



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, April 11, 2019
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 March 28, 2019 Meeting**

IV. PRESENTATION

- 1. Commission on Aging Annual Update**

V. BUSINESS

- 1. Ordinance No. 1289 – First Reading of 2019 Budget Amendment - Kirk Johnson, Finance Director**
- 2. Motion - Approval of Union Ridge Ranch Final Plat - Steve Stuart, City Manager**
- 3. Motion - Approval of Cloverhill Phase 4 Final Plat - Steve Stuart, City Manager**
- 4. Motion - Approval of Royal Terrace Final Plat (Cloverhill Phase 5A/B) - Steve Stuart, City Manager**

VI. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and First Reading of Ordinance No. 1290 - Ridgefield Municipal Code Updates 2019 - Part 1 - Steve Stuart, City Manager**

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: April 11, 2019
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

RECOMMENDED ACTION OR MOTION:

Staff recommends Council 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: April 11th 2019 Claims Report (PDF)

City of Ridgefield
Claims Payment Report
For Approval on: April 11th, 2019

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ACCELA INC.	2779	INV-ACC44329	Public Works	Customer Web Payments	325.00
ACCELA INC. Total					325.00
ADVANCED ELECTRIC SIGNS	3291		5253 Genl Govt/Facilities	Public Hearing Sign Inserts	173.44
ADVANCED ELECTRIC SIGNS Total					173.44
ADVANCED EXCAVATING SPECIALISTS LLC	2066	2066-18080-1	Public Works	S. 8th Avenue Improvements	239,923.13
ADVANCED EXCAVATING SPECIALISTS LLC Total					239,923.13
ARAMARK UNIFORM SERVICES	32	863893514	Genl Govt/Facilities	City Hall/PW/CDD/PD	7.09
			Public Safety	City Hall/PW/CDD/PD	4.47
			Public Works	City Hall/PW/CDD/PD	3.90
			Community Development	City Hall/PW/CDD/PD	3.93
		863903659	Genl Govt/Facilities	PW Uniforms and Floor Mats	2.37
			Public Works	PW Uniforms and Floor Mats	44.18
			Community Development	PW Uniforms and Floor Mats	10.06
		863903660	Genl Govt/Facilities	Floor Mats - City Hall/PW/CDD/PD	7.09
			Public Safety	Floor Mats - City Hall/PW/CDD/PD	4.47
			Public Works	Floor Mats - City Hall/PW/CDD/PD	3.90
			Community Development	Floor Mats - City Hall/PW/CDD/PD	3.93
		863893513	Genl Govt/Facilities	PW Uniforms and Floor Mats	2.36
			Public Works	PW Uniforms and Floor Mats	43.89
			Community Development	PW Uniforms and Floor Mats	10.06
ARAMARK UNIFORM SERVICES Total					151.70
BSN SPORTS LLC	3032	904681002	Public Works	RORC Windscreen	867.20
BSN SPORTS LLC Total					867.20
CALPORTLAND COMPANY	3119	94086400	Public Works	RORC Supplies	1,103.10
CALPORTLAND COMPANY Total					1,103.10
CHMELIK SITKIN & DAVIS	3294	92468	#N/A	Park Laundry Remediation Evaluation	7,188.73
CHMELIK SITKIN & DAVIS Total					7,188.73
CLARK AND SONS EXCAVATING INC.	2848	2848-2019-8	Public Works	Cemetery Booster Pump Station	41,223.67
CLARK AND SONS EXCAVATING INC. Total					41,223.67
CLARK COUNTY	102	CI000287	Public Safety	2nd Qtr. 2019 Cresa Per Capita Fees	2,138.25
		CI000254	Judicial	Jan 2019 Supervisions & Pretrials	323.82
		CI000365	Public Safety	2nd Qtr. 2019 Cresa Operations/Radio Fees	20,289.75
		CI000422	Judicial	Feb 2019 Supervisions & Pretrials	428.94
CLARK COUNTY Total					23,180.76
CLARK PUBLIC UTILITIES	110	7206-555-0-20190411	Public Works	109 W Division St - Electricity	241.98
		7206-648-3-20190411	Public Works	Municipal Lighting Lease	6,590.23

Attachment: April 11th 2019 Claims Report (Approval of Claims And/OR Payroll)

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CLARK PUBLIC UTILITIES	110	7206-580-8-20190411	Public Works	301 N 3rd Ave	72.02
			Community Development	301 N 3rd Ave	72.01
		7206-578-2-20190411	Genl Govt/Facilities	230 Pioneer Ave	176.68
		7206-694-7-20190411	Public Works	255 S 56th Pl - Electricity	1,672.98
		7206-552-7-20190411	Public Works	214 S Riverview Dr	97.35
		7206-645-9-20190411	Public Works	N Abrams Park/E Division	238.71
		7206-644-2-20190411	Public Works	City Park/Water Well	1,731.44
		7206-643-4-20190411	Public Works	400 N Abrams Park Rd	1,256.47
		7206-605-3-20190411	Public Works	N 1st Cir & N 65th Ave - Park & Ride	76.13
		7206-456-1-20190411	Public Safety	116 N Main Avenue	288.91
CLARK PUBLIC UTILITIES Total					12,514.91
CLEAN WORLD MAINTENANCE INC	3105	43138	Genl Govt/Facilities	March 2019 Janitorial Service	406.78
			Public Safety	March 2019 Janitorial Service	230.40
			Public Works	March 2019 Janitorial Service	169.99
			Community Development	March 2019 Janitorial Service	10.37
CLEAN WORLD MAINTENANCE INC Total					817.54
COLF CONSTRUCTION LLC	2984	2984-2019-13	Public Works	RORC Construction	34,064.70
COLF CONSTRUCTION LLC Total					34,064.70
COLUMBIAN PUBLISHING	116	9945	Genl Govt/Facilities	Municipal Code Updates/Dev Code Updates	223.20
COLUMBIAN PUBLISHING Total					223.20
COMDATA NETWORK INC.	1101	20312902	Genl Govt/Facilities	CDD/PW Fuel XN 173	91.24
			Public Works	CDD/PW Fuel XN 173	1,268.06
			Community Development	CDD/PW Fuel XN 173	321.12
		20312886	Public Safety	PD Fuel XN795	1,030.57
COMDATA NETWORK INC. Total					2,710.99
DEPARTMENT OF LABOR AND INDUSTRIES	2762	310410	Genl Govt/Facilities	Boiler/Pressure Vessel Inspections	25.79
			Public Safety	Boiler/Pressure Vessel Inspections	24.23
			Public Works	Boiler/Pressure Vessel Inspections	126.27
			Community Development	Boiler/Pressure Vessel Inspections	25.25
DEPARTMENT OF LABOR AND INDUSTRIES Total					201.54
DEPARTMENT OF LICENSING	154	RG0000326-2019	Genl Govt/Facilities	CPL Renewal - Barnes	18.00
DEPARTMENT OF LICENSING Total					18.00
EASTSIDE STEEL INC.	3134	2-253393	Public Works	Streets Supplies	73.71
EASTSIDE STEEL INC. Total					73.71
EFFICIENT COMMUNICATION SOLUTIONS	2126	25057	Information Technology	Telephone System Upgrade	888.88
EFFICIENT COMMUNICATION SOLUTIONS Total					888.88
ESI CONSTRUCTORS INC	3288	COM-19-0013	Genl Govt/Facilities	Refund COM-19-0013	246.10
ESI CONSTRUCTORS INC Total					246.10
FASTENAL COMPANY	1491	WAWOA75345	Genl Govt/Facilities	Shop Supplies	1.73
			Public Works	Shop Supplies	24.00

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FASTENAL COMPANY	1491	WAWOA75345	Community Development	Shop Supplies	1.13
FASTENAL COMPANY Total					26.86
FENCES FOR FIDO	3295	228948	Public Works	Tax & Delivery Reimbursement for Dog Park Bark	173.60
FENCES FOR FIDO Total					173.60
GARRETT SIGN CO	3289	COM-19-0020	Genl Govt/Facilities	Refund for payment collected. No permit required.	246.10
GARRETT SIGN CO Total					246.10
GISI MARKETING GROUP	2811	151412	Genl Govt/Facilities	BF 2019 - Buttons	604.87
		151448	Genl Govt/Facilities	May Day Handbills	372.90
GISI MARKETING GROUP Total					977.77
GROVER ELECTRIC AND PLUMBING	210	HA88109	Genl Govt/Facilities	PW Shop Supplies	1.17
			Public Works	PW Shop Supplies	16.28
			Community Development	PW Shop Supplies	0.77
		HA88031	Genl Govt/Facilities	PW Shop Supplies	18.27
			Public Works	PW Shop Supplies	253.86
			Community Development	PW Shop Supplies	11.96
GROVER ELECTRIC AND PLUMBING Total					302.31
HAMER ELECTRIC INC	213	41833	Public Works	Electrical Services	428.72
HAMER ELECTRIC INC Total					428.72
HARRY'S LAWN AND POWER EQUIPMENT	214	155580	Public Works	Storm Equipment Maint.	264.98
		155579	Public Works	Storm tools	546.34
HARRY'S LAWN AND POWER EQUIPMENT Total					811.32
HOLLY K. CHAMBERLAIN	3287	RIDGEFIELD	Genl Govt/Facilities	City Hall Landmark Nomination	2,500.00
HOLLY K. CHAMBERLAIN Total					2,500.00
HOME DEPOT CREDIT CARD SERVICES	1805	5520902	Public Works	Parks Supplies	41.51
HOME DEPOT CREDIT CARD SERVICES Total					41.51
HYDRAULIC SERVICE INC	3286	42262	Genl Govt/Facilities	Mini Excavator Maintenance	33.19
			Public Works	Mini Excavator Maintenance	461.26
			Community Development	Mini Excavator Maintenance	21.73
		42290	Public Works	Parks/Street Equip. Maint.	227.46
HYDRAULIC SERVICE INC Total					743.64
J.L. STOREDAHL AND SONS	558	269695	Genl Govt/Facilities	PW Shop Supplies - 3/4 Rock	13.93
			Public Works	PW Shop Supplies - 3/4 Rock	193.59
			Community Development	PW Shop Supplies - 3/4 Rock	9.12
		269096	Genl Govt/Facilities	Crushed Rock	13.91
			Public Works	Crushed Rock	193.30
			Community Development	Crushed Rock	9.11
		269343	Genl Govt/Facilities	Crushed Rock	14.61
			Public Works	Crushed Rock	202.97
			Community Development	Crushed Rock	9.56
J.L. STOREDAHL AND SONS Total					660.10

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JAMES STRICKLER	489	0489-20190412	Public Works	Mileage Reimb. - WOW Conference - Strickler	169.36
JAMES STRICKLER Total					169.36
JEFF NEUBERT	3290	099275	Public Works	Reimbursement for Street Tree Purchase	911.65
JEFF NEUBERT Total					911.65
KIRK JOHNSON	1716	1716-201904-01	Finance	Mileage and Valet Tip Reimbursement - Johnson	170.88
KIRK JOHNSON Total					170.88
LAKESIDE INDUSTRIES	264	80945	Public Works	Streets - EZ Street Asphalt	1,093.30
		80116	Public Works	Pavement for Streets	538.34
		80946	Public Works	Water - 1/2" 3-30 ESAL	399.89
LAKESIDE INDUSTRIES Total					2,031.53
LEE KNOTTNERUS	1765	1765-20190405	Human Resources	Meals Per Diem	183.00
LEE KNOTTNERUS Total					183.00
LES SCHWAB TIRES WOODLAND	272	36900551514	Genl Govt/Facilities	Vehicle Maint 10 Yrd Dump Truck	2.58
			Public Works	Vehicle Maint 10 Yrd Dump Truck	35.84
			Community Development	Vehicle Maint 10 Yrd Dump Truck	1.69
LES SCHWAB TIRES WOODLAND Total					40.11
M JULIETA RUBIO ROMERO	2164	2164-201904-01	Finance	Reimb. - Lodging/trans. - Rubio Romero	553.09
		2164-20190412	Finance	Mileage Reimb. - Leadership Training - RubioRomero	178.64
M JULIETA RUBIO ROMERO Total					731.73
MARCUS MORALES	3293	3293-2019	Genl Govt/Facilities	Park Deposit Refund - Morales	100.00
MARCUS MORALES Total					100.00
MASONS SUPPLY COMPANY	2051	6033583-00	Genl Govt/Facilities	Wedge Anchor - RACC Safe Installation	3.55
MASONS SUPPLY COMPANY Total					3.55
MICHELLI MEASUREMENT GROUP LLC	2264	45466	Public Safety	PD Scale/Calibration Service	324.12
MICHELLI MEASUREMENT GROUP LLC Total					324.12
NAPA AUTO PARTS	498	108824	Genl Govt/Facilities	Vehicle Maint	10.38
			Public Works	Vehicle Maint	106.09
			Community Development	Vehicle Maint	1.69
		109545	Genl Govt/Facilities	PW Dump Truck Repair	13.58
			Public Works	PW Dump Truck Repair	188.69
			Community Development	PW Dump Truck Repair	8.89
		107936	Genl Govt/Facilities	Vehicle Maint	3.22
			Public Works	Vehicle Maint	59.27
			Community Development	Vehicle Maint	0.25
		109259	Genl Govt/Facilities	Dump Truck Repair	8.18
			Public Works	Dump Truck Repair	113.61
			Community Development	Dump Truck Repair	5.35
		109547	Genl Govt/Facilities	PW Dump Truck Repair	5.30
			Public Works	PW Dump Truck Repair	73.62
			Community Development	PW Dump Truck Repair	3.47

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NAPA AUTO PARTS	498		107571	Genl Govt/Facilities	Vehicle Maint	8.19
				Public Works	Vehicle Maint	113.80
				Community Development	Vehicle Maint	5.36
			108873	Public Works	Old John Deer Flail Maint	71.31
NAPA AUTO PARTS Total						800.25
NICK CROCKFORD	492	0492-20190412		Public Works	Mileage Reimb. - WOW Conf. - Crockford	169.36
NICK CROCKFORD Total						169.36
NORTHWEST PLAYGROUND EQUIPMENT INC.	3135		43897	Public Works	RORC Equipment	48,414.29
NORTHWEST PLAYGROUND EQUIPMENT INC. Total						48,414.29
NORTHWEST STAFFING	522		4099853	Finance	Testing for Finance Acct. Asst.	210.00
NORTHWEST STAFFING Total						210.00
ON-HOLD CONCEPTS INC	2217		479285	Information Technology	On Hold Music Service - March 2019	24.95
ON-HOLD CONCEPTS INC Total						24.95
PACIFIC OFFICE AUTOMATION	2710		928330	Genl Govt/Facilities	Quarterly Usage - PW Shop	0.82
					Quarterly Usage - City Hall	421.16
				Public Works	Quarterly Usage - PW Shop	11.43
					Quarterly Usage - CDD/PW	120.78
				Community Development	Quarterly Usage - PW Shop	0.54
					Quarterly Usage - CDD/PW	120.78
	1564		63003400	Genl Govt/Facilities	Copier Leases - City Hall/PW/CDD	547.78
				Public Works	Copier Leases - City Hall/PW/CDD	340.69
				Community Development	Copier Leases - City Hall/PW/CDD	274.66
PACIFIC OFFICE AUTOMATION Total						1,838.64
PATRICK HILDRETH BRAND AND DESIGN	2372		1319	Information Technology	Web Maintenance	200.00
			1332	Genl Govt/Facilities	Events Prof. Design & Web Maint.	1,325.00
PATRICK HILDRETH BRAND AND DESIGN Total						1,525.00
PBS ENGINEERING AND ENVIRONMENTAL	342	0071069.000-16		Public Works	S. 45th/Royal Rd Improvements	4,014.75
		0071272.000-9		Community Development	Developer Plan Review - Feb 2019	7,366.25
PBS ENGINEERING AND ENVIRONMENTAL Total						11,381.00
PETERSON CAT	1767	PC540004750		Genl Govt/Facilities	Mini Excavator Maint	4.20
				Public Works	Mini Excavator Maint	58.35
				Community Development	Mini Excavator Maint	2.75
		PC540004734		Genl Govt/Facilities	Mini Excavator Main	26.03
				Public Works	Mini Excavator Main	361.79
				Community Development	Mini Excavator Main	17.05
		PR130027851		Genl Govt/Facilities	Returned Parts for Mini Excavator	(9.77)
				Public Works	Returned Parts for Mini Excavator	(135.74)
				Community Development	Returned Parts for Mini Excavator	(6.39)
PETERSON CAT Total						318.27
PORTLAND COMPRESSOR	3273		670581	Genl Govt/Facilities	X-Stream Pressure Washer	98.31

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City of Ridgefield
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PORTLAND COMPRESSOR	3273	670581	Genl Govt/Facilities	X-Stream Pressure Washer - USE/Sales Tax	(118.47)
			Public Works	X-Stream Pressure Washer	1,366.19
			Community Development	X-Stream Pressure Washer	64.37
PORTLAND COMPRESSOR Total					1,410.40
PUBLIC SAFETY TESTING	354	PST119-0046	Public Safety	Background Check	494.50
PUBLIC SAFETY TESTING Total					494.50
R.D. OFFUTT COMPANY	3277	P92699	Genl Govt/Facilities	Trailer Maint	4.18
			Public Works	Trailer Maint	58.07
			Community Development	Trailer Maint	2.74
R.D. OFFUTT COMPANY Total					64.99
RIDGEFIELD AMERICAN LEGION POST 44	3285	3285-2019	Genl Govt/Facilities	City Partner Grant 2019	1,200.00
RIDGEFIELD AMERICAN LEGION POST 44 Total					1,200.00
RIDGEFIELD ART ASSOCIATION	2501	2501-2019	Genl Govt/Facilities	City Partnership Contribution 2019	1,200.00
RIDGEFIELD ART ASSOCIATION Total					1,200.00
RIDGEFIELD GARDEN CLUB	2495	2495-2019	Genl Govt/Facilities	City Partner Contribution 2019	1,200.00
RIDGEFIELD GARDEN CLUB Total					1,200.00
SAN DIEGO POLICE EQUIPMENT CO.	1067	636859	Public Safety	Ammunition	1,299.65
SAN DIEGO POLICE EQUIPMENT CO. Total					1,299.65
SANDRA DAY	1838	1838-201904	Council	1st Qtr 2019 Mileage/Parking Reimb - Day	395.11
SANDRA DAY Total					395.11
SANDRA HOOTS	2163	2163-20190401	Public Safety	Mileage/Parking/Meal Reimb - Hoots	50.10
SANDRA HOOTS Total					50.10
STAPLES CONTRACT & COMMERCIAL INC	2884	8053832455	Genl Govt/Facilities	Office & Operational Supplies	3.89
			Public Safety	Office & Operational Supplies	61.95
			Public Works	Office & Operational Supplies	54.02
			Community Development	Office & Operational Supplies	476.70
			Finance	Office & Operational Supplies	159.59
STAPLES CONTRACT & COMMERCIAL INC Total					756.15
TERESA D JOHNSON CPA INC.	561	5050	Finance	March 2019 - Preperation Services for 2018 CAFR	11,945.13
TERESA D JOHNSON CPA INC. Total					11,945.13
THE PARR COMPANY	964	26448738	Public Works	Street Benches	63.60
		26447618	Public Works	Storm Trailer Improvements	32.12
		26447980	Public Works	Storm Supplies	112.81
THE PARR COMPANY Total					208.53
TIREHUB LLC	3067	6015413	Public Safety	PD Tires	580.78
TIREHUB LLC Total					580.78
WA STATE DEPARTMENT OF TRANSPORTATION	688	RE44JD1385BL016	Public Works	De-Icer	1,791.93
		RE44JD16200L006	Public Works	45th Round a Bout	449.97
WA STATE DEPARTMENT OF TRANSPORTATION Total					2,241.90
WATERSHED ALLIANCE	3284	3284-2019	Genl Govt/Facilities	City Partnership Contribution 2019	1,200.00

Attachment: April 11th 2019 Claims Report (Approval of Claims And/OR Payroll)

City of Ridgefield
Claims Payment Report
For Approval on: April 11th, 2019

3.1.a

WATERSHED ALLIANCE Total	1,200.00
Grand Total	466,403.16

Attachment: April 11th 2019 Claims Report (Approval of Claims And/Or Payroll)

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 11, 2019
ITEM: CONSENT AGENDA
AGENDA ITEM TITLE: Approval of Minutes from March 28, 2019 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

RECOMMENDED ACTION OR MOTION:

Staff recommends Council approve the minutes by making the following motion:

1. "I move to approve the consent agenda"

STAFF CONTACT: Julie Ferriss, City Clerk

ATTACHMENTS: 03-28-2019 (PDF)



CITY OF RIDGEFIELD, WASHINGTON
City Council MEETING MINUTES
March 28, 2019
Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM - [6:30 PM](#)

FLAG SALUTE

ROLL CALL

Attendee Name	Title	Status	Arrived
Ron Onslow	Councilor	Present	
David Taylor	Councilor	Present	
Lee Wells	Councilor	Present	
Don Stose	Mayor	Present	
Darren Wertz	Councilor	Present	
Sandra Day	Councilor	Present	
Jen Lindsay	Councilor	Present	

LATE CHANGES TO THE AGENDA

PUBLIC COMMENT - [6:30 PM](#)

CONSENT AGENDA - MOTION TO APPROVE AS PRESENTED

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	David Taylor, Councilor
SECONDER:	Darren Wertz, Councilor
AYES:	Onslow, Taylor, Wells, Stose, Wertz, Day, Lindsay

1. City Council - Regular Meeting - Mar 14, 2019 6:30 PM

2. Approval of Claims And/Or Payroll

PRESENTATION - [6:31 PM](#)

1. Fourth Quarter 2018 Financial Report

BUSINESS

1. Motion - Approval of Interlocal Agreement with the Port of Ridgefield - Stormwater Facility Maintenance - [6:48 PM](#)

The Port and the City of Ridgefield Maintenance Staff have been in discussions to create a mechanism to allow the City and the Larch Offender Crew to complete maintenance on stormwater facilities owned by the Port. To allow for this work an Interlocal agreement has been drafted for approval by both the City

Attachment: 03-28-2019 (Approval of Minutes)

and Port. The agreement will allow the Larch crew, under the direction of City Staff, to perform maintenance tasks including Mowing, pruning, clearing and removal of vegetation and noxious weeds, trash removal, grading and repair of erosion, sediment removal and replacement of stormwater filter cartridges on the Port's stormwater facilities. The Larch crew will operate under the existing agreement with the City of Ridgefield.

City Council discussion.

MOTION: MOVE TO AUTHORIZE THE CITY MANAGER TO SIGN INTERLOCAL AGREEMENT WITH THE PORT OF RIDGEFIELD SUBJECT TO MINOR MODIFICATIONS THAT ARE AGREEABLE MY BOTH PARTIES.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Ron Onslow, Councilor
SECONDER:	David Taylor, Councilor
AYES:	Onslow, Taylor, Wells, Stose, Wertz, Day, Lindsay

PUBLIC COMMENT

COUNCIL/PRESIDING OFFICER/STAFF REPORTS

Council - [6:52 PM](#)

Council member Day - Trip to Olympia to meet with legislators, CREDC meeting, State of the City - Vancouver.

Council member Onslow - Trip to Olympia to meet with legislators, AWC lobby days.

Council member Wells - Trip to Olympia to meet with legislators, AWC lobby days, pre-application conference,

Council member Wertz - Trip to Olympia to meet with legislators, AWC lobby days.

Council member Taylor - Attended AWC lobby days,

Council member Lindsay - Attended various meeting during the trip to Washington DC.

Mayor

Attended various meetings during the Washington DC trip.

City Manager

City Manager Steve Stuart - provided new employee updates and hires, will be attending Discovery Corridor kickoff meeting tomorrow morning.

Finance Director Kirk Johnson - State Auditors are starting the week of April 8th.

Public Works Director Bryan Kast - S 8th Avenue project and S Royle Road updates provided.

Police Chief John Brooks - Another AED save this week by an Officer.

ADJOURN - [7:10 PM](#)

Julie Ferriss, City Clerk

Don Stose, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 11, 2019
ITEM: PRESENTATION
AGENDA ITEM TITLE: Commission on Aging Annual Update

Commission on Aging Annual Report.

STAFF CONTACT: Julie Ferriss, City Clerk
ATTACHMENTS: CoA 2018 Annual Report Presentation w Notes_rev - CITIES (1) (PDF)
Commission on Aging Annual Report 2018 (PDF)

Commission on Aging

2018
ANNUAL REPORT

4.1.a

TRANSPORTATION FOCUS | RECOMMENDATIONS



Commission on Aging

- Created in 2012 to manage and carry out the **Aging Readiness Plan**
- Diagram to the right illustrates our work



Focus Areas

Housing 2016



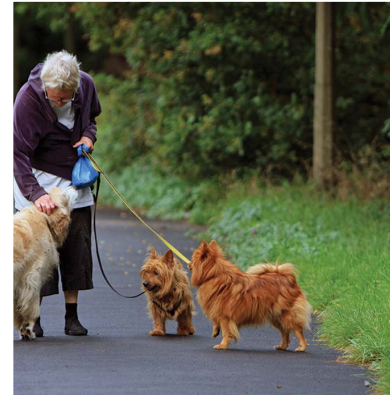
Supportive Services 2017



Transportation 2018



Healthy Communities 2019



2018 Transportation Focus

1. Framing transportation issues for aging in place
2. Public Transit: C-TRAN
3. Community Transportation
4. Mobility as a service
5. Senior drivers and safety
6. Walking and biking
7. Community design
8. Planning for mobility needs
9. Emerging technologies



Mobility, or “the ability to move around effectively and safely in the environment”, is a key component of healthy aging.



2018 Major findings on transportation

1. Driving will remain an important transportation mode.
2. Walking is the second most important travel mode for older adults.
3. Not all neighborhoods are served by, or easily connected to, public transit.



Walk to transit stop



2018 Major Findings on Transportation

4. Community transportation providers have limited resources to meet growing demand.
5. Technology, like mobility-as-a-service and driverless vehicles, could disrupt the transportation system that we know.
6. It is hard for most of us to travel between our homes and services without a car.



Recommendations



Transportation Recommendations

Ensure **new** development is **pedestrian and bicycle friendly and accessible.**



Recommendations

Improve
existing
neighborhood
connections to
services/
destinations.



Recommendations

Seek diverse funding sources for safe pedestrian and bicycle networks.



Recommendations

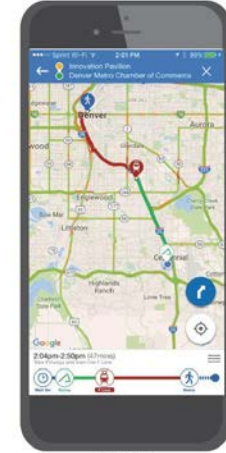
Address and promote
new transportation
technologies.



iPhone



iPhone



iPhone



Recommendations

Support **current mobility needs** outlined in the 2018 Human Services Transportation Plan.



Recommendations

Make sure long-range land use and zoning codes provide a mix of housing, transportation, and services accessible to those who do not drive.



Aging in Place Summit

FUTURE OF TRANSPORTATION



REALITIES AND POSSIBILITIES

FEB 21, 2019 / CLARK COLLEGE GAISER STUDENT CENTER

Keynote speakers: Jana Lynott, AARP and Roger Millar, Washington Secretary of Transportation



Thank you!

Discussion





Commission on Aging

2018
ANNUAL REPORT

TRANSPORTATION FOCUS | RECOMMENDATIONS



Commission on Aging Mission

As community ambassadors, the Commission on Aging provides leadership, advocacy, community awareness and partnerships to initiate change toward an all-age-friendly, livable community.



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FROM THE CHAIR

Dear community members,
Thank you for helping make this year's focus on transportation a success. Your attendance, questions, and comments at our public meetings were invaluable. Your passion and commitment to finding solutions that make Clark County more age-friendly have been crucial elements of our process.

We took what we learned from you and our speakers over the last year, and developed the findings and recommendations in this report to the Clark County Council. These recommendations will help our council and all of the jurisdictions within Clark County make informed, age-friendly decisions about transportation.

Our report details our year-long focus on transportation. We thank our speakers and look forward to continuing our partnership with them, especially at our joint summit with C-TRAN and the Southwest Washington Regional Transportation Council in February of 2019.

Looking ahead, we remain steadfast in our charge to educate, raise awareness and advocate through focus areas outlined in the Aging Readiness Plan. They are supportive services, transportation, housing, healthy communities, and community engagement. Nearly 90 percent of people age 50 and older want to live in their own home as they age, and these focus areas are crucial to ensure that desire is within reach for each of us.



Next year's focus will be on healthy communities. We will seek help identifying speakers with the expertise to inform us as well as listen and respond to you.

We are grateful to Clark County for creating the Commission on Aging in 2012 as a forum to address important issues. Our goal then and now is to achieve an "all-age friendly, livable community." We continue to count on you to reach that goal.

Thank you,
Temple Lentz
Chair

Who we are

AGING READINESS PLAN

In 2010, knowing more than 10,000 people nationwide turn 65 each day, the then- Board of County Commissioners appointed a 24-member panel to assess the county’s capacity to serve its older residents. The Aging Readiness Task Force developed the Aging Readiness Plan, which identified five focus areas: housing, transportation, supportive services, healthy communities and community engagement. The plan includes perspectives about how to effectively cultivate and protect what residents say they want most – the ability to age in the home and community where they live.

COMMISSION ON AGING

The Commission on Aging was established on May 20, 2012, and is tasked with leading and managing the implementation of the Aging Readiness Plan and fostering countywide awareness, dialogue and insight into challenges and opportunities for residents of all ages, incomes and abilities. The commission is supported by volunteer members appointed by the Clark County Council. Commission members provide leadership, education, advocacy and community awareness and serve as community ambassadors.



2018 members

- Marian Anderson, Past Vice-Chair
- Ali Caley, Vice-Chair
- Chuck Green
- Amy Gross
- Chuck Frayer
- Pat Janik
- Marjorie Ledell, Past Chair
- Temple Lentz, Chair
- Linda O’Leary
- Donna Roberge
- Larry Smith



2018 Focus on transportation

THE COMMISSION ON AGING DEDICATED ITS SIXTH YEAR TO THE ISSUE OF TRANSPORTATION, ESPECIALLY FOR OUR RESIDENTS 65 AND OLDER. AT EACH MEETING, A LOCAL EXPERT PROVIDED INSIGHTS ON A SPECIFIC ASPECT OF TRANSPORTATION.

THE PRESENTATIONS WERE TO:

- Educate commission members and the public
- Direct questions to the expert to gain further information
- Seek comments and questions from the public
- Identify ways to shape policy

The commission will conclude its 2018 focus on transportation by co-hosting a transportation summit with the Southwest Washington Regional Transportation Council (RTC) and C-TRAN on February 21, 2019.

Findings and recommendations

MAJOR FINDINGS

Through meetings about major transportation issues, the commission gathered facts and public comments that comprise findings and recommendations for the community, including the county and city/town councils.

Clark County's 2017 population was 471,000, with 73,515 people age 65 and older and 8,017 age 85 and older. Like the rest of the nation, our community is aging. For the period 2017 through 2040, the number of Clark County residents 65 and older is estimated to increase by 194 percent, while the 85 and older population will increase by 365 percent (Washington State Office of Financial Management, 2017). An American Association of Retired Persons, AARP, survey shows that 87 percent of people want to age in their homes and communities for as long as possible. To do this successfully, older adults need to keep their independence and be able to make trips to the grocery store, the doctor's office, a friend's home, etc., all of which are typically reached by car.

More than 3.5 million Americans – more than half of the non-driving population 65 and over – stay at home on any given day, often because they lack access to transportation. The lack of

available transportation results in 15 percent fewer trips to the doctor and 65 percent fewer trips for social, family, and religious activities (Bailey, 2004).

In 2016, an estimated 35.9 percent of Clark County's 65 and older population which is 12.6 percent of the county's total population, had a disability (US Census Bureau, 2016). People with disabilities are more likely to rely on public, private, and non-profit services to meet their transportation needs due to a higher likelihood of being unable to provide their own transportation. With an increasing older population, the percentage of people in the county with a disability is also likely to increase within the next few decades.

One of the biggest challenges in ensuring that older adults can continue to live independent and active lives is that many live in communities that lack access to public transit and are dependent on automobile travel. Without alternatives to driving, older adults face isolation that could dramatically reduce quality of life.



Clem Onojeghro

1 Driving may be the only way for older adults who live in areas with limited transportation options to remain independent. Ensuring that older adults drive safely is an important community goal.

More than 80 percent of Clark County residents 16 and older carry a driver's license, including 17,000 that are 65 and older. Many residents live in areas with few alternatives to driving and will likely experience a decreased quality of life once they can no longer drive. Each person's motor skills, perceptual and cognitive abilities factor into whether or not they can drive safely. As these functions typically decline with age, so does the ability to drive safely. Ultimately, the time may come when driving a car is no longer an option. It is not

possible, however, to predict at what age this may happen, as we will all age in different ways and at different rates. Driver refresher classes and adaptive equipment may help with older adult driving safety. Third-party driver evaluations and self-evaluation modules are also available to help older drivers assess their driving ability over time. While it is highly recommended to make a transition plan before you stop driving, planning for all transportation needs can be confusing and complicated.

2 National data show that the second most important travel mode for older people, behind car travel, is walking (Rosenbloom, 2009). However, most of our communities have been

built primarily for cars and lack the connectivity and safe walking environment to support walking or walking to transit as an alternative to driving.

Nationally, 50 percent of older non-drivers stay home on a given day because they lack transportation options, and, in rural and suburban communities this figure is at 61 percent (Rosenbloom, 2009). Walking or biking on streets designed for cars can be a scary prospect for people of all ages but especially for older adults who may have physical or cognitive limitations. Making streets safe and comfortable for users of various transportation modes requires thoughtful planning and design benefiting the health of residents, providing access to services, and boosting local economies. In a national poll by the AARP, 40 percent of respondents cited living in neighborhoods with inadequate sidewalks, 50 percent had no safe pedestrian crossings including ADA ramps on main roads close to their homes, and 55 percent had no access to bikes lanes or paths (Lynott, 2009).



3 Accessible and affordable public transit options offer older adults the opportunity to remain independent and active in their community. However, not all Clark County neighborhoods are served by, or easily connected to, public transit (C-TRAN).

Most people are not willing, or capable, to walk more than .25 mile to a bus stop (Transportation Research Board, 2013). However, the layout of many of the county's neighborhoods make accessing a nearby transit stop a long trek due to indirect pedestrian routes. Sidewalks, which are critical for connecting to transit, follow the street that was designed for vehicle safety, not pedestrian accessibility. Many neighborhoods also lack sidewalks or pedestrian pathways, and many older adults in the urban areas in Clark County live in these neighborhoods.

4 The Human Services Council (HSC) Reserve-a-Ride Program links people with disabilities, elderly, low-income, and those unable to use transit with community transportation providers. However, due to limited funding, HSC and local transportation providers can only meet the most urgent needs for life-sustaining medical appointments.

Increased resources, such as additional volunteer drivers and vehicles, are needed to expand the services community transportation can provide. Taxis, Lyft, Uber, and non-profit providers could help meet the high demand for older adult transportation services. However, collaboration with these private providers to safely and effectively work with vulnerable populations will be key to making such partnerships possible.

5 The concept of universal Mobility as a Service brings all means of travel such as car share, public transit, paratransit, community transportation, bike share, etc., together into a single unified platform that individuals can subscribe to and is accessible by people of all abilities.

Combining options from different public and private transportation providers into a single service could disrupt the transportation system that we now know.

Top: A sidewalk that does not connect to other sidewalks. Bottom: This new development includes a pedestrian path between streets. However, there is no wheelchair ramp at the sidewalk connection, making access to the path more challenging for people who use a wheelchair.

Mobility, or “the ability to move around effectively and safely in the environment”, is a key component of healthy aging.

Hutcheson, 2015



A street that has a sidewalk on only one side is less pedestrian-friendly and accessible than sidewalks on both sides.

Vehicle ownership may be replaced with a subscription to a menu of transportation options. Mobility as a Service may also include services such as grocery and meal deliveries. The advent of this disruptive technology will not only change the way we travel, but also impact land use, urban design, and real estate, equity, health, and the economy. There is an opportunity to create universal Mobility as a Service. This would mean designing a system that fully includes people with barriers to mobility such as older adults, those with disabilities, and those who live in rural areas. If you build it for those with barriers, it will also serve those who do not have barriers.

Clark County, like many other U.S. coun-

6 ties, developed under a land use pattern of segregated uses, housing subdivisions, shopping

centers, office parks, etc., that is auto-oriented and provides limited access to alternative transportation modes. The distance between residential and commercial areas, combined with the absence of well-connected sidewalk networks, discourages the use of most modes of transportation other than the automobile and prohibits the opportunity for efficient public transportation.

There are a variety of planning tools that have been used in other communities to retrofit existing neighborhoods and thoughtfully approach new development to provide additional mobility options in the future.



Left: A neighborhood pedestrian connection. Right: Chuck's Produce on Highway 99 has a public entrance easily accessible from the sidewalk and the C-TRAN stop.

RECOMMENDATIONS

1 Promote pedestrian and bicycle supportive development by ensuring new urban development is walkable, accessible to all users, and allows easy access to transit, services and recreation.

Review and consider amending transportation related development codes for urban areas to improve connectivity in future development.

Examples of possible amendments to code:

- Encourage connections within and between neighborhoods by establishing block lengths be no more than 500 feet.
- Establish a design preference for neighborhoods that prioritize universal travel circulation within and between neighborhoods. For example, minimize the development of dead-end streets and require subdivisions to have multiple pedestrian connections to adjacent collectors, principal arterials, and minor arterials.
- Prioritize sidewalks when considering road modifications.
- Reduce situations where sidewalks are built on only one side of the street, such as revising the private road sidewalk standard. It is preferred and safer to have sidewalks on both sides of the street.
- For safer pedestrian and transit rider access, require new commercial, medical, public, and recreational buildings to have a public entrance close to the street.

The street side public access needs to be designed in a way so that people do not have to walk around the building, through loading zones and parking aisles, to get to the nearest public entrance.

2 Improve existing neighborhood walkability and allow easier, accessible pedestrian connections to parks, schools, transit stops, retail centers, medical, and public facilities.

Find ways to retrofit existing neighborhoods regarding sidewalks, ADA ramps, trails and bikeways.

Examples of possible improvements:

- Set an ambitious and measurable goal of miles or percentage of sidewalk and ADA ramp gaps that will be filled per year or by a certain year.
- Utilize the priority sidewalk project list in the Clark County Bicycle and Pedestrian Plan and direct the county manager to assign staff to work with neighborhoods to coordinate sidewalk projects.
- Identify and fund small retrofit projects that make critical bicycle and pedestrian connections, such as developing a small pedestrian easement to create a pathway connection from a cul-de-sac to a major road that provides access to transit, public facilities and other services, or improve connection to the existing trail system for all users, such as improving safety and access where the Burnt Bridge Creek Trail crosses Hazel Dell Avenue.

- Include the Commission on Aging and the Bike and Pedestrian Committee as part of the annual Transportation Improvement Plan, TIP, outreach process to provide input into proposed capital projects.
- Look for opportunities to creatively implement multimodal infrastructure in the urban areas that could accommodate pedestrians, bikers, people in wheelchairs, golf carts/neighborhood electric vehicles, etc. Possibilities include shared use paths, side paths, protected bike lanes, protected neighborhood electric vehicle/golf cart lanes, bike boulevards, and pedestrian-oriented streets.
- Utilize neighborhood level planning as a way to creatively plan how to retrofit existing neighborhoods to improve connection and access to nearby amenities through pedestrian and bicycle infrastructure improvements. For example, the Van Mall Neighborhood Action Plan has a mobility management section that includes specific walkways and sidewalks that could be developed to better connect residential areas with the nearby commercial services.
- Develop a coordinated approach with C-TRAN in long-range and current planning efforts to address connections to transit.

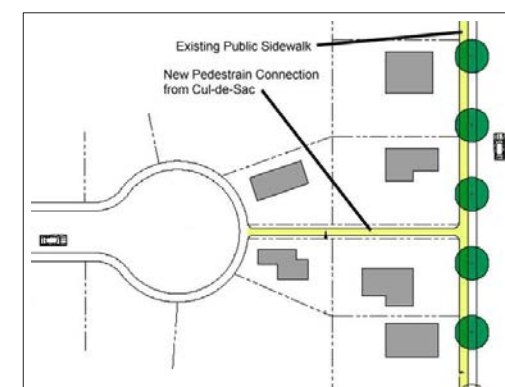
3 Seek diverse and creative approaches to fund programs that establish safe and complete pedestrian and bicycle networks.

As our older population dramatically increases, it is critical that we ensure the infrastructure is in place when it will be needed. Increase and prioritize funding resources dedicated to building pedestrian and bicycle facilities that connect to services, but also capitalize on partnerships, in-kind matches, and other non-traditional opportunities to implement respective visions, goals and objectives.

Some ideas include:

- Set aside pedestrian/bicycle project funding in the Transportation Improvement Program, separate from the standard scoring approach, so that more multi-modal facilities are built.
- When considering transportation projects, prioritize those that provide accessible, multi-modal improvements that would benefit aging residents. Shift project prioritization weighting to increase the weight of multimodal criteria.
- Update sidewalk ranking criteria to consider destination access a higher priority (more than a 25 percent weight).
- Increase the sidewalk program fund and request that staff use every available tool and creative funding resources to accomplish more sidewalk, trail and bike

BELOW Left: The pedestrian connection between a cul-de-sac and main street provides easier access to public transportation stops (green circles) and services. Right: The City of Ridgefield has established a golf cart zone, where low-speed electric vehicles are allowed that provides an alternate way to get around.



lane improvements with less money by using volunteer labor, grants, local improvement districts, capital improvement funds and alternative materials such as porous pavement.

- Develop a sidewalk maintenance program to enhance the sidewalk network and ensure the program does not place an unfair burden on disadvantaged property owners. Such a program could provide a way to address obstacles in pathways and sidewalks, such as uprooted sidewalks and vehicles blocking sidewalk access, that prevent access by wheelchair and other mobility devices.
- Work with cities and the Regional Transportation Council, RTC, to gain federal, state and local funding for priority pedestrian mobility projects. Federal funding sources include the Transportation Alternatives Program.

4 Improve coordinated transportation services throughout the county through adoption of proactive policies regarding new technologies and promotion of mobility as a service.

Being on the forefront of this effort could greatly benefit those with barriers to mobility, such as aging adults, persons with disabilities, and individuals with economic disadvantages. Proactively adopt inclusive transportation policies and regulations that address emerging mobility technologies such as driverless vehicles and mobility on demand services, also referred to as Mobility as a Service.

Approaches to consider include:

- Plan for and incorporate these universal mobility policies into long range transportation plans such as the RTC's Regional Transportation Plan and Human Services Transportation Plan, the next county and cities' comprehensive plans, due in 2024, and other pertinent long-range transportation plans within each jurisdiction.
- Use the AARP Universal Mobility as a Service Framework in design of these policies, emphasizing elements such as equity, independence at all life stages, design of the system so that it can be fully accessible to people of all abilities, etc.

5 While we plan for future new technology and mobility services, the immediate needs addressed in the 2018 Human Services Transportation Plan identify mobility services that are critical now and need support.

Those include, but are not limited to:

- Continued investment by C-TRAN and the HSC in a mobility manager to coordinate and advocate for individual transportation solutions for those with disabilities, low-income, and elderly populations and increase awareness of transportation services.
- Expand the travel training program to help new riders become comfortable using the fixed route transit system.



A complete street in an urban area, designed for drivers, bikers and pedestrians.

- Support the development of a comprehensive volunteer and driver training program to meet many of the unmet transportation needs in the coming years.
- Expand transit facilities and amenities to provide a more comfortable experience for riders.
- Create a Community Vanpool program to provide a flexible transportation option to employment, education and recreational opportunities.

6 Ensure that urban land use and zoning codes are implementing the future vision of the community.

Implementing community design principles provides the creation of more livable communities that provide a mix of housing, transportation, and services in an accessible pedestrian environment. Promote development in urban areas that incorporates diverse uses designed in a manner that provide a sense of community, supports the human

scale, and allows for multi-modal transportation options.

Approaches to consider include:

- Utilize neighborhood level planning where each neighborhood develops a shared future vision of how to create a more complete urban neighborhood, by bringing services within walking distance of residential areas.
- Amend urban zoning codes and maps as needed to accommodate changing circumstances. Look for opportunities to redevelop or change land use to add amenities and create complete neighborhoods. As mobility and shopping patterns shift with emerging technology, monitor impacts such as: parking utilization, curb demand, retail and industrial property demand, and social interactions.

BELOW: A parked car blocking the sidewalk restricts access to the sidewalk. Right: Residents enjoy a clear, easily accessible sidewalk.



Highlights from the transportation series

TRANSPORTATION ISSUES FOR AGING IN PLACE

Alan DeLaTorre Ph.D., Research Associate
Portland State University Institute on Aging

As residents in our communities age it is imperative to provide enabling and inclusive environments that enhance mobility for those across the life course. Mobility options for older adults include cars, pedestrian/multi-use facilities, public transit, ADA paratransit services, and community transit services. Specific challenges and opportunities should be considered pertaining to transportation options, safety, community planning, and emerging technology.

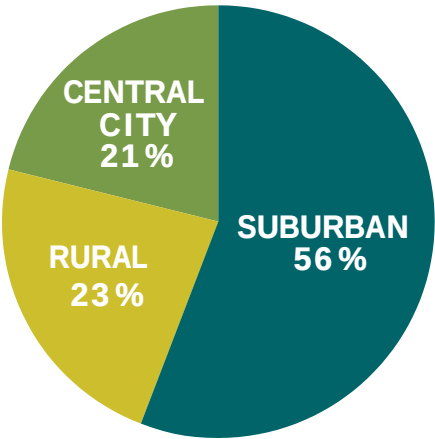
- 1 | The demand for rural transit is substantial and growing. Most rural areas are not served by public transportation services. As medical needs are met, there is an increase in recreational requests. (DeGood et al., 2011)
- 2 | A 2003 study found that 79% percent of older adults aged 65 and older live in car-dependent suburban and rural communities. Aging in place in suburban communities will exacerbate an already problematic mismatch between future demand for transportation options and existing transit services. Higher densities allow for more transportation options. (DeGood et al., 2001)
- 3 | Walkable communities reduce the risk of chronic disease and improve public health and quality of life. Universal design can create inclusive environments, products, and services that are: safer, accessible, attractive, and desirable for everyone; easily

repurposed; capable of reducing falls and related health expenses; and minimal in cost in new construction. (Neal and DeLaTorre, 2016)

- 4 | The American Planning Association has called for communities to create housing options that are affordable, accessible, close to services (including transit), and located within existing communities. The metric most commonly utilized to quantify close proximity is a quarter-mile distance (0.25 mi.), as it is assumed to be adequate distance for planning for access to services by frailer individuals or people with disabilities (Maroko et al., 2009; Ulmer and Hoel, 2003).

- 5 | The Housing and Transportation Index sets a combined housing and transportation costs benchmark at no more than 45% percent of household income.

The Geographic Distribution of Americans Age 65 and Older



This stretch of Highway 99 includes road lanes, a bike lane, sidewalks and bus stops near commercial services.

People in the U.S. who live in transit-friendly communities pay less for transportation (9 percent of household budget) compared with those in car-dependent settings (25 percent). The average housing and transportation cost percent of income for Clark County is 52 percent, though this number varies throughout the county (Center for Neighborhood Technology, 2010).

- 6 | Complete streets are streets for everyone, no matter who they are or how they travel. Complete streets policies ensure that the entire right-of-way is planned, designed, constructed, operated and maintained to provide safe access for all users.
- 7 | Potential challenges for older drivers include stiff joints and muscles, vision changes, hearing changes, cognitive impairment, slower reaction time and reflexes, and medications. (US Department of Health & Human Services, National Institute on Aging)

- 8 | Interest in technology is increasing among older adults, including phone apps, using the internet, and overall comfort with emerging technologies. According to Veciana-Suarez (2016), 25 percent of Americans aged 55 and older are providers in the sharing economy. Uber reported 1 in 4 drivers are aged 50 and older. In a 2015 study, 70 percent of Baby Boomers said they would be willing to test drive an autonomous vehicle, 31 percent noted a willingness to purchase a self-driving car, and 38 percent said that if their health prevented them from driving they would consider purchasing one (Olshevski, 2015).

SENIOR DRIVERS AND SAFETY

Tom Wilson Driver Safety Instructor
AARP

The physical and cognitive limitations that occur as we age can make driving a car unsafe or even impossible.

JUDGING YOUR DRIVING				
Statements About Your Own Driving	Never	Sometimes	Most of the Time	My Score
I notice that other drivers seem to be honking at me.	0	1	2	
I find space in traffic hard to judge.	0	1	2	
I find that cars suddenly appear from nowhere.	0	1	2	
I find drivers are stopping suddenly in front of me.	0	1	2	
I fail to notice red lights and traffic signs.	0	1	2	
I have trouble looking over my shoulder to back up or change lanes.	0	1	2	
I have trouble remembering to look left and right to check for traffic at intersections.	0	1	2	
I have trouble driving through intersections.	0	1	2	
I get nervous making left turns against oncoming traffic.	0	1	2	
I lack confidence that I am able to drive in heavy traffic.	0	1	2	
I lack confidence that I am able to drive at high speeds.	0	1	2	
I feel overwhelmed by too many road signs, signals, pavement markings, pedestrians, and other vehicles.	0	1	2	
I have trouble moving my foot from the gas pedal to the brake pedal or turning the steering wheel.	0	1	2	
I get lost on roads that should be familiar to me.	0	1	2	
I feel nervous, agitated, or irritated while driving.	0	1	2	
I need someone else to tell me how to drive.	0	1	2	
I have had several close calls or a near crash in the last 3 years.	0	1	2	
I worry that I might make a mistake and will get hurt.	0	1	2	
I worry that I might make a mistake and someone else will get hurt.	0	1	2	
My doctor advised me to limit or stop driving because of my health.	0	1	2	
I have had police warnings or moving violations in the last 3 years.	0	1	2	
I have had fender benders in the last 3 years.	0	1	2	
Total Score (check your score on the next page)				

Check your total score. If your total score is:

0-5	Do not be concerned at this time.
6-16	Do self-assessments on a regular basis.
17-26	Consider a formal assessment of your driving.
27 and above	Look for other means of travel for most or all of your trips.

But driving can be the only way to remain independent for many older adults who live in areas with limited transportation options.

- 1 | In Clark County, the 65 and older population represents 17 percent of all licensed drivers. (Washington State Department of Licensing, 2018). About 14 percent of Clark County residents are 65 and older (US Census Bureau, 2016).
- 2 | It is a misconception that older drivers are bad drivers. Older drivers in their mid-to-late-80s have lower crash rates per mile driven than those in their early 20s (AAA Foundation for Traffic Safety, 2012).
- 3 | The aging process is different for everyone. There is no correlation between chronological age and driving ability. There is no test to predict at what age someone should no longer drive.
- 4 | Cessation of driving can contribute to social isolation, depression, and other health-related issues (Marottoli et al. 1997, 2000).
- 5 | Reasons to reduce driving include physical capabilities, cognitive capabilities, poor driving skills, undesirable behaviors such as distracted driving or driving too fast or slow for the road conditions, and external advice – doctors or pharmacists may make recommendations based on medication side effects, or friends and family may not want to ride with you anymore.
- 6 | Self-evaluations are a tool where you can answer a series of questions every 6 or 9 months to judge your own driving. One challenge with this exercise is that people in denial about their driving don't score very accurately on self-assessment. Formal driving evaluations are offered by occupational therapists and driving skills evaluators. Driver refresher classes can improve driver safety.
- 7 | Talking with loved ones about their driving skills or the possibility of stopping driving can be very challenging. There are several online resources that can provide support for this important conversation.



PUBLIC TRANSIT

Shawn Donaghy Chief Operating Officer C-TRAN

The ability to travel whenever we want is a freedom that most of us enjoy. When driving is no longer an option, older adults need alternative ways to get around, to maintain independence, and continue daily routines. Accessible and affordable public transit options offer older adults the opportunity to remain active in their community.

- 1 | Riding public transit is older adults' third most frequent mode of transportation choice, behind driving and walking (US Department of Transportation Federal Highway Administration, 2017).
- 2 | Research has shown that in order to increase older adults' transit ridership, providers must:

a. Increases safety and security in all parts of the system

b. Provide better information both before and during travel

c. Expand the hours of service and provide additional routes

d. Make service more reliable

e. Enhance driver training

Wilson presentation, July 2018.



- 3 | Clark County’s public transit agency, C-TRAN, provides the following services:
- a. C-TRAN’s fixed route network service area includes the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt.
 - b. The commuter service provides rides primarily in and out of Portland.
 - c. The connector service takes place in Ridgefield, La Center, Camas and some in Battle Ground. This is essentially a dial-a-ride service and needs to be better integrated into the system.
 - d. The C-VAN service is a door-to-door paratransit service for those with disabilities. C-VAN operates inside the Vancouver Urban Growth Boundary and within .75 mile of a C-TRAN fixed route to the cities of Battle Ground, Camas and Washougal. C-VAN does not provide service to Ridgefield, La Center, Yacolt or unincorporated Clark County outside the Vancouver Urban Growth Boundary. In 2017, the cost of fixed route service was \$6.77, while the cost of C-VAN was \$49.12. (Southwest Washington Regional Transportation Council, 2018).

- e. The shopping shuttle route connects senior centers to major commercial districts. C-TRAN has received feedback that they need to expand the shuttle service and have it run more frequently. They currently run the shuttle on the first and third Tuesdays of the month.
- f. The travel training program is designed to help older adults and people with disabilities learn to use the fixed-route bus system. Riders can meet with a travel trainer to learn how to plan a trip; pay the fare; read and understand schedules; recognize bus numbers, stops and landmarks; and transfer to another bus or transit system.
- g. The travel ambassadors program allows riders to give back to the community and help grow public transportation in the region by assisting C-TRAN with public outreach, community events, and helping others learn to use the fixed-route bus system.

- 4 | Many county residents do not live within walking distance of a bus stop. C-TRAN is working on this issue through a mobility-on-demand project to improve access to the fixed-route network. C-TRAN would like to provide real-time rider information in a one-stop shop by phone or mobile app.

- 5 | C-TRAN wants to be involved in the planning of urban areas so they can address concerns before development happens. The most irresponsible public transit comes in after the fact.
- 6 | One recent initiative, Hop Fast Pass, successfully launched and interconnected C-TRAN, Tri-Met, and the Portland Streetcar payment systems, through a reloadable card or phone app, C-VAN will be added in 2019.

COMMUNITY TRANSPORTATION

Colleen Kuhn Executive Director
Human Services Council (HSC)

Whether transportation is provided by transit, public or non-profit providers, volunteer drivers or neighbors, ensuring access to safe and affordable mobility options for those who do not drive is critical to an individual’s ability to live independently. Community transportation services are special demand-responsive services for seniors, people with disabilities, and people with limited income.

- 1 | Community transportation providers in Clark County include the Human Services Council, Catholic Community Services, and the Area Agency on Aging and Disabilities of Southwest Washington. They assist with transportation needs outside the public transit district. These trips can be private pay by the individual, private pay by insurance, or contracted services.
- 2 | Although these organizations help tremendously with getting people to medical appointments, they are not able to meet all transportation demand because of limited funding and resources.
- 3 | Scheduling a ride with a community transportation provider has to be completed at least two working days in advance of a trip, limiting flexibility in travel planning.
- 4 | Although private transportation companies, such as taxis, Uber and Lyft, can provide supplemental rides, organizations like the Human Services Council that

work with vulnerable populations cannot currently use them, because of contractual requirements regarding background checks and vehicle record checking.

- 5 | The Human Services Council and C-TRAN partner on mobility management. A mobility coordinator works across the county to help individuals address their mobility challenges. In addition to a close partnership with C-TRAN, the Human Service Council also works with the Accessible Transportation Coalition, healthcare providers, community service providers, and private businesses on meeting community transportation needs.
- 6 | The Human Services Council’s one call/one click trip resource center is a website and call center that operates similar to other map/ direction applications, but provides community transportation options. There are specific filters for seniors, people with disabilities, individuals on Medicaid, and veterans so that options specific to those categories can be identified.



Human Service Council's one call/one click website that provides multiple community transportation options.

WALKING AND BIKING

**Jennifer Dill Ph.D., Professor of Urban Studies and Planning
Portland State University**

Walking and biking can contribute to healthy aging by improving mobility, access to services, and physical and mental health. Developing well-connected, attractive bike and pedestrian networks that are safe, convenient, and user-friendly for people of all ages and abilities will help people get where they need to go while also helping the environment and the economy.

- 1 | Walking is the second most important travel mode for older people (approximately 9 percent of all trips) behind driving. Among older adults who do not drive, walking accounts for 1 of 4 trips and its importance increases with age (US Department of Transportation Federal Highway Administration, 2017).

- 2 | Challenges for pedestrians include lack of sidewalks or no system of connected sidewalks; unsafe intersection crossings; cyclists on the sidewalk; obstructed sidewalks; uneven pavements; failure to remove leaves, ice, snow, weeds, and roots; and the perception of crime.

BELOW: A shared use path alongside a road. The wide vegetation strip provides a buffer between cars and pedestrians. ABOVE: A separated sidewalk in an urban area, with a vegetated buffer between the street and sidewalk. The sidewalk also intersects with the Burnt Bridge Creek Trail, a regional multi-use path.



- 3 | Ways to encourage walking and biking for adults include:
 - a. Wide sidewalks that are well connected to a larger network.
 - b. Shared use paths that separate walkers and bikers from motor vehicles.
 - c. Protected or separated on-street bike lanes.
 - d. Bicycle boulevards on low-traffic streets that use traffic calming devices to reduce the speed and volume of motor vehicles.
 - e. Safer pedestrian crossings such as ramps at crosswalks, reduced crossing distances, tightening curb radii to slow down cars, and rapid flash beacons.
 - f. Reducing traffic speeds.
 - g. Scenery and facilities such as landscaping, art-work, benches, etc.
 - h. Electric-assist bicycles, tricycles, and scooters that are available and promoted can provide additional alternatives to move around. A Portland State University study on e-bikes found that 28 percent were owned by people aged 55-64 and 19 percent were owned by people 65 and older. In a project at Kaiser in Clackamas County, e-bikes were made available for loan to allow people to try them out and several chose to buy one after testing.

COMMUNITY DESIGN

**Gary Pagenstecher AICP, Planner
City of Tigard**

Most suburbs are not designed with aging residents in mind. Homes are segregated from other buildings, goods and services, creating an over-dependence on driving. The distances between residential and commercial areas combined with the absence of sidewalks discourage walking as a mode of transportation or physical activity.

The city of Tigard recently developed a vision and strategic plan to improve walkability. The city is implementing its vision in a variety of ways, which include:

- 1 | Re-orienting the Capital Improvement Plan transportation project ranking to prioritize walkability.
- 2 | Conducting a pedestrian system gap analysis to identify existing and missing sidewalks and trails, thereby calculating the total miles of gaps they would need to fill and the costs to do so.
- 3 | Finding ways to establish connector trails to provide pedestrian connectivity. For example, a pedestrian bridge over a creek or connecting two cul-de-sacs with a path.

- 4 | Establishing a \$200,000 Lighter, Quicker, Cheaper fund to address small projects without the need to place them on the 6-yr Capital Improvement Project plan.
- 5 | Redeveloping the Tigard Triangle from an area of big box stores and parking lots to an active, urban, multimodal, and mixed-use district that prioritizes pedestrians and supports equitable development. They are achieving this goal through mixed use zoning, form-based codes, street improvements, and not requiring parking minimums.



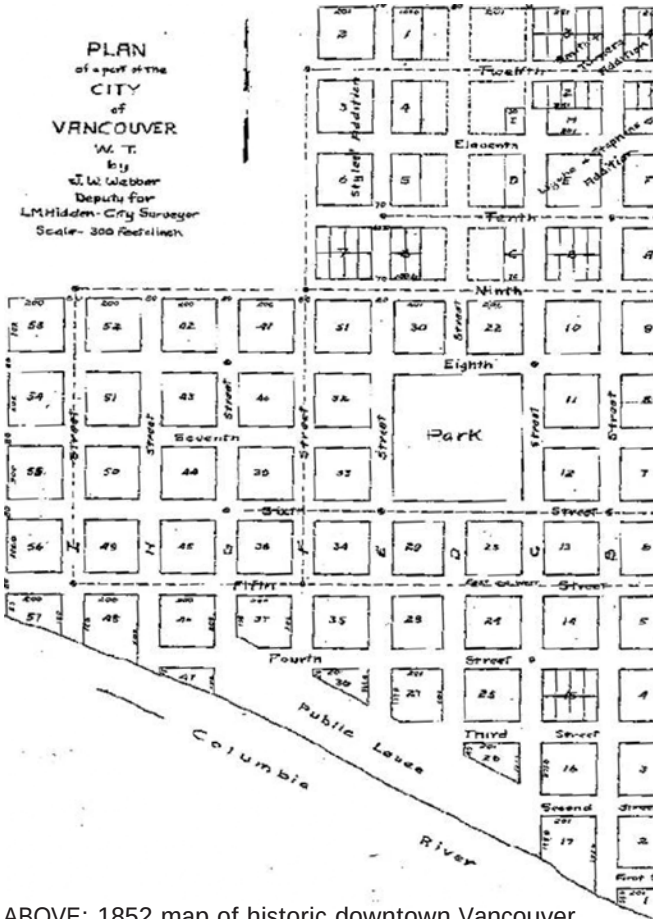
Upper right: A map of Tigard highlighting pedestrian gaps. Blue indicates sidewalk gap, yellow shows trail gaps, and red shows crossing gap. Lower left: A dead-end with overgrown vegetation between two neighborhoods. Right: A pedestrian connection between two dead-end streets.

PLANNING FOR MOBILITY NEEDS

**Matt Herman AICP, Transportation Planner
Clark County Community Planning**

Finding effective ways to meet the transportation needs of the increasing numbers of older residents will be critical for our local governments. Planning can help improve the mobility options for seniors who want to remain independent as long as possible within their communities.

1 | Land development has evolved over time. Historic urban development was designed for pedestrians, streets were often in a grid and there was uniform street width. You can still see this type of grid today in the county's historic downtowns such as in Battle Ground, Camas, La Center, Ridgefield, Vancouver, and Washougal.



ABOVE: 1852 map of historic downtown Vancouver. Note the grid street pattern and uniform street width. OPPOSITE PAGE: In contrast to the traditional grid pattern, walkable neighborhood, the suburban model is characterized by loopy roads, cul-de-sacs, and indirect routes for both cars and pedestrians to access nearby services, transit stops, and major roads.

2 | Suburban residential development began after World War II when consumer preference, federally subsidized mortgage loans, large-scale production building, and the interstate highway system drove the creation of suburbs.

3 | This change in development patterns over time and the impact on pedestrian connectivity can be illustrated in two county subdivisions.

a. The 1968 Truman Neighborhood subdivision includes a grid development pattern, and is located further from the city's downtown area and core services. It was designed for the automobile and the streets have no sidewalks. Nearby Truman Elementary school was built after the residential development, and there were no sidewalks for the students to walk on between home and school. Today, there are still no sidewalks on the local streets, but federal funding was used to build sidewalks on 44th Street between the neighborhood and the school.

b. Ridge Creek subdivision near Salmon Creek was platted in 1989 and instead of the grid network, a cul-de-sac design was built. Cul-de-sacs help maximize land for residential development but disrupt street connectivity. The subdivision was built with sidewalks on both sides of the street, as that was a code requirement at the time. When built, there were no services in the immediate area of the development. Later, Chinook Elementary, Alki Middle and Skyview High Schools were built. Today, many kids in this neighborhood do not have an easy or direct pedestrian connection to school and either get a car ride or have a longer walk than necessary. Due to the design of the neighborhood, kids who walk need to take a serpentine route to get to school.

4 | In Clark County, sidewalks are required on both sides of all public streets in urban areas and within rural centers while private road standards require sidewalks only on one side of the street.

5 | There are two sidewalk types, attached and detached. Attached sidewalks are adjacent to the street. Detached sidewalks have a vegetated strip between the road and sidewalk, providing a bigger buffer from car traffic.



NWDrones.net

Attachment: Commission on Aging Annual Report 2018 (Commission on Aging)

- 6 | Access to transit is impacted by development patterns. The catchment area can be analyzed around public transit stops to forecast potential users of the transit system. A .25 mile catchment area is used to forecast potential users of the system. A neighborhood with a well-connected grid pattern provides accessibility to more homes than a less-connected suburban neighborhood. In some suburban neighborhoods within the county, homes may be very close to a bus stop, but it would take more than .25 mile to walk to the stop due to the location of roads and sidewalks.
- 7 | The Washington State Transportation Improvement Board (TIB) provides transportation funding, but will only fund sidewalks that are 5 feet wide. Jurisdictions in Washington that want to build sidewalks larger than the state TIB funds allow, need to come up with additional funding sources.
- 8 | Clark County transportation improvements are prioritized based on the following criteria: safety; future need; congestion relief; multimodal; route connectivity; public and outside agency support; economic development; leverage of non-county funding; and environmental impacts. The criteria are listed in order of weight, with safety being the most heavily weighted.
- 9 | The county has a sidewalk program which currently has an annual budget of \$200,000. Sidewalk projects are ranked using the following criteria, with more weight given to items at the top of the list: safety and comfort; destination access; health outcomes/quality of life/ADA; and implementation.

MOBILITY AS A SERVICE

Kevin Chambers Independent Consultant
Full Path Transit Technology

The convergence of smartphone ubiquity, fast approaching self-driving cars, and an economy marked by the dominance of technology titans adds up to a rapidly transforming transportation landscape that defies easy prediction.

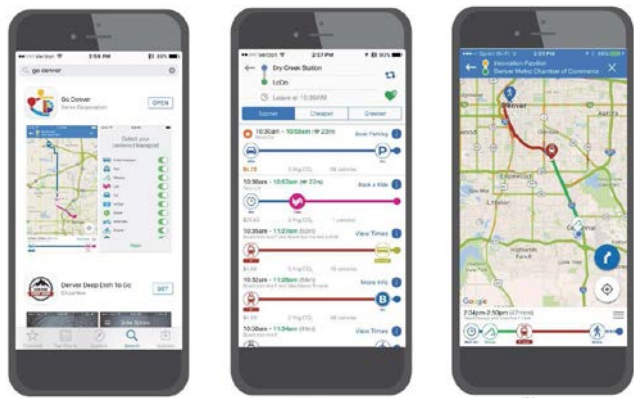
- 1 | Transportation industry trends indicate that vehicles

will be connected, shared, electrified, automated and include FAVES (fleets of autonomous vehicles that are electric and shared). Fleets is a key term because we often think of individual vehicles per person. Imagine electric, automated minibuses in your neighborhood.

- 2 | Right now, more items are being provided as a service throughout the economy. For instance, we can now pay to have our groceries delivered to us and a company can pay for a call center service to handle its phone calls. The service industry is impacting the transportation sector also and is known as mobility as a service, mobility on demand, or transportation as a service.
- 3 | The goal of Universal Mobility as a Service is to provide a comprehensive package of transportation services that can replace personal vehicle ownership. Users sign up for an account instead of owning a car. In order for it to be successful, it needs to easily help people find and book transportation options with the following functions:
 - a. It helps you make a decision about which option to choose (i.e. price information)
 - b. It is easy to book a trip
 - c. It is easy to switch between modes (for instance, you could use an Uber / Lyft / taxi, then a transit bus and then walk)
 - d. It is easy to pay for all transportation options through a single instrument

- 4 | There is an opportunity to create universal Mobility as a Service. This would mean designing a system that fully includes people with barriers to mobility such as older adults, those with disabilities, and those who live in rural areas. If you build it for those with barriers, it will also serve those who do not have barriers.

- 5 | The key takeaway regarding mobility as a service is that the public sector needs to be at the table for these conversations early and often. Age-friendly, universal Mobility as a Service is a possibility, but is not guaranteed.



ABOVE: Electric, driverless mini-bus. BELOW: DenverGo phone application, a mobility platform where multiple public and private transportation options are integrated into a single application. Time, price and calories burned are some of the metrics shown with each travel option.

EMERGING TECHNOLOGIES

Becky Steckler Program Manager
Urbanism Next, University of Oregon

Advances in emerging technologies, such as autonomous vehicles (AVs), e-commerce, and the sharing economy are having profound effects not only on how we live, move, and spend our time, but also on urban form and development itself. These new technologies are changing how people and goods move, and this has implications for the layout of communities and the places we spend our time. When cars were first being introduced, it was hard to imagine the impact they would have on our development patterns with the creation of suburbs, strip malls, and traffic. As new technology occurs with the introduction of autonomous vehicles, it is hard to imagine what impacts it will have.

- 1 |

A fleet of vehicles could be owned by a company and rented out instead of each of us individually owning our own vehicle. Vehicles could be used for individual rides or pooled rides. Cars on the road with nobody in them could lead to a lot of empty vehicle miles. The implications could be challenging.
- 2 |

Parking has a big impact on city form and development. Cars are parked about 95 percent of the time. If we start traveling in cars we do not own, then the need and demand for parking starts to go down. At the same time, the demand for the curb goes up as we will see an increase in pick-up and drop-offs. In dense urban cores, there are not that many surface parking lots. However, in suburbia, there tends to be a lot more surface parking. Local jurisdictions will need to figure out what to do with their parking regulations. All of these changes have implications for how they impact our downtowns, and could provide big opportunities for housing and green space.
- 3 |

What does street design look like when we have autonomous vehicles? Depending on how streets are redesigned, street capacity could dramatically change. Today, streets can typically carry 12,000 people per hour. In the future, we could potentially get more capacity out of an existing roadway. However, if we do not get this right, we could end up with long lines of cars picking up and dropping off people everywhere. Getting street design policies and curb management right is important.
- 4 |

Transit could be negatively impacted by autonomous vehicles, depending on how mobility as a service is implemented and regulated. AVs used through Mobility as a Service are expected to be cheaper than owning our own cars. If AVs are not accessible, then they will not be available to people with certain mobility challenges, while public transit provides accessible options. If people choose AVs over transit, transit agencies would have to cut service or readjust their financial model.



A woman enjoys a ride in a driverless vehicle.

- 5 |

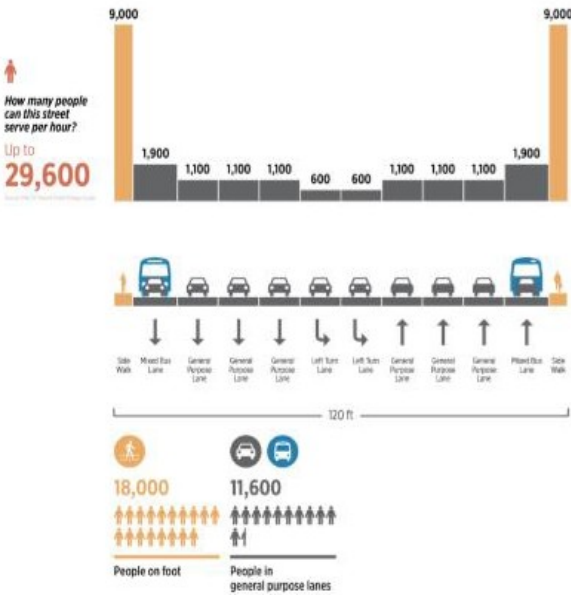
More people may choose to live in a rural or suburban location if traveling farther in an AV allows them to watch television, do work, etc. while traveling. We could see an increase in the demand for rural or suburban living. This could increase pressures on sprawl. If we spread further out, there will be public service and environmental impacts. The coverage for public services gets more challenging the more we spread out.
- 6 |

Home deliveries have been exponentially increasing over the last few years. Amazon is a major reason, but other players are involved, such as grocery delivery. As a result of our changing shopping behavior, lots of brick and mortar stores are closing. This could create redevelopment opportunities, such as vacant shopping malls. The industrial land system is changing too. Amazon is looking for close-in distribution locations and there has been a big uptick in interest for warehouses on industrial land. As a result, e-commerce has doubled its distribution network since 2012.
- 7 |

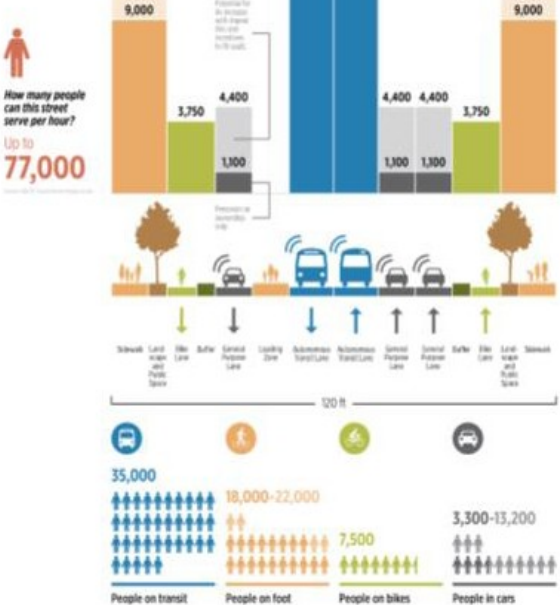
We really need to think about how to pay for road maintenance if traditional sources such as gas taxes and parking fines dry up. Ways to replace funding include: empty seat tax, fleet parking fees, use of curb access, GPS and data fees, mobile business tax, electricity fees, charging stations, advertisement tax, and a road usage charge (vehicle miles traveled).
- 8 |

Pricing mobility as a service is an idea that empowers people to make decisions that are best for them. Whim, in Helsinki, Finland, is a mobility subscription service where you can choose a pricing package. For instance, you could pay per ride, or pay for an unlimited package based on a monthly fee, or an urban package with unlimited bikeshare and public transit rides for a lower monthly fee, and a specific price per taxi ride or car rental.

Present



Future



Present and future street capacity. Source: Perkins + Will, January 2018.



Implementing the Aging Readiness Plan UPDATE

The Commission on Aging has developed several programs to implement the Aging Readiness Plan, including advocacy of Universal Design for homes and raising awareness of issues important to our aging population. In 2016, the commission began to revisit the primary focus areas outlined in the plan: Housing, Supportive Services, Transportation and Healthy Communities.



Group discussion at the 2018 Supportive Services Summit.

SUPPORTIVE SERVICES

In 2017, the commission focused on supportive services to educate and raise awareness about services that exist, or may need to exist, to help Clark County’s older adults age in their own home and familiar neighborhoods as long as possible. The commission’s recommendations centered on advocacy and promotion of existing services provided in the county; increasing the number of memory care facilities and smaller assisted living communities; and assigning a Clark County Sheriff’s deputy to the Elder Justice Center team.

Aging in Place Summit: Supportive Services, Realities and Possibilities

Clark County and the Commission on Aging co-hosted the summit with the Area Agency on Aging and Disabilities of SW Washington and Clark College on March 29, 2018, to bring local leaders together to discuss how to increase

Attachment: Commission on Aging Annual Report 2018 (Commission on Aging)

support for the growing number of older people who want to continue living in their Clark County communities. The keynote speaker, Vicki Schmall, a professor emeritus of Oregon State University (OSU) where she worked for nearly 25 years as director of the OSU Program on Gerontology and the Gerontology Specialist in the OSU Extension Service, spoke about aging in place, aging in community, and the challenges of being a family caregiver.

In addition to Dr. Schmall, a panel of local experts discussed needs and opportunities for Clark County residents' ability to successfully age in place. The panelists were:

Susan Engels

Certified Public Manager, Washington Aging and Long Term Support Administration

Julie Burger

Alzheimer's Association National Early-Stage Advisor

Les Burger, M.D.

Retired Commanding General, U.S. Army, Care Partner

Howard Klink

Principal Consultant, Klink Consulting Group

Elder Justice

The Commission recommended that Clark County assign a Sheriff's deputy to the Elder Justice Center team. In 2018 the Clark County Council worked with the Clark County Sheriff's Office and a deputy was assigned to a part-time role on the Elder Justice Center team.

Aging and Suicide

The commission recommended they work with community partners to raise awareness about addressing depression, anxiety and suicide in older adults. Veteran Affairs staff shared the VA Suicide Prevention Program fact and resource sheet on this topic.

HOUSING

In 2016, the Commission on Aging focused on housing and centered their recommendations on encouraging the construction and remodeling of homes and neighborhoods to be places everyone could visit regardless of ability. In 2018, the commission's advocacy work was evident in continued changes in the community regarding increasing aging-in-place opportunities.

2018 NW Natural Parade of Homes

The 2016 Commission on Aging housing recommendations and marketplace ideas included encouraging the

Building Industry Association to showcase a Universal Design home in the Clark County 2018 Parade of Homes. Soaring Eagle Homes built a house named "The Maker" in the 2018 Parade of Homes. The house incorporated Universal Design elements of no-step entry, crank windows, and easily accessible light switches and plugs.

Housing policy and code changes

Since the Commission on Aging's 2016 focus and recommendations on housing, several jurisdictions have been working on ways to encourage development of age-friendly housing. Clark County adopted code language that encourages a wider variety of housing sizes, options and price points by reducing barriers to development of accessory dwelling units and cottage housing and manufactured housing. When commission members visited city councils, there was interest in hearing what other jurisdictions in the county were doing to increase the number of single-story,



barrier free homes, such as Ridgefield's incentive program and Camas' comprehensive plan policy.

Education, awareness and advocacy

Throughout the year, the commission worked to provide education, community awareness and advocacy to move toward an all-age-friendly community. Below are some events and actions the commission members participated with to provide information or advocate on topics related to aging in Clark County.

- **City councils** Commission members presented the 2017 Commission on Aging Annual Report and supportive services recommendations to all city councils to keep them updated on the commission's progress.
- **Human Services Transportation Plan (HSTP) 2018 Update** The commission assisted with outreach for the HSTP plan by providing their regular monthly meeting recorded by Clark Vancouver Television,

OPPOSITE PAGE: The front door of "The Maker," showcased in the Clark County 2018 Parade of Homes. The doorway has a no-step entry, making it easy to enter for someone on foot, in a wheelchair, or in a stroller. ABOVE: The County Council declares May as Older Americans Month.

be used for a presentation and to solicit input from the public on the update.

- **Aging in Place Summit: Supportive Services** Clark County, Clark College, Area Agency on Aging and Disabilities and the Commission on Aging hosted the summit to bring community leaders together to learn how better shape supportive services to meet the needs of both caretakers and those who need care.
- **Transportation policies** The Commission on Aging wrote a letter of support regarding a county comprehensive plan complete streets policy so that the county is eligible for complete streets grants. The County Council is slated to adopt a complete streets policy as part of the 2018 Annual Reviews and Docket process in early 2019.
- **Proclamations** The commission successfully advocated for the county council to proclaim May as Older Americans Month.

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Waymo. <https://waymo.com/>

Zipcar. <http://www.zipcar.com/>

REFERENCES



COMMUNITY PLANNING

1300 Franklin Street • PO Box 9810

Vancouver, WA 98666-9810

564.397.2280

comm-aging@clark.wa.gov

www.clark.wa.gov/aging

For other formats, contact the Clark County ADA Office

Voice 564.397.2322 Relay 711 or 800.833.6388

Fax 360.397.6165

Email ada@clark.wa.gov

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: April 11, 2019

ITEM: BUSINESS

AGENDA ITEM TITLE: An Ordinance of the City of Ridgefield, Washington
Amending Ordinance No. 1280 Pertaining to the 2019
Budget

GOVERNING LEGISLATION:

Revised Code of Washington Chapter 35A.33

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Ordinance No. 1280 pertaining to the 2019 Budget on December 6, 2018.

SUMMARY/BACKGROUND:

The budget amendment totals \$2,882,240 in total appropriations, including a net amount of \$1,278,140 in capital project fund and operating fund transfers. No ongoing costs are included in the appropriation requests.

The amendment also includes recognition of \$237,250 increase in revenue. \$100,000 from the Ridgefield Raptors for capital share in additional infrastructure improvements for field 1 at RORC and a reduction of \$46,000 in capital share from Ridgefield Little League and Pacific Soccer Club. Both sports leagues purchased equipment outright for the Outdoor Recreation Complex. In addition, a recognition of \$56,250 in developer share for road impacts due to new development and recognition of the estimated revenues from the vehicle licensing fees of \$67,000. The final revenue recognition is for \$60,000 in additional grant funds for professional service work related to the Discovery Corridor infrastructure study and Park Laundry.

Operating fund transfers include \$195,000 in transfers originally budgeted to the street fund that will be reallocated to the General Capital Fund for the pavement preservation program and completion of the S 8th Avenue Improvement project. Additional transfers include \$38,640 from General Fund to support capital and street fund requests, \$52,000 in Water Fund capital utility transfers for completion of the Cemetery Booster station, \$30,000 in vehicle licensing fees for pavement preservation, \$57,500 from TIF for design and final plans and wetland bank mitigation for Royle Road construction and, \$657,000 from REET and \$443,000 from PIF to complete construction at RORC.

Overall fund balance impact will be a reduction of \$1,366,850.

Refer to the attached exhibit "A" for Ordinance No. 1289 for a list of project requests and the following table for detailed fund balance impact.

Fund Balance Impact							
			Total Expense	Increased Revenue	Interfund Transfer In	Fund Impact	
001	General Fund		185,100	60,000	-	(125,100)	
001-58	Building Fees		81,415	-	-	(81,415)	
101	Street Fund		(194,360)	-	(194,360)	-	
105	REET Fund		657,000	-	-	(657,000)	
114	PIF Fund		443,000	-	-	(443,000)	
115	TIF Fund		57,500	-	-	(57,500)	
150	TBD		30,000	67,000	-	37,000	
300	General Capital		1,520,500	110,250	1,420,500	10,250	
406	Water Fund		1,395	-	-	(1,395)	
408	Storm Fund		690	-	-	(690)	
410	Water Utility Capital		52,000	-	52,000	-	
416	Water SDC		52,000	-	-	(52,000)	
501	ERF		(4,000)	-	-	4,000	
Total			2,882,240	237,250	1,278,140	(1,366,850)	

BUDGET/FINANCIAL IMPACTS:

Please refer to the included table and to Exhibit "A" attached to Ordinance No. 1289

RECOMMENDED ACTION OR MOTION:

Staff recommends Council conduct the first reading of Ordinance No. 1289

STAFF CONTACT:

Kirk Johnson, Finance Director

ATTACHMENTS:

2019 Budget Amendment 1 Exhibit A (PDF)

2019 Budget Amendment Ordinance No 1289 (PDF)

ORDINANCE NO. 1289**AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING ORDINANCE NO. 1280 PERTAINING TO THE 2019 BUDGET**

WHEREAS, the Ridgefield City Council at its regular meeting on December 6, 2018 adopted Ordinance No. 1280 which adopted the City of Ridgefield 2019 budget; and

WHEREAS, the City of Ridgefield deems it necessary to appropriate additional expenditures in 2019 in the funds that are identified in the attached Exhibit "A" of the 2019 budget amendment; and

WHEREAS, these expenditures were not anticipated at the time of the adoption of the 2019 budget.

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

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to amend the 2019 budget to account for revenues and expenditures that were not anticipated at the time of adoption.

Section 2. Budget Amendment Adopted. Ordinance No. 1280, and the budget of the City of Ridgefield for fiscal year 2019 shall be amended to include the additional receipt and/or reduction of funds and the additional and/or reduction of expenditures addressing the funds shown in the attached Exhibit "A".

Section 3. Severability. Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid, the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

Section 4. Regulatory Conflicts. All other Ordinances and parts of other Ordinances inconsistent or conflicting with any part of this Ordinance are hereby repealed to the extent of the inconsistency or conflict.

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

Section 6. Effective date. This ordinance shall be in full force and effect five (5) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON ON THE 25th DAY OF APRIL, 2019.

Don Stose,
Mayor

ATTEST:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker,
City Attorney

First Reading:	April 11, 2019
Second Reading	April 25, 2019
Date of Publication:	May 1, 2019
Effective Date:	May 6, 2019

Exhibit "A"



2019 Budget Amendment #1

Ordinance # 1289

Expense Funding Source													
Item No.	Requesting Department	Fund	Project	Funding Source	Total 2019 Appopr.	Total Ongoing Annual Cost	Reapprop.	New Approp. Request	Revenue increase	Operating Fund, Special Revenue Fund Transfer	Loan/Grant	Fund Balance Impact	Description
1	Finance	General Capital	Developer Share Road Improvements	Developer	-	-	-	-	56,250	-	-	56,250	Recognize developer contribution for road improvements to NW Hillhurst Corridor for signal and frontage/road improvements.
2	Finance	General Capital	Partner Capital Share - RORC	RLL and Pacific Soccer Club	-	-	-	-	(46,000)	-	-	(46,000)	Remove funding source for RLL and PSC capital proportionate share. Each club or league purchased capital items for RORC.
3	Finance	General Capital	Ridgefield Raptor Capital Share	Ridgefield Raptors	-	-	-	-	100,000	-	-	100,000	Recognize proportionate share of capital costs due from Raptors.
4	Public Works	General Capital	Infrastructure for Field 1 at RORC	Capital Contribution	100,000	-	-	100,000	-	-	-	(100,000)	Acquisition and installation of new infrastructure for field 1 located at RORC.
5	Public Works	General Capital	RORC	REET, PIF	1,100,000	-	956,500	143,500	-	1,100,000	-	(1,100,000)	Recognize final expense for RORC. Carry over \$956,500 budget from 2018. Add additional \$143,500 in new funding. \$657k REET, \$443k PIF.
6	Public Works	General Capital	Wetland Bank Mitigation	General Fund, TIF	68,000	-	-	68,000	-	68,000	-	(68,000)	Purchase mitigation credits for wetlands associated with RORC (\$18,000) and Royle Road (\$50,000).
7	Public Works	General Capital	45th & Royle Road Design	TIF	7,500	-	-	7,500	-	7,500	-	(7,500)	Final plan review and design preparation for construction of Royle Road and roundabout South of Pioneer Street.
8	Finance	General Fund	Park Laundry Remediation Study	Ecology Grant, General Fund	45,000	-	-	45,000	-	-	30,000	(15,000)	City received a \$30,000 grant to analyze remediation requirements for Park Laundry property. General Fund expense \$15,000 for legal services.

Attachment: 2019 Budget Amendment 1 Exhibit A (2019 Budget Amendment)



2019 Budget Amendment #1

Ordinance # 1289

Expense Funding Source													
Item No.	Requesting Department	Fund	Project	Funding Source	Total 2019 Appopr.	Total Ongoing Annual Cost	Reapprop.	New Approp. Request	Revenue increase	Operating Fund, Special Revenue Fund Transfer	Loan/Grant	Fund Balance Impact	Description
9	Finance	General Fund	Discovery Corridor Infrastructure Needs Analysis	RTC	30,000	-	-	30,000	-	-	30,000	-	Additional grant and expense for infrastructure needs analysis. Total expense and grants \$130,000.
10	Finance	TBD	Vehicle Licensing Fees	Vehicle Licensing Fees	-	-	-	-	67,000	-	-	67,000	Recognize total vehicle licensing fee revenue forecast for 2019 June - December.
11	Public Works	General Capital	Pavement Preservation Program	General Fund, Vehicle Licensing Fees	175,000	-	-	175,000	-	175,000	-	(175,000)	Transfer reallocation from street fund to general capital fund for \$145,000 and transfer of \$30,000 in vehicle licensing fees to pavement preservation project.
12	Public Works	Street Fund	Street Maintenance Program	General Fund	(145,000)	-	-	(145,000)	-	(145,000)	-	145,000	Reallocate funding from street fund to general capital for pavement preservation project.
13	Public Works	General Capital	S 8th Ave Improvement Project	General Fund	50,000	-	-	50,000	-	50,000	-	(50,000)	Increase General Fund cost for street portion of project. Funding from Downtown sidewalk program and street maintenance fund.
14	Public Works	Street Fund	DT Infil Sidewalk Construction	General Fund	(20,000)	-	-	(20,000)	-	(20,000)	-	20,000	Increase General Fund cost for street portion of project. Funding from Downtown sidewalk program and street maintenance fund.
15	Public Works	Street Fund	Street Maintenance Program	General Fund	(30,000)	-	-	(30,000)	-	(30,000)	-	30,000	Increase General Fund cost for street portion of project. Funding from Downtown sidewalk program and street maintenance fund.
16	Public Works	Water Utility Capital	Cemetery Booster and Pump Station	Water SDC	52,000	-	52,000	-	-	52,000	-	(52,000)	Complete 2018 carry over of project.



2019 Budget Amendment #1

Ordinance # 1289

Expense Funding Source													
Item No.	Requesting Department	Fund	Project	Funding Source	Total 2019 Appr.	Total Ongoing Annual Cost	Reapprop.	New Approp. Request	Revenue increase	Operating Fund, Special Revenue Fund Transfer	Loan/Grant	Fund Balance Impact	Description
17	Finance	General Fund	Liability/Property Insurance	General Fund	18,300	-	-	18,300	-	-	-	(18,300)	Additional property insurance billing for 2019. City received estimate and bill after 2019 budget was completed.
18	Public Works	General Fund	CDD Building Demo	General Fund	30,000	-	-	30,000	-	-	-	(30,000)	Demolition of former community development building located next to Davis Park.
19	Public Works	General Fund	5054 Pioneer Building Demo	General Fund	15,000	-	-	15,000	-	-	-	(15,000)	Demolition of building located on city property at 5054 Pioneer St.
20	Community Development	General, Streets, Water, Storm	Acquisition of Furniture for RACC Offices	General, CDD, Streets, Water, Storm	8,500	-	-	8,500	-	315	-	(8,500)	Additional funding for final purchase of office furniture for RACC business center. Gen Fund 18.27%, CDD 66%, Streets 3.67%, Water 8.07%, Storm 4%.
21	Community Development	General, Streets, Water, Storm	Installation of Fiber to RACC offices	General, CDD, Streets, Water, Storm	8,800	-	-	8,800	-	325	-	(8,800)	Reappropriation of 2018 budget item for fiber install project completed in 2019. Gen Fund 18.27%, CDD 66%, Streets 3.67%, Water 8.07%, Storm 4%.
22	Public Works	General Capital	Bennett Kitchen Improvements	General Fund	20,000	-	-	20,000	-	20,000	-	(20,000)	Improvement project for Bennett kitchen. Fireplace insert and miscellaneous safety improvements.
23	Public Works	General Fund	Parks and Recreation Plan Update	General Fund	5,000	-	-	5,000	-	-	-	(5,000)	Additional \$5,000 funding for updated parks and recreation plan update. Total budget \$30,000.
24	Admin	General Fund	Land Use Document Scanning	Permitting Fees	20,000	-	-	20,000	-	-	-	(20,000)	Complete archival scanning of land use documents for city permits.



2019 Budget Amendment #1
Ordinance # 1289

ExpenseFunding Source													
Item No.	Requesting Department	Fund	Project	Funding Source	Total 2019 Apprpr.	Total Ongoing Annual Cost	Reapprop.	New Approp. Request	Revenue increase	Operating Fund, Special Revenue Fund Transfer	Loan/Grant	Fund Balance Impact	Description
25	Finance	ERF	Adjustment for 2019 Purchase	ERF	(4,000)	-	-	(4,000)	-	-	-	4,000	Re-appropriate ERF purchase to correct funds based on adjustment to 2019 purchases. Add \$6,360 to Gen Fund, \$2,120 to Cemetery, \$11,920 to Streets, \$8,080 to Parks. Deduct \$9,280 to Storm, \$23,200 to Water.
26	Executive	General Fund	Port Exchange Software	Building Fees	50,000	-	-	50,000	-	-	-	(50,000)	Software to track current permit and land use projects within City jurisdiction.
Total Budget Amendment					1,604,100	-	1,008,500	595,600	177,250	1,278,140	60,000	(1,366,850)	

Fund Balance Impact					
		Total Expense	Increased Revenue	Interfund Transfer In	Fund Impact
001	General Fund	185,100	60,000	-	(125,100)
001-58	Building Fees	81,415	-	-	(81,415)
101	Street Fund	(194,360)	-	(194,360)	-
105	REET Fund	657,000	-	-	(657,000)
114	PIF Fund	443,000	-	-	(443,000)
115	TIF Fund	57,500	-	-	(57,500)
150	TBD	30,000	67,000	-	37,000
300	General Capital	1,520,500	110,250	1,420,500	10,250
406	Water Fund	1,395	-	-	(1,395)
408	Storm Fund	690	-	-	(690)
410	Water Utility Capital	52,000	-	52,000	-
416	Water SDC	52,000	-	-	(52,000)
501	ERF	(4,000)	-	-	4,000
Total		2,882,240	237,250	1,278,140	(1,366,850)

Attachment: 2019 Budget Amendment 1 Exhibit A (2019 Budget Amendment)



2019 Budget Amendment – Ordinance No. 1289
First Reading April 11, 2019



2019 Budget Amendment – Ordinance No. 1289

RORC Budget Requests

Project	Funding Source	Expense	Revenue	Description
Equipment Purchase RORC	RLL and Pacific Soccer Club	\$0	(\$46,000)	Sports clubs purchased equipment outright for RORC.
Infrastructure improvements RORC	Ridgefield Raptors	100,000	100,000	Recognize capital share and expense for infrastructure purchase for field 1 at RORC.
RORC construction and owner furnished equipment	REET and PIF	1,100,000	0	Carry over \$965,500 in expenditures from 2018 and additional \$143,500 in new funding. \$657k REET, \$443k PIF.
Wetland Bank Mitigation	General Fund	18,000	0	Purchase mitigation credits for wetlands associated with RORC (\$18,000).
	Total	\$1,218,000	\$54,000	



2019 Budget Amendment – Ordinance No. 1289

Street Maintenance Budget Requests

Project	Funding Source	Expense	Revenue	Description
Road Improvements – Developer Contributions	Developer	\$0	\$56,250	Recognize the developer contribution for road improvements to NW Hillhurst Corridor
Transportation Benefit District	Vehicle Licensing Fees	30,000	67,000	Recognize licensing fee revenue and 2019 expense for pavement preservation program.
Pavement Preservation Program	General Fund	0	0	Reallocate \$145,000 for pavement preservation program from Street Fund to General Capital fund. No new funding
S. 8 th Avenue Improvement Project	General Fund	0	0	Reallocate \$50,000 from Street Fund to General Capital Fund for road portion of project.
Royle Road Design	TIF	7,500	0	Final plan review and design preparation for construction of Royle Road and roundabout South of Pioneer Street.
Wetland Bank Mitigation	TIF	50,000	0	Purchase mitigation credits for wetlands associated with Royle Road.
	Total	\$87,500	\$123,250	



2019 Budget Amendment – Ordinance No. 1289

Miscellaneous Budget Requests

Project	Funding Source	Expense	Revenue	Description
Park Laundry Remediation Study	Ecology Grant and General Fund	\$45,000	\$30,000	City received a \$30,000 grant to analyze remediation for Park Laundry property. General Fund expense \$15,000 for legal.
Discovery Corridor Infrastructure Needs Analysis	RTC	30,000	30,000	Additional grant and expense related to needs analysis. Total expense and grants \$130,000.
Cemetery Booster Station	Water SDC	52,000	0	Re-appropriate 2018 funding for completion of project.
Fiber Install City Hall to RSD	CDD/ Gen Fund/ Street / Water / Storm Funds	8,800	0	Re-appropriate funding for installation of fiber network from city hall to new offices located at current View Ridge location.
Furniture for new offices at RSD	CDD/ Gen Fund/ Street / Water / Storm Funds	8,500	0	Additional furniture and desk set-up for offices at View Ridge.
Liability/Property Insurance	General Fund	18,300	0	Additional property insurance billing for 2019. Estimate and invoice received after adoption of 2019 budget.



2019 Budget Amendment – Ordinance No. 1289

Miscellaneous Budget Requests

Project	Funding Source	Expense	Revenue	Description
CDD Building Demo	General Fund	30,000	0	Demolition of former community development building located next to Davis Park.
5054 Pioneer Building Demo	General Fund	15,000	0	Demolition of building located on city property at 5054 Pioneer St.
Bennett Kitchen Improvements	General Fund	20,000	0	Improvement project for Bennett kitchen. Fireplace insert and miscellaneous safety improvements.
Parks and Recreation Plan Update	General Fund	5,000	0	Additional \$5,000 funding for updated parks and recreation plan update. Total budget \$30,000.
Implement PortEngine Software Platform	Permitting Fees	50,000	0	Implementation of permit and land use project tracking software.



2019 Budget Amendment – Ordinance No. 1289

Miscellaneous Budget Requests

Project	Funding Source	Expense	Revenue	Description
Land Use Document Scanning	Permitting Fees	20,000	0	Complete archival scanning of land use documents for city permits.
Equipment Replacement	ERF	(4,000)	0	Re-appropriate ERF purchase to correct funds due to adjustment in purchases. Add \$6,360 to Gen Fund, \$2,120 to Cemetery, \$11,920 to Streets, \$8,080 to Parks. Deduct \$9,280 to Storm, \$23,200 to Water.
	Total	\$298,600	\$60,000	



2019 Budget Amendment – Ordinance No. 1289

Fund Balance Impact

Fund	Total Expense and Transfers Out	New Revenue	Interfund Transfer In	Fund Impact
General Fund	\$185,100	\$60,000	\$0	(\$125,100)
Building Fees	81,415	0	0	(81,415)
Street Fund	(194,360)	0	(194,360)	0
REET Fund	657,000	0	0	(657,000)
PIF Fund	443,000	0	0	(443,000)
TIF Fund	57,500	0	0	(57,500)
TBD Fund	30,000	67,000	0	37,000
General Capital	1,580,500	110,250	1,480,500	10,250
Water Fund	1,395	0	0	(1,395)
Storm Fund	690	0	0	(690)
Water Utility Capital	52,000	0	52,000	0
Water SDC	52,000	0	0	(52,000)
ERF	(4,000)	0	0	4,000
Total	2,882,240	237,250	1,278,140	(1,366,850)



A photograph of a blue heron in flight over a pond. The heron is in the center-right of the frame, with its wings spread wide, showing blue and brown feathers. The pond is in the foreground, reflecting the surrounding greenery. In the background, there is a large, fallen log and dense trees with bright green leaves. The scene is lit with warm, golden light, suggesting late afternoon or early morning.

THANK YOU

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 11, 2019

ITEM:

AGENDA ITEM TITLE: Motion - Approval of Union Ridge Ranch Final Plat

GOVERNING LEGISLATION:

RCW 36.70.A and RCW 58

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

The Ridgefield Hearing Examiner issued a Final Order approving the preliminary plat for Union Ridge Ranch on May 11, 2108 PLZ-18-0024. Union Ridge Ranch PUD will divide 14.8 acres into 67 single-family lots ranging from 4,324 to 7,689 square feet, public infrastructure, and Tracts A, B, C, D and E to be owned and maintained by the Homeowner's Association (HOA).

BUDGET/FINANCIAL IMPACTS:

Additional property tax revenue from 67 new single-family homes.

RECOMMENDED ACTION OR MOTION:

"I move to approve the final plat as presented".

STAFF CONTACT: Claire Lust, Associate Planner

ATTACHMENTS: UNION PLAT SHEET 1 (PDF)
UNION PLAT SHEET 2 (PDF)
Union Ridge Ranch open space (PDF)
PLZ-18-0126 Union Ridge Ranch Final Plat_04112019 (PDF)

PREPARED BY:
KPF SURVEYING, INC.
1514 N.E. 267TH AVE.
CAMAS, WA. 98607
(360) 834-0174

NOTES:

- ALL ROADS IN THIS PLAT ARE DEDICATED TO THE CITY OF RIDGEFIELD UNLESS NOTED OTHERWISE.
- IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
- CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-18--0024"
- PURSUANT TO RCW 27.53.060 IT IS UNLAWFUL TO REMOVE OR ALTER ANY ARCHAEOLOGICAL RESOURCE OR SITE WITHOUT HAVING OBTAINED A WRITTEN PERMIT FROM THE WASHINGTON STATE OFFICE OF ARCHEOLOGY AND HISTORIC RESERVATION. UPON ANY DISCOVERY OF POTENTIAL OR KNOWN ARCHAEOLOGICAL RESOURCES AT THE SUBJECT SITE PRIOR TO OR DURING ON-SITE CONSTRUCTION, THE DEVELOPER, CONTRACTOR, AND/OR ANY OTHER PARTIES INVOLVED IN CONSTRUCTION SHALL IMMEDIATELY CEASE ALL ON-SITE CONSTRUCTION, SHALL ACT TO PROTECT THE POTENTIAL OR KNOWN HISTORICAL AND CULTURAL RESOURCES AREA FROM OUTSIDE INTRUSION, AND SHALL NOTIFY, WITHIN A MAXIMUM PERIOD OF TWENTY FOUR HOURS FROM THE TIME OF DISCOVERY, THE CITY OF RIDGEFIELD COMMUNITY DEVELOPMENT DEPARTMENT OF SAID DISCOVERY.
- "CONSISTENT WITH RDC 18.720, EACH RESIDENTIAL LOT CONTAIN AT LEAST ONE (1) AND NO MORE THAN FOUR (4) PARKING SPACES PER LOT."
- TRACT A IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- TRACT B CONTAINS OPEN SPACE, A PEDESTRIAN EASEMENT, A PRIVATE ROAD, SANITARY EASEMENT, STORM WATER FACILITY AND WETLANDS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION TOGETHER WITH AN EASEMENT DEDICATED TO THE CITY OF RIDGEFIELD FOR ACCESS AND INSPECTION.
- TRACT C CONTAINS OPEN SPACE AND A STORM WATER FACILITY TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION TOGETHER WITH AN EASEMENT DEDICATED TO THE CITY OF RIDGEFIELD FOR ACCESS AND INSPECTION.
- TRACT D CONTAINS OPEN SPACE, A PEDESTRIAN EASEMENT AND STORM WATER EASEMENT TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION TOGETHER WITH AN EASEMENT DEDICATED TO THE CITY OF RIDGEFIELD FOR ACCESS AND INSPECTION.
- TRACT E CONTAINS A PRIVATE ROAD, SANITARY EASEMENT, TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

11. REQUIRED SETBACKS AND BUILDING COVERAGE IN THE RLD-6 ZONE
(RDC TABLE 18.210.110)
- | | |
|-------------------------|-----------------------------|
| MIN. LOT WIDTH | 50 FEET |
| MIN. LOT AREA | 7,200 SQUARE FEET (AVREAGE) |
| MIN. FRONT YARD SETBACK | 15 FEET |
| MIN. REAR YARD SETBACK | 10 FEET |
| MIN. SIDE YARD SETBACK | 5 FEET |
| MIN. STREET SIDE YARD | 10 FEET |
| MAX. HEIGHT | 35 FEET |
| MAX. BUILDING COVERAGE | 60% |

PERIMETER DESCRIPTION:

A TRACT OF LAND LOCATED IN LOTS 6, 7, 10 AND 11 OF "RIDGEFIELD HOMESITES", ACCORDING TO THE PLAT THEREOF RECORDED IN BOOK "D" OF PLATS, AT PAGE 55, RECORDS OF CLARK COUNTY, WASHINGTON, A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 4 NORTH, RANGE 1 EAST WILLAMETTE MERIDIAN, CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 19;

THENCE SOUTH 01°08'16" WEST , ALONG THE EAST LINE OF SAID NORTHEAST QUARTER, FOR A DISTANCE OF 1302.25 FEET TO THE NORTHEAST CORNER OF LOT 12 OF SAID "RIDGEFIELD HOMESITES

THENCE NORTH 89°25'05" WEST , FOR A DISTANCE OF 507.01 FEET TO THE NORTHEAST CORNER OF LOT 11 OF SAID "RIDGEFIELD HOMESITES", SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00°33'02" WEST, FOR A DISTANCE OF 389.45 FEET;

THENCE NORTH 89°25'17" WEST, FOR A DISTANCE OF 266.73 FEET;

THENCE SOUTH 00°13'35" WEST, FOR A DISTANCE OF 598.59 FEET;

THENCE NORTH 89°20'32" WEST, FOR A DISTANCE OF 529.54 FEET;

THENCE NORTH 14°09'31" WEST, FOR A DISTANCE OF 215.68 FEET;

THENCE NORTH 07°24'52" EAST, FOR A DISTANCE OF 392.06 FEET;

THENCE NORTH 00°36'56" EAST, FOR A DISTANCE OF 389.08 FEET;

THENCE SOUTH 89°25'15" EAST, FOR A DISTANCE OF 400.34 FEET;

THENCE SOUTH 89°28'29" EAST, FOR A DISTANCE OF 400.00 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING 14.81 ACRES, MORE OR LESS

DEED REFERENCES:

GRANTOR: CARRIE KELLY
GRANTEE: UNION RIDGE RANCH, LLC
AUDITORS FILE NO.: 5517321
DATED: 5-31-2018

GRANTOR: CYRUS S REESE AND BEVERLY J. REESE
GRANTEE: UNION RIDGE RANCH, LLC
AUDITORS FILE NO.: 5517350
DATED: 5-31-2018

GRANTOR: SHERRIE MARIE JAYNES
GRANTEE: UNION RIDGE RANCH, LLC
AUDITORS FILE NO.: 5517353
DATED: 5-31-2018

GRANTOR: DENNIS W. DUTSON AND CLAUDIA B. DUTSON
GRANTEE: UNION RIDGE RANCH, LLC
AUDITORS FILE NO.: 5517413
DATED: 5-31-2018

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

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

SURVEY REFERENCES:

- "RIDGEFIELD HOMESITES", BOOK "D", PAGE 55
- "BELLWOOD HEIGHTS PAHSE 1", BOOK 311, PAGE 143
- "PLEASANT RIDGE", BOOK 311, PAGE 621
- LAWSON SURVEY, BOOK 19, PAGE 72
- HAGEDORN SURVEY. BOOK 51, PAGE 17

DEDICATION:

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

DECLARANT:

UNION RIDGE RANCH, LLC
JOEL STALDER

SIGNATURE _____ DATE _____

TITLE _____

ACKNOWLEDGMENT:

STATE OF _____)
COUNTY OF _____)

ON THIS _____ DAY OF _____, 20____, BEFORE ME PERSONALLY APPEARED _____ TO ME KNOWN TO BE THE PERSON(S) WHO EXECUTED THE FOREGOING DEDICATION AND ACKNOWLEDGMENT TO ME THAT HE/SHE SIGNED AND SEALED THE SAME AS HIS/HER FREE AND VOLUNTARY ACT AND DEED FOR THE USES AND PURPOSES THEREIN MENTIONED.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF _____
RESIDING IN _____
MY COMMISSION EXPIRES _____

UNION RIDGE RANCH PUD

A SUBDIVISION
IN LOTS 6, 7, 10 AND 11
OF "RIDGEFIELD HOMESITES" (D-55)
IN THE SE 1/4 OF THE NE 1/4 OF
SECTION 19, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON

CITY COMMUNITY DEVELOPMENT DIRECTOR:

CITY COMMUNITY DEVELOPMENT DIRECTOR _____ DATE _____

CITY PUBLIC WORKS DIRECTOR:

CITY PUBLIC WORKS DIRECTOR _____ DATE _____

CITY ENGINEER:

CITY OF RIDGEFIELD ENGINEER _____ DATE _____

CITY MAYOR:

APPROVED AND ACCEPTED BY THE CITY OF RIDGEFIELD, COUNTY OF CLARK, STATE OF WASHINGTON, THIS ____ DAY OF _____, 2018.

MAYOR, CITY OF RIDGEFIELD

ATTESTED BY: _____
CITY CLERK

CLARK REGIONAL WASTEWATER DISTRICT

DEVELOPMENT PROGRAM MANAGER _____ DATE _____

ASSESSOR:

THIS PLAT MEETS THE REQUIREMENTS OF R.C.W. 58.17.170, LAWS OF WASHINGTON, TO BE KNOWN AS "UNION RIDGE RANCH PUD"
SUBDIVISION PLAT NO. _____
IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

COUNTY ASSESSOR _____ DATE _____

AUDITORS CERTIFICATE:

FILED FOR RECORD, THIS ____ DAY OF _____ 2018

IN BOOK _____ OF PLATS, AT PAGE _____

CLARK COUNTY AUDITOR

AUDITORS FILE NUMBER

SURVEYOR'S CERTIFICATE:

I, KYLE PATRICK FEEDER, A PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PLAT OF UNION RIDGE RANCH AS SHOWN IS A TRUE RETURN FROM THE FIELD AND IS BASED UPON THE ACTUAL SURVEY AND SUBDIVISION OF SECTION 19, TOWNSHIP 4 NORTH, RANGE 1 EAST; THAT THE DISTANCES, COURSES AND ANGLES ARE SHOWN THEREON CORRECTLY AND THAT THE MONUMENTS AND LOT CORNERS HAVE BEEN SET ON THE GROUND AS SHOWN ON THE PLAT.

THIS MAP CORRECTLY REPRESENTS AN ACTUAL SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF JOEL STALDER IN DECEMBER 2017.

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

UTILITY AND SIDEWALK EASEMENT:

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

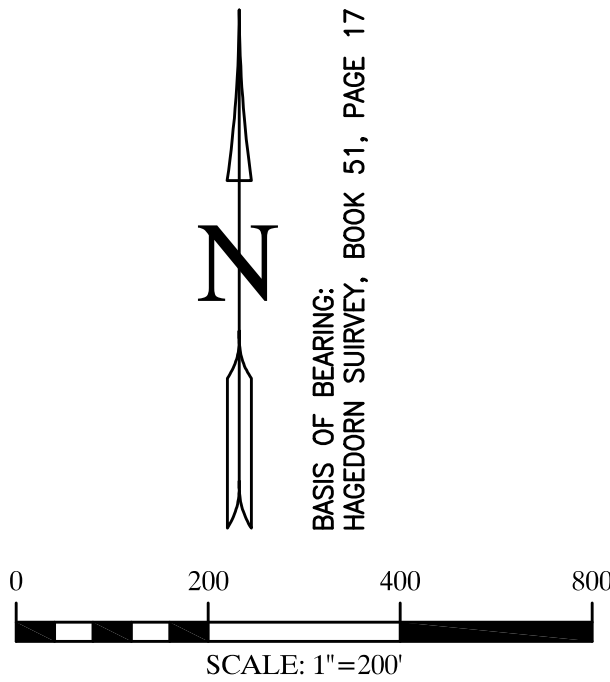
SIDEWALK NOTE:

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

DATE:	10-30-18
SCALE:	1"=200'
JOB NO.:	18-009
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	1 OF 2

KPF

SURVEYING, INC.
1514 N.E. 267TH AVE. CAMAS, WA 98607
360-834-0174 FAX: 360-838-0155



PREPARED BY:
KPF SURVEYING, INC.
1514 N.E. 267TH AVE.
CAMAS, WA. 98607
(360) 834-0174

UNION RIDGE RANCH PUD

A SUBDIVISION
IN LOTS 6, 7, 10 AND 11
OF "RIDGEFIELD HOMESITES" (D-55)
IN THE SE 1/4 OF THE NE 1/4 OF
SECTION 19, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON

CURVE	RADIUS	ARC LENGTH	DELTA A	ANGLE CHORD LENGTH	CHORD BEARING
C1	56.00'	38.13'	39°00'28"	37.39'	N 71°06'42" E
C2	80.00'	54.46'	39°00'28"	53.42'	N 71°06'42" E
C3	104.00'	70.80'	39°00'28"	69.44'	N 71°06'42" W
C4	104.00'	4.16'	2°17'25"	4.16'	S 89°28'13" W
C5	104.00'	52.80'	29°05'28"	52.24'	S 73°46'47" W
C6	104.00'	13.84'	7°37'34"	13.83'	S 55°25'15" W
C7	104.00'	25.58'	14°08'44"	25.61'	N 58°40'50" E
C8	104.00'	41.80'	23°01'50"	41.52'	S 72°18'07" W
C9	104.00'	67.48'	37°10'34"	66.50'	S 70°11'45" W
C10	80.00'	51.91'	37°10'34"	51.00'	S 70°11'45" W
C11	56.00'	36.34'	37°10'34"	35.70'	S 70°11'45" W
C12	2024.00'	15.51'	0°26'20"	15.51'	N 89°00'12" E
C13	2024.00'	50.00'	1°24'56"	50.00'	N 89°55'50" W
C14	2024.00'	30.00'	0°50'57"	30.00'	S 88°56'13" E
C15	2024.00'	29.91'	0°50'48"	29.91'	N 88°05'20" W
C16	2024.00'	125.43'	3°33'02"	125.41'	S 89°26'27" E
C17	2000.00'	123.94'	3°33'02"	123.92'	N 89°26'27" W
C18	1976.00'	122.45'	3°33'02"	122.43'	S 89°26'27" E
C19	1976.00'	10.23'	0°17'48"	10.23'	N 88°55'56" E
C20	1976.00'	50.01'	1°27'00"	50.00'	S 89°48'19" W
C21	1976.00'	30.00'	0°52'12"	30.00'	S 89°02'05" E
C22	1976.00'	32.22'	0°56'03"	32.22'	N 88°07'58" W
C23	176.00'	45.11'	14°41'10"	44.99'	S 84°59'29" W
C24	176.00'	3.91'	1°16'20"	3.91'	N 77°00'43" E
C25	176.00'	49.02'	15°57'31"	48.86'	N 84°21'18" E
C26	200.00'	55.71'	15°57'31"	55.53'	N 84°21'18" E
C27	224.00'	62.39'	15°57'31"	62.19'	S 84°21'18" W
C28	224.00'	42.52'	10°54'09"	42.56'	S 86°52'59" E
C29	224.00'	19.77'	5°03'22"	19.76'	S 78°54'14" W
C30	76.00'	9.07'	6°50'09"	9.06'	N 86°00'13" W
C31	100.00'	11.93'	6°50'09"	11.92'	S 86°00'13" E
C32	124.00'	14.79'	6°50'09"	14.79'	N 86°00'13" W
C33	124.00'	24.25'	11°12'21"	24.21'	S 83°49'07" E
C34	124.00'	31.27'	14°26'58"	31.19'	N 70°59'27" W
C35	124.00'	55.52'	25°39'19"	55.06'	N 76°35'38" W
C36	100.00'	44.78'	25°39'19"	44.40'	N 76°35'38" W
C37	76.00'	34.03'	25°39'19"	33.75'	N 76°35'38" W
C38	76.00'	15.72'	11°50'51"	15.69'	S 83°29'52" E
C39	76.00'	10.32'	13°48'28"	10.27'	N 70°40'12" W
C40	76.00'	9.71'	7°19'21"	9.71'	S 67°25'39" E
C41	76.00'	24.78'	18°41'06"	24.68'	S 80°25'52" E
C42	76.00'	34.50'	26°00'27"	34.20'	N 76°46'12" W
C43	100.00'	45.39'	26°00'27"	45.00'	N 76°46'12" W
C44	124.00'	56.29'	26°00'27"	55.80'	N 76°46'12" W
C45	124.00'	3.20'	1°28'43"	3.20'	S 64°30'20" E
C46	124.00'	36.60'	16°54'43"	36.47'	N 73°42'03" W
C47	124.00'	16.48'	3°37'01"	16.47'	N 85°57'55" W
C48	46.00'	72.26'	90°00'00"	65.05'	S 45°13'55" W
C49	70.00'	109.96'	90°00'00"	98.99'	S 45°13'55" W
C50	94.00'	147.65'	90°00'00"	132.94'	S 45°13'55" W
C51	94.00'	34.79'	21°12'17"	34.59'	N 79°37'26" E
C52	94.00'	22.16'	13°30'18"	22.10'	N 62°16'09" E
C53	94.00'	41.18'	25°05'54"	40.85'	N 42°58'03" E
C54	94.00'	49.53'	30°11'31"	48.96'	S 15°19'20" W
C55	2114.00'	18.39'	0°29'54"	18.39'	N 89°01'59" E
C56	2114.00'	50.00'	1°21'19"	50.00'	N 89°57'35" E
C57	2114.00'	32.61'	0°53'02"	32.61'	S 88°06'27" E
C58	184.00'	34.49'	10°44'18"	34.43'	S 83°24'53" W

LINE	BEARING	DIST	ANCE
L1	S 44°23'04" E	17.65'	
L2	S 37°22'30" W	15.63'	
L3	S 51°32'13" E	22.40'	
L4	S 45°36'56" W	17.75'	
L5	N 44°24'11" W	18.06'	
L6	N 48°59'47" E	17.32'	
L7	N 44°35'51" W	17.34'	
L8	N 45°24'09" E	17.66'	
L9	S 37°35'08" E	17.59'	
L10	N 52°24'52" E	21.21'	
L11	N 82°35'08" W	15.58'	
L12	S 51°36'28" W	1.18'	
L13	S 51°36'28" W	1.18'	
L14	N 51°36'28" E	1.18'	

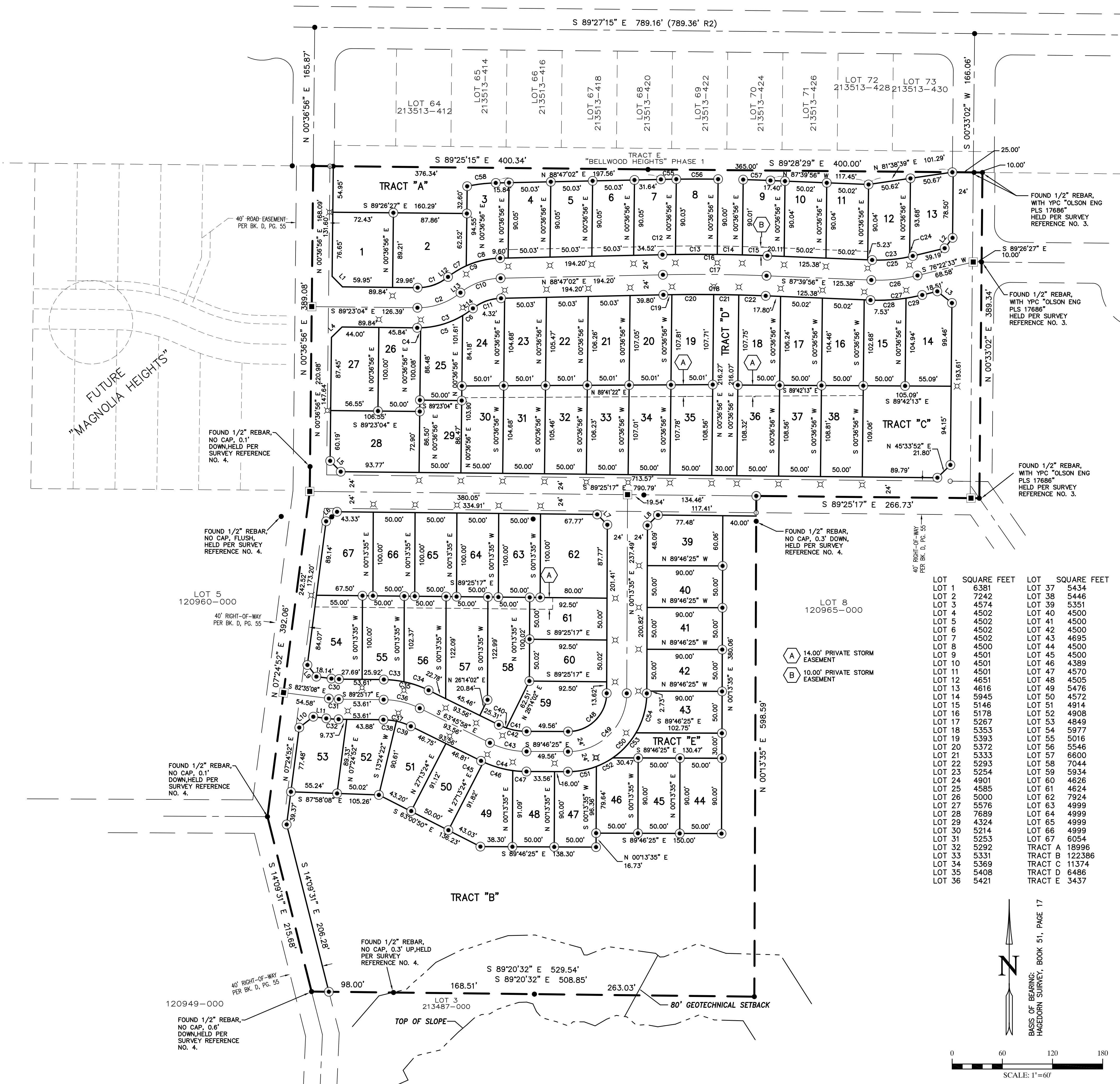
LEGEND

- INDICATES FOUND MONUMENT AS NOTED
- ⊙ INDICATES 1/2" x 24" REBAR WITH (FEEDER 41023) CAP SET
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41023) CAP SET IN BOXED MONUMENT CASE
- INDICATES CALCULATED POSITION
- ⊗ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "FEEDER 41032" SET AT THE EXTENSION OF ALL LOT LINES IN THE CURB, 9.75' FROM RIGHT-OF-WAY CORNER, UNLESS NOTED OTHERWISE
- INDICATES RIGHT-OF-WAY
- - - INDICATES CENTERLINE
- INDICATES SUBJECT PROPERTY
- INDICATES LOT LINE
- - - INDICATES EASEMENT
- - - INDICATES GEOTECHNICAL SETBACK

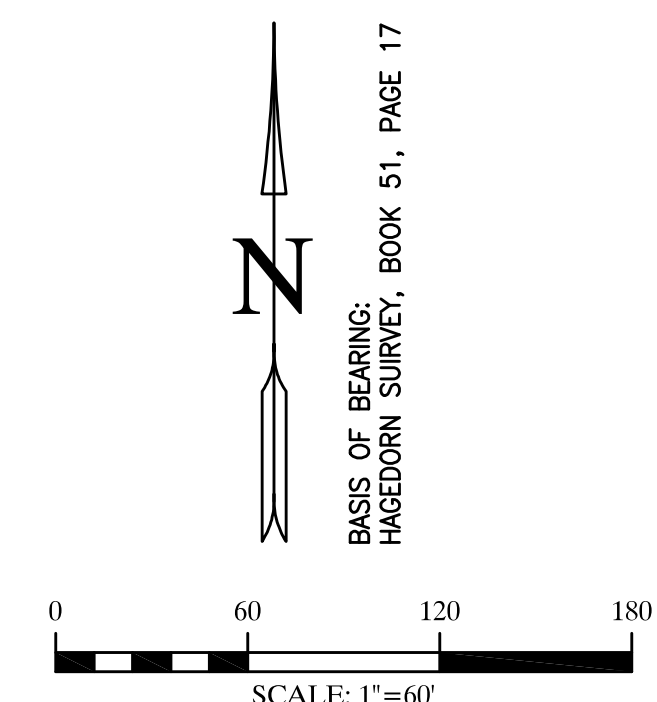


DATE: 10-30-18
SCALE: 1"=60'
JOB NO.: 18-009
CALC BY: KPF
DRAWN BY: GLF
CHECKED BY: KPF
SHEET 2 OF 2

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



LOT	SQUARE FEET	LOT	SQUARE FEET
LOT 1	6381	LOT 37	5434
LOT 2	7242	LOT 38	5446
LOT 3	4574	LOT 39	5351
LOT 4	4502	LOT 40	4500
LOT 5	4502	LOT 41	4500
LOT 6	4502	LOT 42	4500
LOT 7	4502	LOT 43	4695
LOT 8	4500	LOT 44	4500
LOT 9	4501	LOT 45	4500
LOT 10	4501	LOT 46	4389
LOT 11	4501	LOT 47	4570
LOT 12	4651	LOT 48	4505
LOT 13	4616	LOT 49	5476
LOT 14	5945	LOT 50	4572
LOT 15	5146	LOT 51	4914
LOT 16	5178	LOT 52	4908
LOT 17	5267	LOT 53	4849
LOT 18	5353	LOT 54	5977
LOT 19	5393	LOT 55	5016
LOT 20	5372	LOT 56	5546
LOT 21	5333	LOT 57	6600
LOT 22	5293	LOT 58	7044
LOT 23	5254	LOT 59	5934
LOT 24	4901	LOT 60	4626
LOT 25	4585	LOT 61	4624
LOT 26	5000	LOT 62	7924
LOT 27	5576	LOT 63	4999
LOT 28	7689	LOT 64	4999
LOT 29	4324	LOT 65	4999
LOT 30	5214	LOT 66	4999
LOT 31	5253	LOT 67	6054
LOT 32	5292	TRACT A	18996
LOT 33	5331	TRACT B	122386
LOT 34	5369	TRACT C	11374
LOT 35	5408	TRACT D	6486
LOT 36	5421	TRACT E	3437



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UNION RIDGE RANCH PUD

A SUBDIVISION
IN LOTS 6, 7, 10 AND 11
OF "RIDGEFIELD HOMESITES" (D-55)
IN THE SE 1/4 OF THE NE 1/4 OF
SECTION 19, T. 4 N., R. 1 E., W.M.,
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON

	CHUR	KAMU	ENGL	LA	AMCHOR	ENGL	HOCOR	REB
C01	58.00	35.13	39.00	38	37.19	N	71.08	42
C02	104.00	54.48	46.00	38	46.00	N	71.08	42
C03	104.00	70.80	39.00	38	69.44	N	71.08	43
C04	104.00	41.86			4.16	N	89.29	48
C05	104.00	52.80	23.00	38	52.80	N	89.29	48
C06	104.00	13.84	73.34	34	13.83	N	89.29	49
C07	104.00	52.80	23.00	38	52.80	N	89.29	48
C08	104.00	47.80	23.00	38	47.52	N	77.17	07
C09	104.00	67.48	37.10	34	66.30	N	70.71	44
C10	104.00	51.00	21.00	38	51.00	N	70.71	44
C11	58.00	35.14	37.10	34	35.70	N	70.71	44
C12	104.00	51.00	0.00	38	51.00	N	89.00	00
C13	104.00	51.00	0.00	38	51.00	N	89.00	00
C14	104.00	30.00	0.00	38	30.00	N	89.86	33
C15	104.00	30.00	0.00	38	30.00	N	89.86	33
C16	104.00	125.43	33.00	38	124.41	N	89.86	33
C17	104.00	30.00	0.00	38	30.00	N	89.86	33
C18	104.00	30.00	0.00	38	30.00	N	89.86	33
C19	104.00	30.00	0.00	38	30.00	N	89.86	33
C20	104.00	10.00	0.00	38	10.00	N	89.86	33
C21	104.00	30.00	0.00	38	30.00	N	89.86	33
C22	104.00	30.00	0.00	38	30.00	N	89.86	33
C23	104.00	30.00	0.00	38	30.00	N	89.86	33
C24	104.00	30.00	0.00	38	30.00	N	89.86	33
C25	104.00	30.00	0.00	38	30.00	N	89.86	33
C26	104.00	30.00	0.00	38	30.00	N	89.86	33
C27	104.00	30.00	0.00	38	30.00	N	89.86	33
C28	104.00	30.00	0.00	38	30.00	N	89.86	33
C29	104.00	19.77	50.32	19	19.76	N	78.94	44
C30	104.00	20.00	50.32	19	20.00	N	78.94	44
C31	100.00	11.33	6.50	09	11.32	N	86.00	33
C32	104.00	14.79	8.50	09	14.79	N	89.00	33
C33	104.00	24.25	12.50	09	24.25	N	89.00	33
C34	124.00	31.72	14.58	31	31.19	N	70.69	27
C35	104.00	31.72	14.58	31	31.19	N	70.69	27
C36	104.00	44.03	29.89	19	44.40	N	76.35	38
C37	104.00	44.03	29.89	19	44.40	N	76.35	38
C38	104.00	15.75	12.48	28	15.75	N	76.35	38
C39	104.00	15.75	12.48	28	15.75	N	76.35	38
C40	104.00	15.75	12.48	28	15.75	N	76.35	38
C41	76.00	28.38	16.40	09	28.68	N	80.59	25
C42	76.00	28.38	16.40	09	28.68	N	80.59	25
C43	76.00	34.50	29.00	07	34.20	N	78.46	48
C44	76.00	34.50	29.00	07	34.20	N	78.46	48
C45	124.00	58.20	26.00	07	58.80	N	78.46	48
C46	124.00	58.20	26.00	07	58.80	N	78.46	48
C47	124.00	30.00	15.43	33	30.47	N	84.42	63
C48	124.00	16.48	7.57	01	16.47	N	89.57	25
C49	104.00	72.80	16.48	01	72.80	N	89.57	25
C50	76.00	109.96	80.00	00	98.59	N	42.13	35
C51	84.00	172.92	100.00	00	172.94	N	42.13	35
C52	84.00	34.48	34.48	00	34.48	N	42.13	35
C53	84.00	22.16	13.90	18	22.10	N	62.76	09
C54	84.00	61.18	11.82	00	61.18	N	62.76	09
C55	84.00	49.59	30.71	31	48.86	N	51.19	20
C56	84.00	49.59	30.71	31	48.86	N	51.19	20
C57	84.00	49.59	30.71	31	48.86	N	51.19	20
C58	84.00	49.59	30.71	31	48.86	N	51.19	20
C59	84.00	49.59	30.71	31	48.86	N	51.19	20
C60	84.00	49.59	30.71	31	48.86	N	51.19	20

LINE	BEARING	DIST	AREA
1	S 44°23'04" E	17.65	
2	S 37°32'30" E	15.63	
3	S 51°32'13" E	22.40	
4	S 45°56'52" E	17.79	
5	N 44°24'11" E	18.06	
6	N 48°59'47" E	17.32	
7	N 44°35'51" E	17.34	
8	N 45°24'09" E	17.68	
9	S 37°35'08" E	17.50	
10	N 52°24'52" E	21.21	
11	E 82°35'08" E	15.58	
12	S 51°36'28" E	1.18	
13	S 51°36'28" E	1.18	
14	N 51°36'28" E	1.18	

LEGEND

- INDICATES FOUND MOUND AS NOTED
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41023) CAP SET
- INDICATES 1/2" x 24" REBAR WITH (FEEDER 41023) CAP SET IN BOXED MOUND CASE
- INDICATES CALCULATED POSITION
- INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "FEEDER 41032" SET AT THE EXTENSION OF ALL LOT LINES IN THE CURB 7.5' FROM RIGHT-OF-WAY CORNER, UNLESS NOTED OTHERWISE
- INDICATES RIGHT-OF-WAY
- INDICATES CENTERLINE
- INDICATES SUBJECT PROPERTY
- INDICATES LOT LINE
- INDICATES EASEMENT
- INDICATES GEOTECHNICAL STRUCK



DATE:	10-10-18
SCALE:	1" = 60'
JOB NO.:	18-009
CALC BY:	KPF
DRAWN BY:	GLF
CHECKED BY:	KPF
SHEET	2 OF 2

KPF
SURVEYING, INC.
1514 N.E. 26TH AVE. CAMAS, WA
360.838.0174 FAX: 360.838.0175



COMMUNITY DEVELOPMENT DEPARTMENT

230 Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3557 | Fax: (360) 887-0861 |

Union Ridge Ranch Final Plat

Staff Report

File No. PLZ-18-0126

I. Review Process

Upon receipt of a proposed final plat, the city council shall at their next public meeting set a date for consideration of the final plat at a public meeting. Notice of the date, time and location of the public meeting shall be posted. The city council shall review the final plat during the public meeting and shall approve the final plat if the city council determines that the final plat conforms to the conditions of preliminary plat approval, applicable state laws, and the final plat meets the requirements of Title 18 as it existed at the time of preliminary plat approval. RDC 18.620.130.

II. Basic Facts

Final Plat Application date: On October 31, 2018 (multiple supplements, thereafter), the City received an application for final plat approval for Union Ridge Ranch Subdivision – 67 single family detached lots

Zoning: RLD-6

Owner: Union Ridge Ranch, LLC, 4400 NE 70th Avenue, Suite 275, Vancouver, WA 98662. Contact: Joel Stalder, 360.903.9877, joelstalder@dstalderrealtygroup.com

Property Information: 2013 N 3rd Way, Ridgefield, WA 98642; Ridgefield Homesites Lots 10, 11, 6 and 7; Assessor's PIN: 120968000, 120950000, 1209620000, and 120963000; 14.8 acres

Preliminary Plat: City of Ridgefield File No. PLZ-18-0024, May 11, 2018

City Council hearing date: April 11, 2019

III. Documents Received

- 1) Union Ridge Ranch Signed Plat Application
- 2) Union Ridge Ranch Submittal Checklist
- 3) Union Ridge Ranch Final Plat Review Narrative
- 4) Bylaws Union Ridge Ranch
- 5) Articles of Incorporation – Union Ridge Ranch

- 6) Union Ridge Ranch CC&Rs
- 7) Union Ridge Ranch Plat Sheet 1
- 8) Union Ridge Ranch Plat Sheet 2
- 9) Union Ridge Ranch Perimeter Legal
- 10) Union Ridge Ranch Lot Calcs

IV. Background

The Ridgefield Hearing Examiner issued a Final Order approving the preliminary plat for Union Ridge Ranch, PLZ-18-0024. Union Ridge Ranch PUD will divide 14.8 acres into 67 single family lots public infrastructure, and Tracts A, B, C, D and E to be owned and maintained by the Homeowner's Association (HOA).

A Final Plat must demonstrate compliance with the findings and conditions of approval in the Final Order, post-decision reviews and with applicable City regulations and standards. The purpose of this review is to consider whether the applicant has met the conditions of approval, the Ridgefield Development Code, and the City Engineering Standards for Public Work. The review team evaluated the final plat materials provided and offer the following combined comments.

V. Engineering Comments

Staff concludes that the final plat conforms with or will conform with the conditions of approval in the Union Ridge Ranch Subdivision Final Order PLZ-18-0024 subject to the proposed **Conditions of Approval**.

B. Engineering Conditions:

Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with the following:

1. Prior to final plat approval the developer shall:
 - a. Dedicate additional right-of-way sufficient to meet current city standards and improve those right-of-ways to current city standards.
2. The offset between the proposed centerline of N 4th Way and the centerline of the existing segment of N 4th Way east of N 23rd Place shall be no more than 10 feet.
3. The development shall pay a proportionate share contribution toward the future second eastbound through lane and the second northbound lane at the 45th Avenue/Pioneer Street (SR 501) roundabout intersection. The applicant's proportionate share contribution is limited to a maximum \$20,000.
4. The development shall pay a proportionate share contribution toward the future second northbound lane at the 45th Avenue/Pioneer Street (SR 501) roundabout intersection.
5. Signing shall be placed at all street stubs within the development to communicate the planned future extension of the roadways.

6. Minimum sight distance requirements shall be met at all future street connections and site driveways. Sight distances should be re-verified in the final engineering/construction stages of development.
7. The proposed trails from the existing Bellwood Heights Tract E pathway to N 4th Way, from N 4th Way to N 3rd Way, and in tracts D and E must be a minimum of 8 feet wide and constructed to the City's type 3 trail standards. Trails that cross city streets shall be raised above the street pavement and signed, "Trail Crossing" to protect pedestrian safety.
8. The stormwater design shall be in accordance with the engineering standards in effect at the time of engineering submittal.
9. Because of the potential for landscape and severe erosion, as a matter of public safety future site development must meet the requirements of RDC 18.280.130, Geologic Hazard Areas:
 - a. The city shall not approve the final project absent of approval of a geotechnical report specific to the development proposed and approved by this preliminary plat.
 - b. All public and private improvements south of N 2nd Way shall maintain a minimum 80-foot horizontal setback from the top of the any slope greater than 20%.
 - c. All proposed public and private improvements south of N 2nd Way shall provide the City Engineer with a geotechnical analysis specific to the proposed improvement and the city shall not authorize any development south of N 2nd Way absent a finding from the City Engineer or a qualified third party that the proposed improvement will not endanger public health or safety.
 - d. Clearing, grading, uprooting, or otherwise impairing the soil stabilizing function of vegetation in a geological hazard area shall be prohibited during the wet season (November 1 to May 1), except as authorized under a valid state or federal permit or a city Type I permit. (RDC 18.280.130.C.1.a.vii.)
10. Prior to issuance of grading permit, submit an erosion control plan prior to construction that complies with RDC 18.755.070, and comply with the erosion control requirements of RDC 18.755.050 and 18.755.060 during construction. Provide proof of an NPDES permit from the Department of Ecology.
11. To avoid erosion potential and to avoid working on a saturated subgrade, the contractor will limit work during the wet seasons, from November 1 until May 1. In the event soil disturbance is proposed during the wet season, no ground disturbing activities shall occur until a City grading permit is obtained and the applicant demonstrates it is capable of complying with all conditions of the City permit and applicable DOE standards.
12. Engineering plans including proposed utilities must be submitted to the City for review and approval prior to construction.
13. Final engineering plans including proposed sanitary sewer service must be submitted to the City and Clark County Waste Water District for review and approval prior to construction.
14. Onsite water lines shall be a minimum of 8-inches, be looped through the site, and comply with engineering standards in place at the time of engineering submittal.
15. Future storm facilities will be owned, operated, and maintained by the developer until a HOA is formed to assume ownership and maintenance.

VI. Survey Comments

Survey comments were provided separately and have been addressed.

VII. Land Use Planning Comments

Staff concludes that the final plat conforms with or will conform with the conditions of approval in the Union Ridge Ranch Subdivision Final Order PLZ-18-0024 subject to the proposed **Conditions of Approval**.

A. General Conditions:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements established in applicable plans, policies, regulations and standards adopted at the time of this application, including but not limited to, the Ridgefield Urban Area Comprehensive Plan (RUACP), the Ridgefield Capital Facilities Plan (RCFP), the Ridgefield Development Code (RDC), the Ridgefield Engineering Standards for Public Works (Engineering Standards), current water and sanitary sewer plans, and the Stormwater Management Manual for the Puget Sound Basin (Puget Sound Manual).
2. The project will be divided into two phases. Phase 2, which shall include Lots 27 and 28 and abutting N 20th Place right-of-way, shall be reserved for future development and no improvements authorized within Phase 2 until such time as the well and water line burdening Phase 2 for the benefit of Ridgefield Homesites Lot 9 (Borgstedt) is abandoned.
3. Applications for subdivision are subject to the requirements of RDC 18.600, Subdivision General; 18.620, Subdivision procedures; 18.630, Design requirements; and 18.401, PUD.
4. Pursuant to RCW 27.53.060 it is unlawful to remove or alter any archaeological resource or site without having obtained a written permit from the Washington State Office of Archaeology and Historic Preservation. Upon any discovery of potential or known archaeological resources at the subject site prior to or during on-site construction, the developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-fours from the time of discovery, the City of Ridgefield Community Development Department and the Washington State Office of Archaeology and Historic Preservation of said discovery.
5. The city shall assess street, park and school impact fees for each dwelling constructed using the respective impact fee rate in effect at that time.
6. Prior to issuance of certificate of occupancy, the applicant or successors in interest shall submit documentation that all outstanding planning, engineering, and building invoices have been paid to the City.
7. The developer shall provide a note on the Final Plat identifying all applicable setbacks and dimensional standards as modified by this PUD approval.
8. Prior to Final Plat approval the developer shall provide the Community Development Director with documentation demonstrating that the maximum building coverage does not exceed 60% of net

buildable area overall and the maximum development coverage does not exceed 60% of the net buildable area overall for the RLD-6 lots.

9. Prior to issuance of building permits, the developer shall provide the Community Development Director with architectural plans that demonstrate compliance with the applicable neighborhood design standards in RDC 18.210.060.
10. Construction of the project shall occur in accordance with RDC 18.401.110. A bond or other equivalent security, approved by the City attorney, shall be filed with the Community Development Director prior to final PUD and provided to the City prior to issuance of Building Permits, in accordance with RDC 18.401.120. Prior to Final Plat approval, the Developer must demonstrate that all lots meet the minimum single-family lot frontage standard in RDC 18.401.090.I.
11. All utilities shall be placed underground in accordance with RDC 18.401.090.Q.
12. The Developer shall illuminate the multipurpose trails for security and safety, as required under RDC 18.401.080.R.4, consistent with City engineering standards. Prior to Final Plat approval the Applicant shall provide the City with a final Lighting Plan, consistent with RDC 18.715, and demonstrating that light trespass and glare from streetlights shall not extend beyond the perimeter of the subdivision consistent with RDC 18.715.050.
13. Union Ridge Ranch Subdivision PUD shall be bound by the requirements of RDC 18.401.110, Time requirements and extensions.
14. Union Ridge Ranch Subdivision PUD shall be bound by the requirements of RDC 18.401.120, Bonding and Enforcement.
15. Union Ridge Ranch Subdivision PUD shall be bound by the requirements of RDC 18.401.130, Parties Bound.
16. Prior to Final Plat approval the Developer shall provide the Community Development Director with a copy of the Home Owners Association (HOA) bylaws and Declaration of Covenants, Conditions, and Restrictions (CC&Rs) and which shall ensure that the HOA is responsible for the perpetual maintenance of all improvements and amenities held in common and not dedicated to the City, consistent with the requirements of RDC 18.401.140, Homeowner Association.
17. Prior to final occupancy permit for each lot, the developer shall install the street trees required for the lot on which an occupancy permit is sought.
18. Prior to Final Plat approval, the developer shall provide the Community Development Director with a final construction plan for any retaining wall(s) or fences to be constructed on site.
19. Prior to Final Plat approval, the developer shall install all streetlights to city standards and all future lighting shall comply with RDC Title 18.715.
20. The Final Plat shall contain a note stating, "Consistent with RDC 18.720, each residential lot contain at least one (1) and no more than four (4) parking spaces per lot."
21. Prior to Final Plat approval, the developer shall provide the Community Development Director with a list of street trees and any landscape plant materials to be installed to ensure that nuisance or prohibited plants identified in RDC 18.830 are not installed.
22. The developer shall inspect the site to determine the location of all existing wells. Any unused wells must be properly decommissioned and decommission reports submitted to Ecology as described in WAC 173-160-381.

VIII. Conditions of Approval

- A. Prior to obtaining city signatures on the final plat mylars and recording the plat, the applicant or successors in interest shall submit documentation that all outstanding planning, engineering, and building invoices have been paid to the City.
- B. Prior to obtaining city signatures on the final plat mylars and recording the plat, the applicant or successors in interest shall pay the required proportionate share related to the future second eastbound through lane and the second northbound lane at the 45th Avenue/Pioneer Street (SR 501) roundabout intersection and the future second northbound lane at the 45th Avenue/Pioneer Street (SR 501) roundabout intersection (estimated to be \$10,435.71) to the City or shall provide the City with written evidence that the applicant or its successors in interest have an agreement with FDM Development to pay the required proportionate share directly to FDM.
- C. Prior to issuance of building permits, the developer shall provide the Community Development Director with architectural plans that demonstrate compliance with the applicable neighborhood design standards in RDC 18.210.060.

IX. Addressing

See attached Plat and Addressing Table and Maps.

X. Conclusion

Staff recommends City Council approve the Union Ridge Ranch Final Plat subject to the Conditions of Approval in the Final Order for PLZ-18-0024 and the Conditions of Approval described in Section VIII of this report.

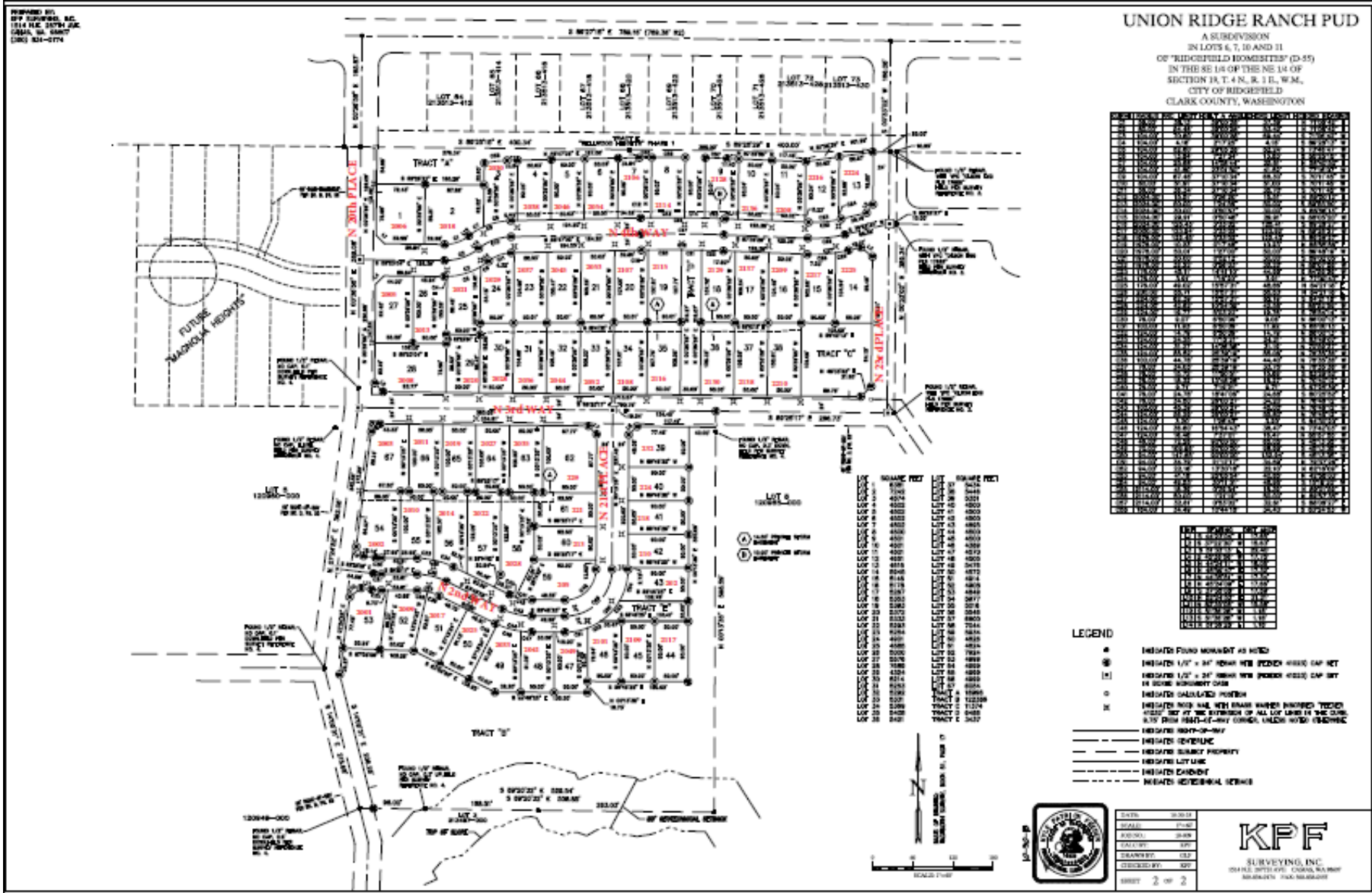
Union Ridge Ranch Addressing

Ascending from west to east and from south to north

Lot #	Address	Lot #	Address	Lot #	Address	Lot #	Address
N 2 nd Way		N 21 st Place		N 3 rd Way		N 4 th Way	
South (odd) side of street		West (odd) side of street		South (odd) side of street		South (odd) side of street	
53	2001	59	205	67	2003	27	2005
52	2009	60	213	66	2011	26	2013
51	2017	61	221	65	2019	25	2021
50	2025	62	229	64	2027	24	2029
49	2033	East (even) side of street		63	2035	23	2037
48	2041	43	202	North (even) side of street		22	2045
47	2049	42	210	28	2008	21	2053
46	2101	41	218	29	2020	20	2107
45	2109	40	224	30	2028	19	2115
44	2117	39	232	31	2036	18	2129
North (even) side of street				32	2044	17	2137
54	2002			33	2052	16	2209
55	2010			34	2108	15	2217
56	2014			35	2116	14	2225
57	2022			36	2130	North (even) side of street	
58	2028			37	2138	1	2006
				38	2210	2	2018
						3	2030
						4	2038
						5	2046
						6	2054
						7	2106
						8	2114
						9	2128
						10	2136
						11	2208
						12	2216
						13	2224

Attachment: PLZ-18-0126 Union Ridge Ranch Final Plat_04112019 (Union Ridge Ranch Final Plat)

Union Ridge Ranch Subdivision Plat - Addresses



CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: April 11, 2019

ITEM:

AGENDA ITEM TITLE: Motion - Approval of Cloverhill Phase 4 Final Plat

GOVERNING LEGISLATION:

RCW 36.70.A and RCW 58

PREVIOUS COUNCIL ACTION TAKEN:

Approval of Development Agreement Ordinance 1240 on July 27, 2017.

SUMMARY/BACKGROUND:

The Ridgefield Hearing Examiner approved the preliminary plat for Cloverhill Planned Unit Development (PUD) on April 11, 2017, as PLZ-16-0088. The plat is also subject to the 2017 development agreement made between the City of Ridgefield (Grantee) and Robert A. Royle, LLC, ELRO LLC, Estate of Robert Royle and Lionel Royle, Kenneth A. Royle, Lucille E. Hollis, Margaret L. Svir, Marcella R. Sather, and Fortress Enterprises, Inc. (Grantors), record 5432425 of Clark County, WA.

The project (Phase 4) proposes to subdivide a 14.68-acre site, Assessor's #986047333, into 65 single family residential lots. The lots range from 6,000 square feet (Lot 269) to 7,857 square feet (Lot 267), consistent with the lot size approved for Cloverhill. The average lot size in Phase 4 is 6,692 square feet. Phase 4 also includes easement tracts A (3,489 sq. ft.), B (5,124 sq. ft.), and E (836 sq. ft.), and open space tracts C (2,265 sq. ft.) and D (36,913 sq. ft.), to be owned and maintained by the HOA. Phase 4 includes public and private streets.

BUDGET/FINANCIAL IMPACTS:

Additional property tax revenue from 65 new single-family homes.

RECOMMENDED ACTION OR MOTION:

"I move to approve the final plat as presented".

STAFF CONTACT: Claire Lust, Associate Planner

ATTACHMENTS: Cloverhill Phase 4 Plat (PDF)
 Cloverhill Phase 4 Open Space (PDF)
 PLZ-19-0014 Cloverhill Ph 4_Final Plat_04112019 (PDF)

PERIMETER DESCRIPTION:

A TRACT OF LAND IN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 29;

THENCE NORTH 88°28'38" WEST, ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, 1300.33 FEET TO THE NORTHWEST CORNER OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 29;

THENCE SOUTH 01°30'20" WEST, ALONG THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 29, 1316.51 FEET TO THE INTERSECTION OF SAID WEST LINE AND THE CENTERLINE OF S. 15TH STREET, ESTABLISHED IN 1888 AS DESCRIBED IN CLARK COUNTY ROAD BOOK 2 AT PAGE 356, AND SHOWN IN COUNTY ROAD PROJECT NO. 60 FILED IN BIN 313-E, CLARK COUNTY RECORDS, SAID INTERSECTION BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 01°30'20" WEST, ALONG THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 29, 1061.69 FEET;

THENCE LEAVING SAID WEST LINE SOUTH 81°06'55" EAST, 217.76 FEET;

THENCE NORTH 51°15'52" EAST, 384.23 FEET;

THENCE NORTH 46°43'52" EAST, 55.24 FEET;

THENCE NORTH 05°40'46" EAST, 109.45 FEET;

THENCE NORTH 01°29'36" EAST, 247.62 FEET;

THENCE SOUTH 88°31'10" EAST, 90.04 FEET;

THENCE NORTH 01°28'50" EAST, 48.00 FEET;

THENCE SOUTH 88°31'10" EAST, 29.06 FEET;

THENCE NORTH 01°28'50" EAST, 102.52 FEET;

THENCE SOUTH 88°31'20" EAST, 120.79 FEET;

THENCE NORTH 01°28'50" EAST, 102.42 FEET;

THENCE NORTH 88°30'53" WEST, 1.47 FEET;

THENCE NORTH 01°29'07" EAST, 57.05 FEET;

THENCE ALONG THE ARC OF A NON-TANGENT 11.00 FOOT RADIUS CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS NORTH 40°54'37" WEST, FOR A CHORD DISTANCE OF 14.83 FEET THROUGH A CENTRAL ANGLE OF 84°46'54", FOR AN ARC DISTANCE OF 16.28 FEET;

THENCE NORTH 01°28'50" EAST, 74.04 FEET;

THENCE NORTH 46°28'24" EAST, 22.63 FEET;

THENCE NORTH 01°28'50" EAST, 35.00 FEET TO THE CENTERLINE OF SAID S. 15TH STREET;

THENCE NORTH 88°31'10" WEST, ALONG SAID CENTERLINE, 800.62 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING 640,156 SQUARE FEET, MORE OR LESS.

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

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNERS OF THE TRACT OF LAND ABOVE DESCRIBED HAVE CAUSED THE SAME TO BE PLATTED ACCORDING TO THE PLAT HERETO ANNEXED, SAME TO BE KNOWN AS "CLOVERHILL PUD & SUBDIVISION PHASE 4", AND HEREBY DEDICATE THE STREETS AND EASEMENTS AS SHOWN THEREON TO THE PUBLIC USE FOREVER, AND DO HEREBY WAIVE ALL CLAIMS FOR DAMAGES AGAINST ANY GOVERNMENTAL AUTHORITY WHICH MAY BE OCCASIONED TO THE ADJACENT LAND BY THE ESTABLISHED CONSTRUCTION, DRAINAGE AND MAINTENANCE OF SAID STREETS AND EASEMENTS.

BY: PRINTED SIGNED TITLE DATE

ACKNOWLEDGMENT:

STATE OF COUNTY OF

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

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

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF RESIDING IN MY COMMISSION EXPIRES PRINT NOTARY NAME

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

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

NOTES:

- NO LOT SHALL HAVE DIRECT VEHICULAR ACCESS TO S. 15TH STREET.
- ALL PUBLIC ROADS WITHIN THIS PLAT ARE DEDICATED TO THE CITY OF RIDGEFIELD.
- IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
- CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-19-0014"
- THE CITY OF RIDGEFIELD HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE ROADS CONTAINED WITHIN OR PRIVATE ROADS PROVIDING ACCESS TO PROPERTY DESCRIBED IN THIS PLAT.
- OFF-STREET PARKING MUST INCLUDE A MINIMUM OF 18 FEET BEHIND THE SIDEWALK TO PREVENT VEHICLES FROM INTERFERING WITH SIDEWALK TRAVEL.
- ANY MODIFICATION TO PROPERTY LINE SETBACKS MAY BE PROCESSED THROUGH AN ADMINISTRATIVE ADJUSTMENT OR A VARIANCE AS REFERENCED IN THE CITY OF RIDGEFIELD DEVELOPMENT CODE AS AN ALTERNATIVE TO A RE-PLAT PROCESS.
- ALL SENSITIVE LANDS SHALL BE PROTECTED BY CONSERVATION EASEMENTS AND CERTAIN ACTIVITIES ARE PROHIBITED OR LIMITED AS SPECIFIED BY THE CITY OF RIDGEFIELD DEVELOPMENT CODE, RDC 18.280.
- DEVELOPMENT ON THE CLOVERHILL PUD & SUBDIVISION SITE IS SUBJECT TO THE FOLLOWING REVISED DIMENSIONAL STANDARDS PURSUANT TO RDC 18.401.100, AS SHOWN IN ITEM D.3 OF THE HEARING EXAMINER'S FINAL ORDER PLZ-16-0088.

RLD-4 AND RLD-8 LOT DIMENSIONAL STANDARDS		
STANDARD	PROPOSED RLD-4	PROPOSED RLD-8
MIN. LOT WIDTH	50 FEET MINIMUM	50 FEET MINIMUM
MIN. LOT AREA	AVERAGE 9,635 SF	AVERAGE 8,137 SF
MIN. FRONT YARD SETBACK	12 FEET	10 FEET
MIN. REAR YARD SETBACK	10 FEET (25 FEET ADJACENT TO S 45TH AVENUE OR S ROYLE ROAD)	5 FEET (25 FEET ADJACENT TO S 45TH AVENUE OR S ROYLE ROAD)
MIN. SIDE YARD SETBACK	5 FEET	5 FEET
MIN. STREET SIDE YARD SETBACK	12 FEET	10 FEET
MAX. HEIGHT	35 FEET (35 FEET WITH PITCHED ROOF)	35 FEET
MAX. BUILDING COVERAGE	45%	50%
MAX. IMPERVIOUS SURFACE	60%	65%

NOTE: SOME LOTS HAVE DIFFERENT DIMENSIONAL STANDARDS THAN OTHERS. CLOVERHILL PUD & SUBDIVISION PHASE 4 AVERAGE LOT SIZE = 6692 SF

- AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.
- HELD THE INTERSECTION OF S. 15TH STREET CENTERLINE AND THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 29 AS THE N 1/16 CORNER OF SAID NORTHEAST QUARTER, AND AS THE ANGLE POINT IN THE CENTERLINE OF OLD COUNTY ROAD NO. 25 (S. 45TH AVE.) AT STA: 46+53.41, AS SHOWN IN CLARK COUNTY ROAD BIN 687-A, FOR THE CALCULATION OF THE CENTERLINE OF S. 45TH AVE. TO THE SOUTH.
- STORMWATER EASEMENT TO BE OWNED AND MAINTAINED BY THE INDIVIDUAL LOT OWNERS WITH AN INSPECTION AND MAINTENANCE EASEMENT TO THE HOMEOWNERS ASSOCIATION, AND AN INSPECTION EASEMENT GRANTED TO THE CITY OF RIDGEFIELD, DEDICATED WITH THIS PLAT.
- 20' WIDE COMBINED SANITARY SEWER AND STORMWATER EASEMENT DEDICATED AS FOLLOWS WITH THIS PLAT. SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTEWATER DISTRICT. STORMWATER EASEMENT TO THE HOMEOWNERS ASSOCIATION WITH AN INSPECTION EASEMENT GRANTED TO THE CITY OF RIDGEFIELD.
- STORMWATER EASEMENT TO THE HOMEOWNERS ASSOCIATION WITH AN INSPECTION EASEMENT GRANTED TO THE CITY OF RIDGEFIELD, DEDICATED WITH THIS PLAT.
- TRACT "A" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION WITH EASEMENTS OVER ITS ENTIRETY DEDICATED WITH THIS PLAT FOR THE FOLLOWING: A DRIVEWAY AND UTILITY EASEMENT TO BENEFIT LOTS 254 AND 255 OF THIS PLAT, A LOCAL TRAIL EASEMENT PROVIDING PEDESTRIAN ACCESS FROM S 15TH ST TO S 16TH ST, AND A SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTEWATER DISTRICT. THERE SHALL BE NO VEHICULAR ACCESS FROM TRACT "A" TO S 15TH ST.
- TRACT "B" IS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION WITH EASEMENTS OVER ITS ENTIRETY DEDICATED WITH THIS PLAT FOR THE FOLLOWING: A STORMWATER EASEMENT TO THE HOMEOWNERS ASSOCIATION WITH AN INSPECTION EASEMENT TO THE CITY OF RIDGEFIELD, A SANITARY SEWER EASEMENT TO CLARK REGIONAL WASEWATER DISTRICT, AND A PUBLIC TRAIL EASEMENT TO THE CITY OF RIDGEFIELD FOR THE REGIONAL TRAIL. THE CITY OF RIDGEFIELD IS RESPONSIBLE FOR THE MAINTENANCE OF THE TRAIL AND ITS APPURTENANCES WITHIN THE EASEMENT.
- TRACT "C" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- TRACT "D" IS OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- TRACT "E" IS TO BE RETAINED BY THE DEVELOPER FOR FUTURE DEVELOPMENT, WITH AN UTILITY EASEMENT OVER ITS ENTIRETY DEDICATED TO THE HOMEOWNERS ASSOCIATION WITH THIS PLAT.
- SIDEWALK EASEMENT, WIDTH VARIES, TO ACCOMMODATE WIDENED SIDEWALK FOR THE REGIONAL TRAIL, DEDICATED TO THE CITY OF RIDGEFIELD WITH THIS PLAT. THE CITY OF RIDGEFIELD IS RESPONSIBLE FOR THE MAINTENANCE OF THE TRAIL AND ITS APPURTENANCES WITHIN THE EASEMENT.
- 6' WIDE MONUMENT SIGN, LANDSCAPING, AND FENCE EASEMENT DEDICATED TO THE HOMEOWNERS ASSOCIATION WITH THIS PLAT.
- STORMWATER BIO-RETENTION FACILITIES LOCATED WITHIN THE RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- 4' WIDE FENCE EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF A RIGHT-OF-WAY FENCE, DEDICATED TO THE HOMEOWNERS ASSOCIATION WITH THIS PLAT.

SURVEY REFERENCES:

- RENTON SURVEY, BK. 051, PG. 185
- "GEE CREEK HIGHLANDS", BK. "H", PG. 753
- MONTEITH SURVEY, BK. 024, PG. 033
- SHORT PLAT BK. 002, PG. 697
- "MEULER SHORT PLAT" BK. 003, PG. 967
- BESEDA SURVEY, BK. 045, PG. 152
- HART SURVEY, BK. 009, PG. 058
- DONNELLY SURVEY, BK. 014, PG. 118
- GREENWOOD UNRECORDED SURVEY, BK. "A", PG. 073
- GREENWOOD UNRECORDED SURVEY, BK. "H", PG. 158
- HAGEDORN SURVEY, BK. 005, PG. 154
- BESEDA SURVEY, BK. 061, PG. 144
- OLSON SURVEY, BK. 024, PG. 107
- "CLOVERHILL PUD & SUBDIVISION PHASE 1", BK. 311, PG. 940
- "ROYAL VIEW", BK. 312, PG. 006

CLARK COUNTY ROAD BIN REFERENCES:

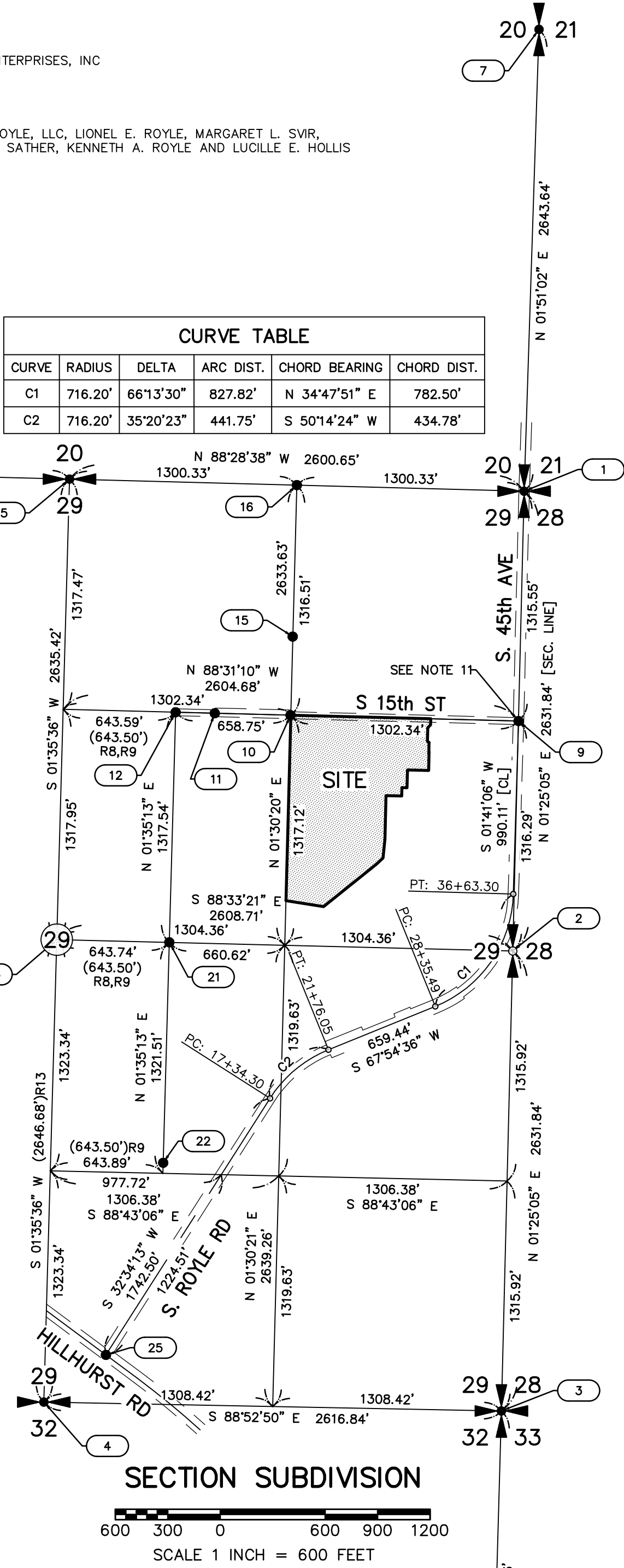
- PERISHINGER ROAD, C.R.P. NO. 80, BIN 313-E
- C.R.P. NO. 89-04, COUNTY ROAD NO. 25, REPLACE BRIDGE NO. 16, BIN 687-A

DEED REFERENCE:

- GRANTOR: FORTRESS ENTERPRISES, INC
GRANTEE: NTK, LLC
AFN: 5541780
DATE: 08/24/2018
- GRANTORS: ROBERT A. ROYLE, LLC, LIONEL E. ROYLE, MARGARET L. SVR, MARCELLA R. SATHER, KENNETH A. ROYLE AND LUCILLE E. HOLLIS
GRANTEE: NTK, LLC
AFN: 5584590
DATE: 02/13/2019

MONUMENT LIST:

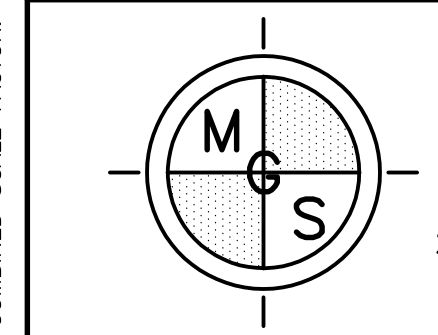
- FOUND & HELD 2 1/2" BRASS DISK W/PUNCH, IN CASE W/COVER, DISK IS 1.3" BELOW ASPH, SEE SURVEY REFERENCE NO. 1, SEE L.C.R. BK. 013, PG. 058
- FOUND 1" IRON PIPE N 79°23'35" W, 5.94' FROM HELD SINGLE PROPORTION POSITION. SEE SURVEY REFERENCES NO. 1 & 2, SEE L.C.R. BK. 007, PG. 197
- FOUND & HELD 3" ALUM. CAP SET IN ALUM. PIPE, 0.25' ABOVE GRND, GOOD COND. SEE SURVEY REFERENCES NO. 1 & 2, SEE L.C.R. BK. 011, PG. 042 & BK. 002, PG. 168
- FOUND & HELD 3" ALUM DISK IN 2 1/2" PIPE 0.1' BELOW GRND, GOOD COND., N 10° E 0.5' FROM FENCE POST SEE SURVEY REFERENCE NO. 3, SEE L.C.R. BK. 002, PG. 161
- CALCULATED POSITION OF 1/2" IRON ROD WITH PLASTIC CAP, HELD 2646.68' FROM SOUTH QUARTER CORNER PER SURVEY REFERENCE NO. 13.
- FOUND & HELD CONC MON. W/2 1/2" BRASS DISK, 0.4' BELOW GRND, GOOD COND., SEE L.C.R. BK. 008, PG. 125
- FOUND & HELD 1/4" PIN IN 6" ROUND CONC MON. 8" ABOVE GRND, SEE L.C.R. BK. 002, PG. 180
- FOUND & HELD CONC MON. W/BRASS DISK SEE L.C.R. BK. 014, PG. 046
- FOUND & HELD 3" BRASS DISK IN CASE W/COVER 1.1' BELOW RIM, 5' W OF ASPH, SEE L.C.R. BK. 003, PG. 002
- FOUND 1 1/4" I.D. IRON PIPE 0.3' BELOW ASPH, 0.49' EAST OF THE E LINE OF SEC. 29, HELD FOR CENTERLINE ALIGNMENT OF S 15TH ST. AND FOR THE NORTH 1/16 LINE OF SEC. 29.
- FOUND 1/2" IRON ROD W/Y.P.C. "LAWSON", FLUSH W/ASPH, CAP WORN, HELD FOR CL ALIGNMENT OF S 15TH ST. & SOUTHERLY PROJECTED E LINE OF S.P. (002-697), SEE SURVEY REFERENCE NO. 4, 1.5' WEST OF CALCULATED EAST 1/16 LINE OF SEC. 29
- FOUND 1/2" IRON ROD W/Y.P.C. "LAWSON", FLUSH W/ASPH, CAP WORN, HELD FOR CL ALIGNMENT OF S 15TH ST. & SOUTHERLY PROJECTED W LINE OF S.P. (002-697), SEE SURVEY REFERENCE NO. 4
- FOUND IRON PIPE TOP SMASHED, FLUSH W/ASPH HELD FOR CL ALIGNMENT OF S 15TH ST., & HELD FOR EASTING CALCULATING WEST LINE OF PARCEL 215810000, AFN: 4713932 D, SEE SURVEY REFERENCE NO. 9
- FOUND & HELD 1/2" IRON ROD W/Y.P.C. "LAWSON WA 11989", FLUSH W/GRND, GOOD COND., FOR N R/W OF S 15TH ST. & W LINE OF S.P. (002-697), SEE SURVEY REFERENCE NO. 4
- FOUND & HELD 1/2" IRON ROD W/Y.P.C. "LAWSON WA 11989", 0.1' ABOVE GRND, CAP WORN, FOR SW CORNER LOT 1 S.P. (002-697), SEE SURVEY REFERENCE NO. 4
- FOUND & HELD 1/2" IRON ROD W/Y.P.C. "LAWSON WA 11989", 1.1' BELOW GRND, GOOD COND. FOR COMMON EASTERLY CORNER OF LOT 3 & LOT 4 OF S.P. (002-697), SEE SURVEY REFERENCE NO. 4, 1.0' WEST OF CALCULATED EAST 1/16 LINE OF SEC. 29
- FOUND 1/2" IRON ROD W/Y.P.C. "LAWSON WA 11989", FLUSH W/GRND, IN "Y" OF TWO 24" CEDAR TREES, HELD FOR EASTING, SEE SURVEY REFERENCE NO. 4, 0.2' NORTH OF N LINE OF SEC. 29
- FOUND 1/2" IRON ROD W/Y.P.C. 0.2' BELOW GRND, CAP DAMAGED HELD FOR SOUTHERLY R/W OF S 15TH ST. PER SURVEY REFERENCE NO. 7, 1.0' WEST OF CALCULATED EAST 1/16TH LINE OF SEC. 29
- FOUND 1/2" IRON ROD W/Y.P.C. "PLS 12974", 0.3' BELOW GRND, GOOD COND. HELD FOR SOUTHERLY R/W OF S 15TH ST., AND NW CORNER OF "MATTOX" PARCEL (PIN: 215811000) PER SURVEY REFERENCE NO. 7
- FOUND 1/2" IRON ROD W/Y.P.C. "J.C.D. PLS 6925", 0.4' BELOW GRND, GOOD COND., 0.2' S OF SOUTHERLY R/W OF S 15TH ST., 0.91' E OF LINE HELD BETWEEN FOUND IRON PIPES (12) AND (22). SEE SURVEY REFERENCE NO. 8
- FOUND 1/2" IRON ROD W/Y.P.C. "J.C.D. PLS 6925", 0.1' ABOVE GRND, GOOD COND., 0.50' N OF CALCULATED NORTH LINE OF THE SE 1/4 OF SEC. 29, 0.30' E OF LINE HELD BETWEEN FOUND IRON PIPES (12) AND (22) SEE SURVEY REFERENCE NO. 8
- FOUND & HELD IRON PIPE AS SOUTHWEST CORNER OF PARCEL 215810000 AS DESCRIBED IN AFN: 4713932 D, SEE SURVEY REFERENCE NO. 9
- FOUND & HELD 3" BRASS DISK AS CENTERLINE INTERSECTION OF ROYLE RD. & HILLHURST RD, SEE SURVEY REFERENCE NO. 3
- FOUND 1/2" IRON ROD W/Y.P.C. "PLS 12974", 0.1' BELOW GRND, GOOD COND. HELD FOR SOUTH LINE OF "MATTOX" PARCEL (PIN: 215811000) PER SURVEY REFERENCE NO. 7, 1.8' WEST OF CALCULATED EAST 1/16TH LINE OF SEC. 29.



LEGEND:

- INDICATES MONUMENT FOUND AS NOTED
- ⊙ INDICATES 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "RENTON 37535", SET
- ⊙ INDICATES 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "RENTON 37535", SET AS WITNESS CORNER
- ⊗ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "37535", SET AT PROPERTY CORNER
- + INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "37535" SET IN CURB ON A PROJECTION OF THE LOT LINE, SEE "CURB MONUMENT TABLE" FOR DISTANCE FROM FRONT LOT CORNER
- INDICATES CALCULATED POSITION NOTHING SET
- () R# INDICATES RECORD DATA PER SURVEY REFERENCE NUMBER LISTED
- AFN: INDICATES AUDITOR'S FILE NUMBER
- ASPH: INDICATES ASPHALT PAVING
- CONC: INDICATES CONCRETE
- COND: INDICATES CONDITION
- CRWWD: INDICATES CLARK REGIONAL WASTE WATER DISTRICT
- L.C.R.: INDICATES LAND CORNER RECORD
- MON: INDICATES MONUMENT
- PIN: INDICATES PARCEL IDENTIFICATION NUMBER
- R.O.S.: INDICATES RECORD OF SURVEY
- R/W: INDICATES RIGHT-OF-WAY
- SEC: INDICATES SECTION
- SF: INDICATES SQUARE FEET
- S.P.: INDICATES SHORT PLAT
- W/: INDICATES WITH
- Y.P.C.: INDICATES YELLOW PLASTIC CAP

BASIS OF BEARING: NAD 83/91, WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, US FEET, N 01°25'05" E, BETWEEN FOUND AND HELD SEE CORNER & NE CORNER OF SECTION 29, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN; THAT THE DISTANCES, COURSES, AND ANGLES ARE SHOWN THEREON CORRECTLY AND THAT MONUMENTS AND LOT CORNERS HAVE BEEN SET ON THE GROUND AS SHOWN ON THE PLAT.



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

JOB NO.: 18-153
DWG FILE: 18153P4
DATE: 03-12-19
CALC BY: CTP
DRAWN BY: CTP
CHECKED BY: DAR
SHEET 1 OF 5

CLOVERHILL PUD & SUBDIVISION PHASE 4

A PLANNED UNIT DEVELOPMENT IN A PORTION OF THE SE 1/4 OF THE NE 1/4 OF SECTION 29, T. 4 N., R. 1 E., W.M. CITY OF RIDGEFIELD CLARK COUNTY, WASHINGTON (CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-19-0014)

CITY PUBLIC WORKS DIRECTOR

CITY PUBLIC WORKS DIRECTOR DATE

CITY COMMUNITY DEVELOPMENT DIRECTOR

CITY COMMUNITY DEVELOPMENT DIRECTOR DATE

CITY ENGINEER:

CITY OF RIDGEFIELD ENGINEER DATE

CITY MAYOR:

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

MAYOR, CITY OF RIDGEFIELD

ATTESTED BY: CITY CLERK

CLARK REGIONAL WASTEWATER DISTRICT

DEVELOPMENT MANAGER DATE

ASSESSOR:

THIS PLAT MEETS THE REQUIREMENTS OF RCW 58.17.0, LAWS OF WASHINGTON, 1981, TO BE KNOWN AS CLOVERHILL PUD & SUBDIVISION PHASE 4

COUNTY ASSESSOR DATE

AUDITOR'S CERTIFICATE:

FILED FOR RECORD THIS DAY OF 20, IN BOOK OF PLATS, AT PAGE

CLARK COUNTY AUDITOR

AUDITOR'S FILE NUMBER

DANIEL A. RENTON, PROFESSIONAL LAND SURVEYOR, PLS NO. 37535 DATE

CLOVERHILL PUD & SUBDIVISION PHASE 4

A PLANNED UNIT DEVELOPMENT
IN A PORTION OF
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CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-19-0014)

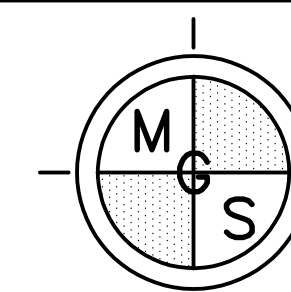
NOTE:
LINE TABLE, CURVE TABLE, SQUARE FOOT TABLE AND
CURB MONUMENT TABLE ARE LOCATED ON SHEET 5.

- LEGEND:
- INDICATES MONUMENT FOUND AS NOTED
 - ⊙ INDICATES 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "RENTON 37535", SET
 - ⊗ INDICATES 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "RENTON 37535", SET AS WITNESS CORNER
 - ⊗ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "37535", SET AT PROPERTY CORNER
 - ⊕ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "37535" SET IN CURB ON A PROJECTION OF THE LOT LINE, SEE "CURB MONUMENT TABLE" FOR DISTANCE FROM FRONT LOT CORNER
 - INDICATES CALCULATED POSITION NOTHING SET
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 - L.C.R: INDICATES LAND CORNER RECORD
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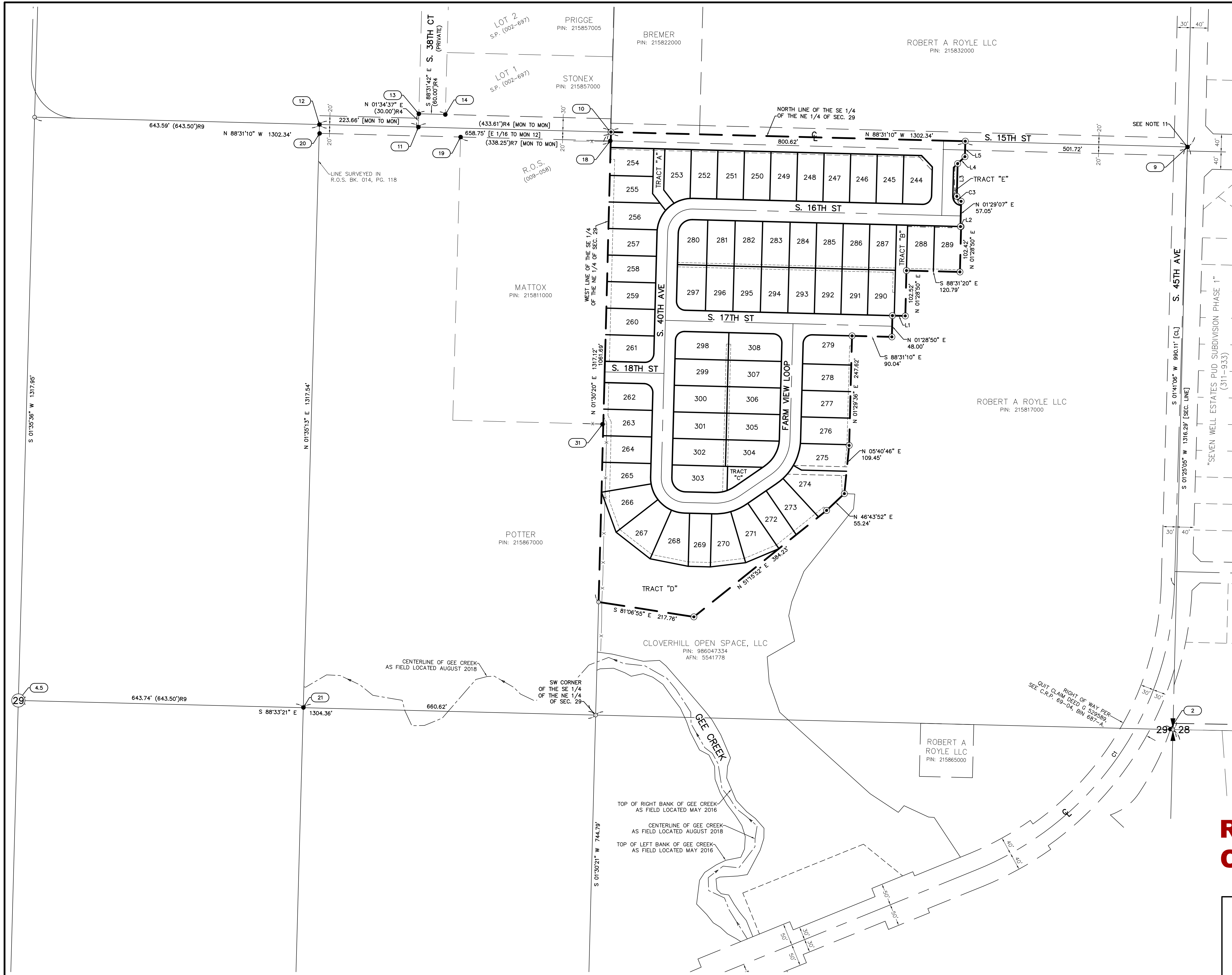
**REVIEW
COPY**

80 40 0 80 120 160
SCALE 1 INCH = 80 FEET



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

JOB NO.: 18-153
DWG FILE: 18153P4
DATE: 03-12-19
CALC BY: CTP
DRAWN BY: CTP
CHECKED BY: DAR
SHEET 2 OF 5



CLOVERHILL PUD & SUBDIVISION PHASE 4

A PLANNED UNIT DEVELOPMENT
IN A PORTION OF
THE SE 1/4 OF THE NE 1/4
OF SECTION 29, T. 4 N., R. 1 E., W.M.
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-19-0014)

NOTE:

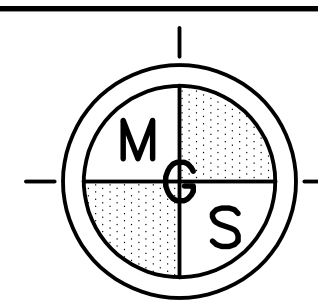
LINE TABLE, CURVE TABLE, SQUARE FOOT TABLE AND CURB MONUMENT TABLE ARE LOCATED ON SHEET 5.

LEGEND:

- INDICATES MONUMENT FOUND AS NOTED
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- ⊙ INDICATES 1/2" x 24" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "RENTON 37535", SET AS WITNESS CORNER
- ⊗ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "37535", SET AT PROPERTY CORNER
- ⊕ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "37535" SET IN CURB ON A PROJECTION OF THE LOT LINE, SEE "CURB MONUMENT TABLE" FOR DISTANCE FROM FRONT LOT CORNER
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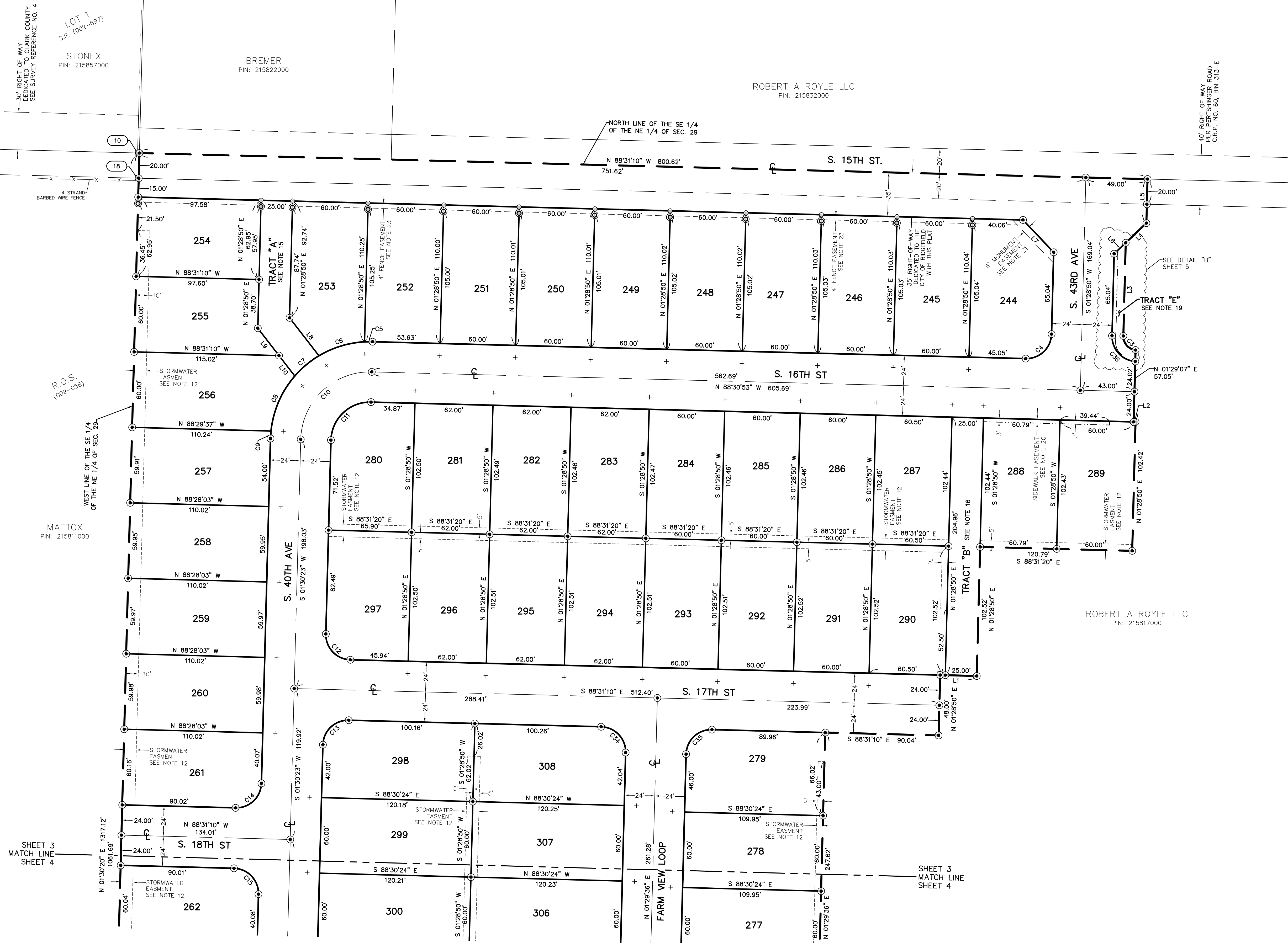


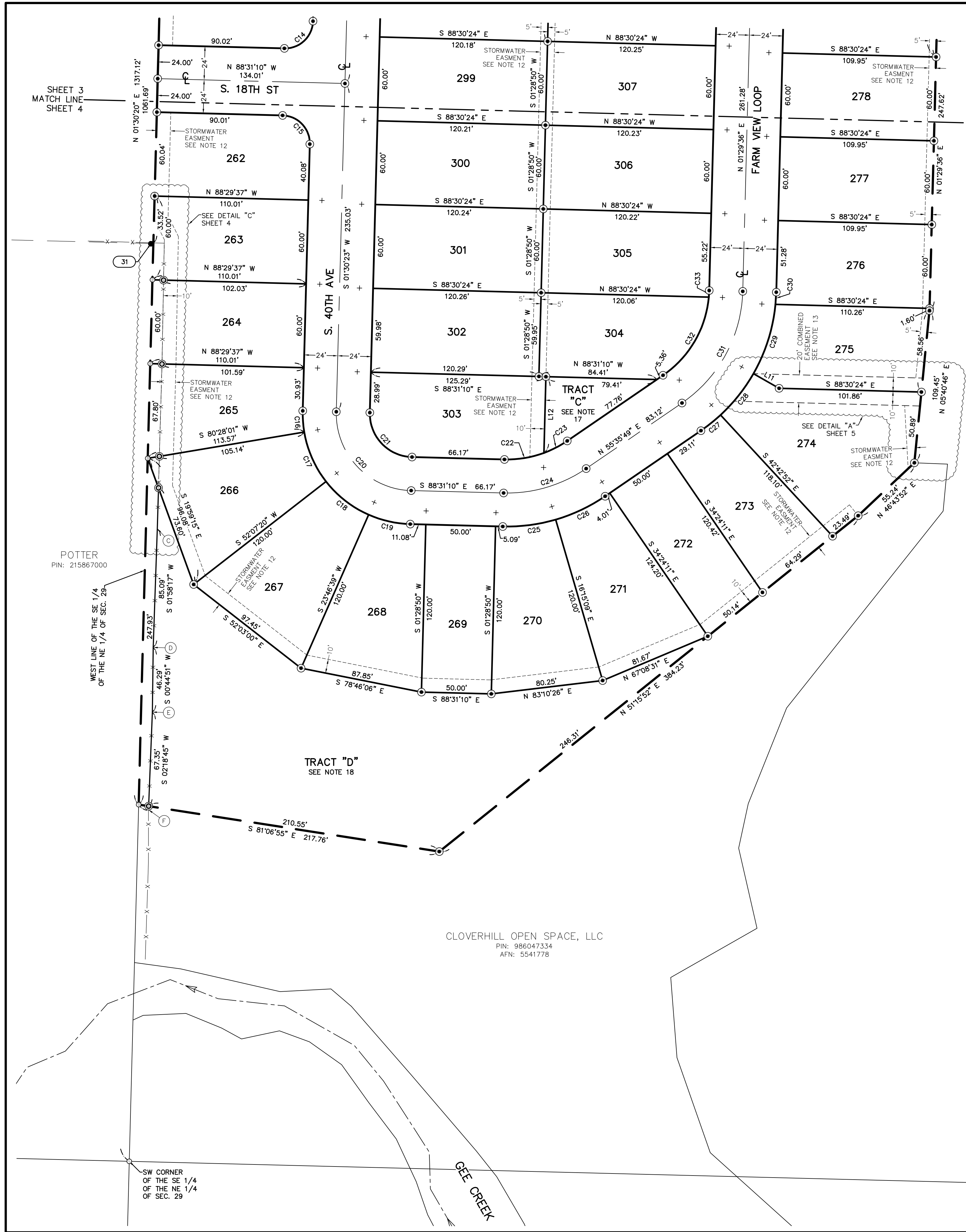
SCALE 1 INCH = 40 FEET



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DATE: 03-12-19
CALC BY: CTP
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SHEET 3 OF 5





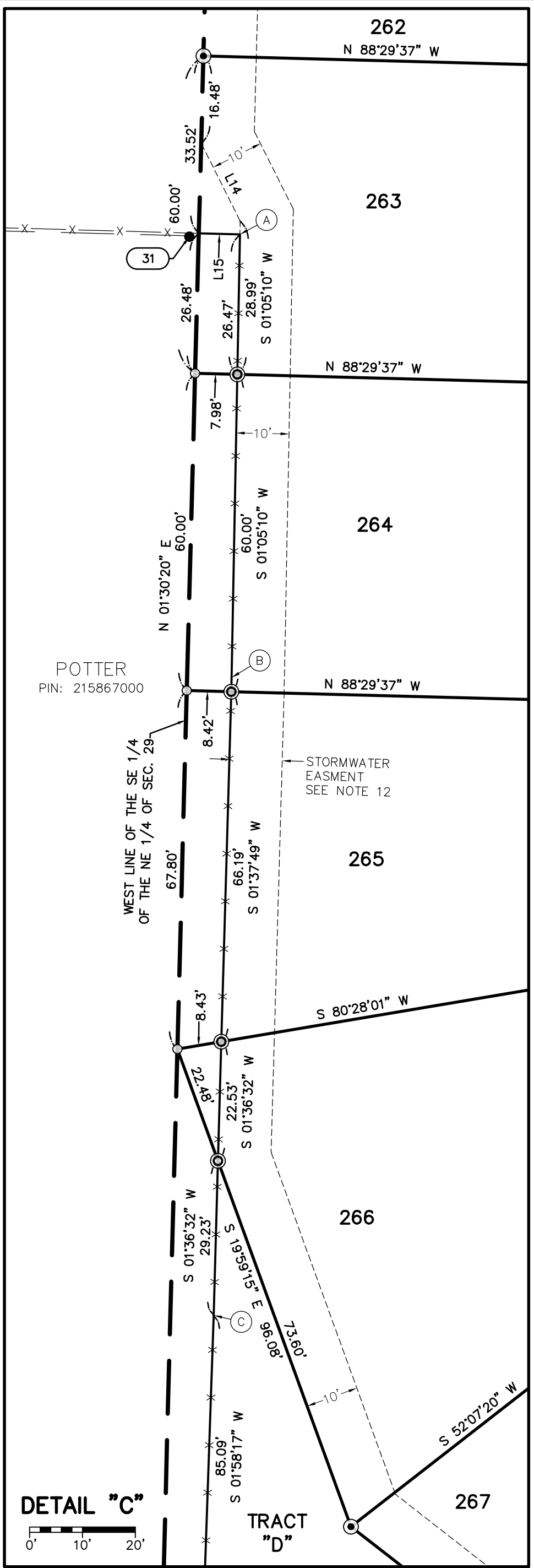
ROBERT A ROYLE LLC
PIN: 215817000

S 88°33'21" E 1304.36'
1/4 SEC. LINE

ROBERT A

SHEET 3
MATCH LINE
SHEET 4

SHEET 3
MATCH LINE
SHEET 4



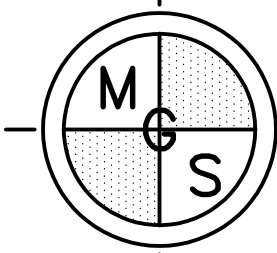
- FENCE CALLS:
- (A) BARBED WIRE FENCE CORNER
7.8' EAST OF LINE
N 87°31'23" E 9.6' FROM
FOUND IRON ROD (31)
 - (B) BARBED WIRE FENCE
8.4' EAST OF LINE
 - (C) BARBED WIRE FENCE
8.2' EAST OF LINE
 - (D) BARBED WIRE FENCE
7.5' EAST OF LINE
 - (E) BARBED WIRE FENCE
8.1' EAST OF LINE
 - (F) BARBED WIRE FENCE
7.1' EAST OF LINE

CLOVERHILL PUD & SUBDIVISION PHASE 4

A PLANNED UNIT DEVELOPMENT
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CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-19-0014)

NOTE:
LINE TABLE, CURVE TABLE, SQUARE FOOT TABLE AND
CURB MONUMENT TABLE ARE LOCATED ON SHEET 5.

- LEGEND:
- INDICATES MONUMENT FOUND AS NOTED
 - ⊙ INDICATES 1/2" x 24" REBAR WITH YELLOW
PLASTIC CAP INSCRIBED "RENTON 37535", SET
 - ⊗ INDICATES 1/2" x 24" REBAR WITH YELLOW
PLASTIC CAP INSCRIBED "RENTON 37535",
SET AS WITNESS CORNER
 - ⊗ INDICATES ROCK NAIL WITH BRASS WASHER
INSCRIBED "37535", SET AT PROPERTY CORNER
 - ⊕ INDICATES ROCK NAIL WITH BRASS WASHER
INSCRIBED "37535" SET IN CURB ON A PROJECTION
OF THE LOT LINE, SEE "CURB MONUMENT TABLE"
FOR DISTANCE FROM FRONT LOT CORNER
 - INDICATES CALCULATED POSITION NOTHING SET
 - ()# INDICATES RECORD DATA PER SURVEY
REFERENCE NUMBER LISTED
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SCALE 1 INCH = 40 FEET

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SHEET 4 OF 5

A PLANNED UNIT DEVELOPMENT
IN A PORTION OF
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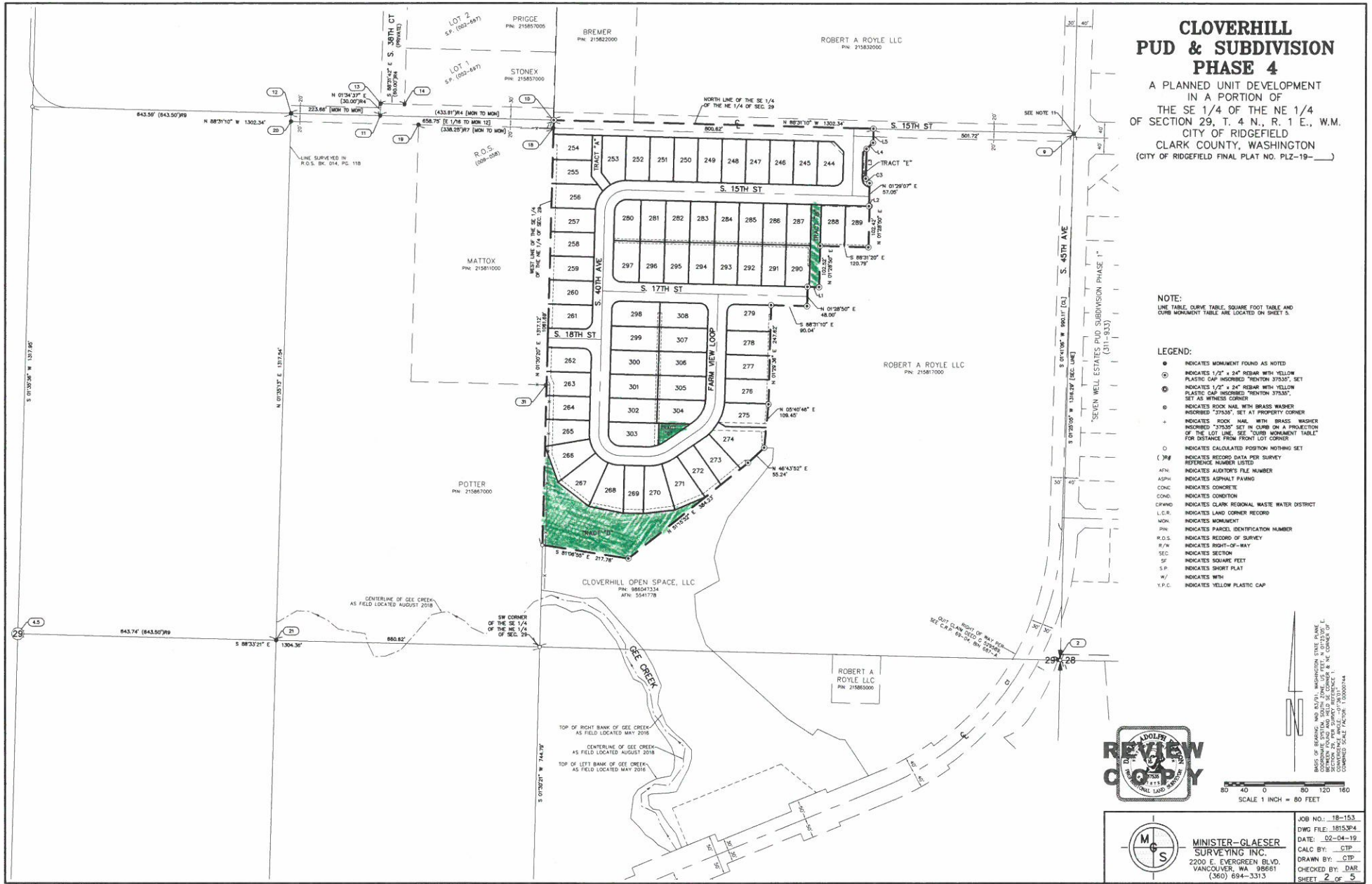
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(360) 694-3313

Packet Pg. 85





Attachment: Cloverhill Phase 4 Open Space (Cloverhill Phase 4 Final Plat)



COMMUNITY DEVELOPMENT DEPARTMENT

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Cloverhill Phase 4 Final Plat

Staff Report

File No. PLZ-19-0014

I. Review Process

Upon receipt of a proposed final plat, the city council shall at their next public meeting set a date for consideration of the final plat at a public meeting. Notice of the date, time and location of the public meeting shall be posted. The city council shall review the final plat during the public meeting and shall approve the final plat if the city council determines that the final plat conforms to the conditions of preliminary plat approval, applicable state laws, and the final plat meets the requirements of Title 18 as it existed at the time of preliminary plat approval (RDC 18.620.130).

II. Basic Facts

Application date: On February 11, 2019, the City received an application for final plat approval for Cloverhill Phase 4.

City Council hearing date: April 11, 2019

Applicant/Owner: Dave Lampe, NTK LLC. 15700 NW 31st Ct / Vancouver, WA 98685. Contact: 360.772.2685, dlampe@comcast.net

Applicant's Representative: Jaima Johnson, Chicago Title Company. 1111 Main St #200 / Vancouver, WA 98660. Contact: 360.980.0124, jaima.johnson@fnf.com

Property Information: No address. A subdivision in lot #95 of S 29 T4N R1E WM, Assessor's #986047333, 14.68 acres, 65 lots.

III. Documents Received

February 11, 2019 submittal and following resubmittals:

- Master land use application
- Final plat application
- Final plat sheets – February 4, 2019; revised March 12, 2019
- Final plat narrative – February 4, 2019
- Perimeter legal description – January 25, 2019
- Lot closure report – January 25, 2019
- Chicago Title Insurance Company subdivision guarantee – February 6, 2019
- Recorded Cloverhill Phase 1 CC&Rs – February 16, 2018
- Third Amendment to CC&Rs Adding Phase 4 – unsigned/undated

IV. Background

The Ridgefield Hearing Examiner approved the preliminary plat for Cloverhill Planned Unit Development (PUD) on April 11, 2017, as PLZ-16-0088. The plat is also subject to the 2017 development agreement made between the City of Ridgefield (Grantee) and Robert A. Royle, LLC, ELRO LLC, Estate of Robert Royle and Lionel Royle, Kenneth A. Royle, Lucille E. Hollis, Margaret L. Svir, Marcella R. Sather, and Fortress Enterprises, Inc. (Grantors), record 5432425 of Clark County, WA.

The project (Phase 4) proposes to subdivide a 14.68-acre site, Assessor's #986047333, into 65 single family residential lots. The lots range from 6,000 square feet (Lot 269) to 7,857 square feet (Lot 267), consistent with the lot size approved for Cloverhill. The average lot size in Phase 4 is 6,692 square feet. Phase 4 also includes easement tracts A (3,489 sq. ft.), B (5,124 sq. ft.), and E (836 sq. ft.), and open space tracts C (2,265 sq. ft.) and D (36, 913 sq. ft.), to be owned and maintained by the HOA. Phase 4 includes public and private streets.

The Final Plat must demonstrate compliance with the findings and conditions of approval in the original Council Decision, post-decision reviews, and with applicable City regulations and standards. The purpose of this review is to consider whether the applicant has met the conditions of approval, the Ridgefield Development Code, and the City Engineering Standards for Public Works. The review team evaluated the final plat materials provided and offer the following combined comments.

V. Engineering Comments

The applicant submitted costs and quantities for incomplete public improvements on April 4, 2019, totaling \$137,100. A performance bond for 120 percent of the cost estimate for incomplete public improvements is required. As a **condition of approval**, the applicant shall submit a performance bond for \$164,520 prior to obtaining city signatures on the final plat mylar.

All private improvements have been completed except for paving the access road to the storm pond. As a **condition of approval**, the applicant shall pave the storm pond access road prior to engineering acceptance.

A condition of approval for the Cloverhill preliminary plat required that the applicant pay a \$10,000 contribution toward a traffic signal at Pioneer Street and Hillhurst Road (previously S 9th Ave) for each of the first five phases. Phase 4 is the third phase to go to Council for final plat, so this contribution is required. As a **condition of approval**, the applicant shall submit the \$10,000 contribution toward the Pioneer and Hillhurst traffic signal prior to obtaining city signatures on the final plat mylar.

All other engineering comments have been addressed.

Contact Brenda Howell, at (360) 857-5022 (Brenda.Howell@ci.ridgefield.wa.us) with engineering questions.

VI. Survey Comments

Gray & Osborne, Inc. reviewed the final plat materials prepared by Minister-Glaeser Surveying, Inc. as submitted to them by the City of Ridgefield. They reviewed for compliance with the applicable WAC and RMC and returned comments on February 15, 2019. The applicant resubmitted a revised plat and perimeter coordinates. Gray & Osborne reviewed the revised materials and confirmed on March 11, 2019 that all comments have been addressed.

VII. Land Use Planning Comments

The applicant has responded to the following land use conditions of approval from the Cloverhill PUD preliminary plat approval, PLZ-16-0088:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements established in applicable plans, policies, regulations and standards adopted at the time of this application, including but not limited to, the Ridgefield Urban Area Comprehensive Plan (RUACP), the Ridgefield Capital Facilities Plan (RCFP), the Ridgefield Development Code (RDC), the Ridgefield Engineering Standards for Public Works (Engineering Standards), current water and sanitary sewer plans, and the Stormwater Management Manual for the Puget Sound Basin (Puget Sound Manual).

Findings

This condition is met subject to ongoing compliance.

2. Applications for subdivisions are subject to the requirements of RDC 18.600, Subdivision General; 18.620, Subdivision procedures; 18.630, Design requirements; and 18.401, PUD.

Findings

This condition is met subject to ongoing compliance.

3. The applicant shall apply for Final Plat approval, consistent with the requirements of RDC 18.620, for the first phase of the subdivision within five (5) years from the date of preliminary plat approval. Each phase of the development shall apply for Final Plat approval in accordance with RDC 18.620.080.C, and phases may be approved in any order and are not required to be approved in the numerical order indicated on the preliminary plat.

Findings

This condition is met subject to ongoing compliance.

4. Pursuant to RCW 27.53.060 it is unlawful to remove or alter any archaeological resource or site without having obtained a written permit from the Washington State Office of Archaeology and Historic Preservation. Upon any discovery of potential or known archaeological resources at the subject site prior to or during on-site construction, the Developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-fours from the time of discovery, the City of Ridgefield Community Development Department of said discovery.

Findings

This condition is met subject to ongoing compliance.

5. The Applicant shall comply with all SEPA mitigation measures as noted in this approval.

Findings

The approval indicates that the applicant must comply with State law if any environmental contamination is found on the site, and that any unused groundwater wells on the site must be properly decommissioned.

The applicant states that no contamination was discovered during Phase 4 construction and no unused groundwater wells were encountered on the site. This condition is met subject to ongoing compliance.

6. Prior to Final Plat approval the Applicant shall demonstrate that adequate facilities are in place to support the development in order to remove the UH-10 overlay zone designation.

Findings

The applicant states that there are adequate facilities in place to support the development, including a completed sewer line. This condition is met.

7. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat showing the required setbacks and building envelopes, and providing detail demonstrating that the proposal complies with the dimensional standards of RDC 18.210.040-1, 18.220.140-1, and RDC 18.210.150-1 or approved dimension reductions. The applicant shall note the approved dimensional standards on the Final Plat. Building lot size and yard setbacks for lots abutting the perimeter of the PUD (Lots 28-38 in Phase 1; Lots 83-88, 91-101, and 104 in Phase 2; Lots 256-269 in Phase 4; Lots 314-321 in Phase 5; and Lots 360-366 in Phase 6) shall not be less than that permitted in the underlying zone and may not be modified or reduced through the PUD or adjustment process. A note shall be located on the final plat indicating that some lots have different dimensional standards than others.

Findings

The applicant submitted a Final Plat for Phase 4 demonstrating approved dimensional standards, listed in Note 9. The minimum lot area in the underlying RLD-8 zone is 5,000 square feet, and the minimum lot areas for Lots 256-269 exceed this minimum. This condition is met.

8. At the time of Building Permit submittal for each lot the Applicant shall provide architectural drawings demonstrating that the proposed dwellings satisfy all applicable architectural design standards in RDC 18.210.060.D.

Findings

This condition does not apply at final plat.

9. At the time of Building Permit submittal for each lot the Applicant shall provide architectural drawings demonstrating that the proposed dwellings satisfy the architectural design standards in RDC 18.210.065.B.

Findings

This condition does not apply at final plat.

10. Prior to Final Plat approval the Applicant shall provide the Community Development Director fencing and wall details demonstrating that the Final Plat satisfies the standards in RDC 18.210.065.C and RDC 18.740. At the time of Fencing Permit and Building Permit submittal for each lot along S 45th Avenue and S Royle Road, the Applicant shall provide details demonstrating that proposed walls and fencing satisfy the standards in RDC 18.210.065.C, RDC 18.210.110, and RDC 18.740.

Findings

Phase 4 does not abut S Royle Road and this condition does not apply.

11. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a final Landscape Plan demonstrating that the Final Plat satisfies the standards in RDC 18.210.065.D, RDC 18.401, and RDC 18.725.

- a. As an option for lots abutting S 45th Ave/Royle Rd, the applicant shall provide a landscape buffer easement of 10 feet from back of sidewalk, to be landscaped consistent with the RDC requirements of 18.210.065.D and maintained by the HOA, and an additional minimum 10 feet of lawn in the rear yards of homes backing onto 45th Ave/Royle Rd, to total 20 feet of required landscaping meeting or exceeding the standards of RDC 18.210.065.D and RDC Table 18.725.050-1 for RLD sites. The required trees at 25 feet on center to meet the L1 standard and shall be provided on the street side of the fence within the combined 20 feet of landscaping, or as otherwise agreed to in the final design layout by the City in order to maintain consistency with neighboring projects along S 45th Ave / Royle Road.

Findings

A final landscape plan demonstrating compliance with the relevant standards was submitted with the approved engineering plans. Phase 4 does not abut S Royle Road. This condition is met.

12. Prior to Final Plat approval the Applicant shall provide the City with a final Lighting Plan, consistent with RDC 18.715, and demonstrate that light trespass and glare from streetlights shall not extend beyond the perimeter of the subdivision consistent with RDC 18.715.050.

Findings

A lighting plan is included in the approved engineering plans for Cloverhill Phase 4. This condition is met.

13. All garage and carport doors shall be a minimum of 18 feet from garage or carport door and the interior of the sidewalk. The garages shall be set back from the front building facade, including covered porches, by a minimum of four feet. No other accessory structures have been identified. Prior to Final Plat approval, the Applicant shall provide the Community Development Director with a Final Plat providing notes demonstrating that the proposal complies with the standards of RDC 18.210.090. At the time of Building Permit submittal for each lot, the Applicant shall provide architectural drawings demonstrating that the proposed garages satisfy the standards in RDC 8.210.120.A.1.

Findings

Note 6 on the final plat states that off-street parking will be set back a minimum of 18 feet from the sidewalk. This condition is met.

14. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a site plan and preliminary architectural drawings that demonstrate that the Final Plat satisfies the standards in RDC 18.210.150 for two/three-unit homes. At the time of Building Permit submittal for each lot the Applicant shall provide demonstrating that the proposed duplex units satisfy the standards in RDC 18.210.150.

Findings

Phase 4 does not include any two- or three-unit homes. This condition does not apply.

15. Prior to Final Plat approval the Applicant shall provide the Community Development Director with preliminary townhouse façade elevations that demonstrate that the Final Plat satisfies the design standards in RDC 18.210.140.B. At the time of Building Permit submittal for each lot, the Applicant shall provide architectural drawings demonstrating that the proposed townhouses satisfy the design standards in RDC 18.210.140.B.

Findings

Phase 4 does not include any townhomes. This condition does not apply.

16. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat providing notes demonstrating that proposed townhouse driveways, garages, and parking areas comply with the standards of RDC 18.210.140.C. At the time of Building Permit submittal for each lot, the Applicant shall provide architectural drawings demonstrating that the proposed townhouse garages satisfy the standards in RDC 18.210.140.C.3.

Findings

Phase 4 does not include any townhomes. This condition does not apply.

17. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat providing demonstrating that the proposal meets the townhouse open space and recreation standards of RDC 18.210.140.D.

Findings

Phase 4 does not include any townhomes. This condition does not apply.

18. All proposed signs are required demonstrate compliance with RDC 18.710. Any future monument signs will require a Ridgefield sign permit and shall comply with RDC 18.710.

Findings

This condition is met subject to ongoing compliance.

19. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat shall identifying all critical areas and buffer widths and identifying these areas as protected critical areas consistent with RDC 18.280. The Final Plat shall show the building envelopes in relation to critical area buffers. The Final Plat shall delineate protected critical areas comprising identified wetlands and buffers and identified habitat conservation areas and buffers using tracts or conservation easements in accordance with RDC 18.280.040.H.

Findings

The applicant submitted a final plat that identifies critical areas and buffer widths. Notes 8 states that all sensitive lands shall be protected by conservation easements consistent with RDC 18.280. This condition is met.

20. Prior to Final Plat approval, in accordance with RDC 18.280.040.G the Applicant shall file a notice with the County auditor's office stating the presence of the critical area or buffer on the property, the application of this chapter to the property, and the fact that limitations on actions in or affecting the critical area or buffer may exist. The notice shall "run with the land." The Applicant shall submit proof that the notice has been filed for public record before the City approves any site development or construction for the property or at or before recording.

Findings

As submitted, Phase 4 does not contain critical areas or buffers. This condition does not apply.

21. Prior to Final Plat approval, the Developer shall provide the Community Development Director with a final Mitigation Plan demonstrating compliance with RDC 18.280.110 and RDC 18.280.150, including proposed a management, maintenance, and monitoring plan. The final Mitigation Plan shall also include a landscape plan prepared by a qualified ecologist or biologist or prepared by a registered landscape architect in the State of Washington and reviewed and certified by a qualified ecology or biologist certifying that the plantings to be used in the remaining buffer area will compliment and support the functions and values of

the fish and wildlife habitat conservation area and adjacent wetlands in accordance with RDC 18.280.110(D)(2)(d)(ii) and RDC 18.280.150(C)(2)(iv)(B). When mitigation required pursuant to a development proposal is not completed prior to the City final permit approval, the Applicant shall be required to provide security in a form and amount deemed acceptable by the City. The Applicant shall provide security in a form and amount deemed acceptable by the City to ensure mitigation is fully functional subject to the requirements in RDC 18.280.040.J.

Findings

As submitted, Phase 4 does not contain critical areas or buffers. This condition does not apply.

22. Temporary and/or permanent impacts to wetlands and waters may trigger state and federal permits. Prior to soil disturbance, all necessary local, state, and federal permits shall be obtained prior to any wetland impacts.

Findings

This condition does not apply at final plat and is met subject to ongoing compliance.

23. Prior to soil disturbance, the Developer shall install fish and wildlife habitat conservation area and wetland signs and fencing consistent with the requirements in RDC 18.280.110.D.3, Signs and Fencing of Fish and Wildlife Habitat Conservation Areas and 18.280.150.C.3, Signs and Fencing of Wetlands. Prior to Final Plat approval, the Applicant delineate and place temporary and permanent signs at the boundary of the outer edge of critical areas tracts and easements consistent with the requirements in RDC 18.280.040.F, Critical Areas Markers and Signs.

- Permanent signs (wood or metal) shall be posted at an interval of one per lot for single-family residential along all fish and wildlife habitat conservation areas and riparian buffers, in accordance with RMC 18.280.110.D.1.d.ii. Signs will be worded as follows, or with alternative language approved by the Community Development Director, "The area beyond this sign is a fish and wildlife habitat conservation area. Alteration or disturbance is prohibited by law. Please call the City of Ridgefield for more information."
- Wood or metal signs shall be posted at an interval of one per lot for single family residential uses or at a maximum interval of two hundred feet or as otherwise determined by the community development director or designee, and must be perpetually maintained by the property owner. The sign shall be worded as follows or with alternative language approved by the community development director or designee: "The area beyond this sign is a wetland or wetland buffer. Alteration or disturbance is prohibited by law. Please call the city of Ridgefield for more information."

Findings

As submitted, Phase 4 does not contain critical areas or buffers. This condition does not apply.

24. Prior to Final Plat approval the Applicant shall provide a revised plat that provides 25 percent of the site area for common open space and 12.5 percent within a single parcel, and provide supporting documentation that 50 percent of the main parcel is developable for recreation areas to fully satisfy the requirements of RDC 18.401.080.B; or, the Applicant will demonstrate compliance with RDC 18.401.080.B through provision of a written, recordable, enforceable agreement on an adjacent parcel subject to the Director's approval or through enhanced mitigation subject to a future development agreement or amendment thereto.

Findings

This condition is superseded by Section 4.1 of the Cloverhill Development Agreement.

25. Prior to Final Plat approval the Applicant shall revise the plat to provide dispersed facilities fully meeting the dispersed facilities requirements and provide calculations for each dispersed facility demonstrating that they meet the standards in RDC 18.401.080.B.2.

Findings

This condition is superseded by the Development Agreement.

26. Prior to Final Plat approval the Applicant shall work with the City to determine which park facilities will be dedicated to the City and shall develop ownership and maintenance plans for all facilities demonstrating full compliance with RDC 18.401.080.B.9 & 10.

Findings

The applicant does not propose dedication to the City of any park facility in Phase 4, however, the Regional Trail section that crosses through Phase 4 will be dedicated to the City. The Regional Trail dedication is shown on the final plat. The remaining park, open space, and mitigation area are shown to be dedicated to the HOA for ongoing ownership and maintenance on the final plat. This condition is met.

27. Prior to Final Plat approval, the Applicant shall develop parks and trails to City's Engineering Standards and the Park and Trail Design Standards in the Ridgefield Parks and Recreation Comprehensive Plan.

Findings

This condition is met.

28. Prior to Final Plat approval, the Developer shall provide the Community Development Director with a final Landscape Plan demonstrating compliance with RDC 18.401 and RDC 18.725 detailing, among other things, improvements for parks and trails to fully satisfy the requirements of RDC 18.401.080.B.

Findings

A final landscaping plan demonstrating compliance with RDC 18.401 and RDC 18.725 was included with the approved engineering plans. This condition is met.

29. The Applicant shall provide a bond for construction of the common open space improvements consistent with RDC 18.401.080.B.7 if required by the City.

Findings

See engineering comments. This condition is met.

30. Each phase of the development shall apply for Final Plat approval in accordance with RDC 18.620.080.C.

Findings

This condition is met.

31. Construction of the project shall occur in accordance with RDC 18.401.110. A bond or other equivalent security, approved by the City attorney, shall be filed with the Community Development Director prior to final PUD and provided to the City prior to issuance of Building Permits, in accordance with RDC 18.401.120.

Findings

See engineering comments. This condition will be met prior to obtaining city signatures on the final plat mylar.

32. The Developer shall dedicate to the City the right-of-way necessary for S 45th Avenue/S Royle Road improvements, and pay their proportionate share of the improvement costs (9.9% of the cost of project T-18 and 36.8% of the cost of project T-22 from the CFP), or construct improvements concurrent with construction phasing to the City's road design. Additionally, the Developer shall construct on-site public and private roads, sidewalks, and trails concurrent with construction phasing in accordance with City code, Engineering, and Park and Trail Standards. Maintenance of the private roads will be the responsibility of the individual property owners.

Findings

Phase 4 does not include any frontage on S Royle Road. On-site roads, sidewalks, and trails have been constructed according to City standards. This condition is met.

33. To provide an acceptable pedestrian route in lieu of sidewalks on both sides of the street for Phases 7 and 8, an additional trail segment shall be provided behind Lots 386 through 399. A minimum right-of-way width of 34 feet must be maintained. An alternate pedestrian path, acceptable to the City Engineer, must also be provided around Phase 9.

Findings

This condition does not apply to Phase 4.

34. All relevant standards applying to private communities in the engineering standards in effect at the time of engineering submittal are met, unless specifically excepted, in writing, by the City Engineer.

Findings

This condition does not apply to Phase 4.

35. The temporary gravel road used for access in Phase 10 shall be improved with a minimum 20-foot paved width prior to final approval of Phase 10. This temporary roadway shall be maintained as a trail, closed to vehicular access, after Hillside Avenue is completed.

Findings

This condition does not apply to Phase 4.

36. The Developer shall contribute Transportation Impact Fees toward citywide impacts.

Findings

Transportation Impact Fees are due at final occupancy.

37. The Developer shall pay a voluntary contribution of \$10,000 per phase for the first five project phases final platted towards a new traffic signal at 9th Avenue/Pioneer St.

Findings

See Engineering comments. This condition will be met prior to obtaining city signatures on the final plat Mylar.

38. The Developer shall construct a separate southbound right turn lane at S Royle Road/NW and S Hillhurst Road prior to issuance of final occupancy for the 358th lot.

Findings

This condition does not apply to Phase 4.

39. The Developer shall pay a fee in lieu of, not to exceed \$5,000, for capacity improvements at 5th Avenue/Pioneer St. Fee shall be paid prior to final plat for the first project phase.

Findings

This condition does not apply to Phase 4.

40. The Developer shall provide multimodal trail connection from Hay Field Court to the south property border (near Lot 366) to allow a future connection to the adjacent property.

Findings

This condition does not apply to Phase 4.

41. Signing shall be placed at all street stubs within the development to communicate the planned future extension of the roadways.

Findings

As a **condition of approval**, the applicant shall install signing at all street stubs to communicate the planned future extension of roadways prior to engineering acceptance.

42. Minimum sight distance requirements shall be met at all site intersections and driveways. Sight distances on the internal local and collector street system shall be approved by the City Public Works Director prior to final site plan approval.

Findings

The applicant demonstrated compliance with this condition with final engineering plan approval.

43. Prior to Final Plat approval the Developer shall provide the Community Development Director with a copy of the Home Owners Association (HOA) bylaws and final Declaration of Covenants, Conditions, and Restrictions (CC&Rs) and which shall ensure that the HOA is responsible for the perpetual maintenance of all improvements and amenities held in common and not dedicated to the City, consistent with the requirements of RDC 18.401.140, Homeowner Association.

Findings

The applicant submitted a unsigned and undated amendment to the Cloverhill HOA bylaws and CC&Rs including Cloverhill Phase 4 on March 25, 2019. As a **condition of approval**, the applicant shall submit a copy of the recorded amendment to the CC&Rs adding Phase 4 prior to obtaining city signatures on the final plat mylar.

44. Prior to Final Plat approval, the Developer must demonstrate that each lot with reduced setbacks have adequate open space area, and all rooms on lots with reduced setbacks have either no windows, very small window areas, or have adequate provisions for light and air from another direction, in accordance with RDC 18.401.090.J. Additionally, prior to Final Plat approval, the Developer must demonstrate that minimum distances required by the Uniform Building Code and the Uniform Fire Code are met.

Findings

Phase 4 does not include any lots with reduced setbacks. This condition does not apply.

45. Prior to Final Plat approval, the Developer shall demonstrate that for lots in the RLD-8 zone, the maximum building coverage does not exceed 50 percent of net buildable area overall and the maximum development coverage does not exceed 65 percent of the net buildable area overall and for lots in the RLD-4 zone, the

maximum building coverage does not exceed 45 percent of net buildable area overall and the maximum development coverage does not exceed 60 percent of the net buildable area overall.

Findings

Note 9 on the final plat states that the maximum building coverage shall not exceed 50 percent of the net buildable area overall and the maximum development coverage shall not exceed 65 percent of the net buildable area overall and for lots in the RLD-8 zone, and the maximum building coverage shall not exceed 45 percent of the net buildable area overall and the maximum development coverage shall not exceed 60 percent of the net buildable area overall in the RLD-4 zone. This condition is met.

46. The Developer shall demonstrate compliance with RDC 18.401.090.P, Mechanical Equipment, at time of Building Permit.

Findings

This condition does not apply at Final Plat.

47. All utilities shall be placed underground in accordance with RDC 18.401.090.Q.

Findings

All utilities have been placed underground. This condition is met.

48. The Developer shall develop sidewalks and trails to City Engineering standards and Park and Trail Design Standards in the Ridgefield Parks and Recreation Comprehensive Plan, and shall illuminate the multipurpose trails for security and safety, as required under RDC 18.401.080.R.4, consistent with City engineering standards. Trails must be separated from vehicular traffic.
- The Developer shall develop internal trails, marked "local trails" on the preliminary plat, to a minimum 5-foot paved width, within a minimum 10-foot-wide easement dedicated for public use, and shall be developed at the Developer's expense. The Developer shall be responsible for obtaining any necessary permits for trail construction, including for any critical areas impacts.
 - The Developer shall design, construct and dedicate portions of system trails T-4 and T-11, as shown on the preliminary plat, to adopted City standards including but not limited to a minimum paved width of 8 feet with a 2-foot shoulder on each side within a minimum 25-foot wide public easement, and may be eligible for PIF credits consistent with RDC 18.070.150. The Developer shall be responsible for obtaining any necessary permits for trail construction, including for any critical areas impacts.

Findings

The trails on the final plat are separated from vehicular traffic. Per section 5.2 of the Development Agreement, trail lighting is required at intersections only, and street lighting provided at intersections where trail sections cross will satisfy trail lighting intersection requirements. In Phase 4, street lighting serves to satisfy the trail lighting intersection requirement. Local trails were developed with a minimum 5-foot paved width in a 10-foot easement. The T-4 trail section was constructed with a minimum 8-foot paved section with 2-foot-wide shoulders in a 25-foot public easement. This condition is met.

49. Cloverhill PUD shall be bound by the requirements of RDC 18.401.110, Time requirements and extensions.

Findings

This condition is met subject to ongoing compliance.

50. Cloverhill PUD shall be bound by the requirements of RDC 18.401.120, Bonding and Enforcement.

Findings

This condition is met subject to ongoing compliance.

51. Cloverhill PUD shall be bound by the requirements of RDC 18.401.130, Parties Bound.

Findings

This condition is met subject to ongoing compliance.

52. Prior to Final Plat approval, the Developer must demonstrate that all non-flag lots meet the minimum lot frontage standard in RDC 18.402.090.I by modifying the plat to provide a minimum 35 feet of lot frontage; obtaining approval of an administrative adjustment to allow a 28-foot lot frontage (a 20% reduction to the standard); redesigning lots so that the lots meet the definition of a flag lot in RDC 18.100 and meet the minimum access requirements specified in the Engineering Standards; or some combination of these strategies.

Findings

The applicant demonstrated compliance with the minimum access requirements in the Engineering Standards with final engineering plan approval. The final plat shows that all lots meet the minimum lot frontage standards in RDC 18.401.090.I and have at least 35 feet of frontage. This condition is met.

53. Future off-street parking and loading shall comply with the provisions of RDC 18.720, including the minimum spaces required by RDC 18.720.030.

Findings

This condition does not apply at final plat.

54. Prior to Final Plat approval the Applicant shall provide the City with a final Landscape Plan for street trees, parking strips, and Tract B consistent with RDC 18.725.

Findings

Tract B is not part of Phase 4, which also has no parking strips referenced in this condition. A final landscape plan for street trees was submitted with the approved engineering plans for Phase 4. This condition is met.

55. Prior to Final Plat approval, the Developer shall demonstrate that the maximum building coverage does not exceed 60% of net buildable area overall and the maximum development coverage does not exceed 70% of the net buildable area overall.

Findings

See Condition 45. This condition is met.

56. Prior to Final Plat approval the Developer shall provide the Community Development Director with a copy of the final HOA bylaws and CC&Rs and which shall ensure that the HOA is responsible for the perpetual maintenance of all improvements and amenities held in common and not dedicated to the City.

Findings

See condition 43.

57. Prior to Final Plat approval, the Developer shall illuminate the multimodal path, as required under RDC 18.401.080.R.4, consistent with City engineering standards.

Findings

Per section 5.2 of the Development Agreement, trail lighting is required at intersections only, and street lighting provided at intersections where trail sections cross will satisfy trail lighting intersection requirements. In Phase 4, street lighting serves to satisfy the trail lighting intersection requirement. This condition is met.

58. The Applicant shall comply with all of the recommendations made by the Clark County Fire and Rescue in their letter submitted for the pre-application conference attached to this staff report, including, but not limited to:
- Fire flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.
 - Residential sprinklers may be required in all homes. All homes on flag lots will require residential sprinklers.
 - The proposed streets comply with the minimum widths for fire access.
 - Security gates across a fire access road shall comply with outlined criteria and be approved by the Fire Chief.
 - Maintain a minimum 20-foot road width on any "Fire Access Road" which must be red curbed or signed and marked "Fire Lane - No Parking".
 - Allow easy access for the fire district engines and aerial ladder truck. The ladder truck is 39 feet long and requires a clear area 20 feet wide to deploy its ladder outriggers.
 - Mark areas adjacent to driveways, fire hydrants, and FDC's as "Fire Lane - No Parking".
 - Where a fire hydrant is located on a fire access road, the minimum road width shall be 26 feet.
 - Maintain the minimum turning radius as required by the fire code official.
 - Provide a maximum lateral spacing of 500 feet between fire hydrants.
 - Maintain a minimum 20-foot gate width on any "Fire Access Road Gate" which must be in compliance with criteria as required by the fire code official.

Findings

The applicant demonstrated compliance with Condition 58 with final engineering plan approval and development inspection. This condition is met.

59. Prior to Final Plat approval the Developer identify and properly decommission any existing groundwater wells on the site.

Findings

The applicant did not identify any groundwater wells requiring decommission. This condition is met.

Conditions of approval are summarized below.

- The proposal shall comply with all terms and conditions of approval for the original decision, PLZ-16-0088, approved by the Hearing Examiner with a final order dated April 2017.
- The Development agreement (DA) was approved in 2017. The terms of the DA apply to each phase of development.

3. The applicant shall pave the storm pond access road prior to engineering acceptance.
4. The applicant shall install signing at all street stubs to communicate the planned future extension of roadways prior to engineering acceptance.

Prior to recording the plat for Cloverhill Phase 4, conditions 5-9 shall be met:

5. All street names on the final plat and install on street signs shall conform to the City of Ridgefield Street Renaming Committee Manual. See attached street names and addresses.
6. Submit a performance bond for \$164,520.
7. Submit the \$10,000 contribution toward the Pioneer and Hillhurst traffic signal.
8. Submit a copy of the recorded amendment to the CC&Rs adding Phase 4.
9. Submit a mylar for signature containing the signature and seal of the surveyor of record (Certification of Subdivision Platting, see RDC 18.620.120.L) and the signatures of all parties having an ownership interest in the land for purposes of dedication (Dedication of Subdivision, see RDC 18.620.120.M).
10. Record the final plat with the Clark County Auditor's Office within thirty (30) calendar days of City signatures on the face of the Mylar.
11. Submit three (3) full-sized copies and one (1) 11-inch by 17-inch copy of the recorded plat and all associated written documents within thirty (30) calendar days of City signatures on the face of the Mylar.

The City of Ridgefield shall not process land use or building permit applications until the above conditions are satisfied.

Contact: Steve Stuart, City Manager, Interim Community Development Director, (360) 887-3557,
steve.stuart@ci.ridgefield.wa.us

VIII. Addressing

See addressing documents below.

IX. Conclusion

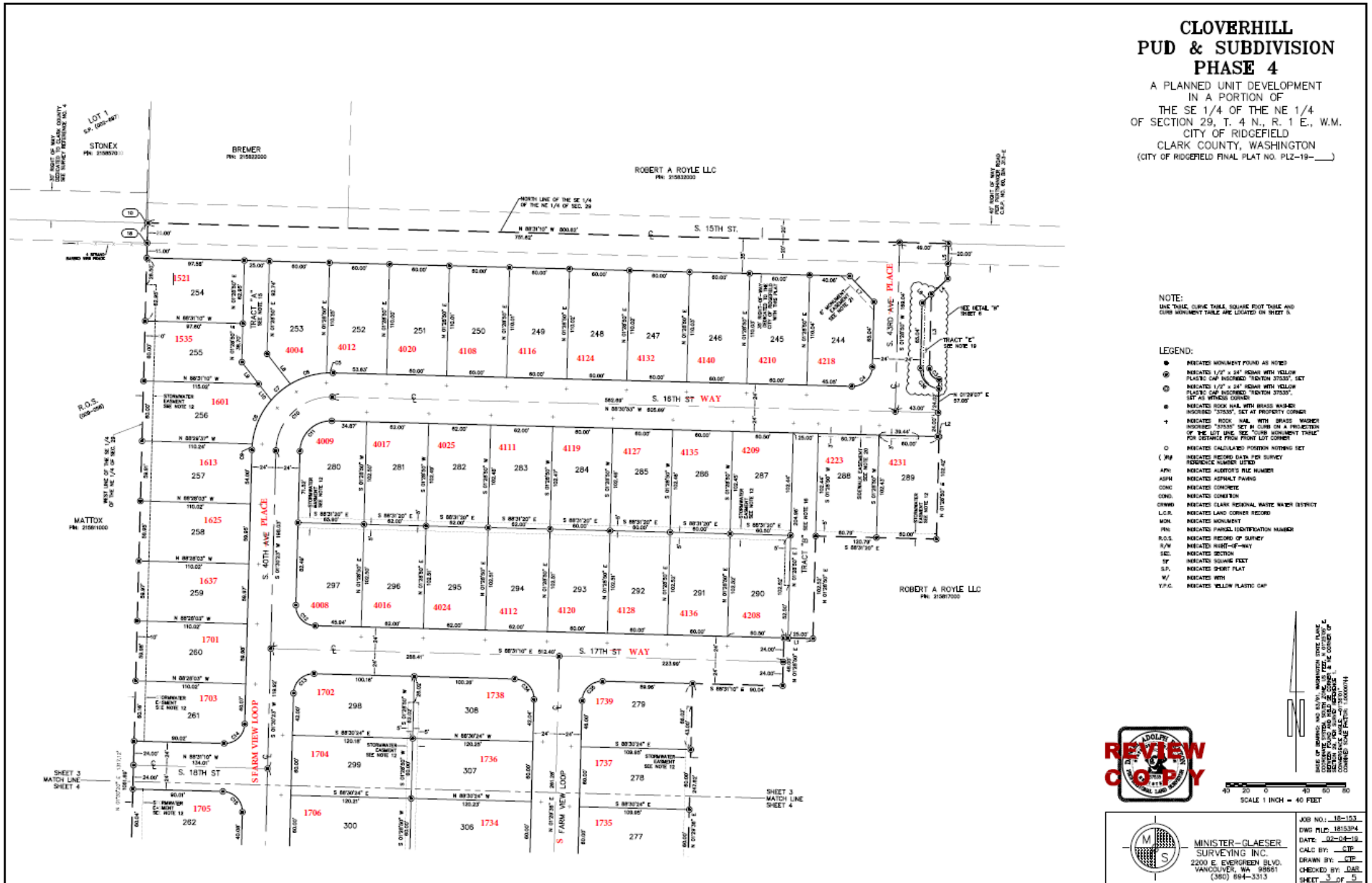
Staff recommends City Council approve the Final Plat. Please submit revised materials as described in this staff memo.

Cloverhill Phase 4 Addressing

Ascending from north to south and west to east

Lot #	Address	Lot #	Address	Lot #	Address	Lot #	Address
S 40th Place		S 16th Way		S 17th Way		S Farm View Loop	
West (odd) side of street		North (even) side of street		North (even) side of street		North (even) side of street	
254	1521	253	4004	297	4008	298	1702
255	1535	252	4012	296	4016	299	1704
256	1601	251	4020	295	4024	300	1706
257	1613	250	4108	294	4112	301	1708
258	1625	249	4116	293	4120	302	1710
259	1637	248	4124	292	4128	303	1712
		247	4132	291	4136	304	1730
		246	4140	290	4208	305	1732
		245	4210			306	1734
		244	4218			307	1736
		South (odd) side of street				308	1738
		280	4009			South (odd) side of street	
		281	4017			260	1701
		282	4025			261	1703
		283	4111			262	1705
		284	4119			263	1707
		285	4127			264	1709
		286	4135			265	1711
		287	4209			266	1713
		288	4223			267	1715
		289	4231			268	1717
						269	1719
						270	1721
						271	1723
						272	1725
						273	1727
						274	1729
						275	1731
						276	1733
						277	1735
						278	1737
						279	1739

Attachment: PLZ-19-0014 Cloverhill Ph 4_Final Plat_04112019 (Cloverhill Phase 4 Final Plat)





CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: April 11, 2019

ITEM:

AGENDA ITEM TITLE: Motion - Approval of Royal Terrace Final Plat (Cloverhill Phase 5A/B)

GOVERNING LEGISLATION:

RCW 36.70.A and RCW 58

PREVIOUS COUNCIL ACTION TAKEN:

Approval of Development Agreement Ordinance 1240 on July 27, 2017.

SUMMARY/BACKGROUND:

The Ridgefield Hearing Examiner approved the preliminary plat for Cloverhill Planned Unit Development (PUD) on April 11, 2017, as PLZ-16-0088. The plat is also subject to the 2017 development agreement made between the City of Ridgefield (Grantee) and Robert A. Royle, LLC, ELRO LLC, Estate of Robert Royle and Lionel Royle, Kenneth A. Royle, Lucille E. Hollis, Margaret L. Svir, Marcella R. Sather, and Fortress Enterprises, Inc. (Grantors), record 5432425 of Clark County, WA. The project name has been changed from Cloverhill Phase 5 to Royal Terrace.

The project proposes to subdivide an 18.36-acre site, comprised of Assessor's #986043213 and #986047308, into 32 single-family residential lots. The western portion of the parcel is zoned RLD-4 and the eastern portion of the parcel is zoned RLD-8. The lots range from 8,573 sq. ft. (Lot 312) to 15,778 sq. ft. (Lot 322), consistent with the lot size approved for Cloverhill. The average lot area is 10,099 sq. ft. Royal Terrace also includes Parks 4, 5, 6, 10, and 11, and Open Space/Recreation Tracts 2B, 3, 4, 5A, and 6B, all to be owned and maintained by the HOA. The park and open space in Royal Terrace totals 4.42 acres. Several wetland, buffer, and Gee Creek tracts totaling 4.14 acres are also to be owned and maintained by the HOA. There is one public street, S Royal Court, and one private drive, S Victory Court. There are also driveway, sanitary sewer, stormwater, waterline, and wall easements.

BUDGET/FINANCIAL IMPACTS:

Additional property tax revenue from 32 new single-family homes.

RECOMMENDED ACTION OR MOTION:

“I move to approve the final plat as presented”.

STAFF CONTACT: Claire Lust, Associate Planner

ATTACHMENTS: Royal Terrace Plat (PDF)
Royal Terrace Open Space (PDF)
PLZ-18-0116 Royal Terrace_Final Plat_04112019(PDF)

PERIMETER DESCRIPTION:

A TRACT OF LAND IN A PORTION OF THE NORTHEAST QUARTER AND NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, AND THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE NORTH 01°35'36" EAST, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, 1323.34 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE SOUTH 88°43'06" EAST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 29, 643.89 FEET;

THENCE NORTH 01°35'13" EAST, 60.23 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING NORTH 01°35'13" EAST, 1261.28 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE SOUTH 88°33'21" EAST, ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, 660.82 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29;

THENCE NORTH 01°30'20" EAST, ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 29, 142.30 FEET MORE OR LESS, TO THE RIGHT BANK OF GEE CREEK AS FIELD LOCATED MAY 2016;

THENCE SOUTHEASTERLY ALONG SAID RIGHT BANK OF GEE CREEK THE FOLLOWING COURSES AND DISTANCES, MORE OR LESS;

THENCE SOUTH 82°51'22" EAST, 33.46 FEET; THENCE SOUTH 77°05'15" EAST, 72.87 FEET; THENCE NORTH 86°54'32" EAST, 36.46 FEET; THENCE SOUTH 49°28'26" EAST, 19.19 FEET; THENCE SOUTH 41°07'28" EAST, 65.42 FEET; THENCE SOUTH 40°32'36" EAST, 71.49 FEET; THENCE SOUTH 38°23'02" EAST, 23.45 FEET; THENCE SOUTH 30°14'08" EAST, 38.97 FEET; THENCE SOUTH 23°00'02" EAST, 56.25 FEET; THENCE SOUTH 19°08'01" WEST, 20.18 FEET; THENCE SOUTH 04°17'19" WEST, 26.73 FEET; THENCE SOUTH 22°52'44" EAST, 54.87 FEET; THENCE SOUTH 43°09'56" EAST, 34.79 FEET; THENCE SOUTH 52°02'37" EAST, 24.87 FEET; THENCE SOUTH 41°28'18" EAST, 29.51 FEET; THENCE SOUTH 00°55'19" WEST, 22.87 FEET; THENCE SOUTH 17°15'47" WEST, 28.00 FEET; THENCE SOUTH 27°50'30" WEST, 62.37 FEET; THENCE SOUTH 81°27'27" WEST, 21.58 FEET; THENCE SOUTH 86°46'39" WEST, 40.88 FEET; THENCE SOUTH 63°59'20" WEST, 9.41 FEET; THENCE SOUTH 05°11'03" EAST, 24.50 FEET; THENCE SOUTH 45°48'38" EAST, 13.20 FEET; THENCE SOUTH 80°54'08" EAST, 17.36 FEET; THENCE SOUTH 30°08'18" EAST, 23.94 FEET; THENCE SOUTH 34°28'58" EAST, 22.89 FEET; THENCE SOUTH 39°06'22" EAST, 23.34 FEET; THENCE SOUTH 22°05'24" EAST, 39.39 FEET TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF ROYLE ROAD AS DEDICATED TO CLARK COUNTY BY QUIT CLAIM DEED RECORDED UNDER AUDITOR'S FILE G 529589, DATED JANUARY 28, 1969;

THENCE, LEAVING SAID RIGHT BANK OF GEE CREEK, SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES;

THENCE SOUTH 67°54'36" WEST, 134.01 FEET; THENCE SOUTH 22°05'24" EAST, 20.00 FEET; THENCE ALONG THE ARC OF A NON-TANGENT 746.20 FOOT RADIUS CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS SOUTH 50°14'24" WEST, FOR A CHORD DISTANCE OF 452.99 FEET, THROUGH A CENTRAL ANGLE OF 35°20'22", FOR AN ARC DISTANCE OF 460.25 FEET; THENCE SOUTH 32°34'13" WEST, 465.37 FEET;

THENCE LEAVING SAID RIGHT-OF-WAY LINE, NORTH 88°46'17" WEST, 335.19 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL;

A TRACT OF LAND IN A PORTION OF THE NORTHEAST QUARTER AND NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, AND THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF RIDGEFIELD, CLARK COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE NORTH 01°35'36" EAST, ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, 1323.34 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE SOUTH 88°43'06" EAST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 29, 643.89 FEET;

THENCE NORTH 01°35'13" EAST, 60.23 FEET;

THENCE SOUTH 88°46'17" EAST, 335.19 FEET TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF ROYLE ROAD AS DEDICATED TO CLARK COUNTY BY QUIT CLAIM DEED RECORDED UNDER AUDITOR'S FILE G 529589, DATED JANUARY 28, 1969;

THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES;

THENCE NORTH 32°34'13" EAST, 465.37 FEET; THENCE ALONG THE ARC OF A TANGENT 746.20 FOOT RADIUS CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS NORTH 50°14'24" EAST, FOR A CHORD DISTANCE OF 452.99 FEET, THROUGH A CENTRAL ANGLE OF 35°20'22", FOR AN ARC DISTANCE OF 460.25 FEET; THENCE NORTH 22°05'24" WEST, 20.00 FEET;

THENCE LEAVING SAID RIGHT-OF-WAY LINE, NORTH 22°05'24" WEST, 176.67 FEET;

THENCE NORTH 54°42'30" WEST, 33.82 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 46°17'35" EAST, 148.30 FEET; THENCE NORTH 27°25'26" WEST, 311.89 FEET;

THENCE SOUTH 75°50'28" WEST, 477.24 FEET; THENCE SOUTH 04°12'45" WEST, 72.84 FEET;

THENCE SOUTH 25°09'54" EAST, 87.21 FEET; THENCE NORTH 79°22'40" EAST, 13.51 FEET;

THENCE SOUTH 12°46'54" EAST, 68.58 FEET; THENCE SOUTH 54°47'46" WEST, 18.75 FEET;

THENCE SOUTH 07°27'49" WEST, 19.20 FEET; THENCE SOUTH 54°42'30" EAST, 154.65 FEET;

THENCE NORTH 35°17'30" EAST, 40.22 FEET; THENCE SOUTH 54°43'02" EAST, 187.07 FEET;

THENCE NORTH 46°17'35" EAST, 213.91 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING A NET AREA OF 772,476 SQUARE FEET, MORE OR LESS.

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

DEDICATION:

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

BY: PRINTED SIGNED TITLE DATE

ACKNOWLEDGMENT:

STATE OF COUNTY OF

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

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

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF RESIDING IN MY COMMISSION EXPIRES PRINT NOTARY NAME

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

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

NOTES:

1) NO LOT SHALL HAVE DIRECT VEHICULAR ACCESS TO S. 45TH AVENUE OR S. ROYLE ROAD.

2) ALL PUBLIC ROADS WITHIN THIS PLAT ARE DEDICATED TO THE CITY OF RIDGEFIELD.

3) IMPACT FEES AND SYSTEM DEVELOPMENT CHARGES SHALL BE ASSESSED BASED ON FEE SCHEDULES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.

4) CITY OF RIDGEFIELD FINAL PLAT NUMBER "PLZ-18-0116"

5) THE CITY OF RIDGEFIELD HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE ROADS CONTAINED WITHIN OR PRIVATE ROADS PROVIDING ACCESS TO PROPERTY DESCRIBED IN THIS PLAT.

6) OFF-STREET PARKING MUST BE SETBACK A MINIMUM OF 18 FEET FROM THE SIDEWALK TO PREVENT VEHICLES FROM INTERFERING WITH SIDEWALK TRAVEL.

7) ANY MODIFICATION TO PROPERTY LINE SETBACKS MAY BE PROCESSED THROUGH AN ADMINISTRATIVE ADJUSTMENT OR A VARIANCE AS REFERENCED IN THE CITY OF RIDGEFIELD DEVELOPMENT CODE AS AN ALTERNATIVE TO A RE-PLAT PROCESS.

8) ALL SENSITIVE LANDS SHALL BE PROTECTED BY CONSERVATION EASEMENTS AND CERTAIN COTIVITIES SHALL BE PROMOTED AND LIMITED AS SPECIFIED BY THE CITY OF RIDGEFIELD DEVELOPMENT CODE, RDC 18.280.

9) DEVELOPMENT IN THE "ROYAL TERRACE" SUBDIVISION IS SUBJECT TO THE FOLLOWING REVISED DIMENSIONAL STANDARDS PURSUANT TO RDC 18.401.100, AS SHOWN IN ITEM D.3 OF THE HEARING EXAMINER'S FINAL ORDER PLZ-16-0088.

RLD-4 AND RLD-8 LOT DIMENSIONAL STANDARDS			
STANDARD	PROPOSED RLD-4	PROPOSED RLD-8	
MIN. LOT WIDTH	50 FEET MINIMUM	50 FEET MINIMUM	
MIN. LOT AREA	AVERAGE 9,635 SF	AVERAGE 8,137 SF	
MIN. FRONT YARD SETBACK	12 FEET	10 FEET	
MIN. REAR YARD SETBACK	10 FEET (25 FEET ADJACENT TO S 45TH AVENUE OR S ROYLE ROAD)	5 FEET (25 FEET ADJACENT TO S 45TH AVENUE OR S ROYLE ROAD)	
MIN. SIDE YARD SETBACK	5 FEET	5 FEET	
MIN. STREET SIDE YARD SETBACK	12 FEET	10 FEET	
MAX. HEIGHT	35 FEET (35 FEET WITH PITCHED ROOF)	35 FEET	
MAX. BUILDING COVERAGE	45%	50%	
MAX. IMPERVIOUS SURFACE	60%	65%	

NOTE: SOME LOTS HAVE DIFFERENT DIMENSIONAL STANDARDS THAN OTHERS. ROYAL TERRACE AVERAGE LOT SIZE = 11,969 SF

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

11) HELD THE INTERSECTION OF S. 15TH STREET CENTERLINE AND THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 29 AS THE N 1/16 CORNER OF SAID NORTHEAST QUARTER, AND AS THE ANGLE POINT IN THE CENTERLINE OF OLD COUNTY ROAD NO. 25 (S. 45TH AVE.) AT STA: 46+53.41, AS SHOWN IN CLARK COUNTY BIN 687-A, FOR THE CALCULATION OF THE CENTERLINE OF S. 45TH AVE. TO THE SOUTH.

12) WALL EASEMENT DEDICATED WITH THIS PLAT, WALL TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

13) DRIVEWAY AND UTILITY EASEMENT OVER THAT PORTION OF LOT 313 AS SHOWN HEREON, TO BENEFIT LOTS 313 AND 314, AND TO BE JOINTLY MAINTAINED BY SAID LOTS, DEDICATED WITH THIS PLAT.

14) TRACT 23, "S. VICTORY COURT", IS A PRIVATE ROAD TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION, WITH EASEMENTS OVER ITS ENTIRETY DEDICATED WITH THIS PLAT FOR THE FOLLOWING: A WATERLINE EASEMENT TO THE CITY OF RIDGEFIELD, AND A SANITARY SEWER EASEMENT TO CLARK REGIONAL WASTEWATER DISTRICT. TOGETHER WITH A LOCAL TRAIL EASEMENT OVER THE SOUTH 15 FEET OF SAID TRACT.

15) DRIVEWAY AND UTILITY EASEMENT OVER THAT PORTION OF LOT 321 AS SHOWN HEREON, TO BENEFIT LOTS 321 AND 322, AND TO BE JOINTLY MAINTAINED BY SAID LOTS, DEDICATED WITH THIS PLAT.

16) 20' WIDE PUBIC SANITARY SEWER EASEMENT DEDICATED TO CLARK REGIONAL WASTE WATER DISTRICT, RECORDED UNDER AUDITOR'S FILE NO. .

17) 20' WIDE PUBLIC SANITARY SEWER EASEMENT DEDICATED TO CLARK REGIONAL WASTE WATER DISTRICT WITH THIS PLAT.

18) OFF-SITE STORMWATER EASEMENT, WITH AN INSPECTION AND MAINTENANCE EASEMENT OVER ITS ENTIRETY DEDICATED TO THE CITY OF RIDGEFIELD, RECORDED UNDER AUDITOR'S FILE NO. .

19) STORMWATER EASEMENT TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION, WITH AN INSPECTION AND MAINTENANCE EASEMENT OVER ITS ENTIRETY TO THE CITY OF RIDGEFIELD, DEDICATED WITH THIS PLAT.

20) 7' PRIVATE STORMWATER EASEMENT TO BENEFIT LOTS 355, 356 AND 357, TO BE JOINTLY MAINTAINED BY SAID LOTS, DEDICATED WITH THIS PLAT.

21) 10' WIDE PRIVATE SANITARY SEWER EASEMENT OVER THAT PORTION OF LOT 350 AS SHOWN HEREON, TO BENEFIT LOT 353, DEDICATED WITH THIS PLAT.

22) DRIVEWAY AND UTILITY EASEMENT OVER THAT PORTION OF LOT 354 AS SHOWN HEREON, TO BENEFIT LOTS 353 AND 354, AND TO BE JOINTLY MAINTAINED BY SAID LOTS, DEDICATED WITH THIS PLAT.

23) "OPEN/REC" TRACTS, AS SHOWN HEREON, ARE OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

24) "PARK" TRACTS, AS SHOWN HEREON, ARE OPEN SPACE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

25) "WET/BUF" TRACTS, AS SHOWN HEREON, ARE COMBINED WETLAND AND BUFFER AREAS AS DELINEATED IN THE "WETLAND MITIGATION & WETLAND AND RIPARIAN BUFFER MITIGATION PLAN FOR CLOVERHILL FARM PUD" REPORT PREPARED BY ECOLOGICAL LAND SERVICES DATED JULY 10, 2017, AND PER THE ADDENDUM THEREOF DATED APRIL 2, 2018. THE AFORESAID "WET/BUF" TRACTS ARE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

26) "GEE CREEK" TRACTS, AS SHOWN HEREON, ARE THE LATERAL CONFINES OF GEE CREEK LYING WITHIN THE BOUNDARY OF THIS PLAT, AS DEFINED BY FIELD TIES TO THE TOP OF CREEK BANKS MAY 2016, AND ARE TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

27) 25' WIDE PUBLIC TRAIL EASEMENT DEDICATED TO THE CITY OF RIDGEFIELD WITH THIS PLAT. THE CITY OF RIDGEFIELD IS RESPONSIBLE FOR THE MAINTENANCE OF THE TRAIL AND ITS APPURTENANCES WITHIN THE EASEMENT.

28) 12' WIDE LOCAL TRAIL EASEMENT TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

SURVEY REFERENCES:

- 1) RENTON SURVEY, BK. 051, PG. 185
- 2) "GEE CREEK HIGHLANDS", BK. "H", PG. 753
- 3) MONTEITH SURVEY, BK. 024, PG. 033
- 4) SHORT PLAT BK. 002, PG. 697
- 5) "MEULER SHORT PLAT" BK. 003, PG. 967
- 6) BESEDA SURVEY, BK. 045, PG. 152
- 7) HART SURVEY, BK. 009, PG. 058
- 8) DONNELLY SURVEY, BK. 014, PG. 118
- 9) GREENWOOD UNRECORDED SURVEY, BK. "A", PG. 073
- 10) GREENWOOD UNRECORDED SURVEY, BK. "H", PG. 158
- 11) HAGEDORN SURVEY, BK. 005, PG. 154
- 12) BESEDA SURVEY, BK. 061, PG. 144
- 13) OLSON SURVEY, BK. 024, PG. 107
- 14) "CLOVERHILL PUD & SUBDIVISION PHASE 1", BK. 311, PG. 940
- 15) "ROYAL VIEW", BK. 312, PG. 006

CLARK COUNTY ROAD BIN REFERENCES:

- 1) PERTSHINGER ROAD, C.R.P. NO. 60, STA. 313-E
- 2) C.R.P. NO. 69-04, COUNTY ROAD NO. 25, REPLACE BRIDGE NO. 16, BIN 687-A

DEED REFERENCES:

- 1) GRANTOR: REDBUD, LLC
GRANTEE: CLOVERHILL S, LLC
AFN: 5448363 D
DATE: 10/02/2017
- 2) GRANTOR: LIONEL E. ROYLE
GRANTEE: JULEE L. ROYLE
AFN: 5541593 D
DATE: 08/23/2018

MONUMENT LIST:

- 1 FOUND & HELD 2 1/2" BRASS DISK W/PUNCH, IN CASE W/COVER, DISK IS 1.3" BELOW ASPH, SEE SURVEY REFERENCE NO. 1, SEE L.C.R. BK. 013, PG. 055
- 2 FOUND 1" IRON PIPE N 79°23'35" W, 5.94' FROM HELD SINGLE PROPORTION POSITION, SEE SURVEY REFERENCES NO. 1 & 2, SEE L.C.R. BK. 007, PG. 197
- 3 FOUND & HELD 3" ALUM. CAP SET IN ALUM. PIPE, 0.25' ABOVE GRND, GOOD COND, SEE SURVEY REFERENCES NO. 1 & 2, SEE L.C.R. BK. 011, PG. 042 & BK. 002, PG. 168
- 4 FOUND & HELD 3" ALUM DISK IN 2 1/2" PIPE 0.1' BELOW GRND, GOOD COND., N 10° E 0.5' FROM FENCE POST SEE SURVEY REFERENCE NO. 3, SEE L.C.R. BK. 002, PG. 161
- 4.5 CALCULATED POSITION OF 1/2" IRON ROD WITH PLASTIC CAP, HELD 2846.68' FROM SOUTH QUARTER CORNER PER SURVEY REFERENCE NO. 13.
- 5 FOUND & HELD CONC MON. W/2 1/2" BRASS DISK, 0.4' BELOW GRND, GOOD COND., SEE L.C.R. BK. 008, PG. 125
- 6 FOUND & HELD 1/4" PIN IN 8" ROUND CONC MON. 8' ABOVE GRND, SEE L.C.R. BK. 002, PG. 180
- 7 FOUND & HELD CONC MON. W/BRASS DISK SEE L.C.R. BK. 014, PG. 046
- 8 FOUND & HELD 3" BRASS DISK IN CASE W/COVER 1.1' BELOW RIM, 5' W OF ASPH, SEE L.C.R. BK. 003, PG. 002
- 9 FOUND 1 1/4" I.D. IRON PIPE 0.3' BELOW ASPH, 0.49' EAST OF THE E LINE OF SEC. 29, HELD FOR CENTERLINE ALIGNMENT OF S 15TH ST. AND FOR THE NORTH 1/16 LINE OF SEC. 29.
- 10 FOUND 1/2" IRON ROD W/Y.P.C. "LAWSON", FLUSH W/ASPH, CAP WORN, HELD FOR CL ALIGNMENT OF S 15TH ST. & SOUTHERLY PROJECTED E LINE OF S.P. (002-697), SEE SURVEY REFERENCE NO. 4, 1.5' WEST OF CALCULATED EAST 1/16 LINE OF SEC. 29
- 11 FOUND 1/2" IRON ROD W/Y.P.C. "LAWSON", FLUSH W/ASPH, CAP WORN, HELD FOR CL ALIGNMENT OF S 15TH ST. & SOUTHERLY PROJECTED W LINE OF S.P. (002-697), SEE SURVEY REFERENCE NO. 4
- 12 FOUND IRON PIPE TOP SMASHED, FLUSH W/ASPH HELD FOR CL ALIGNMENT OF S 15TH ST., & HELD FOR EASTING CALCULATING WEST LINE OF PARCEL 215810000, AFN: 4713932 D, SEE SURVEY REFERENCE NO. 9
- 21 FOUND 1/2" IRON ROD W/Y.P.C. "J.C.D. PLS 6925", 0.1' ABOVE GRND, GOOD COND., 0.50' N OF CALCULATED NORTH LINE OF THE SE 1/4 OF SEC. 29, 0.30' E OF LINE HELD BETWEEN FOUND IRON PIPES (12) AND (22) SEE SURVEY REFERENCE NO. 8
- 22 FOUND & HELD IRON PIPE AS SOUTHWEST CORNER OF PARCEL 215810000 AS DESCRIBED IN AFN: 4713932 D, SEE SURVEY REFERENCE NO. 9
- 23 FOUND IRON PIPE AT NE SIDE OF 8" DIA. DECIDUOUS TREE, APPEARS TO HAVE BEEN MOVED BY TREE GROWTH, N 78°03'06" E, 0.57' FROM CALCULATED POSITION, SEE SURVEY REFERENCE NO. 9
- 24 FOUND IRON PIPE, N 32°34'13" E, 0.75' AND S 72°25'47" E, 0.28' FROM THE CALCULATED INTERSECTION OF THE SOUTH 1/16 LINE OF SEC. 29 AND THE WESTERLY RIGHT-OF-WAY OF ROYLE RD., SEE SURVEY REFERENCE NO. 9
- 25 FOUND & HELD 3" BRASS DISK AS CENTERLINE INTERSECTION OF ROYLE RD. & HILLHURST RD, SEE SURVEY REFERENCE NO. 3
- 26 FOUND IRON PIPE, HELD FOR SOUTH LINE OF SUBJECT PARCEL, SEE SURVEY REFERENCES NO. 9 & 5, S 88°46'17" E, 35.39' FROM THE CALCULATED CENTERLINE OF ROYLE RD.,
- 27 FOUND 1/2" IRON ROD W/Y.P.C. "RENTON 37535" AS SET IN SURVEY REFERENCE NO. 5, HELD FOR SOUTH PARCEL, 0.83' NORTH OF CALCULATED SOUTH 1/16 LINE OF SEC. 29.
- 28 FOUND IRON PIPE, HELD FOR SOUTH LINE OF SUBJECT PARCEL, SEE SURVEY REFERENCES NO. 10 & 5, N 80°28'58" W, 5.89' FROM CALCULATED SOUTHEAST 1/16 CORNER OF SEC. 29.

DECLARANT DECLARATION:

THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATE THE SAME FOR A COMMON INTEREST COMMUNITY NAMED TERRACE VIEW, A HOMEOWNERS ASSOCIATION, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT, SOLELY TO MEET THE REQUIREMENTS OF THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR TERRACE VIEW, RECORDED UNDER CLARK COUNTY RECORDING NO. .

BY: PRINTED SIGNED TITLE DATE

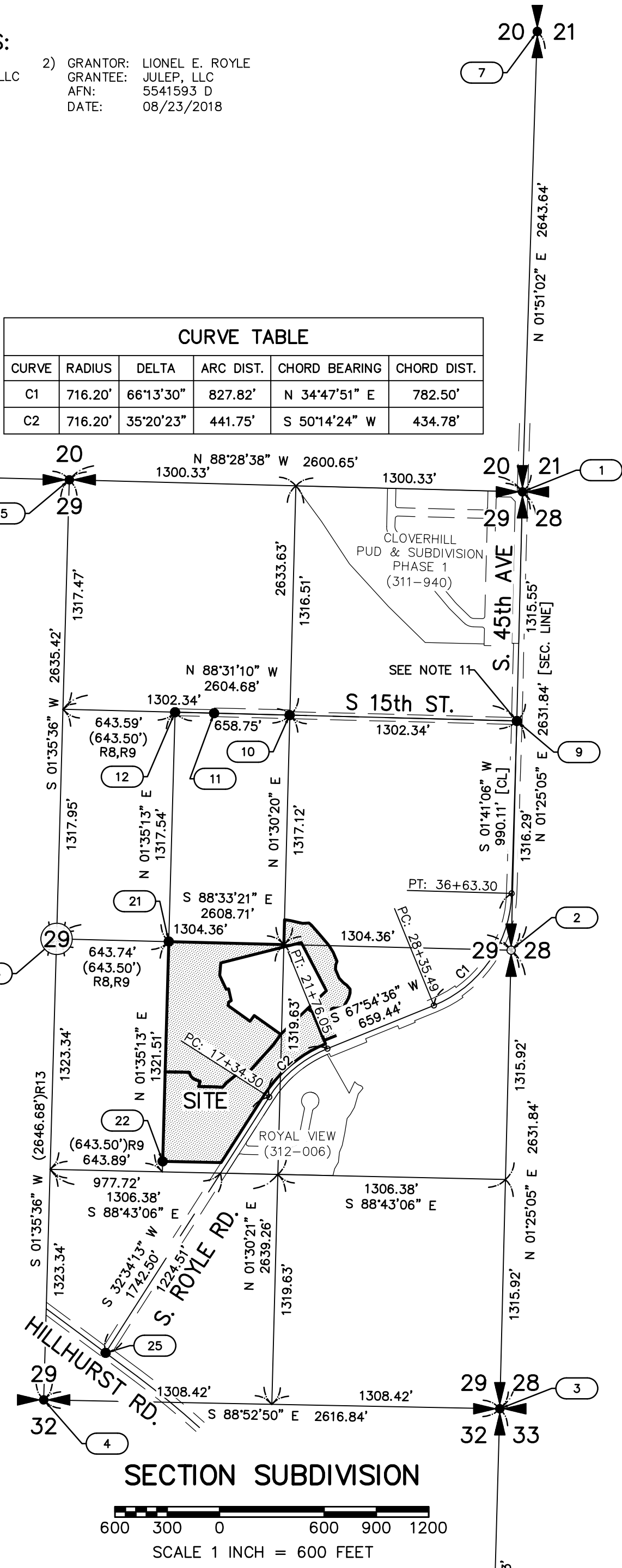
ACKNOWLEDGMENT:

STATE OF COUNTY OF

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

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

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF RESIDING IN MY COMMISSION EXPIRES PRINT NOTARY NAME



LEGEND:

- INDICATES MONUMENT FOUND AS NOTED
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- S.P. INDICATES SHORT PLAT
- W/ INDICATES WITH
- Y.P.C. INDICATES YELLOW PLASTIC CAP

ROYAL TERRACE

PRELIMINARILY APPROVED AS
CLOVERHILL PUD & SUBDIVISION PHASE 5A & 5B
A PLANNED UNIT DEVELOPMENT
IN A PORTION OF
THE NE 1/4 AND NW 1/4 OF THE SE 1/4,
AND THE SE 1/4 OF THE NE 1/4
OF SECTION 29, T. 4 N., R. 1 E., W.M.
CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-18-0116)

CITY PUBLIC WORKS DIRECTOR

CITY COMMUNITY DEVELOPMENT DIRECTOR

CITY ENGINEER:

CITY OF RIDGEFIELD ENGINEER

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

MAYOR, CITY OF RIDGEFIELD

ATTESTED BY: CITY CLERK

CLARK REGIONAL WASTEWATER DISTRICT

DEVELOPMENT MANAGER

ASSESSOR:
THIS PLAT MEETS THE REQUIREMENTS OF RCW 58.17.170, LAWS OF WASHINGTON, 1981,
TO BE KNOWN AS ROYAL TERRACE

COUNTY ASSESSOR

AUDITOR'S CERTIFICATE:
FILED FOR RECORD THIS DAY OF , 20.
IN BOOK OF PLATS, AT PAGE

CLARK COUNTY AUDITOR

AUDITOR'S FILE NUMBER

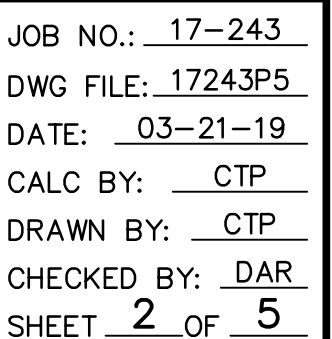
SURVEYOR'S CERTIFICATE:

I, DANIEL A. RENTON, A PROFESSIONAL SURVEYOR, DO HEREBY CERTIFY THAT THIS PLAT OF "ROYAL TERRACE" CORRECTLY REPRESENTS A SURVEY AND SUBDIVISION OF SECTION 29, TOWNSHIP 4 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT, AND THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT, THAT THE DISTANCES, COURSES, AND ANGLES ARE SHOWN HEREON CORRECTLY AND THAT MONUMENTS AND LOT CORN

(CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-18-0116)

LINE TABLE		
L201	BEARING	DISTANCE
L201	N 64°50'06" E	18.86'
L202	S 15°40'15" E	37.23'
L203	N 34°05'50" E	21.74'
L204	N 71°27'46" E	122.20'
L205	N 71°27'46" E	109.74'
L206	N 84°16'26" E	57.13'
L207	N 80°46'26" E	77.99'
L208	N 01°30'20" E	62.18'
L209	S 60°59'46" W	22.65'
L210	S 88°37'57" W	9.29'
L211	N 61°12'58" W	14.28'
L212	S 77°02'22" W	20.53'
L213	N 69°55'57" W	12.30'
L214	N 54°35'04" W	20.66'
L215	N 35°37'11" W	29.61'
L216	N 37°04'29" W	30.24'
L217	N 25°01'05" W	29.79'
L218	N 19°08'33" W	25.69'
L219	N 27°31'34" W	75.01'
L220	N 03°35'29" W	17.87'
L221	S 84°24'40" W	34.40'
L222	S 79°22'40" W	28.92'
L223	S 16°26'41" E	47.93'
L224	S 16°26'41" E	49.77'
L225	S 79°22'40" W	27.97'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C53	766.20'	21°13'	30.81'	S 66°45'29" W	30.80'
C54	10.00'	116°53'54"	20.40'	S 25°57'44" W	17.04'
C55	35.00'	45°56'04"	28.06'	N 61°26'38" E	27.31'
C56	25.00'	59°29'26"	25.96'	S 31°15'03" W	24.81'
C57	25.00'	19°53'00"	8.68'	S 05°43'45" E	8.63'
C58	25.00'	66°18'47"	28.93'	N 51°07'02" E	27.35'
C59	25.00'	16°27'19"	7.18'	N 09°44'00" E	7.16'
C60	25.00'	40°56'04"	17.87'	S 81°41'18" E	17.49'
C61	10.00'	45°56'04"	8.02'	N 61°26'38" E	7.80'
C62	35.00'	116°53'54"	71.41'	S 25°57'44" W	59.65'
C63	766.20'	15°30'3"	25.20'	S 64°39'51" W	25.20'
C64	18.00'	84°10'38"	26.45'	S 58°32'01" E	24.13'
C65	6.00'	84°10'38"	8.82'	S 58°32'01" E	8.04'



ROYAL TERRACE

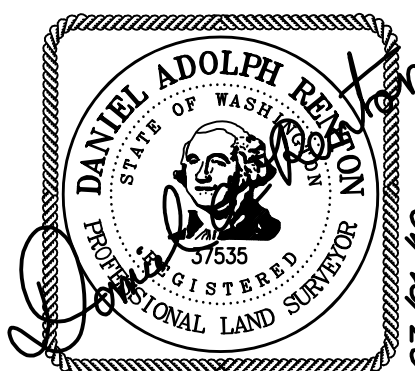
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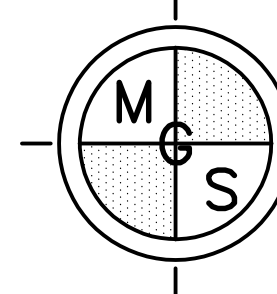
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LOT SQUARE FOOT TABLE AND CURB MONUMENT TABLE
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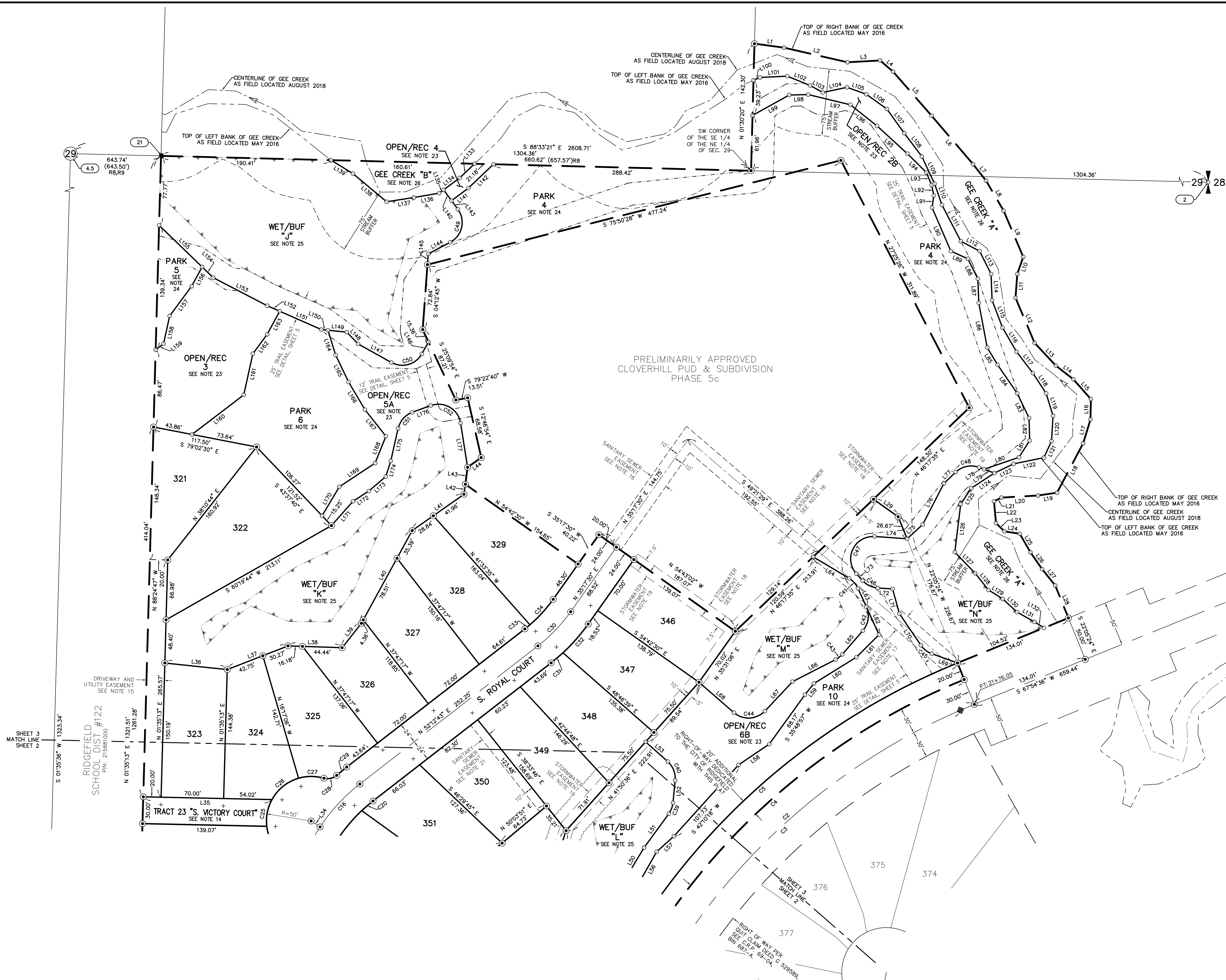


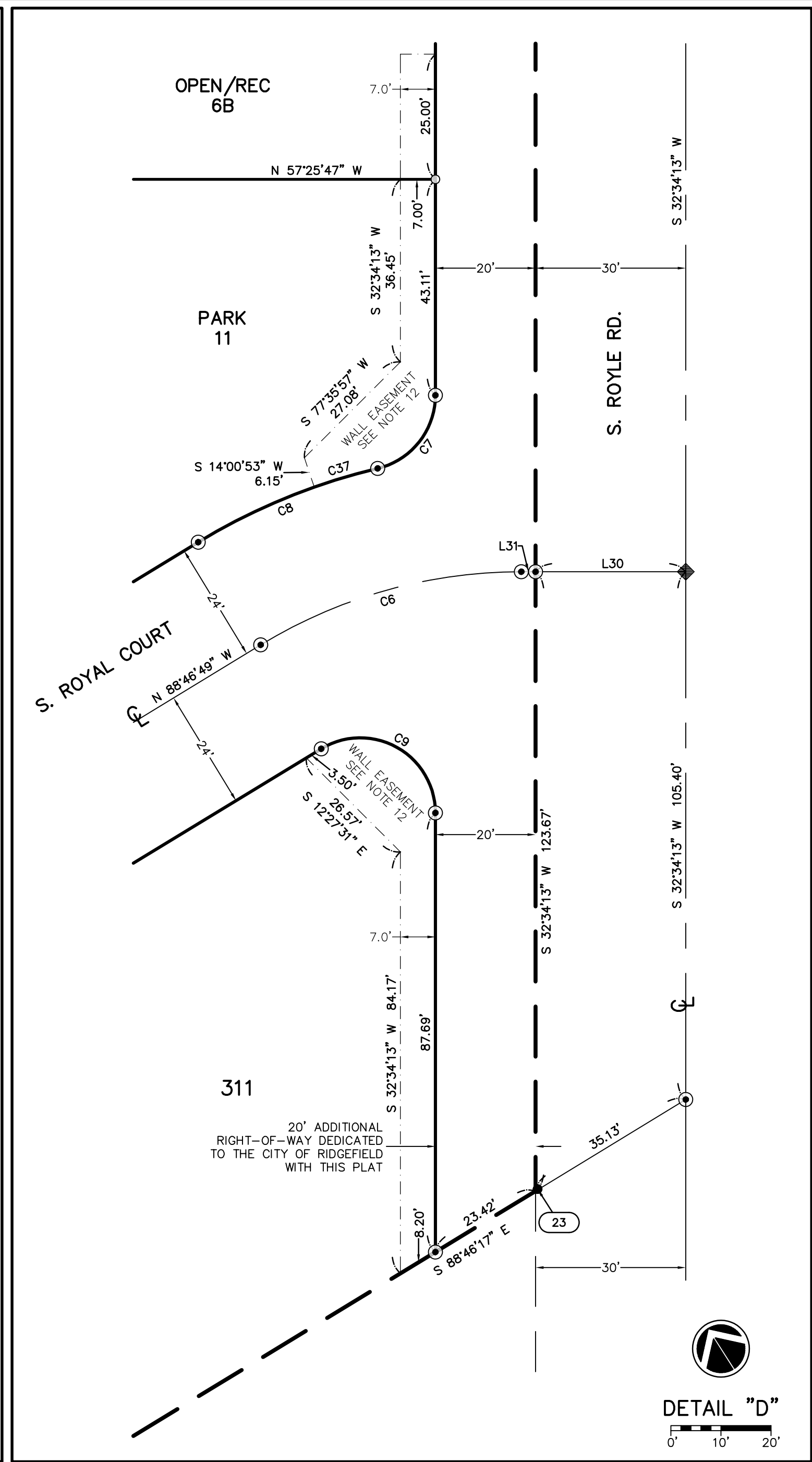
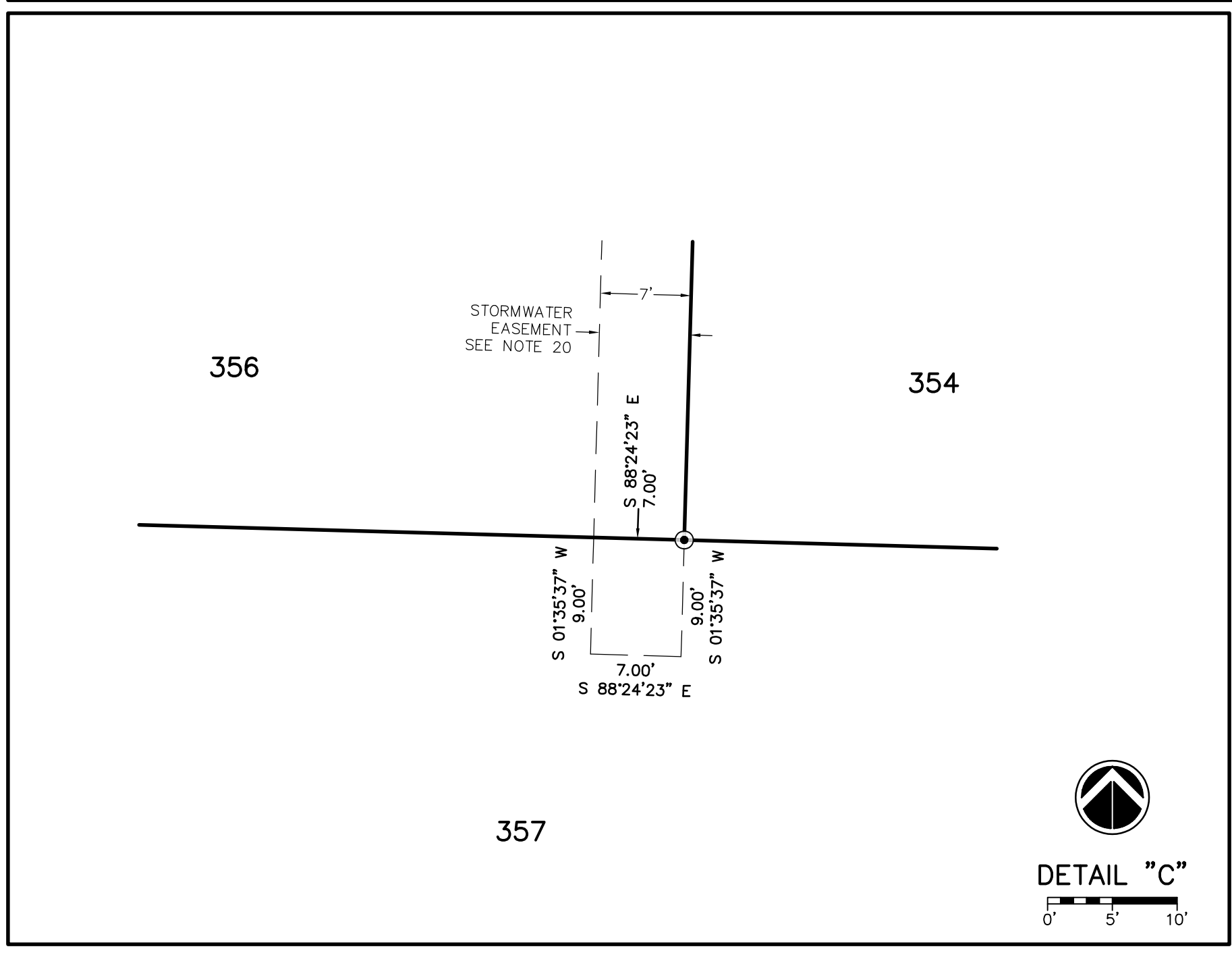
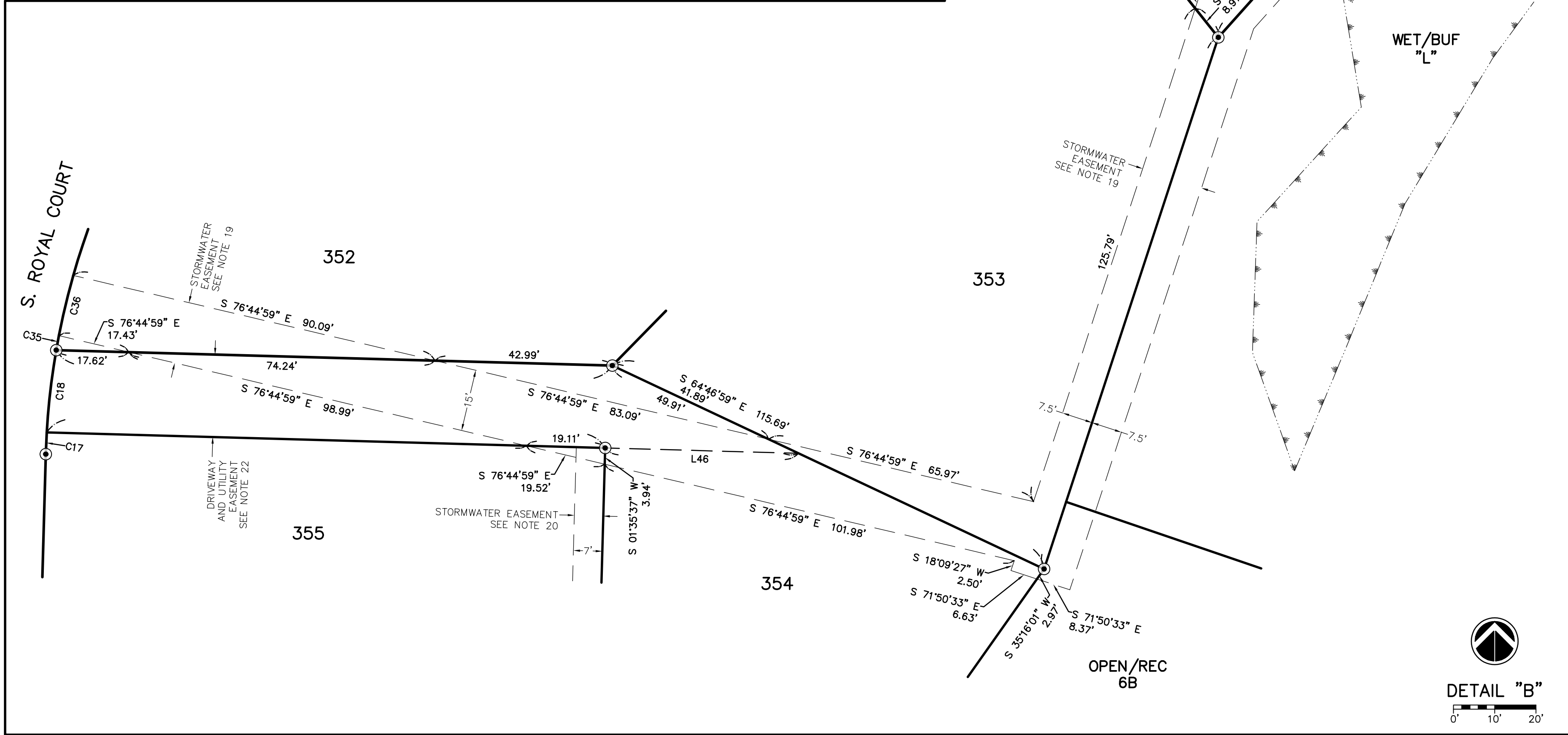
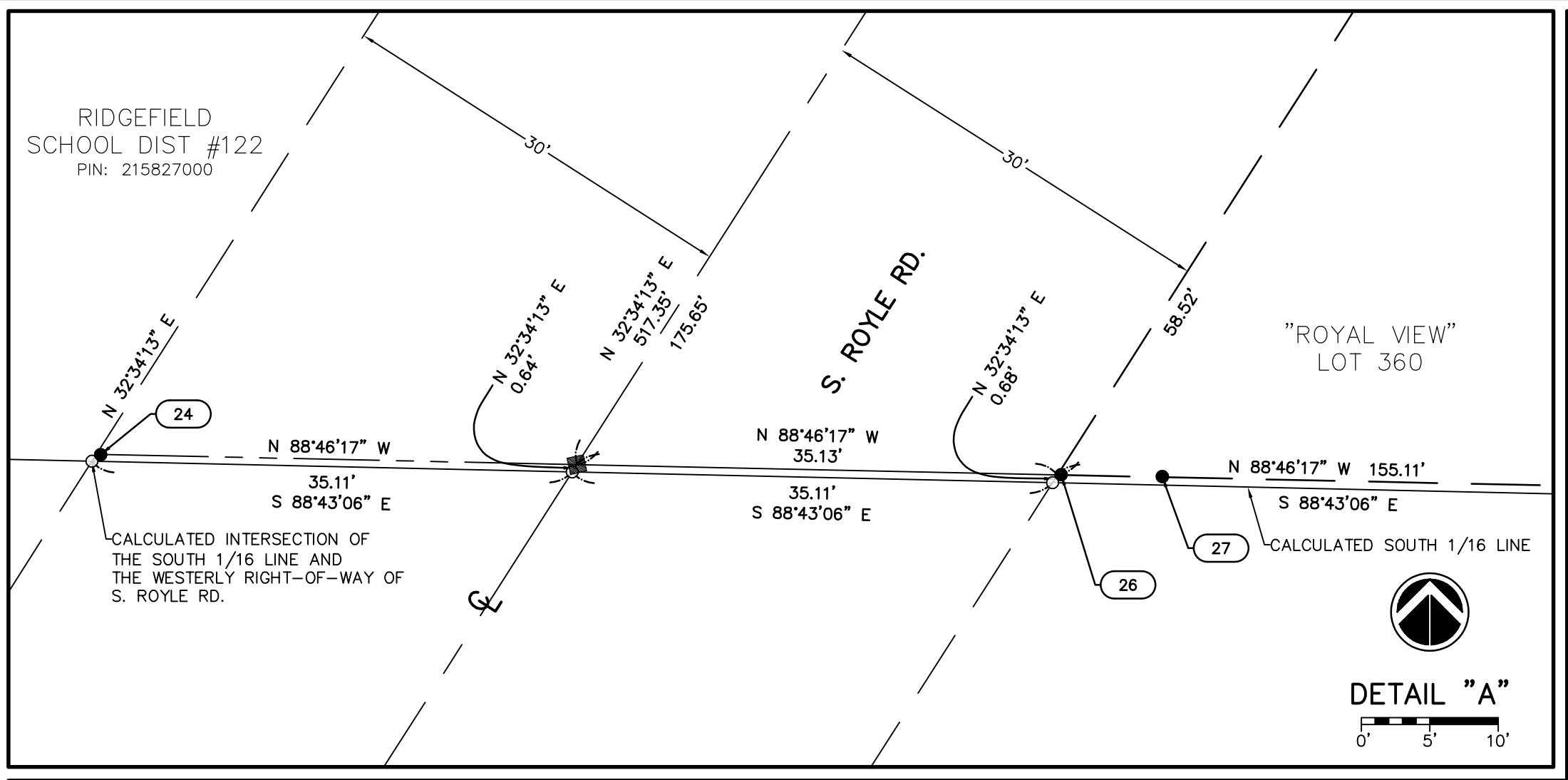
SCALE 1 INCH = 50 FEET



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

JOB NO.: 17-243
DWG FILE: 17243P5
DATE: 03-21-19
CALC BY: CTP
DRAWN BY: CTP
CHECKED BY: DAR
SHEET 3 OF 5





NOTE:
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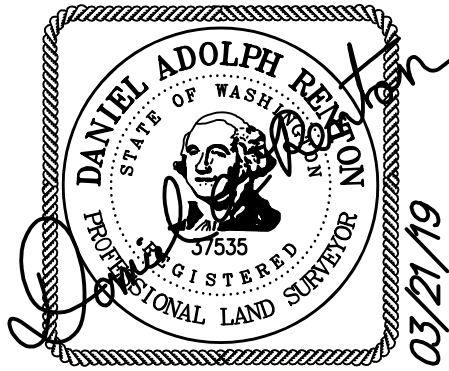
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ROYAL TERRACE

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CITY OF RIDGEFIELD
CLARK COUNTY, WASHINGTON
(CITY OF RIDGEFIELD FINAL PLAT NO. PLZ-18-0116)

CURB MONUMENT TABLE	
LOT LINE	DISTANCE
311/312	9.75'
312/313	10.84'
313/315	9.75'
315/316	9.75'
316/317	9.75'
317/318	9.75'
318/319	9.75'
319/320	9.92'
320/TRACT 23	9.87'
321/323	8.29'
323/324	8.29'
TRACT 23/324	11.37'
324/325	9.75'
325/326	9.75'
326/327	9.75'
327/328	9.75'
328/329	9.75'
346/347	9.75'
347/348	9.81'
348/349	9.79'
349/350	9.75'
350/351	9.86'
351/352	9.92'
352/354	9.85'
354/355	9.75'
355/356	9.75'
356/357	9.75'
357/358	9.75'
358/PARK 11	9.75'

LOT SF TABLE	
LOT	SF
311	8975
312	8373
313	9925
314	9839
315	9861
316	9554
317	9554
318	9554
319	9598
320	9812
321	15202
322	15778
323	10309
324	9611
325	10483
326	8490
327	9684
328	10688
329	10762
346	9726
347	9272
348	9550
349	10015
350	9176
351	9348
352	9666
353	10880
354	12809
355	8943
356	8943
357	9774
358	9010
TRACT 23	4198
PARK 4	58906
PARK 5	3372
PARK 6	23022
PARK 10	23039
PARK 11	6325
OPEN/REC 2B	11073
OPEN/REC 3	15898
OPEN/REC 4	807
OPEN/REC 5A	11350
OPEN/REC 6B	37781
WET/BUF "J"	49687
WET/BUF "K"	36823
WET/BUF "L"	17438
WET/BUF "M"	17318
WET/BUF "N"	19010
GEE CREEK "A"	35813
GEE CREEK "B"	4335



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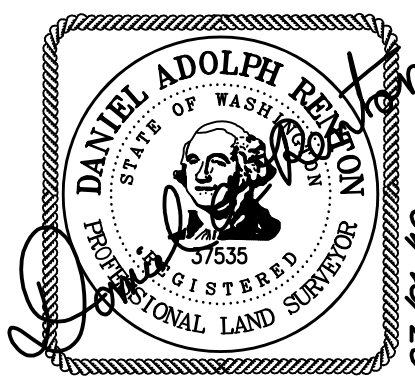
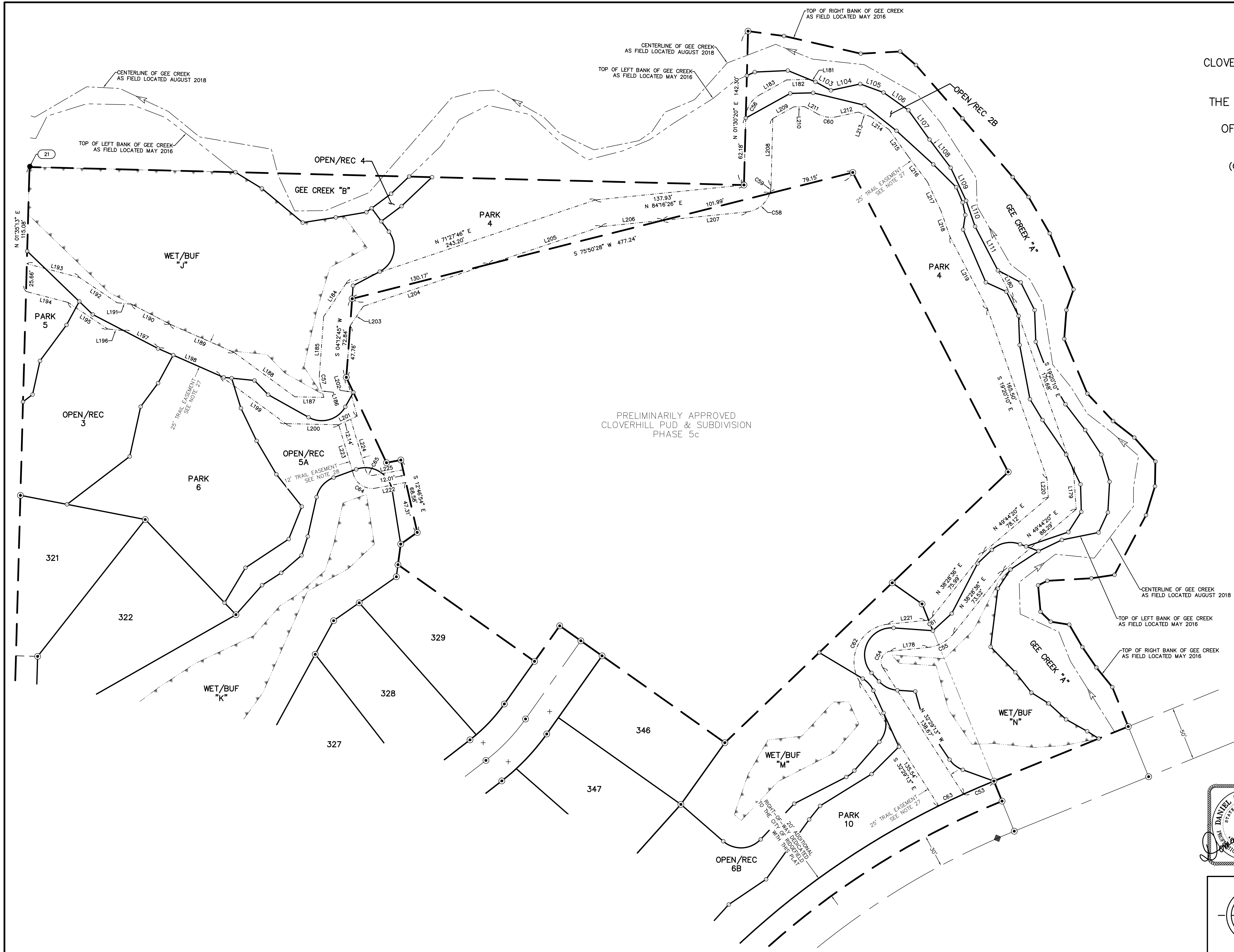
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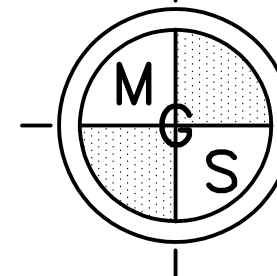
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Attachment: Royal Terrace Plat (Royal Terrace Final Plat (Cloverhill Phase 5A/B))



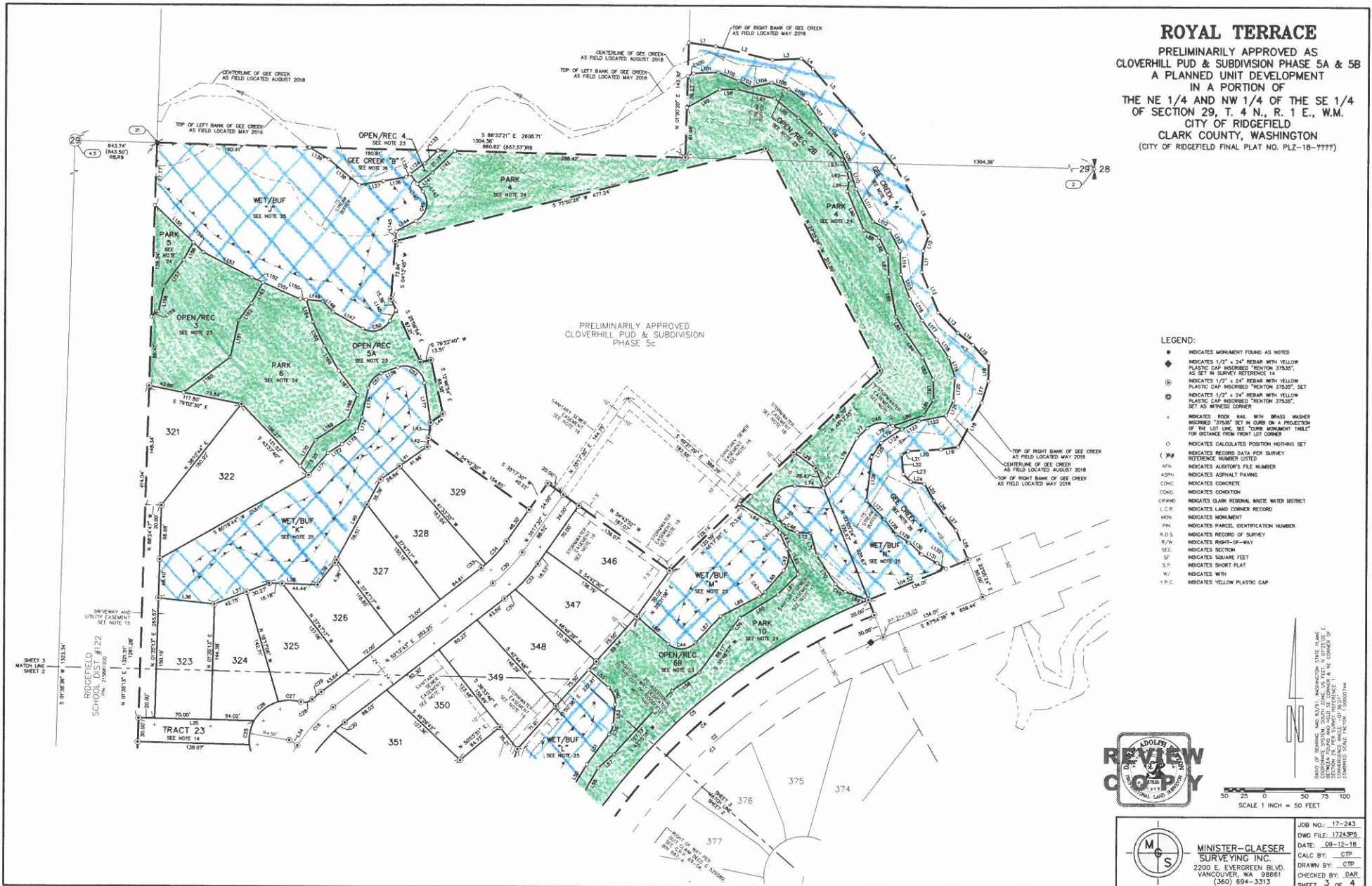
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COMMUNITY DEVELOPMENT DEPARTMENT

230 Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3557 | Fax: (360) 887-0861 | www.ci.ridgefield.wa.us

Royal Terrace (Cloverhill Ph 5) Final Plat

Staff Report

File No. PLZ-18-0116

I. Review Process

Upon receipt of a proposed final plat, the city council shall at their next public meeting set a date for consideration of the final plat at a public meeting. Notice of the date, time and location of the public meeting shall be posted. The city council shall review the final plat during the public meeting and shall approve the final plat if the city council determines that the final plat conforms to the conditions of preliminary plat approval, applicable state laws, and the final plat meets the requirements of Title 18 as it existed at the time of preliminary plat approval (RDC 18.620.130).

II. Basic Facts

Application date: On October 18, 2018, the City received an application for final plat approval for Royal Terrace.

City Council hearing date: April 11, 2019

Property Owner: Chris Sundstrom, Redbud LLC (5A) and Julep LLC (5B); 13217 NW 30th Ct / Vancouver, WA 98685; 360.624.3116, chris@evergreenhomesnw.com

Property Information: No address. A subdivision in lots #92 and #94 of S29, T4N, R1E WM; Assessor's #986043213 and #986047308; 18.36 acres; 32 lots

III. Documents Received

- Master land use application
- Final plat application – October 18, 2018
- Perimeter description – September 17, 2018
- Final plat sheets – September 12, 2018
- Lot closure report – October 12, 2018
- Narrative – October 18, 2018
- Subdivision Guarantee – October 10, 2018

IV. Background

The Ridgefield Hearing Examiner approved the preliminary plat for Cloverhill Planned Unit Development (PUD) on April 11, 2017, as PLZ-16-0088. The plat is also subject to the July 27, 2017 development agreement made between the City of Ridgefield (Grantee) and Robert A. Royle, LLC, ELRO LLC, Estate of Robert Royle and Lionel Royle, Kenneth

Attachment: PLZ-18-0116 Royal Terrace_Final Plat_04112019 (Royal Terrace Final Plat (Cloverhill Phase 5A/B))

[Type here]

A. Royle, Lucille E. Hollis, Margaret L. Svir, Marcella R. Sather, and Fortress Enterprises, Inc. (Grantors), record 5432425 of Clark County, WA. The project name has been changed from Cloverhill Phase 5 to Royal Terrace.

The project proposes to subdivide an 18.36-acre site, comprised of Assessor's #986043213 and #986047308, into 32 single-family residential lots. The western portion of the parcel is zoned RLD-4 and the eastern portion of the parcel is zoned RLD-8. The lots range from 8,573 sq. ft. (Lot 312) to 15,778 sq. ft. (Lot 322), consistent with the lot size approved for Cloverhill. The average lot area is 10,099 sq. ft. Royal Terrace also includes Parks 4, 5, 6, 10, and 11, and Open Space/Recreation Tracts 2B, 3, 4, 5A, and 6B, all to be owned and maintained by the HOA. The park and open space in Royal Terrace totals 4.42 acres. Several wetland, buffer, and Gee Creek tracts totaling 4.14 acres are also to be owned and maintained by the HOA. There is one public street, S Royal Court, and one private drive, S Victory Court. There are also driveway, sanitary sewer, stormwater, waterline, and wall easements.

The Final Plat must demonstrate compliance with the findings and conditions of approval in the original Council Decision, post-decision reviews, and with applicable City regulations and standards. The purpose of this review is to consider whether the applicant has met the conditions of approval, the Ridgefield Development Code, and the City Engineering Standards for Public Works. The review team evaluated the final plat materials provided and offer the following combined comments.

V. Engineering Comments

All engineering comments have been met.

VI. Survey Comments

Gray & Osborne, Inc. reviewed the final plat materials prepared by Minister-Glaeser Surveying, Inc. as submitted to them by the City of Ridgefield on October 30, 2018. They reviewed for compliance with the applicable WAC and RMC. On March 12, 2019, the applicant resubmitted plat materials. The City sent these new materials to Gray & Osborne and received comments back on March 20, 2019. The applicant resubmitted plat materials on March 25, 2019. One comment regarding file numbers was not yet addressed, and as a **condition of approval**, the applicant shall provide the Auditor's File No.'s on Notes 16 and 18 on the final plat prior to obtaining City signatures on the final plat mylar.

VII. Land Use Planning Comments

The applicant has responded to the following land use conditions of approval from the Cloverhill PUD preliminary plat approval, PLZ-16-0088:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements established in applicable plans, policies, regulations and standards adopted at the time of this application, including but not limited to, the Ridgefield Urban Area Comprehensive Plan (RUACP), the Ridgefield Capital Facilities Plan (RCFP), the Ridgefield Development Code (RDC), the Ridgefield Engineering Standards for Public Works (Engineering Standards), current water and sanitary sewer plans, and the Stormwater Management Manual for the Puget Sound Basin (Puget Sound Manual).

Findings

This condition is met subject to ongoing compliance.

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2. Applications for subdivisions are subject to the requirements of RDC 18.600, Subdivision General; 18.620, Subdivision procedures; 18.630, Design requirements; and 18.401, PUD.

Findings

This condition is met subject to ongoing compliance.

3. The applicant shall apply for Final Plat approval, consistent with the requirements of RDC 18.620, for the first phase of the subdivision within five (5) years from the date of preliminary plat approval. Each phase of the development shall apply for Final Plat approval in accordance with RDC 18.620.080.C, and phases may be approved in any order and are not required to be approved in the numerical order indicated on the preliminary plat.

Findings

This condition is met subject to ongoing compliance.

4. Pursuant to RCW 27.53.060 it is unlawful to remove or alter any archaeological resource or site without having obtained a written permit from the Washington State Office of Archaeology and Historic Preservation. Upon any discovery of potential or known archaeological resources at the subject site prior to or during on-site construction, the Developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-fours from the time of discovery, the City of Ridgefield Community Development Department of said discovery.

Findings

This condition is met subject to ongoing compliance.

5. The Applicant shall comply with all SEPA mitigation measures as noted in this approval.

Findings

The approval indicates that the applicant must comply with State law if any environmental contamination is found on the site, and that any unused groundwater wells on the site must be properly decommissioned. No contamination or unused groundwater wells have been reported in Phase 6/Royal View. This condition is met subject to ongoing compliance.

6. Prior to Final Plat approval the Applicant shall demonstrate that adequate facilities are in place to support the development in order to remove the UH-10 overlay zone designation.

Findings

This condition is met.

7. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat showing the required setbacks and building envelopes, and providing detail demonstrating that the proposal complies with the dimensional standards of RDC 18.210.040-1, 18.220.140-1, and RDC 18.210.150-1 or approved dimension reductions. The applicant shall note the approved dimensional standards on the Final Plat. Building lot size and yard setbacks for lots abutting the perimeter of the PUD (Lots 28-38 in Phase 1; Lots 83-88, 91-101, and 104 in Phase 2; Lots 256-269 in Phase 4; Lots 314-321 in Phase 5; and Lots 360-366 in Phase 6) shall not be less than that permitted in the underlying zone and may not be modified or reduced through the PUD or adjustment process. A note shall be located on the final plat indicating that some lots have different dimensional standards than others.

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Findings

This condition is met.

8. At the time of Building Permit submittal for each lot the Applicant shall provide architectural drawings demonstrating that the proposed dwellings satisfy all applicable architectural design standards in RDC 18.210.060.D.

Findings

This condition does not apply at final plat.

9. At the time of Building Permit submittal for each lot the Applicant shall provide architectural drawings demonstrating that the proposed dwellings satisfy the architectural design standards in RDC 18.210.065.B.

Findings

This condition does not apply at final plat.

10. Prior to Final Plat approval the Applicant shall provide the Community Development Director fencing and wall details demonstrating that the Final Plat satisfies the standards in RDC 18.210.065.C and RDC 18.740. At the time of Fencing Permit and Building Permit submittal for each lot along S 45th Avenue and S Royle Road, the Applicant shall provide details demonstrating that proposed walls and fencing satisfy the standards in RDC 18.210.065.C, RDC 18.210.110, and RDC 18.740.

Findings

This condition is met.

11. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a final Landscape Plan demonstrating that the Final Plat satisfies the standards in RDC 18.210.065.D, RDC 18.401, and RDC 18.725.
 - a. As an option for lots abutting S 45th Ave/Royle Rd, the applicant shall provide a landscape buffer easement of 10 feet from back of sidewalk, to be landscaped consistent with the RDC requirements of 18.210.065.D and maintained by the HOA, and an additional minimum 10 feet of lawn in the rear yards of homes backing onto 45th Ave/Royle Rd, to total 20 feet of required landscaping meeting or exceeding the standards of RDC 18.210.065.D and RDC Table 18.725.050-1 for RLD sites. The required trees at 25 feet on center to meet the L1 standard and shall be provided on the street side of the fence within the combined 20 feet of landscaping, or as otherwise agreed to in the final design layout by the City in order to maintain consistency with neighboring projects along S 45th Ave / Royle Road.

Findings

This condition is met.

12. Prior to Final Plat approval the Applicant shall provide the City with a final Lighting Plan, consistent with RDC 18.715, and demonstrate that light trespass and glare from streetlights shall not extend beyond the perimeter of the subdivision consistent with RDC 18.715.050.

Findings

This condition is met.

13. All garage and carport doors shall be a minimum of 18 feet from garage or carport door and the interior of the sidewalk. The garages shall be set back from the front building facade, including covered porches, by a

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minimum of four feet. No other accessory structures have been identified. Prior to Final Plat approval, the Applicant shall provide the Community Development Director with a Final Plat providing notes demonstrating that the proposal complies with the standards of RDC 18.210.090. At the time of Building Permit submittal for each lot, the Applicant shall provide architectural drawings demonstrating that the proposed garages satisfy the standards in RDC 8.210.120.A.1.

Findings

This condition is met.

14. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a site plan and preliminary architectural drawings that demonstrate that the Final Plat satisfies the standards in RDC 18.210.150 for two/three-unit homes. At the time of Building Permit submittal for each lot the Applicant shall provide demonstrating that the proposed duplex units satisfy the standards in RDC 18.210.150.

Findings

Phase 5/Royal Terrace does not include any two- or three-unit homes. This condition does not apply.

15. Prior to Final Plat approval the Applicant shall provide the Community Development Director with preliminary townhouse façade elevations that demonstrate that the Final Plat satisfies the design standards in RDC 18.210.140.B. At the time of Building Permit submittal for each lot, the Applicant shall provide architectural drawings demonstrating that the proposed townhouses satisfy the design standards in RDC 18.210.140.B.

Findings

Phase 5/Royal Terrace does not include any townhomes. This condition does not apply.

16. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat providing notes demonstrating that proposed townhouse driveways, garages, and parking areas comply with the standards of RDC 18.210.140.C. At the time of Building Permit submittal for each lot, the Applicant shall provide architectural drawings demonstrating that the proposed townhouse garages satisfy the standards in RDC 18.210.140.C.3.

Findings

Phase 5/Royal Terrace does not include any townhomes. This condition does not apply.

17. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat providing demonstrating that the proposal meets the townhouse open space and recreation standards of RDC 18.210.140.D.

Findings

Phase 5/Royal Terrace does not include any townhomes. This condition does not apply.

18. All proposed signs are required demonstrate compliance with RDC 18.710. Any future monument signs will require a Ridgefield sign permit and shall comply with RDC 18.710.

Findings

This condition is met subject to ongoing compliance.

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19. Prior to Final Plat approval the Applicant shall provide the Community Development Director with a Final Plat shall identifying all critical areas and buffer widths and identifying these areas as protected critical areas consistent with RDC 18.280. The Final Plat shall show the building envelopes in relation to critical area buffers. The Final Plat shall delineate protected critical areas comprising identified wetlands and buffers and identified habitat conservation areas and buffers using tracts or conservation easements in accordance with RDC 18.280.040.H.

Findings

This condition is met.

20. Prior to Final Plat approval, in accordance with RDC 18.280.040.G the Applicant shall file a notice with the County auditor's office stating the presence of the critical area or buffer on the property, the application of this chapter to the property, and the fact that limitations on actions in or affecting the critical area or buffer may exist. The notice shall "run with the land." The Applicant shall submit proof that the notice has been filed for public record before the City approves any site development or construction for the property at or before recording.

Findings

The applicant submitted a conservation covenant to be signed by the City Attorney at the Council meeting. As a **condition of approval**, the applicant shall submit a recorded copy of the conservation covenant prior to obtaining city signatures on final plat mylars.

21. Prior to Final Plat approval, the Developer shall provide the Community Development Director with a final Mitigation Plan demonstrating compliance with RDC 18.280.110 and RDC 18.280.150, including proposed a management, maintenance, and monitoring plan. The final Mitigation Plan shall also include a landscape plan prepared by a qualified ecologist or biologist or prepared by a registered landscape architect in the State of Washington and reviewed and certified by a qualified ecology or biologist certifying that the plantings to be used in the remaining buffer area will compliment and support the functions and values of the fish and wildlife habitat conservation area and adjacent wetlands in accordance with RDC 18.280.110(D)(2)(d)(ii) and RDC 18.280.150(C)(2)(iv)(B). When mitigation required pursuant to a development proposal is not completed prior to the City final permit approval, the Applicant shall be required to provide security in a form and amount deemed acceptable by the City. The Applicant shall provide security in a form and amount deemed acceptable by the City to ensure mitigation is fully functional subject to the requirements in RDC 18.280.040.J.

Findings

A final mitigation plan for the Cloverhill PUD was submitted with the Phase 1 final plat application. This condition is met.

22. Temporary and/or permanent impacts to wetlands and waters may trigger state and federal permits. Prior to soil disturbance, all necessary local, state, and federal permits shall be obtained prior to any wetland impacts.

Findings

This condition does not apply at final plat and is met subject to ongoing compliance.

23. Prior to soil disturbance, the Developer shall install fish and wildlife habitat conservation area and wetland signs and fencing consistent with the requirements in RDC 18.280.110.D.3, Signs and Fencing of Fish and Wildlife Habitat Conservation Areas and 18.280.150.C.3, Signs and Fencing of Wetlands. Prior to Final Plat

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approval, the Applicant delineate and place temporary and permanent signs at the boundary of the outer edge of critical areas tracts and easements consistent with the requirements in RDC 18.280.040.F, Critical Areas Markers and Signs.

- Permanent signs (wood or metal) shall be posted at an interval of one per lot for single-family residential along all fish and wildlife habitat conservation areas and riparian buffers, in accordance with RMC 18.280.110.D.1.d.ii. Signs will be worded as follows, or with alternative language approved by the Community Development Director, "The area beyond this sign is a fish and wildlife habitat conservation area. Alteration or disturbance is prohibited by law. Please call the City of Ridgefield for more information."
- Wood or metal signs shall be posted at an interval of one per lot for single family residential uses or at a maximum interval of two hundred feet or as otherwise determined by the community development director or designee, and must be perpetually maintained by the property owner. The sign shall be worded as follows or with alternative language approved by the community development director or designee: "The area beyond this sign is a wetland or wetland buffer. Alteration or disturbance is prohibited by law. Please call the city of Ridgefield for more information."

Findings

This condition is met.

24. Prior to Final Plat approval the Applicant shall provide a revised plat that provides 25 percent of the site area for common open space and 12.5 percent within a single parcel, and provide supporting documentation that 50 percent of the main parcel is developable for recreation areas to fully satisfy the requirements of RDC 18.401.080.B; or, the Applicant will demonstrate compliance with RDC 18.401.080.B through provision of a written, recordable, enforceable agreement on an adjacent parcel subject to the Director's approval or through enhanced mitigation subject to a future development agreement or amendment thereto.

Findings

This condition is superseded by the Development Agreement.

25. Prior to Final Plat approval the Applicant shall revise the plat to provide dispersed facilities fully meeting the dispersed facilities requirements and provide calculations for each dispersed facility demonstrating that they meet the standards in RDC 18.401.080.B.2.

Findings

This condition is superseded by the Development Agreement.

26. Prior to Final Plat approval the Applicant shall work with the City to determine which park facilities will be dedicated to the City and shall develop ownership and maintenance plans for all facilities demonstrating full compliance with RDC 18.401.080.B.9 & 10.

Findings

This condition is met.

27. Prior to Final Plat approval, the Applicant shall develop parks and trails to City's Engineering Standards and the Park and Trail Design Standards in the Ridgefield Parks and Recreation Comprehensive Plan.

Findings

[Type here]

This condition is met.

28. Prior to Final Plat approval, the Developer shall provide the Community Development Director with a final Landscape Plan demonstrating compliance with RDC 18.401 and RDC 18.725 detailing, among other things, improvements for parks and trails to fully satisfy the requirements of RDC 18.401.080.B.

Findings

A final landscaping plan demonstrating compliance with RDC 18.401 and RDC 18.725 was included with the approved engineering plans. This condition is met.

29. The Applicant shall provide a bond for construction of the common open space improvements consistent with RDC 18.401.080.B.7 if required by the City.

Findings

All public improvements are complete and no bond is required. This condition is met.

30. Each phase of the development shall apply for Final Plat approval in accordance with RDC 18.620.080.C.

Findings

This condition is met.

31. Construction of the project shall occur in accordance with RDC 18.401.110. A bond or other equivalent security, approved by the City attorney, shall be filed with the Community Development Director prior to final PUD and provided to the City prior to issuance of Building Permits, in accordance with RDC 18.401.120.

Findings

This condition is met.

32. The Developer shall dedicate to the City the right-of-way necessary for S 45th Avenue/S Royle Road improvements, and pay their proportionate share of the improvement costs (9.9% of the cost of project T-18 and 36.8% of the cost of project T-22 from the CFP), or construct improvements concurrent with construction phasing to the City's road design. Additionally, the Developer shall construct on-site public and private roads, sidewalks, and trails concurrent with construction phasing in accordance with City code, Engineering, and Park and Trail Standards. Maintenance of the private roads will be the responsibility of the individual property owners.

Findings

This condition is met.

33. To provide an acceptable pedestrian route in lieu of sidewalks on both sides of the street for Phases 7 and 8, an additional trail segment shall be provided behind Lots 386 through 399. A minimum right-of-way width of 34 feet must be maintained. An alternate pedestrian path, acceptable to the City Engineer, must also be provided around Phase 9.

Findings

This condition does not apply to Phase 5/Royal Terrace.

34. All relevant standards applying to private communities in the engineering standards in effect at the time of engineering submittal are met, unless specifically excepted, in writing, by the City Engineer.

Findings

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This condition is met.

35. The temporary gravel road used for access in Phase 10 shall be improved with a minimum 20-foot paved width prior to final approval of Phase 10. This temporary roadway shall be maintained as a trail, closed to vehicular access, after Hillside Avenue is completed.

Findings

This condition does not apply to Phase 5/Royal Terrace.

36. The Developer shall contribute Transportation Impact Fees toward citywide impacts.

Findings

Transportation Impact Fees are due at final occupancy.

37. The Developer shall pay a voluntary contribution of \$10,000 per phase for the first five project phases final platted towards a new traffic signal at 9th Avenue/Pioneer St.

Findings

This condition is met.

38. The Developer shall construct a separate southbound right turn lane at S Royle Road/NW and S Hillhurst Road prior to issuance of final occupancy for the 358th lot.

Findings

This condition does not apply at final plat.

39. The Developer shall pay a fee in lieu of, not to exceed \$5,000, for capacity improvements at 5th Avenue/Pioneer St. Fee shall be paid prior to final plat for the first project phase.

Findings

This condition does not apply to Phase 6.

40. The Developer shall provide multimodal trail connection from Hay Field Court to the south property border (near Lot 366) to allow a future connection to the adjacent property.

Findings

This condition does not apply to Phase 5/Royal Terrace.

41. Signing shall be placed at all street stubs within the development to communicate the planned future extension of the roadways.

Findings

Phase 5/Royal Terrace has no street stubs. This condition does not apply.

42. Minimum sight distance requirements shall be met at all site intersections and driveways. Sight distances on the internal local and collector street system shall be approved by the City Public Works Director prior to final site plan approval.

Findings

The applicant demonstrated compliance with this condition with final engineering plan approval.

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43. Prior to Final Plat approval the Developer shall provide the Community Development Director with a copy of the Home Owners Association (HOA) bylaws and final Declaration of Covenants, Conditions, and Restrictions (CC&Rs) and which shall ensure that the HOA is responsible for the perpetual maintenance of all improvements and amenities held in common and not dedicated to the City, consistent with the requirements of RDC 18.401.140, Homeowner Association.

Findings

This condition is met.

44. Prior to Final Plat approval, the Developer must demonstrate that each lot with reduced setbacks have adequate open space area, and all rooms on lots with reduced setbacks have either no windows, very small window areas, or have adequate provisions for light and air from another direction, in accordance with RDC 18.401.090.J. Additionally, prior to Final Plat approval, the Developer must demonstrate that minimum distances required by the Uniform Building Code and the Uniform Fire Code are met.

Findings

No reduced setbacks are proposed in Royal Terrace. This condition does not apply.

45. Prior to Final Plat approval, the Developer shall demonstrate that for lots in the RLD-8 zone, the maximum building coverage does not exceed 50 percent of net buildable area overall and the maximum development coverage does not exceed 65 percent of the net buildable area overall and for lots in the RLD-4 zone, the maximum building coverage does not exceed 45 percent of net buildable area overall and the maximum development coverage does not exceed 60 percent of the net buildable area overall.

Findings

This condition is met.

46. The Developer shall demonstrate compliance with RDC 18.401.090.P, Mechanical Equipment, at time of Building Permit.

Findings

This condition does not apply at final plat.

47. All utilities shall be placed underground in accordance with RDC 18.401.090.Q.

Findings

This condition is met.

48. The Developer shall develop sidewalks and trails to City Engineering standards and Park and Trail Design Standards in the Ridgefield Parks and Recreation Comprehensive Plan, and shall illuminate the multipurpose trails for security and safety, as required under RDC 18.401.080.R.4, consistent with City engineering standards. Trails must be separated from vehicular traffic.
- The Developer shall develop internal trails, marked "local trails" on the preliminary plat, to a minimum 5-foot paved width, within a minimum 10-foot-wide easement dedicated for public use, and shall be developed at the Developer's expense. The Developer shall be responsible for obtaining any necessary permits for trail construction, including for any critical areas impacts.
 - The Developer shall design, construct and dedicate portions of system trails T-4 and T-11, as shown on the preliminary plat, to adopted City standards including but not limited to a minimum paved width of 8 feet with a 2-foot shoulder on each side within a minimum 25-foot wide public easement, and may be

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eligible for PIF credits consistent with RDC 18.070.150. The Developer shall be responsible for obtaining any necessary permits for trail construction, including for any critical areas impacts.

Findings

This standard is met.

49. Cloverhill PUD shall be bound by the requirements of RDC 18.401.110, Time requirements and extensions.

Findings

This condition is met subject to ongoing compliance.

50. Cloverhill PUD shall be bound by the requirements of RDC 18.401.120, Bonding and Enforcement.

Findings

This condition is met subject to ongoing compliance.

51. Cloverhill PUD shall be bound by the requirements of RDC 18.401.130, Parties Bound.

Findings

This condition is met subject to ongoing compliance.

52. Prior to Final Plat approval, the Developer must demonstrate that all non-flag lots meet the minimum lot frontage standard in RDC 18.401.090.I by modifying the plat to provide a minimum 35 feet of lot frontage; obtaining approval of an administrative adjustment to allow a 28-foot lot frontage (a 20% reduction to the standard); redesigning lots so that the lots meet the definition of a flag lot in RDC 18.100 and meet the minimum access requirements specified in the Engineering Standards; or some combination of these strategies.

Findings

This condition is met.

53. Future off-street parking and loading shall comply with the provisions of RDC 18.720, including the minimum spaces required by RDC 18.720.030.

Findings

This condition does not apply at final plat and will be reviewed upon building permit submittal for individual lots.

54. Prior to Final Plat approval the Applicant shall provide the City with a final Landscape Plan for street trees, parking strips, and Tract B consistent with RDC 18.725.

Findings

Tract B is not part of Royal Terrace. A final landscape plan for street trees was submitted with the approved engineering plans for Cloverhill Phase 5. This condition is met.

55. Prior to Final Plat approval, the Developer shall demonstrate that the maximum building coverage does not exceed 60% of net buildable area overall and the maximum development coverage does not exceed 70% of the net buildable area overall.

Findings

See Condition 45. This condition is met.

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56. Prior to Final Plat approval the Developer shall provide the Community Development Director with a copy of the final HOA bylaws and CC&Rs and which shall ensure that the HOA is responsible for the perpetual maintenance of all improvements and amenities held in common and not dedicated to the City.

Findings

This condition is met.

57. Prior to Final Plat approval, the Developer shall illuminate the multimodal path, as required under RDC 18.401.080.R.4, consistent with City engineering standards.

Findings

This condition is met.

58. The Applicant shall comply with all of the recommendations made by the Clark County Fire and Rescue in their letter submitted for the pre-application conference attached to this staff report, including, but not limited to:
- a. Fire flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.
 - b. Residential sprinklers may be required in all homes. All homes on flag lots will require residential sprinklers.
 - c. The proposed streets comply with the minimum widths for fire access.
 - d. Security gates across a fire access road shall comply with outlined criteria and be approved by the Fire Chief.
 - e. Maintain a minimum 20-foot road width on any "Fire Access Road" which must be red curbed or signed and marked "Fire Lane - No Parking".
 - f. Allow easy access for the fire district engines and aerial ladder truck. The ladder truck is 39 feet long and requires a clear area 20 feet wide to deploy its ladder outriggers.
 - g. Mark areas adjacent to driveways, fire hydrants, and FDC's as "Fire Lane - No Parking".
 - h. Where a fire hydrant is located on a fire access road, the minimum road width shall be 26 feet.
 - i. Maintain the minimum turning radius as required by the fire code official.
 - j. Provide a maximum lateral spacing of 500 feet between fire hydrants.
 - k. Maintain a minimum 20-foot gate width on any "Fire Access Road Gate" which must be in compliance with criteria as required by the fire code official.

Findings

The applicant demonstrated compliance with Condition 58 with final engineering plan approval and development inspection. This condition is met.

59. Prior to Final Plat approval the Developer identify and properly decommission any existing groundwater wells on the site.

Findings

The applicant did not identify any groundwater wells. This condition is met subject to ongoing compliance.

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Additional planning comments and **conditions of approval** are provided below.

1. The proposal shall comply with all terms and conditions of approval for the original Cloverhill PUD decision, PLZ-16-0088, approved by the Hearing Examiner with a final order dated April 2017.
2. The Cloverhill PUD Development agreement (DA) was approved in July 2017. The terms of the DA apply to each phase of development.

Prior to recording the plat for Royal View, planning conditions 3-5 shall be met:

3. All street names on the final plat and install on street signs shall conform to the City of Ridgefield Street Renaming Committee Manual. See attached street names and addresses.
4. Submit a recorded copy of the conservation covenant.
5. Submit a Mylar for signature containing the signature and seal of the surveyor of record (Certification of Subdivision Platting, see RDC 18.620.120.L) and the signatures of all parties having an ownership interest in the land for purposes of dedication (Dedication of Subdivision, see RDC 18.620.120.M).
6. Record the final plat with the Clark County Auditor's Office within thirty (30) calendar days of City signatures on the face of the Mylar.
7. Submit three (3) full-sized copies and one (1) 11-inch by 17-inch copy of the recorded plat and all associated written documents within thirty (30) calendar days of City signatures on the face of the Mylar.

The City of Ridgefield shall not process land use or building permit applications until the above conditions are satisfied.

Contact: Steve Stuart, City Manager, Interim Community Development Director, (360) 887-3557,
steve.stuart@ci.ridgefield.wa.us

VIII. Addressing

See attached Addressing Table and Map.

IX. Conclusion

Staff recommends City Council approve the Final Plat. Please submit revised materials as described in this staff memo.

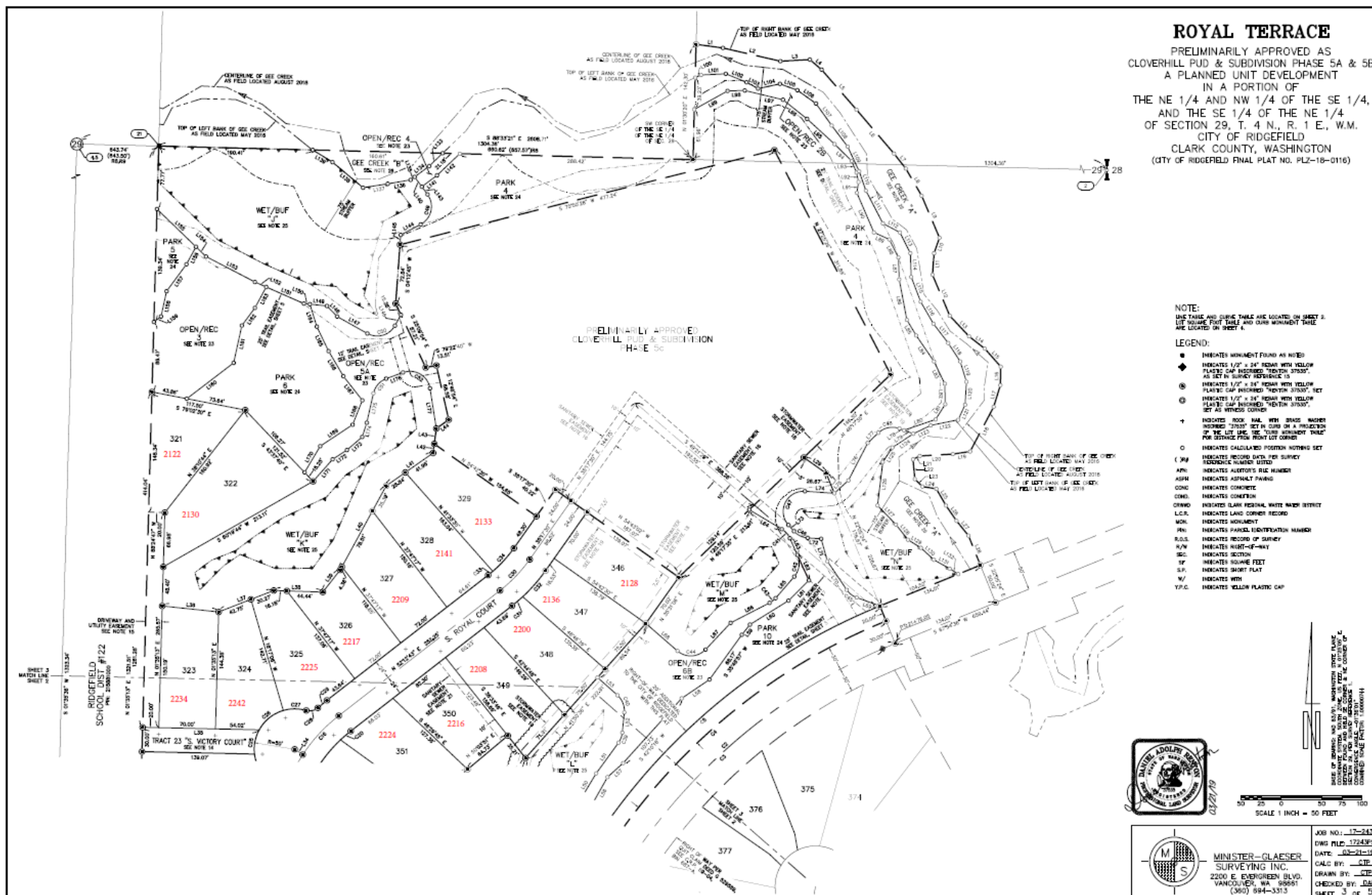
Royal Terrace / Cloverhill Ph 5a/5b Addressing

Ascending from west to east and north to south

Lot #	Address	Lot #	Address
S Royal Court		S Victory Court	
West (odd) side of street		East (even) side of street	
329	2133	321	2122
328	2141	322	2130
327	2209	323	2234
326	2217	324	2242
325	2225		
320	2231		
319	2301		
318	2309		
317	2317		
316	2325		
315	2403		
314	2411		
313	2419		
312	2427		
311	2435		
East (even) side of street			
346	2128		
347	2136		
348	2200		
349	2208		
350	2216		
351	2224		
352	2232		
353	2300		
354	2302		
355	2306		
356	2314		
357	2322		
358	2400		

Attachment: PLZ-18-0116 Royal Terrace_Final Plat_04112019 (Royal Terrace Final Plat (Cloverhill Phase 5A/B))





Attachment: PLZ-18-0116 Royal Terrace Final Plat 04112019 (Royal Terrace Final Plat (Cloverhill Phase

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: April 11, 2019

ITEM:

AGENDA ITEM TITLE: AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON Amending Chapters Within Title 18 of the Ridgefield Municipal Code AMENDING CHAPTERs 2.08 (CITY OFFICERS); AND 10.08 (SPEED LIMITS); and 18.205 (USES); AND 18.210 (RESIDENTIAL LOW DENSITY DISTRICTS); AND 18.280 (CRITICAL AREAS PROTECTION); and 18.235 (Mixed Use Districts); and 18.401 (PLANNED UNIT DEVELOPMENTS); AND 18.500 (SITE PLAN REVIEW); AND 18.620 (PROCEDURE FOR SUBDIVISION); AND 18.710 (SIGNS); AND 18.725 (LANDSCAPING)

GOVERNING LEGISLATION:

RCW 36.70A

PREVIOUS COUNCIL ACTION TAKEN:

None

SUMMARY/BACKGROUND:

The City is proposing a series of housekeeping amendments and changes to the Ridgefield Municipal Code (RMC), including the Ridgefield Development Code (RDC), which establishes zoning regulations for residential and nonresidential development throughout the City. This update to the code focuses on code refinements to clarify the interpretation of certain sections, adjust the details of a policy, reflect desired design standards, or simplify review procedures. The majority of updates relate to issues identified by staff and code users during implementation over the past year, or looking ahead to future applications.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

None. Second reading is scheduled before City Council on April 25, 2019.

STAFF CONTACT: Claire Lust, Associate Planner

ATTACHMENTS: 2019 RDC Amendment Part 1_CC Matrix(PDF)

ORDINANCE NO. 1290

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING CHAPTERS WITHIN TITLE 18 OF THE RIDGEFIELD MUNICIPAL CODE AMENDING CHAPTERS 2.08 (CITY OFFICERS); AND 10.08 (SPEED LIMITS); AND 18.205 (USES); AND 18.210 (RESIDENTIAL LOW DENSITY DISTRICTS); AND 18.280 (CRITICAL AREAS PROTECTION); AND 18.235 (MIXED USE DISTRICTS); AND 18.401 (PLANNED UNIT DEVELOPMENTS); AND 18.500 (SITE PLAN REVIEW); AND 18.620 (PROCEDURE FOR SUBDIVISION); AND 18.710 (SIGNS); AND 18.725 (LANDSCAPING)

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, including Ordinance Nos. 1072, 1108, 1132, 1178, 1225, 1230, 1232, 1234, 1253, 1260, and 1266; and

WHEREAS, the Ridgefield Planning Commission, after conducting public meetings and public hearings on the revisions to Title 18 on April 3, 2019, forwarded recommendations to amend Title 18 to the City Council; and

WHEREAS, the City of Ridgefield submitted notice of the proposed amendments to the Washington State Department of Commerce on April 1, 2019 consistent with RCW 36.70A; and

WHEREAS, consistent with WAC 197-11-340(2), on March 20, 2019 the City of Ridgefield issued a Determination of Non-significance regarding the proposed Ridgefield Development Code update; and,

WHEREAS, the public comment period expired on April 10, 2019 and the City addressed all comments received; and,

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading of the amendments to Title 18 during a regularly scheduled City Council meeting held on April 11, 2019; 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 April 25, 2019; 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 to ensure that the City's development and zoning regulations continue to implement the Ridgefield Urban Area Comprehensive Plan.

Section 2. Amendments of Title 2 and Title 10 and Title 18 of the Ridgefield Municipal Code. The Ridgefield City Council hereby amends certain Chapters of Titles 2, 10, and 18 set forth below in the manner set forth in Exhibit A, attached hereto and incorporated by this reference:

Amends Title 2, Chapter: 2.08, City Officers; and
 Amends Title 14, Chapter: 10.08, Speed Limits; and
 Amends Title 18, Chapter 18.205, Uses; and
 Amends Title 18, Chapter: 18.210, Residential Low Density Districts; and
 Amends Title 18, Chapter: 18.280, Critical Areas Protection; and
 Amends Title 18, Chapter: 18.235, Mixed Use Districts; and
 Amends Title 18, Chapter: 18.401, Planned Unit Developments; and
 Amends Title 18, Chapter: 18.500, Site Plan Review; and
 Amends Title 18, Chapter: 18.620, Procedure for Subdivision; and
 Amends Title 18, Chapter: 18.710, Signs; and
 Amends Title 18, Chapter: 18.725, Landscaping.

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 25th DAY OF APRIL, 2019.

Don Stose, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading/Passage: April 11, 2019

Second Reading/Passage: April 25, 2019

Date of Publication:

Effective Date:

EXHIBIT A:

Amendments of Titles 2, 10, and 18 of the Ridgefield Municipal Code

Code Section	Code Language	Rationale
RMC 2.08 – City Officers		
2.08.050 – Police chief.	A. The police chief shall be a full-time, exempt position who shall exercise general supervision over the public safety police department of the city. <u>1. The police department of the City of Ridgefield shall be the law enforcement agency of the jurisdiction. Its primary function shall be enforcement of all traffic and criminal laws and to preserve order and prevent infractions of the law. It shall be the duty of the officers and members of the police department to provide for the detection and apprehension of person committing infractions or violating traffic or criminal laws duly enacted by the city, state, and federal governments. The department shall enforce parking, animal control, and nuisance laws and perform such other duties and functions as may be delegated to it by the city manager or the city council consistent with RCW 35A.13.090. The Chief of Police shall have the authority to hire, appoint, and commission a necessary force of police officers according to rules of the city and the Civil Service Commission and applicable state law.</u>	Codify the role of the Ridgefield police department.
RMC 10.08 – Speed Limits		
10.08.024 – Speed limits established – Thirty-five miles per hour.	The speed limits on the following street segments shall be thirty-five miles per hour: N. 65th Avenue — Pioneer Street (SR 501) to N. 10th Street;	Reduce the speed limit to 35 MPH for the entire length of N 65 th Avenue to comply with City Engineering Standards.
10.08.027 – Speed limits established – Fifty miles per hour.	The speed limits on the following street segments shall be fifty miles per hour: N. 65th Avenue — N 10th Street to northerly city limits.	Reduce the speed limit to 35 MPH for the entire length of N 65 th Avenue to comply with City Engineering Standards.
RDC 18.205 - Uses		
18.205.030.G – Limitations – Boat	<u>1. The total boat boat and recreational vehicle storage spaces facilities within the Ridgefield corporate boundary shall not exceed</u>	Edit for clarity. The intent of the code is to limit the number of boat and RV storage spaces to 5

and Recreational Vehicle Storage Facilities.	one space or unit for five percent of the population per capita based on the 2018 Washington State Office of Financial <u>Management</u> population estimate for the <u>City of Ridgefield</u> current year. This calculation is to be construed as the total allowable boat and recreational vehicle storage space <u>spaces</u> within Ridgefield, not on a single site basis.	percent of the 2018 population (this may be brought up for revision during the next Comprehensive Plan update, which will happen in approximately 2023). As the code is currently written, the permitted number of spaces may increase (or decrease) with population each year.
	4. In addition to conditional use permit criteria found in RDC 18.340 a conditional use review for new boat and recreational vehicle storage facilities shall include the following: c. Areas, other than those storage spaces adjacent to any public right-of-way, designated for boat and recreational vehicle storage <u>that are adjacent to a site boundary not abutting the public right-of-way</u> facilities shall be covered, but not fully enclosed. The rooflines and visible architectural treatments shall substantially match those of the structures adjacent to public right-of-way. 1. i. Boat and RV storage areas not adjacent to a public right-of-way must provide a ten-foot wide L3 landscape buffer along the perimeter of the site and a minimum six-foot high solid fence or wall. At the discretion of the community development director landscaping shall not be required if a sight obscuring intervening element separates the proposed storage facility from any adjacent parcels. Examples of a sight obscuring intervening element include vegetated critical areas or an existing structure which provides the necessary visual shielding. A solid fence or wall shall be required in all instances. 2. ii. A maximum of twenty percent of on-site storage spaces may be uncovered. Any uncovered storage areas shall be located at the interior of the site and shall not be visible at grade from the exterior boundaries of the site.	Edit for clarity and to avoid possible contradictions between RDC 18.205.030.G.4.c and c.ii. Assign correct subsection designations.

RDC 18.210 – Residential Low Density Districts		
18.210.015 – Applicability.	B. The city shall designate all newly annexed RLD land as RLD-6 or greater density. C. B. The City (...)	Update annexation requirements to reflect City Council's approval of Ordinance 1283, an area-wide rezone of undeveloped RLD-6 parcels to RLD-4. Re-letter following standard accordingly.
RDC 18.280 – Critical Areas Protection		
18.280.150 – Wetlands.	C. Performance Standards. 2. Wetland Buffers. b. Land use intensities (...) vi. Buffer Uses. The following uses may be permitted within a wetland buffer in accordance with the review procedures of this chapter, provided they are not prohibited by any other applicable law or regulation and they are conducted in a manner so as to minimize impacts to the buffer and the wetland: (D) Stormwater management facilities limited to detention facilities, constructed wetlands, stormwater dispersion outfalls and bioswales, may be constructed <u>in the outer twenty-five percent of the wetland buffer</u> in accordance with an approved critical area report.	Limit the location of stormwater facilities to the outer 25 percent of wetland buffers in order to better comply with state environmental standards.
RDC 18.235 – Mixed-Use Districts		
18.235.060 – Special provisions for the Ridgefield Mixed-Use Overlay.	Q. Procedure. <u>4. For RMUO master plans with horizontally integrated residential and nonresidential components, twenty percent of the nonresidential component shall receive final occupancy prior to obtaining building permits for the residential component. The twenty percent calculation shall be based on net developable area if net developable area was used to determine the required mix of uses under RDC 18.235.060.D, or gross</u>	Add a provision requiring a percentage of non-residential development to be complete before residential development in mixed-use master plan areas, in order to ensure amenities are available to support increased population. Incentivize vertically integrated

	<u>floor area if gross floor area was used to determine the required mix of uses under RDC 18.235.060.D.</u> 4. <u>5.</u> A RMUO master plan (...) 5. <u>6.</u> Extensions. (...) 5. <u>7.</u> Amendments (...)	mixed-use development. Renumber following standards accordingly.
RDC 18.401 – Planned Unit Developments		
18.401.080 – General conditions.	A. Residential Density. <u>3. On sites with more than one residential zoning designation, the applicant may average the density across the developable area of the site, provided that:</u> <u>a. The applicant shall calculate a weighted average based on the proportion of developable area in each base zone; and</u> <u>b. The permitted uses, development standards, and other provisions of the unique base zones shall be applied to the PUD based on the proportion of developable area in each base zone.</u>	Allow density averaging on PUD sites with multiple residential base zones, to facilitate development that works with the form of the land and avoids constraint based on arbitrary lot lines.
18.401.100 – Limits on modifying standards.	B. The following zoning code requirements may not be varied with the PUD process: 1. Any provision of this chapter, <u>except that the open space provisions in RDC 18.401.080.B may be varied for PUDs in the RLD-4 zone.</u>	Allow modifications to the open space requirements in RLD-4 PUDs, to create a fair, feasible, and legally defensible tradeoff between lot/yard size and open space in developments requiring larger lots.
RDC 18.500 – Site Plan Review		
18.500.080 – Final site plan review.	A. An applicant may <u>shall</u> file for a final site plan prior to expiration of the preliminary site plan established in RDC 18.500.070.C or as a condition of approval, typically three years from the date of approval and after <u>submittal of plans for final engineering review.</u>	Strengthen code language requiring compliance with RDC 18.500.070.C. Ensure that final engineering plans are available to cross-reference during final site plan review.
RDC 18.620 – Procedure for Subdivision		

18.620.090 – Submission of plans for review and inspection.	After approval of the preliminary plat for the proposed subdivision, the land owner or developer shall submit plans for inspection and approval by the city engineer, city planner, and city attorney. No consultation with the foregoing consultants by the land owner or developer shall be permitted until a deposit is made for plat inspection and review in accordance with the fee schedule adopted in Chapter 18.060. the plans for review and inspection shall be filed with the city clerk or the city engineer and shall contain an electronic copy and four <u>two</u> paper copies, both in a format prescribed by the city, of the following:	Reduce the number of paper copies required.
RDC 18.710 – Signs		
18.710.040 – Prohibited signs.	No person shall erect, alter, maintain or relocate any of the following signs in the city. A. Animated signs. Rotating or revolving signs, or signs where all or a portion of the sign moves in some manner. This includes any sign animated by any means, including fixed aerial displays, balloons, pennants, spinners, propellers, whirling, or similar devices designed to flutter, rotate, or display other movement under the influence of the wind, including flag canopies not otherwise allowed in Section 18.710.160 (Awning or Canopy Signs), streamers, tubes, <u>feather flags</u>, or other devices affected by the movement of air or other atmospheric or mechanical means. This does not include historic signs and historic replica signs where the applicant is able to prove, through documentation or other evidence, that the original historic sign produced the same motion/movement and is proposed in the same location.	Clarify that feather flags are included in the category of signs designed to move in the wind prohibited under RDC 18.710.040.A.
<u>18.710.165 – Banner signs (vertical).</u>	<u>No permit shall issue for a vertical banner sign which does not comply with the following standards and receive approval from the City:</u> <u>A. Qualified applicants. Applications for vertical banner signs will only be accepted from public agencies.</u>	Specify code standards for vertical banner signs attached to utility poles in anticipation of banner sign requests from Ridgefield Main Street and Ridgefield School District.

	<u>B. Minimum requirements. Vertical banners shall be:</u> <u>1. Related to the purpose of the applicant organization;</u> <u>2. Placed to maintain clearance of fifteen feet above right-of-way surface;</u> <u>3. A maximum of 12.5 square feet;</u> <u>4. Manufactured or produced by a banner company, not homemade; and</u> <u>5. Printed on both sides.</u> <u>C. Materials. Vertical banner shall be:</u> <u>1. Produced using at a minimum an eighteen-ounce heavy-duty blackout banner material;</u> <u>2. Finished by pole pockets top and bottom, either sewn or secured by heat weld to work properly with hardware in place;</u> <u>3. Printed with a fade resistant ink and process that guarantees a two-year outdoor lifespan;</u> <u>4. Attached to utility poles with hardware that is compatible with the existing pole, adjustable in height, with a base made from rust-free aluminum and arms made of fiberglass; and</u> <u>5. Warranted to withstand wind gusts up to seventy miles per hour.</u> <u>D. Time restrictions.</u> <u>1. Vertical banner signs shall comply with the temporary sign removal standards in RDC 18.710.270.B, unless a time extension is granted by the Public Works Director.</u>	
<u>18.710.185 – Commercial signs in public parks.</u>	<u>No permit shall issue for a commercial sign in a public park which does not comply with the following standards and receive approval from the City:</u> <u>A. Minimum requirements. Commercial signs in public parks shall be:</u> <u>1. Attached to a fence, wall, or other structure marking the boundary of an athletic field;</u>	Specify code standards for commercial signs in public parks in anticipation of outfield fence sign requests at the Ridgefield Outdoor Recreation Complex.

	<u>2. A maximum of eighty square feet in area, not to exceed the dimensions of the structure to which they are attached;</u> <u>3. Manufactured or produced by a sign or banner company, not homemade; and</u> <u>4. Printed on one side such that the sign content faces the interior of the public park and the rear side of the sign is white.</u> <u>B. Materials. Commercial signs in public parks shall be:</u> <u>1. Produced using at a minimum a nine-ounce coated polyester scrim mesh banner material;</u> <u>2. Reinforced with hems along the perimeter edges either sewn or secured by heat weld, with grommets placed every twenty-four inches around the perimeter; and</u> <u>3. Printed with a fade-resistant ink and process that guarantees a two-year outdoor lifespan.</u>	
<u>18.710.290 - Definitions</u>	<u>“Commercial sign” means a sign that advertises goods or services.</u> (...) <u>“Vertical banner sign” means a street banner that is hung vertically on a utility pole.</u>	Define terms necessary to implement standards for vertical banner signs on utility poles and commercial signs in public parks.
RDC 18.725 – Landscaping		
18.725.050 – Screening and buffering.	Table 18.725.050-1 Notes: (4) Parcels adjacent to Interstate 5 right-of-way shall install a fifteen-foot wide landscape buffer adjacent to Interstate 5. The buffer shall include landscaping consistent with the L4 <u>L5</u> standard, except that fifty percent of the required shrubs <u>understory trees</u> shall be Dwarf Globe Blue Spruce (<i>Picea pungens</i> ‘globosa’) and any wall, other than a required retaining wall, shall be prohibited.	Edit to match the 15’ L5 standard required in Table 18.725.050-1, which is the intended freewayscape landscape standard.