORPORATION, PUBLIC OR PRIVATE AS SHOWN ON THE PLAT OR SHORT PLAT AND A WAIVER OF ALL CLAIMS FOR DAMAGES AGAINST ANY GOVERNMENTAL AUTHORITY WHICH MAY BE OCCASIONED TO THE ADJACENT LAND BY THE ESTABLISHED CONSTRUCTION, DRAINAGE AND MAINTENANCE OF SAID ROAD.

HSR PARADISE 4/5 EXCAVATION, LLC

SIGNATURE _____ DATE _____

DECLARANT DECLARATION:

THE UNDESIGNED AFFILIATE OF OWNER OF THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARES THIS MAP AND DEDICATES THE SAME FOR A COMMON INTEREST COMMUNITY NAMED PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 4 AND 5, A PLAT COMMUNITY, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT, SOLELY TO MEET THE REQUIREMENTS OF THE ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND IS RECORDED PURSUANT TO THE DECLARATION FOR PARADISE POINTE ESTATES HOMEOWNERS ASSOCIATION, RECORDED UNDER CLARK COUNTY RECORDING NUMBER 6158808, AND THE PHASE 4 AND 5 ADDENDUM THERETO RECORDED UNDER CLARK COUNTY RECORDING NO. _____

BY: PRINTED _____ SIGNED _____ TITLE _____ DATE _____

ACKNOWLEDGEMENT

STATE OF _____
COUNTY OF _____

I CERTIFY THAT I KNOW THAT _____ IS THE PERSON WHO APPEARED BEFORE ME AND SAID PERSON ACKNOWLEDGED THAT HE/SHE SIGNED THIS INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS/HER FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

WITNESS MY HAND AND SEAL HERETO AFFIXED ON THIS _____ DAY OF _____, 20____.

SIGNED: _____

NOTARY NAME: _____

NOTARY PUBLIC IN AND FOR THE STATE OF _____

RESIDING IN _____

COMMISSION EXPIRES: _____

KPF SURVEYING, INC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQUISCEENCE, ESTOPPEL, ETC.

A FIELD TRAVERSE WAS PERFORMED USING A ONE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN SEPTEMBER 2024

PERIMETER DESCRIPTION:

A TRACT OF LAND IS LOCATED IN A PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 17;

THENCE NORTH 01°40'55" EAST, ALONG THE EAST LINE OF SECTION 17, FOR A DISTANCE OF 952.76 FEET;

THENCE NORTH 88°19'05" WEST, FOR A DISTANCE OF 30.00 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF NORTH 13TH STREET, SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE NORTH 88°19'05" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF NORTH 13TH STREET, FOR A DISTANCE OF 10.00 FEET;

THENCE SOUTH 46°34'19" WEST, FOR A DISTANCE OF 25.38 FEET;

THENCE NORTH 88°32'18" WEST, FOR A DISTANCE OF 288.08 FEET;

THENCE ALONG THE ARC OF A 535.00 FOOT RADIUS CURVE TO THE LEFT, FOR AN ARC DISTANCE OF 200.94 FEET, THE RADIUS OF WHICH BEARS SOUTH 01°27'42" WEST, THROUGH A CENTRAL ANGLE OF 21°31'09", THE LONG CHORD OF WHICH BEARS SOUTH 80°42'08" WEST, FOR A CHORD DISTANCE OF 199.76 FEET;

THENCE NORTH 71°26'08" WEST, FOR A DISTANCE OF 16.43 FEET;

THENCE SOUTH 67°07'27" WEST, FOR A DISTANCE OF 70.02 FEET;

THENCE SOUTH 25°01'55" WEST, FOR A DISTANCE OF 17.20 FEET;

THENCE SOUTH 65°56'47" WEST, FOR A DISTANCE OF 444.00 FEET, TO A POINT ON THE EASTERLY LINE OF PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 1', ACCORDING TO THE PLAT THEREOF RECORDED IN BOOK 312 OF PLATS, AT PAGE 318, RECORDS OF CLARK COUNTY, WASHINGTON;

THENCE NORTH 24°03'13" WEST, FOR A DISTANCE OF 465.98 FEET;

THENCE NORTH 02°14'53" WEST, FOR A DISTANCE OF 109.88 FEET;

THENCE NORTH 65°56'47" EAST, FOR A DISTANCE OF 430.29 FEET;

THENCE LEAVING SAID EASTERLY LINE OF SAID PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 1', NORTH 78°37'46" EAST, FOR A DISTANCE OF 48.52 FEET;

THENCE NORTH 72°47'17" EAST, FOR A DISTANCE OF 293.64 FEET;

THENCE ALONG THE ARC OF A 500.00 FOOT RADIUS CURVE TO THE RIGHT, FOR AN ARC DISTANCE OF 142.81 FEET, THE RADIUS OF WHICH BEARS SOUTH 17°12'43" EAST, THROUGH A CENTRAL ANGLE OF 16°21'55", THE LONG CHORD OF WHICH BEARS NORTH 80°58'14" EAST, FOR A CHORD DISTANCE OF 142.33 FEET;

THENCE NORTH 89°09'12" EAST, FOR A DISTANCE OF 140.74 FEET;

THENCE SOUTH 88°32'01" EAST, FOR A DISTANCE OF 215.00 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF NORTH ROYLE ROAD;

THENCE SOUTH 01°40'55" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 565.69 FEET, TO THE TRUE POINT OF BEGINNING.

CONTAINING 15.40 ACRES, MORE OR LESS.

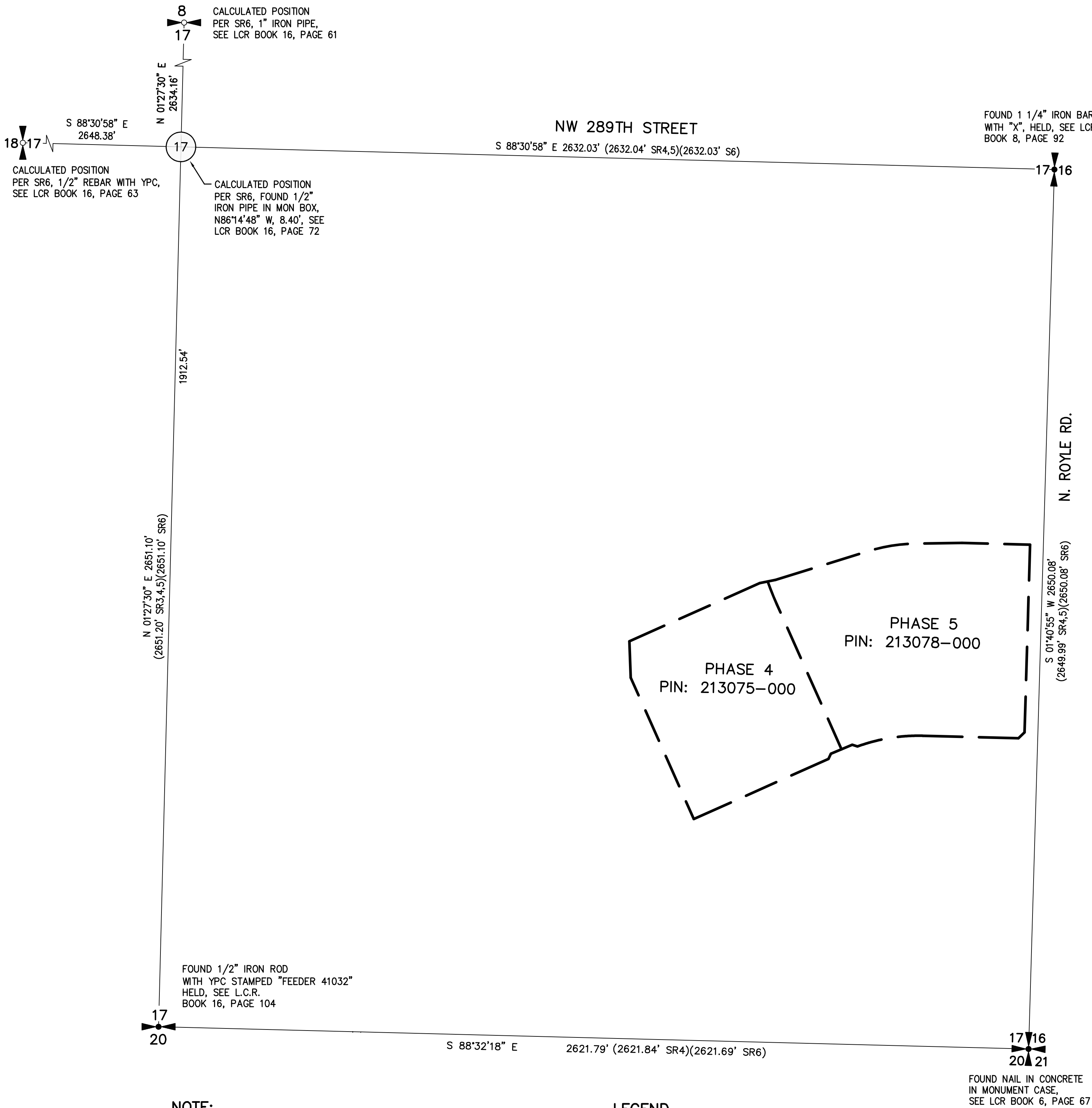
DEED REFERENCES:

GRANTOR: HSR DEV PARADISE, LLC
GRANTEE: HSR DEV PARADISE, LLC
AUDITORS FILE NUMBER: 6041154 BLA
DATED: 4-26-2022

GRANTOR: HSR DEV PARADISE, LLC
GRANTEE: HSR PARADISE 4/5 EXCAVATION, LLC
AUDITORS FILE NUMBER: 6179399 D
DATED: 4-30-2024

SURVEY REFERENCES:

- 1) LANDMARKERS SURVEY, BOOK 11, PAGE 30
- 2) HAGEDORN SURVEY, BOOK 14, PAGE 160
- 3) LAWSON SURVEY, BOOK 16, PAGE 29
- 4) LAWSON SURVEY, BOOK 17, PAGE 50
- 5) HART SURVEY, BOOK 38, PAGE 67
- 6) MINISTER SURVEY, BOOK 57, PAGE 112
- 7) "PIONEER PLACE PHASE 1", BOOK 311, PAGE 862
- 8) "PIONEER PLACE PHASE 2", BOOK 311, PAGE 868
- 9) "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 3" BOOK 312, PAGE 285
- 10) "PARADISE POINTE PLANNED UNIT DEVELOPMENT PHASE 1" BOOK 312, PAGE 318



NOTE:

THE CITY OF RIDGEFIELD HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE ROADS AND IT SHALL BE THE SOLE RESPONSIBILITY OF THE PROPERTY OWNERS TO IMPROVE OR MAINTAIN THE PRIVATE ROADS PROVIDING ACCESS TO THE PROPERTY CONTAINED WITHIN AND DESCRIBED IN THIS PLAT.

UTILITY AND SIDEWALK EASEMENT:

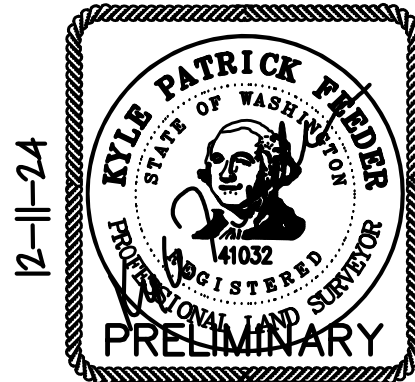
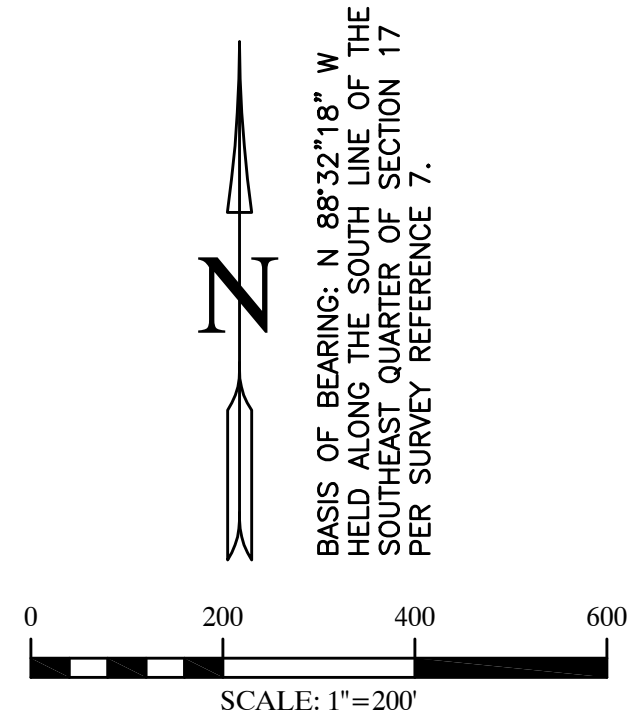
AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.

SIDEWALK NOTE:

PRIOR TO ISSUANCE OF OCCUPANCY PERMITS, SIDEWALKS AND PLANTER STRIPS SHALL BE CONSTRUCTED ALONG ALL LOTS IN ACCORDANCE WITH THE APPROVED ENGINEERING PLANS.

LEGEND

- INDICATES CALCULATED POSITION
- (SR#) INDICATES SURVEY REFERENCE
- LCR INDICATES LAND CORNER RECORD
- YPC INDICATES YELLOW PLASTIC CAP
- PIN INDICATES ASSESSORS PARCEL NUMBER



DATE:	12-11-24
SCALE:	1"=200'
JOB NO.:	18-038
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	1 OF 2

KPF

SURVEYING, INC.

2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661

360-834-0174 FAX: 360-838-0155

PARADISE POINTE
PLANNED UNIT DEVELOPMENT

PHASE 4 AND 5

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")

IN A PORTION OF THE
SE 1/4 OF THE SE 1/4 AND
THE NE 1/4 OF THE SE 1/4
OF SECTION 17,

T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON

SHEET 1 OF 2

CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-24-0084

CITY COMMUNITY DEVELOPMENT DIRECTOR:

CITY COMMUNITY DEVELOPMENT DIRECTOR _____ DATE _____

CITY PUBLIC WORKS DIRECTOR:

CITY PUBLIC WORKS DIRECTOR _____ DATE _____

CITY ENGINEER:

CITY OF RIDGEFIELD ENGINEER _____ DATE _____

CITY MAYOR:

APPROVED AND ACCEPTED BY THE CITY OF RIDGEFIELD, COUNTY OF CLARK, STATE OF WASHINGTON, THIS ____ DAY OF _____, 2024.

MAYOR, CITY OF RIDGEFIELD

ATTESTED BY: _____
CITY CLERK

CLARK REGIONAL WASTEWATER DISTRICT

DEVELOPMENT PROGRAM MANAGER _____ DATE _____

ASSESSOR:

THIS PLAT MEETS THE REQUIREMENTS OF R.C.W. 58.17.170, LAWS OF WASHINGTON, TO BE KNOWN AS PARADISE POINTE PUD PHASE 4 AND 5 SUBDIVISION NO. _____

IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

COUNTY ASSESSOR _____ DATE _____

AUDITORS CERTIFICATE:

FILED FOR RECORD, THIS ____ DAY OF _____, 2024, AT _____, ____M

IN BOOK _____ OF PLATS, AT PAGE _____

CLARK COUNTY AUDITOR

AUDITORS FILE NUMBER

SURVEYOR'S CERTIFICATE:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF HSR PARADISE 4/5 EXCAVATION, LLC ON 10-01-24. I HEREBY CERTIFY THAT THIS MAP FOR PARADISE POINTE PLANNED UNIT DEVELOPMENT, PHASE 4 AND 5 IS BASED UPON AN ACTUAL SURVEY OF THE PROPERTY HEREIN DESCRIBED; THAT THE BEARINGS AND DISTANCES ARE CORRECTLY SHOWN; THAT ALL INFORMATION REQUIRED BY THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT IS SUPPLIED HEREIN.

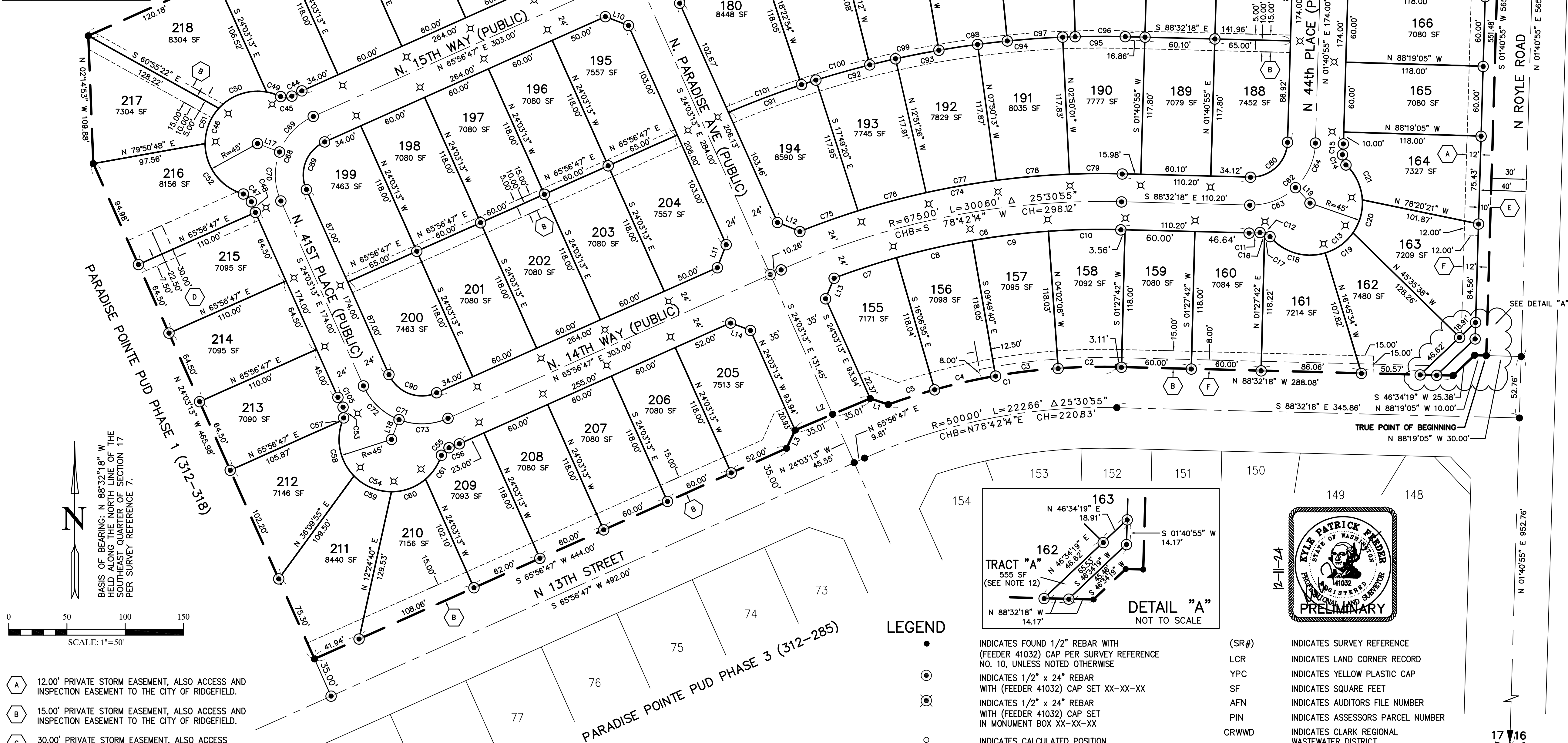
KYLE P. FEEDER, PROFESSIONAL LAND SURVEYOR, _____ DATE _____
PLS. NO. 41032

PREPARED BY:
KPF SURVEYING, INC.
2208 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 834-0174

CURB SCREWS

LOT	RW CORNER TO CURB NAIL	LOT	RW CORNER TO CURB NAIL	LOT	RW CORNER TO CURB NAIL	LOT	RW CORNER TO CURB NAIL
155/156	9.75'	172/173	9.75'	190/191	9.75'	207/208	9.75'
156/157	9.75'	173/174	9.75'	191/192	9.75'	208/209	9.75'
157/158	9.75'	174/175	9.75'	192/193	9.75'	209/210	9.25'
158/159	9.75'	175/176	9.75'	193/194	9.75'	210/211	9.00'
159/160	9.75'	176/177	9.75'	194/195	9.75'	211/212	9.00'
160/161	9.25'	177/178	9.75'	195/196	9.75'	212/213	11.50'
161/162	8.75'	178/179	9.75'	196/197	9.75'	213/214	9.75'
162/163	9.00'	179/180	9.75'	197/198	9.75'	214/215	9.75'
163/164	9.25'	180/181	9.75'	198/199	9.75'	215/216	9.75'
164/165	9.75'	181/182	9.75'	199/200	9.75'	216/217	9.00'
165/166	9.75'	182/183	9.75'	200/201	9.75'	217/218	9.00'
166/167	9.75'	183/184	9.75'	201/202	9.75'	218/219	11.25'
167/168	10.25'	184/185	9.75'	202/203	9.75'	219/220	9.75'
168/169	8.75'	185/186	9.75'	203/204	9.75'	220/221	9.75'
169/170	10.25'	186/187	9.75'	204/205	9.75'	221/222	9.75'
170/171	9.00'	187/188	9.75'	205/206	9.75'	222/223	9.75'
171/172	9.75'	188/189	9.75'	206/207	9.75'		

LINE	BEARING	DISTANCE
L1	N 71°28'08" W	16.43'
L2	N 67°07'27" E	70.02'
L3	S 25°01'55" W	17.20'
L4	S 78°37'46" W	24.26'
L5	N 78°37'46" E	24.26'
L6	N 20°56'47" E	21.21'
L7	N 68°13'43" W	20.31'
L8	N 68°13'43" W	21.54'
L9	S 21°50'29" W	21.54'
L10	N 69°03'13" W	21.21'
L11	S 20°56'47" W	21.21'
L12	N 67°54'01" W	20.78'
L13	N 22°38'50" E	19.09'
L14	S 69°31'22" E	18.24'
L15	S 65°42'06" W	18.15'
L16	S 88°32'01" E	19.35'
L17	N 69°03'13" W	20.24'
L18	S 20°56'47" W	18.17'
L19	S 43°26'41" E	18.17'
L20	S 46°34'19" W	18.17'



- (A) 12.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- (B) 15.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- (C) 30.00' PRIVATE STORM EASEMENT, ALSO ACCESS AND INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD.
- (D) 30' PUBLIC SANITARY SEWER EASEMENT TO CRWWD
- (E) 10' RIGHT-OF-WAY DEDICATED TO CITY OF RIDGEFIELD
- (F) EXCLUSIVE WALL ACCESS AND MAINTENANCE EASEMENT TO THE HOA.

LEGEND

- INDICATES FOUND 1/2" REBAR WITH (FEEDER 41032) CAP PER SURVEY REFERENCE NO. 10, UNLESS NOTED OTHERWISE
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET XX-XX-XX
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41032) CAP SET IN MONUMENT BOX XX-XX-XX
- INDICATES CALCULATED POSITION
- INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "FEEDER 41032" SET AT THE EXTENSION OF ALL LOT LINES IN THE CURB, FOR THE PURPOSE OF LINE AND DISTANCE, NOT ACTUAL FRONT LOT CORNER, SET XX-XX-XX
- (SR#)
- LCR
- YPC
- SF
- AFN
- PIN
- CRWWD
- INDICATES SURVEY REFERENCE
- INDICATES LAND CORNER RECORD
- INDICATES YELLOW PLASTIC CAP
- INDICATES SQUARE FEET
- INDICATES AUDITORS FILE NUMBER
- INDICATES ASSESSORS PARCEL NUMBER
- INDICATES CLARK REGIONAL WASTEWATER DISTRICT
- INDICATES RIGHT-OF-WAY
- INDICATES CENTERLINE
- INDICATES SUBJECT PROPERTY
- INDICATES LOT LINE
- INDICATES STORM SEWER EASEMENT
- INDICATES SANITARY SEWER EASEMENT
- INDICATES WALL ACCESS AND MAINTENANCE EASEMENT

PARADISE POINTE
PLANNED UNIT DEVELOPMENT

PHASE 4 AND 5

(PRELIMINARILY APPROVED AS "PARADISE FOUND PUD")

IN A PORTION OF THE
SE 1/4 OF THE SE 1/4 AND
THE NE 1/4 OF THE SE 1/4
OF SECTION 17,

T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON

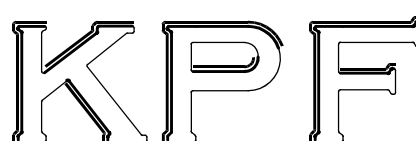
SHEET 2 OF 2

CITY OF RIDGEFIELD FINAL PLAT NUMBER PLZ-24-0084

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	CHORD LENGTH	CHORD BEARING
C1	535.00'	200.41'	21°31'08"	199.76'	N 80°42'08" E
C2	535.00'	51.33'	5°29'50"	51.31'	N 88°42'47" E
C3	535.00'	54.14'	5°47'53"	54.12'	N 83°03'56" E
C4	535.00'	53.68'	5°44'47"	53.63'	S 77°17'56" W
C5	535.00'	41.81'	4°28'39"	41.80'	N 72°10'53" E
C6	651.00'	251.26'	22°08'49"	249.70'	N 80°24'17" E
C7	651.00'	56.37'	4°57'42"	56.36'	N 71°49'44" E
C8	651.00'	66.61'	5°51'45"	66.58'	S 72°14'27" W
C9	651.00'	66.07'	5°48'55"	66.04'	S 83°04'47" W
C10	651.00'	62.20'	5°28'27"	62.18'	S 88°43'28" W
C11	79.00'	9.37'	6°47'59"	9.36'	N 88°03'53" E
C12	10.00'	9.63'	55°09'55"	9.26'	S 87°44'59" E
C13	45.00'	146.46'	186°28'54"	89.86'	S 46°33'06" W
C14	10.00'	9.63'	55°09'55"	9.26'	S 19°06'23" E
C15	79.00'	9.37'	6°47'59"	9.36'	S 05°04'45" W
C16	10.00'	4.06'	23°14'50"	4.03'	S 83°42'32" E
C17	10.00'	5.60'	32°05'43"	5.53'	N 56°02'15" W
C18	45.00'	52.27'	68°31'09"	49.36'	S 73°29'00" E
C19	45.00'	52.02'	38°13'04"	38.46'	S 54°07'54" W
C20	45.00'	30.05'	38°15'55"	29.50'	S 15°53'24" W
C21	45.00'	34.12'	43°28'48"	33.31'	N 24°57'57" W
C22	79.00'	9.37'	7°00'52"	9.37'	N 01°49'51" W
C23	10.00'	9.63'	55°09'55"	9.26'	S 22°15'01" W
C24	45.00'	146.46'	186°31'19"	89.85'	S 43°25'41" E
C25	10.00'	9.63'	55°09'55"	9.26'	S 70°53'37" E
C26	79.00'	9.37'	7°00'52"	9.37'	N 01°49'51" W
C27	10.00'	6.58'	37°42'28"	6.46'	N 13°42'04" E
C28	10.00'	3.02'	17°16'42"	3.00'	S 41°11'38" W
C29	45.00'	58.22'	74°07'53"	54.25'	N 12°48'02" E
C30	45.00'	20.72'	25°23'16"	20.54'	S 37°29'39" E
C31	45.00'	29.86'	38°00'59"	29.31'	N 69°41'40" W
C32	35.00'	37.69'	57°59'11"	36.60'	N 67°18'15" W
C33	983.00'	409.45'	23°51'55"	408.43'	N 70°14'45" E
C34	983.00'	34.31'	2°00'00"	34.31'	S 89°32'18" E
C35	983.00'	67.45'	3°55'53"	67.44'	S 87°29'45" W
C36	983.00'	61.12'	3°33'45"	61.11'	N 83°44'57" E
C37	983.00'	60.76'	3°32'36"	60.76'	N 80°11'46" E
C38	983.00'	64.86'	3°46'50"	64.85'	N 76°32'03" E
C39	983.00'	65.64'	3°49'33"	65.63'	N 72°43'52" E
C40	983.00'	33.18'	3°11'27"	33.17'	N 69°12'26" E
C41	976.00'	69.11'	4°03'26"	69.10'	S 22°01'30" E
C42	1000.00'	74.45'	4°15'57"	74.44'	S 21°55'15" E
C43	1024.00'	79.79'	4°29'47"	79.77'	S 21°49'17" E
C44	976.00'	9.68'	7°01'27"	9.67'	N 02°26'04" E
C45	10.00'	10.01'	57°19'44"	9.59'	S 87°35'12" W
C46	45.00'	149.70'	190°36'36"	89.61'	N 20°56'47" E
C47	10.00'	10.01'	57°19'44"	9.59'	N 02°26'04" E
C48	79.00'	9.68'	7°01'27"	9.68'	S 20°32'30" E
C49	45.00'	12.76'	16°14'38"	12.72'	N 71°52'14" W
C50	45.00'	45.35'	57°42'38"	43.43'	N 71°09'09" E
C51	45.00'	33.22'	42°15'51"	32.47'	N 20°58'55" E
C52	45.00'	58.40'	74°21'31"	54.39'	N 37°10'45" W
C53	10.00'	9.63'	55°09'55"	9.26'	S 03°22'31" E
C54	45.00'	146.51'	186°33'47"	89.87'	N 69°55'11" E
C55	10.00'	9.63'	55°09'55"	9.26'	N 03°18'02" W
C56	79.00'	9.52'	6°54'15"	9.51'	S 69°23'55" W
C57	45.00'	1.98'	2°30'04"	1.96'	S 22°57'24" W
C58	45.00'	51.84'	68°00'26"	49.07'	N 11°17'50" W
C59	45.00'	35.89'	45°41'57"	34.95'	N 67°09'02" W
C60	45.00'	31.81'	40°29'54"	31.15'	S 69°45'03" W
C61	45.00'	24.99'	31°48'59"	24.67'	S 33°35'37" W
C62	45.00'	86.18'	89°46'47"	77.63'	N 01°49'51" W
C63	55.00'	43.09'	44°53'23"	42.00'	N 69°01'00" E
C64	55.00'	43.09'	44°53'23"	42.00'	S 24°07'37" W
C65	55.00'	36.61'	30°13'13"	37.93'	N 43°25'41" W
C66	55.00'	43.30'	45°06'57"	42.19'	N 20°52'23" W
C67	55.00'	43.30'	45°06'57"	42.19'	S 65°59'00" E
C68	55.00'	86.39'	90°00'00"	77.78'	N 20°56'47" E
C69	45.00'	43.20'	45°00'00"	42.10'	S 43°26'41" W
C70	55.00'	43.20'	45°00'00"	42.10'	N 01°33'13" W
C71	55.00'	86.39'	90°00'00"	77.78'	N 69°03'13" W
C72	45.00'	43.20'	45°00'00"	42.10'	S 69°03'13" E
C73	55.00'	43.20'	45°00'00"	42.10'	S 88°26'47" W
C74	699.00'	283.14'	23°12'31"	281.21'	S 79°51'26" W
C75	699.00'	52.88'	4°20'05"	52.87'	N 70°25'13" E
C76	699.00'	60.57'	4°57'53"	60.55'	S 75°04'13" W
C77	699.00'	61.25'	5°01'13"	61.23'	N 80°03'46" E
C78	699.00'	63.04'	5°10'03"	63.02'	S 85°09'24" W
C79	699.00'	33.43'	3°45'40"	33.42'	S 89°36'03" W
C80	31.00'	48.56'	89°46'47"	43.76'	N 48°18'19" E
C81	31.00'	48.81'	90°13'13"	43.92'	S 43°25'41" E
C82	935.00'	387.17'	23°43'31"	384.41'	N 79°35'56" E
C83	935.00'	49.78'	3°03'02"	49.77'	N 89°56'11" E
C84	935.00'	66.53'	4°04'36"	66.51'	N 86°22'22" E
C85	935.00'	68.42'	4°11'34"	68.41'	N 82°14'17" E
C86	935.00'	69.36'	4°15'01"	69.35'	N 78°01'00" E
C87	935.00'	69.73'	4°16'21"	69.72'	N 73°45'17" E
C88	935.00'	63.34'	3°52'53"	63.33'	S 89°40'38" W
C89	31.00'	48.69'	90°00'00"	43.84'	S 20°56'47" W
C90	817.00'	51.02'	5°08'34"	50.90'	S 69°03'13" E
C91	817.00'	80.12'	5°37'07"	80.09'	S 69°45'08" W
C92	817.00'	70.79'	4°57'52"	70.77'	N 75°02'35" E
C93	817.00'	71.58'	5°01'11"	71.55'	S 80°02'06" W
C94	817.00'	73.33'	5°08'34"	73.31'	N 85°06'59" E
C95	817.00'	53.81'	3°48'26"	53.80'	S 89°34'29" W
C96	817.00'	43.07'	3°01'13"	43.06'	N 89°57'05" E
C97	817.00'	58.37'	4°05'57"	58.36'	S 89°23'40" W
C98	817.00'	59.32'	4°09'36"	59.31'	S 82°16'04" W
C99	817.00'	60.68'	4°15'20"	60.67'	N 78°03'36" E
C100	817.00'	61.05'	4°16'54"	61.04'	S 73°47'29" W
C101	816.99'	67.14'	4°42'50"	67.12'	S 69°17'47" W
C102	500.00'	142.81'	16°21'55"	142.33'	S 80°58'14" W
C103	500.00'	64.67'	7°24'37"	64.62'	N 76°29'35" E
C104	500.00'	78.15'	8°27'19"	78.07'	S 84°40'33" W
C105	79.00'	9.52'	6°54'15"	9.51'	S 27°50'21" E



DATE:	12-11-24
SCALE:	1"=50'
JOB NO.:	18-038
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	2 OF 2



SURVEYING, INC.
2208 E. EVERGREEN BLVD. VANCOUVER, WA 98661
360-834-0174 FAX: 360-838-0155

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Motion - Approval of Ridgefield Heights Phase 3 Final Plat

GOVERNING LEGISLATION

RCW 36.70A - Growth Management
RMC 18.620 - Procedure for Subdivision

PREVIOUS COUNCIL ACTION TAKEN:

ORD 1201 - Ridgefield Heights Development Agreement (DA)
ORD 1350 - First Amendment to the DA

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

Tax revenue from 22 new single family residential lots.

RECOMMENDED ACTION OR MOTION:

To approve the final plat:

"I move to approve the Ridgefield Heights Phase 3 final plat as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Final Plat



COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3908 | Fax: (360) 887-2507 | www.ridgefieldwa.us

Ridgefield Heights Phase 3 Final Plat

Staff Report

File No. MASTER-24-0055, PLZ-24-0063

January 23, 2025

I. Basic Facts

Application date: On August 29, 2024, the City received an application for final plat approval for Ridgefield Heights Phase 3 (22 lots).

Applicant/Property Owner: Lennar. 11807 NE 99th St / Vancouver, WA 98682. Contact: David Force, 360.828.3906, David.force@lennar.com; Steve Benson, steve.benson@essentialhousingops.com

Applicant's Representative: Minister & Glaeser Surveying, Inc. 2200 E Evergreen Blvd / Vancouver, WA 98661. Contact: Christopher Avery, 360.907.3379, csa@mgsurvey.com

Property Information: No address. Southern portion of #24 Sec 20 T4N R1E WM, Assessor's #213727000, 16.93 acres.

Zoning: Residential Low Density 4 (RLD-4)

Comprehensive Plan: Urban Low (UL)

Compliance: The proposed plat complies with the applicable provisions in the Ridgefield Development Code and the Ridgefield Urban Area Comprehensive Plan.

Council date: January 23, 2025

II. Documents Received

- A. Master land use application
- B. Final plat checklist
- C. Narrative
- D. Plat sheets
- E. Perimeter description
- F. Lot computation checks
- G. Draft CC&Rs
- H. Revised materials as required by staff

III. Background and Proposal

The Ridgefield Heights project area is south of Pioneer Street and north of S 10th Way. Phase 3 is in the central portion of the project area immediately east of S 25th Place. See Figures (1) and (2).

Figure 1. Ridgefield Heights overall project area

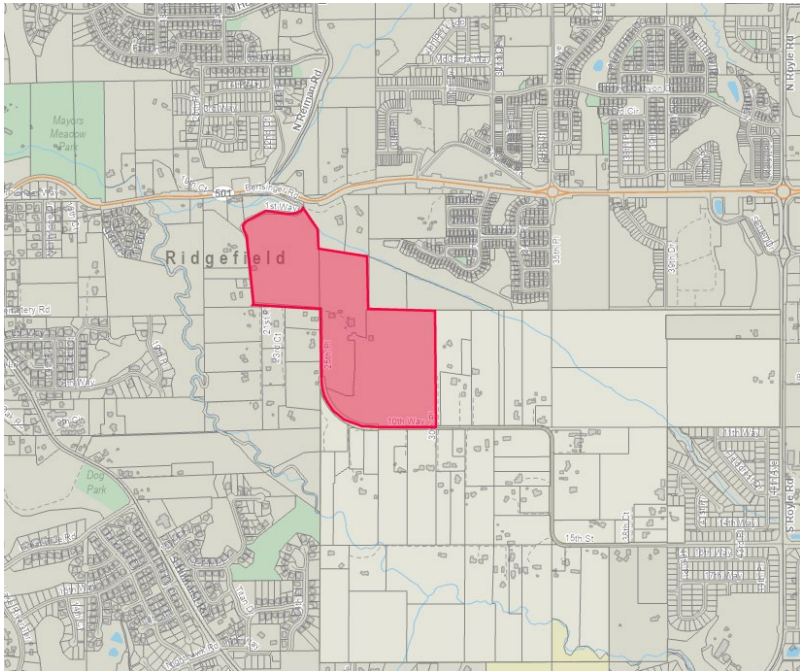
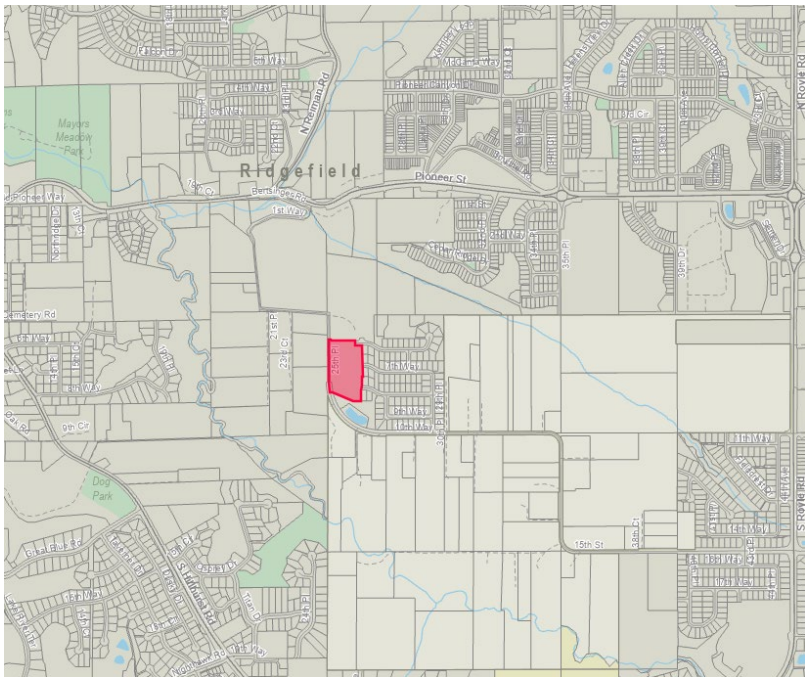


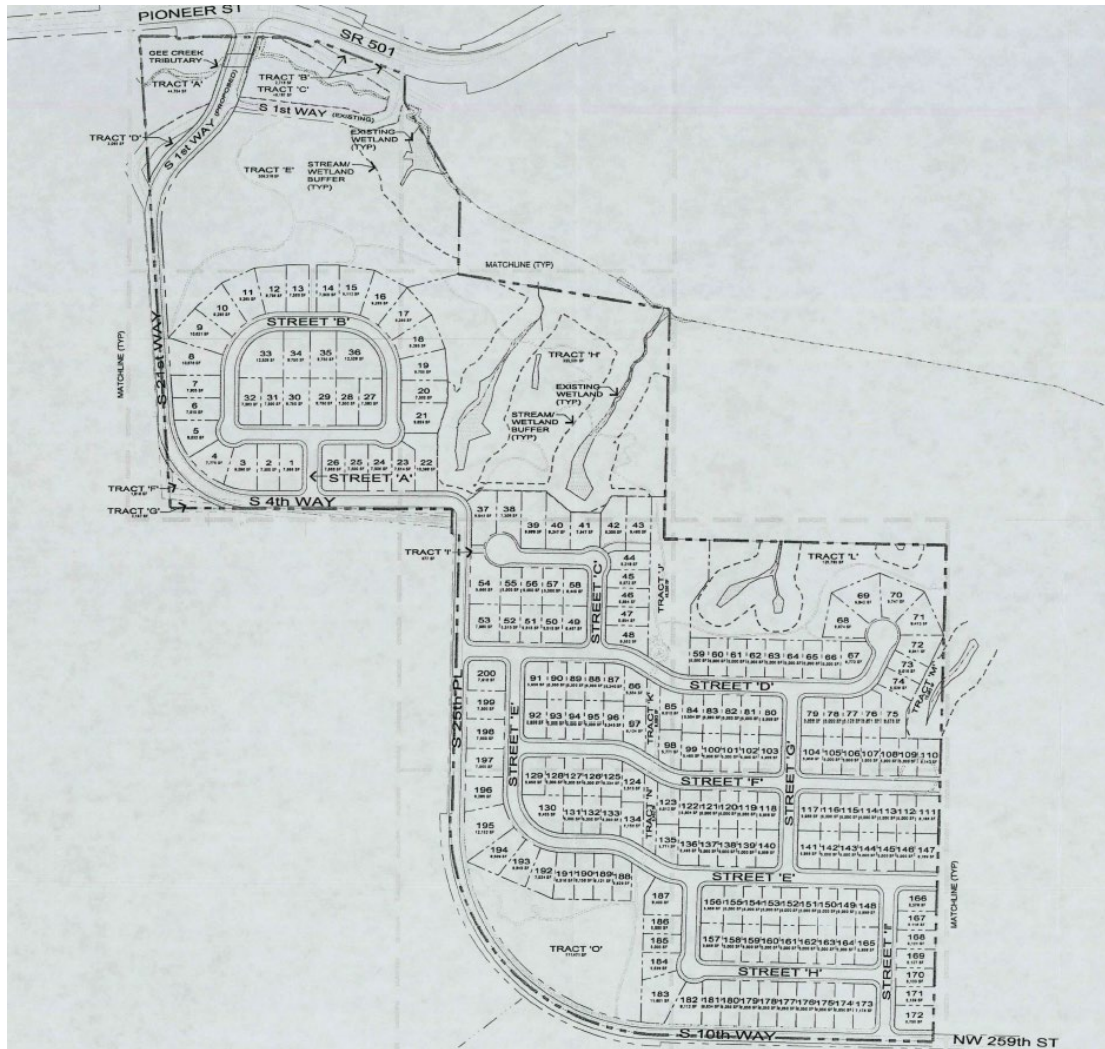
Figure 2. Ridgefield Heights Phase 3 project area



The project is subject the Ridgefield Heights Development Agreement (adopted by Council on March 30, 2017 – ORD 1201), as amended by Council on October 28, 2021 (ORD 1350).

The Hearing Examiner approved the preliminary plat for the Kemper Planned Unit Development (PUD) via final order on December 14, 2007 (PLZ-07-068). The 2007 approval was for 200 lots on 67.4 acres in what were at that time the low-density residential LDR-7.5 and LDR-8.5 zoning districts. See Figure (3).

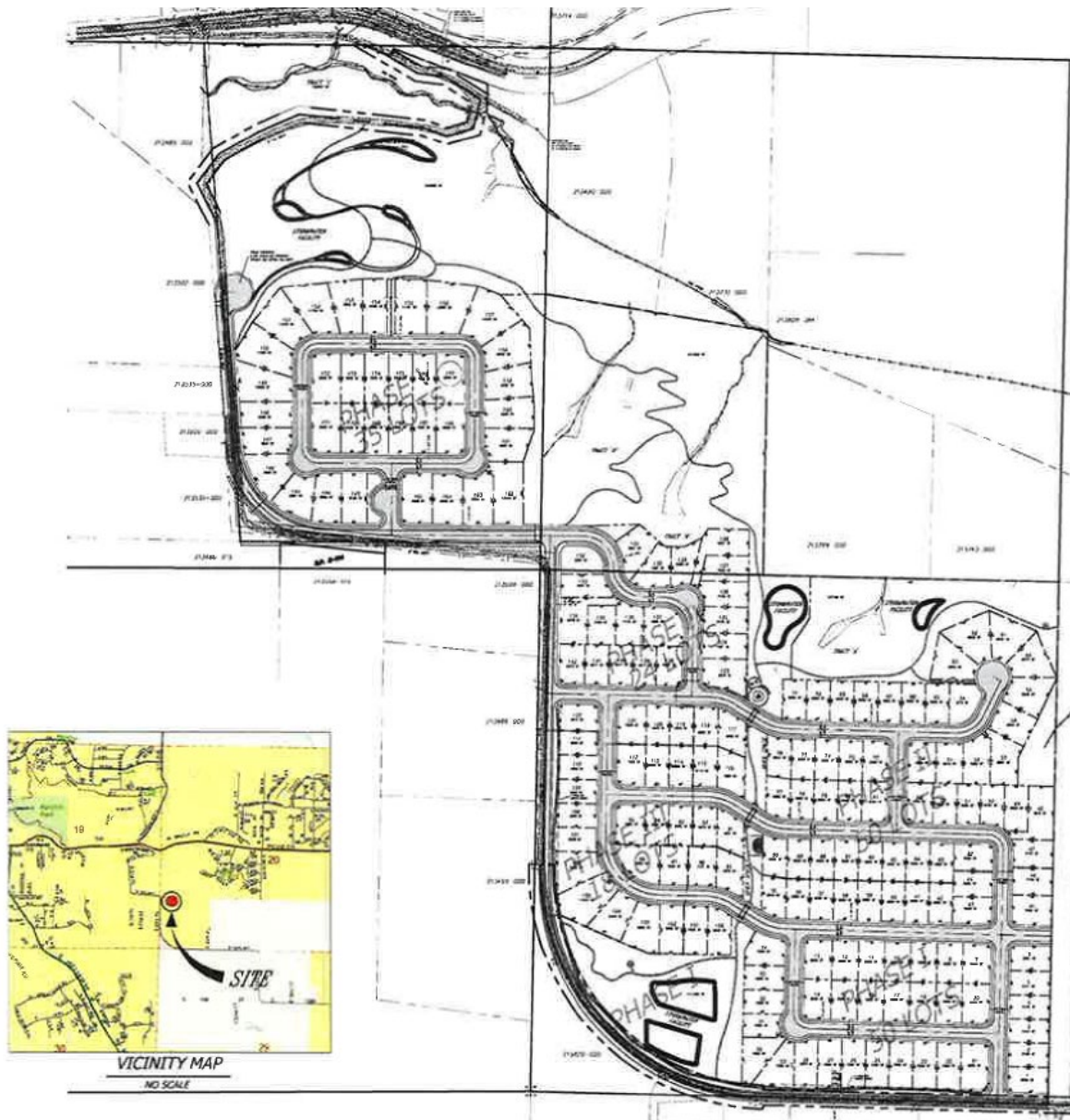
Figure 3. Kemper Preliminary PUD (2007)



In 2017, the city and the developer (ODC Ridgefield Heights LLC) entered into a Development Agreement (DA) for the Kemper project, renamed Ridgefield Heights.

On October 9, 2017, the Hearing Examiner approved a post-decision review (PLZ-16-0049) for the Kemper preliminary PUD addressing the changes to the preliminary plat agreed upon under the DA. The post-decision review established a new preliminary plat with 177 lots in five phases. See Figure (4).

Figure 4. Ridgefield Heights Preliminary PUD (2017)

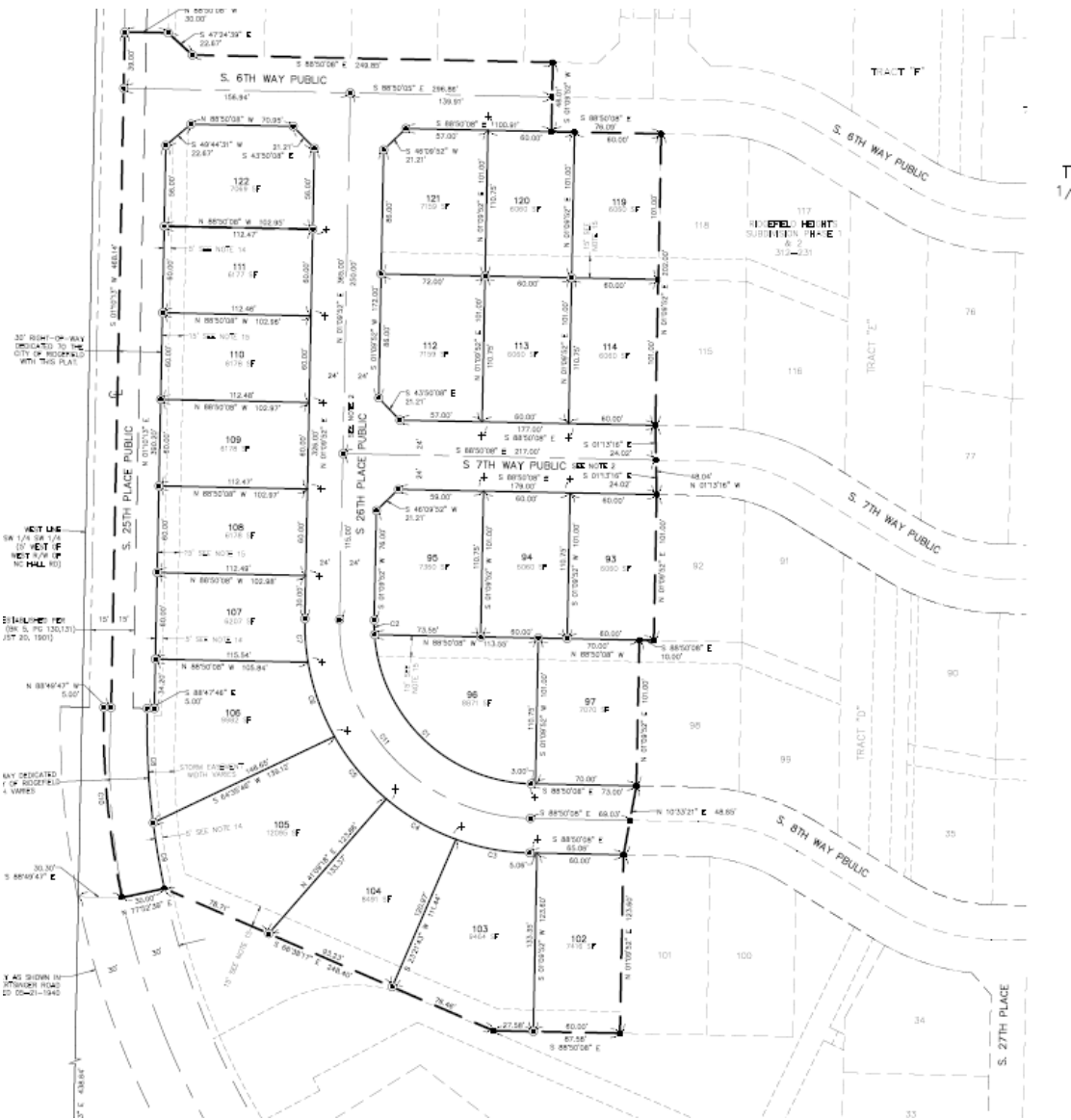


The proposal for Phase 3 is to create 22 single-family detached residential lots on approximately five acres. See Figure (5). The lots range from 6,060 square feet (six lots) to 12,095 square feet (Lot 105). The average lot area is 7,246 square feet.

Each lot in Phase 3 takes access from public streets.

There are no open space tracts in Phase 3. The trails and parks in Phase 1 have been constructed and are accessible via streets and sidewalks. Additional open space will be developed with Phases 4 and 5 to the north.

Figure 5. Ridgfield Heights Phase 3 Final Plat (full plan set included as an attachment)



IV. Staff Review

The purpose of this review is to consider whether the applicant has met the conditions of approval from the preliminary approval, the Development Agreement, the Ridgfield Development Code, the Ridgfield Urban Area Comprehensive Plan, and the City Engineering Standards for Public Works Construction. Staff evaluated the final plat materials and resubmittals provided and offer the following combined comments.

Survey Review

All survey review comments have been addressed.

Engineering Review

Staff finds that the Phase 3 site improvements are substantially complete. Therefore, no performance bond is required.

All other engineering comments and conditions of approval have also been addressed.

Land Use Review

The applicant submitted draft CC&Rs for review by the City Attorney and addressed all comments. As a **condition of approval**, the applicant shall record the CC&Rs and submit a recorded copy to the city.

All other land use comments and conditions of approval have been addressed.

V. Recommendation

Staff recommends City Council **APPROVE** the Ridgefield Heights Phase 3 Final Plat subject to the following **conditions of approval**:

1. Submit a mylar for signature containing the signature and seal of the surveyor of record (Certification of Subdivision Platting, see RDC 18.620.120.L) and the signatures of all parties having an ownership interest in the land for purposes of dedication (Dedication of Subdivision, see RDC 18.620.120.M).
2. Record the final plat with the Clark County Auditor's Office within thirty (30) calendar days of City signatures on the face of the Mylar.
3. Submit the recorded plat and all associated written documents within thirty (30) calendar days of City signatures on the face of the Mylar.
4. Record the CC&Rs and submit a recorded copy to the city.

PERIMETER DESCRIPTION:

A PARCEL OF LAND IN A PORTION OF THE SOUTHWEST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 4 NORTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 20;
THENCE NORTH 01°10'13" EAST, ALONG THE WEST LINE OF THE SAID SOUTHWEST QUARTER OF SAID SECTION 20, 438.64 FEET;

THENCE SOUTH 88°49'47" EAST, FOR A DISTANCE OF 30.30 FEET TO THE CENTERLINE OF S 25TH PLACE AND THE NORTHERLY LINE OF RIDGEFIELD HEIGHTS SUBDIVISION PHASES 1&2 ACCORDING TO THE PLAT THEREOF RECORDED IN BOOK 312 OF PLATS AT PAGE 231 RECORDS OF CLARK COUNTY, WASHINGTON SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE NORTH 77°52'39" EAST FOR A DISTANCE OF 30.00 FEET TO THE NORTHWEST CORNER OF TRACT "C" OF SAID PLAT;

THENCE ALONG THE NORTHERLY AND WESTERLY LINE OF SAID RIDGEFIELD HEIGHTS SUBDIVISION PHASES 1&2, THE FOLLOWING COURSES, AND DISTANCES:

THENCE SOUTH 66°38'17" EAST, FOR A DISTANCE OF 248.40 FEET;

THENCE SOUTH 88°50'08" EAST, FOR A DISTANCE OF 87.58 FEET;

THENCE NORTH 01°09'52" EAST, FOR A DISTANCE OF 123.60 FEET;

THENCE NORTH 10°33'21" EAST, FOR A DISTANCE OF 48.65 FEET;

THENCE NORTH 01°09'52" EAST, FOR A DISTANCE OF 101.00 FEET;

THENCE SOUTH 88°50'08" EAST, FOR A DISTANCE OF 10.00 FEET;

THENCE NORTH 01°09'52" EAST, FOR A DISTANCE OF 101.00 FEET;

THENCE NORTH 01°13'16" WEST, FOR A DISTANCE OF 48.04 FEET;

THENCE NORTH 01°09'52" EAST, FOR A DISTANCE OF 202.00 FEET;

THENCE NORTH 88°50'08" WEST, FOR A DISTANCE OF 76.09 FEET;

THENCE NORTH 01°09'52" EAST, FOR A DISTANCE OF 48.01 FEET;

THENCE NORTH 88°50'08" WEST, FOR A DISTANCE OF 249.85 FEET;

THENCE NORTH 47°24'39" WEST, FOR A DISTANCE OF 22.67 FEET;

THENCE NORTH 88°50'08" WEST, FOR A DISTANCE OF 30.00 FEET TO THE CENTERLINE OF SAID S25TH PLACE;

THENCE SOUTH 01°10'13" WEST, ALONG THE CENTERLINE OF SAID S25TH PLACE FOR A DISTANCE OF 468.14 FEET;

THENCE NORTH 88°49'47" WEST, ALONG THE CENTERLINE OF SAID S25TH PLACE FOR A DISTANCE OF 5.00 FEET;

THENCE ALONG THE ARC OF A TANGENT 572.96 FOOT RADIUS CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS SOUTH 05°27'51" EAST, WITH A CHORD DISTANCE OF 132.40 FEET THROUGH A CENTRAL ANGLE OF 13°16'09", FOR AN ARC DISTANCE OF 132.69 FEET TO THE TRUE POINT OF BEGINNING

CONTAINING 4.166 ACRES MORE OR LESS.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS AND RESTRICTIONS APPARENT OR OF RECORD.

NOTES:

- 1) NO LOT SHALL HAVE DIRECT VEHICULAR ACCESS TO S25TH PLACE,
- 2) ALL PUBLIC ROADS WITHIN THIS PLAT ARE DEDICATED TO THE CITY OF RIDGEFIELD.
- 3) IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
- 4) CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-24-0063"
- 5) THE FRONT PLANE OF A GARAGE MUST BE A MINIMUM OF 18 FEET FROM THE INTERIOR EDGE/LOT-SIDE OF THE SIDEWALK, OR THE REGIONAL TRAIL EASEMENT WHERE APPLICABLE.
- 6) ANY MODIFICATION TO PROPERTY LINE SETBACKS MAY BE PROCESSED THROUGH AN ADMINISTRATIVE ADJUSTMENT OR A VARIANCE AS REFERENCED IN THE CITY OF RIDGEFIELD DEVELOPMENT CODE AS AN ALTERNATIVE TO A RE-PLAT PROCESS.
- 7) DEVELOPMENT OF THE RIDGEFIELD HEIGHTS SITE IS SUBJECT TO THE FOLLOWING REVISED DIMENSIONAL STANDARDS PURSUANT TO RDC 18.401.100

RLD-4 LOT DIMENSIONAL STANDARDS	
STANDARD	PROPOSED RLD-4
MIN. LOT WIDTH	30 FEET MINIMUM
MIN. LOT AREA	AVERAGE 6,000 SF
MIN. FRONT YARD SETBACK	15 FEET
MIN. REAR YARD SETBACK	10 FEET
MIN. SIDE YARD SETBACK	0-5 FEET
MIN. STREET SIDE YARD SETBACK	10 FEET
MAX. HEIGHT	35 FEET
MAX. BUILDING COVERAGE	45%
MAX. IMPERVIOUS SURFACE	60%

NOTE: SOME LOTS HAVE DIFFERENT DIMENSIONAL STANDARDS THAN OTHERS.

- 8) AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS, AND SIX (6) FEET ADJACENT TO THE SIDEWALK EASEMENT, FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.
- 9) EACH LOT SHALL PROVIDE AT LEAST TWO OFF STREET PARKING SPACES. OFF-STREET PARKING MUST PROVIDE A MINIMUM OF EIGHTEEN- FEET OF LINEAL PARKING BETWEEN THE STREET AND THE DWELLING SETBACK.
- 10) ARCHITECTURAL DESIGN APPROVAL FROM THE CITY OF RIDGEFIELD IS REQUIRED FOR ALL SINGLE-FAMILY HOMES. IT IS THE RESPONSIBILITY OF THE APPLICANT TO OBTAIN DESIGN APPROVAL FOR EACH HOME, INCLUDING MODEL HOMES.
- 11) UPON ANY DISCOVERY OF POTENTIAL OR UNKNOWN ARCHAEOLOGICAL RESOURCES AT THE SUBJECT SITE PRIOR TO OR DURING ON-SITE CONSTRUCTION, THE DEVELOPER, CONTRACTOR, AND/OR ANY OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL IMMEDIATELY CEASE ALL ON-SITE CONSTRUCTION IN ACCORDANCE WITH RCW 27.53.060.
- 12) ALL LOTS WITHIN THIS SUBDIVISION, WILL BE REQUIRED TO HAVE FIRE SPRINKLERS, ALL REVIEW AND PERMITTING SHALL BE SUBMITTING SEPARATELY AND DIRECTLY THROUGH CLARK-COWLITZ RESCUE.
- 13) ALL FENCES AND WALLS WITHIN THE SUBDIVISION TO COMPLY WITH RDC 18.740.
- 14) 5' LANDSCAPE EASEMENT TO BE MAINTAINED BY THE RIDGEFIELD HEIGHTS (H.O.A.) WITH AN INSPECTION EASEMENT GRANTED TO THE CITY RIDGEFIELD WITH THIS PLAT.
- 15) 15' PRIVATE STORM EASEMENT TO BE MAINTAINED BY, INDIVIDUAL LOT OWNERS WITH INSPECTION EASEMENT GRANTED TO THE CITY OF RIDGEFIELD WITH THIS PLAT, AND THE RIDGEFIELD HEIGHTS HOMEOWNERS ASSOCIATION (H.O.A.).
- 16) UNLESS OTHERWISE AUTHORIZED, ALL BUILDINGS AND OTHER STRUCTURES SHALL BE SET BACK A MINIMUM OF FIVE (5) FEET FROM THE EDGES OF ALL CRITICAL AREAS' BUFFERS. USES ALLOWED IN THIS MINIMUM SETBACK AREA INCLUDE LANDSCAPING, UNCOVERED DECKS, AND BUILDINGS OVERHANGS THAT EXTEND NO MORE THAN TWENTY-FOUR (24) INCHES INTO THE SETBACK.

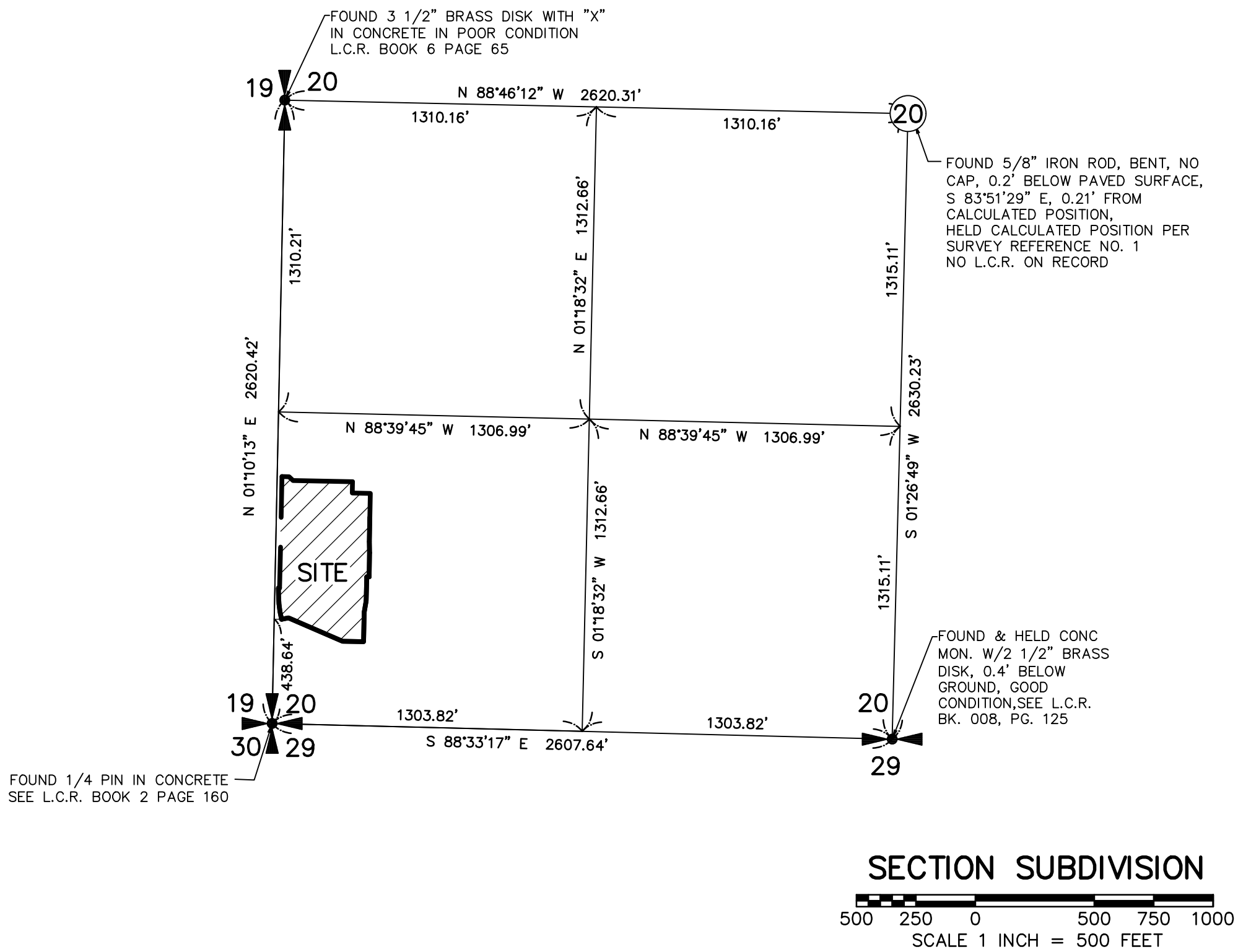
SURVEY REFERENCES:

S1) RENTON SURVEY BOOK 65 PAGE 150
S2) HAGEDORN SHORT PLAT BOOK 2 PAGE 900
S3) HAGEDORN SURVEY BOOK 16 PAGE 190
S4) BARBIERI SURVEY BOOK 36 PAGE 125
S5) MURSELL SURVEY BOOK 3 PAGE 114
S6) CEDAR RIDGE PHASE 2 BOOK 311 PAGE 331
S7) HART SURVEY BOOK 42 PAGE 155
S8) D.DENNY SURVEY BOOK 67 PAGE 71
S9) DEAN SURVEY BOOK 53 PAGE 131
S10) HART SURVEY BOOK 2 PAGE 134
S11) HART SURVEY BOOK 2 PAGE 131
S12) DEAN SURVEY BOOK 53 PAGE 98
S13) HAGEDORN SURVEY BOOK 14 PAGE 160
S14) MINISTER SHORT PLAT BOOK 1 PAGE 857
S15) RIDGEFIELD HEIGHTS SUBDIVISION PHASE 1&2 BOOK 312 PAGE 231

LEGEND:

L.C.R. INDICATES LAND CORNER RECORD

(D1) GRANTOR: ODC RIDGEFIELD HEIGHTS, LLC
GRANTEE: ODC RIDGEFIELD HEIGHTS, LLC
APN: 6008919
DATE: 01-11-2022



DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNERS OF THE TRACT OF LAND ABOVE DESCRIBED HAVE CAUSED THE SAME TO BE PLATTED ACCORDING TO THE PLAT HERETO ANNEXED, SAME TO BE KNOWN AS "RIDGEFIELD HEIGHTS PHASE 3", AND HEREBY DEDICATE THE STREETS AND EASEMENTS AS SHOWN THEREON TO THE PUBLIC USE FOREVER, AND DO HEREBY WAIVE ALL CLAIMS FOR DAMAGES AGAINST ANY GOVERNMENTAL AUTHORITY WHICH MAY BE OCCASIONED TO THE ADJACENT LAND BY THE ESTABLISHED CONSTRUCTION, DRAINAGE AND MAINTENANCE OF SAID STREETS AND EASEMENTS.

BY: PRINTED _____ SIGNED _____ TITLE _____ DATE _____

ACKNOWLEDGMENT:

STATE OF _____

COUNTY OF _____

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF _____ DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED _____ TO ME KNOWN TO BE THE _____ OF _____ THE ENTITY THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED THE SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF THE SAID ENTITY, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT _____ IS/ARE AUTHORIZED TO EXECUTE THE SAID INSTRUMENT ON BEHALF OF THE SAID ENTITY.

WITNESS MY HAND AND SEAL HERETO AFFIXED ON THIS ____ DAY OF _____ 20____.

SIGNED _____

NOTARY PUBLIC IN AND FOR THE STATE OF _____

RESIDING IN _____

MY COMMISSION EXPIRES _____

PRINT NOTARY NAME _____

MINISTER AND GLAESER SURVEYING, INC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQUIESCENCE, ESTOPPLE, ETC.

A FIELD TRAVERSE WAS PERFORMED USING A THREE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN FEB. 2016.

RIDGEFIELD HEIGHTS
SUBDIVISION PHASE 3

A PLANNED UNIT DEVELOPMENT
PRELIMINARILY APPROVED AS KEMPER
SUBDIVISION
IN A PORTION OF
THE SW 1/4 AND THE NW 1/4 OF THE SW
1/4 OF SECTION 20, T. 4 N., R. 1 E., W.M.
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD PRELIMINARY PLAT APPROVAL NO.
PLZ-07-0068)

CITY PUBLIC WORKS DIRECTOR

CITY PUBLIC WORKS DIRECTOR _____ DATE _____

CITY COMMUNITY DEVELOPMENT DIRECTOR

CITY COMMUNITY DEVELOPMENT DIRECTOR _____ DATE _____

CITY ENGINEER:

CITY OF RIDGEFIELD ENGINEER _____ DATE _____

CITY MAYOR:

APPROVED AND ACCEPTED BY THE CITY COUNCIL OF RIDGEFIELD, COUNTY OF CLARK STATE OF WASHINGTON, THIS ____ DAY OF _____ 20____.

MAYOR, CITY OF RIDGEFIELD

ATTESTED BY: _____
CITY CLERK

CLARK REGIONAL WASTEWATER DISTRICT

DEVELOPMENT MANAGER _____ DATE _____

ASSESSOR:

THIS PLAT MEETS THE REQUIREMENTS OF RCW 58.17.170, LAWS OF WASHINGTON, 1981, TO BE KNOWN AS _____ RIDGEFIELD HEIGHTS PHASE 3

COUNTY ASSESSOR _____ DATE _____

AUDITOR'S CERTIFICATE:

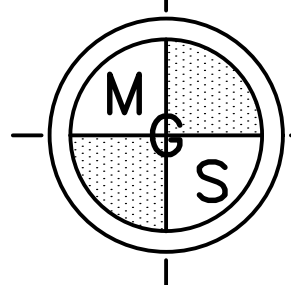
FILED FOR RECORD THIS _____ DAY OF _____, 20____,
AT _____ O'CLOCK AM/PM, IN BOOK _____ OF PLATS, AT PAGE _____
AT THE REQUEST OF _____ RIDGEFIELD HEIGHTS PHASE 3
AUDITOR'S FILE NUMBER _____

CLARK COUNTY AUDITOR

SURVEYOR'S CERTIFICATE:

I, DAVID A. DENNY, A PROFESSIONAL SURVEYOR, DO HEREBY CERTIFY THAT THE PLAT OF "RIDGEFIELD HEIGHTS PHASE 3" IS BASED UPON AN ACTUAL SURVEY AND SUBDIVISION OF SECTION 20, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN; THAT THE DISTANCES, COURSES, AND ANGLES ARE SHOWN THEREON CORRECTLY AND THAT MONUMENTS AND LOT CORNERS HAVE BEEN SET ON THE GROUND AS SHOWN ON THE PLAT.

DAVID A DENNY, PROFESSIONAL LAND SURVEYOR, 11-13-2024
PLS NO. 35477 DATE _____



MINISTER-GLAESER
SURVEYING INC.
2200 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 694-3313

JOB NO.: 24-067
DWG FILE: 24067FP
DATE: 11-13-2024
CALC BY: DAD
DRAWN BY: AAD
CHECKED BY: DAD
SHEET 1 OF 3

BASIS OF BEARING: NAD 83/91, WASHINGTON STATE PLANE
COORDINATE SYSTEM, SOUTH ZONE, US FEET, S 88°33'17" E,
BETWEEN FOUND AND HELD SW CORNER & SE CORNER OF
SECTION 20, TOWNSHIP 4 NORTH, RANGE 1 EAST, W.M.
CONVERGENCE ANGLE: -01°36'01"
COMBINED SCALE FACTOR: 1.00000744

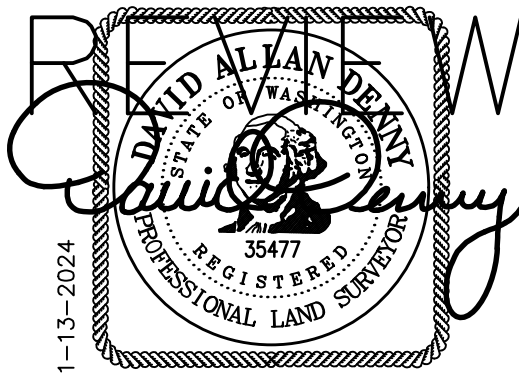
RIDGEFIELD HEIGHTS
SUBDIVISION PHASE 3

A PLANNED UNIT DEVELOPMENT
PRELIMINARILY APPROVED AS KEMPER
SUBDIVISION
IN A PORTION OF
THE SW 1/4 AND THE NW 1/4 OF THE SW
1/4 OF SECTION 20, T. 4 N., R. 1 E., W.M.
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD PRELIMINARY PLAT APPROVAL NO.
PLZ-07-0068)

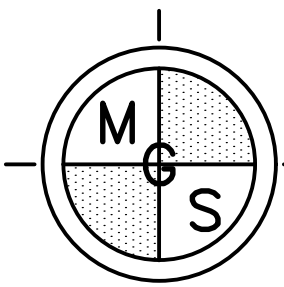
LEGEND:

- SF INDICATES SQUARE FEET
Y.P.C. INDICATES YELLOW PLASTIC CAP
C INDICATES RIGHT OF WAY CENTERLINE
● INDICATES FOUND 1/2" IRON ROD WITH
YELLOW PLASTIC CAP STAMPED
D.DENNY 35477 "HOLD"
UNLESS OTHER WISE NOTED
⊙ INDICATES 1/2" x 24" REBAR WITH
YELLOW PLASTIC CAP INSCRIBED "D. DENNY
35477", TO BE SET AT LATER DATE
+ INDICATES ROCK NAIL WITH BRASS WASHER
INSCRIBED 35477 SET AT THE EXTENSION
OF LOT LINE IN THE CURB, FOR THE
PURPOSE OF LINE, NOT DISTANCE

THIRD



40 20 0 40 60 80
SCALE 1 INCH = 40 FEET



MINISTER-GLAESER
SURVEYING INC.
2200 E. EVERGREEN BLVD.
VANCOUVER, WA 98661
(360) 694-3313

JOB NO.: 24-067
DWG FILE: 24067FP
DATE: 11-13-24
CALC BY: DAD
DRAWN BY: AAD
CHECKED BY: DAD
SHEET 2 OF 3

CURVE TABLE				
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING
C1	111.00'	84°49'47"	164.34'	S 46°25'15" E 149.74'
C2	111.00'	5°10'13"	10.02'	S 01°25'15" E 10.01'
C3	159.00'	18°47'24"	52.14'	S 79°26'26" E 51.91'
C4	159.00'	20°11'47"	56.05'	S 59°56'51" E 55.76'
C5	159.00'	20°20'44"	56.46'	S 39°40'35" E 56.16'
C6	159.00'	19°47'32"	54.93'	S 19°36'27" E 54.65'
C7	159.00'	10°52'33"	30.18'	S 04°16'24" E 30.14'
C8	542.96'	8°22'49"	79.41'	S 03°01'31" E 79.34'
C9	542.96'	4°52'56"	46.27'	S 09°39'23" E 46.25'
C10	572.96'	13°16'09"	132.69'	S 05°27'51" E 132.40'
C11	135.00'	90°00'00"	212.06'	S 43°50'08" E 190.92'

MINISTER AND GLAESER SURVEYING, INC. MAKES NO WARRANTIES AS TO MATTERS OF
UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQUIESCENCE, ESTOPPLE, ETC.

A FIELD TRAVERSE WAS PERFORMED USING A THREE SECOND TOTAL STATION. THE
FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN
WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN FEB. 2016.

MAP OF DEDICATION

MAP OF DEDICATION

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Motion - Approval of 2025 Planning Commission Work Plan

GOVERNING LEGISLATION

RCW 35.63 - Planning Commissions

RMC 2.12 - Planning Commission

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

On December 4, Planning Commission began discussing priorities for their 2025 Work Plan. Commissioners focused on collaboration and education, including the following:

- Joint workshop(s) with Council on the Comprehensive Plan Update.
- Collaboration with Council and Parks Board on shared topics.
- Collaboration with other Planning Commissions in Clark County.
- Education to the public on the role and capabilities of Planning Commission.
- More specific ongoing training for Commissioners.
- Send a representative to the annual Ridgefield Junction Association meeting.
- Support work on I-5 South Extension project.

Subsequently, staff developed a Draft 2025 Work Plan accounting for Planning Commission's goals for education and collaboration as well as required comprehensive plan and code updates identified by staff.

On January 7, Planning Commission reviewed their draft 2025 Work Plan and voted unanimously to recommend approval to Council.

Planning Commission Chair Mark Tyler will present the proposed 2025 Planning Commission Work Plan to Council on January 23.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

To approve the work plan:

"I move to approve the 2025 Planning Commission Work Plan as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Proposed 2025 Work Plan



2025 Planning Commission Work Program

Recommendation of Approval to Council: January 7, 2025

Approved by Council: **DATE**, 2025

Collaboration and Education

Project Name	Project Description
Joint Workshops with City Council and Parks Board	Hold at least one joint work session with Council related to the 2025-2045 Comprehensive Plan Update and one joint work session with Parks Board related to the Comprehensive Plan or other shared work. <i>Q1-Q3</i>
Public Outreach	Work with staff to better inform the community on the role and capabilities of the Planning Commission, using the City's public engagement tools. <i>Q1</i>
Ongoing Training	Work with staff to identify quarterly training/education opportunities on growth management, land use, and other topics related to the work of the Planning Commission. <i>Q1-Q4</i>
Tour	Repeat previous tours of new development, parks, and road projects with Planning Commission, Parks Board, and City Council. <i>Q3</i>
Ridgefield Junction Neighborhood Association Meeting	Send a Planning Commission representative(s) to the annual Ridgefield Junction Neighborhood Association business meeting in May. <i>Q2</i>

Major Policy Initiatives

Project Name	Project Description
Comprehensive Plan Update	Adoption of the 2025-2045 Ridgefield Comprehensive Plan is required by December 31, 2025. Planning Commission will work on preferred land use

[Type here]

	alternatives, land use policies, housing policies, economic development policies, and climate policies at a minimum. <i>Q1-Q4</i>
Commercial Site and Building Design Code Update	Planning Commission and City Council both discussed the merits and drawbacks of existing commercial design standards in 2024. Staff has begun compiling this feedback with our own findings from implementing the code and will bring proposed code updates to Planning Commission in 2025. <i>Q1-Q2</i>
Critical Areas Ordinance Code Update	As part of the 2025-2045 Comprehensive Plan update, the City is required to update its Critical Areas Ordinance (Chapter 18.280 of the Ridgefield Development Code). <i>Q2-Q3</i>
Comp Plan Code Updates	As part of the 2025-2045 Comprehensive Plan update, the City is required to update its Development Code (Title 18 of the Ridgefield Municipal Code) to implement new Comprehensive Plan policies. Staff will also use this update to bundle housekeeping and minor policy issues identified through the course of our work. <i>Q3-Q4</i>

Annual Programs

Project Name	Project Description
Planning Commission Administration	The Planning Commission is implemented by RCW 35.63 and Ridgefield Municipal Code 2.12. Administration includes scheduling work sessions and hearings, compilation of staff reports and public comment, and coordination for meeting rooms. <i>Q1-Q4</i>

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: January 23, 2025

AGENDA ITEM NAME: Motion - Approval of 2025 Parks Board of Commissioners Work Plan

GOVERNING LEGISLATION

RMC 2.56 - Ridgefield Parks Board

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

The Ridgefield Parks Board of Commissioners is tasked annually with developing a work plan to guide the city's parks, trails, and recreation initiatives for the upcoming year. On December 11, 2024, the Parks Board reviewed their 2024 Work Plan, evaluating completed, ongoing, and pending tasks. Based on this discussion, staff drafted the attached 2025 Work Plan, which the Parks Board recommended for approval to City Council during their January 8, 2025 public meeting.

The 2025 Work Plan focuses on updating the Parks and Trails Capital Facilities Plan, creating a Parks Revenue Program, and developing enforceable engineering standards for park and trail design. It also includes significant capital projects such as Boyse Park Phase 1 development, the Ridgefield Recreation and Community Center design, and the Gee Creek North Segment Project. Community engagement remains a key priority, with efforts to integrate youth leadership and promote educational opportunities through public meetings, tours, and branding initiatives.

On January 8, 2025, the Parks Board elected Brigid Taylor as their chair. Chair Taylor will present the 2025 Work Plan to City Council during the January 23, 2025 meeting.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

To adopt the 2025 Work Plan:

"I move to approve the 2025 Parks Board of Commissioners Work Plan as presented."

STAFF CONTACT: Corey Crownhart, Park Manager

ATTACHMENTS:

1. 2025 Parks Board Work Plan - PB2025.01.08



Parks Board of Commissioners

2025 Work Plan

Executive Summary

The Ridgefield Parks Board of Commissioners' 2025 Work Plan serves as a strategic guide to enhance the city's parks, trails, and recreation services, supporting the vision for an active and engaged community. It outlines key initiatives and priorities that align with the city's commitment to outdoor recreation, community engagement, and stewardship of the natural environment.

Overview of Work

The plan includes major priorities such as updating the Parks and Trails Capital Facilities Plan, creating a Parks Revenue Program, and developing enforceable engineering standards for park and trail design. Capital projects totaling \$2.48 million focus on infrastructure improvements, including Boyse Park Phase 1 construction and the Ridgefield Recreation and Community Center design. Additional efforts aim to modernize park signage, engage youth leadership, and promote community involvement through public meetings with educational presentations and discussions.

Alignment with City Priorities and Goals

This work plan emphasizes Ridgefield's commitment to sustainable growth, accessibility, and community well-being. It is structured around four key areas: Administrative, Community Engagement, Operational, and Capital Projects. By aligning priorities with city goals and resources, the plan enables focused action, effective department coordination, and transparent stewardship of public funds and assets.

Quarterly Reporting to City Council

To ensure progress, the Parks Board will provide quarterly updates to the Ridgefield City Council, including milestone achievements, adjustments to timelines, and evaluations of ongoing initiatives. This regular reporting process ensures that council members and stakeholders stay informed and engaged while offering opportunities for feedback to maintain alignment with Ridgefield's strategic objectives.

Administrative & Planning

Parks and Trails Capital Facilities Plan Update

Description: Collaborate with staff and the Comprehensive Plan/Capital Facilities Plan consultant team to update the Parks and Trails Capital Facilities Plan, aligning it with the Ridgefield Comprehensive Plan and Public Facilities Plan.

Work Status: Consultant team actively working within their scope to complete the project.

Projected Outcome: Recommendation to City Council for adoption of the Parks Capital Facilities Plan by Q2 2025.

Parks, Trails, and Recreation Ridgefield Municipal Code (RMC) Amendments

Description: Provide recommendations to update RMC 8.18 – Park Rules and Regulations.

Work Status: Initiated in 2024; draft updates are under review by the City's legal team, with revisions to return to the Parks Board for consideration.

Projected Outcome: Recommendation to Council for adoption of RMC 8.18 amendments by Q2 2025.

Youth Member Integration into Parks Board

Description: Engage the next generation in civic leadership by recruiting a youth Parks Board member through schools and community organizations. Provide mentorship and ensure meaningful contributions to park programming and accessibility discussions.

Projected Outcome: Quarterly progress updates to the City Council; successful integration and engagement of a youth member by EOY 2025.

Community Engagement

Parks and Trails Tour

Description: Facilitate a tour of Ridgefield parks and trails for elected and appointed leaders, fostering a comprehensive understanding of system assets and needs. To be conducted alongside a potential City Council City Tour. To include an agenda item at the board's following public meeting to discuss outcomes and next steps.

Projected Outcome: Submission of a post-tour report to City Council.

Operational

Development of a Parks Revenue Program

Description: Explore innovative funding strategies, including sponsorships, crowdfunding for park amenities, and other revenue streams to enhance financial sustainability. Generated funds will directly support park and trail development and maintenance.

Projected Outcome: Quarterly progress updates to City Council; program implementation complete by EOY 2025.

2025 Budget: \$50,000 (Source: General Fund).

Updated Park User Agreements

Description: Update user agreements for athletic fields at Abrams Park and the Ridgefield Outdoor Recreation Complex (RORC).

Projected Outcome: Recommendations to Council on updated agreements by EOY 2025.

Budget: N/A.

Parks and Trail Signage, Wayfinding, and Brand Development

Description: Develop cohesive branding guidelines for park and trail signage and install signage to improve user experience.

Projected Outcome: Recommendation to Council for branding guidelines; signage installation completed by EOY 2025.

2025 Budget: \$15,000 (Source: General Fund).

Engineering Standards Volume III: Parks and Trails

Description: Develop minimum and preferred engineering standards for parks and trails as part of Ridgefield's comprehensive engineering standards.

Projected Outcome: Recommendation to Council for adoption of Volume III standards by Q2 2025.

Budget: N/A.

Capital Projects

2025 Parks Capital Project Budget: \$2,484,500

The following capital projects are approved in the City of Ridgefield 2025 Budget and will be executed by city staff. Many of these projects will not require agenda items for 2025 Parks Board meetings, but staff will regularly share updates throughout the year.

Abrams Park Caretaker House Demolition

Description: Demolish the deteriorating caretaker house to eliminate safety hazards and reduce vandalism risks.

Projected Outcome: Completion of demolition and site cleanup by EOY 2025.

2025 Budget: \$60,000 (Source: General Fund).

Boyse Park Development – Phase 1

Description: Begin development of Boyse Park, including a pump track and parking facilities. The project is a carryover from the 2024 Budget.

Projected Outcome: Phase 1 completion by EOY 2025.

2025 Budget: \$245,000 (Source: Park Impact Fees).

Ridgefield Wildlife Refuge Access Project (Gee Creek North Segment Trail)

Description: Advance engineering designs for the Gee Creek North Trail and pre-design for the Division Street Pedestrian Overpass to improve connectivity between downtown Ridgefield and the Ridgefield National Wildlife Refuge. The project is a carryover from the 2024 Budget.

Projected Outcome: Design completion by EOY 2025.

2025 Budget: \$220,000 (Source: General Fund - \$20,000; Grant Funding - \$200,000).

Greely Farm Parkland Purchase

Description: Acquire 6.9 acres of parkland to expand Ridgefield's Park system.

Projected Outcome: Land acquisition completed by EOY 2025.

2025 Budget: \$375,000 (Source: Park Impact Fees).

Onslow Nature Play Area Development

Description: Finalize and construct the Onslow Nature Play Area with funding from a Parks Foundation grant and city funds. The project is a carryover from the 2024 Budget.

Projected Outcome: Completion of improvements by EOY 2025.

2025 Budget: \$25,000 (Source: General Fund - \$15,000; Grant Funding - \$10,000).

Parks O&M Equipment Replacement

Description: Replace aging operational equipment to maintain efficiency in park operations.

Projected Outcome: Replacement of identified equipment by EOY 2025.

2025 Budget: \$25,500 (Source: Equipment Replacement Fund).

Ridgefield Recreation and Community Center Design

Description: Complete construction-ready plans for the Ridgefield Recreation and Community Center.

Projected Outcome: Design completion in 2026.

2025 Budget: \$1,500,000 (Source: General Fund - \$500,000; Real Estate Excise Tax - \$1,000,000).

RORC Fieldhouse Construction

Description: Construct a custom shed/fieldhouse at the Ridgefield Outdoor Recreation Complex. The project is a carryover from the 2024 Budget.

Projected Outcome: Completion of construction by EOY 2025.

2025 Budget: \$240,000 (Source: General Fund).

Overlook Park Improvements: Splash Pad

Description: Repair and final construction of the Overlook Park Splash Pad. The project is a carryover from the 2024 Budget.

Projected Outcome: Completion of construction by Q2 2025.

2025 Budget: N/A