



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, July 28, 2022
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

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

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

II. 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 address. Comments are limited to three minutes. Written comments may be submitted to the City Clerk prior to the meeting.

III. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the July 14, 2022 Meeting**

IV. PRESENTATION

- 1. 2Nd Quarter 2022 Financial Report & Economic Update - Kirk Johnson, Finance Director**

V. BUSINESS

- 1. Motion - Approval of 2022-2024 Watershed Alliance Agreement - Brenda Howell, Public Works Director**
- 2. Motion - Approval of Bid Award for Royle Road Asphalt Repairs Project - Brenda Howell, Public Works Director**
- 3. Motion - Approval of an Agreement with the Children's Justice Center - John Brooks, Police Chief**
- 4. Second Reading of Ordinance No. 1369 – Carty Road Subarea Plan - Claire Lust, Community Development Director**

VI. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and First Reading of Ordinance No. 1370 – Ridgefield Development Code Updates - Claire Lust, Community Development Director**

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 address. Comments are limited to three minutes. Written comments may be submitted to the City Clerk prior to the meeting.

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council
2. Mayor
3. City Manager

IX. ADJOURN

**City Council Agenda Packet is available at the following link:
<http://ridgefieldwa.iqm2.com/Citizens/>**

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022
ITEM: CONSENT AGENDA
AGENDA ITEM TITLE: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION:

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

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

BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor detail attached

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: July 28, 2022 Claims Report (PDF)

City of Ridgefield

Claims Payment Report

For Approval on:

July 28th, 2022

3.1.a

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ADRENALINE ARMORY LLC	3772		1173 Public Safety	PD Rifles & Suppressors	2,986.50
ADRENALINE ARMORY LLC Total					2,986.50
ADVENTIST HEALTH/OCCUPATIONAL MC	865		94282 Public Safety	Pre Hire Medical Exam - Story	935.00
ADVENTIST HEALTH/OCCUPATIONAL MC Total					935.00
ARAMARK UNIFORM SERVICES	32	5291037388	Genl Govt/Facilities	07.2022 Floor Mats - PW Ops	1.24
			Public Works	07.2022 Floor Mats - PW Ops	16.79
			Community Development	07.2022 Floor Mats - PW Ops	2.61
		5291041880	Genl Govt/Facilities	07.2022 Floor Mats - City Hall / RACC / PD	9.18
			Public Safety	07.2022 Floor Mats - City Hall / RACC / PD	4.47
			Community Development	07.2022 Floor Mats - City Hall / RACC / PD	5.78
		5291041874	Genl Govt/Facilities	07.2022 Floor Mats - PW Ops	1.24
			Public Works	07.2022 Floor Mats - PW Ops	16.79
			Community Development	07.2022 Floor Mats - PW Ops	2.61
		5291037396	Genl Govt/Facilities	07.2022 Floor Mats - City Hall/RACC/PD	9.18
			Public Safety	07.2022 Floor Mats - City Hall/RACC/PD	4.47
			Community Development	07.2022 Floor Mats - City Hall/RACC/PD	5.78
ARAMARK UNIFORM SERVICES Total					80.14
ASSOCIATED CONSULTANTS INC.	1030	21-249-02	Community Development	PEM Building at 27150 NE 10th Ave Plan Review	807.50
		22-159-02	Community Development	Tri-Mountain Building 8 Plan Review	427.50
		22-167-01	Community Development	Pioneer Village Building #3 Plan Review	2,422.50
		22-134-03	Community Development	The Neighborhood Refuge Pavilion Plan Review	237.50
		22-133-02	Community Development	Windsor Engineers Office TI Plan Review	380.00
		22-132-02	Community Development	Ridgefield Crossing Retail Plan Review	641.25
ASSOCIATED CONSULTANTS INC. Total					4,916.25
Barlow Alycia	UB*00777	(blank)	Genl Govt/Facilities	Refund Check 012869-000 1703 S Farm View Loop	93.94
Barlow Alycia Total					93.94
BLUEFIN PAYMENT SYSTEMS - EPAY	2827	2827-202207B	Public Works	06.2022 Customer Web Payments	722.28
		2827-202207A	Public Works	06.2022 Customer Web Payments	21.90
BLUEFIN PAYMENT SYSTEMS - EPAY Total					744.18
BRITTANI FREIMUTH	3418	3481-20220728	Human Resources	Mileage Reimb - Freimuth	26.21
BRITTANI FREIMUTH Total					26.21
CABBROS CLEANING SERVICES LLC	3723	2057	Genl Govt/Facilities	06.2022 Janitorial Services	993.62
			Public Safety	06.2022 Janitorial Services	650.00
			Public Works	06.2022 Janitorial Services	2,143.02
			Community Development	06.2022 Janitorial Services	236.98
			Public Works	06.2022 Janitorial Services	801.38
CABBROS CLEANING SERVICES LLC Total					4,825.00
CASCADE COLUMBIA DISTRIBUTION COMPANY	2707	840762	Genl Govt/Facilities	Water Chemicals - 5 pails of Potassium Permanganate	(73.64)
			Public Works	Water Chemicals - 5 pails of Potassium Permanganate	929.93
CASCADE COLUMBIA DISTRIBUTION COMPANY Total					856.29
CFM STRATEGIC COMMUNICATIONS INC.	2551		26674 Genl Govt/Facilities	06.2022 Lobbyist	5,200.00
CFM STRATEGIC COMMUNICATIONS INC. Total					5,200.00
CHALEA JOHNSTON	3599	3599-20220728	Genl Govt/Facilities	Mileage Reimb. - Johnston	2.65
			Public Works	Mileage Reimb. - Johnston	15.08

Attachment: July 28, 2022 Claims Report (Approval of Claims And/Or Payroll)

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CHALEA JOHNSTON Total					17.73
CHRISTINA LEE	3785	3785-20220728	Genl Govt/Facilities	MCF 2022 Vendor Fee Refund - Christina Lee	25.00
CHRISTINA LEE Total					25.00
CINTAS CORPORATION NO 2	3497	5115992403	Genl Govt/Facilities	07.2022 First Aid Supplies - PW Shop	3.98
			Public Works	07.2022 First Aid Supplies - PW Shop	53.56
		5115992443	Genl Govt/Facilities	07.2022 First Aid Supplies - RACC	10.37
			Community Development	07.2022 First Aid Supplies - RACC	29.03
		5115992461	Genl Govt/Facilities	First Aid Supplies - PW Ops	7.46
			Public Works	First Aid Supplies - PW Ops	100.66
			Community Development	First Aid Supplies - PW Ops	15.64
		5115992431	Genl Govt/Facilities	07.2022 First Aid Supplies - CH	19.20
		5115992428	Public Safety	07.2022 First Aid Supplies - PD	40.56
CINTAS CORPORATION NO 2 Total					280.46
CITY OF BATTLE GROUND	92	INV00389	Judicial	06.2022 Cort Costs / Public Defender	19,643.42
CITY OF BATTLE GROUND Total					19,643.42
CITY OF RIDGEFIELD - EPAY PERMITS	95	PLZ-22-0101	Public Works	Boundary Line Adjustment - YMCA	400.00
CITY OF RIDGEFIELD - EPAY PERMITS Total					400.00
CITY OF RIDGEFIELD WATER & STORM - EPAY	96	005815-000-0422	Genl Govt/Facilities	109 W Division WWTP-Storm / CRWWD Portion	426.30
				109 W Division - WWTP - Water/ CRWWD Portion	145.14
			Public Works	109 W Division - WWTP - Water	145.14
				109 W Division WWTP-Storm	426.31
		009787-009-0422	Genl Govt/Facilities	487 S 56th Pl. - Storm	47.74
				487 S 56th Pl. - Water	4.50
			Public Works	487 S 56th Pl. - Storm	643.88
				487 S 56th Pl. - Water	60.74
			Community Development	487 S 56th Pl. - Storm	100.07
				487 S 56th Pl. - Water	9.44
		009787-010-0422	Genl Govt/Facilities	IRR 487 S 56th Pl.	2.86
			Public Works	IRR 487 S 56th Pl.	38.58
			Community Development	IRR 487 S 56th Pl.	6.00
		009272-000-0422	Public Works	1308 N Heron Dr Hayden Park - Storm	20.30
				1308 N Heron Dr Hayden Park - Water	106.37
		009427-000-0422	Public Works	Columbia Hills Irrigation Tract B Wind River	47.44
		006419-000-0422	Public Works	301 N 3rd Ave CDD - Storm	40.60
		006420-000-0422	Public Works	315 N 3rd Ave Davis Park	537.02
		005812-001-0422	Public Works	Abrams Park Chlorine Injector - Storm	20.30
		009787-004-0422	Public Works	Green Gables Tract-C Irrigation M	47.44
		006405-000-0422	Public Works	119 N 3rd Ave Community Park - Storm	40.60
				119 N 3rd Ave Community Park - Water	107.85
		007183-000-0422	Public Works	618 Lark Dr Lark Park - Storm	20.30
				618 Lark Dr Lark Park - Water	153.30
		009457-000-0422	Public Works	Columbia Hills Irrigation Tract D Cispus Way	94.88
		005806-000-0422	Public Works	Abrams Soccer Field - Water	151.82
		006404-000-0422	Genl Govt/Facilities	230 Pioneer St City Hall - Storm	142.10
				230 Pioneer St City Hall - Water	712.18
		005810-000-0422	Public Works	Abrams Park Standpipe - Water	51.26
		005436-010-0422	Public Works	5054 Pioneer Street - Storm	20.30
		010935-000-0422	Public Works	Cedar Creek Irrigation Tract-B	174.75

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CITY OF RIDGEFIELD WATER & STORM - EPAY	96	009787-007-0422	Public Works	1101 S Hillhurst Rd - Water	51.45
				1101 S Hillhurst Rd - Storm	20.30
		005436-005-0422	Public Works	I-5/SR501 NW Interchange Irrigation	94.88
		005807-000-0422	Public Works	Abrams Park Restrooms - Storm	20.30
				Abrams Park Restrooms - Water	152.10
		005436-009-0422	Public Works	6007 N Ridgefield Woods Dr - Irrigation	78.36
		005207-000-0422	Public Works	Blue Heron Community Garden	53.34
		006398-000-0422	Public Safety	116 N Main Ave PD - Water	69.26
				116 N Main Ave PD - Storm	81.20
		009787-002-0422	Public Works	Green Gables Tract-D Irrigation M	59.31
		012825-000-0422	Public Works	IRR West End S Sevier Rd	47.44
		008428-000-0422	Public Works	Cedar Ridge Park - Water	155.69
				Cedar Ridge Park - Storm	20.30
		009787-000-0422	Public Works	Green Gables Tract-Q Irrigation M	47.44
		005436-001-0422	Public Works	I-5/SR501 NE Interchange Irrigation	94.88
		007097-000-0422	Public Works	2311 N 5th Way Crow's Nest Park - Water	90.66
				2311 N 5th Way Crow's Nest Park - Storm	40.60
		005811-000-0422	Public Works	Abrams Park Kitchen & Irrigation - Water	51.32
				Abrams Park Kitchen - Storm	426.30
		009787-005-0422	Public Works	Park & Ride Lot	223.30
		009787-003-0422	Public Works	Green Gables Tract-D Irrigation MET	47.44
		010889-000-0422	Public Works	Junction Well & Reservoir	142.10
		010821-000-0422	Public Works	Water Tower (Cemetery)	60.90
		005032-000-0422	Genl Govt/Facilities	101 S Main - Water	344.06
				101 S Main -Storm	60.90
		005488-000-0422	Public Works	Cemetery Water Spigots	47.44
		009787-008-0422	Public Works	IRR Seven Wells PH3 Tract H	47.44
		009787-006-0422	Public Works	Roundabout 45th & 3rd	47.44
CITY OF RIDGEFIELD WATER & STORM - EPAY Total					7,221.66
CITY OF WOODLAND	2708	2022-071-PW	Public Safety	PD Vehicle Maintenance - 59463D	510.18
		2022-072-PW	Public Safety	PD Vehicle Maintenace - 55294D	510.18
		2022-070-PW	Public Safety	PD Vehicle Maintenance - 59462D	659.34
		2022-073-PW	Public Safety	PD Vehicle Maintenance - 48615D	35.00
CITY OF WOODLAND Total					1,714.70
CLARK COUNTY	102	CI041257	Judicial	01.2022 - 06.2022 Probable Cause Billing	313.01
		CI041407	Judicial	Q2.2022 LTD Jurisdiction Services	260.00
		CI041360	Judicial	06.2022 CJC Interviews	150.00
CLARK COUNTY Total					723.01
CLARK COUNTY TREASURERS OFFICE	554	SIF202206	Genl Govt/Facilities	School Impact Fees	457,893.85
CLARK COUNTY TREASURERS OFFICE Total					457,893.85
CLARK PUBLIC UTILITIES - EPAY	110	7559-485-202206	Genl Govt/Facilities	487 S 56th Pl.	53.18
				230 Pioneer Ave	183.21
			Public Safety	116 N Main Avenue	194.72
			Public Works	487 S 56th Pl.	698.46
				800 NE 264 St Intertie 1 - Water	751.73
				535 N Abrams Park Rd.	51.39
				400 N Abrams Park Rd	944.56
				N 1st Cir & N 65th Ave - Park & Ride	56.21

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CLARK PUBLIC UTILITIES - EPAY	110	7559-485-202206	Public Works	Municipal Lighting Lease	8,593.20		
				Overlook Park - Electricity	55.80		
				255 S 56th Pl - Electricity	2,342.31		
				SR/Pioneer St & S 56 PL	83.55		
				911 N 65th Ave Intertie 2 - Water	95.45		
				3701 N 3rd Cir - Electricity	27.07		
				City Park/Water Well	2,967.70		
				2300 N 3rd Way Bellwood Trail Lights	34.42		
				109 W Division St - Electricity	108.12		
				214 S Riverview Dr	45.69		
				N 35th Ave and Pioneer St	50.66		
				Pioneer St. & Gee Creek Loop - Electricity	27.16		
				N Abrams Park/E Division	202.80		
				337 S Royal Rd.	34.82		
				1504 NW Intertie 3 - Water	673.95		
				Traffic Signal - Hillhurst/Royal Rd.	53.43		
				SR/Pioneer ST & S 65 AVE	51.23		
				512 N Allen Dr - Electricity	26.91		
				N 3 Av & Simons St	48.78		
				Community Development	487 S 56th Pl.	111.29	
				Public Works	487 S 56th Pl.	17.52	
CLARK PUBLIC UTILITIES - EPAY Total					18,585.32		
CLARK REGIONAL WASTEWATER DISTRICT - EPAY	741	202206	Genl Govt/Facilities	230 Pioneer St City Hall - Sewer	70.75		
				487 S 56th Pl - Sewer	3.98		
				109 W Division WWTP - CRWWD Portion - Sewer	75.47		
			Public Safety	116 N Main Ave PD - Sewer	47.76		
				Public Works	487 S 56th Pl - Sewer	52.38	
			109 W Division WWTP - Sewer		75.47		
			Abrams Park Former Mgr House - Sewer		47.76		
			255 S 56th Pl Well & Reservoir - Sewer	38.32			
			Abrams Park Kitchen - Sewer	43.04			
			Abrams Park Restrooms - Sewer	80.77			
		Community Development	487 S 56th Pl - Sewer	8.35			
			Public Works	487 S 56th Pl - Sewer	1.32		
		202205	Genl Govt/Facilities	230 Pioneer St City Hall - Sewer	70.75		
				487 S 56th Pl - Sewer	3.98		
				109 W Division WWTP - CRWWD Portion - Sewer	75.47		
			Public Safety	116 N Main Ave PD - Sewer	47.76		
				Public Works	487 S 56th Pl - Sewer	52.38	
			109 W Division WWTP - Sewer		75.47		
			Abrams Park Former Mgr House - Sewer		47.76		
			255 S 56th Pl Well & Reservoir - Sewer	38.32			
			Abrams Park Kitchen - Sewer	43.04			
			Abrams Park Restrooms - Sewer	80.77			
		Community Development	487 S 56th Pl - Sewer	8.35			
			Public Works	487 S 56th Pl - Sewer	1.32		
		CLARK REGIONAL WASTEWATER DISTRICT - EPAY Total					1,090.74
		COLLIN KEATING	3783	3783-20220728A	Public Safety	June 24-26 Mileage Reimb. - Keating	181.35

Attachment: July 28, 2022 Claims Report (Approval of Claims And/Or Payroll)

City of Ridgefield

Claims Payment Report

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COLLIN KEATING	3783	3783-20220728B	Public Safety	Jul 1-4 Mileage Reimb. - Keating	193.63
		3783-20220728C	Public Safety	PD Uniforms Reimb. - Keating	188.79
COLLIN KEATING Total					563.77
COLUMBIAN PUBLISHING	116	37227	Community Development	Notice of Type II Land Use	122.40
COLUMBIAN PUBLISHING Total					122.40
COMCAST - EPAY	2271	2271-202206	Genl Govt/Facilities	PW Shop Communications	16.97
				CH Internet Services	407.90
				CH Communicatons	66.40
				RACC Internet Services	(78.03)
				PW Ops Communications	21.18
			Public Safety	PD Communications	350.55
			Public Works	PW Shop Communications	228.20
				PW Ops Communications	208.91
			Community Development	RACC Internet Services	(218.42)
				PW Ops Communications	33.29
COMCAST - EPAY Total					1,036.95
COMCAST BUSINESS - EPAY	1666	150347379	Genl Govt/Facilities	PW Ops - Communications	99.17
			Public Works	PW Ops - Communications	1,335.19
			Community Development	PW Ops - Communications	207.54
		148667009	Genl Govt/Facilities	CH Communications	379.05
COMCAST BUSINESS - EPAY Total					2,020.95
DAVID M. COREY	530	4476	Public Safety	Post Offer Eval - Story	420.00
DAVID M. COREY Total					420.00
DEPARTMENT OF LICENSING - EPAY	154	RG0001008-2022	Genl Govt/Facilities	CPL Fees - King	18.00
		RG0000994-2022	Genl Govt/Facilities	CPL Fees - Berg	18.00
		RG0000992-2022	Genl Govt/Facilities	CPL Fees - Gordon	18.00
		RG0000991-2022	Genl Govt/Facilities	CPL Fees - Campbell	18.00
		RG0000996-2022	Genl Govt/Facilities	CPL Fees - Gonzalez	18.00
		RG0000993-2022	Genl Govt/Facilities	CPL Fees - Gordon	18.00
		RG0001005-2022	Public Works	CPL Fees - Cyrus	18.00
		RG0000999-2022	Genl Govt/Facilities	CPL Fees - Rattray	18.00
		RG0001007-2022	Genl Govt/Facilities	CPL Fees - Buffham	18.00
		RG0001001-2022	Genl Govt/Facilities	CPL Fees - Belling	18.00
		RG0001006-2022	Public Works	CPL Fees - Cyrus	18.00
		RG0001004-2022	Genl Govt/Facilities	CPL Fees - Phillips	18.00
		RG0001003-2022	Genl Govt/Facilities	CPL Fees - Ford	18.00
		RG0001000-2022	Genl Govt/Facilities	CPL Fees - Scott	18.00
		RG0000997-2022	Genl Govt/Facilities	CPL Fees - Collings	18.00
		RG0000995-2022	Genl Govt/Facilities	CPL Fees - Summers	18.00
		RG0001002-2022	Genl Govt/Facilities	CPL Fees Berglund	18.00
DEPARTMENT OF LICENSING - EPAY Total					306.00
DESIGNS OF ALL KINDS INC.	3350	23272	Genl Govt/Facilities	100 Miles in 100 Days T-Shirts	1,025.55
DESIGNS OF ALL KINDS INC. Total					1,025.55
DICK'S TIRE FACTORY	158	D30657	Public Safety	PD Vehicle Maint - 55293D	23.00
		D33979	Public Safety	PD Vehicle Maint - 663639D	82.00
DICK'S TIRE FACTORY Total					105.00
DKS ASSOCIATES	1565	82128	Community Development	06.2022 On-Call Review Services	2,997.50
DKS ASSOCIATES Total					2,997.50

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E2 LAND USE PLANNING SERVICES LLC	485	0485-20220728	Community Development	06.2022 Planning Consulting Services	7,515.00
E2 LAND USE PLANNING SERVICES LLC Total					7,515.00
EFFICIENT COMMUNICATION SOLUTIONS	2126	28672	Information Technology	Phone Repair - Irwin	469.70
EFFICIENT COMMUNICATION SOLUTIONS Total					469.70
EWING VANCOUVER	2374	17295174	Public Works	Parks Supplies - Grass Seed	221.34
EWING VANCOUVER Total					221.34
FERGUSON ENTERPRISES INC # 8423	181	1015249-2	Genl Govt/Facilities	Water Meters and Radios	(114.64)
			Public Works	Water Meters and Radios	1,447.66
		1047192-1	Genl Govt/Facilities	Water Meter Radios	(371.52)
			Public Works	Water Meter Radios	4,691.52
		1114138	Genl Govt/Facilities	Water Small Tools - Wrenches	(27.35)
			Public Works	Water Small Tools - Wrenches	345.35
FERGUSON ENTERPRISES INC # 8423 Total					5,971.02
GALINA BURLEY	3766	3766-20220728	Public Works	Mileage Reimb - Burley	34.05
GALINA BURLEY Total					34.05
GISI MARKETING GROUP	2811	267214	Genl Govt/Facilities	Business Cards - Blehm/Freimuth/Williams/Howell/Story	190.81
			Public Safety	Business Cards - Blehm/Freimuth/Williams/Howell/Story	94.46
			Public Works	Business Cards - Blehm/Freimuth/Williams/Howell/Story	69.90
			Community Development	Business Cards - Blehm/Freimuth/Williams/Howell/Story	117.13
GISI MARKETING GROUP Total					472.30
GSI WATER SOLUTIONS INC.	2971	00727.001-42	Public Works	06.2022 Hydrological Study	935.00
GSI WATER SOLUTIONS INC. Total					935.00
H.D. FOWLER COMPANY	2036	I6143821	Public Works	Water Meters	1,911.14
		I6151859	Public Works	Water Meters	1,479.36
		I6143806	Public Works	Water Operational Supplies	257.38
		I6151870	Public Works	Water Meters	477.78
H.D. FOWLER COMPANY Total					4,125.66
HARPER HOUF PETERSON RIGHELLIS INC.	1678	53872	Community Development	05.2022 51st Ave Roundabout & Pioneer Widening	22,003.26
HARPER HOUF PETERSON RIGHELLIS INC. Total					22,003.26
HARRY'S LAWN AND POWER EQUIPMENT	214	226227	Public Works	Parks Operational Supplies	12.47
HARRY'S LAWN AND POWER EQUIPMENT Total					12.47
HELENA GREEN	3763	6785	Judicial	Interpretation Services	130.00
HELENA GREEN Total					130.00
Hoke James	UB*00778	(blank)	Genl Govt/Facilities	Refund Check 014192-000 162 N 44th Pl	1.12
Hoke James Total					1.12
HUMANE SOCIETY FOR SW WASHINGTON	526	5363	Public Safety	Q2.2022 - Animal Control	1,225.00
HUMANE SOCIETY FOR SW WASHINGTON Total					1,225.00
INTERMEDIA.NET INC	2187	2207182728	Information Technology	06.2022 Voice Service Charges	85.11
INTERMEDIA.NET INC Total					85.11
JANEAN Z PARKER	2199	160	Public Works	06.2022 Legal Services	250.00
			Community Development	06.2022 Legal Services	1,625.00
			Legal	06.2022 Legal Services	2,437.50
JANEAN Z PARKER Total					4,312.50
L.N. CURTIS AND SONS	3075	INV610588	Public Safety	PD Uniforms - Embroidery	243.26
		INV610530	Public Safety	PD Uniforms - Story	54.30
L.N. CURTIS AND SONS Total					297.56
LAND EXPRESSIONS LLC	3703	6342-211015	Public Works	06.2022 Splash Pad Design - Overlook Park	55,046.78
LAND EXPRESSIONS LLC Total					55,046.78

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LARCH CORRECTIONS CENTER	2088	LCC2006.946	Public Works	06.2022 Community Work Crew	1,658.88
LARCH CORRECTIONS CENTER Total					1,658.88
LES SCHWAB TIRES WOODLAND	272	42600494383	Public Works	Parks Mower Tires	276.04
LES SCHWAB TIRES WOODLAND Total					276.04
LESERINE MURITOK	3482	33	Judicial	Interpretation Services	120.00
LESERINE MURITOK Total					120.00
Manor Homes NW Inc	UB*00781	(blank)	Genl Govt/Facilities	Refund Check 005820-041 6841 N Montgomery Cir	27.84
	UB*00776	(blank)	Genl Govt/Facilities	Refund Check 005820-046 6936 N Montgomery Way	19.79
Manor Homes NW Inc Total					47.63
MARTA L. OCHOA-RUTHERFORD	3396	509	Judicial	Interpreting Services	130.00
MARTA L. OCHOA-RUTHERFORD Total					130.00
MASONRY WATERPROOFING AND DRAINAGE MAS	3784	502488913	Genl Govt/Facilities	Business License Refund - Masonry Masters	50.00
MASONRY WATERPROOFING AND DRAINAGE MASTERS LLC Total					50.00
MIKE VENNE	2982	2982-20220728	Public Works	CDL DOT Medical Recertification Reimb - Venne	75.00
MIKE VENNE Total					75.00
NAPA AUTO PARTS	498	320734	Genl Govt/Facilities	PW Shop Supplies - Oil Absorbant	7.10
			Public Works	PW Shop Supplies - Oil Absorbant	95.62
		319489	Public Works	Parks Mower Repair	110.52
NAPA AUTO PARTS Total					213.24
NORTHWEST NATURAL GAS - EPAY	315	202206	Genl Govt/Facilities	PW Ops - Natural Gas	1.40
				PW Shop - Natural Gas	2.03
				City Hall - Natural Gas	34.06
			Public Safety	Police Department - Natural Gas	23.32
			Public Works	PW Ops - Natural Gas	18.51
				PW Shop - Natural Gas	26.68
			Community Development	PW Ops - Natural Gas	2.95
			Public Works	PW Ops - Natural Gas	0.46
				PW Shop - Natural Gas	0.68
NORTHWEST NATURAL GAS - EPAY Total					110.09
OTAK INC.	1787	72200805	Public Works	06.2022 Construction Mgmt - Royle Rd Roundabout	16,335.00
		72200740	Community Development	06.2022 Commercial Development Reviews	987.50
OTAK INC. Total					17,322.50
PARKER PACIFIC DEVELOPMENT LLC	3765	4094	Public Works	S 85th Emergenc Manhole Repair	8,688.00
PARKER PACIFIC DEVELOPMENT LLC Total					8,688.00
PATRICK HILDRETH BRAND AND DESIGN	2372	2291	Genl Govt/Facilities	06.2022 Web Design / Maintenance	42.86
			Information Technology	06.2022 Web Design / Maintenance	257.14
PATRICK HILDRETH BRAND AND DESIGN Total					300.00
PBS ENGINEERING AND ENVIRONMENTAL	342	0071543.000-15	Public Works	03.2022 Pioneer Street Extention	11,185.00
		0071543.000-17	Public Works	05.2022 Pioneer Street Extention	14,627.15
		0071543.000-16	Public Works	04.2022 Pioneer Street Extention	4,447.50
PBS ENGINEERING AND ENVIRONMENTAL Total					30,259.65
PORTLAND ENGINEERING INC	2082	11176-a	Public Works	06.2022 Q178V Ridgefield Cellular Telemetry	32.58
		11186	Public Works	07.2022 2009 Professional Services	1,230.44
PORTLAND ENGINEERING INC Total					1,263.02
POSITIVE CONCEPTS INC.	3131	0236869-IN	Genl Govt/Facilities	Citation Supplies	(13.15)
			Public Safety	Citation Supplies	166.01
POSITIVE CONCEPTS INC. Total					152.86
PUBLIC SAFETY TESTING	354	2022-543	Public Safety	Q2.2022 Subscription Fees	125.00

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PUBLIC SAFETY TESTING Total					125.00
REAHNA MILLER	3776	3776-20220623	Genl Govt/Facilities	1SAT Vendor Fee Refund - Reahna Miller	25.00
REAHNA MILLER Total					25.00
RICOH USA INC.	1662	106338811	Public Safety	07.2022 PD Copier Lease	107.03
RICOH USA INC. Total					107.03
RIDGEFIELD HARDWARE	376	0376-202206	Genl Govt/Facilities	Facilities Supplies	2.47
				PW Shop Tools	0.47
				Joshua Nathan Tools	1.91
				PW Shop Supplies	4.31
				General Supplies	72.59
			Public Safety	PD Supplies	3.90
			Public Works	Parks Supplies	387.21
				Water Supplies	293.49
				Facilities Supplies	18.01
				RORC Press Box Supplies	118.63
				PW Shop Tools	6.37
				Joshua Nathan Tools	10.79
				PW Shop Supplies	57.95
				Parks Tools	16.62
				Events Supplies	278.37
				Storm Supplies	128.09
				Water Tools	119.90
				Streets Supplies	271.09
RIDGEFIELD HARDWARE Total					1,792.17
RIDGEFIELD SCHOOL DISTRICT	378	1002100149	Genl Govt/Facilities	RACC Operating Expense - Wastewater	9.44
				RACC Operating Expense - Electricity	263.74
				RACC Operating Expense - Garbage	21.99
				RACC Operating Expense - Janitorial	25.23
				RACC Operating Expense - Water	92.22
				RACC Operating Expense - Security	250.25
			Community Development	RACC Operating Expense - Wastewater	36.19
				RACC Operating Expense - Electricity	1,010.97
				RACC Operating Expense - Garbage	84.30
				RACC Operating Expense - Janitorial	96.71
				RACC Operating Expense - Water	353.51
				RACC Operating Expense - Security	959.28
		502622565	Genl Govt/Facilities	Business License Refund	50.00
RIDGEFIELD SCHOOL DISTRICT Total					3,253.83
Rotschy Inc.	UB*00779	(blank)	Genl Govt/Facilities	Refund Check 010953-012 Hydrant Meter SW Corner Maple/Main	113.23
Rotschy Inc. Total					113.23
SITEONE LANDSCAPE SUPPLY LLC	2951	120959200-001	Public Works	Streets Sprinkler Parts	265.16
SITEONE LANDSCAPE SUPPLY LLC Total					265.16
SKAMANIA COUNTY SHERIFF'S OFFICE	1554	1554-202207	Public Safety	05.2022 Jail Beds	120.00
SKAMANIA COUNTY SHERIFF'S OFFICE Total					120.00
SOUND UNIFORM SOLUTIONS INC.	3750	202206SU124	Public Safety	PD Uniforms - Marvitz	577.75
SOUND UNIFORM SOLUTIONS INC. Total					577.75
SPECIAL ASPHALT PRODUCTS	3580	INVC089405	Genl Govt/Facilities	Crack Seal Machine Rental - Use/Sales Tax 8.6%	(309.60)
			Public Works	Crack Seal Machine Rental	3,909.60

Attachment: July 28, 2022 Claims Report (Approval of Claims And/Or Payroll)

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SPECIAL ASPHALT PRODUCTS Total						3,600.00
SPRINGBROOK - GROUP EPAY	3544	220721926	Public Works	06.2022 Customer Web Payments	79.81	
SPRINGBROOK - GROUP EPAY Total						79.81
SPRINGBROOK SOFTWARE LLC	3444	INV-009845	Public Works	06.2022 Customer Web Payments	517.84	
SPRINGBROOK SOFTWARE LLC Total						517.84
STATE AUDITOR'S OFFICE	524	L149271	Finance	06.2022 Audit Services	5,746.95	
STATE AUDITOR'S OFFICE Total						5,746.95
STATE OF WA DEPARTMENT OF REVENUE - EPAY	156	0-27-662-265	Genl Govt/Facilities	June 2022 B&O and Excise Tax	609.68	
			Public Works	June 2022 B&O and Excise Tax	4,095.01	
		0-027-327-220	Genl Govt/Facilities	May 2022 B&O and Excise Tax	2,475.80	
			Public Works	May 2022 B&O and Excise Tax	21,741.83	
STATE OF WA DEPARTMENT OF REVENUE - EPAY Total						28,922.32
STERICYCLE INC	2504	8001909873	Genl Govt/Facilities	06.2022 Secure Shredding - RACC/CH/PD	52.03	
			Public Safety	06.2022 Secure Shredding - RACC/CH/PD	33.28	
			Community Development	06.2022 Secure Shredding - RACC/CH/PD	24.52	
STERICYCLE INC Total						109.83
STEVE STUART	2075	2075-20220728	Executive	Mileage Reimb - Stuart	200.07	
STEVE STUART Total						200.07
THE MASTERS TOUCH LLC	1786	P82080	Public Works	06.2022 Final Bill - Postage	20.94	
		P82133	Public Works	06.2022 Delinquent Notices - Postage	300.83	
		82080	Public Works	06.2022 UB Final Bill	82.17	
		82133	Public Works	06.2022 Delinquent Notices	243.76	
THE MASTERS TOUCH LLC Total						647.70
THE PARR COMPANY	964	26619590	Public Works	Water Supplies	10.20	
		26619573	Public Works	Water Supplies	35.49	
		26619520	Public Works	Water Supplies	13.13	
		26619735	Public Works	Water Supplies	72.36	
THE PARR COMPANY Total						131.18
TRAFFIC SAFETY SUPPLY	432	INV050697	Public Works	Streets Signs and Striping	879.16	
TRAFFIC SAFETY SUPPLY Total						879.16
TRJ PLANNING INC	3575	146	Community Development	06.2022 Residential Permits Plan Review	2,133.75	
TRJ PLANNING INC Total						2,133.75
TYLER KING	2866	2866-20220728	Genl Govt/Facilities	Employee Reimb. - King	(0.17)	
			Public Safety	Employee Reimb. - King	94.45	
TYLER KING Total						94.28
USA BLUEBOOK	444	7675	Public Works	Raint Pants - Swarts	120.49	
		31680	Public Works	Rain Pants Refund - Stwarts	(120.49)	
USA BLUEBOOK Total						0.00
VAIRKKO TECHNOLOGIES LLC	3699	19935	Genl Govt/Facilities	07.2022 PD Scheduling Software	(12.25)	
			Public Safety	07.2022 PD Scheduling Software	154.65	
VAIRKKO TECHNOLOGIES LLC Total						142.40
VERIZON WIRELESS - EPAY	452	9909900251	Genl Govt/Facilities	General iPad and cellphones	48.15	
				PW iPad and cellphones	83.19	
			Public Safety	PD Cell Equipment	108.58	
				PD iPad and cellphones	625.94	
			Public Works	PW iPad and cellphones	1,120.56	
			Community Development	CDD iPad and cellphones	481.50	
			Council	Council iPad and cellphones	48.16	

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VERIZON WIRELESS - EPAY	452	9909900251	Administration	Admin iPad and cellphones	144.44
				ADMIN Cell Equipment	108.58
		9909900249	Genl Govt/Facilities	PW iPad and cellphones	35.85
				General iPad and cellphones	43.19
			Public Safety	PD iPad and cellphones	777.45
			Public Works	PW iPad and cellphones	482.46
			Community Development	CDD iPad and cellphones	259.15
			Council	Council iPad and cellphones	475.12
			Administration	Admin iPad and cellphones	259.15
			Finance	Finance iPad and cellphones	43.19
			Executive	Executive iPad and cellphones	43.19
			9909900250	Public Works	Hillhurst Ped Crossing
VERIZON WIRELESS - EPAY Total					5,293.03
WAPITI NW LLC	2545	10372	Genl Govt/Facilities	Dump Truck Breaks Repair	257.31
			Public Works	Dump Truck Breaks Repair	3,462.79
WAPITI NW LLC Total					3,720.10
WASHINGTON STATE PATROL	463	I22007596	Genl Govt/Facilities	06.2022 Background Checks - CPL	325.75
WASHINGTON STATE PATROL Total					325.75
WELLS FARGO - EPAY	1681	202206-5756	Genl Govt/Facilities	RUBIO WATER - COFFEE DELIVERY PW WATER DELIVERY SERVICE	5.80
				RUBIO MAILCHIMP MISC SOCIAL MEDIA AND EMAIL MARKETING SOFTWARE	(0.22)
				RUBIO ECLINCHER BASIC PLAN SOCIAL MEDIA PUBLISHING AND ANALYTICS	(4.21)
				RUBIO AMAZON WEB SERVICES WEB AUDIO BACKUP	(0.04)
			Public Safety	RUBIO SIPTRUNK INC PD TELEPHONE SERVICE	211.50
			Public Works	RUBIO WATER - COFFEE DELIVERY PW WATER DELIVERY SERVICE	78.15
			Community Development	RUBIO WATER - COFFEE DELIVERY PW WATER DELIVERY SERVICE	12.14
			Information Technology	RUBIO ADOBE CREATIVE CLOUD SOFTWARE - DEMOSS	57.55
				RUBIO MAILCHIMP MISC SOCIAL MEDIA AND EMAIL MARKETING SOFTWARE	24.99
				RUBIO ECLINCHER BASIC PLAN SOCIAL MEDIA PUBLISHING AND ANALYTICS	53.21
				RUBIO AMAZON WEB SERVICES WEB AUDIO BACKUP	0.49
				RUBIO ZOOM US 888-799-9666 MEETING PLATFORM	59.71
				RUBIO APPLE COM BILL EVENTS IPAD	14.11
				RUBIO J2 EFAX SERVICES EMAIL FAX SERVICES	169.50
				RUBIO DROPBOX GP3VD6LND1CB FILE SHARING - PUBLIC RECORDS	13.02
			RUBIO APPLE COM BILL CH IPAD MUSIC	10.85	
		202206-3035	Genl Govt/Facilities	RUBIO DROPBOX 9XX32RYN8QZ6 FILE SHARING - EVENTS	21.71
				GILES AMZN MKTP US 0G4N09XY3 - DESKTOP FAN - KELLY MELROY	2.77
				GILES AMZN MKTP US 820QM2PD3 - PW OPS DRIVEWAY ALARM WHITEBOARD	17.26
				GILES AMZN MKTP US 8B8T81KY3 HR CLASSIFICATION FOLDERS	91.90
				GILES AMAZON COM UR1XP8EE3 - PW OPS CARDSTOCK ENVELOPES RUBBER B	3.25
				GILES AMZN MKTP US CY9DM1R23 HISTORICAL DOCUMENT PRESERVATION AN	81.61
				GILES AMZN MKTP US OC6H19Q83 HATS FOR COUNCIL FOR 4TH OF JULY PA	20.62
				GILES AMZN MKTP US JH0RW2A63 EVENTS SUPPLIES - BROWN CRAFT PAPER	15.17
				GILES AMZN MKTP US XN28A9J43 PARADE FLOAT DECORATIONS	28.18
				GILES AMZN MKTP US M67MP24G3 BP - WRISTBANDS FOR BIG PADDLE	43.42
				GILES AMAZON COM EZ37O8183 CERTIFICATE HOLDERS	24.91
				GILES AMAZON COM GJ4PM4963 AMZN CHAIR KNOB - FREIMUTH	9.86
				GILES AMZN MKTP US 2L7SX0GQ3 CITY HALL AIR FILTERS	169.78
				GILES AMZN MKTP US EU3CL9Z23 CITY HALL DISHWASHER CLEANER	4.28

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3.1.a

WELLS FARGO - EPAY

1681

202206-3035

Genl Govt/Facilities

GILES USPS PO 5471680444 USPS MARKETING MAIL PERMIT 40 RENEWAL

265.00

GILES AMAZON COM R00FE40E3 WATER JUG DISPENSER FOR EVENTS

48.48

GILES AMZN MKTP US 0378W6TQ3 HISTORICAL DOCUMENT PRESERVATION SU

20.98

GILES AMAZON COM AMZN COM BILL RETURNED CHAIR KNOB - FREIMUTH

(9.86)

Public Safety

GILES AMZN MKTP US F18AU8BF3 PD LABEL MAKER

44.52

GILES AMZN MKTP US YJ2426DB3 PD NAMEPLATE - GIBSON

13.89

GILES AMAZON COM 0S6NK2TV3 AMZN PD CELL PHONE CASE

39.05

GILES AMAZON COM B08497TL3 PD COMPUTER SPEAKERS

28.77

GILES AMAZON COM 4S6O90MA3 PD CELL PHONE CASE

34.71

GILES AMZN MKTP US IF0SR4E93 PD TONER FOR LEXMARK PRINTER

304.08

GILES AMZN MKTP US Z635E6VM3 PD TOURNIQUETS

65.14

GILES AMZN MKTP US F134V4XP3 PD POST-IT NOTES LAMINATING POUCHES

117.61

GILES AMZN MKTP US F134V4XP3 PD PHONE CHARGER TRASH BAGS GLOVES

108.04

Public Works

GILES AMZN MKTP US 0G4N09XY3 - DESKTOP FAN - KELLY MELROY

15.69

GILES AMZN MKTP US 820QM2PD3 - PW OPS DRIVEWAY ALARM WHITEBOARD

232.25

GILES AMAZON COM UR1XP8EE3 - PW OPS CARDSTOCK ENVELOPES RUBBER B

43.66

GILES AMZN MKTP US 0B1TT1LS3 CAR PHONE CHARGER - KAUFFMAN

21.71

GILES AMAZON COM 1X5UE8PQ2 AMZN - KRYLON HAND HELD MARKING APPLI

26.62

GILES AMZN MKTP US ZR6LC4G93 PW UTILITIES MOUSE PADS

10.84

GILES AMZN MKTP US Q63XU0Q43 PW UTILITIES COMPUTER MOUSE

14.11

GILES AMZN MKTP US JA4XL5LF3 PW UTILITY PHONE HOLSTER CLIPS

13.02

Community Development

GILES AMZN MKTP US 820QM2PD3 - PW OPS DRIVEWAY ALARM WHITEBOARD

36.09

GILES AMAZON COM UR1XP8EE3 - PW OPS CARDSTOCK ENVELOPES RUBBER B

6.79

GILES AMAZON COM 1X5UE8PQ2 AMZN - KRYLON HAND HELD MARKING APPLI

26.64

Human Resources

GILES AMZN MKTP US 2O5CN4GJ3 RETIREMENT PARTY SUPPLIES - FERRISS

14.11

GILES AMZN MKTP US 1B17Z92F3 RETIREMENT PARTY SUPPLIES - FERRISS

7.59

GILES AMZN MKTP US EU3CL9Z23 RETIREMENT PARTY SUPPLIES - FERRISS

59.53

Administration

GILES AMZN MKTP US 6G3VX3IO3 GENERAL SUPPLIES - CUPCAKE STANDS

18.33

202206-8052

Genl Govt/Facilities

FREIMUTH COSTCO BY INSTACART HOT WEATHER DRINKS - ALL PWS

4.45

Public Works

FREIMUTH COSTCO BY INSTACART HOT WEATHER DRINKS - ALL PWS

59.93

Community Development

FREIMUTH ROSAUERS FOOD & DRU HOT WEATHER DRINKS - CDD

22.19

Human Resources

FREIMUTH INDEED RECRUITMENT - SEASONAL MAINT

54.30

FREIMUTH ROSAUERS FOOD & DRU EMPLOYEE PICNIC SUPPLIES

51.86

FREIMUTH CHUCKS PRODUCE & ST FERRISS RETIREMENT PARTY FOOD

914.55

FREIMUTH COSTCO BY INSTACART WELLNESS SNACKS

1,411.28

FREIMUTH ROSAUERS FOOD & DRU FERRISS RETIREMENT PARTY DECORATION

82.36

FREIMUTH IC COSTCO BY INSTACAR WELLNESS SNACKS

829.90

FREIMUTH STARBUCKS STORE 63631 EMPLOYEE APPRECIATION - PUBLIC WO

220.00

202206-0745

Genl Govt/Facilities

DORIOT CLARK COUNTY ENV PUBLIC H NNO 2022 HEALTH PERMIT

139.95

DORIOT EXCEL DESIGNS DEPARTMENT HATS FOR OFFICERS MORGAN KEATIN

(0.18)

DORIOT NORTH AMERICAN RESCUE LL OFFICER TRAUMA KIT ITEMS - COMBA

(27.18)

DORIOT NORTH AMERICAN RESCUE LL OFFICERS TRAUMA KIT ITEMS - HYFI

(9.50)

Public Safety

DORIOT EXCEL DESIGNS DEPARTMENT HATS FOR OFFICERS MORGAN KEATIN

97.71

DORIOT AMZN MKTP US 1X1HH1VD0 EMERGENCY TRAUMA KIT FOR OFFICERS

147.07

DORIOT CURTIS WEB DEPARTMENT POLO - TRAINING SHIRTS

766.51

DORIOT NORTH AMERICAN RESCUE LL OFFICER TRAUMA KIT ITEMS - COMBA

581.66

DORIOT NORTH AMERICAN RESCUE LL OFFICERS TRAUMA KIT ITEMS - HYFI

179.92

202206-7036

Genl Govt/Facilities

STUART SQ THE DOGHOUSE LUNCH FOR BIG PADDLE VOLUNTEERS

55.20

City of Ridgefield

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WELLS FARGO - EPAY	1681	202206-7036	Executive	STUART THE COLUMBIAN CIRC 2 MONTHLY SUBSCRIPTION	14.00
				STUART COV PARKING PAYST 491300 PARKING AT AWC CONFERENCE	25.00
				STUART CKE FUEL BISTRO & WI 109 MEETING WITH SEWER DISTRICT REGA	92.29
				STUART STARBUCKS STORE 63631 MEETING WITH MAYOR AND COUNTY COUNC	26.06
				STUART EVENT 2022 WCMA SUMMER REGISTRATION FOR ANNUAL CITY MANA	325.00
				STUART SQ SUGARS BARBECUE MAYORS DINNER WITH OTHER MAYORS REGAR	364.22
				STUART SQ LITTLE CONEJO NORTE MEETING WITH DEPT OF ECOLOGY	14.30
				STUART OLD LIBERTY THEATER LLC MEETING WITH RIDGEFIELD PORT CEO	3.23
				STUART COV PARKING PAYST 491300 PARKING FOR AWC CONFERENCE	5.60
				STUART EL RANCHO VIEJO MEETING WITH CLARK COLLEGE REGARDING BOSC	111.54
				STUART SQ SUGARS BARBECUE CITY MANAGER MEETING REGARDING SHARED	19.51
				STUART COV PARKING PAYST 491300 PARKING FOR ECONOMIC FORECAST BR	4.00
				STUART SQ PIONEER STREET RESTAU MEETING WITH COUNCILORS REGARDI	72.27
		202206-9437	Genl Govt/Facilities	STUART SQ SUSHI KATO HARASSMENT AND DISCRIMINATION TRAINING	16.91
				STUART SQ PIONEER STREET RESTAURANT MEETING WITH COUNCILORS REG	55.94
				HOOTS 4IMPRINT INC NATIONAL NIGHT OUT SWAG	979.11
			Public Safety	HOOTS ALTERNATE FORCE GUN HOLSTER	(5.50)
				HOOTS WA FOOD WORKER CARD FOOD HANDLER CARD FOR NNO	10.00
				HOOTS TLO TRANSUNION BACKGROUND INVESTIGATIONS	135.97
				HOOTS USPS PO 5471680444 STAMPS FOR PD	116.00
				HOOTS COSTCO WHSE 0772 OFFICE SUPPLIES - COFFEE PAPER TOWELS	56.38
				HOOTS GALLS SERGEANT STRIPES - METAL PIN FOR STORY BACKORDERED	45.80
				HOOTS ALTERNATE FORCE GUN HOLSTER	69.40
				HOOTS LERMG SUPERVISOR TRAINING FOR ANDY MARVITZ	150.00
		202206-6996	Genl Govt/Facilities	DEMOSS WAL-MART 5929 WATER FOR BIG PADDLE	29.14
				DEMOSS FACEBK EPT75FT7M2 ADVERTISEMENT FOR BIG PADDLE	79.36
				DEMOSS THE HOME DEPOT 4718 WATER FOR BIG PADDLE	15.17
			Public Works	DEMOSS STICKER MULE STICKERS FOR 100 MILES EVENT	147.70
				DEMOSS EB REFUND TO BUYER TICKET REFUND FOR BIG PADDLE	10.00
				DEMOSS PRINTINTERVAL COM 4TH OF JULY PARADE SHIRTS FOR COUNCIL	188.97
				DEMOSS CANVA I03438-23539695 ANNUAL FEE ONLINE GRAPHIC DESIGN S	(10.27)
				DEMOSS STARBUCKS STORE 63631 COFFEE FOR BIG PADDLE	65.16
				DEMOSS WALMART COM AA CLOCK FOR CONFERENCE ROOM AT CITY HALL	35.73
				DEMOSS DK HARDWARE SUPPLY LLC REPLACEMENT OVEN RACK FOR BENNETT	50.66
				DEMOSS FACEBK EPT75FT7M2 ADVERTISEMENT FOR TEMPORARY STORM EMPL	20.64
				DEMOSS FACEBK LTMZ3FB7M2 ADVERTISEMENT FOR TEMPORARY STORM EMPL	8.34
			Information Technology	DEMOSS CANVA I03438-23539695 ANNUAL FEE ONLINE GRAPHIC DESIGN S	129.67
				DEMOSS EZTEXTINGCOM ANNUAL FEE TEXTING FOR COMMUNITY NOTIFICATIO	375.32
		202206-3027	Genl Govt/Facilities	HOWELL CKE FUEL BISTRO & WI 109 LUNCH WITH WATERSHED ALLIANCE	62.57
		202206-4252	Genl Govt/Facilities	BLAKE CORWIN BEVERAGE CO BOTTLED WATER FOR ALL PW OPS CENTER	29.83
				BLAKE USPS COM POSTAL STORE POSTAGE STAMPS FOR PW RELATED CORRES	3.64
				BLAKE CORWIN BEVERAGE CO BOTTLED WATER FOR ALL PW OPS CENTER	402.41
			Public Works	BLAKE USPS COM POSTAL STORE POSTAGE STAMPS FOR PW RELATED CORRES	34.31
				BLAKE CORWIN BEVERAGE CO BOTTLED WATER FOR ALL PW OPS CENTER	62.53
			Community Development	BLAKE USPS COM POSTAL STORE POSTAGE STAMPS FOR PW RELATED CORRES	7.57
				BLAKE USPS COM POSTAL STORE POSTAGE STAMPS FOR PW RELATED CORRES	14.48
		202206-8755	Public Works	BROOKS ON THE SPOT ENGRAVING AWARD FOR CHIEF MCELVAIN	32.52
			Public Safety	BROOKS OFFICE DEPOT 2309 NON-ALLOWABLE EXPENSE	11.91

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WELLS FARGO - EPAY	1681	202206-8755	Public Safety	BROOKS CRAFT WAREHOUSE AWARD FOR LAW ENFORCEMENT COUNCIL	11.91
			Human Resources	BROOKS CRAFT WAREHOUSE AWARD HOLDERS FOR SGT FERRISS RETIREMENT	38.73
				BROOKS CROWN AWARDS INC AWARD FOR SGT FERRISS	238.36
		202206-0187	Genl Govt/Facilities	MELROY HARBOR FREIGHT TOOLS 169 TOOLS FOR FACILITIES SHOP	(1.80)
				MELROY HARBOR FREIGHT TOOLS 46 SUPPLIES FOR CRACK SEAL PAVEMENT	(9.17)
			Public Safety	MELROY CURLYS LOCK AND KEY PW OPS CENTER KEYS FOR PD	114.47
			Public Works	MELROY HARBOR FREIGHT TOOLS 169 TOOLS FOR FACILITIES SHOP	166.74
				MELROY HARBOR FREIGHT TOOLS 46 SUPPLIES FOR CRACK SEAL PAVEMENT	115.85
			Public Works	MELROY HIGHWAY SPECIALTIES LLC READER BOARDS RENTAL FOR ABRAMS P	2,818.40
		202206-4870	Finance	JOHNSON GOVERNMENT FINANCE OFFICE PAFR AWARD APPLICATION FEE	250.00
				JOHNSON GOVERNMENT FINANCE OFFICE ACFR AWARD APPLICATION FEE	460.00
				JOHNSON THE COLUMBIAN CIRC 2 MONTHLY SUBSCRIPTION FOR COLUMBIAN	14.00
		202206-6939	Community Development	LUST TRAVELERS BOND NOTARY BOND - ALLISON	40.00
				LUST EL RANCHO VIEJO GOING AWAY LUNCH - CINDY WITH CDD	144.75
		202206-7028	Genl Govt/Facilities	BRUNSON JACKS AUTO DETAIL CLEAN FRED'S TRUCK FOR TRANSFER TO JULI	(11.61)
			Public Works	BRUNSON JACKS AUTO DETAIL CLEAN FRED'S TRUCK FOR TRANSFER TO JULI	146.61
		202206-0794	Human Resources	KNOTTNERUS ICMA ONLINE TRAINING - MOVING FROM DISCOURSE TO ACTIO	39.60
				KNOTTNERUS MARRIOTT S ANTONIO RVR LODGING FOR PRIMA CONFERENCE	327.40
			Public Works	KNOTTNERUS PAYPAL PUBLICARTIS ADVERTISE FOR CALL TO ARTISTS FOR	800.00
			Administration	KNOTTNERUS ICMA ONLINE TRAINING - MOVING FROM DISCOURSE TO ACTIO	59.40
				KNOTTNERUS MARRIOTT S ANTONIO RVR LODGING FOR PRIMA CONFERENCE	491.09
				KNOTTNERUS WASHINGTON TRUST FOR HIST REVITALIZE WA CONFERENCE	117.77
			Information Technology	KNOTTNERUS DNH DOMAIN HOSTING SRVCS WEBSITE DOMAIN HOSTING	5.42
				KNOTTNERUS DNH DOMAIN HOSTING WEBSITE DOMAIN HOSTING	404.97
		202206-7069	Genl Govt/Facilities	FERRISS USPS PO 5471680444 CITY DOCUMENT MAILING TO CITY ATTORNE	8.70
				FERRISS USPS PO 5471680444 AWC CONFERENCE - MAILING CITY FLAG	8.70
				FERRISS CKE FUEL BISTRO & WI 109 MANAGEMENT RETREAT LUNCH	147.47
			Information Technology	FERRISS ROSAUERS FOOD & DRU MANAGEMENT RETREAT SNACKS AND BEVERA	30.95
				FERRISS CDW GOVT Z670413 ADOBE PRO - BRITTANI FREIMUTH	98.16
				FERRISS CITRIX SYSTEMS INC SHAREFILE ANNUAL FEE	1,167.66
202206-1081	Finance	IRWIN WWW WANIGP ORG 2022 WA-NIGP REGISTRATION NEW MEMBERSHIP	40.00		
202206-7051	Administration	BLEHM SQ LITTLE CONEJO NORTE EVENT COORDINATOR INTERVIEW PANEL	100.35		
202206-7002	Public Works	THAMERT LUCKY DRAGON CHINESE DINNER WITH CHAD SWATKA BATTLE GROU	58.68		
WELLS FARGO - EPAY Total					21,408.59
WEX BANK - EPAY	3552	81850564	Genl Govt/Facilities	WEX Fleet Cards June 2022	409.84
			Public Safety	WEX Fleet Cards June 2022	3,597.70
			Public Works	WEX Fleet Cards June 2022	5,512.77
			Community Development	WEX Fleet Cards June 2022	812.72
WEX BANK - EPAY Total					10,333.03
WILCO FARM STORE	655	722801/6	Genl Govt/Facilities	NNO Event Supplies	64.93
WILCO FARM STORE Total					64.93
WILCOX AND FLEGEL	1469	0720595-IN	Genl Govt/Facilities	PW Diesel	159.27
			Public Works	PW Diesel	2,143.48
WILCOX AND FLEGEL Total					2,302.75
WILLIAM HAMMERS	3778	1334	Public Works	Downtown and Overlook Park - Parking Lot Striping	1,331.98
		1331	Public Works	Downtown Parking Lot Striping	4,235.40
WILLIAM HAMMERS Total					5,567.38
WOODLAND TRUE VALUE HARDWARE	1507	A259276	Public Works	Water Operational Supplies	12.62

Attachment: July 28, 2022 Claims Report (Approval of Claims And/Or Payroll)

City of Ridgefield

Claims Payment Report

For Approval on:

July 28th, 2022

3.1.a

WOODLAND TRUE VALUE HARDWARE Total					12.62
WSP USA INC.	3338	1192493	Community Development	06.2022 PAC & Community Engagement Services	1,314.13
WSP USA INC. Total					1,314.13
Zawada Debra & Jeff	UB*00780	(blank)	Genl Govt/Facilities	Refund Check 014349-000 4326 S 11th Way	79.08
Zawada Debra & Jeff Total					79.08
Grand Total					800,388.15

Attachment: July 28, 2022 Claims Report (Approval of Claims And/Or Payroll)

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022

ITEM:

AGENDA ITEM TITLE: Approval of Minutes from the July 14, 2022 Meeting

AGENDA ITEM TITLE:

Approval of minutes from the following meeting(s) of the council:

GOVERNING LEGISLATION:

Not applicable

PREVIOUS COUNCIL ACTION TAKEN:

Not applicable

SUMMARY/BACKGROUND:

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

BUDGET/FINANCIAL IMPACTS:

Not applicable

ACTION OR MOTION:

Approve the minutes by making the following motion:

1. "I move to approve the consent agenda"

STAFF CONTACT: Julie Ferriss, City Clerk

ATTACHMENTS: 07-14-2022 (PDF)



CITY OF RIDGEFIELD, WASHINGTON
City Council MEETING MINUTES
July 14, 2022

Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM

FLAG SALUTE

ROLL CALL

Attendee Name	Title	Status	Arrived
Ron Onslow	Councilor	Present	
Lee Wells	Councilor	Present	
Jen Lindsay	Mayor	Present	
Rob Aichele	Councilor	Present	
Judy Chipman	Councilor	Present	
Rachel Coker	Councilor	Present	
Matt Cole	Councilor	Present	

LATE CHANGES TO THE AGENDA

PUBLIC COMMENT

Comments received during public testimony can be heard on the City's website under
<https://ridgefieldwa.us/government/city-council-meeting-audio-files/>

CONSENT AGENDA - MOTION TO APPROVE AS PRESENTED.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Ron Onslow, Councilor
SECONDER:	Rachel Coker, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

1. Approval of Claims And/Or Payroll
2. Approval of Minutes from the June 23, 2022 Meeting

PRESENTATION

1. Ridgefield School District - Proposition No. 9
2. Clark Cowlitz Fire Rescue - Proposition No. 3

BUSINESS

1. Second Reading of Ordinance No. 1367 - KDev LLC Petition to Annex - Claire Lust, Community Development Director

Attachment: 07-14-2022 (Approval of Minutes)

The Petition to Annex includes one four-acre parcel owned by KDev, LLC. The subject parcel is within the Ridgefield Urban Growth Area (UGA) and is contiguous with the Ridgefield city limits to the west (S 85th Avenue is in the city limits). Per the applicant's introductory statement, the applicant "has plans to develop the property in the future as possible business offices or eating establishments as allowed under the Neighborhood Commercial zoning code." Per RDC 18.205.020, offices and eating establishments are permitted uses in the NC zone. Any future development applications will be subject to site plan review and compliance with the applicable development standards in Title 18 of the Ridgefield Municipal Code. Engineering and building applications will also be required to obtain development permits.

MOTION: MOVED TO ADOPT ORDINANCE NO. 1367 KDEV LLC PETITION TO ANNEX AS PRESENTED.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Rob Aichele, Councilor
SECONDER:	Lee Wells, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

2. Resolution No. 613 – Approval of Amendment to Financial Policy #07: Budget - Kirk Johnson, Finance Director

Per the City's formal budget policy both financial management and budget policies are reviewed each year during the budget process. Staff reviewed the budget policy to ensure best practice and industry standards are up to date. The following changes are recommended:

Changes are proposed to add clarity to legal limits and match language in the financial management policies. Clarity was added for the authorization for seasonal and temporary employees. Additional clarity was added for capital expenditure approval to match current processes and budget approval grant to the City Manager and designees. References were added to the policy regarding a 6-year capital budget which will be developed over the next 1 - 2 years and presented to council for review and adoption. The overall budget process was further defined to match current processes and additional steps taken to prepare the budget for budget advisory committee and council review.

MOTION: MOVED TO ADOPT RESOLUTION NO. 613 AS PRESENTED.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Matt Cole, Councilor
SECONDER:	Judy Chipman, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

3. Resolution No. 614 – Approval of Amendment to Financial Policy #01: Financial Management Policies - Kirk Johnson, Finance Director

Per the City's formal budget policy both financial and budget policies are reviewed each year during the budget process. Staff are recommending the following revisions to the Financial Management Policy #01: Financial Management. The proposed policy update includes updates to the Operations and Maintenance (O&M) Reserve "Priority #2" for the Stormwater Operating Fund. The reserve would be set at 60 days of prior year operating expenses less any one-time and capital outlay expenses. The previous reserve for the stormwater fund was set at 90 days of prior year operating expense less any one-time and capital outlay expense. The stormwater fund revenues are stable each billing cycle which is in line with industry standards for this service. No changes are proposed for the General and Water Fund O&M Reserve. Additional updates to the Capital Reserve "Priority #5" includes the ability to use the funds for repair and replacement of existing infrastructure at the end of the asset's useful life, or in the event of a

failure of the asset with council approval. The use of reserves includes criteria for replenishment of the reserve balance. The purpose of the reserve was to create the financial ability to pay for unanticipated capital needs typically resulting from a natural disaster or other unanticipated event that damages City infrastructure. The proposed change adds flexibility for council to use the reserve balances if appropriated through the budget process. Additional changes to the policy are for clarity to legal limits and understanding to match current processes or requirements.

MOTION: MOVED TO ADOPT RESOLUTION NO. 614 AS PRESENTED.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Rachel Coker, Councilor
SECONDER:	Ron Onslow, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

4. Motion - Approval of Sanderling Park Phase 1 Final Plat

The Hearing Examiner approved the Kennedy Farm East preliminary planned unit development (PUD) plat on March 19, 2019, as PLZ-18-0085. The project has since been renamed to Sanderling Park. The overall Kennedy Farm East approval was for 435 lots - 327 single-family detached and 108 single-family attached - on 89.65 acres in the RLD-4 zone. The project is subject to the 2007 Kennedy Development Agreement and 2017 Kennedy Development Agreement Amendment, which established a target average density of between four and six units per gross acre for Kennedy Farms West and East. The approved Kennedy East/Sanderling Park density is 4.85 units per gross acre, in compliance with the DA. The applicant proposes to subdivide Phase 1 (Parcel #986059670, 12.26 acres) into 46 single-family detached residential lots. The lots range from 4,000 square feet (Lots 11, 16, 29, 34) to 7,556 square feet (Lot 30), consistent with the lot sizes and density approved through the Kennedy Farms DA, Kennedy Farm East Preliminary PUD, and subsequent post decision review. The average lot area is 5,335 square feet.

MOTION: MOVED TO APPROVE SANDERLING PARK PHASE 1 FINAL PLAT AS PRESENTED.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Rob Aichele, Councilor
SECONDER:	Lee Wells, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

PUBLIC COMMENT

Comments received during public testimony can be heard on the City's website under <https://ridgefieldwa.us/government/city-council-meeting-audio-files/>

COUNCIL/PRESIDING OFFICER/STAFF REPORTS

Council

Council Member Onslow - Attended 4th of July parade and festivities, Clark College groundbreaking ceremony.

Council Member Coker - Attended numerous volunteer events.

Council Member Aichele - Attended Neighbors on Watch meeting, 4th of July parade and festivities.

Council Member Well - Attended 4th of July parade and festivities.

Council Member Chipman - Attended City employee picnic, main street meeting.

Council Member Cole - Attended 4th of July parade and festivities, meetings with City staff members.

Mayor

Attended main street days event, meeting and city tour with Rep. Abbarno.

Appointment of Salary Commission Member

Appointment of Maria Swinger-Inskeep to Salary Commission.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Rachel Coker, Councilor
SECONDER:	Judy Chipman, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

Appointment of two Council Members to serve on the 2023 Budget Advisory Committee

Appointment of Councilor Chipman and Coker to Budget Advisory Committee.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Matt Cole, Councilor
SECONDER:	Rob Aichele, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

City Manager

Public Works Director Brenda Howell - Royle Road update and water conservation update provided.

Deputy City Manager Lee Knottnerus - Upcoming events update provided.

Police Chief John Brooks - Kudos to PD staff on 4th of July.

ADJOURN - [8:10 PM](#)

Julie Ferriss, City Clerk

Jennifer Lindsay, Mayor

Attachment: 07-14-2022 (Approval of Minutes)

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022

ITEM: PRESENTATION

AGENDA ITEM TITLE: 2Nd Quarter 2022 Financial Report & Economic Update

GOVERNING LEGISLATION:

City of Ridgefield Financial Policy #07: Budget

PREVIOUS COUNCIL ACTION TAKEN:

Reviewed quarterly financial reports

SUMMARY/BACKGROUND:

2nd Quarter 2022 financial report – budget to actual

BUDGET/FINANCIAL IMPACTS:

None

RECOMMENDED ACTION OR MOTION:

No action requested. Presentation only

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS: 2nd Qtrr 2022 Budget Report (PDF)



2nd Quarter 2022 Budget Report



2022 Reserves Per Policy

	O&M	Revenue Stab.	Debt Service	Separation	Capital	Capital Repair & Replace	2022 Reserves	2021 Reserves	% Change
General Fund	1,140,858	809,258	-	125,251	845,811	-	2,921,178	2,462,776	18.61%
Building & Permitting	283,608	309,052	-	26,531	-	-	619,191	612,292	1.13%
Water Fund	495,930	-	-	29,936	223,406	524,871	1,274,143	1,077,370	18.26%
Storm Fund	127,298	-	-	17,024	193,731	205,875	543,928	497,449	9.34%
Total	2,047,694	1,118,310	-	198,742	1,262,948	730,746	5,358,440	4,649,887	15.24%
Capital Repair and Replacement Minimum Target (2% of Historical Cost)									
	Historical	Target	Total	Balance	Variance	% Target			
Water Fund	23,715,551	2%	474,311	524,871	50,560	111%			
Storm Fund	20,359,952	2%	407,199	205,875	(201,324)	51%			



2nd Quarter 2022 General Fund Revenue

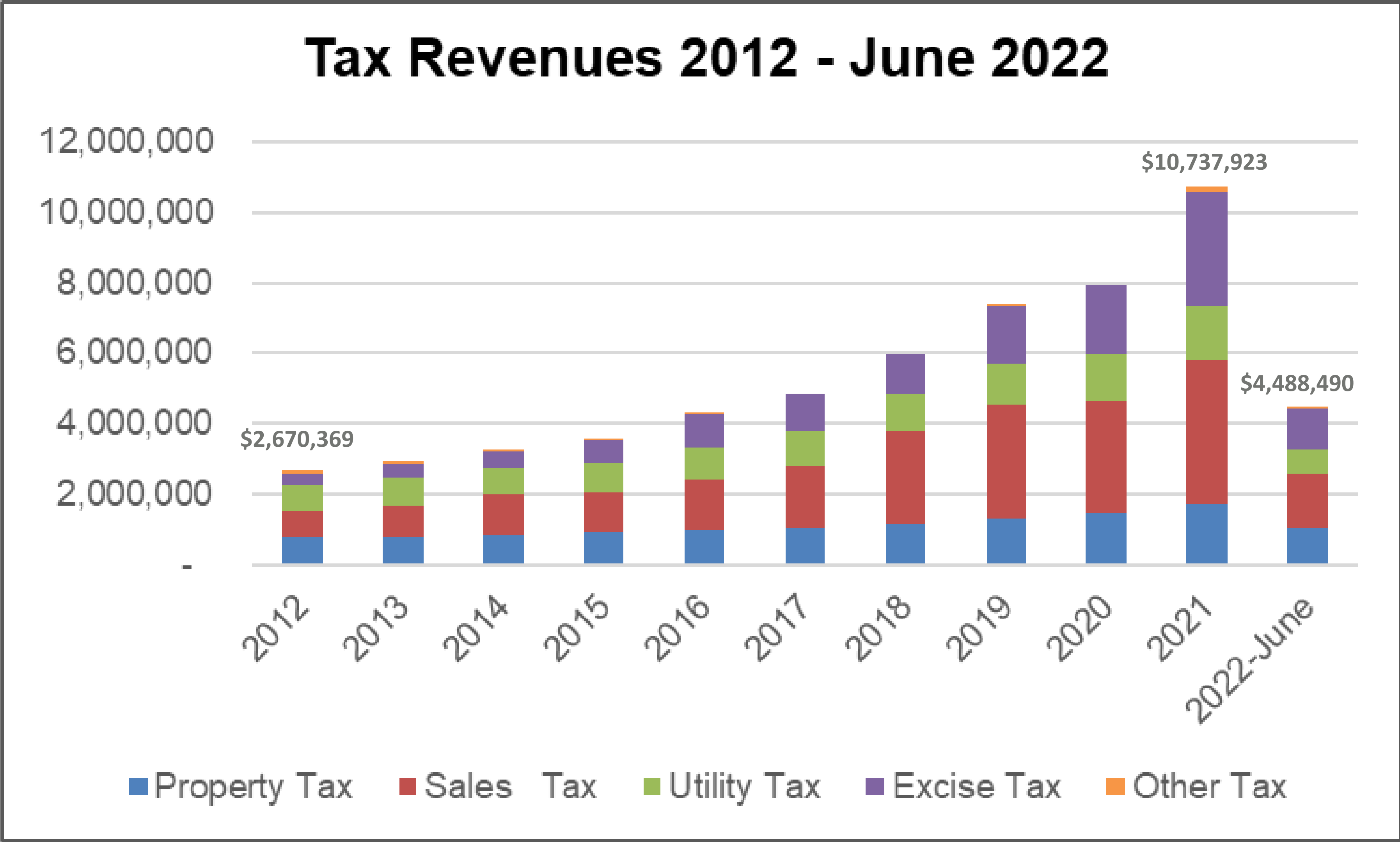
Revenue	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Property Taxes	\$ 1,069,970	\$ 1,940,000	55.2%	\$ 969,690	10.3%
Retail Sales Taxes	1,440,319	4,220,025	34.1%	1,171,048	23.0%
Utility and Other Taxes	635,577	1,601,835	39.7%	528,752	20.2%
Licenses and Permits	760,680	1,950,710	39.0%	1,138,961	-33.2%
Planning and Development	601,051	1,432,400	42.0%	752,796	-20.2%
Fines Forfeits and Restitution	24,343	64,000	38.0%	29,023	-16.1%
Charges for Goods and Services	7,933	25,110	31.6%	15,179	-47.7%
Interfund Charges for Goods and Services	309,460	618,920	50.0%	275,384	12.4%
Intergovernmental/Grants/Other	221,850	1,820,685	12.2%	1,639,401	-86.5%
Total General Fund Revenue	\$ 5,071,183	\$13,673,685	37.1%	\$ 6,520,234	-22.2%

Retail Taxable Sales – 2022 Estimate \$540 Million

Retail Taxable Sales – 2023 Estimate \$600 Million

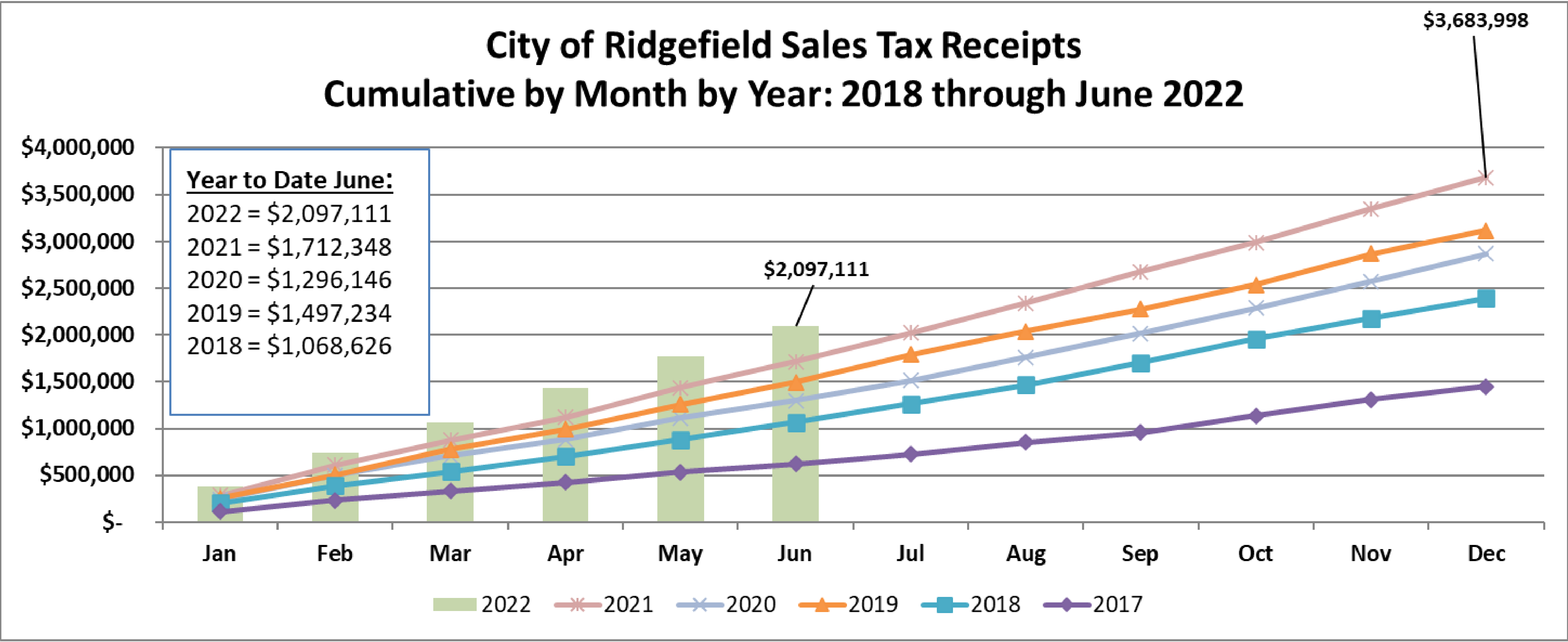


2nd Quarter 2022 General Fund Tax Revenue



2nd Quarter 2022

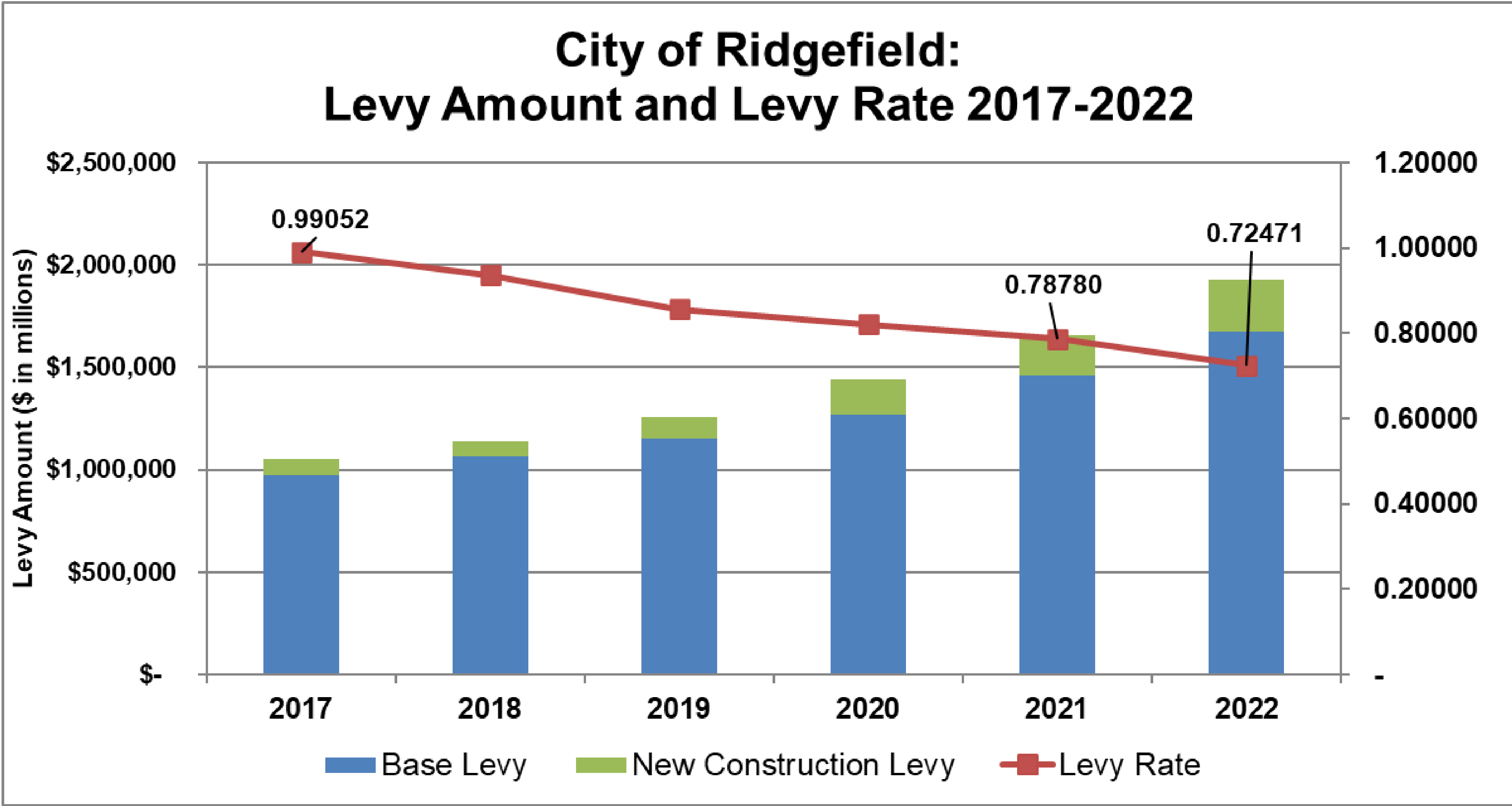
General Fund Sales & Use Tax Revenue



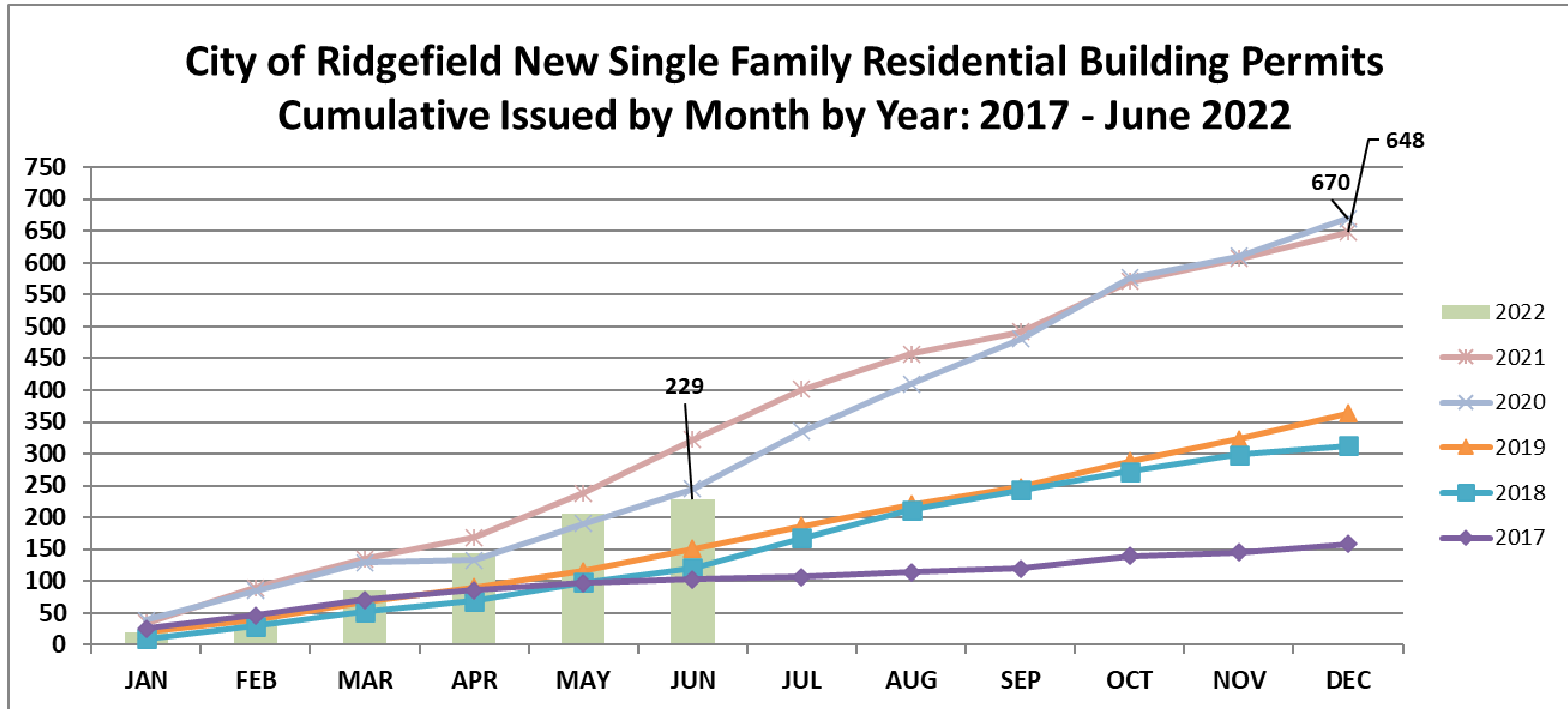
Attachment: 2nd Qtr 2022 Budget Report (2nd Quarter 2022 Financial Report & Economic Update)



2nd Quarter 2022 General Fund Tax Revenue



2nd Quarter 2022 SFR Permitting



2nd Quarter 2022 General Fund Expense

Expense	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Department					
City Council	\$ 41,232	\$ 113,511	36.3%	\$ 30,894	33.5%
Judicial	99,923	263,000	38.0%	80,980	23.4%
Executive	122,649	315,829	38.8%	133,854	-8.4%
Finance	363,344	865,966	42.0%	338,734	7.3%
Legal	19,438	50,000	38.9%	13,874	40.1%
Human Resources	153,155	356,261	43.0%	142,257	7.7%
Administration	249,305	577,951	43.1%	239,548	4.1%
General Government/Facilities	731,232	1,351,248	54.1%	761,373	-4.0%
Information Tech	172,678	433,200	39.9%	138,757	24.4%
Public Safety	1,343,239	3,471,267	38.7%	1,040,089	29.1%
Cemetery	12,011	61,655	19.5%	17,456	-31.2%
Community Development	966,926	2,636,385	36.7%	693,706	39.4%
Parks	310,943	888,646	35.0%	205,305	51.5%
Transfer to Utility Capital Funds	-	2,350,000	0.0%	-	
Transfer to Equip Replace Fund	215,000	430,000	50.0%	57,420	274.4%
Transfers - To Street Fund	288,584	737,167	39.1%	375,219	-23.1%
Transfers To Capital - Streets	-	446,000	0.0%	-	
Transfers To Capital - Parks	1,167	160,000	0.7%	-	
Total General Fund Expense	\$ 5,090,826	\$15,508,086	32.8%	\$ 4,269,466	19.2%
Total Net Revenue (Loss)	\$ (19,643)	\$ (1,834,401)	1.1%	\$ 2,250,768	-100.9%



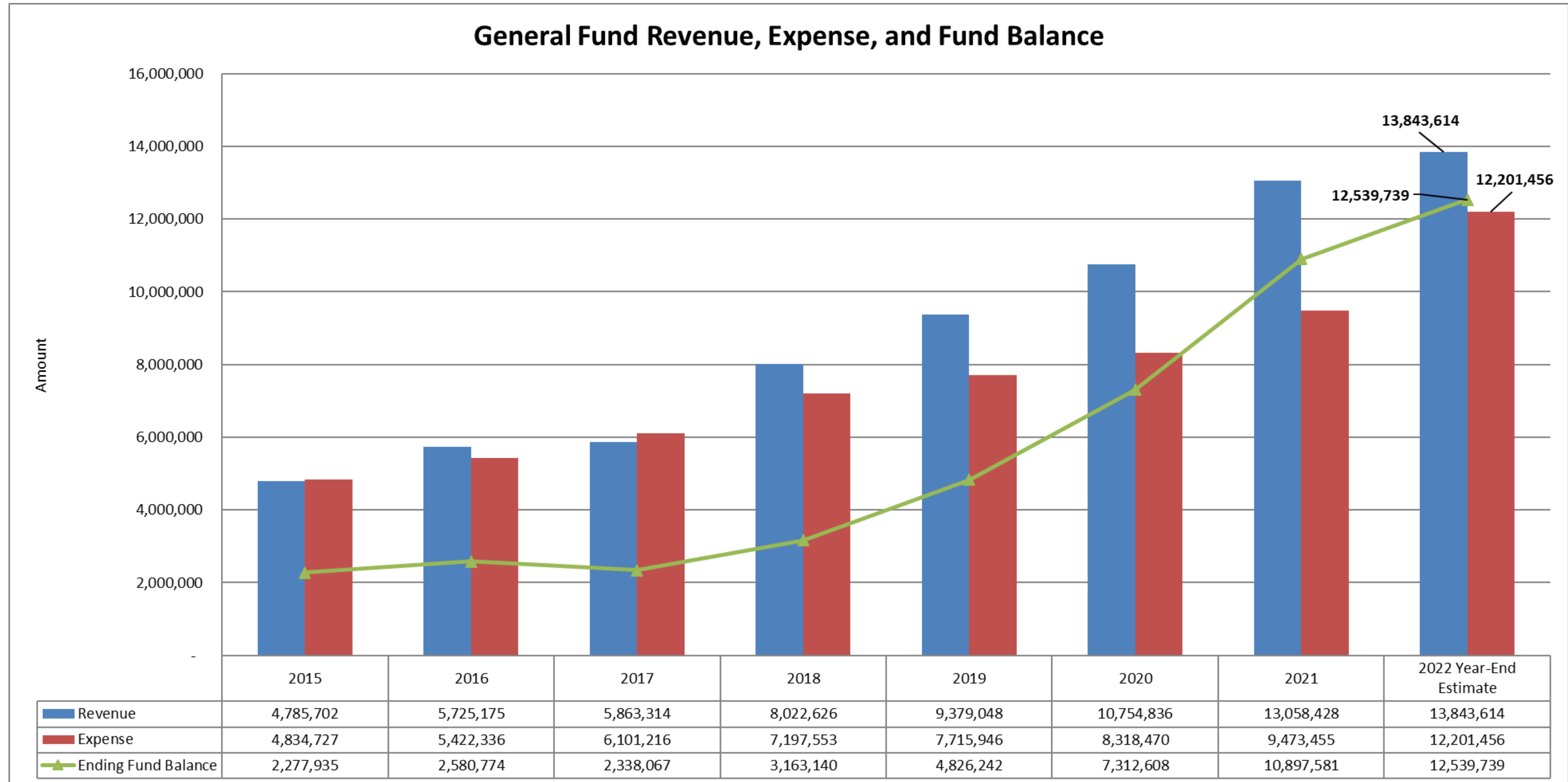
2nd Quarter 2022

General Fund - Fund Balance

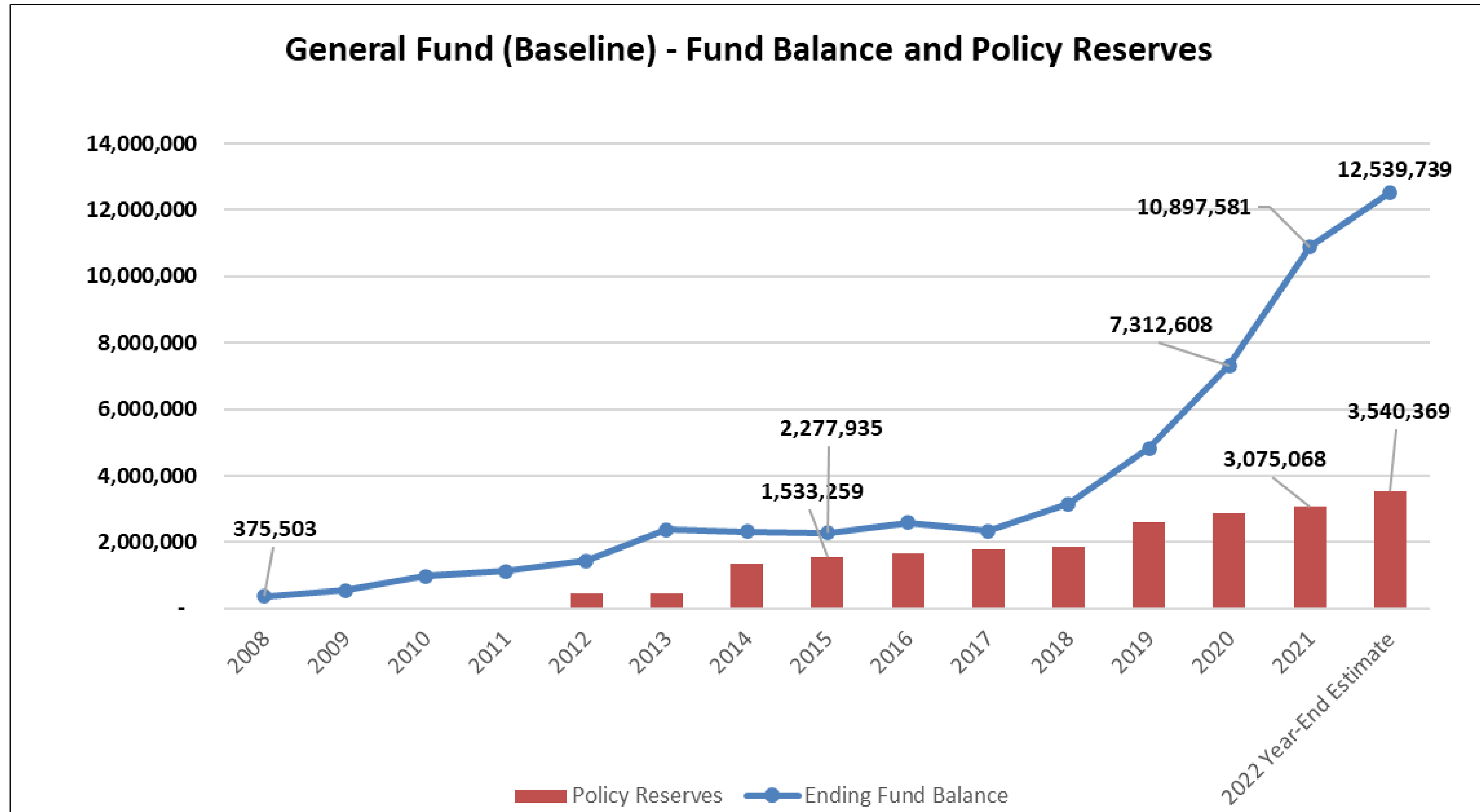
Fund Balance	2Q 2022 YTD Actual	2022 Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 10,892,222	\$10,892,222	\$ 7,312,608	49.0%
Net Increase (Decrease)	(19,643)	(1,834,401)	2,250,768	-100.9%
Ending Balance	10,872,579	9,057,821	9,563,376	13.7%
Less: Reserved Amounts *	3,540,369	3,540,369	3,075,068	15.1%
Net Ending Available Fund Balance	\$ 7,332,210	\$ 5,517,452	\$ 6,488,308	13.0%
* Includes Street Fund Reserves				



2nd Quarter 2022 General Fund - Fund Balance



2nd Quarter 2022 General Fund - Fund Balance



2nd Quarter 2022

Street Fund

Revenue	2Q 2022	2022	2Q % of	2Q 2021	2Q 2022 v
	YTD Actual	Budget	Budget	YTD Actual	2Q 2021
Tax/Franchise Fees	\$ 44,152	\$ 120,715	36.6%	\$ 42,006	5.1%
Vehicle Motor Fuel Tax	80,098	238,485	33.6%	65,228	22.8%
Permits	5,862	20,000	29.3%	6,550	-10.5%
Transfer In - General Fund	288,584	737,168	39.1%	375,219	-23.1%
Other Revenue	33,448	50,525	66.2%	-	
Total Street Fund Revenue	\$ 452,144	\$ 1,166,893	38.7%	\$ 489,003	-7.5%
Expense	2Q 2022	2022	2Q % of	2Q 2021	2Q 2022 v
	YTD Actual	Budget	Budget	YTD Actual	2Q 2021
Street Fund	\$ 492,963	\$ 1,156,891	42.6%	\$ 347,240	42.0%
Total Street Fund Expense	\$ 492,963	\$ 1,156,891	42.6%	\$ 347,240	42.0%
Total Net Revenue (Loss)	\$ (40,819)	\$ 10,002	-408.1%	\$ 141,763	-128.8%
Fund Balance	2Q 2022	2022		2Q 2021	2Q 2022 v
	YTD Actual	Budget		YTD Actual	2Q 2021
Beginning Balance	\$ 52,505	\$ 52,505		\$ (36,247)	-244.9%
Net Increase (Decrease)	(40,819)	10,002		141,763	-128.8%
Ending Balance	11,686	62,507		105,516	-88.9%
Less: Reserved Amounts *	-	-		-	
Net Ending Available Fund Balance	\$ 11,686	\$ 62,507		\$ 105,516	-88.9%
*Reserves Maintained in General Fund					



2nd Quarter 2022

Special Revenue & Debt Service Funds

Drug Fund	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 688	\$ 760	90.5%	\$ 56	1128.6%
Expense	60	-		-	
Total Net Revenue (Loss)	\$ 628	\$ 760	82.6%	\$ 56	1021.4%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 5,485	\$ 5,485		\$ 5,211	5.3%
Net Increase (Decrease)	628	760		56	1021.4%
Net Ending Available Fund Balance	\$ 6,113	\$ 6,245		\$ 5,267	16.1%
Affordable Housing	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 544	\$ 31,025	1.8%	\$ 9,543	-94.3%
Expense	-	-		-	
Total Net Revenue (Loss)	\$ 544	\$ 31,025		\$ 9,543	-94.3%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 42,972	\$ 42,972		\$ 10,232	320.0%
Net Increase (Decrease)	544	31,025		9,543	-94.3%
Net Ending Available Fund Balance	43,516	\$ 73,997		\$ 19,775	120.1%
Debt Service Fund	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 459,764	\$ 1,414,003	32.5%	\$ 171,613	167.9%
Expense	459,764	1,414,003	32.5%	171,613	167.9%
Total Net Revenue (Loss)	\$ -	\$ -		\$ -	
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ -	\$ -		\$ -	
Net Increase (Decrease)	-	-		-	
Net Ending Available Fund Balance	-	\$ -		\$ -	



2nd Quarter 2022

REET and TBD

Real Estate Excise Tax (REET)	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 1,204,668	\$ 2,370,000	50.8%	\$ 1,500,717	-19.7%
Expense	459,764	1,504,003	30.6%	171,613	167.9%
Total Net Revenue (Loss)	\$ 744,904	\$ 865,997	86.0%	\$ 1,329,104	-44.0%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 3,945,659	\$ 3,945,659		\$ 2,136,610	84.7%
Net Increase (Decrease)	744,904	865,997		1,329,104	-44.0%
Ending Fund Balance	4,690,563	4,811,656		3,465,714	35.3%
Debt Service Reserve	1,408,995	1,408,995		1,414,003	-0.4%
Net Ending Available Fund Balance	\$ 3,281,568	\$ 3,402,661		\$ 2,051,711	59.9%
Transportation Benefit District (TBD)	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 105,370	\$ 301,750	34.9%	\$ 52,117	102.2%
Expense	-	350,000	0.0%	-	
Total Net Revenue (Loss)	\$ 105,370	\$ (48,250)	-218.4%	\$ 52,117	102.2%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 192,402	\$ 192,402		\$ 199,791	-3.7%
Net Increase (Decrease)	105,370	(48,250)		52,117	102.2%
Net Ending Available Fund Balance	297,772	\$ 144,152		\$ 251,908	18.2%



2nd Quarter 2022 Impact Fee Funds

Park Impact Fee (PIF)	2Q 2022	2022	2Q % of	2Q 2021	2Q 2022 v
	YTD Actual	Budget	Budget	YTD Actual	2Q 2021
Revenue	\$ 378,704	\$ 1,856,785	20.4%	\$ 1,204,704	-68.6%
Expense	376,585	3,704,200	10.2%	355,312	6.0%
Total Net Revenue (Loss)	\$ 2,119	\$ (1,847,415)	-0.1%	\$ 849,392	-99.8%
Fund Balance	2Q 2022	2022		2Q 2021	2Q 2022 v
	YTD Actual	Budget		YTD Actual	2Q 2021
Beginning Balance	\$ 3,417,058	\$ 3,417,058		\$ 1,835,146	86.2%
Net Increase (Decrease)	2,119	(1,847,415)		849,392	-99.8%
Net Ending Available Fund Balance	\$ 3,419,177	\$ 1,569,643		\$ 2,684,538	27.4%
Traffic Impact Fee (TIF)	2Q 2022	2022	2Q % of	2Q 2021	2Q 2022 v
	YTD Actual	Budget	Budget	YTD Actual	2Q 2021
Revenue	\$ 366,027	\$ 3,212,700	11.4%	\$ 1,307,980	-72.0%
Expense	1,076,049	6,580,000	16.4%	300,835	257.7%
Total Net Revenue (Loss)	\$ (710,022)	\$ (3,367,300)	21.1%	\$ 1,007,145	-170.5%
Fund Balance	2Q 2022	2022		2Q 2021	2Q 2022 v
	YTD Actual	Budget		YTD Actual	2Q 2021
Beginning Balance	\$ 3,959,377	\$ 3,959,377		\$ 3,003,463	31.8%
Net Increase (Decrease)	(710,022)	(3,367,300)		1,007,145	-170.5%
Net Ending Available Fund Balance	\$ 3,249,355	\$ 592,077		\$ 4,010,608	-19.0%



2nd Quarter 2022

General Capital & Equipment Replacement Funds

General Capital Projects	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 1,513,137	\$ 25,046,954	6.0%	\$ 1,226,196	23.4%
Expense	1,654,206	24,573,500	6.7%	801,602	106.4%
Total Net Revenue (Loss)	\$ (141,069)	\$ 473,454	-100.0%	\$ 424,594	-133.2%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 1,025,374	\$ 1,025,374		\$ 393,389	360.7%
Net Increase (Decrease)	(141,069)	473,454		424,594	-133.2%
Net Ending Available Fund Balance	\$ 884,305	\$ 1,498,828		\$ 817,983	208.1%

Equipment Replacement (ERF)	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 307,458	\$ 605,040	50.8%	\$ 109,451	380.9%
Expense	-	309,000	0.0%	-	
Total Net Revenue (Loss)	\$ 307,458	\$ 296,040	103.9%	\$ 109,451	380.9%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 298,162	\$ 298,162		\$ 219,730	35.7%
Net Increase (Decrease)	307,458	296,040		109,451	180.9%
Net Ending Available Fund Balance	\$ 605,620	\$ 594,202		\$ 329,181	84.0%



2nd Quarter 2022

Water and Storm Water Operating Funds

Water Utility O&M	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 1,053,131	\$ 2,854,555	36.9%	\$ 3,737,605	-71.8%
Expense	932,939	2,406,015	38.8%	3,413,126	-72.7%
Total Net Revenue (Loss)	\$ 120,192	\$ 448,540	26.8%	\$ 324,479	-63.0%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 2,458,452	\$ 2,458,452		\$ 1,984,391	23.9%
Net Increase (Decrease)	120,192	448,540		324,479	-63.0%
Ending Balance	2,578,644	2,906,992		2,308,870	11.7%
Less: Reserved Amounts	1,274,143	1,274,143		1,077,370	18.3%
Net Ending Available Fund Balance	\$ 1,304,501	\$ 1,632,849		\$ 1,231,500	5.9%
Stormwater Utility O&M	2Q 2022 YTD Actual	2022 Budget	2Q % of Budget	2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Revenue	\$ 550,410	\$ 1,158,395	47.5%	\$ 468,484	17.5%
Expense	475,512	1,166,623	40.8%	459,023	3.6%
Total Net Revenue (Loss)	\$ 74,898	\$ (8,228)	-910.3%	\$ 9,461	691.6%
Fund Balance	2Q 2022 YTD Actual	2022 Budget		2Q 2021 YTD Actual	2Q 2022 v 2Q 2021
Beginning Balance	\$ 448,930	\$ 448,930		\$ 509,772	-11.9%
Net Increase (Decrease)	74,898	(8,228)		9,461	691.6%
Ending Balance	523,828	440,702		519,233	0.9%
Less: Reserved Amounts	543,928	543,928		497,449	9.3%
Net Ending Available Fund Balance	\$ (20,100)	\$ (103,226)		\$ 21,784	-192.3%



2nd Quarter 2022

Water SDC and Utility Capital Fund

Water SDC	2Q 2022		2022	2Q % of	2Q 2021		2Q 2022 v
	YTD	Actual			YTD	Actual	
Revenue	\$	794,585	\$ 2,917,000	27.2%	\$	1,332,419	-40.4%
Expense		32,055	2,946,865	1.1%		3,202,812	-99.0%
Total Net Revenue (Loss)	\$	762,530	\$ (29,865)	-2553.3%	\$	(1,870,393)	-140.8%
Fund Balance	2Q 2022		2022		2Q 2021		2Q 2022 v
	YTD	Actual			YTD	Actual	
Beginning Balance	\$	8,299,333	\$ 8,299,333		\$	8,815,705	-5.9%
Net Increase (Decrease)		762,530	(29,865)			(1,870,393)	-140.8%
Net Ending Available Fund Balance	\$	9,061,863	\$ 8,269,468		\$	6,945,312	30.5%

Water Utility Capital Projects	2Q 2022		2022	2Q % of	2Q 2021		2Q 2022 v
	YTD	Actual			YTD	Actual	
Revenue	\$	23,857	\$ 4,482,500	0.5%	\$	29,725	-19.7%
Expense		23,857	4,482,500	0.5%		29,725	-19.7%
Total Net Revenue (Loss)	\$	-	\$ -		\$	-	
Fund Balance	2Q 2022		2022		2Q 2021		2Q 2022 v
	YTD	Actual			YTD	Actual	
Beginning Balance	\$	16,536	\$ 16,536		\$	16,536	0.0%
Net Increase (Decrease)		-	-			-	
Net Ending Available Fund Balance	\$	16,536	\$ 16,536		\$	16,536	0.0%

Storm Utility Capital Projects	2Q 2022		2022	2Q % of	2Q 2021		2Q 2022 v
	YTD	Actual			YTD	Actual	
Revenue	\$	22,360	\$ 965,000	2.3%	\$	15,686	42.5%
Expense		22,360	965,000	2.3%		17,072	31.0%
Total Net Revenue (Loss)	\$	-	\$ -		\$	(1,386)	-100.0%
Fund Balance	2Q 2022		2022		2Q 2021		2Q 2022 v
	YTD	Actual			YTD	Actual	
Beginning Balance	\$	-	\$ -		\$	-	
Net Increase (Decrease)		-	-			(1,386)	-100.0%
Net Ending Available Fund Balance	\$	-	\$ -		\$	(1,386)	-100.0%



2nd Quarter 2022

Cash and City Investments

- Total Cash on Hand \$11,977,438
- Total investment portfolio \$24,296,024
 - Municipal bonds \$1,021,235
 - US Agency bonds \$6,982,301
 - Clark County investment pool \$15,169,289
 - Washington State local government investment pool \$1,123,199
 - Current yield on investment 1.75%. Goal is 1%
- Weighted average maturity 20.49 months



2022 - 2023

Economic Numbers

- Reserves
 - The city is well reserved in each operating fund
- Real Estate Market
 - Clark County sales down 22% June 2022 compared to May 2022
 - June Ridgefield real estate market summary
 - June home sales down 30% compared to May and 53% compared to June 2021
 - Home sales year to date down 23% compared to home sales through June 2021
 - Median sales price \$676,282 up 10% from May 2022 and 39% from June 2021
 - Median list price \$649,960, High \$1,229,900, Low \$425,000
 - Median days on market 8 days
 - Overall sales \$ volume down 42% or \$16.4 million compared to June 2022
 - 64 homes listed for sale in June with 92 homes currently under contract
 - 1.8 months of inventory available with 63% of homes selling over the asking price



2022 - 2023

Economic Numbers

- National GDP contracted for 2nd quarter in a row
- Inflation
 - National inflationary rate is 9.1% June 2022
 - West region inflationary rate is 8.8% June 2022
 - Estimate for 2023 inflationary rate is 5%
- Unemployment
 - Clark County unemployment rate June 2022 is 4.5%
 - Washington State unemployment rate June 2022 is 3.9%
 - National unemployment rate June 2022 is 3.6%
 - Clark County initial unemployment claims have stayed steady compared to the rolling avg from June 2021 through June 2022
 - Clark County employers added 1,300 jobs in June seasonally adjusted; 2,500 jobs not seasonally adjusted. Largest increase in past year.
 - Since Feb 2020 Clark County has gained 8,100 jobs an increase of 4.8%. Better than national and state avg.



THANK YOU

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022

ITEM:

AGENDA ITEM TITLE: Motion - Approval of 2022-2024 Watershed Alliance Agreement

GOVERNING LEGISLATION:

N/A

PREVIOUS COUNCIL ACTION TAKEN:

The Council approved 2022 Budget via Ordinance No. 1355 on December 4, 2021

SUMMARY/BACKGROUND:

In December 2021, council approved the city's budget for 2022, which included \$50,000 for a partnership agreement with the Watershed Alliance of SW Washington for the purpose of volunteer programming and outreach.

Watershed Alliance of SW Washington is a local non-profit. Watershed Alliance works to educate and engage community members to be active stewards of SW Washington's natural legacy. They educate children and adults, by giving hands on opportunities to participate in the restoration and protection of waterways.

Staff worked with the Watershed Alliance to develop a multiyear agreement to assist the City in developing a program to fulfill, in part, the City's expected responsibilities and obligations under the Western Washington Phase II Municipal Stormwater Permit, for which the City is preparing in anticipation of a 2024 implementation requirement. The Agreement is further intended to promote and enhance stewardship and community support for protecting and restoring the natural environment within Ridgefield's watersheds including volunteer projects at Horns Corner, Abrams Park, and other parks and open spaces around the city.

BUDGET/FINANCIAL IMPACTS:

\$50,000 per year for three consecutive years. 2022 budget was approved on 12/04/2021.

ACTION OR MOTION:

Staff recommends that the city council move to approve the agreement between the City and Watershed Alliance and authorize the city manager to sign it effective July 29, 2022.

STAFF CONTACT: Brenda Howell, Public Works Director

ATTACHMENTS:

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: July 28, 2022

ITEM:

AGENDA ITEM TITLE: Motion - Approval of Bid Award for Royle Road Asphalt Repairs Project

GOVERNING LEGISLATION:

PREVIOUS COUNCIL ACTION TAKEN:

On July 22, 2021 the City Council passed Resolution No. 596, providing for a ballot proposition in the November 2021 General Election to authorize a sales and use tax of 0.2% on taxable retail sales for the purpose of financing pavement preservation and maintenance. This increased the retail sales tax from 8.4% to 8.6%. The proposition passed and Council rescinded the \$30 Ridgefield vehicle license fee in December 2021.

SUMMARY/BACKGROUND:

Pavement preservation encompasses multiple pavement treatments that extend the life of our streets approximately by 50%. The sales tax approved in 2021 is expected to provide approximately \$600,000 to the City annually for the purpose of pavement preservation and maintenance. Since the City has several streets in need of repair, the annual budget has been divided between repair projects, such as this project, and pavement preservation projects.

This year the budget has been used to complete a slurry seal project to preserve neighborhood streets in the Cedar Ridge, Columbia Hills, and Hillhurst neighborhoods. The remaining funding will be used for repair projects on S Royle Road and S 5th Street.

The Royle Road Asphalt Repair project will address the most damaged areas on S Royle Road. Although the City is currently seeking funding for a full rebuild of S Royle Road, portions of the road require immediate repair. This project will address those areas and maintain a safe driving surface until funding for the full project can be secured.

BUDGET/FINANCIAL IMPACTS:

At the time of this writing, the bid for the project has not closed and the exact dollar figure and selected contractor are unknown. The estimated cost for the project is \$125,000, but the final amount and the name of the lowest responsible bidder will be provided to the Council and the public during the meeting.

ACTION OR MOTION:

A possible motion is “I move to award the Royle Road Asphalt Repairs project to Lakeside Industries, Inc. for the amount of \$150,100.”

STAFF CONTACT: Brenda Howell, Public Works Director

ATTACHMENTS: Bid Tabs Full (PDF)

Royle Road Asphalt Repairs

Granite Construction Company
16821 SE McGillivray Blvd, Suite B210
Vancouver, WA 98683

Lakeside Industries
8705 NE 117th Ave Vancouver,
WA 98662

Royle Road				Engineers Estimate					
Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
1	Mobilization	1	LS	\$8,900.00	\$8,900.00	\$24,280.00	\$24,280.00	\$9,258.00	\$9,258.00
2	Minor Change	1	EST	\$5,000.00	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00
3	Project Temporary Traffic Control	1	LS	\$8,500.00	\$8,500.00	\$40,000.00	\$40,000.00	\$25,800.00	\$25,800.00
4	Erosion and Sediment Control	1	EST	\$1,000.00	\$1,000.00	\$5,000.00	\$5,000.00	\$500.00	\$500.00
5	HMA Cl. 1/2" PG 58H-22, 3 In Depth	457	Ton	\$150.00	\$68,550.00	\$270.00	\$123,390.00	\$160.00	\$73,120.00
6	Base Rock Preparation Prior to Paving	1000	SY	\$3.50	\$3,500.00	\$5.00	\$5,000.00	\$4.00	\$4,000.00
7	Crushed Surfacing Base Course	75	CY	\$85.00	\$6,375.00	\$40.00	\$3,000.00	\$52.00	\$3,900.00
8	Asphalt Grinding 3" Depth	2720	SY	\$4.50	\$12,240.00	\$22.50	\$61,200.00	\$8.50	\$23,120.00
9	Paint Yellow Lines	3681	LF	\$1.75	\$6,441.75	\$2.00	\$7,362.00	\$2.00	\$7,362.00
10	8 In White Paint Line	200	LF	\$2.50	\$500.00	\$6.00	\$1,200.00	\$6.00	\$1,200.00
11	4 In White Paint Line	920	LF	\$1.75	\$1,610.00	\$2.00	\$1,840.00	\$2.00	\$1,840.00
Total					\$122,616.75		\$272,272.00		\$150,100.00

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022

ITEM:

AGENDA ITEM TITLE: Motion - Approval of an Agreement with the Children's Justice Center

GOVERNING LEGISLATION:

None

PREVIOUS COUNCIL ACTION TAKEN:

The Council has allowed the City Manager in the past to enter into agreements with other governmental entities for the benefit of Ridgefield

SUMMARY/BACKGROUND:

In the past, Sgt Jason Ferriss was a trained and certified child abuse investigator. With his departure, we do not have a person that has the required specialized training and certifications to interview child victims. As a result, we will need to contract out this need until someone can trained to handle these investigations.

The Children's Justice Center specializes in these types of investigations and is utilized by a number of different agencies.

This agreement was reviewed by the city attorney and the Finance Director prior to being submitted to the City Council and the City Manager.

BUDGET/FINANCIAL IMPACTS:

The anticipated impact would be less than \$2000 based upon past caseloads.

ACTION OR MOTION:

Requires a motion to approve allowing the City Manager to enter into an agreement with the Children's Justice Center for the investigation of Child Abuse cases in Ridgefield.

STAFF CONTACT: John Brooks, Police Chief

ATTACHMENTS: CJC 2022 (PDF)

INTERLOCAL SERVICES AGREEMENT

THIS AGREEMENT, is entered into as of the 1st day of January 2022, by and between CLARK COUNTY (hereinafter, "County"), and the CITY OF RIDGEFIELD, a municipal corporation of the State of Washington (hereinafter, "City").

WHEREAS, the City would like to utilize services at the Arthur D. Curtis Children's Justice Center (CJC) for civilian forensic interviewing services of children when abuse or violent crime may have been committed within City's law enforcement jurisdiction; and

WHEREAS, the City does not have the necessary personnel with expertise to perform the forensic interviewing services contemplated by this Agreement; and

WHEREAS, the City and the County find it mutually advantageous for increased efficiency in use of the parties' resources for the City to utilize forensic interviewing services that can be provided by the County at CJC in exchange for compensation to the County and the mutual covenants contained herein; and

WHEREAS, this Agreement has been duly authorized and approved by the respective governing bodies of the City and the County; now, therefore,

THE COUNTY AND THE CITY AGREE AS FOLLOWS:

1. Interlocal Cooperation Act Compliance.
 - A. Purpose of Agreement. The purpose of this Agreement is to maximize the resources and expertise of each party to ensure that forensic interviewing of children and certain other individuals occurs appropriately and efficiently.
 - B. Administration. This Agreement does not establish or create a separate legal or administrative entity or a joint board to accomplish the purposes hereof. The City and the County shall be jointly responsible for administering the performance of this Agreement as provided herein. The Ridgefield Police Department shall administer this Agreement on behalf of the City; the Executive Director of CJC shall administer this Agreement on behalf of the County.
 - C. Property. The City and the County will not acquire any jointly-owned real or personal property in connection with the performance of this Agreement. Any real or personal property used or acquired by the City or the County in connection with the performance of this Agreement shall be disposed of by that party as it shall determine in its discretion.
 - D. Budget and Financing. Except as provided herein, the City and the County shall each be responsible for its own individual financial costs of performance of this Agreement. No joint budget will be prepared to carry out the

performance of this Agreement.

- E. Signature, Filing, and Posting of Agreement. The parties agree that the necessary officials of the City and the County shall sign two originals of this Agreement, and signature may be done by counterparts. Each party shall post a complete copy of the fully executed original of this Agreement within ten days following execution. Upon the posting of the executed copies of this Agreement on both parties' websites, each signed original will constitute an effective Agreement, binding upon both parties.

2. Services. County shall respond as available per request from City for child forensic interviewing services outlined herein in the attached reference as Exhibit A.

3. Duration. The term of this Agreement is twenty-four months, effective beginning in January 2022, and ending on December 31, 2023.

4. Compensation.

A. Hourly Fee. City shall pay County an hourly fee of Seventy-Five and 00/100 Dollars (\$75.00) per hour for forensic interview services in accordance with Exhibit A.

B. Invoice and payment. Within 15 days of the end of a month in which County provides services under this Agreement, County will send City an invoice for that month stating the following: date(s) of service, description of services rendered, number of hours of service, and the client's name. City shall pay County the amount due within 30 days of the date of each invoice.

C. Travel. City agrees to compensate County for any travel off the work-site if the request for travel was made by City. County's forensic interviewer will submit appropriate reimbursement forms and required documentation in accordance with City's travel policies in order to receive compensation for travel associated with work performed for City.

5. Termination. Either party may terminate this Agreement for any reason upon 30 days' written notice to the other party; provided that either party may terminate this Agreement immediately upon the other party's breach of any of the duties set forth herein. A waiver by the County or City of one or more breaches shall not be held or construed as a waiver of any other breach or breaches. City shall compensate County for services provided, and off-site travel, up to the date of termination.

6. Indemnification.

A. Party responsibility. The parties hereto understand and agree that each shall be responsible for its own negligence and intentional misconduct, and shall, to the extent of its negligence and intentional misconduct, and subject to section

6.B below, indemnify and hold harmless the other party against any and all claims, losses, or causes or action, suits and actions in equity of any kind. This provision has been explicitly negotiated and agreed to by the parties.

- B. Assumption of Risk. County disclaims any responsibility for the safety of the workplace, and City agrees to assume the risk of any injury or damage to City's staff persons arising out of, or related to the services contemplated under this Agreement.

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7. Agreement Documents. Agreement documents consist of this Agreement and Exhibit A, which is attached hereto and incorporated herein. Where provisions of the Interlocal Services Agreement in this document and provisions of Exhibit A are inconsistent, the provisions contained in the Interlocal Services Agreement, in this document, shall control.
 8. Amendments. This Agreement may only be amended by a writing duly approved and executed by each party.
 9. Governing Law; Jurisdiction; Venue. This Agreement shall be governed by the laws of the State of Washington. Jurisdiction for any litigation to construe or enforce this Agreement shall be with the Superior Court of the State of Washington, with venue in Clark County, Washington.
 10. Confidentiality. Subject to, and in compliance with the terms of the Washington Public Records Act, City agrees to keep confidential all information relating to County that is confidential and clearly so designated.
 11. Entire Agreement. This Agreement, which includes Exhibit A, contains a complete and integrated understanding of the Agreement between the parties and supersedes any understandings, agreement or negotiations, whether oral or written, not set forth herein or in written amendments hereto duly executed by both parties.
 12. Severability. If any provision of this Agreement is held invalid, the remainder will then continue in full force and effect in conformance to the terms and requirements of applicable law.
 13. Assignment. Neither party shall assign, transfer, or subcontract any portion of this Agreement, or the party's rights or obligations hereunder, without the prior, written permission of the other party.

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14. Ratification. Acts taken in conformity with this Agreement prior to its execution and filing are hereby ratified and affirmed.

IN WITNESS THEREOF, County and City have executed this Agreement as of the date first above written.

CLARK COUNTY

CITY OF RIDGEFIELD

By: _____
Kathleen Otto
County Manager

By: _____
Steve Stuart, City Manager
City of Ridgefield

APPROVED AS TO FORM ONLY
Anthony F. Golik
Clark County Prosecuting Attorney



Deb Wechselblatt
Senior Deputy Prosecuting Attorney

Attachment: CJC 2022 (Agreement with the Children's Justice Center)

EXHIBIT A

Scope of Work

PURPOSE

City seeks to utilize the civilian forensic interviewer services of the Arthur D. Curtis Children's Justice Center (CJC) for children when abuse or violent crime may have been committed within its law enforcement jurisdiction.

SERVICES

Forensic interview service billable hours include, but are not limited to, the following:

- The initial coordination, case information exchange and assessment of any special needs or accommodations for the child
- Work involved with family members or the child's caregiver or social worker to explain what is needed and arrange for a convenient date and time for the interview
- Interview prep before the interview
- Interview and consultation with law enforcement observing the interview
- Electronic recording of the interview
- Work involved in defense challenges of the interview
- Time involved to testify regarding the interview during court appearances
- Travel expenses incurred when interviewing children off-site or meeting with City's personnel off-site when City has made the request

DESIRED OUTCOMES

- Certain children, or certain individuals with learning disabilities, living within the City of Ridgefield jurisdiction are provided with CJC's forensic interview services

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022

ITEM:

AGENDA ITEM TITLE: AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON
Adopting the CARTY ROAD SUBAREA Plan as an Amendment to
the 2016 Ridgefield Urban Area Comprehensive Plan

PREVIOUS COUNCIL ACTION TAKEN:

Public hearing and first reading of Ordinance 1369: June 23, 2022

SUMMARY/BACKGROUND:

See attached staff report and subarea plan.

BUDGET/FINANCIAL IMPACTS:

None.

ACTION OR MOTION:

Adopt Ordinance No. 1369 by making the following motion:

“I move to adopt Ordinance No. 1369, as presented.”

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS: Carty Road Subarea Plan_CC 2nd Reading Staff Report_2022 (PDF)
Exhibit A - Carty Road Subarea Plan Final Report 05_2022 (PDF)

ORDINANCE NO. 1369**AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON ADOPTING THE CARTY ROAD SUBAREA PLAN AS AN AMENDMENT TO THE 2016 RIDGEFIELD URBAN AREA COMPREHENSIVE PLAN**

WHEREAS, the City of Ridgefield, located in Clark County, Washington, is required to plan under the Growth Management Act (GMA), Revised Code of Washington (RCW) Chapter 36.70A; and

WHEREAS, Ridgefield adopted the Ridgefield Urban Area Comprehensive Plan (RUACP), as amended, consistent with the GMA; and

WHEREAS, the project team surveyed and interviewed stakeholders in Fall-Winter 2019; and

WHEREAS, the Project Advisory Committee (PAC), composed of property owners within the sub-area plan boundary, met with the project team three times on January 30, 2020, March 4, 2020, and April 19, 2022 to develop and discuss the vision, guiding principles, preferred concept, and recommended guideline for the subarea; and

WHEREAS, the City held an open house on March 4, 2020 for members of the public to view and comment on the draft proposal for the subarea plan; and

WHEREAS, the subarea plan will provide unique goals and guidelines for future development in the subarea should properties annex into the City of Ridgefield and develop; and

WHEREAS, the City of Ridgefield submitted notice of the proposed adoption to the Washington State Department of Commerce on May 31, 2022 consistent with RCW 36.70A; and

WHEREAS, the Ridgefield Planning Commission, after conducting an appropriately noticed public hearing on June 1, 2022, forwarded a recommendation of approval to the City Council; and

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading for the subarea plan during a regularly scheduled City Council meeting held on June 23, 2022; and

WHEREAS, the Ridgefield City Council conducted a second ordinance reading on the subarea plan during a regularly scheduled meeting held on July 28, 2022; 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 the Carty Road Subarea Plan to ensure individual parcels and groups of parcels in the subarea develop according to shared principles at such time they are annexed and developed.

Section 2. Compliance with RCW 36.70A.130. The City of Ridgefield has met its obligations under RCW 36.70A.130 and finds no additional compliance actions are necessary.

Section 3. Plan Adoption. The City Council hereby adopts the Carty Road Subarea Plan, attached hereto and incorporated fully by this reference, as an amendment to the Ridgefield Urban Area Comprehensive Plan.

Section 4. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, zoning district names, ordinance numbering, section/subsection numbers and any references thereto.

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

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

Section 7. Effective Date. This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 28TH DAY OF JULY, 2022.

Jennifer Lindsay, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: June 23, 2022

Second Reading/Passage: July 28, 2022

Date of Publication:

Effective Date:

EXHIBIT A:

Carty Road Subarea Plan and Appendices



THE CITY OF RIDGEFIELD

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

Carty Road Subarea Plan City Council Staff Report

BACKGROUND

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

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

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

DISCUSSION

Planning Process

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

Vision Statement

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

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

Guiding Principles

Future development in the Carty Road subarea will:

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

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

Figure 1. Concept Plan A

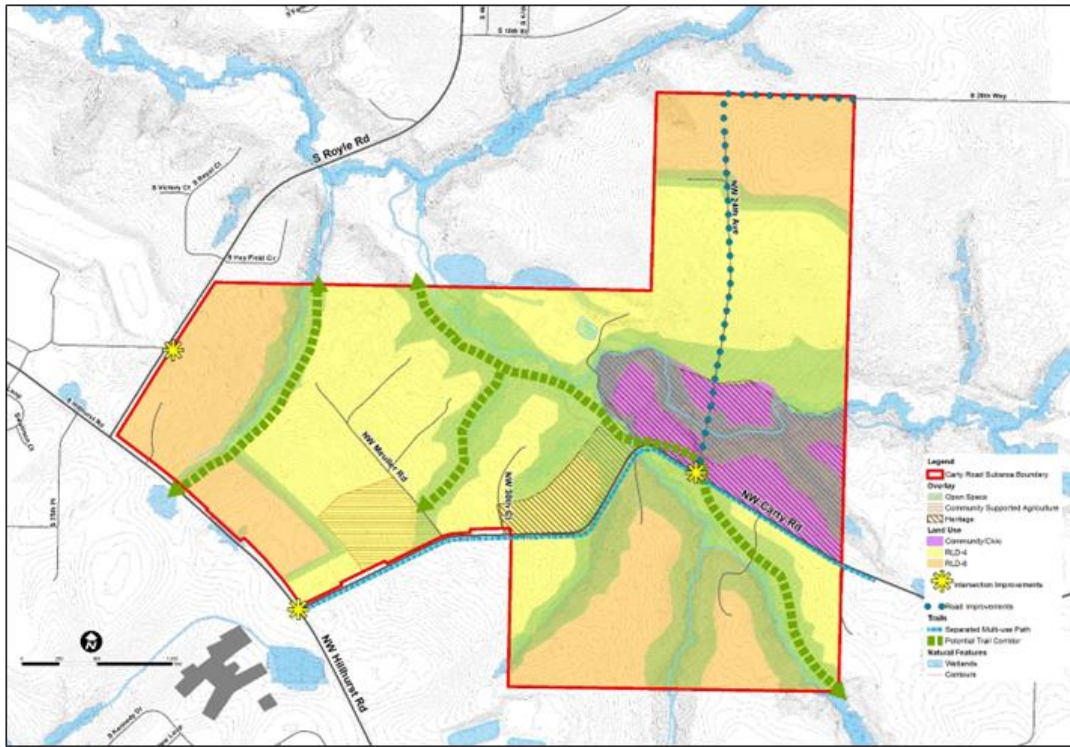


Figure 2. Concept Plan B

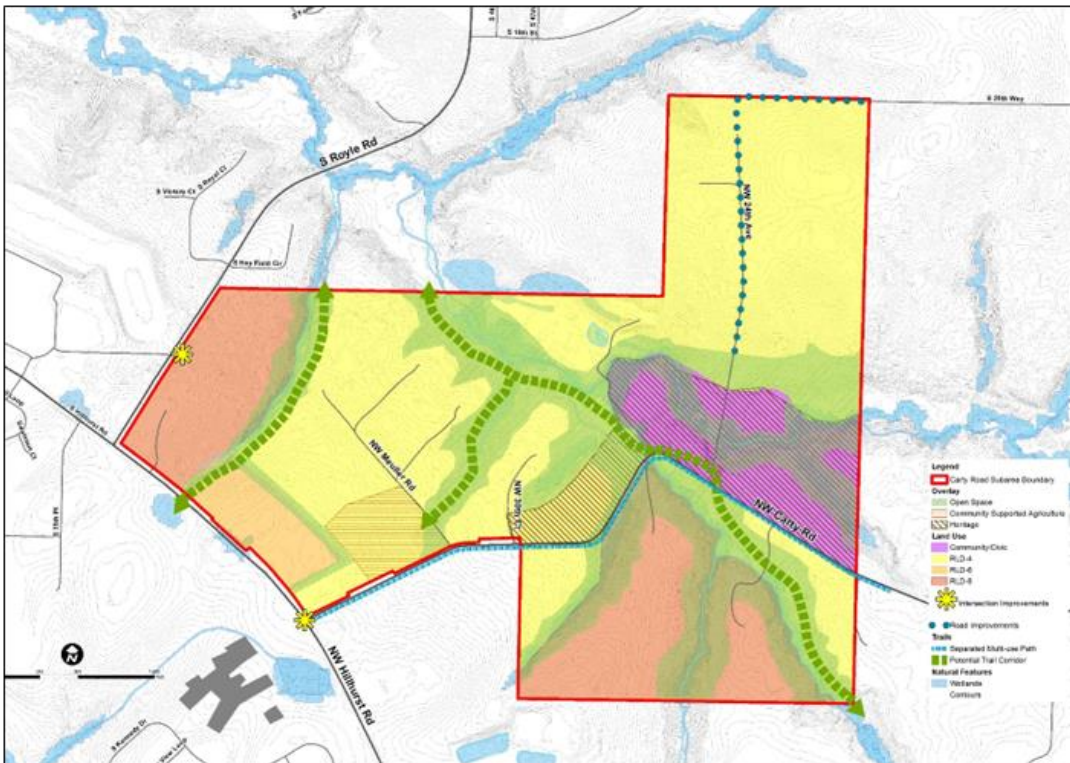
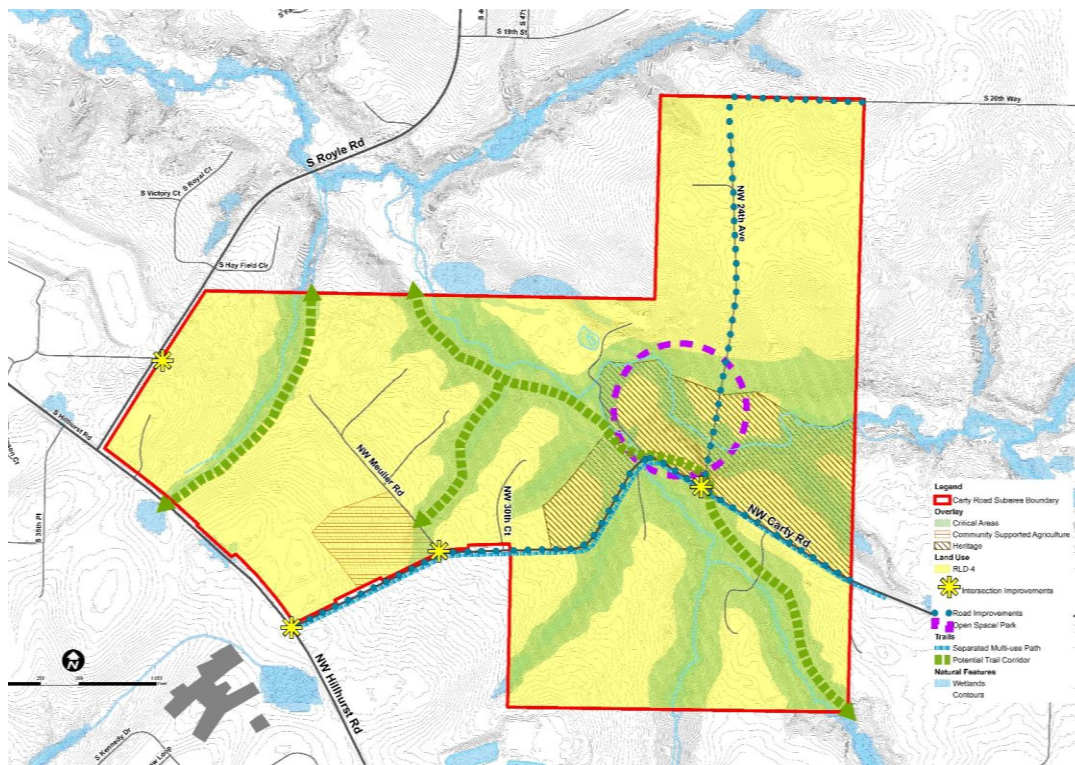


Figure 3. 2020 Preferred Concept Plan



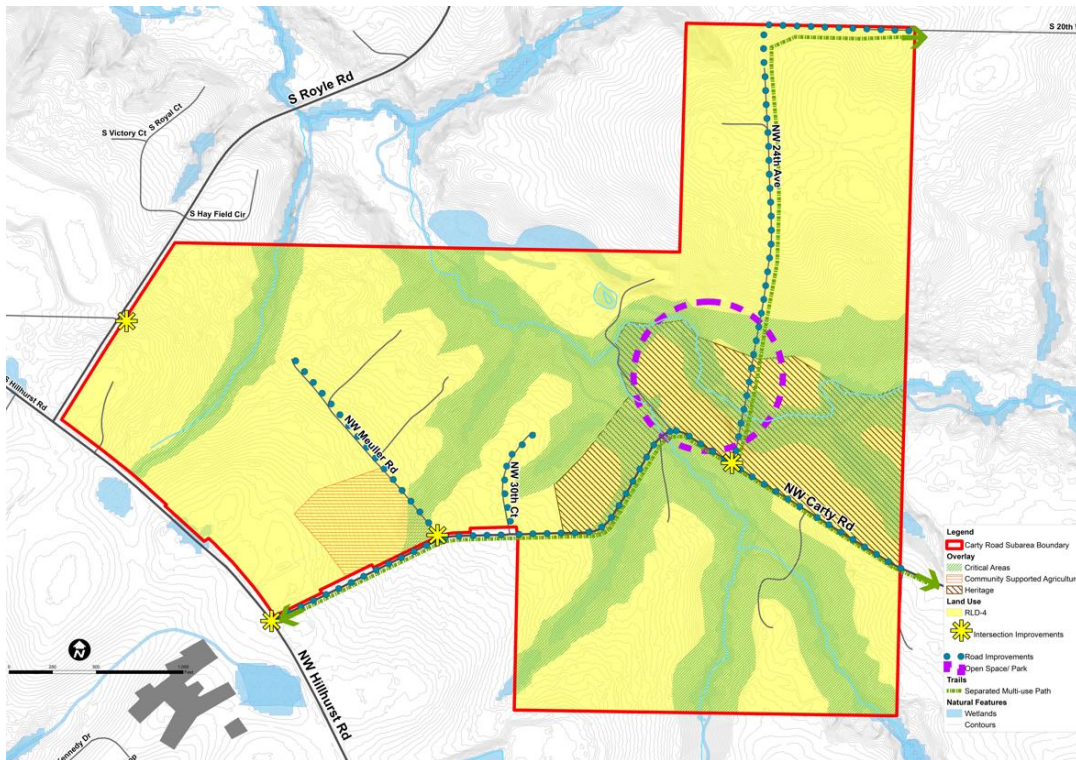
On March 12, 2020, staff presented the outreach findings, existing conditions analysis, and draft recommendations to Council as a project update. Following the two PAC meetings, open house, and Council presentation in 2020, staff and the consultant team built a final subarea plan document around the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

In 2022, staff was able to re-start the subarea planning process upon the easing of COVID restrictions. Staff presented recaps of the work already completed to Planning Commission and City Council, and re-engaged stakeholders for a third PAC meeting. The purpose of the third PAC meeting was to include any property owners who did not participate in 2020 but were interested in getting involved, and to review the 2020 plan to identify any components that needed to be updated after a two-year pause. A summary of the third PAC meeting is included in Appendix A of the attached subarea plan.

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

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

Figure 4. 2022 Preferred Concept Plan



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

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

2022 Plan Structure

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

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

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

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

PLANNING COMMISSION

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

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

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

Planning Commission received the following testimony during the hearing:

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

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

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

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

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

CITY COUNCIL

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

City Council received the following testimony during the hearing:

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

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

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

NEXT STEPS

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

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

ATTACHMENTS

Exhibit A: Carty Road Subarea Plan Final Report and Appendices



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



CARTY ROAD SUBAREA PLAN

Planning a Vision that Works for the Community.

ACKNOWLEDGEMENTS

City of Ridgefield City Council (2020)

Don Stose, Mayor

Rob Aichele

Sandra Day

Jennifer Lindsay

Ron Onslow

Lee Wells

Dana Ziemer

City of Ridgefield Planning Commission (2020)

Patrick Flynn, Chair

Jerry Bush

Jason Carnell

Judy Chipman

Stan Okinaka

Gary Rightenour

Paul Young

Project Team (2020)

City of Ridgefield

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Claire Lust, Acting Community Development Director

Bryan Kast, Public Works Director

Brenda Howell, City Engineer

Consultant Team

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Nicole McDermott, Deputy Project Manager, WSP

Sam Jones, Landscape Architect, WSP

Sam Rubin, Planner, WSP

Emma Johnson, Planner, WSP

Reah Flisakowski, Transportation Engineer, DKS Associates

Eric Hovee, Economist, ED Hovee and Company

City of Ridgefield City Council (2022)

Jennifer Lindsay, Mayor

Rob Aichele

Judy Chipman

Rachel Coker

Matt Cole

Ron Onslow

Lee Wells

City of Ridgefield Planning Commission (2022)

Patrick Flynn, Chair

Richard Amerman

Stan Okinaka

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Appendix C. Fiscal Impact Assessment
Appendix D. Estimated Trip Generation and Transportation Improvement Costs

SECTION 1

INTRODUCTION

Purpose of the Subarea Plan

P 1

Subarea Planning Process

P 1



Figure 1. Vicinity Map

Introduction

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

Planning Process

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

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

Subarea Plan Development

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

Visioning and Outreach

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

Analysis

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

Conceptual Planning

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

Implementation

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

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

Introduction

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

SECTION 2

VISIONING AND OUTREACH

Vision Statement

P 4

Guiding Principles

P 4

Visioning and Outreach



Figure 2. Community Open House

Visioning and Outreach

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

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

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

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

Vision Statement

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

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

Guiding Principles

Future development in the Carty Road subarea will:

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

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

SECTION 3

ANALYSIS

Existing Conditions

P 7

Fiscal Impact Assessment

P 8

Analysis

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

Existing Conditions

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

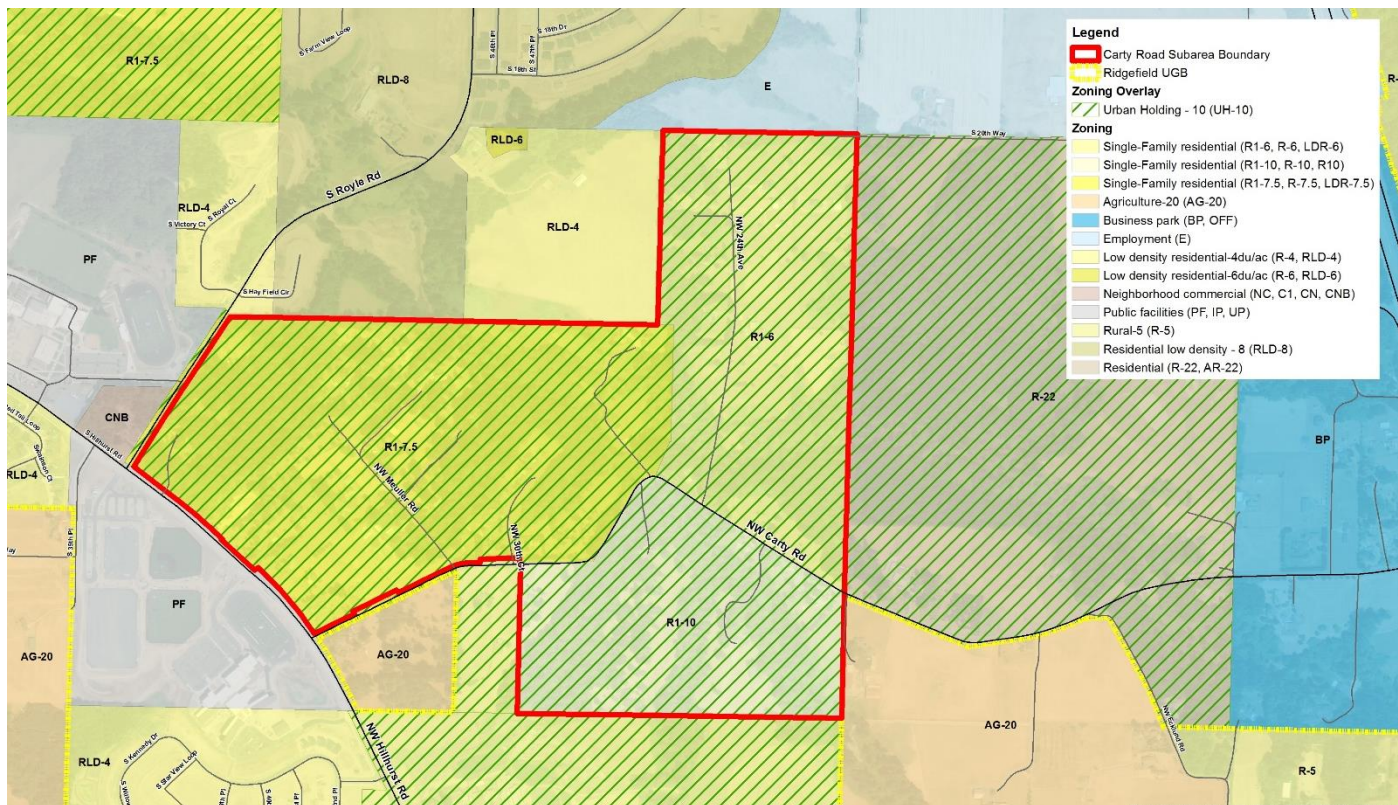


Figure 3. Existing Zoning

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

As part of the existing conditions analysis, DKS Associates evaluated the existing transportation network, including pedestrian and bicycle facilities, current traffic volumes, and planned transportation improvements. Carty Road is classified as a minor arterial with approximately 700 daily trips. The only planned road improvement in the area in the Ridgefield transportation CFP (2018) is the upgrade of Carty Road to an 80 foot right-of-way. The analysis noted a lack of pedestrian and bicycle facilities in the area.

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

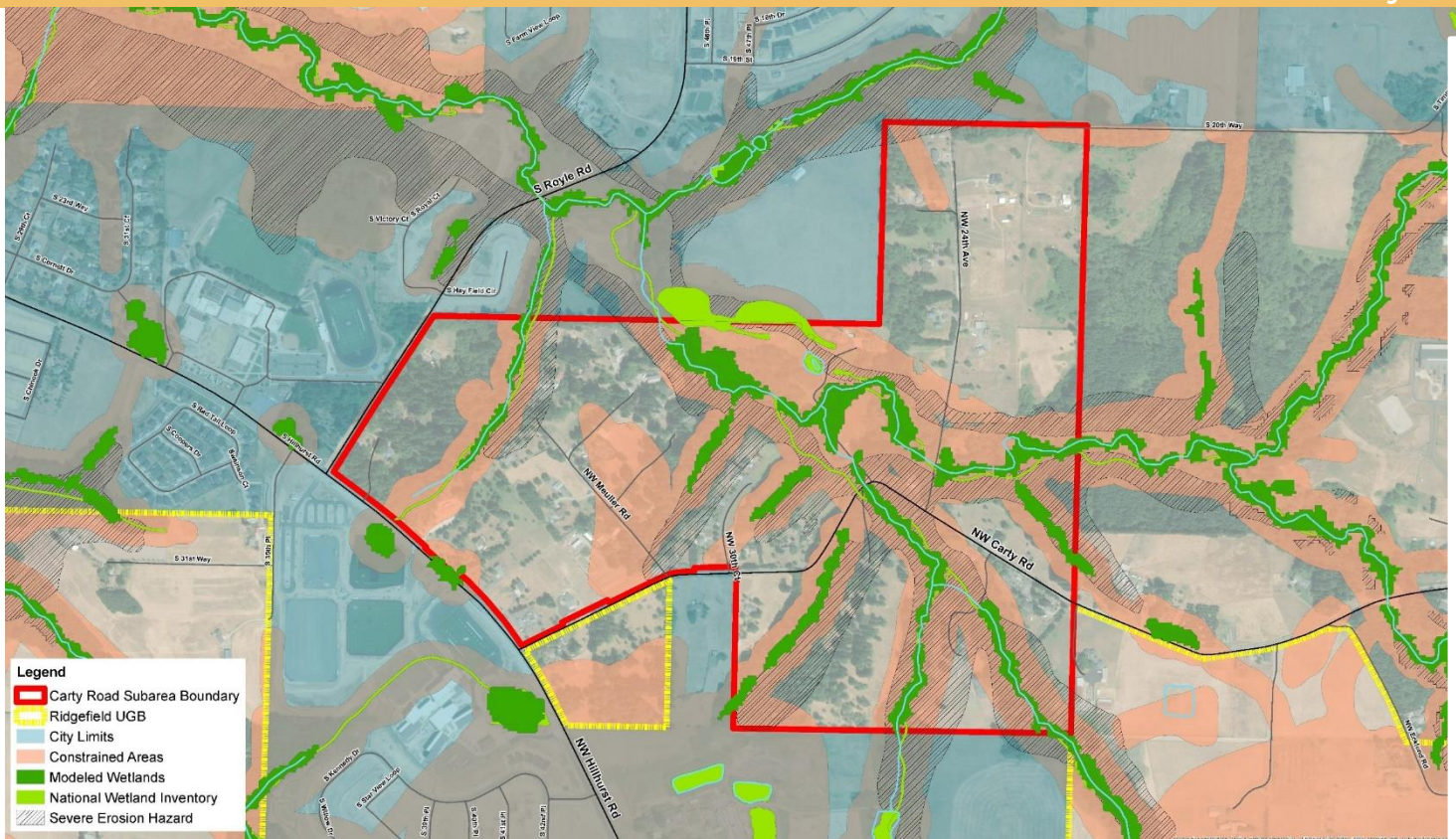


Figure 4. Constrained Lands

Fiscal Impact

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

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

SECTION 4

CONCEPTUAL PLANNING

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Concept Plan B	P 11
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Design Guidelines	P 15

Conceptual Planning

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

Concept A

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

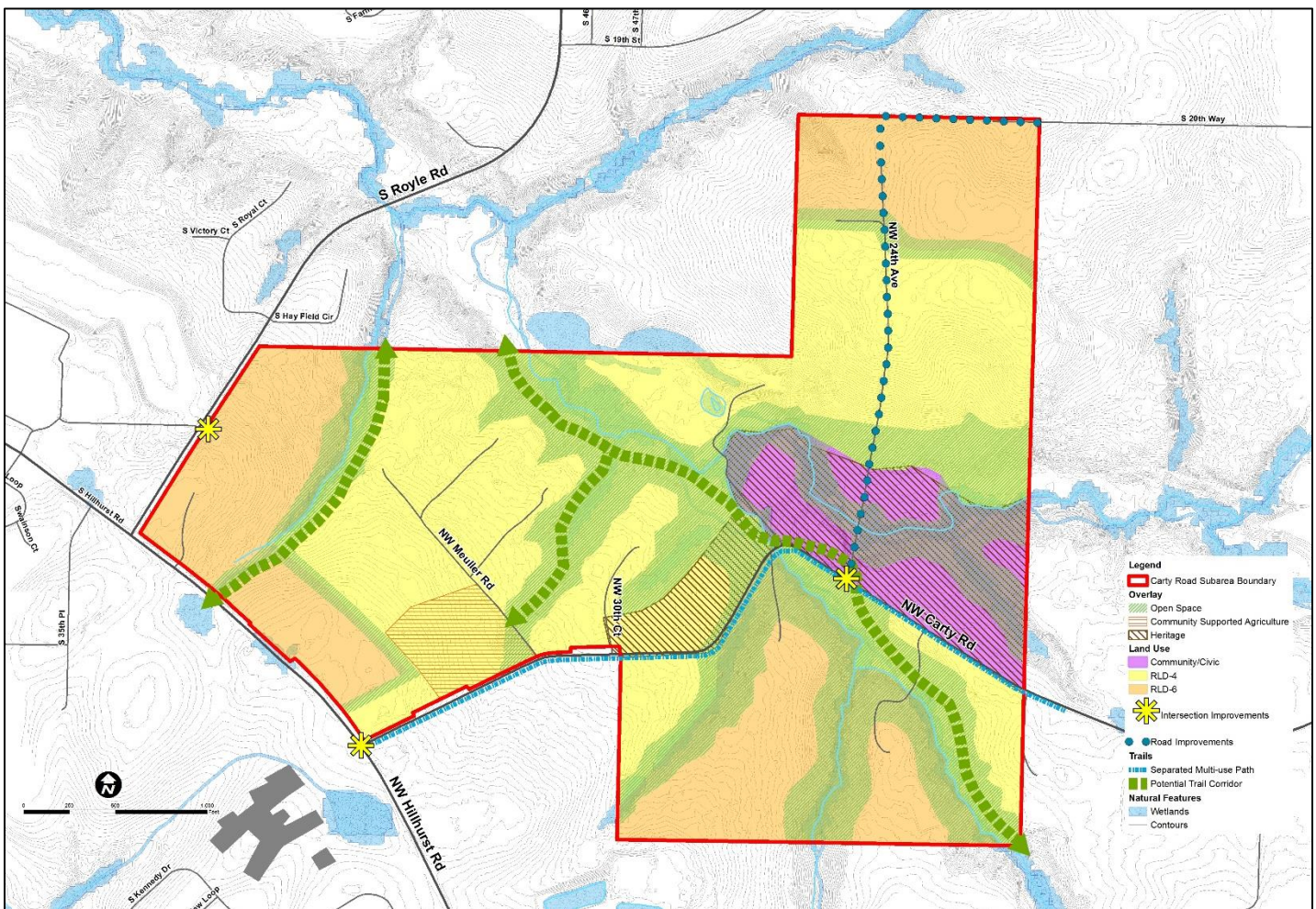


Figure 5. Concept Plan A

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

Concept Plan B

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

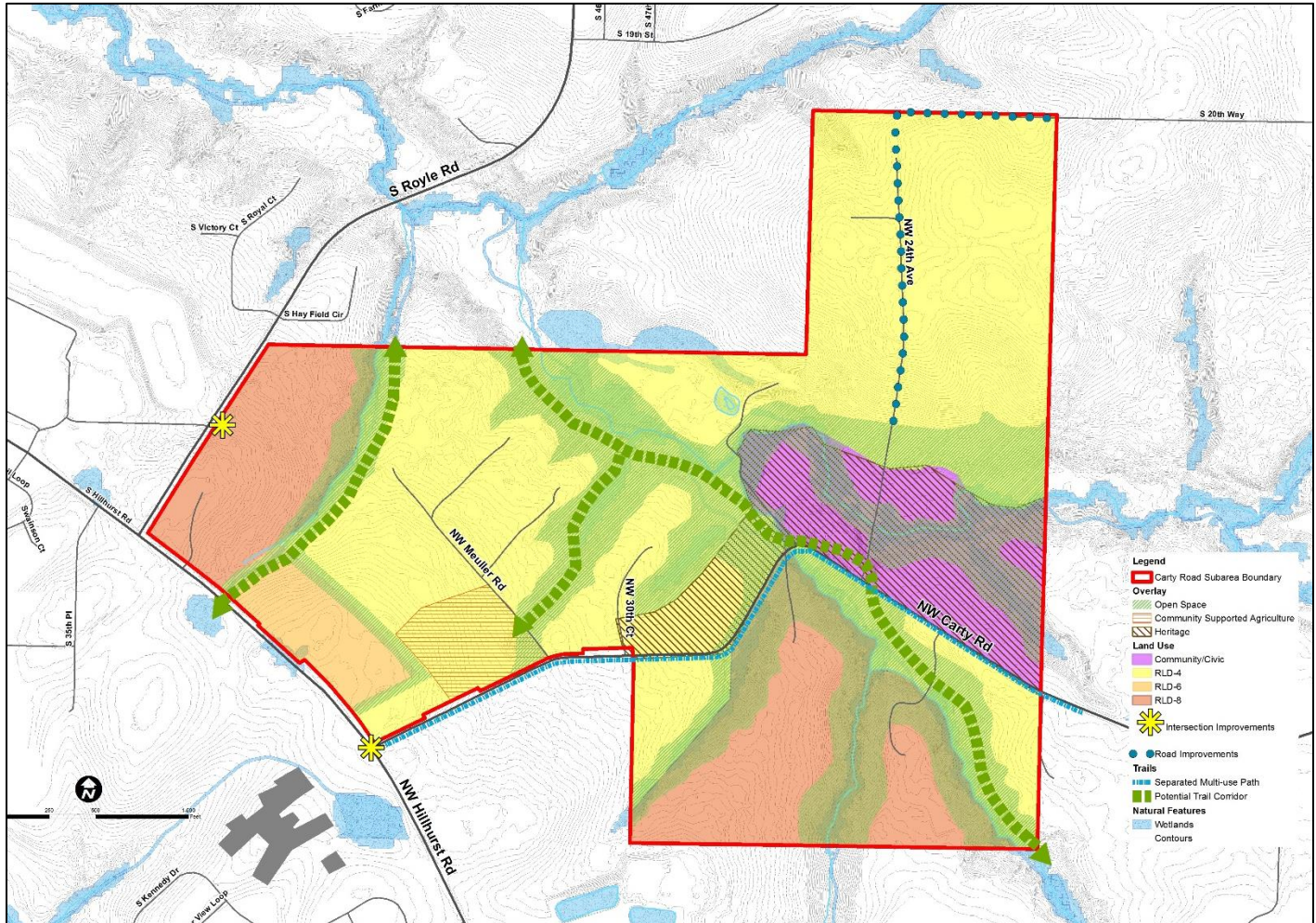


Figure 6. Concept Plan B

Preferred Alternative Plan

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

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

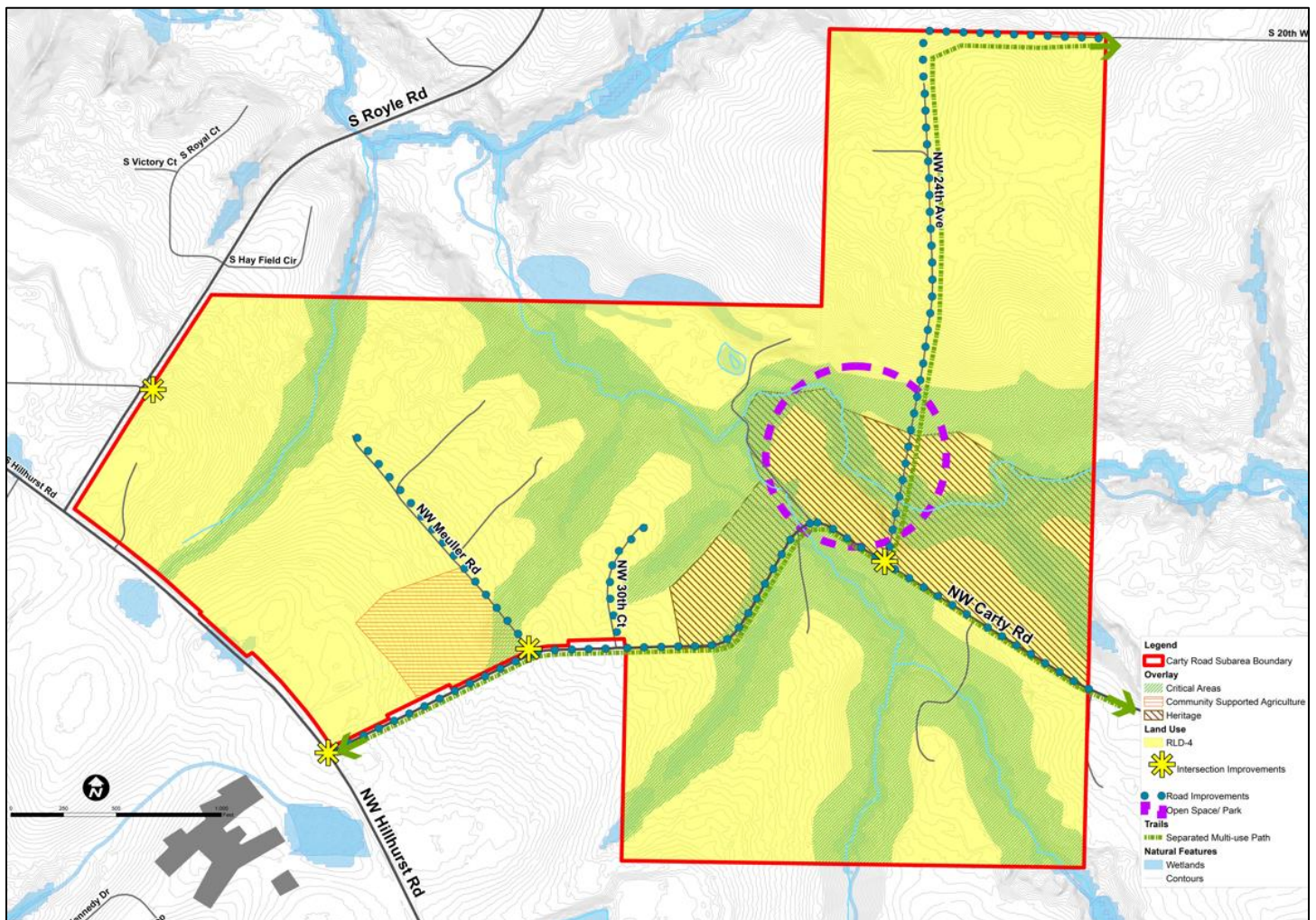


Figure 7. Preferred Plan

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

Conceptual Planning

Land Use Capacity and Trip Generation

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

Table 1. Land Use Capacity Comparison

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

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

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

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

Table 2. Trip Generation Estimate

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

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

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

Connectivity Improvements

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

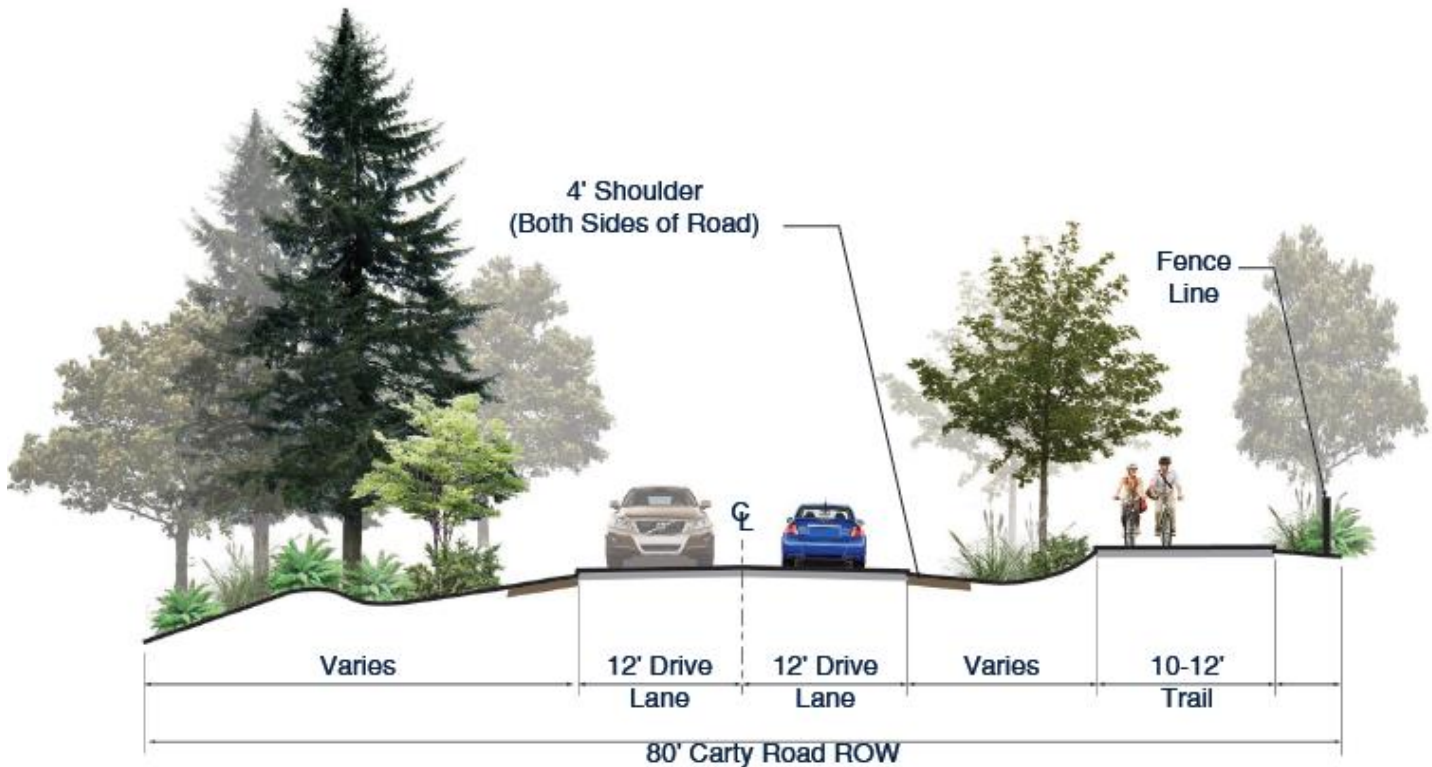


Figure 8. Carty Road Cross Section

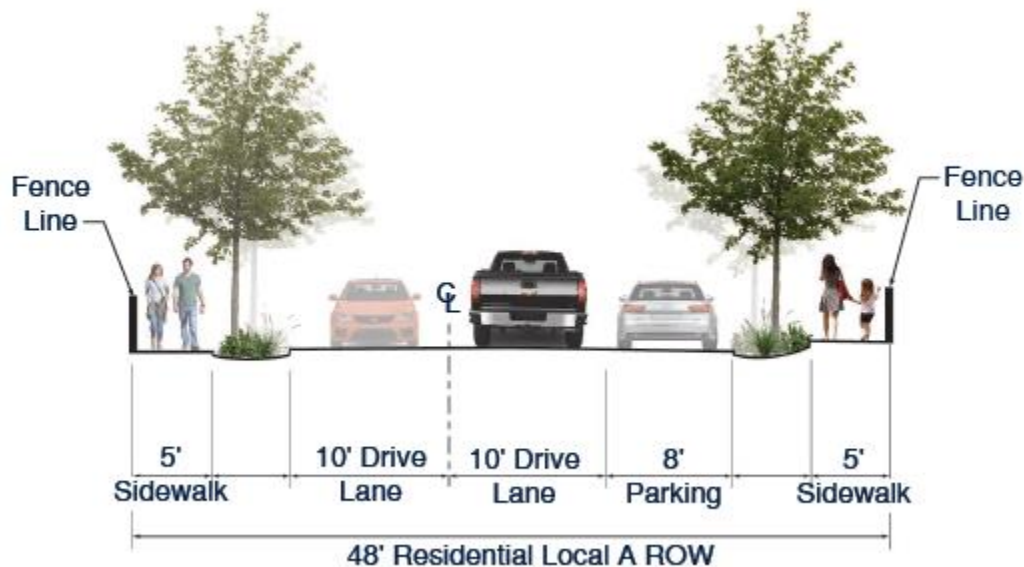


Figure 9. Residential Local A Cross Section

Conceptual Planning

Design Guidelines

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

Subarea-Wide Guidelines

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

Natural Areas and Trails

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

Community/Civic Zone

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

Community-Supported Agriculture Overlay

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

Heritage Overlay

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

Right-of-Way

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

SECTION 5 IMPLEMENTATION

Implementation Measures

P 17

Development Code Amendments

P 19

Implementation

Implementation

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

Table 3. Implementation Measures

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

Attachment: Exhibit A - Carty Road Subarea Plan Final Report 05_2022 (Carty Road Subarea Plan)



Figure 11. Proposed Zoning Map

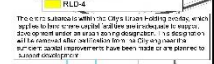


Figure 11. Proposed Zoning Map

Implementation

Development Code Amendments

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

Table 4. Development Code Amendments

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

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

APPENDIX A PUBLIC INVOLVEMENT SUMMARIES

Online Survey

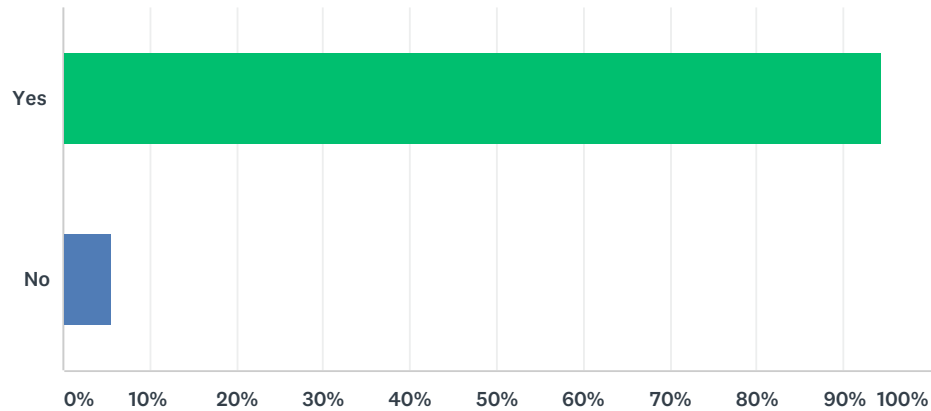
Stakeholder Interviews

Project Advisory Committee Meetings

Community Open House

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

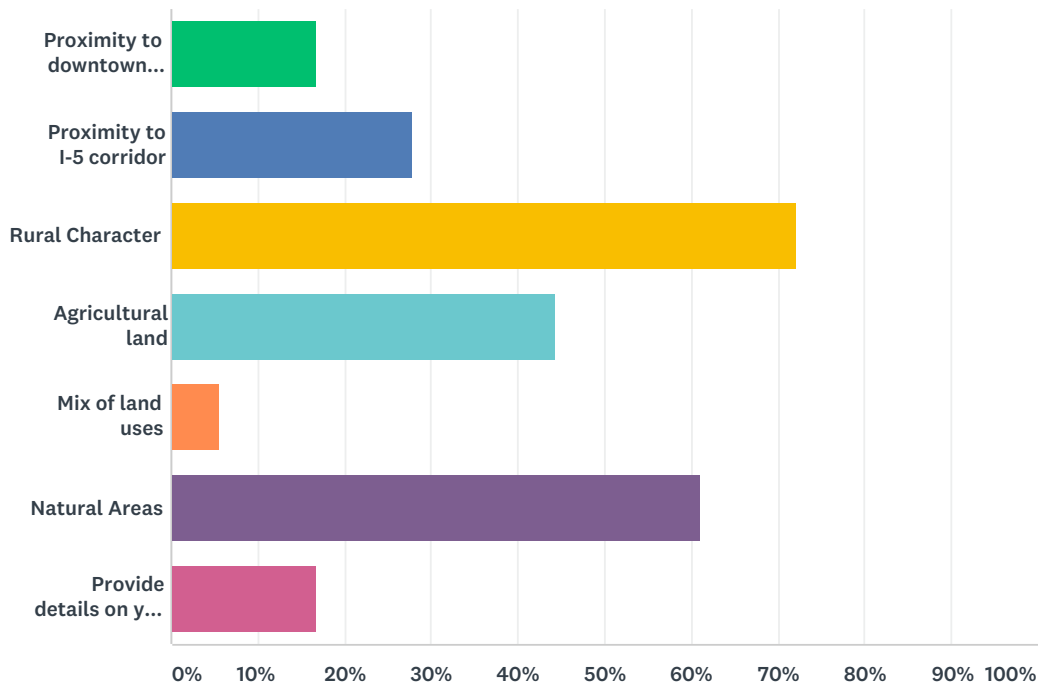
Answered: 18 Skipped: 0



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

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

Answered: 18 Skipped: 0



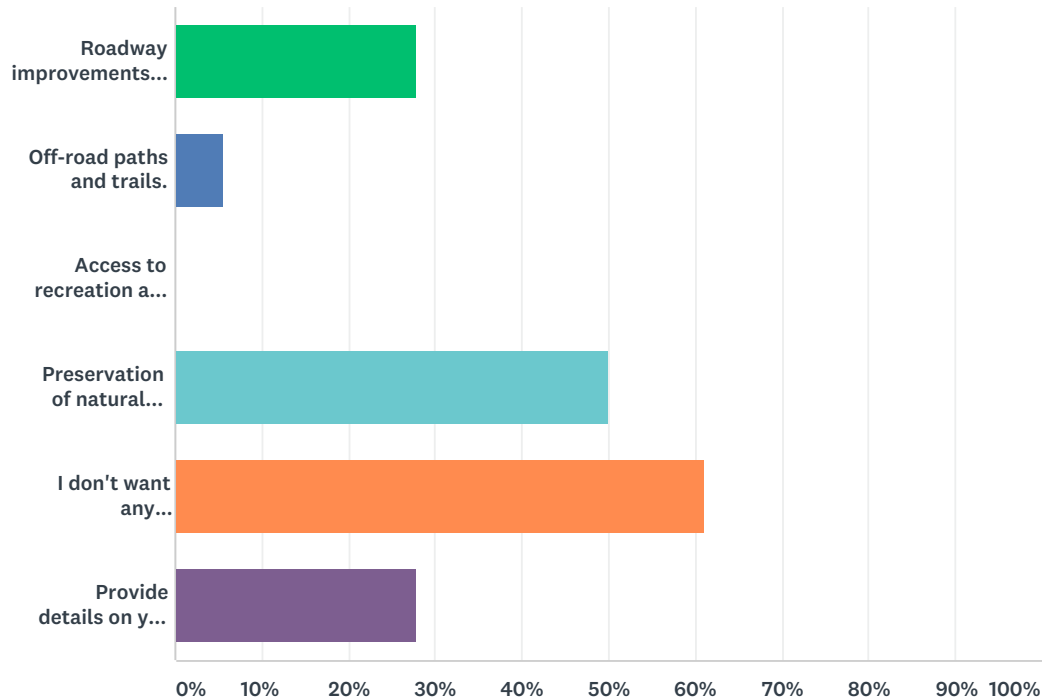
ANSWER CHOICES		RESPONSES	
Proximity to downtown Ridgefield		16.67%	3
Proximity to I-5 corridor		27.78%	5
Rural Character		72.22%	13
Agricultural land		44.44%	8
Mix of land uses		5.56%	1
Natural Areas		61.11%	11
Provide details on your choice or list other options.		16.67%	3
Total Respondents: 18			

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

Attachment: Exhibit A - Carty Road Subarea Plan Final Report 05_2022 (Carty Road Subarea Plan)

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

Answered: 18 Skipped: 0

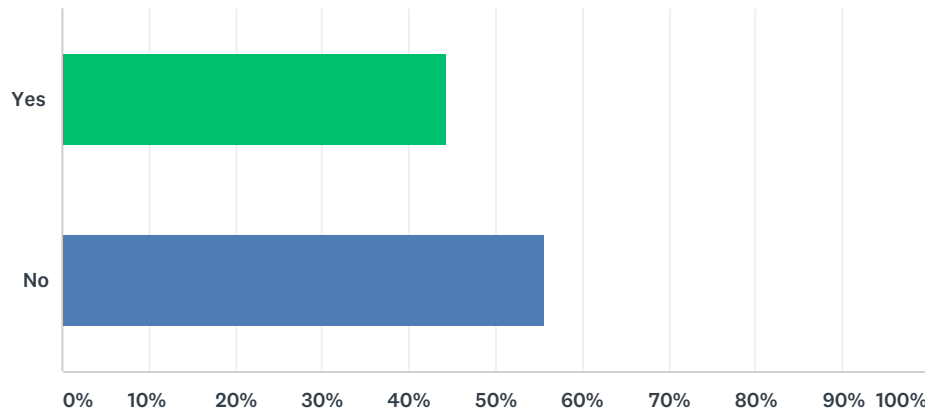


ANSWER CHOICES	RESPONSES	
Roadway improvements (sidewalks, bike lanes, etc.)	27.78%	5
Off-road paths and trails.	5.56%	1
Access to recreation and parks.	0.00%	0
Preservation of natural areas.	50.00%	9
I don't want any improvements.	61.11%	11
Provide details on your choice or list other options.	27.78%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

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

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

Answered: 18 Skipped: 0

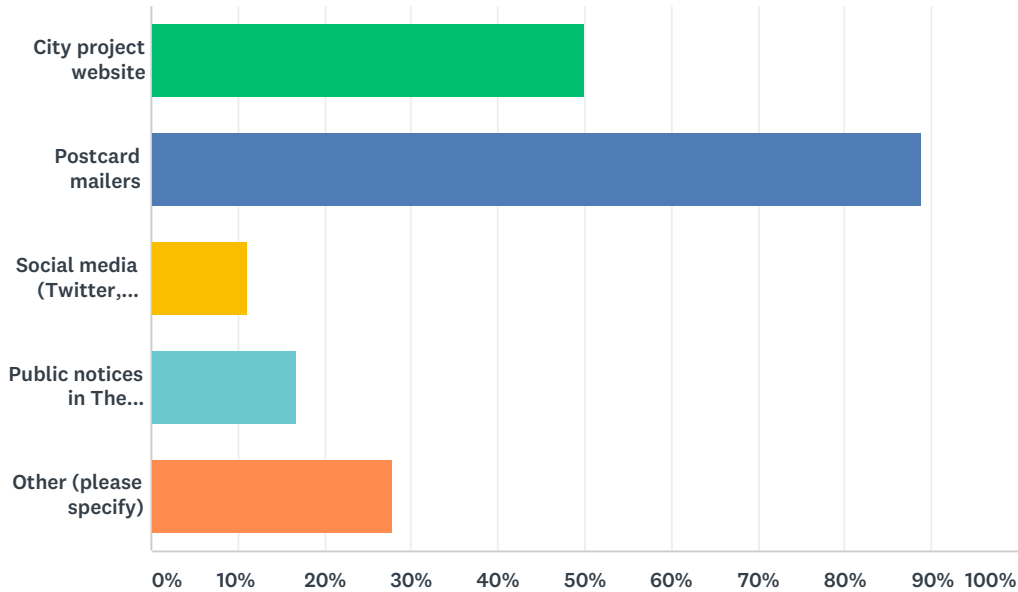


ANSWER CHOICES	RESPONSES
Yes	44.44% 8
No	55.56% 10
TOTAL	18

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

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

Answered: 18 Skipped: 0

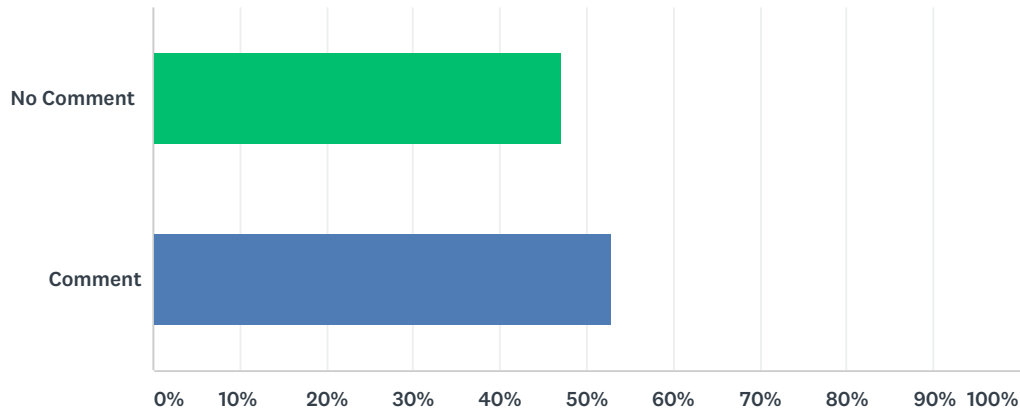


ANSWER CHOICES	RESPONSES
City project website	50.00% 9
Postcard mailers	88.89% 16
Social media (Twitter, Facebook)	11.11% 2
Public notices in The Columbian and The Reflector	16.67% 3
Other (please specify)	27.78% 5
Total Respondents: 18	

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

Q6 Is there anything else you would like to add?

Answered: 17 Skipped: 1



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

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



CARTY ROAD SUBAREA PLAN STAKEHOLDER INTERVIEW SUMMARY

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

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

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

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

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

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

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

Stakeholder Interview Summary

January 2020

Page 2

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

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

Desired improvements:

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

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

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

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

Stakeholder Interview Summary

January 2020

Page 3

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

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

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

Specific responses included the following.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Stakeholder Interview Participation

Stakeholder interview participants were selected in several ways, including:

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

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

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



Memorandum

Date: February 18, 2020

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

From: Sam Rubin and Nicole McDermott

To: Claire Lust, Ridgefield Planner

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

WELCOME AND PROJECT INTRODUCTION

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

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

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

ADVISORY COMMITTEE GROUP DISCUSSION OF SUBAREA VISION AND GUIDING PRINCIPLES

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

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

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

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

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

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

- Protect natural landscapes and regulated buffers in the area.

MEMO: Carty Road Subarea Plan
 Project Advisory Committee Meeting No. 1 – Visioning and
 Guiding Principles, January 30, 2020
 Page 3

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

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

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

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

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

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

NEXT STEPS

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

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Project Advisory Committee Meeting No. 1 – Visioning and
Guiding Principles, January 30, 2020
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In closing, the group was told they would be contacted regarding the scheduling of the next PAC meeting.

SGR:llt
February 18, 2020



Memorandum

Date: March 9, 2020

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

From: Sam Rubin and Nicole McDermott

To: Claire Lust, City of Ridgefield

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

WELCOME AND PROJECT INTRODUCTION

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

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

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

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

Vision Statement

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

Guiding Principles

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

ADVISORY COMMITTEE GROUP DISCUSSION ON CONCEPT PLANS

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

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

Concept Plan A

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

Concept Plan B

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

PAC Discussion

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

Key takeaways and questions from the concept plan discussions included

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Project Advisory Committee Meeting No. 2 – Concept Plan Review, March 4, 2020

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

General feedback on the design guidelines included

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

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

NEXT STEPS

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

SGR:nb

March 9, 2020

Attachment



MEETING SUMMARY

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

1.0 PURPOSE

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

2.0 PROJECT TEAM ATTENDANCE

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

3.0 PROJECT BACKGROUND

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

MEETING NOTES: Carty Road Subarea Plan

March 4, 2020

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4.0 EVENT OVERVIEW

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

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

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

5.0 COMMENTS

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

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

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

6.0 NEXT STEPS

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

MEETING NOTES: Carty Road Subarea Plan

March 4, 2020

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7.0 FIGURES



Figure 1. Mailer Announcement (front)

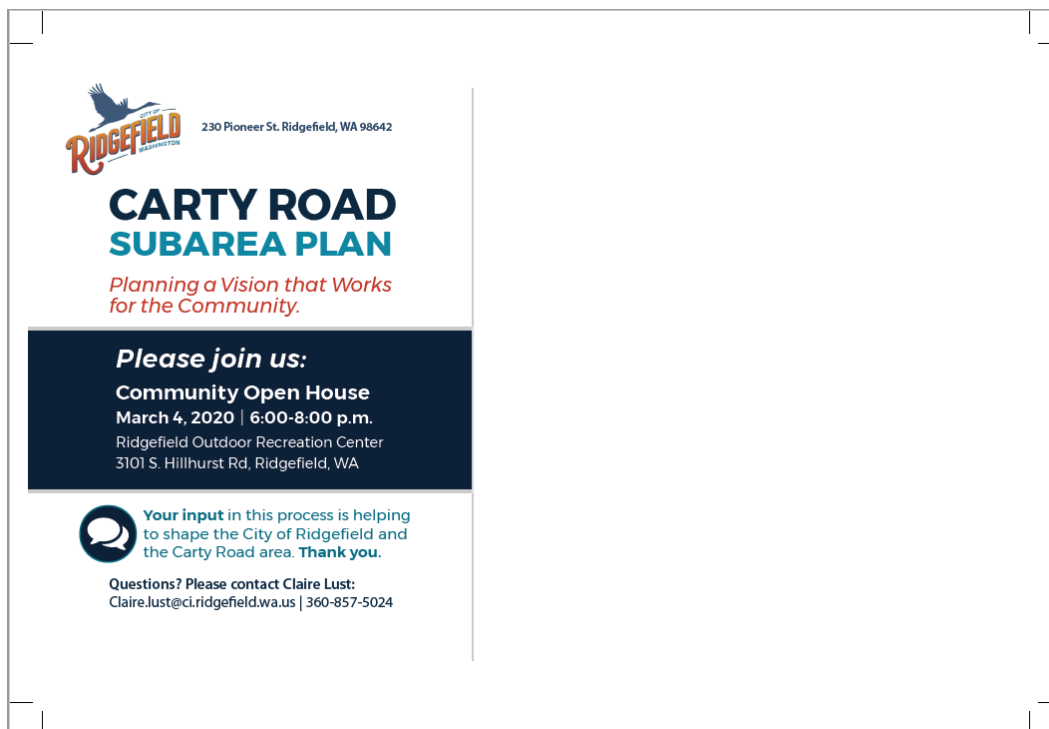


Figure 2. Mailer Announcement (back)

MEETING NOTES: Carty Road Subarea Plan

March 4, 2020

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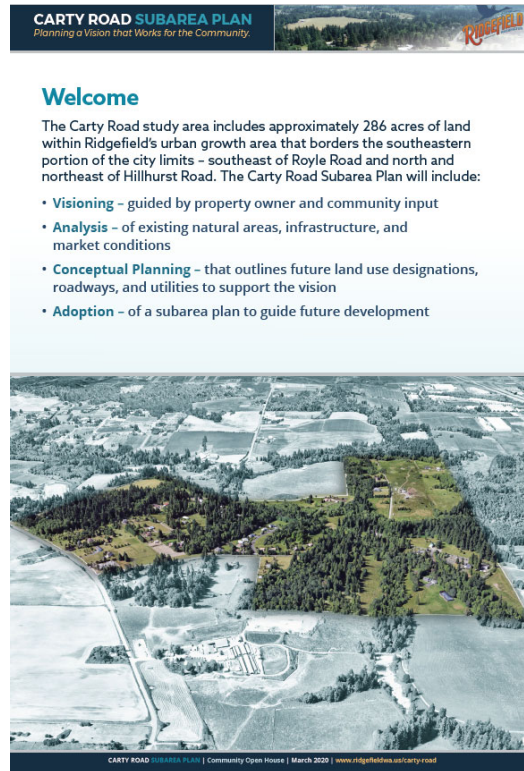


Figure 3. Welcome Board



Figure 4. Vision Statement and Guiding Principles

MEETING NOTES: Carty Road Subarea Plan

March 4, 2020

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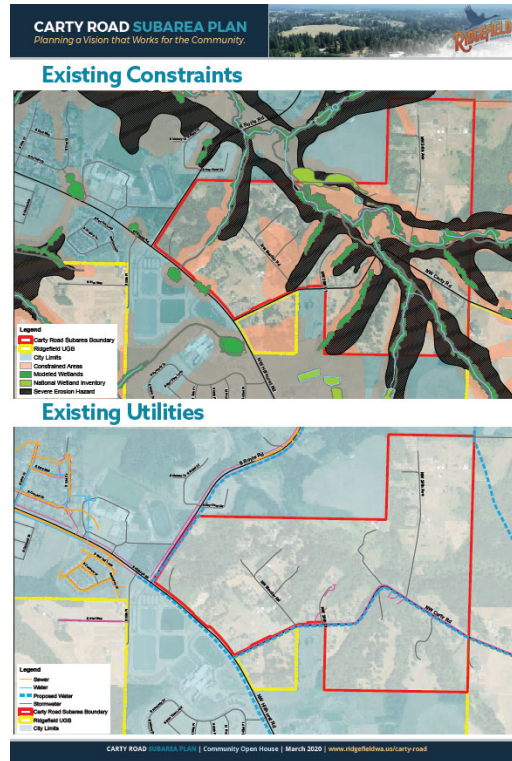


Figure 5. Existing Conditions



Figure 6. Proposed Street/Road Cross Sections

MEETING NOTES: Carty Road Subarea Plan

March 4, 2020

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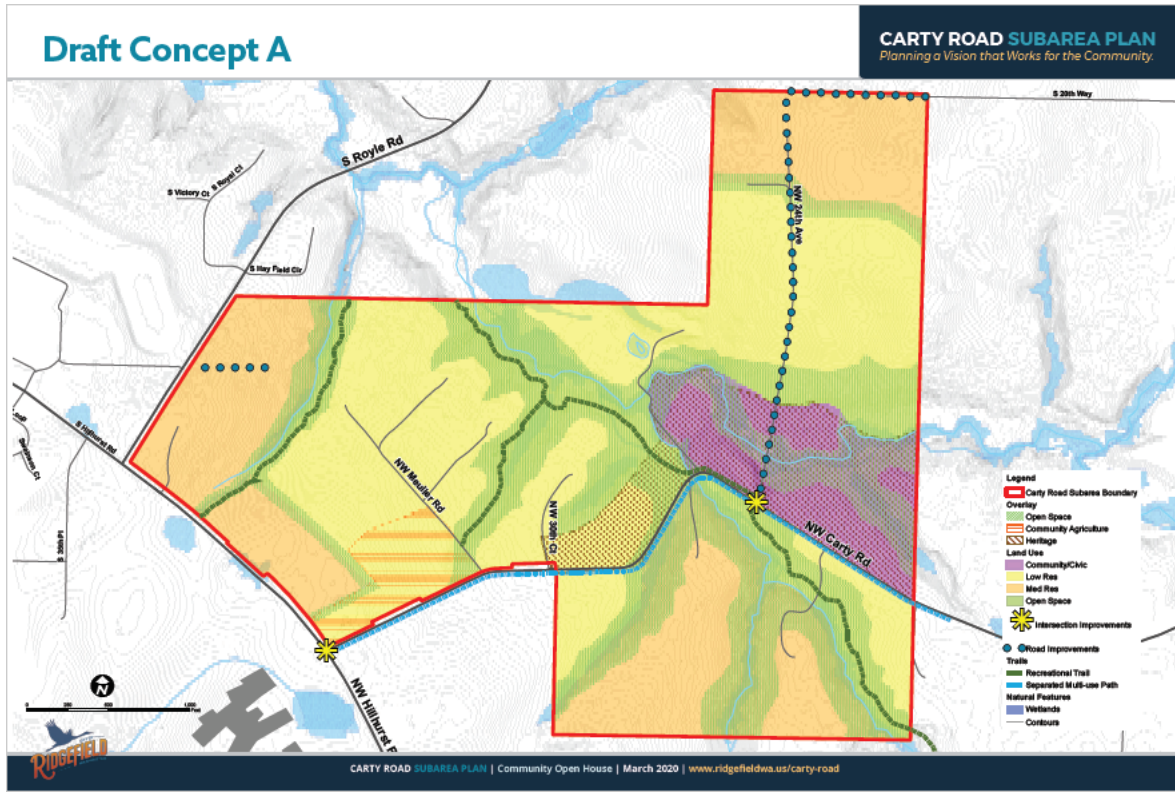


Figure 7. Draft Concept Plan A

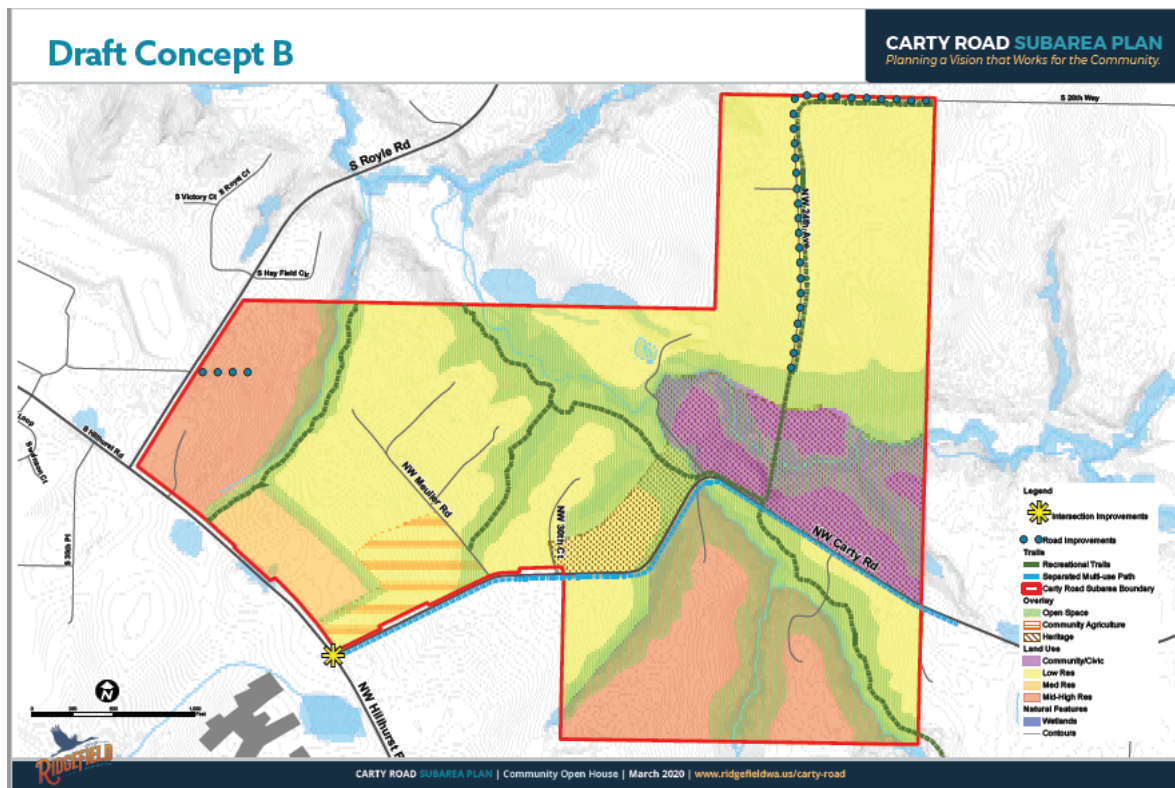


Figure 8. Draft Concept Plan B

MEETING NOTES: Carty Road Subarea Plan

March 4, 2020

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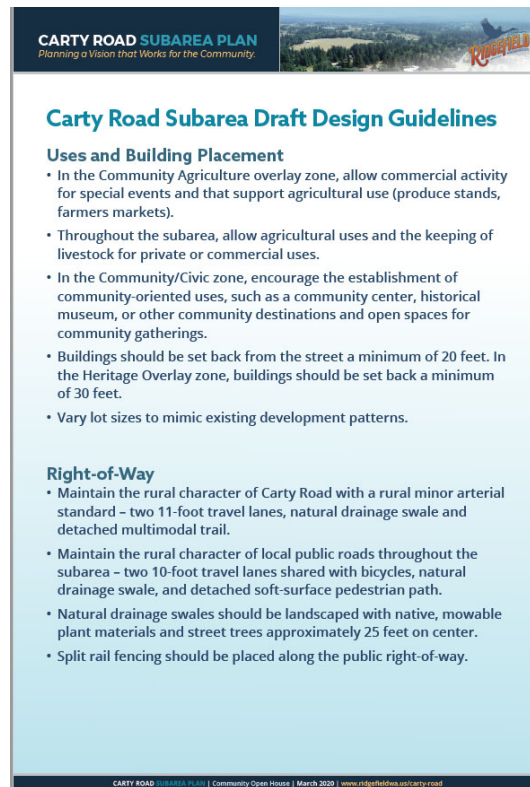


Figure 9. Design Guidelines (1 of 2)

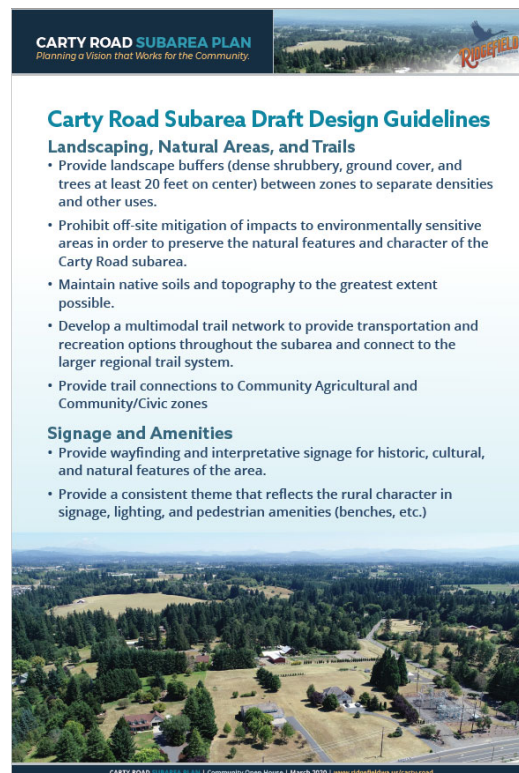


Figure 10. Design Guidelines (2 of 2)



DRAFT Memorandum

Date: April 25, 2022

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

From: Sam Rubin and Nicole McDermott

To: Claire Lust, Ridgefield Planner

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

WELCOME AND PROJECT INTRODUCTION

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

SUMMARY PRESENTATION

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

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

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Project Advisory Committee Meeting No. 3 – Subarea Plan Reevaluation, April 19, 2022

Page 2

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

PAC DISCUSSION

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

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

Zoning and Setbacks

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

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

Trails

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

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Project Advisory Committee Meeting No. 3 – Subarea Plan Reevaluation, April 19, 2022

Page 3

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

Annexation

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

Miscellaneous Topics

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

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

NEXT STEPS

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

SGR:llt

April 22, 2022

APPENDIX B

Existing Conditions Analysis



Existing Conditions Analysis

Carty Road Subarea Ridgefield, Washington

Submitted to

Claire Lust, Planner
City of Ridgefield
Ridgefield, Washington

March 2020

Submitted by

WSP USA
210 East 13th Street, Suite 300
Vancouver, Washington 9866903231

31600114

EXISTING CONDITIONS ANALYSIS

Carty Road Subarea Ridgefield, Washington

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1.0 INTRODUCTION

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

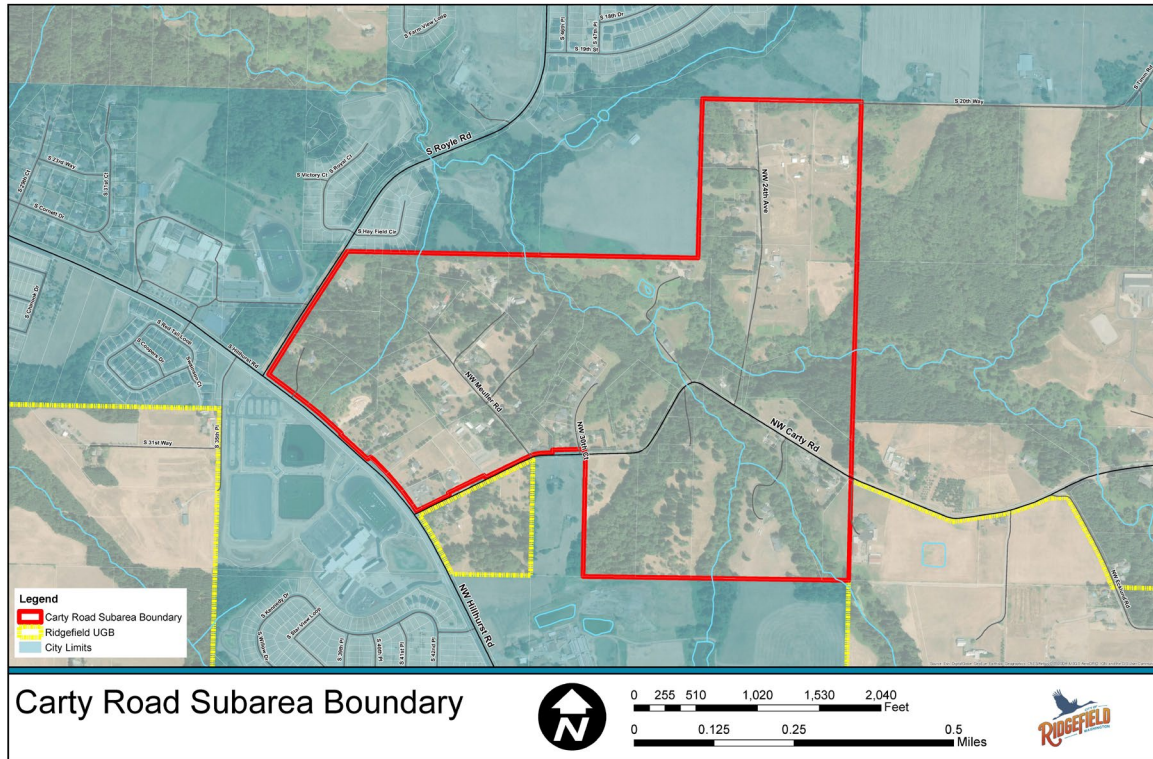


Figure 1. Carty Road Subarea Boundary

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

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

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

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

2.0 EXISTING CONDITIONS

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

2.1 LAND USE AND ZONING

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

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

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

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

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

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

Table 1. Residential Zone Development Standards

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

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

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

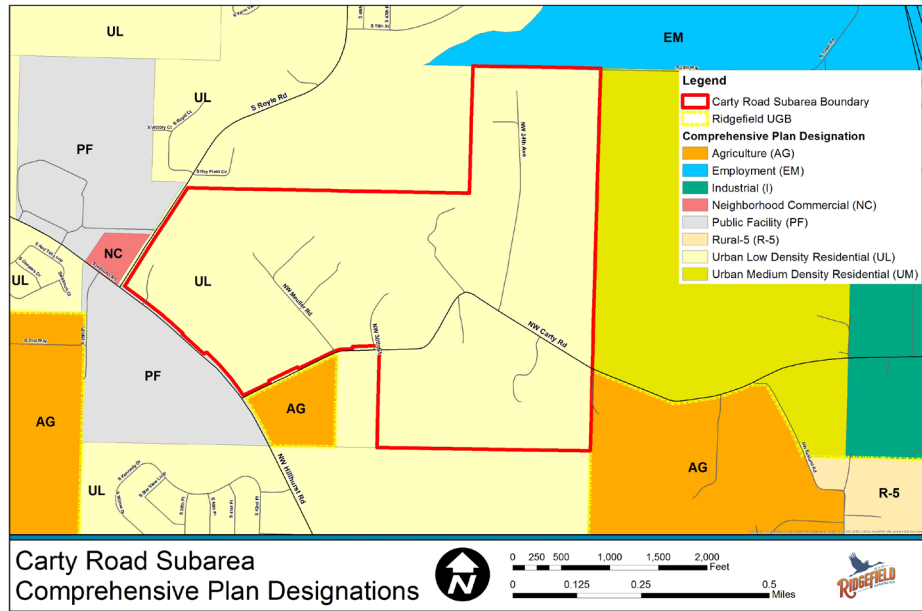


Figure 2. Comprehensive Plan Designations

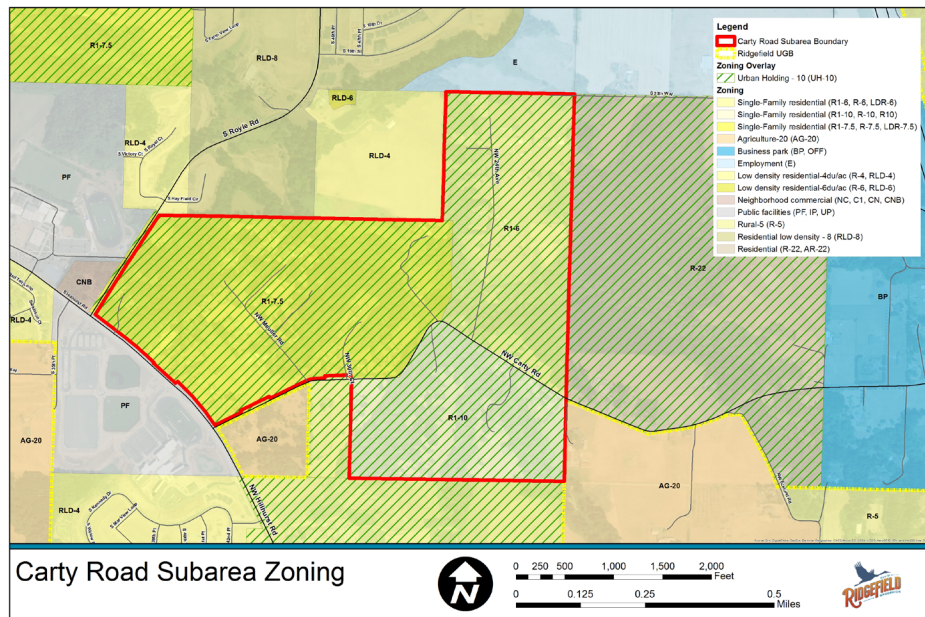


Figure 3. Zoning Designations

2.2 PARKS, TRAILS, AND OPEN SPACES

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

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

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

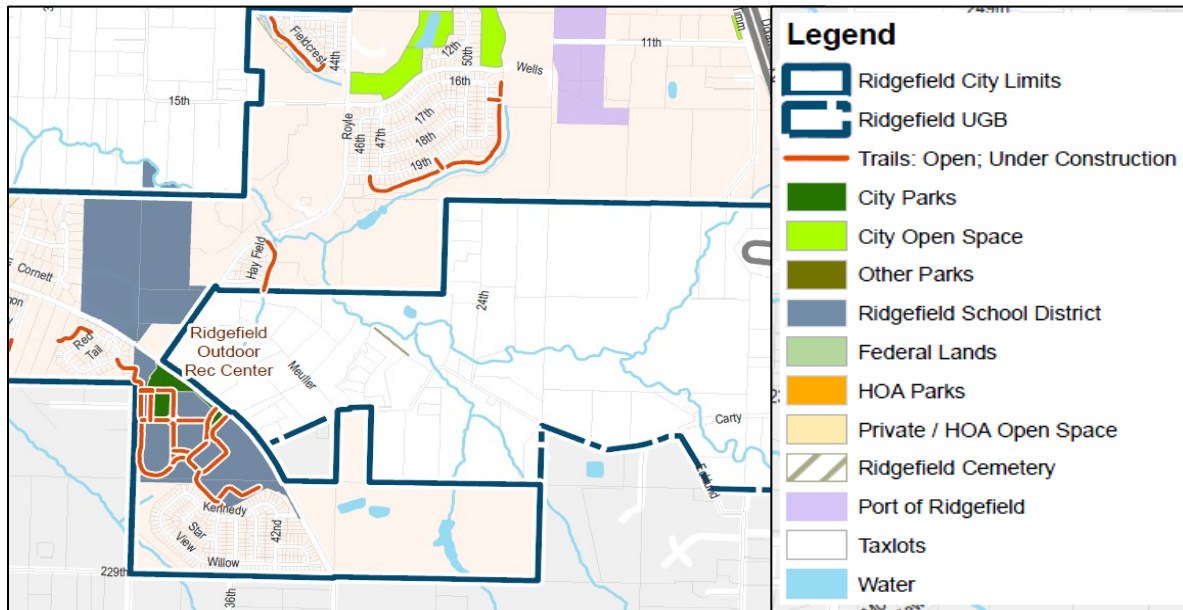


Figure 4. Existing Parks and Trails

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

2.3 CRITICAL AREAS AND ARCHAEOLOGICAL RISK

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

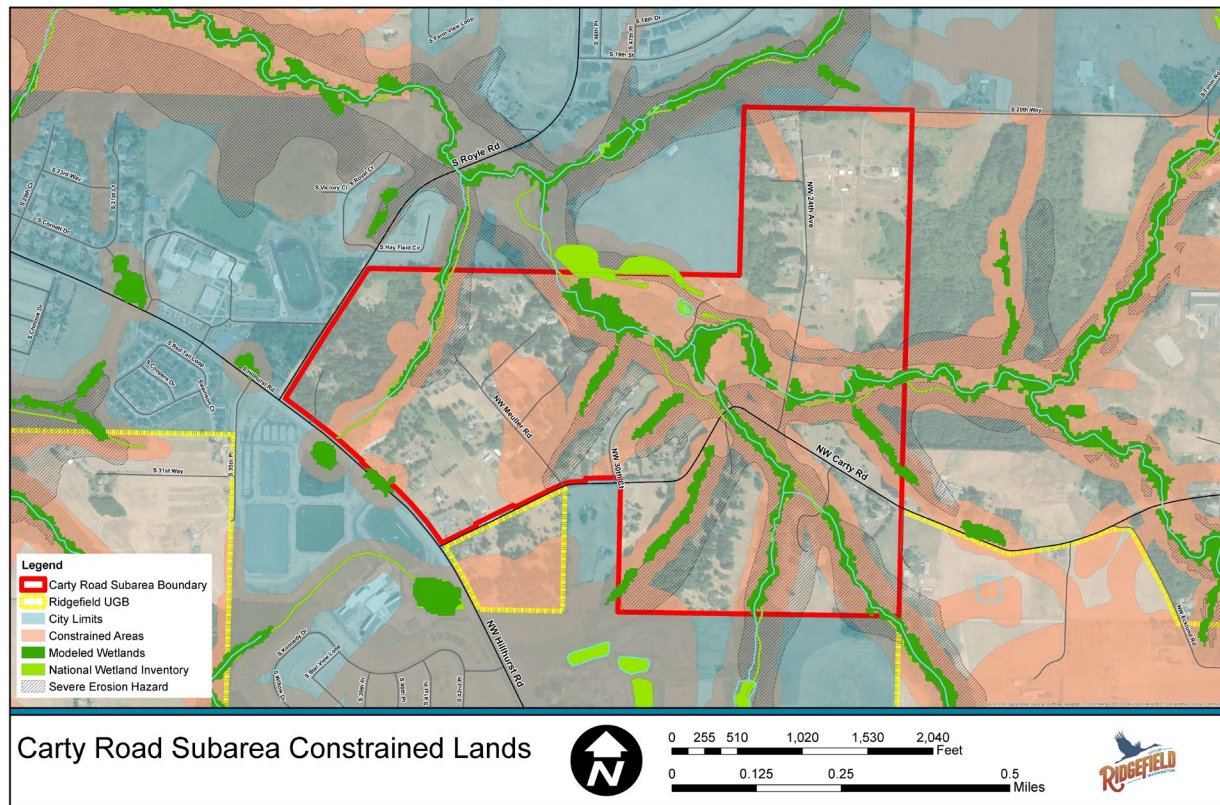


Figure 5. Constrained Lands

Approximately 50 percent (133 acres) of land within the subarea contains critical areas. A detailed critical areas report was not prepared as part of this existing conditions analysis; however, the amount of critical areas contained within the subarea will affect future development, and the extent of critical areas must be considered as a concept plan for the subarea is developed. Furthermore, future development in these areas will require the preparation of critical areas reports and compliance with RMC 18.280, Critical Areas Protection, to ensure no net loss of functions and values of critical areas. Compliance with the State Environmental Policy Act (SEPA) will also be required per RMC 18.810, Environmental Standards.

2.3.1 Fish and Wildlife Habitat Conservation Areas

Streams and Riparian Areas

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

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

Non-riparian habitat

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

2.3.2 Wetlands

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

2.3.3 Geologically Hazardous Areas

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

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

2.3.4 Critical Aquifer Recharge Areas

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

2.3.5 Frequently Flooded Areas

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

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

2.3.6 Archaeological Risk

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

2.4 UTILITY INFRASTRUCTURE AND CAPACITY

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

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

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

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

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

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

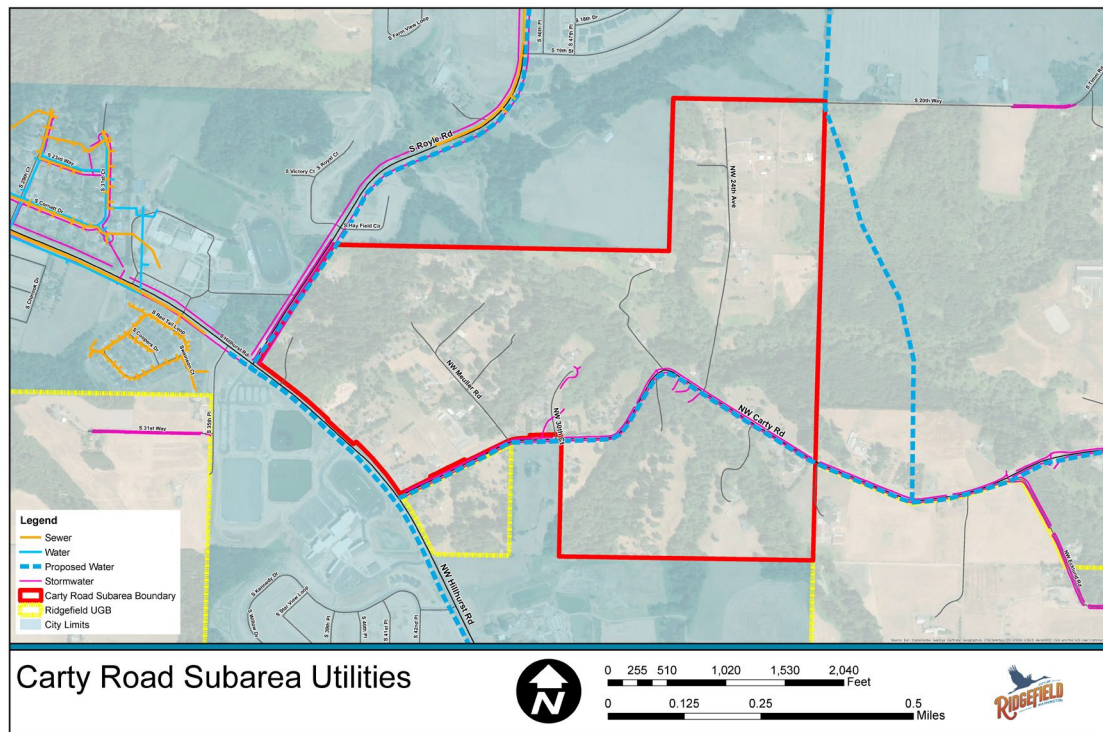


Figure 6. Existing Utilities and Proposed Water System Plan

Source: City of Ridgefield Comprehensive water system plan

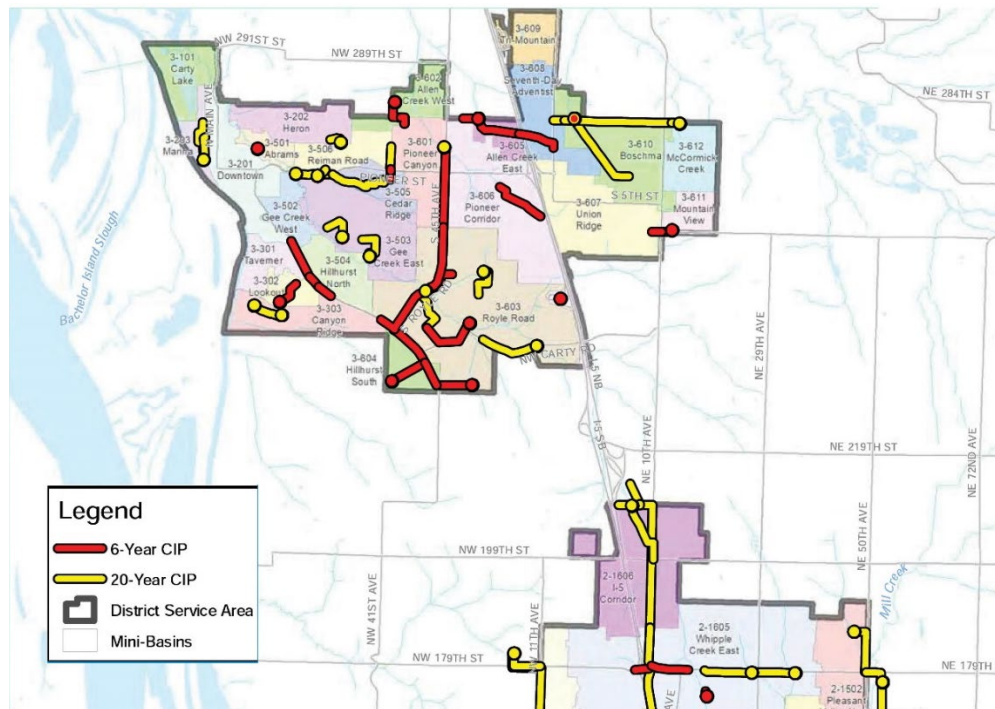


Figure 7. Comprehensive General Sewer Plan

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

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

2.5 TRANSPORTATION NETWORK AND CAPACITY

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

Table 2. Traffic Volume Summary (2017 and 2018)

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

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

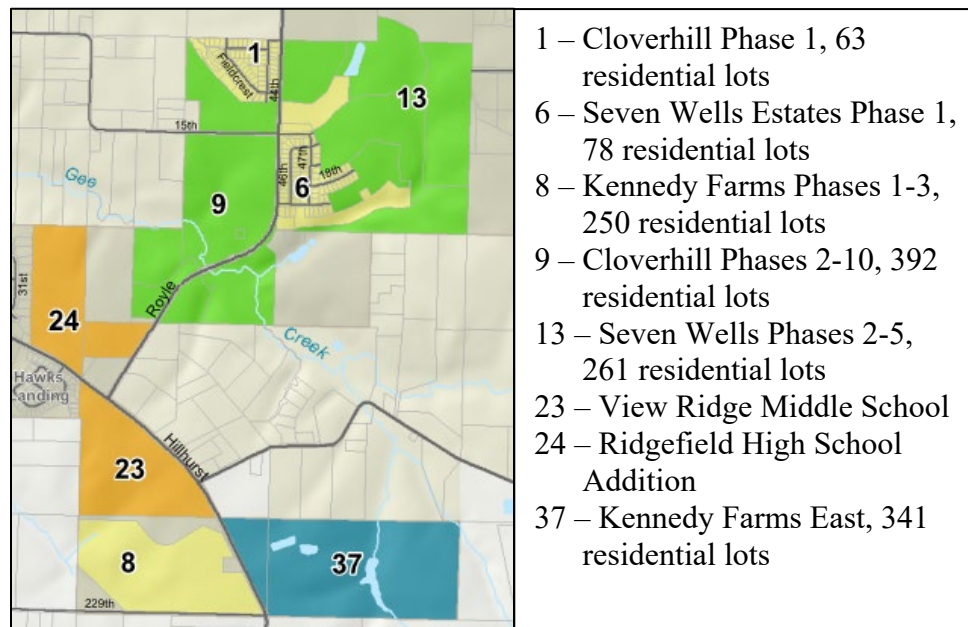


Figure 8. Recently Approved Development

Source: City of Ridgefield Development Activity Map (2020)

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

2.5.1 Roadway Classifications

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

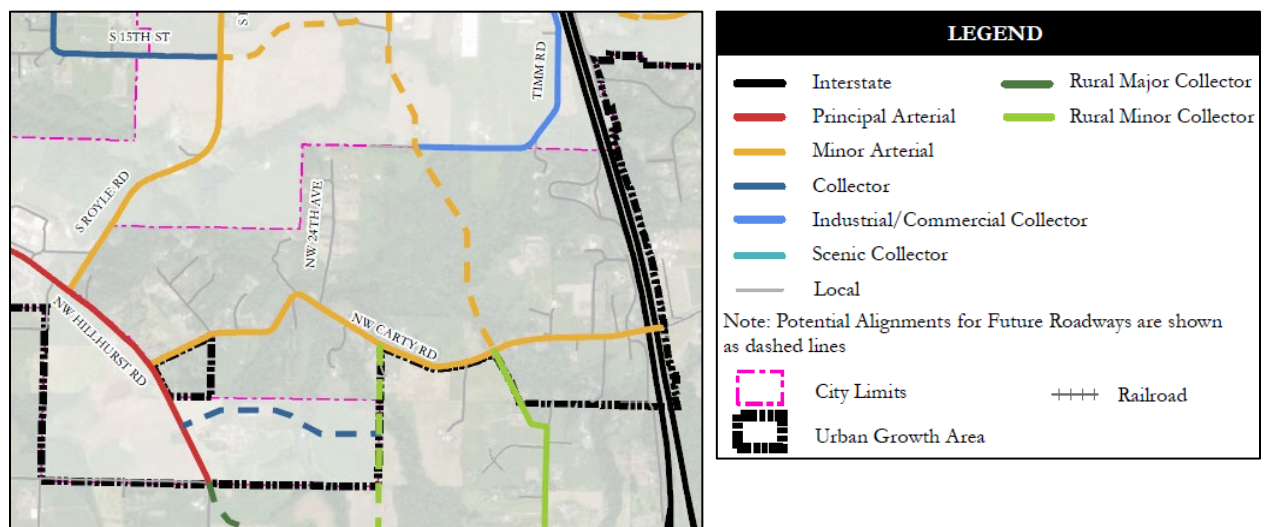


Figure 9. Functional Classification

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

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

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

Table 3. Key Study Area Facility Characteristics

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

Minor Arterial (Carty Road, Planned Project 41)

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

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

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

Rural Minor Collector (Ecklund Road, Planned Project 44)

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

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

2.5.2 Street Spacing Guidelines

A goal of the Ridgefield Urban Area Comprehensive Plan is that future street construction encourages connectivity. Street sizing for arterials and collectors assumes that the transportation system will encourage non-motorized transportation. To meet the planning objectives, the City has established a standard of at least eight through streets per mile to allow neighborhood trips on a smaller scale. The City's objective is to impose a maximum spacing for new streets of 500 feet (a 500-foot maximum grid) within all new developments and to the limits of the entire parcel of property being developed. The streets proposed for new development must be able to be extended to the limits of the property and must be located to provide a spacing of 500 feet. These stipulations are intended to make sure future streets in new developments can be extended through adjacent parcels, thereby encouraging connectivity within neighborhoods. These guidelines are not intended to create a rigid grid, and the guidelines include flexibility so that roadways can follow topographic features where necessary or desired.

Where topography makes this street spacing requirement not feasible, a 10-foot-wide paved bikeway/multipurpose trail can be substituted for the street if the substitution is approved by the City. The bikeway/multipurpose trail, located in a dedicated 30-foot easement for pedestrians and bicyclists, must extend to the limits of the property. The bikeway/multipurpose trail must follow the general grid pattern of the street layout (500-foot grid) and extend from the ends of dead-end streets where the dead-end street cannot be extended to the limits of the property because of topography. To meet these through street planning objectives, streets or bikeway/multipurpose trails must be designed and constructed to extend to the limits of the property. All costs are to be borne by the developer of the property without reimbursement by the City.

Street-spacing standards are to be addressed in the development of the subarea concept plan.

2.5.3 Planned Improvements

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

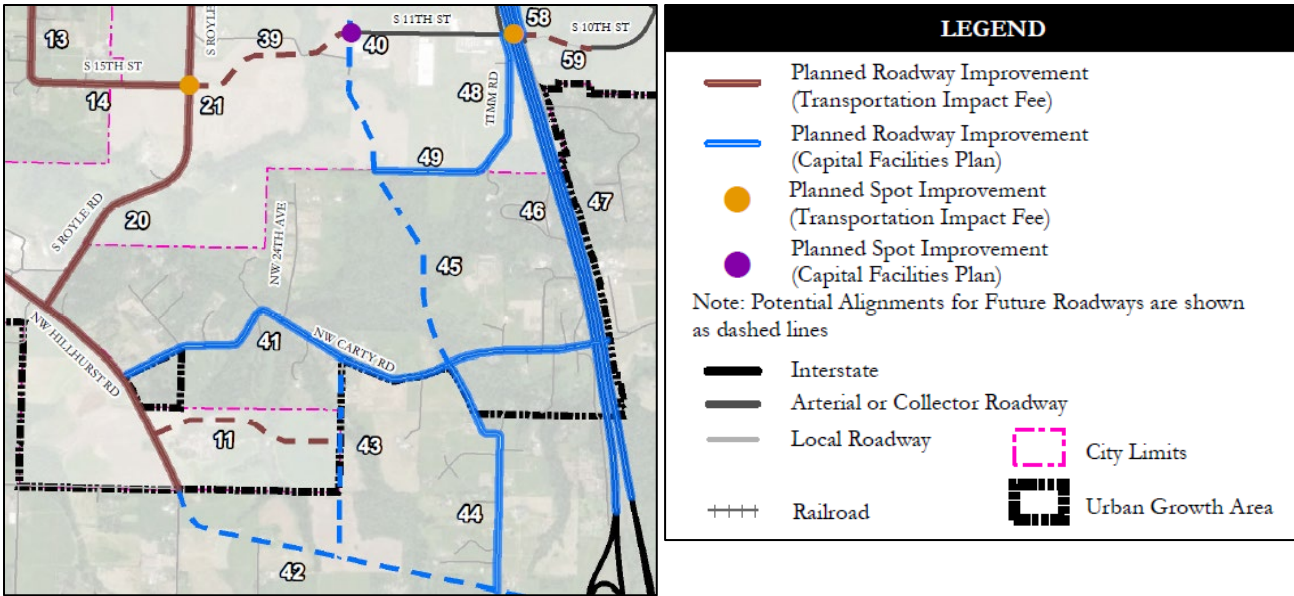


Figure 10. Planned Transportation Projects

Source: Ridgfield Transportation Capital Facilities Plan (December 2018)

Table 4. Capital Facilities Plan Transportation Projects

* Located partially or fully outside the urban growth area

Source: Ridgefield Transportation Capital Facilities Plan (December 2018)

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

2.6 ANNEXATION

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

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

3.0 REGULATORY CONTEXT AND PLANNING FRAMEWORK

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

3.1 RIDGEFIELD URBAN AREA COMPREHENSIVE PLAN

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

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

Relevant existing policies in the comprehensive plan include:

Land Use

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

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

LU-16 – Form neighborhood districts to help guide development of unique and distinctive neighborhoods. Development in districts would reflect their topographic, historical, economic, and natural features. Districts may be formed to relate to key amenities, such as parks, natural resources, schools, or commercial activities.

LU-18 – Land Use Reassessment: Assure consistency of overall land use and capital facilities plans by reevaluating Ridgefield’s land use plan when necessary to ensure adequate funding to provide necessary public facilities and services to implement the plan.

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

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

Housing

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

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

HO-2 – Residential Development Density: Encourage a mix of single family and multiple family housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 6000 square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and the like balances with some large lot single family residences.

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

Environment

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

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

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

Public Facilities

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

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

Transportation

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

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

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

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

Parks and Recreation

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

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

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

Public Involvement

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

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

Annexation

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

3.2 PARKS AND RECREATION COMPREHENSIVE PLAN

The 2020 Parks, Recreation & Open Space Plan (Parks and Rec Plan) outlines a community vision for Ridgefield that includes an interconnected system of parks, trails, and greenways to support a variety of recreation opportunities and contribute to the city's small-town character. The plan further proposes adjustments to the City's level of service standards for parks and recreation facilities to achieve community goals. The level of service standards for parks and recreation areas are outlined in Table 5.

Table 5. Parks and Recreation Facilities Level of Service Standards

Facility Type	Standard
Community Parks	6 acres per 1,000 people – standard is currently met, but 23 additional acres will be needed to serve future population.
Neighborhood Parks	1.56 acres per 1,000 people – standard is currently met and is projected to continue being met over the next ten years.
Trails	0.75 miles of trail per 1,000 people – standard is currently met, but additional trail corridors are needed to serve future population and improve connectivity (see Figure 11 for proposed trails within the study area).
Greenways	9.5 acres per 1,000 people – critical areas can strengthen and broaden the greenway system. Priority is to acquire land adjacent to City-owned greenways or to accommodate future trail connections.

Facility Type	Standard
Specialized Facilities (athletic fields)	1 baseball field per 3,000 people; 1 soccer field per 2,000 people; soccer fields will also accommodate football and lacrosse. The City is currently meeting this standard.

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

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

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

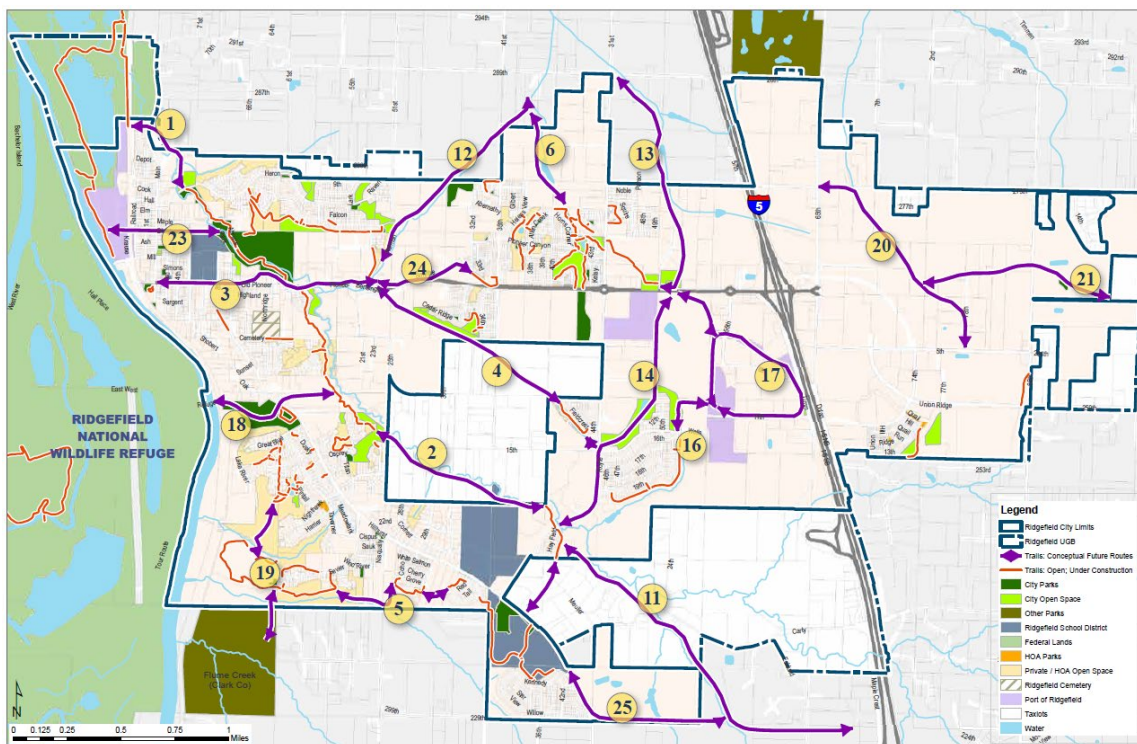


Figure 11. Potential Recreational Trails Map

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

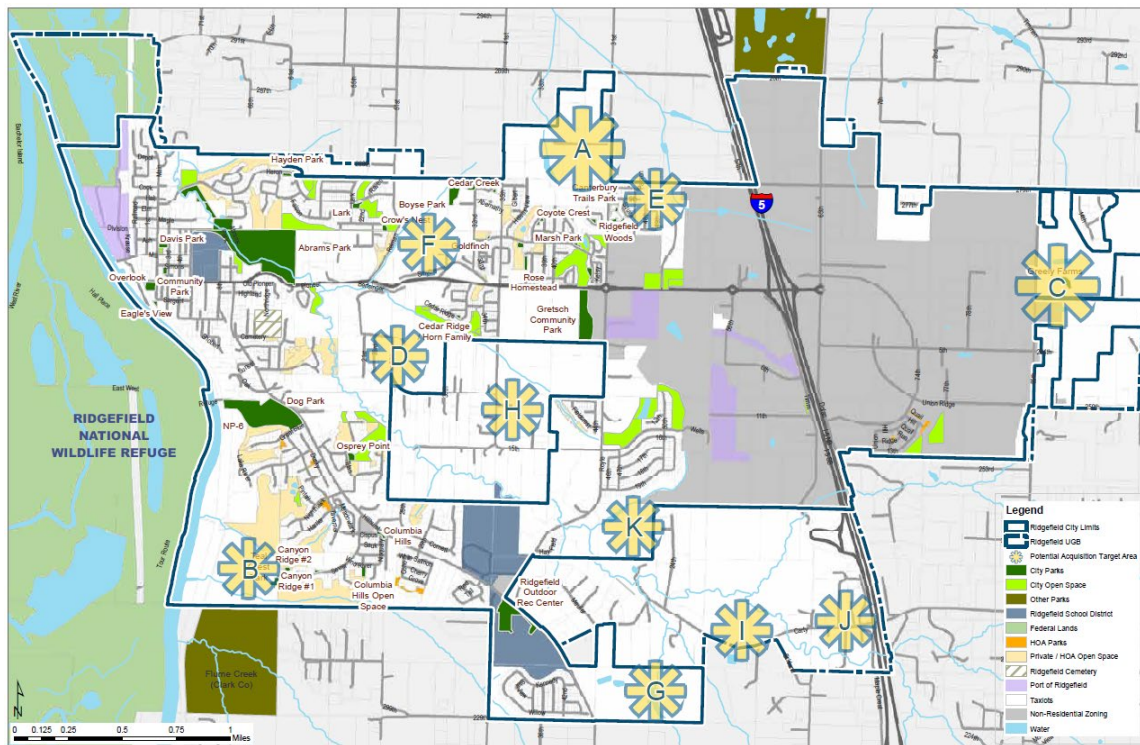


Figure 12. Park Acquisition Target Areas Map

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

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

City staff have identified trail and park system connectivity as a high priority throughout the city. In order to meet this objective, further identification of land to accommodate the proposed park and trail facilities is anticipated through this subarea planning process. In addition to maintaining natural areas, stakeholders also would like to maintain the rural and agricultural heritage of the area. Policy recommendations on lot sizes, on-site mitigation strategies, critical area regulations, and agricultural overlays to address these elements will be included in the subarea final report.

3.3 RIDGEFIELD DEVELOPMENT CODE

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

3.3.1 Zoning Code (RDC 18.210)

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

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

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

Table 6. Uses by Zone

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

P = Permitted outright

L = Limitations apply

C = Conditions apply

N = Not permitted

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

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

3.3.2 Urban Holding Overlay District (RDC 18.270)

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

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

3.3.3 Planned Unit Development Ordinance (RDC 18.401)

The PUD process is required for all developments in the RLD and Residential Medium Density (RMD) zones that include critical areas within project boundaries while the process is optional for all other developments. The purpose of the PUD ordinance is to provide flexibility in design and development standards, while allowing a mix of uses and promoting an interconnected system of open spaces, trails, public rights-of-way, and utility corridors. The requirements and standards set forth in the PUD ordinance encourage well-designed communities that include a mix of single-family and multifamily residential buildings. Additionally, commercial uses are potentially allowed in the RLD and RMD zones through the PUD process (RDC 18.401.030 B). The maximum ratio of developed commercial acreage to developed residential acreage cannot exceed 1:20 for RLD zones and 1:10 for the RMD zone.

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

3.3.4 Density Transfers (RDC 18.280.070)

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

4.0 KEY CONSIDERATIONS FOR SUBAREA PLAN

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

Land Use and Zoning

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

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

Parks and Open Space

- City staff have identified trail and park system connectivity as a high priority throughout the city. In order to meet this objective, identify land to accommodate any proposed neighborhood and community parks and trail facilities through the subarea planning process.
- Trail facilities should be adopted into the City's CFP, thereby incentivizing developers to complete these improvements.
- Create design and landscaping standards to maintain the feeling of open space and tree canopy in the area.

Critical Areas

- The sub area includes approximately 133 acres of critical areas, including wetlands, riparian habitat conservation areas, steep slopes, and a Category 2 CARA. The amount of critical areas contained within the subarea will affect future development and must be considered as a subarea concept plan is developed.
- In order to ensure no net loss of functions and values of critical areas, development of properties with critical areas will require a critical areas report prior to development.
- Limiting or prohibiting off-site mitigation as an option for future development would help ensure the natural areas in the subarea are preserved.
- Future development will likely require an archaeological predetermination and/or survey. Coordination with an archaeologist early in the development planning process is critical to preserving sensitive sites.

Utility Infrastructure and Capacity

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

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

Transportation Network and Capacity

- If annexed, future development will require compliance with the street-spacing standards, including a maximum block grid of 500 feet. A 10-foot wide bikeway/multipurpose trail can substitute for the street if topographic constraints make street extension impractical.
- Creating a separated bike and pedestrian path is one strategy to make Carty Road safer while promoting a variety of transportation options.
- Key planned projects for the Carty Road subarea are listed in Table 3. The planned transportation improvements are sufficient to serve the anticipated population increase.

5.0 NEXT STEPS

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

6.0 REFERENCES

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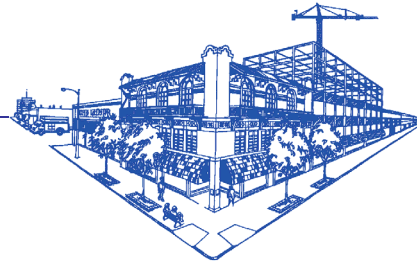
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APPENDIX C

Fiscal Impact Assessment

E. D. Hovee & Company, LLC

Economic and Development Services



MEMORANDUM

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

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

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

SUBAREA PROFILE

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

Carty Road Subarea Statistical Profile (2019)

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

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

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

POTENTIAL DEVELOPMENT CAPACITY

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

Carty Road Tax Assessed Valuation @ Build-out

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

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

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

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

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

VALUATION POTENTIAL WITH FUTURE DEVELOPMENT

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

Carty Road Potential Tax Assessed Valuation @ Build-Out

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

Source: E. D. Hovee & Company, LLC based on estimated build-out capacity and Zillow sampling of potentially comparable home sale transactions.

Estimates are preliminary, intended for illustrative purposes, and subject to change as the subarea planning process proceeds. All estimates are in 2019 dollars.

TAX RATE CONSIDERATIONS

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

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

Other differences in fiscal considerations are noted as having included:

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

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

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

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

UTILITY PROVISION

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

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

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

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

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

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

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

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

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

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

APPENDIX D

Estimated Trip Generation and Transportation Improvement Costs

Carty Road Sub Area Plan – Estimated Trip Generation and Costs

Trip Generation Estimate

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

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

TABLE 1: TRIP GENERATION ESTIMATE

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

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

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

Planned Improvements

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

TABLE 2: SUBAREA TRANSPORTATION PROJECTS

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

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: July 28, 2022

ITEM:

AGENDA ITEM TITLE: AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON
Amending Chapters Within Title 18 of the Ridgefield Municipal
Code

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

None.

ACTION OR MOTION:

None. Public hearing and first reading.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS: July 2022 RDC Amendments_Staff Report_CC (PDF)
Attachment A - July 2022 Ridgefield Development Code Text
Amendments_Council (PDF)

ORDINANCE NO. 1370**AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING CHAPTERS WITHIN
TITLE 18 OF THE RIDGEFIELD MUNICIPAL CODE**

WHEREAS, the Community Development department has reviewed the provisions within Title 18 for updates to assure that the provisions reflect current law and best practices for development and implement the Ridgefield Urban Area Comprehensive Plan; and

WHEREAS, the City of Ridgefield, located in Clark County, Washington, is required to plan under the Growth Management Act (GMA), Revised Code of Washington (RCW) Chapter 36.70A; and

WHEREAS, Ridgefield adopted the Ridgefield Urban Area Comprehensive Plan (RUACP), as amended, consistent with the GMA; and

WHEREAS, RCW 36.70A.040 and WAC 367-195-800 require jurisdictions planning under the GMA to adopt development regulations that are consistent with the adopted Comprehensive Plan and which implement the Comprehensive Plan policies goals and policies; and

WHEREAS, Title 18 of the Ridgefield Municipal Code (RMC) was established in 1995 by Ordinance 676 and amended thereafter, and is intended to implement the Ridgefield Comprehensive Plan; and

WHEREAS, the Ridgefield City Council passed additional resolutions after this time period that revised the development regulations, most recently including Ordinance No. 1352; and

WHEREAS, the Ridgefield Planning Commission, after conducting a public hearing on the proposed revisions to Title 18 on July 6, 2022, forwarded a recommendation to amend Title 18 to the City Council; and

WHEREAS, the City of Ridgefield submitted notice of the proposed Title 18 amendments to the Washington State Department of Commerce on July 1, 2022 consistent with RCW 36.70A; and

WHEREAS, consistent with WAC 197-11-340(2), on August 18, 2022 the City of Ridgefield issued a SEPA Determination of Non-significance (DNS) regarding the proposed Ridgefield Development Code update; and,

WHEREAS, the SEPA DNS public comment period expired on September 1, 2022 and the City addressed all comments received; and,

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading of the proposed amendments to Title 18 during a regularly scheduled City Council meeting held on July 28, 2022; and

WHEREAS, the Ridgefield City Council conducted a second ordinance reading on the proposed amendments to Title 18 during a regularly scheduled meeting held on September 8, 2022; and

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

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

Section 2. Amendments of Title 18 of the Ridgefield Municipal Code. The Ridgefield City Council hereby amends certain Chapters of Title 18 set forth below in Exhibit A, attached hereto and incorporated by this reference.

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

Section 4. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, zoning district names, ordinance numbering, section/subsection numbers and any references thereto.

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

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

Section 7. Effective Date. This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 8th DAY OF SEPTEMBER, 2022.

Jennifer Lindsay, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading/Passage: July 28, 2022

Second Reading/Passage: August 8, 2022

Date of Publication:

Effective Date:

EXHIBIT A:

Amendments to Title 18 of the Ridgefield Municipal Code



THE CITY OF RIDGEFIELD

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

Amendments to Title 18 of the Ridgefield Municipal Code City Council Staff Report July 28, 2022

BACKGROUND

The Community Development Department is proposing a series of amendments to Title 18 of the Ridgefield Municipal Code (RMC), also known as the Ridgefield Development Code (RDC). The purpose of the proposed amendments is to keep the code up-to-date and to address current development issues in order to better serve the Ridgefield community.

DISCUSSION

Types of Amendments

The proposed amendments intend to update the code to address issues identified when applying the existing code and issues anticipated for future projects in Ridgefield. For this round of updates, staff identified three types of proposed code amendments: housekeeping updates, minor policy changes, and major policy changes related to land division:

1. Housekeeping items: address clerical errors and clarify existing code language without substantive changes to the content.
2. Minor policy changes: add or modify content to strengthen the code with the goal to better implement the Ridgefield Comprehensive Plan (RUACP) and existing City policies and practices.
3. Major policy changes: introduce new or significantly altered processes or strategies to implement the RUACP.

Summary of Changes

The following table summarized the proposed changes; full text amendments are in Attachment A.

Housekeeping items:

<u>Code section(s)</u>	<u>Reason(s) for amendment</u>	<u>PC/public comments</u>
18.100.010 – “A” definitions	Clarify list of accessory structure examples and remove standards from definition.	None
18.205.030 – Uses - Limitations	Correct erroneous code references.	None

18.210.110 – Residential Low Density Districts – Fences and Walls		
18.715.070 – Exterior Lighting – Submittals		
18.740.060 – Fences and Walls – enforcement		
18.235.060.J – Special provisions for the RMUO – Open space requirements	Correct subsection numbering.	None
18.240.060.A – Employment Districts – Site and building design	Clarify language around what structures and uses need to be screened on an Employment site.	None
18.550.070 – Binding Site Plan – Allowance of bond for public improvements prior to approval of final binding site plan	Cross-reference new, detailed bonding and enforcement language proposed in RDC 18.401.120.	None
18.610.060 – Short Plats – Allowance of bond for public improvements in lieu of actual construction of improvements prior to approval of final short plat		
18.615.060 – Large Lot Plats – Allowance of bond for public improvements in lieu of actual construction of improvements		

prior to approval of final large lot plat		
18.620.070 - Preliminary plat - Allowance of bond in lieu of actual improvements prior to approval of final plat.		
18.610.060 - Short Plats - Allowance of bond for public improvements in lieu of actual construction of improvements prior to approval of final short plat	Correct required bond amount.	None
18.615.060 - Large Lot Plats - Allowance of bond for public improvements in lieu of actual construction of improvements prior to approval of final large lot plat		
18.720.030 - Off-street Parking and Loading - Number of spaces required	Clarify language around additional vs. alternative parking stall provisions.	None

Minor Policy Changes:

<u>Code section(s)</u>	<u>Reason(s) for amendment</u>	<u>PC/public comments</u>
18.210.120 - Residential Low Density Districts - Accessory structures and dwellings	Put standards removed from accessory structure definition in existing residential accessory structure code sections. Modify certain standards to encourage accessory structure compatibility with the whole site and improve application process for applicants and reviewers.	Consider higher maximum height for RV/boat garages, but still limit the maximum height to the height of the primary structure.
18.220.130 - Residential Medium		

Density District – Accessory structures and dwellings		
18.230.055.C.1 – Commercial building design and features – mass and scale	Apply large format building design standards to all permitted buildings in the commercial zones, not just those with retail uses.	None
18.401.120 – Planned Unit Developments – Bonding and enforcement	Revise and consolidate codified bonding procedures to reflect current practice and improve enforcement capabilities.	None
18.610.010 – Short Plats – Short subdivision (plat) provisions	Make pre-application conferences optional for short plats and large lot plats.	None
18.615.010 – Large Lot Plats – Large lot plat provisions		
18.620.070 – Preliminary plat – Allowance of bond in lieu of actual improvements prior to approval of final plat.	Match policy to practice for which staff reviews and approves work.	None

Major Policy Changes:

<u>Code section(s)</u>	<u>Reason(s) for amendment</u>	<u>PC/public comments</u>
18.205.020 – Uses-Master use table	Disallow multifamily residential as a limited conditional use in the CNB, CCB, and E zones. As a result, no new residential uses would be permitted in commercial or employment zones without the application of a mixed-use overlay.	Clarify that upper story residential could still be allowed in non-residential base zones through Council approval of the RMUO, or a base zone change.
18.205.030 – Uses – Limitations		
18.755.060 – Erosion Control –	Create enhanced erosion controls requirements.	None

specific requirements		
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PLANNING COMMISSION

Planning Commission held a public hearing on the proposed code amendments on July 6, 2022. No public testimony was received. Commissioners discussed and asked questions about the amendments, as noted in the preceding table.

Planning Commission voted to recommend approval of the proposed code amendments, updated to consider increased maximum height for boat and RV garages, to Council.

PROCESS

<u>Date</u>	<u>Milestone</u>
June 22, 2022	Notice of public hearing published
July 6, 2022	Planning Commission public hearing
July 14, 2022	Notice of public hearing published
July 28, 2022	City Council public hearing and 1 st reading
September 8, 2022	City Council public meeting and 2 nd reading/adoption

ATTACHMENTS

- A. Attachment A – July 2022 Ridgefield Development Code Text Amendments_Council

Housekeeping Amendments		
Section	Text	Reason
18.100.010 "A" definitions	Accessory structure. A structure that is incidental and subordinate to the principal building located on the same lot. Accessory structures are not designed for human habitation and are not synonymous with accessory dwelling units (ADU) which are governed by RDC 18.206.030. Accessory structures include, but are not limited to, garages, fences , mechanical structures, garden structures, detached decks, and stairways, tennis courts, swimming pools, greenhouses, storage buildings. In addition to the development standards set forth in RDC 18.210.120 and RDC 18.220.130, accessory structures may not exceed twenty-four feet in height. In addition to the building permit requirements, any accessory structures greater than one hundred twenty square feet in low-density residential districts shall be visually compatible with the principal building.	Remove fences from definition to avoid confusion; fences have their own standards and procedures. Clarify that decks and stairways are only accessory structures if they are detached from the primary structure. Move standards out of definition.
18.205.030 Uses - Limitations	AA. Recreational Vehicle (Single). Persons may occupy a recreational vehicle (RV), parked on a lot, for up to two weeks per year with the permission of the property owner. The following standards apply: 6. Unoccupied RVs may be parked off-street in any zone in parking areas meeting the requirements of RDC 18.720. In the RLD zones, RV parking is subject to the provisions of RDC 18.210.030.C.3 <u>RDC 18.210.080</u> .	Incorrect reference.
18.210.110 Residential Low Density Districts – Fences and walls	A. In addition to the provisions of Chapter 18.740, the following special provisions shall apply. 1. The maximum height of fences located along a property line is six feet, subject to the sight clearance provisions of Section 2-152.16 of the city engineering standards. The maximum height of fences and walls located between the front yard building setback line and the front property line is three feet, six inches high.	Incorrect reference.
18.235.060.J Special provisions for the RMUO – Open Space Requirements	4. Open space areas shall be in high pedestrian traffic locations within the development such as along street frontages, on lot corners, along internal or external pedestrian connections, or near building entrances. Open space areas shall not be located in isolated or undevelopable space where low pedestrian traffic is anticipated. 4- 5. Open space areas must be accessible by internal and/or external pedestrian connections as required by RDC 18.230.050.D.	Numbering repeated; fix and renumber following items.
18.240.060.A Employment Districts – Site	7. The following accessory structures <u>and uses</u> shall be screened by a fence or landscaping to a value of eighty percent year-round opacity from	The items listed in 7(a) are uses, not structures.

and building design	public view along an arterial, minor arterial or collector street: - All on-site service areas, loading zones, outdoor storage areas, garbage collection, recycling areas, and similar activities. - Utility vaults, ground-mounted mechanical units, trash receptacles and other similar structures. - Satellite dishes or pedestrian-oriented waste receptacles along walkways are not required to comply with this standard.	
18.550.070 Binding Site Plan – Allowance of bond for public improvements prior to approval of final binding site plan	D. The applicant shall <u>comply with the bonding requirements in RDC 18.401.120. provide the city with a maintenance bond with a two-year term valued at twenty percent of the actual construction costs, subject to review and approval by the director of public works.</u>	Reference new, detailed language proposed in RDC 18.401.120.
18.610.060 Short Plats – Allowance of bond for public improvements in lieu of actual construction of improvements prior to approval of final short plat	B. The bond or other method of security shall be subject to approval by the city engineer prior to approval of the short plat by the administrator. In no case shall the amount of the bond or other method of security be less than one hundred <u>fifty-twenty</u> percent of the actual estimated cost of the improvements. D. The applicant shall <u>comply with the bonding requirements in RDC 18.401.120. provide the city with a maintenance bond with a two-year term valued at twenty percent of the actual construction costs, subject to review and approval by the director of public works.</u>	The amount is 120 percent elsewhere in the code and in practice. Reference new, detailed language proposed in RDC 18.401.120
18.615.060 Large Lot Plats - Allowance of bond for public improvements in lieu of actual construction of improvements prior to approval of final large lot plat	B. The bond or other method of security shall be subject to approval by the city engineer prior to approval of the short plat by the administrator. In no case shall the amount of the bond or other method of security be less than one hundred <u>fifty-twenty</u> percent of the actual estimated cost of the improvements. D. The applicant shall <u>comply with the bonding requirements in RDC 18.401.120. provide the city with a maintenance bond with a two-year term valued at twenty percent of the actual construction costs, subject to review and approval by the director of public works.</u>	The amount is 120 percent elsewhere in the code and in practice. Reference new, detailed language proposed in RDC 18.401.120
18.620.070 Preliminary plat – Allowance of	F. The applicant shall <u>comply with the bonding requirements in RDC 18.401.120. provide the city with a maintenance bond with a two-year term valued at</u>	Reference new, detailed language proposed in RDC 18.401.120

bond in lieu of actual improvements prior to approval of final plat.	twenty percent of the actual construction costs, subject to review and approval by the director of public works.	
18.715.070 Exterior Lighting - Submittals	A. All site plan applications for development including the installation of exterior lighting fixtures shall meet the requirements of RDC 18.500.040 and demonstrate compliance with the requirements of this Chapter.	RDC 18.500.040 does not include requirements, and in fact directs the user back to the requirements in RDC 18.715.070.
18.720.030 Off-Street Parking and Loading – Number of spaces required	A. Residential, Group Residential and Temporary Lodging. All uses shall require a minimum of one space per dwelling or per unit, with the following additional <u>and alternative</u> provisions: 1. Single-family, manufactured homes and duplex dwellings: maximum of six parking spaces. For PUD subdivisions with narrow single-family lots, see RDC 18.401.075. 2. Home occupation: no minimum. 3. Community residential facility: minimum of one space per seven residents served under age of twelve; one space per five residents served, ages twelve to seventeen; one space/four residents served, ages eighteen years or older. 4. Bed and breakfast and hotel/motel: minimum of one additional space for the manager. 5. Accessory dwelling unit: one minimum, except no space is required where on-street parking is available abutting the lot. B. Retail/Service. All uses shall require a minimum of one space per three hundred fifty square feet of gross floor area, with the following additional <u>and alternative</u> provisions: 1. General retail trade/services: Maximum of one space per two hundred square feet of gross floor area. 2. Retail stores and outlets selling bulky items, such as furniture, appliances, etc; minimum of one space per four hundred square feet of gross floor area; maximum of one space per three hundred square feet.	Some provisions listed are additional, but some are alternative.

	3. Motor vehicle related uses: minimum of one space per seven hundred fifty square feet of gross floor area. 4. Eating and drinking establishments: minimum of one space per two hundred square feet of gross floor area. 5. Daycare facilities: minimum of one space per two hundred square feet of gross floor area 6. Funeral home, crematory: minimum of one space per four hundred square feet of floor area. 7. Veterinary clinic and hospital: minimum of one space per two hundred square feet of gross floor area. 8. Electric vehicle infrastructure: no minimum. C. Employment. All uses shall require a minimum of one space per seven hundred fifty square feet of gross floor area, with the following additional <u>and alternative</u> provisions: 1. General office: minimum of one space per three hundred square feet of gross floor area; maximum of one space per two hundred square feet. 2. Research and development: minimum of one space per six hundred feet of gross floor area. 3. Light manufacturing: minimum of one space per five hundred square feet of gross floor area. 4. Warehousing: minimum of one space per two thousand square feet of gross floor area. 5. Freight/cargo movement and storage: minimum of one space per two thousand square feet of gross floor area. D. Entertainment and Recreation. All uses shall require a minimum of one space per four hundred square feet of gross floor area, with the following <u>additional alternative</u> provisions: 1. Indoor entertainment: bowling alleys shall have a minimum of five spaces per lane, or one space per four hundred square feet, whichever is less.	
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	2. Outdoor performance center: minimum of one space per four seats or eight feet of bench length, or one space per four hundred square feet, whichever is less. 3. Parks and trails: to be determined by the public works director. E. Education and Culture. All uses shall require a minimum of one space per two hundred square feet of gross floor area, with the following additional <u>alternative</u> provisions: 1. Elementary and middle schools: minimum of one space per employee, teacher or staff plus one space per fifteen students. 2. High school: minimum of one space per employee, teacher or staff plus one space per ten students. 3. Cultural institutions: minimum of one space per four hundred square feet of gross floor area. 4. Conference center: minimum of one space per four persons maximum occupancy load.	
18.740.060 Fences and Walls - Enforcement	The provisions of this chapter are enforceable pursuant to Chapter 18.390 <u>18.395</u> .	Incorrect reference.

Minor Policy Changes		
Section	Text	Reason
18.210.120 Residential Low Density Districts – Accessory structures and dwellings	A. Accessory structures and dwellings must meet the lot requirements and dimensional standards in RDC 18.210.030 with the following exceptions: 1. Garages Height. a. Detached garages <u>Accessory structures other than recreational vehicle garages</u> shall not exceed the lesser of <u>the lesser of</u> eighteen feet in height or the height of the primary structure. b. See RDC Chapter 18.206 for other garage standards. <u>Recreational vehicle garages shall not exceed the lesser of twenty-four feet in height or the height of the primary structure.</u> 2. One uninhabited freestanding structure less than ten feet high and 200 square feet in footprint area, such as a storage shed or	Put standards removed from accessory structure definition in existing residential accessory structure code sections. Modify certain standards to encourage accessory structure compatibility with the whole site and improve application process for applicants and reviewers. <u>Green text</u> updated since July 6 Planning Commission hearing.

	greenhouse, may be located within the required rear or side yard setback, provided: a. The structure shall retain a fire separation distance as specified in adopted building codes. b. The structure shall be set back at least five feet farther than the house from any street if the structure is located in the side yard. 2. <u>Setbacks.</u> a. <u>One uninhabited freestanding structure up to ten feet high and 120 square feet in footprint area, such as a storage shed or greenhouse, may be located within the required rear or side yard setback, provided:</u> i. <u>The structure shall be located a minimum of three feet from property lines with eaves no greater than twelve inches.</u> ii. <u>The structure shall retain a five-foot fire separation distance from other structures as specified in adopted building codes.</u> iii. <u>The structures shall be setback at least five feet farther than the front façade of the house if the structure is located in the side yard. For corner lots, the structure shall be set back a minimum of ten feet farther than the front façade of the house on the street side, or outside of the Sight Obstruction area pursuant to Section 2.16 of the Engineering Standards.</u> <u>B. Accessory structures greater than 120 square feet shall be visually compatible with the primary structure.</u> <u>BC.</u> Accessory structures and dwellings are only permitted as accessory uses to a primary use, and must be located on the same parcel as the primary use. <u>CD.</u> Accessory dwellings <u>units</u> are <u>further</u> regulated by RDC <u>18.205.020</u>, RDC <u>18.205.030</u> and RDC <u>18.206.030</u>.	
<u>18.220.130</u> Residential Medium Density District – Accessory	A. Accessory structures must meet the dimensional standards in RDC 18.220.030, <u>with the exceptions in RDC 18.210.120.</u> 1. <u>Detached garages shall not exceed eighteen feet in height.</u> Multistory parking structures are	

structures and dwellings	exempt from this the eighteen-foot maximum height requirement <u>in RDC 18.210.120.</u> <u>B. Accessory structures greater than 120 square feet shall be visually compatible with the primary structure.</u> B.C. Accessory structures are only permitted as accessories to primary dwelling units <u>accessory uses to a primary use and must be located on the same parcel as the primary use.</u> C.D. <u>Accessory Dwellings. See RDC 18.205.020, Master Use Table, and RDC 18.205.030, Limitations. Accessory dwelling units are regulated by RDC 18.205.020, RDC 18.205.030, and RDC 18.206.030.</u>	
<u>18.230.055.C.1</u> Commercial building design and features – Mass and scale	e. Additional standards for large format uses in any zone. Individual retail uses with at least fifty thousand square feet of gross floor area or a façade greater than one hundred fifty feet in width shall provide: i. Prominent entry. The building front shall integrate a prominent entry feature combining substantial roofline modulation with vertical building modulation and a distinctive change in materials and/or colors. ii. Roofline modulation. The minimum vertical dimension of roofline modulation is the greater of six feet or 0.3 multiplied by the wall height (finish grade to top of the wall). iii. Façades wider than three hundred feet shall incorporate at least two entry/articulation features (if there is only one entry, the second feature may be less prominent).	Apply large format building design standards to all permitted buildings in the commercial zones, not just those with retail uses.
<u>18.401.120</u> Planned Unit Developments – Bonding and enforcement	A. No final PUD, or a phase thereof, shall be implemented until the applicant files with the planning director a bond approved by the city, executed by a surety company authorized to do business in the state, or other equivalent security approved by the city attorney, in an amount equal to the city engineer's estimate of the cost of all public improvements, improvements made in the common open space, utilities and all landscaping portions of the final PUD, conditioned upon the permittee's completion of such portions of the project according to the approved final PUD and provisions of this chapter, and, in addition, providing that no change, extension of time, alteration or addition to the project will in any way affect the obligation on the bond. Such	Revise and consolidate codified bonding procedures to reflect current practice and improve enforcement capabilities. Re-letter sections.

	bond, or an additional bond or other equivalent security, shall also be conditioned upon full restoration of the site in the event that grading, clearing or any other site preparation or work is begun and abandoned, and in the determination of the city, it will better serve the public health, welfare and safety to restore the site rather than to require completion of public improvements, utilities and landscaping. B.A. <u>Before Prior to final</u> acceptance by the city of any <u>public</u> improvements, the developer shall file a warranty bond or other suitable security in a form approved by the city attorney and in an amount to be determined approved by the city engineer, <u>but no less than twenty percent of the cost of all public and private improvements</u>, guaranteeing the repair or replacement of any improvement which proves defective within a minimum two-year time period after final acceptance of the improvements by the city. The city shall withhold acceptance of the <u>public</u> improvements until any required security for completion is filed. <u>1. Private improvements under this subsection are defined as any improvements that are to be maintained by future lot owners in common.</u> C. Prior to the issuance of any building permit, the developer shall furnish a performance bond to the city equal to a minimum of one hundred fifty percent of the cost of installation of the approved landscaping, such bond to be maintained until all landscaping is completed. A bond shall be provided for the maintenance of such landscaping for a period of three years thereafter. Such landscaping maintenance bond may be waived if another acceptable maintenance arrangement is ensured, such as mandated responsibility by homeowners' association or through condominium bylaws. D.B. If the PUD is to be developed in stages, sureties required by this subsection shall be required for the complete each <u>each</u> phase <u>prior to final acceptance of any public improvement constructed as part of that phase.</u> E.C. The city may enforce the bonds or other security required by this section according to their terms, pursuant to any and all legal and equitable remedies. In addition, any bond or other security filed pursuant to this section shall be subject to enforcement in the following manner: 1. In the event the improvements are not completed as required, or warranty is not	
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	performed satisfactorily, the city engineer shall notify the property owner <u>developer</u> and the guarantor in writing which shall set forth the specific defects which must be remedied or repaired and shall state a specific time by which such shall be completed. 2. In the event repairs or warranty are not completed as specified in the notice referred to in subsection (E)(1) of this section by the specified time, the city may proceed to repair the defect or perform the warranty by other force account, using city forces, or by private contractor. Upon completion of the repairs or maintenance, the cost thereof, plus interest at twelve percent per annum, shall be due and owing to the city from the owner and grantor <u>developer and guarantor</u> as joint and several obligation. In event the city is required to bring suit to enforce maintenance, the developer shall be responsible for any costs and attorneys' fees incurred by the city as a result of the action.	
18.610.010 Short Plats – Short subdivision (plat) provisions	B. Administration and application. 1. Pre-application review is <u>may be</u> required.	Per RDC 18.310.030.B, pre-application review is required for some types of Type II applications. Per 18.610 and 18.615, preliminary short plat and preliminary large lot plat require pre-app review. In practice, requiring a pre-app for short plats is discretionary based on the complexity of the project. Large lot plats similarly can be simple to the point that requiring a pre-app is disproportionate.
18.615.010 Large Lot Plats – Large lot plat provisions	C. Administration and application. 1. Pre-application review is <u>may be</u> required.	
18.620.070 Preliminary plat – Allowance of bond in lieu of actual improvements prior to approval of final plat.	A. As an alternative to construction of required public improvements prior to final plat approval, the subdivider shall provide a surety bond or other secure method acceptable to the city council <u>finance director</u> which provides for and secures the city the actual construction of the public improvements.	Match policy to practice for which staff reviews and approves work.
	C. An application for use of a surety bond or other method of security shall be made to the city clerk <u>engineer</u> and shall describe the method of security to be provided and the estimated cost of the required improvements. The application including the estimated cost of improvements and the general terms of the security agreement shall be subject to review and approval by the city clerk <u>engineer</u> who shall notify the	

	subdivider of tentative approval or rejection of the application within fourteen days after its filing.	
	E. After tentative approval of an application has been given by the city clerk <u>engineer</u> as provided in subsection C of this section, the subdivider shall submit the bond or other method of security to the planning-finance director for final review and recommendations thereon to the city council. The city council shall take action to accept or reject the proposed bond or other method of security prior to taking formal action on the final plat and approval.	

Major Policy Changes																
Section	Text					Reason										
18.205.020 Uses- Master use table	Table 18.205.020-1 <table><tr><th>SPECIFIC LAND USE</th><th>CNB</th><th>CCB</th><th>CRB</th><th>E</th></tr><tr><td>Multifamily residential (RDC 18.206.070)</td><td>CL</td><td>CL</td><td></td><td>CL</td></tr></table>					SPECIFIC LAND USE	CNB	CCB	CRB	E	Multifamily residential (RDC 18.206.070)	CL	CL		CL	Disallow multifamily residential as a limited conditional use in the CNB, CCB, and E zones (already prohibited in the CRB zone). As a result, no new residential uses would be permitted in commercial or employment zones without the application of a mixed-use overlay. In 18.205.030.W, renumber following sections.
SPECIFIC LAND USE	CNB	CCB	CRB	E												
Multifamily residential (RDC 18.206.070)	CL	CL		CL												
18.205.030 Uses - Limitations	W. Multifamily Residential. 1. In the CNB, CCB, and E zones, residential uses are allowed conditionally. Residential uses are limited to upper stories and shall achieve a minimum density of eight dwelling units per acre and a maximum density of sixteen dwelling units per acre.															
18.755.060 Erosion Control – Specific requirements	A. Construction Access Route. Construction vehicle access shall be limited to one route. Additional accesses must be approved by the <u>public works</u> director. Access points shall be stabilized with quarry spall or crushed rock to minimize the tracking of sediment, mud or debris onto public roads. <u>D. Stabilization Requirement for Sensitive Areas. During the period from October 15th to April 30th no soil on slopes greater than 25 percent or within 100 feet of a stream or wetland shall be exposed. Such areas shall be stabilized by vegetation and shall be seeded no later than October 1st. If the area is proposed to be paved the area may be stabilized with crushed aggregate.</u> <u>E. Maximum Disturbed Area. During the period from October 15th to April 30th. No development shall have more than two disturbed acres unless approved by the public works director in writing following a full inspection of all BMPs. Any such approval shall be</u>					Create enhanced erosion control standards for the rainy season. Re-letter following sections after (E).										

	<u>revocable at the director's or designees' discretion. Multiple phases of a development are considered one development unless phases are owned by separate entities and are under construction by the different contractors.</u>	
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