



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, March 30, 2017
Ridgefield Community Center
210 N. Main, 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 items not on the agenda may come forward at this time. Please state your name and address. Comments are limited to three minutes. Written comments may be submitted to the City Clerk prior to the meeting.

III. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the March 9, 2017 Meeting**

IV. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and First Reading of Ordinance No. 1229 – Ridgefield Comprehensive Plan Amendment-Jeff Niten, Community Development Director**

V. BUSINESS

The public is invited to comment on business items at the conclusion of Council discussion prior to the vote. In cases where public record has been closed, no additional comments may be received.

- 1. Ordinance No. 1201 – Second Reading of Ridgefield Heights Development Agreement-Jeff Niten, Community Development Director**
- 2. Resolution No. 525 – Approval of Federal Reimbursement -Kirk Johnson, Finance Director**
- 3. Motion - Approval of Interlocal Agreement with Clark Regional Wastewater District - Bryan Kast, Public Works Director**
- 4. Motion - Approval of Interlocal Agreement with Ridgefield School District - Bryan Kast, Public Works Director**

VI. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding items not on the agenda 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.

VII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

2. Mayor

Confirmation of Mayor's Re-Appointment of Planning Commission Members

Confirmation of Mayor's Re-Appointment of Parks Board Member

3. City Manager

VIII. FROM THE COUNCIL

IX. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: March 30, 2017
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: March 30 2017 Claims Report (PDF)

Approved to be placed on City Council Agenda:

City of Ridgefield
Claims Payment Report
For Approval on: March 30, 2017

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ARAMARK UNIFORM SERVICES	32	862807220	Genl Govt/Facilities	Uniform Services	1.92
			Public Works	Uniform Services	49.58
		862796692	Genl Govt/Facilities	Uniform Services	1.92
			Public Works	Uniform Services	49.58
	862796691		Genl Govt/Facilities	Floor Mats - City Hall	7.11
			Public Safety	Floor Mats - PD	4.52
			Public Works	Floor Mats - PW	3.88
	862807219		Community Development	Floor Mats - CDDI	3.88
			Genl Govt/Facilities	Floor Mats - City Hall	7.11
			Public Safety	Floor Mats - PD	4.52
			Public Works	Floor Mats - PW	3.88
			Community Development	Floor Mats - CDDI	3.88
ARAMARK UNIFORM SERVICES Total					141.78
BERGERABAM	1708	317949	Public Works	Smythe Road Trail Project - Services through 2/24/17	7,386.26
BERGERABAM Total					7,386.26
BLUMENTHAL UNIFORMS AND EQUIPMENT	54	7109682	Public Safety	PD Uniforms	135.50
		7109681	Public Safety	PD Uniforms	135.50
BLUMENTHAL UNIFORMS AND EQUIPMENT Total					271.00
CAPITOL ELECTRIC CO. INC	2025	62697	Genl Govt/Facilities	Voice & data work for the PW Ops Facility Upgrade- Use/Sales Tax	(92.40)
				Voice & data work for the PW Ops Facility Upgrade	298.10
			Public Works	Voice & data work for the PW Ops Facility Upgrade	894.30
CAPITOL ELECTRIC CO. INC Total					1,100.00
CFM STRATEGIC COMMUNICATIONS INC.	2551	23849	Genl Govt/Facilities	Lobbyist	4,530.00
CFM STRATEGIC COMMUNICATIONS INC. Total					4,530.00
CITY OF BATTLE GROUND	92	885	Judicial	Court Cost	9,938.66
CITY OF BATTLE GROUND Total					9,938.66
CITY OF RIDGEFIELD-W/S	96	201703-03	Public Works	Abrams Park Restrooms - Water	96.28
		201703-10	Genl Govt/Facilities	230 Pioneer Street City Hall - Water	72.32
		201703-11	Genl Govt/Facilities	230 Pioneer Street City Hall - Storm	115.22
		201703-07	Public Works	109 W Division WWTP - Storm	691.32
		201703-08	Public Safety	116 N Main Ave PD - Water	53.57
		201703-04	Public Works	Abrams Park Restrooms - Storm	16.46
		201703-05	Public Works	Abrams Park Kitchen - Storm	345.66
		201703-06	Public Works	109 W Division WWTP - Water	233.22
		201703-09	Public Safety	116 N Main Ave PD - Storm	65.84
		201703-02	Genl Govt/Facilities	111 S Main - Storm	49.38
		201703-01	Genl Govt/Facilities	111 S Main - Water	54.93
		201703-29	Community Development	211 N Main (2 Units) - Water	52.67
		201703-18	Public Works	2311 N 5th Way Crows Nest Park - Storm	32.92
		201702-22	Public Works	1308 N Heron Dr Hayden Park - Storm	16.46
		201703-15	Public Works	301 N 3rd Ave CDD - Storm	16.46
			Community Development	301 N 3rd Ave CDD - Storm	16.46
		201703-28	Public Works	Abrams Park Chlorine Injector - Storm	16.46

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CITY OF RIDGEFIELD-W/S	96	201703-25	Public Works	Water Tower (Cemetery)	49.38
		201703-24	Public Works	1-5/SR501 NE Interchange Irrigation	89.41
		201703-23	Public Works	1-5/SR501 NE Interchange Irrigation	89.41
		201703-12	Public Works	119 N 3rd Ave Community Park - Water	44.86
		201703-16	Public Works	315 N 3rd Avenue Davis Park - Water	143.07
		201703-20	Public Works	Cedar Ridge Park - Storm	16.46
		201703-27	Public Works	Junction Well & Reservoir - Storm	115.22
		201703-14	Public Works	301 N 3rd Ave CDD - Water	27.61
			Community Development	301 N 3rd Ave CDD - Water	27.62
		201703-26	Public Works	Park & Ride Lot - Storm	181.06
		201703-19	Public Works	Cedar Ridge Park - Water	89.41
		201703-13	Public Works	119 N 3rd Ave Community Park - Storm	32.92
		201703-17	Public Works	2311 N 5th Way Crows Nest Park - Water	44.71
		201703-21	Public Works	1308 N Heron Dr Hayden Park - Water	44.71
		201703-30	Community Development	211 N Main (2 Units) - Storm	11.33
CITY OF RIDGEFIELD-W/S Total					2,952.81
CLARK COUNTY	102	170010304	Public Safety	Range Rental February 2017	70.00
		220004674	Judicial	Pretrial Interviews - February 2017	37.82
		730012559	Community Development	Fire Inspection	115.00
		730012578	Community Development	Fire Inspection	550.00
		160003472	Community Development	Agency Fire Plan Review - 7350 S Union Ridge Parkway	75.00
		220004654	Judicial	Pretrial Interviews - January 2017	113.46
CLARK COUNTY Total					961.28
CLARK COUNTY TITLE	1603	CL6646	General Government	211 N Main Ave	93,533.64
CLARK COUNTY TITLE Total					93,533.64
CLARK COUNTY TREASURERS OFFICE	554	201702-01	Genl Govt/Facilities	February 2017 School Impact Fees	154,248.00
		68027000-2017	Community Development	2017 Property Tax - 211 N Main Avenue	99.33
CLARK COUNTY TREASURERS OFFICE Total					154,347.33
CLARK COUNTY UTILITY COUNCIL	108	CCUCC 2017	Public Works	2017 Clark County Utility Council Membership Dues	130.00
CLARK COUNTY UTILITY COUNCIL Total					130.00
CLARK PUBLIC UTILITIES	110	201703-18	Public Works	1504 NW Intertie 3 - Water	66.00
		201703-15	Public Works	Overlook Park - Electricity	52.65
		201703-12	Public Works	3701 N 3rd Cir - Electricity	20.54
		201703-16	Public Works	2300 N 3rd Way Bellwood Trail Lights	22.76
		201703-20	Community Development	211 N Main Ave - CDD Annex	108.31
		201703-14	Public Works	Pioneer St. & Gee Creek Loop - Electricity	21.12
		201703-19	Public Works	911 N 65th Ave Intertie 2 - Water	104.85
		201703-13	Public Works	512 N Allen Dr - Electricity	20.47
		201703-17	Public Works	800 NE 264 St Intertie 1 - Water	646.80
201703-21	Public Works	Heron Dr & Lark Dr - Electricity	46.91		
CLARK PUBLIC UTILITIES Total					1,110.41
CLARK REGIONAL WASTEWATER DISTRICT	741	201703-03	Genl Govt/Facilities	230 Pioneer St City Hall - Sewer	135.41
		201703-07	Public Works	Abrams Park Former Mgr House - Sewer	47.79
		201703-08	Public Works	255 S 56th Pl Well & Reservoir - Sewer	61.27
		201703-04	Public Works	301 N 3rd Ave CDD - Sewer	26.76
			Community Development	301 N 3rd Ave CDD - Sewer	21.03
		201703-05	Public Works	Abrams Park Restrooms - Sewer	75.98

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CLARK REGIONAL WASTEWATER DISTRICT	741	201703-06	Public Works	Abrams Park Kitchen - Sewer	44.11
		201703-09	Community Development	211 N Main Avenue - Sewer	122.54
		201703-02	Public Safety	116 N Main Ave PD - Sewer	47.79
		201703-01	Public Works	109 W Division WWTP - Sewer	247.53
CLARK REGIONAL WASTEWATER DISTRICT Total					830.21
COMCAST	2271	201703-03	Genl Govt/Facilities	City Hall Communications	66.91
				City Hall Internet	184.90
		201703-04	Genl Govt/Facilities	Community Center WiFi	215.94
			Community Development	Community Center WiFi	53.99
		201703-05	Public Safety	PD Communications	289.65
		201703-06	Public Works	WWTP Communications	296.28
		201703-02	Genl Govt/Facilities	PW/CDD Fax Line	1.89
			Public Works	PW/CDD Fax Line	30.52
	Community Development	PW/CDD Fax Line	34.50		
COMCAST Total					1,174.58
COMDATA NETWORK INC.	1101	20271569	Genl Govt/Facilities	Fuel PW - XN173	44.68
			Public Works	Fuel PW - XN173	808.97
			Community Development	Fuel CDD - XN173	178.24
				Fuel PW - XN173	17.42
		20271568	Public Safety	Fuel PD - XN795	701.03
COMDATA NETWORK INC. Total					1,750.34
COMPULINK MANAGEMENT CENTER INC.	2648	20170307	Community Development	CDD Focused Training	568.75
COMPULINK MANAGEMENT CENTER INC. Total					568.75
CONSERVATION TECHNIX INC.	1821	627	Public Works	Parks CFP and PIF Updates	2,835.00
CONSERVATION TECHNIX INC. Total					2,835.00
DARREN WERTZ	1839	201703-01	Council	Reimbursement-Hazeldell/Salmon Creek Business Assoc. Mtg- Wer tz	10.00
DARREN WERTZ Total					10.00
DATEC INC	136	33032	Public Safety	PocketJet 7 Printer (Engie Only - no accy's) 10' USB Cable 14'	1,030.24
DATEC INC Total					1,030.24
DAVID TAYLOR	1062	201703-01	Council	Mileage Reimb - City Action Days - Taylor	102.72
DAVID TAYLOR Total					102.72
DEPARTMENT OF LICENSING	154	RG0000156-2017	Genl Govt/Facilities	CPL Fees - Wilkins	18.00
		RG0000159-2017	Genl Govt/Facilities	CPL Fees - Degante	18.00
		RG0000163-2017	Genl Govt/Facilities	CPL Fees - Burbank	18.00
		RG0000161-2017	Genl Govt/Facilities	CPL Fees - Dalton	18.00
		RG0000164-2017	Genl Govt/Facilities	CPL Fees - Campbell	18.00
		RG0000160-2017	Genl Govt/Facilities	CPL Fees - Trombley	18.00
		RG0000158-2017	Genl Govt/Facilities	CPL Fees - Siguenza	18.00
		RG0000157-2017	Genl Govt/Facilities	CPL Fees - Sinclair	18.00
DEPARTMENT OF LICENSING Total					144.00
DICK'S TIRE FACTORY	158	D55085	Public Works	Turn Mower Maintenance	87.11
DICK'S TIRE FACTORY Total					87.11
DON STOSE	1223	201703-01	Council	Meal Per Diem-Ridgefield Federal Agenda	191.00
DON STOSE Total					191.00
EFFICIENT COMMUNICATION SOLUTIONS	2126	22657	Information Technology	CDD Phones - Dusten & John	1,041.98
EFFICIENT COMMUNICATION SOLUTIONS Total					1,041.98
ELCOR INC	2081	MSP-9512	Information Technology	Information Technology Services - February 2017	6,777.68

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ELCOR INC	2081	9511	Public Safety	Quote # AAAQ1034 - PD Computer	1,797.77
				Quote # AAAQ1033 - Sandra's Computer	1,332.11
			Public Works	Quote # AAAQ1035 - Matt's Computer	1,814.67
ELCOR INC Total					11,722.23
FERGUSON ENTERPRISES INC # 8423	181	568663	Public Works	Water Meters	5,475.50
FERGUSON ENTERPRISES INC # 8423 Total					5,475.50
FRED CRIPPEN	191	201703-01	Public Works	Meals Per Diem -Pump Installer Class	45.00
FRED CRIPPEN Total					45.00
GROVER ELECTRIC AND PLUMBING	210	HA44880	Public Works	Parks Supplies - Light Bulbs	44.29
GROVER ELECTRIC AND PLUMBING Total					44.29
H AND H RECYCLERS	212	0008517-IN	Public Works	Old Park Caretaker House Demo	136.00
H AND H RECYCLERS Total					136.00
HACH	2519	10347433	Public Works	DPD Free Chlorine 10mL pk/100 Powder Pillows	21.78
				Manganese Low range Reagent Set 10mL Pan Method 0-0.7 mg/L 50	58.38
				Freight	71.97
				Instrument Carrying Case hard sided DR/800 Colorimeter	91.39
				Ferrover Iron Reagent 10mL pk/100	24.70
				rr DR 900 COLORIMETER	1,380.97
HACH Total					1,649.19
HOME DEPOT CREDIT CARD SERVICES	1805	4021720	Genl Govt/Facilities	PW Ops Counter for Timesheet Station - FTE	24.60
			Public Works	PW Ops Counter for Timesheet Station - FTE	73.81
HOME DEPOT CREDIT CARD SERVICES Total					98.41
HONEY BUCKETS	223	550267903	Public Works	Davis Park Port-a-Potty	298.00
HONEY BUCKETS Total					298.00
INTERMEDIA.NET INC	2187	1703001533	Information Technology	Voice Service Charges	79.50
INTERMEDIA.NET INC Total					79.50
J2 BLUE PRINT SUPPLY	243	AR24538	#N/A	Bond Copies for Police Facility Expansion	40.11
J2 BLUE PRINT SUPPLY Total					40.11
JANEAN Z PARKER	2199	147	Community Development	Legal Services - Feb 2017	4,350.00
			Legal	Legal Services - Feb 2017	2,006.25
JANEAN Z PARKER Total					6,356.25
JESSICA KIPP	2099	201703-01	Human Resources	Mileage Reimbursement - Kipp	45.31
JESSICA KIPP Total					45.31
JOE TURNER P.C.	1437	617	Community Development	Public Hearings	1,275.00
JOE TURNER P.C. Total					1,275.00
JOHN BROOKS	2793	201703-01	Public Safety	Meal Per Diem-Training	144.00
JOHN BROOKS Total					144.00
KIM STENBAK	2797	201703-02	Genl Govt/Facilities	Park Refundable Deposit - March 18 2017	50.00
		201703-01	Genl Govt/Facilities	Park Refundable Deposit - March 11 2017	50.00
KIM STENBAK Total					100.00
LAFROMBOISE COMMUNICATIONS INC	2388	6236	Community Development	City of Ridgefield Correction Notices	241.56
LAFROMBOISE COMMUNICATIONS INC Total					241.56
LAKESIDE INDUSTRIES	264	2115797MB	Public Works	EZ Street Asphalt	636.18
LAKESIDE INDUSTRIES Total					636.18
LARCH CORRECTIONS CENTER	2088	LCC1702.434	Public Works	Cemetery Clean Up	118.05
				Parks Clean Up	122.91
LARCH CORRECTIONS CENTER Total					240.96

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LOOMIS	2786	11976938	Finance	Courier Fees	91.80
LOOMIS Total					91.80
LYNCH JANITORIAL AND CLEANING LLC	2197	1836	Genl Govt/Facilities	Janitorial Service - PW FTE	42.72
				Janitorial Service - City Hall	159.92
			Public Safety	Janitorial Service - PD	159.92
			Public Works	Janitorial Service - PW FTE	114.00
			Community Development	Janitorial Service - CDD	159.91
				Janitorial Service - PW FTE	3.20
LYNCH JANITORIAL AND CLEANING LLC Total					639.67
MACKAY AND SPOSITO INC.	899	30888	Public Works	Gee Creek Trail - Work completed through Feb 2017	7,836.61
MACKAY AND SPOSITO INC. Total					7,836.61
MARIUS L MALATTIA	1817	201703-01	Community Development	January & February 2017 Residential & Commercial Plan Reviews	660.00
MARIUS L MALATTIA Total					660.00
MASONS SUPPLY COMPANY	2051	6029397-00	Public Works	Hillhurst Crosswalk Supplies	57.87
MASONS SUPPLY COMPANY Total					57.87
MFCP INC.	2723	6612731	Public Works	Water Operational Supplies	26.27
MFCP INC. Total					26.27
NAPA AUTO PARTS	498	963307	Genl Govt/Facilities	Vehicle Maintenance - Jim Strickler Truck	2.94
			Public Works	Vehicle Maintenance - Jim Strickler Truck	144.17
		967128	Genl Govt/Facilities	PW FTE Shop Supplies - Terry Towels	0.91
			Public Works	PW FTE Shop Supplies - Terry Towels	14.75
		961902	Community Development	PW FTE Shop Supplies - Terry Towels	0.51
			Genl Govt/Facilities	Credit for items purchased on NAPA inv#961556 - PW FTE	(2.51)
			Public Works	Credit for items purchased on NAPA inv#961556 - PW FTE	(40.52)
			Community Development	Credit for items purchased on NAPA inv#961556 - PW FTE	(1.39)
		966258	Public Works	WWTP Operational Supplies	24.79
		NAPA AUTO PARTS Total			
NORTHWEST NATURAL GAS	315	201703-03	Public Works	PW Shop - Natural Gas	158.00
		201703-02	Genl Govt/Facilities	City Hall - Natural Gas	324.50
		201703-01	Public Safety	Police Department - Natural Gas	56.03
NORTHWEST NATURAL GAS Total					538.53
OFFICEMAX INCORPORATED	1599	71921	Genl Govt/Facilities	PW FTE Office Supplies	1.25
			Public Works	PW FTE Office Supplies	22.70
			Community Development	PW FTE Office Supplies	0.49
				CDD Operational Supplies	194.81
		86812	Administration	Admin Office Supplies	10.87
			Finance	Finance Office Supplies	11.28
			OFFICEMAX INCORPORATED Total		
ONE CALL CONCEPTS	326	7029086	Public Works	Excavation Notification & Modem Ticket Delivery	117.48
ONE CALL CONCEPTS Total					117.48
ON-HOLD CONCEPTS INC	2217	424890	Information Technology	On-Hold Music Service	24.95
ON-HOLD CONCEPTS INC Total					24.95
PACIFIC OFFICE AUTOMATION	1564	53694088	Genl Govt/Facilities	City Hall Copier Lease	729.32
			Public Works	CDD/PW Copier Lease	25.65
			Community Development	CDD/PW Copier Lease	25.65
		52723359	Public Works	CDD/PW Copier Lease	163.64
			Community Development	CDD/PW Copier Lease	163.63

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PACIFIC OFFICE AUTOMATION	1564	53088421	Public Works	CDD/PW Copier Lease	163.64
			Community Development	CDD/PW Copier Lease	163.63
		53318194	Public Works	CDD/PW Copier Lease	163.64
			Community Development	CDD/PW Copier Lease	163.63
PACIFIC OFFICE AUTOMATION Total					1,762.43
PATRICK HILDRETH BRAND AND DESIGN	2372	708	Information Technology	March 2017 - Monthly Design & Web Retainer	200.00
PATRICK HILDRETH BRAND AND DESIGN Total					200.00
PBS ENGINEERING AND ENVIRONMENTAL	342	0070940.001-2	Public Works	Ridgefield Outdoor Rec. Complex Phase II	19,663.75
		0070940.001-3	Public Works	Ridgefield Outdoor Rec. Complex Phase II	30,815.70
PBS ENGINEERING AND ENVIRONMENTAL Total					50,479.45
PCI WASTE AND RECYCLING EQUIPMENT	2790	WO 4835-4	Public Works	Safety Decal for Chipper	264.27
PCI WASTE AND RECYCLING EQUIPMENT Total					264.27
PETTY CASH	495	201703-01	Genl Govt/Facilities	Ice - Council Meeting	1.79
			Community Development	Postage Stamps - CDD	49.00
				Pastries & Supplies - Kaizen Training	37.74
			Human Resources	Food & Supplies - All hand meeting	24.76
PETTY CASH Total					113.29
PITNEY BOWES	341	3302941183	Genl Govt/Facilities	Postage Machine Lease	405.12
PITNEY BOWES Total					405.12
POSTMASTER	348	263148362	Genl Govt/Facilities	2017 Event Calendar Postage	818.20
POSTMASTER Total					818.20
POWER RENTS	2798	262296	Public Works	Parks Supplies Rental	8.62
POWER RENTS Total					8.62
PROFORCE LAW ENFORCEMENT	1014	303119	Public Safety	22013 Kit Dataport Download USB	180.73
				22504 Blackhawk Holster LH X2	72.24
				26701 Extended Digital Power Magazine	46.02
				22011 Automatic Shut Down Power Magazines	144.48
				26700 Digital Power Magazines	80.74
				22151 25" Smart Cartridges	276.45
		304178	Public Safety	2202 Black X2 Conducted Electrical Weapons	1,129.86
		303133	Public Safety	2202 Black X2 Conducted Electrical Weapons	1,129.86
PROFORCE LAW ENFORCEMENT Total					3,060.38
PUBLIC SAFETY TESTING	354	PST116-682	Public Safety	Background Investigation & Report - N. Copley	1,172.74
PUBLIC SAFETY TESTING Total					1,172.74
REALM INC.	2213	201703-01	Genl Govt/Facilities	Retainage Release - Alkalinity System	12,902.10
REALM INC. Total					12,902.10
REFLECTOR	369	I1251932	Community Development	96460 - Notice of Type III Land Use	133.15
		I1253460	Community Development	96579 - Sepa DNS Union Ridge	109.07
		I1253458	Community Development	96577 - Public Hearing Notice - 2017 Urban Area Comp	47.73
		96718	Community Development	Ordinance No. 1228	45.47
		I1253459	Community Development	96578 - Notice of Type II Hearing - Teal Crest	136.38
REFLECTOR Total					471.80
RIDGEFIELD COMMUNITY CENTER	373	201703-01	Genl Govt/Facilities	Ridgefield Community Center Rental	1,125.00
			Community Development	Ridgefield Community Center Rental	375.00
RIDGEFIELD COMMUNITY CENTER Total					1,500.00
RIDGEFIELD HARDWARE	376	201703-01	Genl Govt/Facilities	Ridgefield Hardware Operational Supplies - PW Ops Facility	1.50
				Ridgefield Hardware Operational Supplies - General/City Hall	74.18

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RIDGEFIELD HARDWARE	376	201703-01	Public Safety	Ridgefield Hardware Operational Supplies - PD	8.29
			Public Works	Ridgefield Hardware Operational Supplies - PW Ops Facility	4.48
				Ridgefield Hardware Operational Supplies - Storm	8.97
				Ridgefield Hardware Operational Supplies - Streets	86.41
				Ridgefield Hardware Operational Supplies - WWTP	43.66
				Ridgefield Hardware Operational Supplies - Parks	51.55
				Ridgefield Hardware Operational Supplies - Cemetery	0.62
				Ridgefield Hardware Operational Supplies - Water	46.26
				Community Development	Ridgefield Hardware Operational Supplies - CDD
			RIDGEFIELD HARDWARE Total		
RONALD ONSLOW	930	201703-01	Council	Meal Per Diem-Ridgefield Federal Agenda	191.00
RONALD ONSLOW Total				191.00	
SGA ENGINEERING PLLC	2596	10877	Public Works	45th & Royale Road	5,136.50
SGA ENGINEERING PLLC Total				5,136.50	
SMARSH	2550	INV00215572	Information Technology	Social Media & Email Archiving - Feb 2017	191.00
SMARSH Total				191.00	
SONSRAY MACHINERY LLC	1785	P17724-10	Public Works	Parts for Flail Mower - Estimate #001552-10	991.76
SONSRAY MACHINERY LLC Total				991.76	
STATE OF WASHINGTON	156	20311839	Genl Govt/Facilities	Feb 2017 Excise & B&O Tax	1,026.67
			Public Works	Feb 2017 Excise & B&O Tax	3,659.38
		20082153	Genl Govt/Facilities	Jan 2017 Excise & B&O Tax	378.79
			Public Works	Jan 2017 Excise & B&O Tax	9,530.72
STATE OF WASHINGTON Total				14,595.56	
STERICYCLE	2504	3003752834	Public Safety	Hazardous Waste Disposal	20.72
STERICYCLE Total				20.72	
STEVE STUART	2075	201703-02	Executive	Mileage & Employee Reimbursement - Stuart	224.37
		201703-01	Executive	Meals Per Diem - NW Regional Mgrs Conf	31.00
				Meal Per Diem-Ridgefield Federal Agenda	191.00
STEVE STUART Total				446.37	
THE MASTERS TOUCH LLC	1786	P49888	Public Works	Utility Statements - Postage	881.47
		49888	Public Works	Utility Statements - Jan/Feb 2017	305.41
				Utility Statements - Jan/Feb 2017	305.41
THE MASTERS TOUCH LLC Total				1,492.29	
THE PARR COMPANY	964	26353739	Genl Govt/Facilities	PW Computer Table Supplies - FTE	1.98
			Public Works	PW Computer Table Supplies - FTE	31.97
			Community Development	PW Computer Table Supplies - FTE	1.10
		26353263	Public Works	Stormwater Operational Supplies	16.21
		26353388	Public Works	Streets Operational Supplies	6.48
		26354049	Public Works	Streets Operational Supplies	16.21
		26352831	Public Works	Streets Operational Supplies	12.96
		26353341	Public Works	Parks Operational Supplies - For donated bench	79.32
		26354080	Public Works	Streets Operational Supplies	31.62
		THE PARR COMPANY Total			
TRABUCCO CONSULTING LLC	2236	6822	Genl Govt/Facilities	April 1st Saturday Postcards - Use/Sales Tax 8.4%	(30.49)
				April 1st Saturday Postcards	393.47
TRABUCCO CONSULTING LLC Total				362.98	
TRIBECA TRANSPORT LLC	747	COR-703	Public Works	Sludge Hauling	2,135.00

City of Ridgefield
Claims Payment Report
For Approval on: March 30, 2017

TRIBECA TRANSPORT LLC Total					2,135.00
TUSCANY HOMES LLC	2673	BLD-16-0100	Genl Govt/Facilities	Refund BLD-16-0100	1,517.74
TUSCANY HOMES LLC Total					1,517.74
US BANK	2237	201703-01	Finance	Custody Charges	32.00
US BANK Total					32.00
USA BLUEBOOK	444	197704	Public Works	Water Operational Supplies	169.13
		192786	Public Works	WWTP Operational Supplies	696.64
USA BLUEBOOK Total					865.77
VERIZON WIRELESS	452	9781149430	Genl Govt/Facilities	PW Cell Phones & 2 iPads	27.90
				PW Director iPad	4.50
				Julie iPad	29.97
			Public Safety	PD Cell Phones	792.99
				PD Chief iPad	29.97
			Public Works	PW Cell Phones & 2 iPads	670.44
				PW Director iPad	23.97
			Community Development	PW Cell Phones & 2 iPads	127.03
				PW Director iPad	1.50
				Community Development Director iPad	29.97
				CDD Cell Phones	174.81
			Finance	Finance Director iPad	29.97
			Administration	Deputy City Manager iPad	29.97
			Council	Council iPads	280.07
			Executive	City Manager iPad	29.96
VERIZON WIRELESS Total					2,283.02
WA STATE DEPARTMENT OF TRANSPORTATION	688	RE44JD15670L011	Public Works	35th Avenue Roundabout Review/Inspection - Feb 2017	1,003.89
WA STATE DEPARTMENT OF TRANSPORTATION Total					1,003.89
WASHINGTON STATE PATROL	463	I17004455	Genl Govt/Facilities	CPL Background Checks - December 2016	36.00
		I17005251	Genl Govt/Facilities	CPL Background Checks - January 2017	96.00
WASHINGTON STATE PATROL Total					132.00
WASTE CONTROL	1474	1160988	Public Works	Streets Material Recycle	20.91
				Water Material Recycle	20.91
				Old Park Caretaker Residence Demo	41.99
WASTE CONTROL Total					83.81
WELLS FARGO	1681	201703-4689	Genl Govt/Facilities	Feb 2017 Stmt-Johnson COSTCO	97.71
				Feb 2017 Stmt-Johnson Amazon	132.95
			Public Safety	Feb 2017 Stmt-Johnson COSTCO	31.68
			Public Works	Feb 2017 Stmt-Johnson COSTCO	43.34
				Feb 2017 Stmt-Johnson Amazon	355.07
				Feb 2017 Stmt-Johnson WA DOL LIC & Reg	388.75
			Community Development	Feb 2017 Stmt-Johnson COSTCO	49.01
			Finance	Feb 2017 Stmt-Johnson Government Finance	150.00
		201703-1765	Public Safety	Feb 2017 Stmt-Hoots TLO TRANSUNION	50.00
				Feb 2017 Stmt-Hoots GALLS	60.38
				Feb 2017 Stmt-Hoots COSTCO	84.99
		201703-5651	Genl Govt/Facilities	Feb 2017 Stmt-Blehm RED LION INN	13.06
				Feb 2017 Stmt-Blehm LABOR LAW CENTER	119.80
				Feb 2017 Stmt-Blehm SQ LAVA JAVA	30.41

City of Ridgefield
Claims Payment Report
For Approval on: March 30, 2017

WELLS FARGO	1681	201703-5651	Genl Govt/Facilities	Feb 2017 Stmt-Blehm FRED MEYER	67.48	
			Public Works	Feb 2017 Stmt-Blehm RED LION INN	639.44	
				Feb 2017 Stmt-Blehm GISI MARKETING	61.79	
			Community Development	Feb 2017 Stmt-Blehm GISI MARKETING	130.08	
			Finance	Feb 2017 Stmt-Blehm GISI MARKETING	3.25	
			Council	Feb 2017 Stmt-Blehm GRAND GOVERNOR HOTEL	464.48	
			Executive	Feb 2017 Stmt-Blehm GRAND GOVERNOR HOTEL	116.12	
			Human Resources	Feb 2017 Stmt-Blehm CUSTOM INK	312.20	
				Feb 2017 Stmt-Blehm WASHINGTON TRUST FOR HIST	150.00	
			201703-4542	Genl Govt/Facilities	Feb 2017 Stmt-Basarab Best Western Plus CA	664.84
					Feb 2017 Stmt-Basarab Alaska Air - Santa Ana CA	25.00
					Feb 2017 Stmt-Basarab Vinnies Pizza	72.63
					Feb 2017 Stmt-Basarab Alaska Air - Bag Fee	25.00
				Community Development	Feb 2017 Stmt-Basarab Best Western Plus CA	664.84
					Feb 2017 Stmt-Basarab Alaska Air - Santa Ana CA	25.00
					Feb 2017 Stmt-Basarab Alaska Air - Bag Fee	25.00
				Council	Feb 2017 Stmt-Basarab Brown Paper Tickets - Seattle	145.00
					Feb 2017 Stmt-Basarab Grand Governor Hotel - Olympia	348.36
					Feb 2017 Stmt-Basarab Grand Governor Hotel - Olympia	116.12
			201703-2725	Information Technology	Feb 2017 Stmt-Basarab Microsoft Store	119.23
		Executive		Feb 2017 Stmt-Stuart ADOBE ACROPRO SUBS	16.25	
				Feb 2017 Stmt-Stuart SQ TERIYAKI THAI	20.10	
				Feb 2017 Stmt-Stuart LUCKY DRAGON CHINESE	11.15	
				Feb 2017 Stmt-Stuart BILLYGANS Roadhouse	16.85	
				Feb 2017 Stmt-Stuart GA-CAMPUS PARKING	15.00	
				Feb 2017 Stmt-Stuart SPORTSMANS STEAKHOUSE	31.36	
				Feb 2017 Stmt-Stuart COUNTRY CAFE½	18.12	
				Feb 2017 Stmt-Stuart RIDGEFIELD PIONEER MARKET	9.60	
				Feb 2017 Stmt-Stuart THE GRANT HOUSE	17.33	
				Feb 2017 Stmt-Stuart CHEVRON	37.40	
		201703-7829		Genl Govt/Facilities	Feb 2017 Stmt-Kipp FRED MEYER	85.05
					Feb 2017 Stmt-Kipp RIDGEFIELD PIONEER MARKET	9.93
					Feb 2017 Stmt-Kipp OFFICE DEPOT	65.86
					Feb 2017 Stmt-Kipp COSTCO	658.88
					Feb 2017 Stmt-Kipp AMAZON MKTPLACE PMTS	48.17
				Council	Feb 2017 Stmt-Kipp FRED MEYER	16.25
			Human Resources	Feb 2017 Stmt-Kipp CHUCKS PRODUCE	84.60	
				Feb 2017 Stmt-Kipp COSTCO	26.98	
				Feb 2017 Stmt-Kipp SAFEWAY	102.72	
				Feb 2017 Stmt-Kipp CUSTOM INC	74.70	
		201703-4814	Genl Govt/Facilities	Feb 2017 Stmt-Kast Dry Box Inc.	21.68	
			Public Works	Feb 2017 Stmt-Kast Dry Box Inc.	65.04	
		201703-5677	Genl Govt/Facilities	Feb 2017 Stmt-Brunson Lowes	1.84	
			Public Works	Feb 2017 Stmt-Brunson Lowes	62.14	
			Community Development	Feb 2017 Stmt-Brunson Lowes	1.02	
		201703-2556	Public Safety	Feb 2017 Stmt-Brooks FBI National Academy	110.00	
				Feb 2017 Stmt-Brooks Police Executive Research	200.00	

City of Ridgefield
Claims Payment Report
For Approval on: March 30, 2017

WELLS FARGO	1681	201703-7786	Genl Govt/Facilities	Feb 2017 Stmt-Knott Facebook Advertisement	58.65
		201703-6206	Public Safety	Feb 2017 Stmt-Rhine Alan Webb Chevrolet	21.40
		201703-7785	Human Resources	Feb 2017 Stmt-Knott Washington Trust for Hist	150.00
WELLS FARGO Total					7,841.08
WESTERN CONSTRUCTION SERVICES	2795	COM-17-0002	Genl Govt/Facilities	Refund - COM-17-0002	922.75
WESTERN CONSTRUCTION SERVICES Total					922.75
WESTERN STAR NORTHWEST RIDGEFIELD	2794	PC201011842:01	Public Works	10 Yard Dump Truck Maintenance	30.01
WESTERN STAR NORTHWEST RIDGEFIELD Total					30.01
WOODLAND TRUE VALUE HARDWARE	1507	B164741	Public Works	WWTP Operational Supplies	4.20
WOODLAND TRUE VALUE HARDWARE Total					4.20
YULIYA BASARAB	1050	201703-01	Administration	Meal Per Diem-WMCA Conference	38.00
YULIYA BASARAB Total					38.00
Grand Total					439,204.40

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: March 30, 2017
ITEM: CONSENT AGENDA
AGENDA ITEM TITLE: Approval of Minutes from the March 9, 2017 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 Basarab, City Clerk

ATTACHMENTS: 03-09-2017 Meeting Minutes (PDF)

Approved to be placed on City Council Agenda:



CITY OF RIDGEFIELD, WASHINGTON

City Council MEETING MINUTES

March 9, 2017

Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM

Flag Salute - [6:30 PM](#)

ROLL CALL

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

MOTION: Council member Don Stose moved to excuse Mayor Ron Onslow from the meeting.

SECOND: Council member Sandra Day.

Vote - Yes: Council member Stose, Day, Taylor, Wertz, Main and Mayor Pro Tem Wells.

Vote - No: None

Motion Passed.

Late changes to the agenda - [6:31 PM](#)

Addition to Claims: Vendor: Columbia Ford, Increase claims by: \$19,680.63.

PUBLIC COMMENT - [6:32 PM](#)

Cynthia Carlson - County Resident.

Concerns regarding the extension of N 31st - Map provided into the record.

Learned that own property and neighbors were designated as future 70 foot public right away road - have not heard this before.

Have not heard of the extension of N 35th before.

35th is currently a safety hazard

Street lighting concerns.

When was the decision made for the extension?

What are the future plans for my property?

Staff Response: The property in question is not inside the Ridgefield urban growth boundary and as such is not planned for any roadways.

CONSENT AGENDA - MOTION TO APPROVE AS AMENDED. - [6:37 PM](#)

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Don Stose, Councilor
SECONDER:	Sandra Day, Councilor
AYES:	Taylor, Wells, Stose, Wertz, Main, Day
ABSENT:	Onslow

1. Approval of Claims And/Or Payroll - [6:37 PM](#)**2. Approval of Minutes from February 23, 2017 Meeting - [6:37 PM](#)****PUBLIC HEARING/BUSINESS - [6:40 PM](#)****1. Public Hearing and First Reading of Ordinance No. 1201 – Ridgefield Heights Development Agreement- Jeff Niten, Community Development Director**

The preliminary plat for the Kemper subdivision was approved in December 2007. The subdivision is located at 498 S. 25th Place, 26315 NW 51st Avenue. The development agreement proposes a number of changes to bring the project closer into alignment with current development code standards, which it is not required to meet because it is vested to standards in place in 2007 when originally approved, in exchange for the City agreeing to change the functional classification of Bertsinger Road, and pursuing annexation along S. 35th Avenue. The agreement proposes to:

The developer agrees to comply with environmental, storm water, architectural and lighting standards in effect at the time of complete application, or the effective date of the proposed Development Agreement, whichever is later.

The agreement, if approved, would change the classification of S. Bertsinger Rd. and remove the replacement bridge project required by the 2007 Final Order. Additionally, this agreement would limit access to S. Bertsinger Rd. and require construction and trips from the new sub-division access the site from 45th Ave.

The agreement establishes 35th Ave. as the eventual access to the property when the property currently outside City Limits is annexed.

City acceptance and PIF credits for any park amenities besides the trail are wholly discretionary. This Development Agreement would vest the land use and zoning approvals from the 2007 Hearing Examiner Final Order.

The Developer agrees to dedicate and construct park improvements as required by Title 18 of the Ridgefield Municipal Code.

City Council conducted discussion.

Mayor Pro Tem Wells opened the hearing: 6:48PM.

Jamie Howsley - Attorney for the developer.

This development still has to go through a public process.

Have spent time redesigning the project and incorporating comments from last hearings.

Worked with staff to refine the vision.

Memorandum submitted into the record that outlines differences between the existing approvals of Kemper PUD against what proposed within the Ridgefield Heights development agreement.

This is a great project for the community.

David Jardin - Clark County Public Works

The approval of the proposed agreement is premature.

County is requesting for prosecuting attorney office to review the document and submit County

comments.

If Council decides to approve the development agreement as written, County will review the impacts and take necessary actions to protect the County infrastructure.

Restricting vehicle weight over the County portion of the road that will be used, closing access if it gets bad.

County request to not approve the development agreement and allow time for the County the review of the document.

Bob Sawyer - County Resident

Proposed development agreement is improvement but almost identical to May, 2016 agreement.

Would appreciate if the density was a little less.

Lot sizes are identical from what I can find.

Bertsinger Rd - maintain for 2 lane traffic.

Objection to closing Bertsinger Rd both ways.

Would like to see the whole project fenced.

Written comments were also received via e-mail from Robert Sawyer prior to the meeting.

Kevin Stadelman - County Resident

Have lived here for over 15 years - 6 homes have been built in the last 2 years down 10th Way.

10th way to 45th Ave traffic concerns.

What will that do to our investment of the land?

Will you let us develop our land?

Safety is the main concern - traffic that goes down 10th Way.

Look at the people and the community of Ridgefield.

Joe Burton - County Resident

35th Ave concerns.

Great to hear the widening of 10th Way.

Traffic concerns.

Questioning the closure of Bertsinger Rd.

Rich Chose - County Resident

Currently in the process of building a house in downtown Ridgefield - single story house, 6,000 sq. foot lot. Received approved for setbacks variance to fit 1,700 sq. foot house.

125 lots in proposed development are 6,000 sq. foot lots.

Houses will be square boxes and right next to each other.

Roads are already busy.

Minimum size lots should be similar to Taverner Ridge development.

Let's do bigger lots.

Let's make a really nice subdivision and be proud of.

Linda Graham - County Resident

Concerns regarding 35th Ave is the "eventual" access to the property - that statement does not address how the developer will finish that road. We all know that the road will not be built.

Don't want the development to come in on the assumptions.

Concerns regarding the traffic.

Ok with the development coming in but it needs to be safe.

Let's put big lots and nice houses.

Make something that Ridgefield is proud of.

Fencing on the east of the development line -what will it look like?

Peter Zwingli - County Resident

Issue - new proposal of the agreement was just made available yesterday.

Look at the financials cost for residents and address that issue.

35th Ave needs to be finished before houses are built.

Road quality of 10th Way - pot holes, needs to be completely replaced.

We do not live in the place that has gated community.

Jim Johnston - Resident

City needs to do something about potholes on Hillhurst.

We need to have a water out there - need a water tower for all the developments.

Ridgefield is growing.

Young kids are building million dollar homes.

For the proposed development.

Ridgefield is entitled for gated community.

Kevin Stadelman - County Resident

We care about our area/community and the developer does not.

David Jardin - Clark County Public Works

Timing of the agreement - codes have changed.

What codes are they trying vest?

Steve Jackson - County Resident

Aware of lousy developers.

Slow down and do a good job with the review of the developments.

Roy Garrison - County Resident

I live in the County and part of the donut hole.

Question - Property we are talking about is City limits, Clark County employee is testifying. Who is he representing?

Denise Gervais - County Resident

Urge to push for maximum benefits for our community.

We all have concerns.

Protect our community.

Mason Finley - County Resident

Growth will happen - Lot sizes are too small for the development.

Ridgefield is growing fast.

Written comments were received prior to the meeting from John Christianson regarding the public hearing.

Mayor Pro Tem Wells Closed the Hearing: 7:39

First reading of Ordinance No. 1201 conducted.

BUSINESS

1. Ordinance No. 1228 – Second Reading on Quail Hill Development Agreement -Jeff Niten, Community Development Director

The Quail Hill at Union Ridge subdivision received preliminary approval on July 11, 2007. The applicant has requested a one year extension of the preliminary plat approval to July 11, 2018. As part of this agreement the applicant has agreed to provide LED lights, the establishment of a Home Owners Association, and has agreed to meet the architectural design guidelines contained in the Ridgefield Development Code 18.210.060. Further, development of this 9.0 acre property will include a minimum of 13% of the gross total site area, or 1.17 acres, as open space, with placement of three bench features for use by the public to be located in consultation with city staff. The agreement also provides for land made available from adjacent parcel number 215383000 to satisfy additional open space requirements up to 17% of the original 9.0 acre site total. Finally, the agreement proposes to use adjacent parcel number 215383000, including a trail and bench features, to satisfy the open space requirements for subject 9.0 acre parcel, plus parcels 215443004 and 215443006.

MOTION: Moved to adopt Ordinance No. 1228 as presented.

RESULT:	ADOPTED [5 TO 1]
MOVER:	Sandra Day, Councilor
SECONDER:	Don Stose, Councilor
AYES:	Taylor, Wells, Stose, Main, Day
NAYS:	Wertz
ABSENT:	Onslow

2. Resolution No. 524 – Approval of I-5 Corridor and Improvement Priority of Statewide Significance-Steve Stuart, City Manager

A resolution recommending to the legislature of the State of Washington approve legislation that designates a future I-5 bridge replacement project as a transportation project of statewide significance.

MOTION: Moved to adopt Resolution No. 524 as presented.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Don Stose, Councilor
SECONDER:	Sandra Day, Councilor
AYES:	Taylor, Wells, Stose, Wertz, Main, Day
ABSENT:	Onslow

PUBLIC COMMENT - [7:58 PM](#)

None received.

COUNCIL/PRESIDING OFFICER/STAFF REPORTS

Council - [7:58 PM](#)

Council member Taylor - Attended City Manager briefing.

Council member Main - Attended First Saturday event.

Council member Day - Attended WSU filming - North American Indian culture, First Saturday event.

Council member Stose - Attended First Saturday event and City Manager briefing.

Council member Wertz - Attended City Manager briefing, Hazel Dell business association meeting.

Mayor - [8:02 PM](#)

Mayor Pro Tem Wells - Attended 5 meeting and tour of Quail Hill property.

City Manager - [8:04 PM](#)

City Manager Steve Stuart- Open House on Main Avenue Access Project on March 13th, YMCA meeting is scheduled for March 14th.

Community Development Director Jeff Niten - Community Development update report provided.

Public Works Director Bryan Kast - Dusten Weichman been promoted to Development Inspector/Code Enforcement Officer.

Police Chief John Brooks - Meeting coming up next week regarding law enforcement with Ilani Casino staff.

FROM THE COUNCIL

ADJOURN - [8:07 PM](#)

Julie Basarab, City Clerk

Ron Onslow, Mayor

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: March 30, 2017

ITEM:

AGENDA ITEM TITLE: An Ordinance Superseding Ordinance No. 1203 Amending the Ridgefield Urban Area Comprehensive Plan Including the Comprehensive Plan Map and Zoning Map

None. Budgetary or financial impacts are anticipated.

STAFF CONTACT: Jeff Niten, Community Development Director

ATTACHMENTS: 170323_CouncilMemo_CompPlan (PDF)
 A_ComprehensivePlanMap (PDF)
 B_ZoningMap (PDF)
 C_Chp2TextAmendments (PDF)
 Transportation CFP (PDF)
 E_ParksCFP (PDF)
 F_PIFRateStudy (PDF)
 Comp Plan Updates_Council170330 (PPTX)

Approved to be placed on City Council Agenda:

Jeff Niten	Pending	
Steve Stuart	Pending	
City Council	Pending	03/30/2017 6:30 PM

ORDINANCE NO. 1229**AN ORDINANCE SUPERSEDING ORDINANCE NO. 1203 AMENDING THE RIDGEFIELD URBAN AREA COMPREHENSIVE PLAN INCLUDING THE COMPREHENSIVE PLAN MAP AND ZONING MAP**

WHEREAS, the City of Ridgefield is located within Clark County, Washington, which is required to complete land use planning under the Revised Code of Washington Chapter 36.70A, Growth Management Act; and,

WHEREAS, the Ridgefield City Council approved the current revision to the Ridgefield Urban Area Comprehensive Plan via adoption of Ordinance No. 1203 during a regularly scheduled meeting held on March 3, 2016; and

WHEREAS, the City of Ridgefield is required to provide sufficient residential and non-residential lands to accommodate a forecasted 2035 population of 25,494 persons and 8,708 jobs based on a coordinated Clark County population forecast, adopted in Clark County Community Planning Issue Paper 4.2; and

WHEREAS, the City of Ridgefield reviewed its future vision, planning policies and map designations to accommodate projected population and jobs and developed Volume 1 of the Ridgefield Urban Area Comprehensive Plan, including the Comprehensive Plan Map and the Zoning Map; and

WHEREAS, the Ridgefield Planning Commission conducted a public hearing on the proposed Ridgefield Urban Area Comprehensive Plan Amendments at a regularly scheduled meeting held on March 1, 2017 recommending adoption to the City Council; and,

WHEREAS, consistent with WAC 197-11-340(2), on January 26, 2016 the City of Ridgefield issued a Determination of Non-significance (DNS, PLZ-17-0015) regarding the proposed Amendments to the Ridgefield Urban Area Comprehensive Plan; and,

WHEREAS, the public comment period expired for PLZ-17-0015 on March 8, 2017 and the City did not receive any comments regarding the DNS; and,

WHEREAS, the City of Ridgefield submitted notice to the Washington State Department of Commerce on January 19, 2017 meeting the sixty (60) day State agency/public review process as prescribed by RCW 36.70A; and,

WHEREAS, the City of Ridgefield submitted notice to the Washington State Department of Commerce on December 23, 2015 meeting the sixty (60) day State agency/public review process as prescribed by RCW 36.70A; and,

WHEREAS, the Ridgefield City Council conducted a public hearing on the Ridgefield Urban Area Comprehensive Plan 2017 Amendments on March 30, 2017 during which specific time was given for the public to give verbal and written input on the Comprehensive Plan Amendments; and,

WHEREAS, the Ridgefield City Council conducted the first ordinance reading of the Ridgefield Urban Area Comprehensive Plan 2017 Amendments during a regularly scheduled meeting held on March 30, 2017, during which the Council reviewed the Ridgefield Planning Commission's recommendations; and,

WHEREAS, the Ridgefield City Council conducted the second ordinance reading on the Ridgefield Urban Area Comprehensive Plan 2017 Amendments during a regularly scheduled meeting held on April 13, 2017; and,

NOW THEREFORE, the City Council for the City of Ridgefield ordains as follows:

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to adopt Amendments to the Ridgefield Urban Area Comprehensive Plan for the City of Ridgefield.

Section 2. Adoption of the Ridgefield Urban Area Comprehensive Plan 2017 Amendments. The City Council for the City of Ridgefield hereby adopts the Amendments to the Ridgefield Urban Area Comprehensive Plan attached hereto as Exhibit "A" superseding all previously adopted Comprehensive Plans.

Section 3. Adoption of the Updated Ridgefield Urban Area Comprehensive Plan Map. The City Council for the City of Ridgefield hereby adopts the amendments to the Ridgefield Urban Area Comprehensive Plan Map attached hereto as Exhibit "B" superseding all previously adopted Comprehensive Plan Maps.

Section 4. Adoption of the Updated Ridgefield Zoning Map. The City Council finds that the updated Ridgefield Zoning Map is consistent with the updated Ridgefield Comprehensive Plan Map and hereby adopts the amended Ridgefield Zoning Map, attached hereto as Exhibit "C" superseding all previously adopted Zoning Maps.

Section 5. Adoption of the Ridgefield Capital Facilities Plan. The City Council finds that the updated Ridgefield Capital Facilities Plan is sufficient to provide necessary facilities to serve growth forecast in the Ridgefield Urban Area Comprehensive Plan and hereby adopts the updated Ridgefield Capital Facilities Plan, attached hereto as Exhibit "D" superseding all previously adopted Capital Facilities Plans.

Section 6. 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 7. 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 8. 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 9. Applicability. This ordinance shall be applied in the current city limits and City of Ridgefield Urban Growth Area (UGA) as adopted by the Ridgefield City Council.

Section 10. 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 13TH DAY OF APRIL, 2017.

Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

Julie Basarab
Deputy City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading:	March 30, 2017
Second reading/Passage:	April 13, 2017
Date of Publication:	_____
Effective Date:	_____



THE CITY OF RIDGEFIELD

230 Pioneer Street | P.O. Box 608 | Ridgefield, WA 98642

Memorandum

To: Ridgefield City Council
 From: Elizabeth Decker, JET Planning, Consulting City Planner
 CC: Jeff Niten, Community Development Director
 Bryan Kast, Public Works Director
 Date: March 23, 2017
 Re: Staff Report for the Ridgefield Urban Area Comprehensive Plan 2017 Amendment

Summary

The city is considering amendments to the text, land use map, and zoning map of the Ridgefield Urban Area Comprehensive Plan (RUACP), and amendments to the Parks and Transportation Capital Facilities Plans (CFPs) with no changes to impact fees. This memorandum analyzes the proposed amendments in the context of the amendment approval criteria.

Recommendation

Staff recommends **approval** of the proposed map, text and CFP amendments to the RUACP. This recommendation follows Planning Commission's recommendation to approve the proposed map, text, and CFP amendments at the March 1, 2017 Planning Commission hearing. Topics of discussion between commissioners and staff included Transportation CFP project timelines and trail classifications associated with proposed Parks CFP projects. Planning Commission received no public comment on the proposed amendments.

Review Process

The proposed Comprehensive Plan amendments are being reviewed consistent with state and local laws.

- The Planning Commission conducted a work session on the proposed amendments on January 4, 2017, and Planning Commission conducted a duly noticed public hearing at their March 1, 2017 meeting prior to making a recommendation to City Council for approval of the amendments.
- The City Council will conduct a public hearing on March 23, 2017 in conjunction with a first reading of the ordinance. Council will conduct a second reading of the ordinance and take final action on the proposed amendments on April 13, 2017. The combined Planning Commission and City Council review procedure satisfies the Type IV legislative review procedures required for a Comprehensive Plan change in RDC 18.310.090.
- In addition to the Type IV review required by state and local regulations, the Parks Board reviewed the proposed changes to the Parks CFP and recommended approval to City Council.

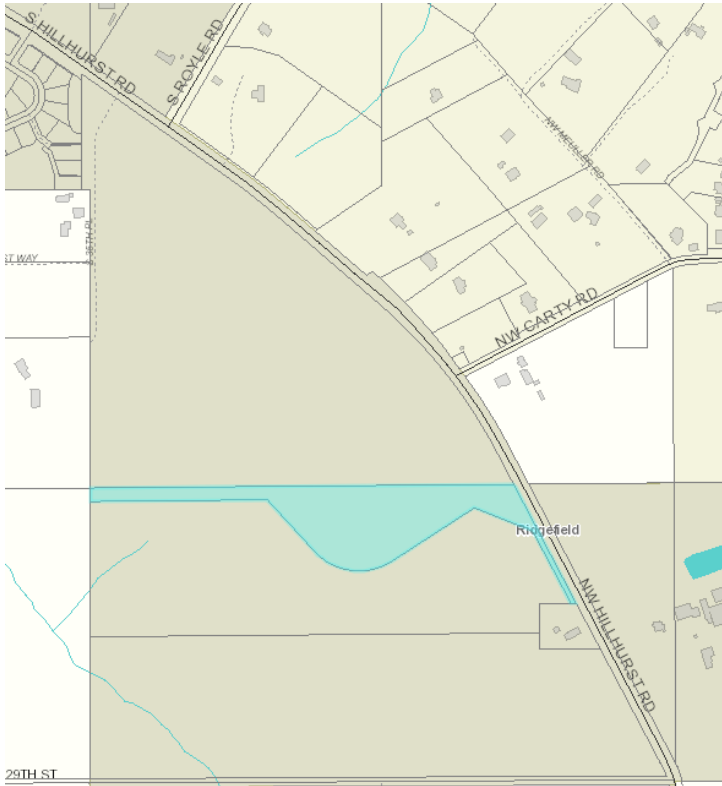
- Staff provided the Department of Commerce with Notice of the proposed amendments 60 days prior to taking final action, on January 19, 2017, consistent with the requirements of RCW 36.70a, the Washington Growth Management Act (GMA).
- The City reviewed an Environmental Checklist for the proposed changes and issued a Determination of Nonsignificance on February 21, 2017, in compliance with RCW 43.21C, the State Environmental Policy Act (SEPA). (See Attachment C.) The City did not receive any comments during the required 14-day SEPA comment period which closed on March 8, 2017, and the DNS is final.

Kennedy Addition Map Amendment

The City of Ridgefield has acquired a parcel to expand the joint campus for future park and school facility development on NW Hillhurst Rd, south of the existing high school campus. The Ridgefield School District (RSD) currently owns a parcel directly north of the subject property (Parcel #215808000, 49.8 acres), and the City and RSD intend to collaborate to jointly develop the two parcels as an outdoor recreation complex and middle schools campus. The RSD parcel is already designated and zoned for Public Facility (PF) use, however, the City parcel is designated and zoned for residential use. The purpose of this city-initiated map amendment is to change the land use designation from Urban Low to Public Facility, and the zoning from RLD-4 to Public Facility. (See maps in Attachments A & B.)

Assessor's Parcel & Description	Parcel 986039417 #62 SEC 32 T4N R1EWM 7.50A
Size	7.50 acres
Location	No address; fronts NW Hillhurst Rd approximately 700 ft south of the intersection with NW Carty Rd
Description	The site is currently vacant.
Current Designation & Zoning	Urban Low & Residential Low Density-4
Proposed Designation & Zoning	Public Facilities

Figure 1: Kennedy Addition Site



Changing the designation and zoning to Public Facility would simplify future land use reviews, and facilitate collaboration between the City and RSD to develop two important public projects.

The total proposed change is the loss of 7.5 gross acres of land designated Urban Low, which translates to a projected loss of 19 dwelling units.¹ Given the small scale of the change in contrast to the City's capacity to develop 7,392 housing units to accommodate the projected 2035 population of 25,494 residents, staff finds that this is a *de minimus* impact and will not substantially impact the City's capacity of residential land.

An amendment to the Comprehensive Plan is evaluated against the Approval Criteria in RDC 18.320.050.

A. Zoning district amendments shall be consistent with the RUACP map. Where the proposed amendment is not consistent with the RUACP map, the petitioner shall also file a petition to amend the RUACP map. Amendments to zoning district maps or text must be consistent with the goals and policies of the RUACP.

Staff response: The proposal would amend both the RUACP map and the zoning map. The amendment would change the RUACP designation and the zoning to Public Facility. The proposal complies with RUACP goals and policies as follows:

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

¹ Methodology derived from Clark County VBLM model and RDC minimum lot sizes for RLD-4 zone, per RDC 18.210.040. The VBLM anticipates 27.7% of gross acres will be converted to infrastructure and 10% of gross acres will never convert; thus, the 7.5 gross acres of UL land are estimated at 7.75 net acres or 206,800 sq ft. Based on a minimum lot size of 10,890 sq ft in the RLD-4 zone, the parcels could be developed into approximately 19 dwelling units. See <http://gis.clark.wa.gov/gishome/reports/?pid=vblm>.

Staff response: The proposal will facilitate public facilities development and will not cause a shortage of residential land supply needed to accommodate the forecasted 2035 population.

LU-4 Compatible uses. *Facilitate development that minimizes adverse impacts to adjacent areas.*

Staff response: Planned park and school facilities will minimize impacts to adjacent residential development to the south through careful site design and adherence to the site development standards. The proposal does not create any new uses in a residential area, but merely shifts the dividing line between the PF and residential area farther south to expand the PF development area.

LU-5 Complementary uses. *Locate complementary land uses near to one another to maximize opportunities for people to work or shop nearer to where they live.*

Staff response: The proposal will facilitate the co-location of school and park and recreation facilities on the same parcel, which will be a complementary land use for all the surrounding residential neighborhoods providing opportunities to play and study near their homes.

LU-7 Neighborhood livability. *Maintain and facilitate development of stable, multi-use neighborhoods that contain a compatible mix of housing, jobs, stores, public schools and open and public spaces in a well-planned, safe pedestrian environment.*

Staff response: The proposal will facilitate development of park and public school facilities that contribute to a multi-use neighborhood. Future improvements will include trails, sidewalks and pedestrian improvements to strengthen the pedestrian environment.

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

Staff response: The proposal facilitates the development of parks, trails and schools facilities, and ensures there is greater capacity to support future population growth.

PF-ED-3. *Assist the Ridgefield School District in selecting appropriate sites for new school facilities, in locations that enhance neighborhoods and urban districts.*

Staff response: The proposal facilitates development of new school facilities co-located with a park facility that will enhance the surrounding neighborhoods and serves the City more broadly.

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

Staff response: The conversion of this parcel from residential to park use expands the supply of parkland; converting this parcel to PF uses allows for economically efficient development of co-located parks and schools facilities.

P-4 Parks service standards. *Provide adequate acreage of parkland to meet existing and future park, trails, and open space needs consistent with the City's policies and the Parks and Recreation Master Plan.*

Staff response: The proposed public facilities designation for this parcel will expand the parkland acreage within the City to meet the City's goal of 6.83 acres per 1,000 residents, the Parks Level of Service (LOS) standard set in the Comprehensive Park and Recreation Plan.

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

Staff response: The proposed land use change would not create additional demand on any capital facilities that could result in a LOS deficiency, and the proposal is consistent with the concurrency requirements. Capital facilities are planned in the relevant CFPs to serve anticipated PF development on the much larger RSD site directly north, and will be sufficient to serve the combined development of these two parcels. Specific capital facility impacts, including transportation, water and sewer, will be evaluated as part of any future site development proposal.

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

Staff response: Not applicable; no RUACP text or CFP project amendment is proposed.

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

Staff response: This City is processing this amendment to the RUACP map consistent with the requirements of RCW 36.70a, GMA, and RCW 43.21c, SEPA, as discussed on Page 1. Staff is not aware that the proposal is contrary to applicable state or federal law.

Recommendation

Staff recommends changing the Comprehensive Plan designation and zoning of the subject property from UL/RLD-4 to PF/PF.

Ridgefield North Zoning Map Amendment

The Ridgefield North parcels were added to the City's Urban Growth Boundary and annexed by the City in 2016, and are intended for future residential development. The purpose of this City-sponsored rezone is to apply the Residential Low Density-4 (RLD-4) zone to the area to facilitate development consistent with the terms of the Development and Pre-Annexation Agreement (DA) negotiated between the property owner and the City. The area is proposed for lower density development than the allowed density for the existing Residential Low Density-6 (RLD-6) zone to facilitate a more gradual transition between the larger-lot residential development outside of the City limits to the north, and urban-scale density to the south in existing developments such as Canterbury Trails and Pioneer Canyon.

Assessor's Parcels	213080000, 213072000, 213076000, 13079000, 213068000, 213071000, 213069000, 213065000, 213081000, 213082000, 213073000, 213070000, 213066000, 213067000, 213078000, 213074000, 213075000, 213077000
Total Size	107.4 acres total
Location	Generally bounded by N 10 th St, N 20 th St, N 35 th Ave and N 45 th Ave
Description	The site is used for some large-lot residential uses, and much is vacant.
Current Designation & Zoning	Urban Low & Residential Low Density-6
Proposed Designation & Zoning	Urban Low (no change) & Residential Low Density-4

[illegible]

A. Zoning district amendments shall be consistent with the RUACP map. Where the proposed amendment is not consistent with the RUACP map, the petitioner shall also file a petition to amend the RUACP map. Amendments to zoning district maps or text must be consistent with the goals and policies of the RUACP.

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

LU-4 Compatible uses. *Facilitate development that minimizes adverse impacts to adjacent areas.*

LU-7 Neighborhood livability. *Maintain and facilitate development of stable, multi-use neighborhoods that contain a compatible mix of housing, jobs, stores, public schools and open and public spaces in a well-planned, safe pedestrian environment.*

Staff response: The proposal will facilitate residential development as well as a community park, as outlined in the DA, to provide opportunities to play and exercise near where residents live. Future improvements will include trails, sidewalks and pedestrian improvements to strengthen the pedestrian environment.

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

Staff response: The proposed land use change would not create additional demand on any capital facilities that could result in a LOS deficiency, and the proposal is consistent with the concurrency requirements. The level of development and mix of uses allowed under the RLD-4 zoning is similar to the impacts anticipated under the current RLD-6 zoning, if not lower. Further, additional capital facilities projects to serve the area are provided for in the parks and transportation CFP amendments proposed at this time.

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

Staff response: Not applicable; no RUACP text or CFP project amendment is proposed.

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

Staff response: This City is processing this amendment to the RUACP map consistent with the requirements of RCW 36.70a, GMA, and RCW 43.21c, SEPA, as discussed on Page 1. Staff is not aware that the proposal is contrary to applicable state or federal law.

Recommendation

Staff recommends changing the zoning of the subject properties from RLD-6 to RLD-4 consistent with the Urban Low designation to implement the DA terms.

RUACP, Chapter 2, Land Use: Implementing Zones Text Amendment

The proposal is to amend the text of the RUACP relating to zones that implement comprehensive plan land use designations, to allow Public Facilities (PF) and Parks/Open Space (POS) zones to implement all land use designations. Currently, land must be designated for Public Facilities of Parks/Open Space use on the comprehensive plan map in order to zone them for PF or POS use. However, PF and POS uses are typically site specific and not easily anticipated as part of the comprehensive planning process, leading to delays in development waiting for a comprehensive plan amendment or retroactive application of the map designations. The proposed change would make it easier to zone properties for public facility and parks uses in real time as development occurs, without need for a comprehensive plan amendment for every new park or pump station. (See Appendix C for full text.)

An amendment to the RUACP text is evaluated against the Approval Criteria in RDC 18.320.050.

RDC 18.320.050.A. *Zoning district amendments shall be consistent with the RUACP map. Where the proposed amendment is not consistent with the RUACP map, the petitioner shall also file a petition to amend the RUACP map. Amendments to zoning district maps or text must be consistent with the goals and policies of the RUACP.*

Staff response: The proposal would amend the RUACP text rather than a zoning map or RUACP map. Therefore, this criterion is not applicable.

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

Staff response: The proposal does not affect concurrency; if anything, it will make it easier to meet future capital facilities needs by simplifying zoning of properties for public facilities and parks development.

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

Staff response: The proposal will further the public health, safety and general welfare by promoting timely development of public facilities such as water reservoirs, water and sewer pump stations, and parks.

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

Staff response: This City is processing this amendment to the RUACP map consistent with the requirements of RCW 36.70a, GMA, and RCW 43.21c, SEPA, as discussed on Page 1.

Recommendation

Staff recommends adopting the proposed changes to RUACP Chapter 2 to simplify development of future parks and public facilities properties.

Transportation Capital Facilities Plan

Changes to the Transportation CFP focus on implementing commitments to near-term development, based on recently approved projects or development agreements. Project-specific changes include:

- N 35th Avenue: Extended the alignment to the City limits and reconfigured which portion of the project is TIF eligible to implement DA with Bella Noche development. (Projects T9 and N4)
- N 14th Street: Introduce new, TIF-eligible collector running east-west across the Ridgefield North properties between N 35th and 45th Avenues to implement DA. (Project T30)
- N 45th Avenue & N 20th Street Intersection: New TIF-eligible intersection to implement Ridgefield North DA. (Project T31)
- S 15th Street, including S 15th Street & S 51st Avenue Intersection: Make these projects TIF eligible. (Projects T21a and 32)
- Pruning completed projects from the project lists and maps, with subsequent renumbering of remaining projects.

To implement these changes, staff has prepared a revised CFP, with updated project lists and maps. (See Appendix D.) The update also includes identical maps to update Chapter 8, Transportation, of the Comprehensive Plan. The revised CFP includes cost estimates for the affected projects; no net change to the TIF rate is proposed with this revision.

Recommendation

Staff recommends adopting the proposed Transportation CFP amendment to reflect near-term project priorities.

Parks Capital Facilities Plan

Changes to the Parks CFP reflect planned near-term projects to be initiated by the City or by private developers in conjunction with planned residential development, based on recently approved projects or development agreements. Project-specific changes include:

- Ridgefield Outdoor Recreation Complex (Gap Area A): Relocate Community Park to reflect development plans to co-locate on the Ridgefield School District site, and increase budgeted amount for RORC development. (Project CP-9d)
- Gap Area P: Relocate Neighborhood Park to Kennedy property and make PIF eligible in the amount guaranteed in the Kennedy DA amendment. (Project NP-20a)
- Kennedy Trail: Add system trail connecting RORC to S Fork Gee Creek Trail through the Kennedy property and make a portion of the trail PIF eligible to implement Kennedy DA amendment. (Projects T-25a and T-25d)
- Gap Area N: Relocate Neighborhood Park further north in the vicinity of the approved Ridgecrest development, in place of former planned CP-5 park. Not PIF eligible.
- Pioneer to Gee Creek Trail (T-14): Reroute and extend planned trail to connect to S. Fork Gee Creek Trail through Ridgecrest development on the east side of S 45th Avenue, rather than connecting to the former CP-5 site. Not PIF eligible.
- Cedar Ridge to Gee Creek Trail (T-4): Reroute and extend planned trail to connect to S. Fork Gee Creek Trail through Cloverhill development on the west side of S 45th Avenue, rather than connecting to the former CP-5 site. Not PIF eligible.
- Gap Area R: Add Pocket Park in Pioneer Canyon and make PIF eligible to fulfill Pioneer Canyon DA. (Project PP-1a)
- Gap Area Q: Add new 15-acre Community Park and make PIF eligible as part of Ridgefield North development, to fulfill Ridgefield North DA terms. (Project CP-12a)
- Beaver Pond Trail: Reroute and extend existing trail to run through planned Community Park in Gap Area Q and through the Ridgefield North development and make PIF eligible, to fulfill DA terms. (Projects T-12a and T-12d)
- Gap Area M: Adjust location of planned Neighborhood Park and make PIF eligible to reflect conceptual development plans for Ridgefield East development and DA terms. (Project NP-17a)
- Ridgefield East Connector Trail (T-21): Reroute and extend planned trail through planned Ridgefield East development. Not PIF eligible.

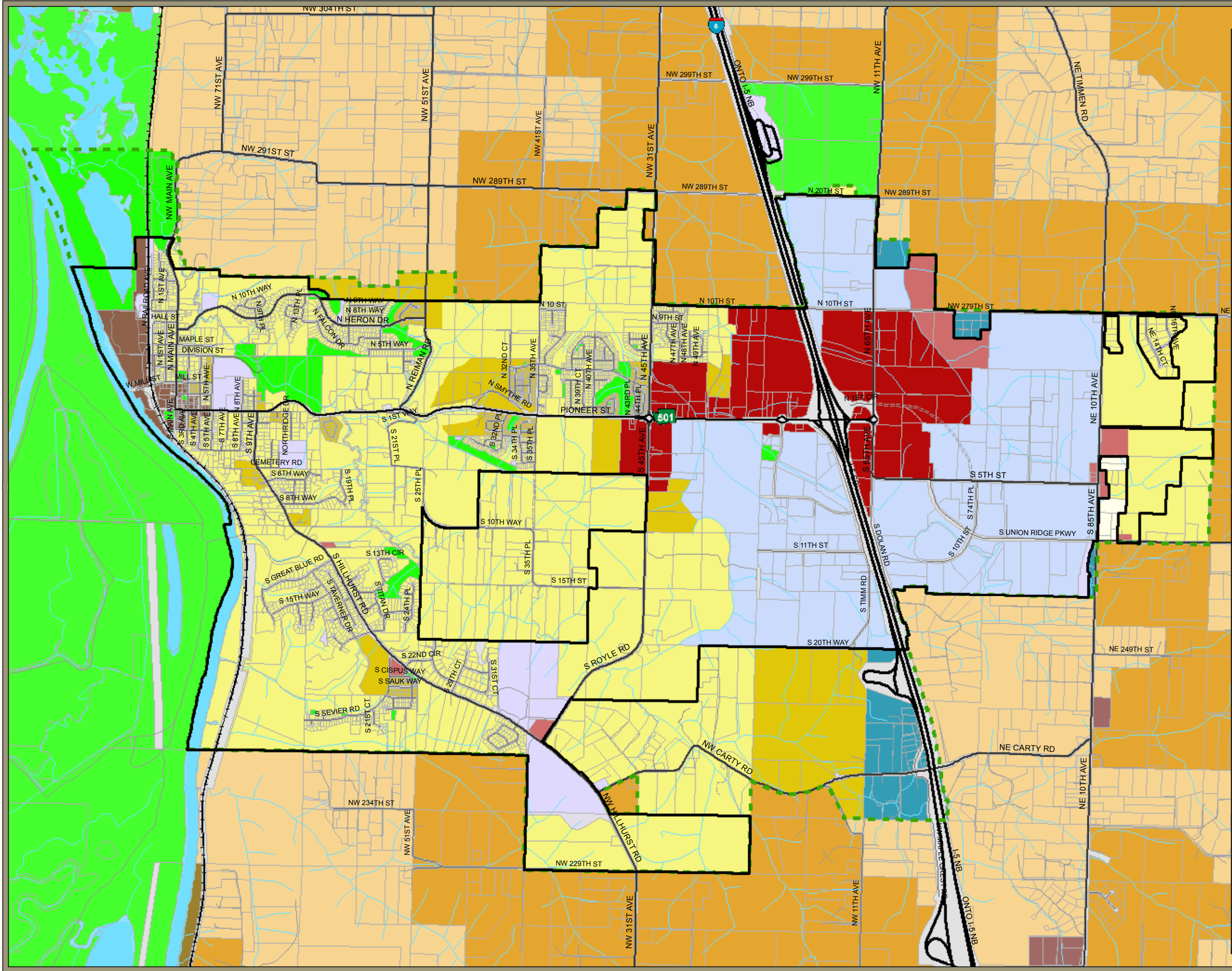
To implement these changes, staff has prepared a revised CFP, with updated project lists and maps. (See Appendix E.) Identical maps will be inserted in Chapter 9, Parks and Recreation, of the Comprehensive Plan. The revised CFP includes cost estimates for the affected projects; no net change to the PIF rate is proposed with this revision based on the findings of the PIF Rate Study. (See Appendix F.)

Recommendation

Staff recommends adopting the proposed Parks CFP amendment to update planned parks and trails projects, and ensure adequate funding.

Attachments

- Draft Comprehensive Plan Map
- Draft Zoning Map
- Draft RUACP Table 2-3, Comprehensive Plan Designations and Implementing Zones
- Draft Transportation Capital Facilities Plan
- Draft Parks Capital Facilities Plan
- Draft PIF Rate Study



City of Ridgefield Comprehensive Plan

Proposed Ridgefield Comprehensive Plan

- Urban Low Density Residential
- Urban Medium Density Residential
- Neighborhood Commercial
- General Commercial
- Mixed Use
- Employment
- Public Facility
- Parks/Open Space

County Comprehensive Plan

County Urban Designation

- Urban Low Density Residential
- Urban Medium Density Residential
- Neighborhood Commercial
- General Commercial
- Mixed Use
- Industrial
- Public Facility

County Rural/Resource Designation

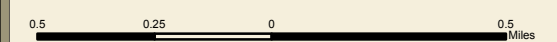
- Rural
- Rural Commercial
- Agriculture
- Agri-Wildlife
- Parks/Open Space
- Water

- City Limits
- Urban Growth Area Boundary

Adopted by City Council :

Signed _____

Dated _____



Note: This data is compiled from many sources and scales. Clark County makes this information available as a service, and accepts no responsibility for any inaccuracy, actual or implied.

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City of Ridgefield Zoning

Note: City Zoning Designations outside city limits are for planning purposes only. County zoning designations apply until an annexation occurs.

Proposed Ridgefield Zoning

- Residential Low Density - 4 (RLD-4)
- Residential Low Density - 6 (RLD-6)
- Residential Low Density - 8 (RLD-8)
- Residential Medium Density - 16 (RMD-16)
- Central Mixed Use (CMU)
- Waterfront Mixed Use (WMU)
- Waterfront Low Scale (WLS)
- Employment (E)
- Commercial Community Business (CCB)
- Commercial Neighborhood Business (CNB)
- Commercial Regional Business (CRB)
- Public Facilities (PF)
- Parks/Open Space (P/OS)

County Zoning

- Residential
- Commercial
- Office residential; Mixed use; Business park
- Industrial
- Public facilities (PF, IP, UP)
- Rural-5 (R-5)
- Rural-10 (R-10)
- Rural comm.-outside rur.center (CR-1)
- Agriculture-10 (AG-10)
- Agriculture/Wildlife (AG/WL)
- Parks/Open Space (P/OS)
- Parks/Wildlife refuge (P/WL)
- Water

City Limits

- Urban Growth Area (UGA) Boundary

Adopted by City Council :

Signed _____

Dated _____



Note: This data is compiled from many sources and scales. Clark County makes this information available as a service, and accepts no responsibility for any inaccuracy, actual or implied.

proud past, promising future
Geographic Information System (GIS)

Date: 2/22/2017
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Proposed Text Amendments: Chapter 2, Land Use

Table 2-3. Comprehensive Plan Designations and Implementing Zones

Plan Designation	Zoning
Urban Low Density Residential (UL)	Residential Low Density (RLD-4, RLD-6, RLD-8) Public Facilities (PF) Public Park/Open Space (P/OS)
Urban Medium Density Residential (UM)	Residential Medium Density (RMD-16) Public Facilities (PF) Public Park/Open Space (P/OS)
City Center (C)	Central Mixed Use (CMU) Public Facilities (PF) Public Park/Open Space (P/OS)
General Commercial (GC)	Community Business (CCB) Regional Business (CRB) Junction Mixed Use (JMU) Public Facilities (PF) Public Park/Open Space (P/OS)
Neighborhood Commercial (NC)	Neighborhood Business (CNB) Public Facilities (PF) Public Park/Open Space (P/OS)
Mixed Use (MU)	Waterfront Mixed Use (WMU) Waterfront Low Scale (WLS) Public Facilities (PF) Public Park/Open Space (P/OS)
Employment (EM)	Office (OFF) Industrial (IND) Industrial Mixed (IM) Employment (EMP) Public Facilities (PF) Public Park/Open Space (P/OS)
Public Facilities (PF)	Public Facilities (PF) Public Park/Open Space (P/OS)
Park/Open Space (P/OS)	Public Park/Open Space (P/OS) Public Facilities (PF)
Special Overlay Districts	
Lake River View Protection (LRVP)	same
Urban Holding (UH-10)	same
Employment Mixed Use Overlay	same

VOLUME II:

CAPITAL FACILITIES PLAN

To:

The Citizens of the Ridgefield Urban Growth Area

From:

Ridgefield Planning Commission & Ridgefield City Council

2017 Update

Previously Updated in 2016

Attachment: Transportation CFP (1245 : Comprehensive Plan Amendment)

STREETS AND TRANSPORTATION

SECTION 1 INTRODUCTION

1.1 Purpose

The purpose of the Transportation Element of the Comprehensive Plan is to develop an efficient, cost effective and comprehensive transportation management strategy consistent with regional plans and local needs. This comprehensive strategy combines current and future land use patterns, existing and planned transportation systems and alternatives to vehicular transportation. This update to the Capital Facilities Plan is required as a part of the zoning and comprehensive plan amendments considered as part of the 2015 Comprehensive Plan update process.

Ridgefield straddles Interstate 5 (I-5) at Exit 14, approximately 20 miles north of Portland and 14 miles north of Vancouver. Regional access is readily available - SR 501 extends from its interchange with I-5 approximately 3 miles west to downtown Ridgefield. It is known as Pioneer Street both east and west of I-5.

1.2 Background

New developments forecast for the City will result in increased traffic, particularly along the Pioneer Street/SR 501 corridor leading to and from I-5 and at the I-5 interchange. An appropriate street network is required to adequately provide safe and efficient movement of people and goods. Major concerns involve the need for new crossings over I-5 to provide local east-west traffic circulation, traffic signals or roundabouts at main intersections, lack of sidewalk and bicycle facilities, impacts to side streets crossing Pioneer Street through downtown as well as continued ease of moving in and out of parking spaces along Pioneer, and ultimate improvements for the existing two-lane highway corridor connecting to the interstate highway.

1.3 Plan Requirements

Pursuant to the GMA, the Transportation Plan is to include the following information:

- Inventory of all transportation facilities and services (land, air, and water) to define existing capital facilities as a basis for future planning;
- Land-use assumptions used in estimating travel forecasts;
- Level of Service (LOS) standards for all arterials. These standards are to be regionally coordinated;
- Specific actions and requirements for bringing into compliance any facilities or services that are below an established LOS Standard (concurrency);
- Traffic forecast for at least ten years (in this case, twenty years based on the adopted land-use plan) to provide information on the location, timing, and capacity needs of future growth; and

- Identification of system expansion needs and transportation system management needs to meet current and future demands.

1.4 Action Strategy

The transportation element must include an action plan for bringing into compliance any existing facilities that are below established Level of Service (LOS) standards. The plan must also provide for expansion of facilities to meet future needs at established Levels of Service. The first six years of the transportation element are included in the City's Transportation Improvement Program (TIP).

The City of Ridgefield Transportation Element contains the recommended transportation policies designed to serve the City of Ridgefield's needs through the year 2035. This includes the land proposed to be added to Ridgefield's Urban Growth Area as part of Clark County's 2016 Comprehensive Growth Management Plan update.

1.5 Current and Prior Planning Efforts

The following is a summary of the major elements of selected reports relevant to the City of Ridgefield Transportation Plan:

Clark County Growth Management Planning Process – The county adopted the countywide Comprehensive Growth Management Plan in September 2007 with subsequent amendments adopted in December 2008 and 2009. The Ridgefield Transportation CFP update incorporates the county's expanded Ridgefield Urban Growth Area (UGA) and RTC-developed land use distribution for the year 2035.

City of Ridgefield Capital Facilities Plan, 2010 and 2008 Update to the 2004 Plan - Identifies the planned Streets and Transportation improvements in accordance with the City's 6-year Street Plan and subsequent 5-year construction programs over the 20-year planning period, and modifies the Traffic Impact Fee rate and eligible projects.

City of Ridgefield Engineering Standards, Chapter 2 - Streets, April 2008 Establishes design standards for transportation facilities, including non-motorized uses, such as sidewalks, trails and bikeways.

2007-2026 Washington State Highway System Plan (December 2007; Technical Amendments Adopted December 2008) – WSDOT's Highway System Plan describes planned State Highway improvements including some on I-5 and on SR 501 in and near the Ridgefield UGA.

Regional Transportation Plan for Clark County (Regional Transportation Council; adopted December 2014) – The Regional Transportation Plan (RTP) is the state- and federally-recognized regional, multimodal transportation plan for Clark County. The horizon year for the MTP is 2035. The MTP identifies the region's priority transportation improvements to be undertaken over the next 20 years.

Ridgefield Downtown Circulation Plan (January 2016) –

Ridgefield Multi-modal Plan (January 2016) –

45th & Pioneer Sub Area Plan (September 2015) – The plan, centered on the intersection of 45th Avenue and Pioneer Street, provides guidance for public facility needs to support future growth.

Junction Sub Area Plan -

SECTION 2 EXISTING CONDITIONS

Before a local government can adequately plan for its future, it must assess the capability of its existing transportation system to serve current demand. It is therefore necessary to determine existing levels of service and to identify existing deficiencies of the transportation system.

2.1 Roadway Functional Classification

The functional classification of a roadway (shown in Figure 2-1) determines the level of mobility for all travel modes for anticipated level of access and usage. The functional classification system recognizes that individual streets do not act independently of one another, but instead form a network that serves travel needs on a local and regional level. From highest to lowest intended usage, the functional classifications are: principal arterial, minor arterial, collector, and local streets. Roadways with higher intended usage generally limit access to adjacent property in favor of more efficient motor vehicle traffic movement (i.e., mobility). Local roadways with lower intended usage have more driveway access and intersections, and generally accommodate shorter trips to nearby destinations.

Pioneer Street/SR 501, Union Ridge Parkway, and the south section of Hillhurst Road (south of Sevier Road) are designated principal arterials. These roadways serve regional trips and provide the main routes of access into and out of the city. Minor arterials include Hillhurst Road north of Sevier Road, N Main Avenue from Pioneer Street/SR 501 to NW 291st Street, Royle Road – 45th Avenue from Hillhurst Road to N 10th Street, N 20th Street/NW 289th Street from N 65th Avenue to Interstate 5, N 65th Avenue from Pioneer Street/SR 501 to N 20th Street/NW 289th Street, S 10th Street from Union Ridge Parkway to the existing terminus (east of Dolan Road), S 11th Street from Timm Road to the existing terminus (east of 45th Avenue), and NE 10th Avenue/85th Avenue from N 10th Street/NW 279th Street to NE 253rd Street. These roadways serve trips within the region and connect to the principal arterial system.

The collector roadways have been grouped in the following three subcategories: standard collector, scenic collector, and commercial/industrial collector.

- Standard collectors include Heron Drive, 35th Place – 35th Avenue from the north terminus (north of Pioneer Canyon Drive) to S 5th Way, NW 51st Avenue from Heron Drive to NW 280th Street, Division Street between N Main Avenue and Abrams Park Road, NW 51st Avenue – NW 259th Street – NW 41st Avenue – S 15th Street from S 4th Way to S 45th Avenue, N 10th Street/NW 279th Street from Interstate 5 to NE 19th Avenue, S 65th Avenue – Dolan Road from Pioneer Street/SR 501 to NW 253rd Street, S 5th Street from S 65th Avenue to NE 10th Avenue/85th Avenue, and NE 259th Street from NE 10th Avenue/85th Avenue to NE 20th Avenue.
- Commercial/industrial collectors include N 10th Street from 45th Avenue to Interstate 5, S 56th Place – S 6th Way – Timm Road from Pioneer Street/SR 501 to the existing terminus (east of NW 24th Avenue), and NW 24th Avenue from NW Carty Road to the existing terminus (west of Timm Road). These roadways will primarily serve employment and retail areas, and will be designed to accommodate truck movements.
- Reiman Road from Pioneer Street/SR-501 to Heron Drive is the only classified scenic

collector. Although classified as a collector, the roadside environment and topography constrain the ability to widen Reiman Road. Maintaining a narrower roadway width will help preserve the rural and scenic nature of the roadway. As other roadways are improved or constructed, it is expected that through traffic will be directed to the north via 35th and 45th Avenues, instead of Reiman Road.

All remaining roadways in the UGA are classified as local streets.

Several roadways noted in Figure 2–1 are not under Ridgefield’s jurisdiction at this time. These roadways are nevertheless considered important to transportation access to and circulation within the City. The City supports efforts to include the N 20th Street/NW 289th Street minor arterial crossing over I-5, the NW 219th Street extension from the Interstate 5/SR-502 interchange west to NW 31st Avenue/Hillhurst Road, NW Carty Road from Hillhurst Road to Interstate 5, and the S 51st Avenue extension to the NW 219th Street extension (which is in the County’s Arterial Atlas).

These functional classification designations and corresponding design standards are compatible between the City and County to allow the facilities to blend and function well (i.e., the sidewalks align, lanes are of similar width and configuration, etc.). Design standards for these facilities are illustrated in the City of Ridgefield Engineering Standards, Chapter 2 – Streets.

2.2 Roadway Inventory

An inventory of the existing arterial and collector street system was prepared using information obtained from the City, Clark County and field investigations. The existing traffic control, lane configurations, and traffic volumes at study intersections are shown in Figure 2–2.

The existing street network is made up entirely of two-lane roadways, with the exception of the four-lane roadway segments of Pioneer Street/SR 501 east of S 56th Place, and Union Ridge Parkway between S 5th Street and S 10th Street. Traffic control is presently provided by posted stop sign control at the minor street approach to most intersections. Traffic signals exist at the northbound and southbound Interstate 5 ramp terminal intersections along Pioneer Street/SR 501. The highest traffic volumes occur along Pioneer Street/SR 501, between 45th Avenue and Interstate 5.

2.3 Traffic Capacity

Intersection capacity analyses was reviewed for the evening peak hour at study intersections using a Synchro traffic analysis model. The capacity analyses was conducted using the methodology of the 2000 Highway Capacity Manual (HCM). The HCM contains guidelines and computational procedures for computing the capacity and quality of service for various highway facilities, including freeways, signalized and unsignalized intersections, and rural highways. Synchro is a software package that employs the HCM guidelines and is used to assess roadway capacity. The use of Synchro allowed assessment of the existing transportation infrastructure and identification of potential future improvement needs.

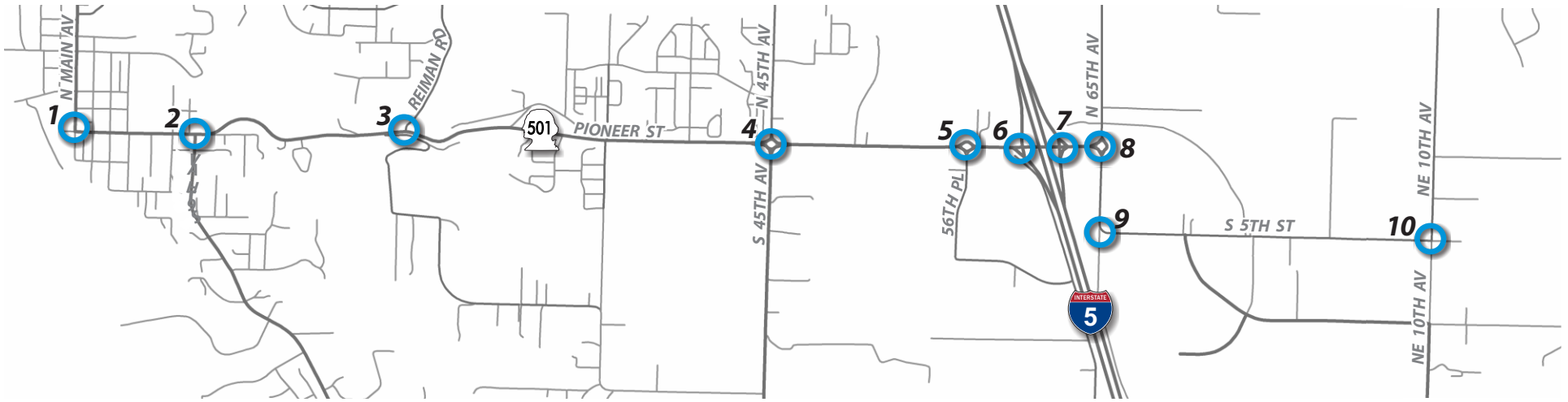
Table 2-1 summarizes the LOS (Level of Service – see Section 3.2) for existing (2015) conditions. All of the intersections operate at LOS C or better.

Table 2-1: Intersection Level of Service Summary (PM Peak) (2015)

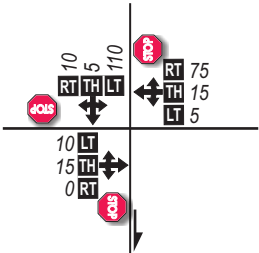
2015 Existing Conditions		
Intersections	LOS	Delay (sec./veh.)
Pioneer Street/Main Street	A	7.9
Pioneer Avenue/9th Avenue	C	20.7
Pioneer Street/Reiman Road	B	13.7
SR 501/45 th Avenue (roundabout)	C	v/c = 0.45
SR 501/56 th Place (roundabout)	A	v/c = 0.47
SR 501/I-5 Southbound Ramp (signalized)	B	12.4
SR 501/I-5 Northbound Ramp (signalized)	B	15.6
Pioneer Street/65 th Avenue (roundabout)	A	v/c = 0.38
65 th Avenue/S. 5 th Street	B	10.3
S. 5 th Street/NE 10 th Avenue/264 th St.	B	11.5

Notes: LOS = Level of Service

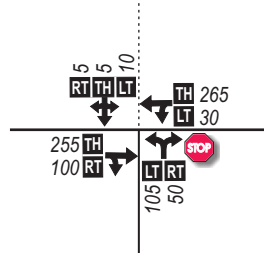
Unsignalized Intersection Delay = Side street delay (worst case movement) in seconds per vehicle.



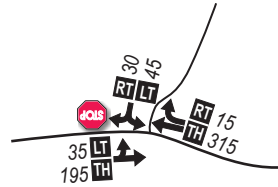
1. Pioneer St. (SR501) @ Main St.



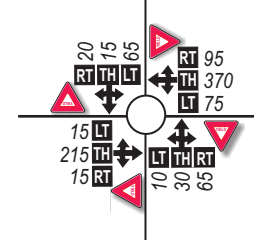
2. Pioneer St. (SR501) @ 9th Ave.



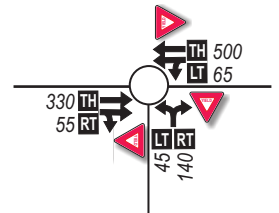
3. Pioneer St. (SR501) @ Reiman Rd.



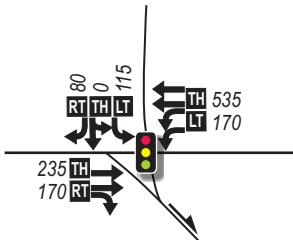
4. Pioneer St. (SR501) @ 45th Ave.



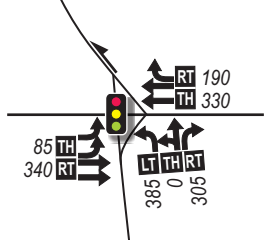
5. Pioneer St. (SR501) @ 56th Pl.



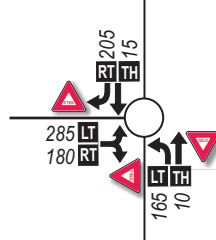
6. Pioneer St. (SR501) @ I-5 Southbound Ramp



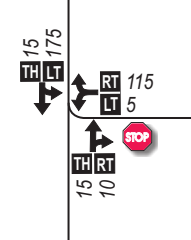
7. Pioneer St. (SR501) @ I-5 Northbound Ramp



8. Pioneer St. (SR501) @ 65th Ave.



9. 65th Ave. @ S. 5th St.



10. S. 5th St. @ NE 10th Ave. / 264th St.

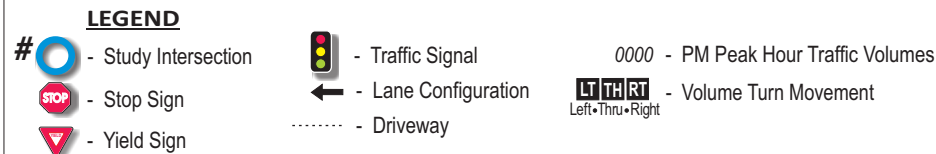
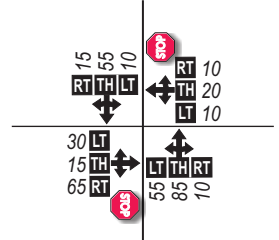


Figure 2-2

Existing Conditions

2.5 Collision History

The most recent five years (2010 – 2014) of available collision data for Pioneer Street/SR 501 was obtained from WSDOT and used to evaluate the collision history¹. As indicated in Table 2-2, the segments of Pioneer Street between 9th Avenue and Reiman Road, Reiman Road and 35th Avenue, 45th Avenue and 56th Place, and 56th Place and 65th Avenue experienced the most collisions (between 11 and 14 collisions along each of these segments). The intersection of SR 501 and the I-5 Southbound ramps experienced six accidents, while five accidents were recorded at the intersection of Pioneer Street and 56th Place.

Table 2-2: Accident Summary

Segment	Number of Accidents
Pioneer Street Between Main Avenue and 5 th Avenue (Downtown)	7
Pioneer Street Between 5 th Avenue and 9 th Avenue	7
Pioneer Street Between 9 th Avenue and Reiman Road	13
Pioneer Street Between Reiman Road and 35 th Avenue	12
Pioneer Street Between 35 th Avenue and 45 th Avenue	6
Pioneer Street Between 45 th Avenue and 56 th Place	11
Pioneer Street/SR 501 Between 56 th Place and 65 th Avenue	14
65 th Avenue Between N 10 th Street and S 10 th Street	7

2.5 Transit

Transit service for Ridgefield is provided by C-TRAN's "Connector" service (see Figure 2-3). The Connector serves Ridgefield with fully accessible dial-a-ride (reservation based service) and scheduled stop service (no reservation required) at designated stops. Fixed route service is provided from Ridgefield City Center to the 99th Street Transit Center in Vancouver. Buses leave Ridgefield City Center twice during weekday mornings for the 99th Street Transit Center, and return three times during weekday evenings. Midday service is also provided, with one bus arriving, and one leaving for the 99th Street Transit Center during weekday afternoons. The Connector bus service is not available on weekends. A park-and-ride facility is located near the N 65th Avenue/N 1st Circle intersection.

¹ WSDOT reported collisions for January 1, 2010 through December 31, 2014.

2.6 Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities were inventoried along arterial and collector roadways in the City, and shown in Figure 2-3. The Ridgefield Multi-modal Transportation Plan (January 2016) was recently developed to address future needs specific to non-motorized vehicle travel modes. The City of Ridgefield Engineering Standards include requirements for non-motorized uses on streets, such as sidewalks, trails, and bikeways. Currently, a 1-mile pedestrian trail exists in Abrams Park. Striped shoulders exist along sections of SR-501. While not officially designated bike lanes, the shoulders do provide refuge for bicyclists and pedestrians. Bike lanes are present along portions of Heron Drive, Reiman Road, S 5th Street, Union Ridge Parkway, S. 11th Street, and N. 85th Avenue. On other roadways within the city, bicycle users currently share the roadway with motorized traffic.

Sporadic sidewalks exist along portions of Pioneer Street/SR 501, Hillhurst Road, Heron Drive, Reiman Road, 35th Avenue, 45th Avenue, S 56th Place, S 6th Way, Timm Road, Union Ridge Parkway, and S 5th Street. Sidewalks are also being included in all new developments.

The City adopted the Ridgefield Comprehensive Park and Recreation Plan, which includes a Trail and Bikeway System Plan that designates locations for future pedestrian and bike facilities in the Ridgefield area. Included in this study are trails identified along Pioneer Street/SR-501, 45th Avenue, Royle Road, Hillhurst Road, and Main Street.

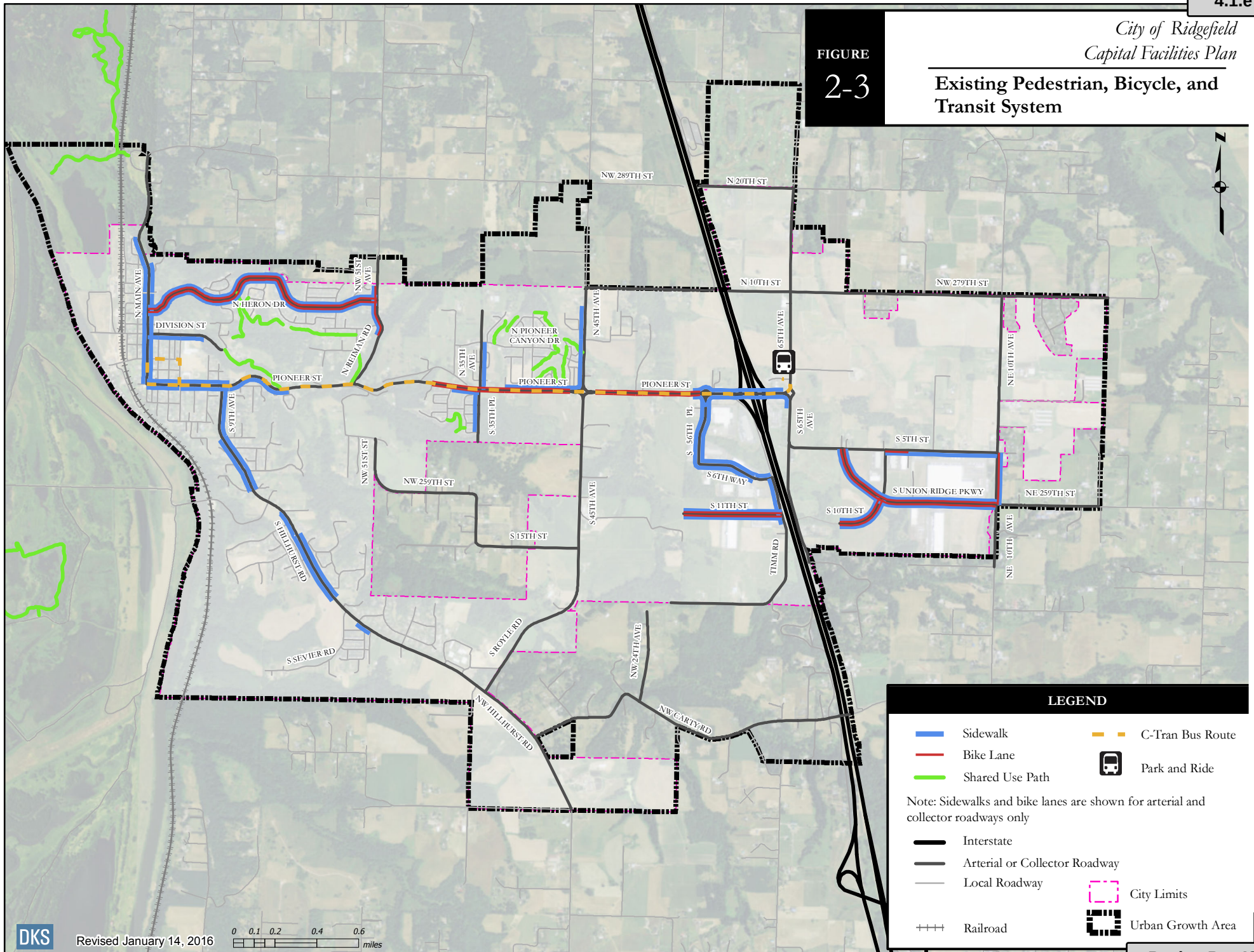
Clark County in September 2010 adopted a countywide Bicycle and Pedestrian Master Plan² that identified priority pedestrian and bicycle facility improvements, both on-road and off-road. The on-road portion identified NE 10th Avenue (85th Avenue) as a priority north-south on-road corridor. It also recognized a few of Ridgefield's local off-road trails, including Gee Creek and Pioneer Canyon, as recreational trail priorities.

² http://www.co.clark.wa.us/Planning/bikeandped/documents/10-09_BPMP-withoutAppendices.pdf

FIGURE

2-3

Existing Pedestrian, Bicycle, and
Transit System



SECTION 3 FUTURE CONDITIONS

3.1 Land Use/Transportation Linkage

The regional transportation planning model, developed and maintained by the Southwest Washington Regional Transportation Council (RTC), was used to evaluate the City of Ridgefield transportation network. The land use data, used as a basis for estimating future traffic volumes, was developed in consultation with City, County and RTC planning staff. This data is consistent with local land development expectations and County population control totals.

The land use data used as a basis for estimating future traffic volumes was developed in consultation with City, County and RTC planning staff. This data is consistent with local land development expectations and County population control totals. For planning purposes this data has been disaggregated into Transportation Analysis Zones (TAZs) as shown on Figure 2-4. The creation of the Ridgefield TAZ's was based on several factors:

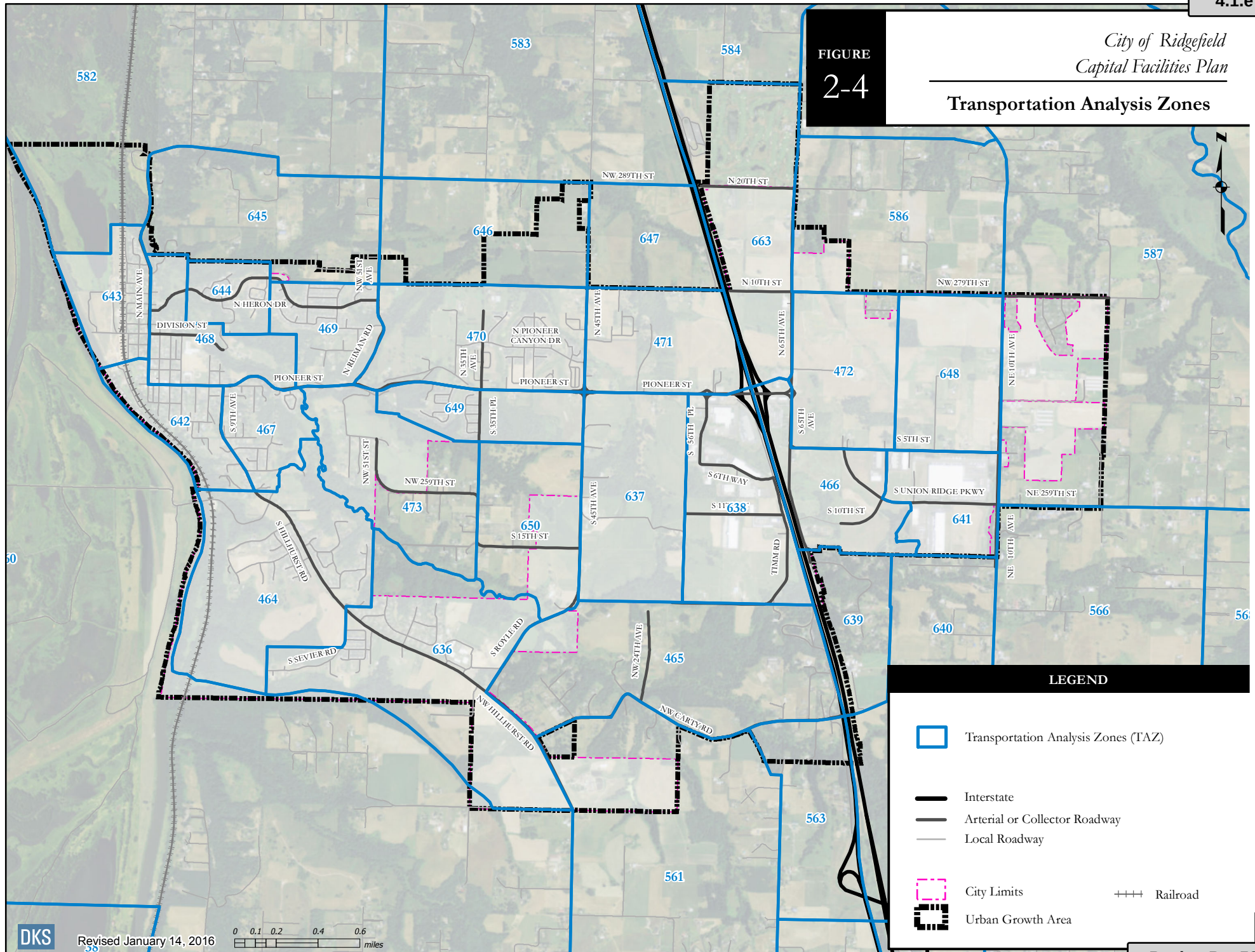
- The existing boundaries of Clark County TAZs
- Existing and future land use scenarios
- Travel demand patterns and volumes
- Existing roadway network structure and density
- Geographic features

The land use contained in the TAZ's is divided into three categories:

- Residential dwelling units
- Retail employees
- Other non-retail employees

FIGURE
2-4

Transportation Analysis Zones



The prior 2010 Comprehensive Plan was based on Year 2024 travel demand modeling provided by the RTC and traffic analysis. For the 2015 Comprehensive Plan update, the population and land use forecasts previously analyzed for Year 2024 were compared to the current Year 2035 model data to determine anticipated changes in growth, traffic volumes and potential revisions to the transportation system needs. The growth forecast for each planning horizon year within the Ridgefield Comprehensive Plan study area is summarized in Table 2-3. As shown, both residential and employment growth forecasts for Year 2035 are approximately 35 to 40 percent lower than previous Year 2024 forecasts. It was determined the traffic analysis and identified deficiencies from the 2010 Comprehensive Plan are sufficient to meet future roadway and intersection capacity needs.

Table 2-3: Growth Forecasts for Year 2024 and Year 2035

Segment	Year 2024	Year 2035
Future Households	12,301	7,539
Future Employees	20,474	13,840

3.2 Level-of-Service Standards

Mobility targets for streets and intersections in Ridgefield provide a metric to assess the impacts of new development on the existing transportation system. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur.

Both Ridgefield and the Washington State Department of Transportation (WSDOT) use level of service (LOS) as the method to gauge intersection operations. LOS is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and demand exceeds capacity, typically resulting in long queues and delays.

The LOS standard used for the Capital Facilities Plan is “D”, except at unsignalized intersections that do not meet signal warrants or where a signal is not desired, where the LOS standard is “E”. This is consistent with the City’s adopted concurrency policy.

WSDOT requires a level of service “E” or better for Regionally Significant State Highways (non-HSS) in urban areas³, including Pioneer Street/SR 501.

The Volume/Capacity (V/C) ratio ranges in Table 2-4 were developed based on HCM methodology in determining mid-block roadway LOS performance. The V/C ratio represents the actual volume of traffic traveling on the roadway divided by the volume capacity of that roadway.

³ Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.

Capacity is defined as the maximum rate of flow that can be accommodated on a particular roadway segment.

Table 2-4: Volume/Capacity Ratios

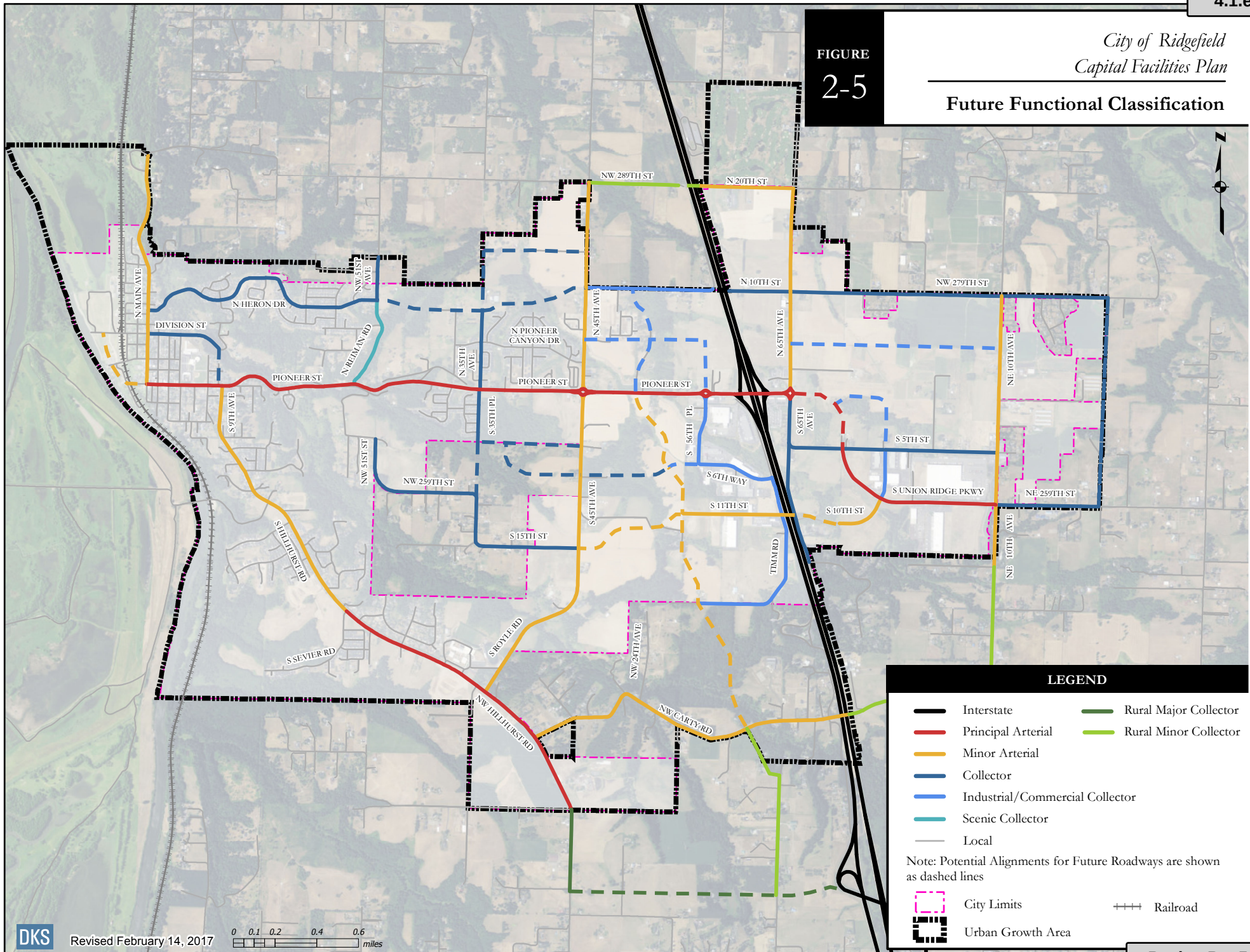
LOS	Segment or Intersection V/C Ratio	Roundabout V/C Ratio
A	less than or equal to 0.3	0.00 – 0.40
B	less than or equal to 0.5	0.41 – 0.60
C	less than or equal to 0.75	0.61 – 0.75
D	less than or equal to 0.90	0.76 – 0.85
E	less than or equal to 1.0	0.86 – 0.95
F	Greater than 1.0	>0.95

3.3 Future Roadway Network

The proposed roadway functional classification is illustrated in Figure 2-5. The proposed SR-502/219th Street interchange with I-5 is assumed to be in place by the year 2035. Prior analysis has shown that construction of the 219th Street interchange would have significant impact on the north ramps (southbound off and northbound on). Vehicles would divert from the SR 501 interchange to the 219th Street interchange. The impact to the south ramps (northbound off and southbound on) would be substantially less.

FIGURE
2-5

Future Functional Classification



3.4 Projected Traffic Conditions

As stated in section 3.1, both residential and employment growth forecasts for Year 2035 are approximately 35 to 40 percent lower than previous Year 2024 forecasts. The Year 2024 intersection operations from the 2010 Comprehensive Plan are shown on Table 2-5. Due to the forecasted decrease in growth, the resulting Year 2035 intersection operations would be improved compared to Year 2024 conditions. It was determined the traffic analysis and identified deficiencies from the 2010 Comprehensive Plan are sufficient to meet future roadway and intersection capacity needs.

In order to maintain LOS D or better, capacity improvements were added to the Pioneer Avenue/9th Avenue intersection and the S. 5th Street/NE 10th Avenue intersection; two-lane roundabouts were constructed on Pioneer Street at 35th Avenue, and 51st Avenue, while the existing Pioneer Street/45th Avenue roundabout was assumed to be widened to a two-lane roundabout. The northbound I-5 ramp at Pioneer Street is projected to be at LOS E; this was anticipated in the project design analysis for the I-5/SR 501 (Pioneer) interchange by WSDOT.

**Table 2-5: Intersection Level of Service Summary
2024 Future Conditions**

Intersections	PM Peak Hour	
	LOS	Delay (Sec./Veh.)
Pioneer Avenue/Main Street(s)	A	9
Pioneer Avenue/9 th Avenue (s)	A	7
Pioneer Street/Reiman Road(s)	C	31
SR 501/35 th Place(s)	B	14
SR 501/45 th Avenue (roundabout)	D	v/c < .90
SR 501/51 st Avenue (roundabout)	D	v/c < .90
SR 501/56 th Place (roundabout)	D	v/c < .90
SR 501/I-5 Southbound Ramp (s)	C	23
SR 501/I-5 Northbound Ramp (s)	E	75
Pioneer Street/65 th Avenue (roundabout)	D	v/c < .90
65 th Avenue/S. 5 th Street*	B	11
S. 5 th Street/NE 10 th Avenue intersection (s)	A	7

*Analyzed as unsignalized intersection. LOS and delay are for worst approach.
(s) = Analyzed as signalized intersection

SECTION 4 PROPOSED IMPROVEMENTS AND COSTS

4.1 Mobility and Safety Improvements

Table 2-6 lists the projects that have been identified in the Ridgefield Transportation Element. The projects are keyed by a numbered legend corresponding to Figure 2-6. Changes to the UGA boundary will require modifications of future land use scenarios.

4.2 Roadways and Streets

Generally, all arterials and collectors in the Ridgefield UGA will consist of two travel lanes (one per direction) with a center left turn lane at specific intersections. SR-501 will be four lanes from the I-5 ramps to 30th Place, and narrows to two lanes from 30th Place west to downtown. Through downtown, SR-501/Pioneer is two lanes with parking on both sides.

4.3 Port of Ridgefield

The Port of Ridgefield has plans to redevelop the waterfront mill site west of downtown. The waterfront master plan would add approximately 200-300 peak hour trips through the downtown area. The plan includes an overpass over the BNSF railroad mainline.

TABLE 2-6 Transportation Projects

Segment ID	Segment	From	To
T1	SR 501/Pioneer Street at 9th Avenue/Hillhurst	Signal or roundabout	-
T2	Replace SR 501/Pioneer Street bridge over Gee Creek	-	-
T3	Widen SR 501/Pioneer Street (3 lanes)	Reiman Road	35th Avenue Roundabout
T4	SR 501/Pioneer Street at 35th Avenue, 2-lane roundabout	Roundabout	-
T5	Widen SR 501/Pioneer Street (4-Lanes)	35th Avenue Roundabout	45th Avenue Roundabout
T6	SR 501/Pioneer Street at 45th Avenue, 2-lane roundabout	Roundabout	-
T7	SR 501/Pioneer Street at 51st Avenue, 2-lane roundabout	Roundabout	-
T8a	Widen SR 501/Pioneer Street (4-Lanes)	45th Avenue Roundabout	51st Avenue
T8b	Widen SR 501/Pioneer Street (4-Lanes)	51st Avenue	56th Avenue
T9	Widen N 35th Avenue (2 lanes)	SR 501/Pioneer Street	N Pioneer Canyon Drive
T10	Pioneer Street/Union Ridge Parkway (4-Lanes)	65th Avenue Roundabout	S 5th Street
T11	Extend SR 501/Pioneer Street to Port of Ridgefield	Division Street	Main Street
T12	Build S 51st Avenue (3 lanes) upgrade to minor arterial	SR 501/Pioneer Street	S 20th Way
T13	Rebuild S 25th Place	S 10th Way	S 4th Way
T14	Rebuild S 10th Way	S 35th Place	S 25th Place
T15	Widen Hillhurst Road	SR 501/Pioneer Street	Sevier Road
T16a	Widen N 20th Street (NW 289th Street) to 3 lanes	I-5	65th Avenue (NW 11th Avenue)

T16b*	N 20th Street (NW 289th Street) overcrossing over I-5	-	-
T17a	Build N 10th Street	35th Avenue	N 45th Avenue
T17b	Build N 10th Street	35th Avenue	Reiman Road
T18	Widen 45th Ave (3-Lanes)	S 15th Street	N 10th Street
T19	Build/Rebuild S 35th Ave (3-lane collector)	SR 501/Pioneer Street	S 15th Street
T20	Rebuild S 15th Street (2-lanes)	S 45th Avenue	S 35th Avenue
T21	Build S 15th St (3-Lanes)	S 45th Avenue	S 11th Street
T22	Widen S Royle Road	Hillhurst Road	S. 15th Street
T23	Widen Intersection of Hillhurst Road & S. Royle Road	Turn lanes plus signal or roundabout	-
T24	Carty Road - upgrade to minor arterial	Hillhurst Road	UGB/I-5
T25*	Hillhurst Road, upgrade to 5-lane principal	Sevier Road	219th St. extension
T26*	NW 219th Street Extension	I-5	NW 31st/Hillhurst
T27	Widen N 65th (NW 11th) (3-Lanes), upgrade to minor arterial	SR 501/Pioneer Street	N. 20th St (NW 289th St.)
T28	Widen 85th Avenue (NE 10th Avenue)	S. 5th Street	N. 10th Street (NE 279th St)
T29	Widen S. 85th Avenue	NE 259th Street	S 5th Street
T30	Build N 14th Street	N 35th Avenue	N 45th Avenue
T31	N 20th Street (NW 289th Street) at N 45th Avenue (NW 31st Avenue)	Signal or Roundabout	-
T32	S 11th Street at S 51st Avenue Extension	Roundabout	-
T33	Build S 11th St overcrossing over I-5 (3-Lanes)	Timm Road	Dolan Road/65th Avenue
T34	Extend S 10th Street	S 10th Street	I-5 overpass
N1	Upgrade Main Avenue	Depot Street	North UGB
N2	Widen Reiman Road	SR 501/Pioneer Street	North UGB
N3a	Widen N 10th St (279th Street: Industrial local)	east side of I-5	N 65th Avenue
N3b	Widen N 10th St (3-Lanes)	N 45th Avenue	N 51st Ave

N3c	N. 10th Street (NE 279th Street), upgrade to collector	N 65th Avenue	N 85th Avenue
N4	Extend N 35th Avenue (2-lanes)	N Pioneer Canyon Drive	N 14th Street
N5	Build N 5th Street	N 45th Avenue	N 56th Place
N6	Build N 51st Avenue (3 lanes)	SR 501/Pioneer Street	N 10th Street
N7	Build N 56th Avenue (3 lanes)	SR 501/Pioneer Street	N 5th Street
N8	Close Bertsinger Rd, convert to pathway	SR 501/Pioneer Street	S 1st Way
N9	Extend S 6th Way (3 lanes)	S 56th Place	S 5th Street extension
N10	Widen Timm Road	S 11th St.	S 20th Way
N11	Widen S 20th Way (3 lanes)	Timm Road	S 51st Avenue
N12	Construct NB auxiliary lane along I-5	219th Street	SR-501
N13	Construct SB auxiliary lane along I-5	SR 501/Pioneer Street	219th Street
N14	N. 10th Street (NE 279th Street), upgrade to collector	N 85th Avenue	105th Ave (NE 20th Avenue)
N15	East-side mixed use area internal industrial/commercial collectors	65th Avenue and S. 5th St.	85th Ave. and N 10th St.
N16	Build 105th Ave (NE 20th Avenue) as collector	N. 10th Street (NE 279th Street)	S. 10th Street (NE 259th Street)
N17	Widen S 65th (NW 11th) (3-Lanes), upgrade to minor arterial	SR 501/Pioneer Street	S 5th Street
N18a	Widen S 5th Street	Union Ridge Parkway	S. 85th Avenue (NE 10th Avenue)
N18b	Widen S 5th Street	65th Avenue	Union Ridge Parkway
N19	Extend Division Street	SR 501/Pioneer Street	N Abrams Park Road
N20	S. 10th Street (NE 259th Street), upgrade to collector	S. 85th Avenue (NE 10th Avenue)	105th Avenue (NE 20th Ave)
N21*	S. 51st Avenue, new minor arterial	S 20th Way	NW 219th Street
N22	Build S. 3rd/5th Street as a Collector	S 45th Avenue	S 35th Place

*Partially or fully outside Urban Growth Area Boundary

FIGURE
2-6



4.4 Access Management

No new direct driveway access should be allowed onto SR-501/Pioneer Street, to preserve its function as a state highway and parkway/principal arterial into downtown, unless no other alternative access can be gained. Public road access shall be kept to a minimum, and full access only provided at collector or arterial roadway intersections with SR-501. Other public roads or private driveways which must intersect SR-501 shall be limited to right-turns only.

On Pioneer Street between the future 51st Avenue and 65th Avenue, through the I-5 interchange area, increasing traffic over time from adjacent land uses will result in left turns being difficult, if not impossible. As traffic volumes and associated delays increase, the potential for traffic conflicts and collisions could increase as drivers take unsafe gaps in traffic. This potential, called “accident risk”, requires a plan to ensure that accidents do not increase over time.

In the case of Pioneer Street, a center median should be provided to restrict left turns, with roundabouts provided at 35th Avenue, 45th Avenue, 51st Avenue, 56th Place, and 65th Avenue to allow for u-turns for vehicles from adjacent land uses to have full directional access to the Pioneer Street corridor. This has the effect of limiting turns to and from adjacent driveways to right turns only (“right in/right out”).

For other classified arterials and collectors in the City, direct private access onto principal and minor arterials should be managed unless no other option exists, while driveway access onto collectors should be managed and spaced appropriately so as not to impede traffic flow or safety. Public road intersections on principal and minor arterials should be spaced at least 500 feet apart, while for collectors, public road intersections should be no less than 275 feet apart.

The update to the City’s street standards will include a section on access management and access requirements.

4.5 Transit

Transit service for Ridgefield is provided by C-TRAN’s “Connector” service (see Figure 8-3). As the Ridgefield Junction area develops, especially if mixed use development occurs, the City should implement transit-oriented development standards to encourage walking, bicycling, and transit use in lieu of single-occupant vehicle trips to and within these sites. The City should continue to work with C-TRAN to expand transit service in the City.

4.6 Bicycle/Pedestrian

SR-501

State highways typically serve as major arterials, forming potentially the most important element of a complete network of bikeways and walkways. They are the backbone into which local arterials and collectors feed. In order to have a fully optimized transportation system, bicycle and pedestrian facilities should tie in with State Route 501/Pioneer Street. The plan and cross-sections for SR-501 include a separated bike/pedestrian path on both sides from downtown to the junction.

Sidewalks

Currently, several streets in Ridgefield have either no sidewalks or sidewalks on only one side of the street. As these streets are improved, sidewalks should be included on both sides of the street. Planter strips should also be considered for new sidewalk construction. Planter strips serve as buffer space between the sidewalks and the roadway for enhanced pedestrian usability. All newly constructed roads should include sidewalks on both sides.

Bicycles

The City of Ridgefield should plan for bike lanes to be provided on all arterials and non-Industrial collectors within the next 20 years. In addition, bike lanes should be striped on other streets where existing pavement widths allow. These improvements could be gained at relatively low cost. On local streets, traffic volumes and speeds are expected to be relatively low, so that cyclists can ride safely and comfortably in the vehicular travel lanes, so provision of bike lanes is not appropriate on these facilities. On Industrial/Commercial collectors, adequate width is provided for a shared parking lane/bike lane in each direction.

Future bicycle improvements identified in conjunction with street improvements are intended to provide bicyclists with full accessibility on the City's major street system. These facilities will provide for circulation for the destination-oriented bicyclist, including travel between residential areas and schools/work, routes between local social and environmental features for the recreational bicyclist, and result in a more balanced transportation system providing direct routes for all users in the City of Ridgefield.

4.7 Parking

Parking supply is an issue in downtown Ridgefield as the City continues to promote downtown as a destination point for shoppers and visitors. On-street parking should remain on Pioneer Street as a traffic "calming" tool and to emphasize the "Main Street" aspect through downtown. Off-street parking supply should be provided as downtown becomes more of a destination.

4.8 Traffic Control and Roundabouts

A significant issue during the transportation plan update process regarded the number and spacing of traffic signals possibly included in the 2005 Plan's SR-501/Pioneer Corridor concept. Simulation modeling indicates that between 45th Avenue and 65th Avenue on Pioneer/SR-501, the combination of close spacing of intersections and the amount of future traffic will likely result in closely spaced traffic signals and traffic queue spillbacks between intersections. It is difficult to coordinate traffic signals in both directions with signals spaced less than ¼ mile apart.

Additionally, there was a general interest in preserving the "rural and scenic" nature of Reiman Road north of SR-501 to Heron Drive. Although classified as a collector, the roadside environment and topography constrain the ability to widen Reiman Road much beyond its current 22-foot width. The Advisory Group expressed an interest in directing traffic to the north via 35th and 45th Avenues, instead of Reiman Road. The 2005 Plan adopted the special designation for Reiman Road as a "Scenic Collector".

The 2010 Transportation Plan update includes roundabouts at the following Pioneer Street/SR 501 corridor intersections, in addition to the existing 45th Avenue, 56th Place, and 65th Avenue roundabouts:

- 35th Avenue (encourages westbound traffic to head north on 35th Avenue to N. 10th Street/Heron Drive)
- 51st Avenue

Note: When S. 15th Street is extended across I-5, the intersection of Union Ridge Parkway at S. 15th Street will likely require a signal. A roundabout should also be considered at this intersection.

SECTION 5 FINANCING

5.1 State Requirements

Under the Growth Management Act, the transportation financing analysis must include:

1. An analysis of a jurisdiction's funding capability to compare needs against anticipated revenues.
2. A multi-year financing plan based on the identified needs.
3. If anticipated funding falls short of identified needs, a strategy is required to show how additional funding will be raised or how land use assumptions will be reassessed to ensure that the level of service standards will be met or that level of service standards will be adjusted accordingly.

5.2 Funding Sources

Potential state and federal transportation funding sources are identified in Table 2-7. This table identifies the funding source, which jurisdictions are eligible to receive funds from that source and for what purpose the funds may be used. This is not intended to be a complete list, but the funding picture is continually changing so vigilance on the part of local officials is advised so that opportunities are not overlooked.

TABLE 2-7: Potential State and Federal Funding Sources

Funding Agency	Funding Program	Uses
WSDOT/Federal	Bridge Replacement & Rehabilitation	Work on local agency bridges
WSDOT/RTC	Surface Transportation Program (federal)	Construction of improvements on federally classified roads
WSDOT	STP Hazard Elimination Program (federal)	Improve safety by eliminating hazards
WSDOT/RTC	STP Enhancement Program (federal)	Enhance non-motorized transportation projects
WSDOT	"Nickel Gas Tax" Package	New, special tax for specified project list.
WSDOT/State Legislature	Transportation Partnership Act of 2005	Special tax for specified project list.
WSDOT	Main Street Pavement Program	Establish and promote pavement maintenance systems in cities with populations under 10,000
WSDOT	School Safety Enhancements	Fund capital projects for traffic and pedestrian safety improvements near schools
WSDOT	Local Government Traffic Engineering Services	For all aspects of traffic and transportation engineering
RTC	Congestion Mitigation and Air Quality Improvement (federal)	For air quality improvement projects (not those that add lane capacity)
TIB	Small City BRAC Program	Match program to assist small cities with their required match for federally funded bridge projects
TIB	Small City Pedestrian Safety and Mobility Program	Funds to enhance and promote pedestrian mobility and safety
TIB	Small City Program	Preserve and improve the roadway system
Public Works Board	Public Works Trust Fund Construction Loan Program	Revolving low interest loan fund to help local govt finance critical public works needs
County Road Board	Rural Arterial Program (RAP)	County road and bridge reconstruction
County Road Board	County Arterial Preservation Program (CAPP)	Preserve existing paved county arterial road networks

5.3 Existing and Projected Revenue

The adopted transportation plan needs to be achievable. A financial analysis of the transportation plan ensures that it is realistic. The appropriate transportation plan for a community is probably a balance between:

- One that can be readily afforded with existing revenue sources; and
- One that can be achieved if the community is willing to make a commitment to aggressively pursue a variety of additional funding sources.

Funding of the improvements in the recommended plan will be derived from the following sources:

- Ongoing Local Revenue
- I-5 at SR 501 Transportation Benefit District
- State and Federal Programs
- Private Funding

A comparison of the cost of improvements in the Ridgefield Transportation Plan versus the anticipated revenues from traditional sources shows a shortfall over the next 20 years. Because of the rapid growth that is anticipated over that time, it is realistic to expect that some percentage of that shortfall could be made up from increases in the adopted impact fee ordinance. To make the Ridgefield Transportation Plan a reality, the City should:

1. Continue the collection of local taxes and fees at or above the current levels.
2. Aggressively pursue all potential State and Federal funding sources, including any future updates to the state's "nickel gas tax package".
3. Regularly update the impact fee ordinance including an annual inflation adjustment.
4. Work toward adopting a dedicated street and road fund.

5.4 Impact Fees

Traffic Impact Fees (TIF) are collected to pay for a portion of the transportation improvements needed to accommodate traffic resulting from new development. TIFs are paid only for new development or redevelopment which would add trips compared to its current use. The fee is assessed by examining the number of trips expected to be generated from that development. The fees collected can be used to expand existing transportation facilities and to build new facilities. The TIF Rate calculation includes the cost of needed improvements and the number of new trips estimated in 2035. It should be noted that the land use data used trip generation model does not reflect the changes included in the 2016 Ridgefield Comprehensive Plan, and therefore the number of trips modeled is lower than the number of trips estimated based on the revised zoning and the Vacant Buildable Lands Model.

The recommended Traffic Impact Fee is \$290, which is calculated using the previous TIF rate of \$259 that was adopted in 2010, and increasing the rate by the Consumer Price Index for the Portland Region. It is also recommended that the TIF rate is adjusted annually based on this price index.

TIF Facilities

During the plan update process, cost estimates (Year 2015 dollars) were updated for roads currently on the plan, and developed for new roadways proposed to be added to the plan.

Criteria for TIF eligible roadways were established as follows:

- Roads classified as principal or minor arterials, and State Highways
- Roads that serve primarily citywide trips, regional trips or trips over multiple land uses that serve the majority of trips to and from Ridgefield
- Roads that serve to reduce impacts on adjacent facilities.

The capital improvement streets shown on Figure 2-6 were reviewed by the City Council during the 2008 and 2010 Update process. Those deemed to meet these criteria were selected as TIF eligible.

Non-TIF roads on the Capital Facilities Plan would be built by development to comply with City street standards, or would be funded as a public project (or some public/private combination that does not involve TIF).

Discussion in 2008 also focused on what parts of transportation system improvements should be included in the TIF calculations (core road lanes, bike lanes, sidewalks, right-of-way, etc.). To help keep the TIF rate “affordable”, the parts of the improvements on the TIF program list needed to be reduced. TIF-eligible facilities are thus:

- The core roadway section. These calculations include stormwater costs, right-of-way costs, and environmental mitigation.
- Frontage improvements, including bike lanes, landscaping, and sidewalks are not included in TIF calculation. The costs of frontage improvements will be borne by the adjacent development.

Key Changes from the 2016 Transportation Capital Facilities Plan Update

There are several noticeable changes that have occurred in the Ridgefield 2017 Transportation Plan update as compared to the 2016 Ridgefield Transportation Plan. These include:

- Upgrading N 45th Avenue between SR 501/Pioneer Street and NW 289th Street from a rural minor collector to a minor arterial.

- Inclusion of the completed S 11th Street at S Timm Road.
- Adding a project (T30) to construct N 14th Street between N 35th Avenue and N 45th Avenue.
- Adding a project (T9) to widen N 35th Avenue between SR 501/Pioneer Street and N Pioneer Canyon Drive.
- Adding a project (N4) to extend N 35th Avenue to the N 14th Street extension.
- Adding a project (T31) to construct intersection improvements at N 20th Street (NW 289th Street) and N 45th Avenue (NW 31st Avenue).
- Adding a project (T32) to construct intersection improvements at S 11th Street and the S 51st Avenue extension.

TIF Zone Structure

This plan retains the single-zone system. By having one zone, the TIF funding pool can be used on any TIF-eligible roadway citywide, and TIF credits can be used regardless of geographic location in the city.

Trip Basis

This plan implements a daily trip TIF system as carried over from the 2010 Plan. Average Daily Trips are used to calculate the TIF Fee. The advantages of using Daily trips are:

- Captures all trips generated by new development
- Captures trips generated by land uses that typically do not generate trips during the peak period (warehousing, medical services, etc.)
- Also captures truck trips that tend to occur outside peak hours

Truck Trips in TIF calculations

Previous plan updates included a discussion regarding the ability to include a factor for the number of truck trips generated or attracted to a development site. This plan does not separately factor truck trips. As further information becomes available, future TIF updates may consider incorporating a truck trip factor. Use of the daily TIF assessment will capture truck trips which typically occur during off-peak periods.

TIF reductions for pass-by trips

This plan allows TIF reductions for pass-by trips. Pass by trips are those trips already on the system that access new developments as they pass by (e.g. gas stations, fast food, etc.). The advantages of pass-by TIF reductions are:

- Development does not pay for trips that are not generated solely by that development
- Pass-by TIF reductions are allowed by most jurisdictions

- ITE Traffic Generation Manual provides specific guidance on pass-by trips by land use

Table IV-8 shows the potential impact of implementing a TIF reduction for pass-by trips. Table IV-9 lists pass-by rates for several land use categories.

Table 2-8: Pass-By Trip TIF Reduction

Land Use	Unadjusted TIF*	Pass-By Factor	Adjusted TIF
Commercial**	\$290	0.85	\$246.50

*Cost per daily trip

**Reduction would be applicable to commercial uses

Table 2-9: Pass-By Trips by Land Use

ITE Code	Land Use	PM Peak Pass-By %
815	Free-Standing Discount Store	17.2
820	Shopping Center	34.0
831	Quality Restaurant*	44.0
832	High Turnover (Sit-Down) Restaurant**	43.0
834	Fast Food Restaurant w/Drive-Through Window	50.0
843	Automobile Parts Sales	43.0
844	Gasoline/Service Station	42.0
845	Gasoline/Service Station w/Convenience Market	56.0
848	Tire Store	28.0
850	Supermarket	36.0
851	Convenience Market (Open 24 Hours)	61.0
853	Convenience Market w/Gasoline Pumps	66.0
854	Discount Supermarket	9.0
862	Home Improvement Superstore	48.0
863	Electronics Superstore	40.0
880	Pharmacy/Drugstore w/out Drive-Through Window	53.0
881	Pharmacy/Drugstore w/Drive-Through Window	49.0
890	Furniture Store	53.0
912	Drive-in Bank	47.0

Source: Institute of Transportation Engineers (ITE) Trip Generation Handbook, March 2001

*Typically not a chain restaurant. Turnover rates are usually at least one hour or longer.

**Typically a chain restaurant with turnover rates of approximately one hour or less.

Public vs. Private Split

The revised plan uses the same 442% public (grants, WSDOT, City,) and 58% private (TIF, direct private contributions, and developing-provided frontage improvements not subject to TIF credits) funding shares as the 2013 plan. The advantages of the proposed splits are:

- Majority of capital facility improvement road costs paid by new developments
- Facilities of regional importance most likely to be funded and constructed
- Growth would pay most of the cost of its impacts.

This split should be reassessed on a regular basis. The City should consider implementing a dedicated street fund to provide the City share.

5.4.1 Trip Generation

The main criterion used in determining the impacts of new development is the number of trips that will be generated. Of course, this is dependent on the type of development. The accepted source of trip generation rates is the "Trip Generation Manual" published by the Institute of Transportation Engineers. To reduce debate during the development review process, many jurisdictions codify a standardized rate for each common development type in their regulations. For small developments it is fairly easy to ascertain the number of new trips by using the standard table. For large developments, a separate traffic study may be appropriate to determine the new trips that would be generated. The cost per trip multiplied by the total trips generated by a particular land use gives the impact fee for that use

5.4.2 Cost of Improvements

The other essential criterion that is needed to establish an impact fee schedule is the estimated cost of the new improvements that will be needed to maintain the established level of service that the jurisdiction has adopted. A net cost is then calculated by subtracting the anticipated revenue from all other sources such as user fees, taxes from all governmental levels, grants, contributions, etc. This net cost (presumably a shortfall) becomes the basis for calculating the impact fee to be paid by the development.

5.4.4 TIF implementation

A summary of the TIF provisions is provided below.

- The TIF rate is recommended to be adjusted to \$290 per daily trip (it is currently \$259/trip)
- There is one citywide TIF zone
- TIF Credits can be used citywide
- TIFs are calculated based on the TIF share of project costs, thus, credits will be issued based on TIF share of project cost up to proportionate TIF cost in the CFP
- Previously issued TIF credits will be honored to aid with calculating TIF credits

- The implementing ordinance will allow for an annual inflation adjustment
- The implementing ordinance will amend the current TIF code and will set administrative practice and rules

APPENDIX

Population and Employment by TAZ – Ridgefield Planning Area

County TAZ	Year 2035 HH/Employment	
	HH	Employees
464	668	22
465	632	244
466	3	981
467	227	46
468	232	205
469	376	15
470	682	6
471	115	983
472	13	3240
473	493	2
560	258	166
561	354	27
563	47	200
586	51	14
587	648	286
636	565	177
637	390	955
638	4	1410
641	1	415
642	250	137
643	155	48
644	177	47
648	14	1946
649	303	300
650	457	12
653	416	160
663	9	1797
Totals	7,539	13,840

Transportation Capital Facilities Plan Project List - 2017 Update

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
T1	SR 501/Pioneer Street at 9th Avenue/Hillhurst	Signal or roundabout	-	\$393,000	Yes
T2	Replace SR 501/Pioneer Street bridge over Gee Creek	-	-	\$3,042,000	Yes
T3	Widen SR 501/Pioneer Street (3 lanes)	Reiman Road	35th Avenue Roundabout	\$6,355,000	Yes
T4	SR 501/Pioneer Street at 35th Avenue, 2-lane roundabout	Roundabout	-	\$1,444,000	Yes
T5	Widen SR 501/Pioneer Street (4-Lanes)	35th Avenue Roundabout	45th Avenue Roundabout	\$4,019,000	Yes
T6	SR 501/Pioneer Street at 45th Avenue, 2-lane roundabout	Roundabout	-	\$100,000	Yes
T7	SR 501/Pioneer Street at 51st Avenue, 2-lane roundabout	Roundabout	-	\$1,444,000	Yes
T8a	Widen SR 501/Pioneer Street (4-Lanes)	45th Avenue Roundabout	51st Avenue	\$2,498,000	Yes
T8b	Widen SR 501/Pioneer Street (4-Lanes)	51st Avenue	56th Avenue	\$2,498,000	Yes
T9	Widen N 35th Avenue (2 lanes)	SR 501/Pioneer Street	N Pioneer Canyon Drive	\$1,589,000	Yes
T10	Pioneer Street/Union Ridge Parkway (4-Lanes)	65th Avenue Roundabout	S 5th Street	\$3,222,807	Yes
T11	Extend SR 501/Pioneer Street to Port of Ridgefield	Division Street	Main Street	\$14,233,000	Yes
T12	Build S 51st Avenue (3 lanes) upgrade to minor arterial	SR 501/Pioneer Street	S 20th Way	\$5,002,000	Yes
T13	Rebuild S 25th Place	S 10th Way	S 4th Way	\$993,000	Yes
T14	Rebuild S 10th Way	S 35th Place	S 25th Place	\$3,506,000	Yes

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
T15	Widen Hillhurst Road	SR 501/Pioneer Street	Sevier Road	\$6,164,000	Yes
T16a	Widen N 20th Street (NW 289th Street) to 3 lanes	I-5	65th Avenue (NW 11th Avenue)	\$2,776,000	Yes
T16b	N 20th Street (NW 289th Street) overcrossing over I-5	-	-	\$11,823,000	Yes
T17a	Build N 10th Street	35th Avenue	N 45th Avenue	\$9,087,000	Yes
T17b	Build N 10th Street	35th Avenue	Reiman Road	\$11,000,000	Yes
T18	Widen 45th Ave (3-Lanes)	S 15th Street	N 10th Street	\$6,994,000	Yes
T19	Build/Rebuild S 35th Ave (3-lane collector)	SR 501/Pioneer Street	S 15th Street	\$5,840,000	Yes
T20	Rebuild S 15th Street (2-lanes)	S 45th Avenue	S 35th Avenue	\$4,692,000	Yes
T21	Build S 15th St (3-Lanes)	S 45th Avenue	S 11th Street	\$4,441,000	Yes
T22	Widen S Royle Road	Hillhurst Road	S. 15th Street	\$2,713,000	Yes
T23	Widen Intersection of Hillhurst Road & S. Royle Road	Turn lanes plus signal or roundabout	-	\$1,098,000	Yes
T24	Carty Road - upgrade to minor arterial	Hillhurst Road	UGB/I-5	\$14,829,000	Yes
T25	Hillhurst Road, upgrade to 5-lane principal	Sevier Road	219th St. extension	\$16,729,000	Yes
T26	NW 219th Street Extension	I-5	NW 31st/Hillhurst	\$18,276,000	Yes
T27	Widen N 65th (NW 11th) (3-Lanes), upgrade to minor arterial	SR 501/Pioneer Street	N. 20th St (NW 289th St.)	\$3,042,000	Yes
T28	Widen 85th Avenue (NE 10th Avenue)	S. 5th Street	N. 10th Street (NE 279th St)	\$4,108,000	Yes
T29	Widen S. 85th Avenue	NE 259th Street	S 5th Street	\$1,054,000	Yes
T30	Build N 14th Street	N 35th Avenue	N 45th Avenue	\$8,000,000	Yes

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
T31	N 20th Street (NW 289th Street) at N 45th Avenue (NW 31st Avenue)	Signal or Roundabout	-	\$1,000,000	Yes
T32	S 11th Street at S 51st Avenue Extension	Roundabout	-	\$1,000,000	Yes
T33	Build S 11th St overcrossing over I-5 (3-Lanes)	Timm Road	Dolan Road/65th Avenue	\$16,652,000	Yes
T34	Extend S 10th Street	S 10th Street	I-5 overpass	\$2,220,000	Yes
N1	Upgrade Main Avenue	Depot Street	North UGB	\$438,000	No
N2	Widen Reiman Road	SR 501/Pioneer Street	North UGB	\$5,100,000	No
N3a	Widen N 10th St (279th Street: Industrial local)	east side of I-5	N 65th Avenue	\$1,421,000	No
N3b	Widen N 10th St (3-Lanes)	N 45th Avenue	N 51st Ave	\$2,876,000	No
N3c	N. 10th Street (NE 279th Street), upgrade to collector	N 65th Avenue	N 85th Avenue	\$4,790,000	No
N4	Extend N 35th Avenue (2-lanes)	N Pioneer Canyon Drive	N 14th Street	\$3,200,000	No
N5	Build N 5th Street	N 45th Avenue	N 56th Place	\$3,596,000	No
N6	Build N 51st Avenue (3 lanes)	SR 501/Pioneer Street	N 10th Street	\$3,736,000	No
N7	Build N 56th Avenue (3 lanes)	SR 501/Pioneer Street	N 5th Street	\$1,542,000	No
N8	Close Bertsinger Rd, convert to pathway	SR 501/Pioneer Street	S 1st Way	\$100,000	No
N9	Extend S 6th Way (3 lanes)	S 56th Place	S 5th Street extension	\$11,410,000	No
N10	Widen Timm Road	S 11th St.	S 20th Way	\$2,264,000	No
N11	Widen S 20th Way (3 lanes)	Timm Road	S 51st Avenue	\$2,895,000	No
N12	Construct NB auxiliary lane along I-5	219th Street	SR-501	\$9,825,000	No

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
N13	Construct SB auxiliary lane along I-5	SR 501/Pioneer Street	219th Street	\$8,990,000	No
N14	N. 10th Street (NE 279th Street), upgrade to collector	N 85th Avenue	105th Ave (NE 20th Avenue)	\$4,562,000	No
N15	East-side mixed use area internal industrial/commercial collectors	65th Avenue and S. 5th St.	85th Ave. and N 10th St.	\$7,595,000	No
N16	Build 105th Ave (NE 20th Avenue) as collector	N. 10th Street (NE 279th Street)	S. 10th Street (NE 259th Street)	\$6,844,000	No
N17	Widen S 65th (NW 11th) (3-Lanes), upgrade to minor arterial	SR 501/Pioneer Street	S 5th Street	\$2,282,000	No
N18a	Widen S 5th Street	Union Ridge Parkway	S. 85th Avenue (NE 10th Avenue)	\$2,987,000	No
N18b	Widen S 5th Street	65th Avenue	Union Ridge Parkway	\$814,000	No
N19	Extend Division Street	SR 501/Pioneer Street	N Abrams Park Road	\$4,515,000	No
N20	S. 10th Street (NE 259th Street), upgrade to collector	S. 85th Avenue (NE 10th Avenue)	105th Avenue (NE 20th Ave)	\$4,562,000	No
N21	S. 51st Avenue, new minor arterial	S 20th Way	NW 219th Street	\$16,970,000	No
N22	Build S. 3rd/5th Street as a Collector	S 45th Avenue	S 35th Place	\$7,470,000	No
Total Project Costs				\$324,660,807	
TIF Eligible Projects				\$203,876,807	

2017 Transportation Capital Facilities Plan Update - Capital Improvement Plan

Segment ID	Segment Name	TIF Project	Grant Percent	WSDOT Percent	Public Share Percent	TIF Percent	Private Share Percent	Total	Total Improvement Cost	Grant Share	WSDOT Share	Public Share	TIF Share	Private Share
T1	SR 501/Pioneer Street at 9th Avenue/Hillhurst	Yes	0%	0%	40%	30%	30%	100.0%	\$393,000	\$0	\$0	\$157,200	\$117,900	\$117,900
T2	Replace SR 501/Pioneer Street bridge over Gee Creek	Yes	40%	0%	20%	40%	0%	100.0%	\$3,042,000	\$1,216,800	\$0	\$608,400	\$1,216,800	\$0
T3	Widen SR 501/Pioneer Street (3 lanes)	Yes	20%	0%	30%	20%	30%	100.0%	\$6,355,000	\$1,271,000	\$0	\$1,906,500	\$1,271,000	\$1,906,500
T4	SR 501/Pioneer Street at 35th Avenue, 2-lane roundabout	Yes	0%	0%	0%	60%	40%	100.0%	\$1,444,000	\$0	\$0	\$0	\$866,400	\$577,600
T5	Widen SR 501/Pioneer Street (4-Lanes)	Yes	20%	0%	10%	35%	35%	100.0%	\$4,019,000	\$803,800	\$0	\$401,900	\$1,406,650	\$1,406,650
T6	SR 501/Pioneer Street at 45th Avenue, 2-lane roundabout	Yes	0%	0%	0%	62%	38%	100.0%	\$100,000	\$0	\$0	\$0	\$61,728	\$38,272
T7	SR 501/Pioneer Street at 51st Avenue, 2-lane roundabout	Yes	0%	0%	0%	60%	40%	100.0%	\$1,444,000	\$0	\$0	\$0	\$866,400	\$577,600
T8a	Widen SR 501/Pioneer Street (4-Lanes)	Yes	20%	0%	10%	40%	30%	100.0%	\$2,498,000	\$499,600	\$0	\$249,800	\$999,200	\$749,400
T8b	Widen SR 501/Pioneer Street (4-Lanes)	Yes	20%	0%	10%	40%	30%	100.0%	\$2,498,000	\$499,600	\$0	\$249,800	\$999,200	\$749,400
T9	Widen N 35th Avenue (2 lanes)	Yes	0%	0%	30%	40%	30%	100.0%	\$1,589,000	\$0	\$0	\$476,700	\$635,600	\$476,700
T10	Pioneer Street/Union Ridge Parkway (4-Lanes)	Yes	0%	0%	30%	30%	40%	100.0%	\$3,222,807	\$0	\$0	\$966,842	\$966,842	\$1,289,123
T11	Extend SR 501/Pioneer Street to Port of Ridgefield	Yes	20%	0%	15%	10%	55%	100.0%	\$14,233,000	\$2,846,600	\$0	\$2,134,950	\$1,423,300	\$7,828,150
T12	Build S 51st Avenue (3 lanes) upgrade to minor arterial	Yes	20%	0%	20%	40%	20%	100.0%	\$5,002,000	\$1,000,400	\$0	\$1,000,400	\$2,000,800	\$1,000,400
T13	Rebuild S 25th Place	Yes	0%	0%	30%	40%	30%	100.0%	\$993,000	\$0	\$0	\$297,900	\$397,200	\$297,900
T14	Rebuild S 10th Way	Yes	0%	0%	30%	40%	30%	100.0%	\$3,506,000	\$0	\$0	\$1,051,800	\$1,402,400	\$1,051,800
T15	Widen Hillhurst Road	Yes	0%	0%	30%	40%	30%	100.0%	\$6,164,000	\$0	\$0	\$1,849,200	\$2,465,600	\$1,849,200
T16a	Widen N 20th Street (NW 289th Street) to 3 lanes	Yes	0%	0%	30%	30%	40%	100.0%	\$2,776,000	\$0	\$0	\$832,800	\$832,800	\$1,110,400
T16b	N 20th Street (NW 289th Street) overcrossing over I-5	Yes	30%	0%	30%	40%	0%	100.0%	\$11,823,000	\$3,546,900	\$0	\$3,546,900	\$4,729,200	\$0
T17a	Build N 10th Street	Yes	0%	0%	20%	40%	40%	100.0%	\$9,087,000	\$0	\$0	\$1,817,400	\$3,634,800	\$3,634,800
T17b	Build N 10th Street	Yes	0%	0%	20%	40%	40%	100%	\$11,000,000	\$0	\$0	\$2,200,000	\$4,400,000	\$4,400,000
T18	Widen 45th Ave (3-Lanes)	Yes	0%	0%	30%	40%	30%	100.0%	\$6,994,000	\$0	\$0	\$2,098,200	\$2,797,600	\$2,098,200
T19	Build/Rebuild S 35th Ave (3-lane collector)	Yes	0%	0%	20%	40%	40%	100.0%	\$5,840,000	\$0	\$0	\$1,168,000	\$2,336,000	\$2,336,000
T20	Rebuild S 15th Street (2-lanes)	Yes	0%	0%	20%	40%	40%	100.0%	\$4,692,000	\$0	\$0	\$938,400	\$1,876,800	\$1,876,800
T21	Build S 15th St (3-Lanes)	Yes	20%	0%	35%	25%	20%	100.0%	\$4,441,000	\$888,200	\$0	\$1,554,350	\$1,110,250	\$888,200
T22	Widen S Royle Road	Yes	0%	0%	30%	40%	30%	100.0%	\$2,713,000	\$0	\$0	\$813,900	\$1,085,200	\$813,900
T23	Widen Intersection of Hillhurst Road & S. Royle Road	Yes	20%	0%	20%	25%	35%	100.0%	\$1,098,000	\$219,600	\$0	\$219,600	\$274,500	\$384,300
T24	Carty Road - upgrade to minor arterial	Yes	20%	0%	30%	20%	30%	100.0%	\$14,829,000	\$2,965,800	\$0	\$4,448,700	\$2,965,800	\$4,448,700
T25	Hillhurst Road, upgrade to 5-lane principal	Yes	25%	0%	35%	25%	15%	100.0%	\$16,729,000	\$4,182,250	\$0	\$5,855,150	\$4,182,250	\$2,509,350
T26	NW 219th Street Extension	Yes	40%	0%	30%	20%	10%	100.0%	\$18,276,000	\$7,310,400	\$0	\$5,482,800	\$3,655,200	\$1,827,600
T27	Widen N 65th (NW 11th) (3-Lanes), upgrade to minor arterial	Yes	0%	0%	40%	20%	40%	100.0%	\$3,042,000	\$0	\$0	\$1,216,800	\$608,400	\$1,216,800
T28	Widen 85th Avenue (NE 10th Avenue)	Yes	40%	0%	10%	20%	30%	100.0%	\$4,108,000	\$1,643,200	\$0	\$410,800	\$821,600	\$1,232,400
T29	Widen S. 85th Avenue	Yes	77%	0%	0%	23%	0%	100.0%	\$1,054,000	\$811,580	\$0	\$0	\$242,420	\$0
T30	Build N 14th Street	Yes	0%	0%	20%	40%	40%	100.0%	\$8,000,000	\$0	\$0	\$1,600,000	\$3,200,000	\$3,200,000
T31	N 20th Street (NW 289th Street) at N 45th Avenue (NW 31st Avenue)	Yes	0%	0%	30%	30%	40%	100.0%	\$1,000,000	\$0	\$0	\$300,000	\$300,000	\$400,000
T32	S 11th Street at S 51st Avenue Extension	Yes	0%	0%	30%	30%	40%	100.0%	\$1,000,000	\$0	\$0	\$300,000	\$300,000	\$400,000

Attachment: Transportation CFP (1245 : Comprehensive Plan Amendment)

Segment ID	Segment Name	TIF Project	Grant Percent	WSDOT Percent	Public Share Percent	TIF Percent	Private Share Percent	Total	Total Improvement Cost	Grant Share	WSDOT Share	Public Share	TIF Share	Private Share
T33	Build S 11th St overcrossing over I-5 (3-Lanes)	Yes	30%	0%	30%	40%	0%	100.0%	\$16,652,000	\$4,995,600	\$0	\$4,995,600	\$6,660,800	\$0
T34	Extend S 10th Street	Yes	20%	0%	35%	25%	20%	100.0%	\$2,220,000	\$444,000	\$0	\$777,000	\$555,000	\$444,000
N1	Upgrade Main Avenue	No	20%	0%	20%	0%	60%	100.0%	\$438,000	\$87,600	\$0	\$87,600	\$0	\$262,800
N2	Widen Reiman Road	No	0%	0%	20%	0%	80%	100.0%	\$5,100,000	\$0	\$0	\$1,020,000	\$0	\$4,080,000
N3a	Widen N 10th St (279th Street: Industrial local)	No	0%	0%	10%	0%	90%	100.0%	\$1,421,000	\$0	\$0	\$142,100	\$0	\$1,278,900
N3b	Widen N 10th St (3-Lanes)	No	0%	0%	10%	0%	90%	100.0%	\$2,876,000	\$0	\$0	\$287,600	\$0	\$2,588,400
N3c	N. 10th Street (NE 279th Street), upgrade to collector	No	0%	0%	10%	0%	90%	100.0%	\$4,790,000	\$0	\$0	\$479,000	\$0	\$4,311,000
N4	Extend N 35th Avenue (2-lanes)	No	0%	0%	10%	0%	90%	100.0%	\$3,200,000	\$0	\$0	\$320,000	\$0	\$2,880,000
N5	Build N 5th Street	No	0%	0%	0%	0%	100%	100.0%	\$3,596,000	\$0	\$0	\$0	\$0	\$3,596,000
N6	Build N 51st Avenue (3 lanes)	No	0%	0%	20%	0%	80%	100.0%	\$3,736,000	\$0	\$0	\$747,200	\$0	\$2,988,800
N7	Build N 56th Avenue (3 lanes)	No	0%	0%	0%	0%	100%	100.0%	\$1,542,000	\$0	\$0	\$0	\$0	\$1,542,000
N8	Close Bertsinger Rd, convert to pathway	No	0%	0%	20%	0%	80%	100.0%	\$100,000	\$0	\$0	\$20,000	\$0	\$80,000
N9	Extend S 6th Way (3 lanes)	No	0%	0%	0%	0%	100%	100.0%	\$11,410,000	\$0	\$0	\$0	\$0	\$11,410,000
N10	Widen Timm Road	No	0%	0%	0%	0%	100%	100.0%	\$2,264,000	\$0	\$0	\$0	\$0	\$2,264,000
N11	Widen S 20th Way (3 lanes)	No	0%	0%	0%	0%	100%	100.0%	\$2,895,000	\$0	\$0	\$0	\$0	\$2,895,000
N12	Construct NB auxiliary lane along I-5	No	50%	45%	5%	0%	0%	100.0%	\$9,825,000	\$4,912,500	\$4,421,250	\$491,250	\$0	\$0
N13	Construct SB auxiliary lane along I-5	No	50%	45%	5%	0%	0%	100.0%	\$8,990,000	\$4,495,000	\$4,045,500	\$449,500	\$0	\$0
N14	N. 10th Street (NE 279th Street), upgrade to collector	No	0%	0%	10%	0%	90%	100.0%	\$4,562,000	\$0	\$0	\$456,200	\$0	\$4,105,800
N15	East-side mixed use area internal industrial/commercial collectors	No	0%	0%	0%	0%	100%	100.0%	\$7,595,000	\$0	\$0	\$0	\$0	\$7,595,000
N16	Build 105th Ave (NE 20th Avenue) as collector	No	0%	0%	10%	0%	90%	100.0%	\$6,844,000	\$0	\$0	\$684,400	\$0	\$6,159,600
N17	Widen S 65th (NW 11th) (3-Lanes), upgrade to minor arterial	No	0%	0%	0%	0%	100%	100.0%	\$2,282,000	\$0	\$0	\$0	\$0	\$2,282,000
N18a	Widen S 5th Street	No	0%	0%	0%	0%	100%	100.0%	\$2,987,000	\$0	\$0	\$0	\$0	\$2,987,000
N18b	Widen S 5th Street	No	0%	0%	0%	0%	100%	100.0%	\$814,000	\$0	\$0	\$0	\$0	\$814,000
N19	Extend Division Street	No	0%	0%	0%	0%	100%	100.0%	\$4,515,000	\$0	\$0	\$0	\$0	\$4,515,000
N20	S. 10th Street (NE 259th Street), upgrade to collector	No	0%	0%	10%	0%	90%	100.0%	\$4,562,000	\$0	\$0	\$456,200	\$0	\$4,105,800
N21	S. 51st Avenue, new minor arterial	No	20%	0%	20%	0%	60%	100.0%	\$16,970,000	\$3,394,000	\$0	\$3,394,000	\$0	\$10,182,000
N22	Build S. 3rd/5th Street as a Collector	No	0%	0%	0%	0%	100%	100.0%	\$7,470,000	\$0	\$0	\$0	\$0	\$7,470,000

Attachment: Transportation CFP (1245 : Comprehensive Plan Amendment)

GLOSSARY OF TERMS USED IN THE TRANSPORTATION ELEMENT

Access/Accessibility	The opportunity to reach a given destination within a certain time frame or without being impeded by physical or economic barriers.
Alignment	The horizontal and vertical path followed by a rail line, busway, transitway, roadway, or other public work.
Alternative	A reasonable option for addressing corridor transportation concerns.
Assignment	Process by which trips described by mode, origin, destination, and time of day are distributed among the various available paths or routes in a network according to one of a number of flow distribution rules. (1)
Arterial	A major thoroughfare used mainly for through traffic rather than access to nearby property. Arterials generally have greater traffic carrying capacity than collector or local streets and are designed for continuously moving traffic. The principal and minor arterial road systems provide the high speed, high volume network for travel between major points in both rural and urban areas. (2) (3)
Average Daily Traffic (ADT)	The average number of vehicles passing a point during a 24-hour period. (1)
Calibration	The procedure used to adjust travel models to simulate base year travel. (1)
Collector	Roads that collect traffic from local access streets and convey it onto the arterial system. Collectors emphasize access to the surrounding area and de-emphasize mobility. (1)
Concurrent with Development	Transportation improvements or strategies either: (a) in place at the time of development or (b) with a secured financing commitment to complete improvements or strategies within six years.
Concurrency Requirement	A program to ensure that those public facilities and services necessary to support development are adequate to serve such development at the time the development activity is available for occupancy or

	use without decreasing current service levels below locally established minimum standards.
Distribution	Process by which trips defined by origin are distributed among the various available destinations. Common trip distribution models are the gravity model and the opportunity model. (1)
Functional Classification	A technique for assigning categories to transportation facilities based on a facility's role in the overall transportation system, recognizing that roads do not function independently, but as a system. (3)
Growth Management Act (GMA)	Legislation passed in 1990 requiring counties of a certain size to develop, among other items, urban growth boundaries, comprehensive plans, and concurrent funding plans.
Infrastructure	A term connoting the physical underpinnings of society at large including, but not limited to, roads, bridges, transit, waste system, public buildings, and communications networks.(1)
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)	Legislative initiative by the U.S. Congress restructuring funding for highway and transit programs. ISTEA authorized increased levels of highway and transportation funding and an enlarged role for regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional long-range transportation plans. The Act was subsequently reauthorized and is known as the Transportation Equity Act for the 21 st Century (TEA-21). TEA-21 reauthorized many of the provisions contained in ISTEA.
Link	In traffic assignment, a section of the highway network defined by a node at each end. A link may be one-way or two-way.(1)
Methodology	The system of principals, practices, and procedures applied to a specific branch of knowledge.(1)
Model	A mathematical or conceptual analysis tool that uses data on past and present conditions to make a projection about the future.

Park-and-Ride	A system in which commuters individually drive to a common location, park their vehicles, and continue travel to their final destination via public transit.
Parkway	A broad landscaped highway, often divided by planted median strips. A parkway is not a boulevard. (3)
Peak Direction	The direction of major traffic flow on a highway or transit facility during rush hours.
Peak Hour	The hour during which the maximum amount of travel takes place.
Peak Period	The period during which the maximum amount of travel occurs. Usually about 7 to 9 a.m. and 4 to 6 p.m.
Project Improvements	Project improvements are site improvements and facilities which are planned and designed to provide service for a particular development project and which are necessary for the use and convenience of the occupants or users of the project. Project improvements are normally paid for by the developer and are made a condition of development approval.
Safety Improvements	Facility improvements designed to enhance safety for vehicular, pedestrian, and bicycle traffic. Typical urban street standards use vertical curbs to protect the boulevard area where sidewalks, trails, street trees, utilities, and signs are located. Potential bicycle lanes are normally along paved shoulders that are designated by signs and/or pavement markings for preferential bicycle use. Safety can also refer to specific improvements to be based on more detailed engineering study to address existing accident problems. Actions could include (but not limited to) vegetation clearance, installation of improved signing/ pavement marking, illumination, removal of roadside obstacles, and minor widening or even roadway reconstruction to reduce curves and eliminate deep ditches.
System Improvements	System improvements, such as the principal and secondary arterial systems, are public facilities designed to serve areas within the community at large.

Transportation Analysis Zone	A small area within a transportation model with similar land-use and trip generating characteristics. The areas are used to define the total study area travel demand.
Transit	Refers to a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, ferry, taxi, shuttle bus, carpool, or vanpool.
Transportation Demand Management (TDM)	Managing the amount of transportation wanted. Development of policies and programs to motivate people to use public transportation, such as bus pass subsidies, flextime programs, and limiting free parking.
Transportation System Management (TSM)	An array of strategies intended to lead to a reduction in the number of vehicles using the road system while simultaneously serving the same number of travelers. (3) (4)
Trip	A one-way movement of a person or vehicle between two points for a specific purpose, sometimes called a one-way trip to distinguish it from a round trip.
Trip Assignment	The process of determining route or routes of travel and allocating the zone-to-zone trips to these routes. (1)
Trip Distribution	The process by which the movement of trips between zones is estimated. The data for each distribution may be measured or be estimated by a growth factor process or by synthetic model. (1)
Trip Generation	A general term describing the analysis and application of the relationships that exists between the trip makers, the urban area, and the trip making. It relates to the number of trip ends in any part of the urban area. (1)
Urban Growth Area (UGA)	The GMA requires designation of urban growth areas. A UGA is "the intensive use of land" which is incompatible with agricultural products or mineral extraction.
Urban Growth Boundary (UGB)	The point beyond which urban growth is prohibited and only growth not urban in nature is allowed.

1. University of Washington, Transportation Modeling Course, Glossary, Professor Cy Ulberg
2. *A Policy of Geometric Design of Highways and Streets*, 1984. American Association of State Highway and Transportation Officials, Page 553.
3. East-West Coordinating Council, "Talking the Talk, A Pocket Guide to the Language of Transportation Planning", September 2000.
4. *The American Heritage Dictionary, Second College Addition*. Houghton Mifflin, Boston, 1985.

2017-2022 Parks & Recreation Capital Facilities Plan

BACKGROUND

The purpose of the Parks and Recreation element of the City's Capital Facilities Plan (CFP) is to prioritize park projects together with a financing plan for the next six years. The CFP is the critical path the City must follow in order to carry out the City's vision for parks as articulated in the City's 2014 Comprehensive Park and Recreation Plan, expressed as follows:

“Ridgefield envisions an interconnected community with a park, trail, and greenway system that contributes to the City's small town character; provides a variety of recreation opportunities, and is an integral part of the community.”

This vision provided the foundation for the goals, objectives, recommendations and guidelines found in the 2016 Ridgefield Urban Area Comprehensive Plan and the 2014 Comprehensive Park and Recreation Plan (CPRP). This Capital Facilities Plan implements the City's Comprehensive Plan and the 2014 CPRP by elevating park priorities based on current needs and available funding sources. While the 2014 CPRP has a 10-year horizon and is broad in perspective, this CFP is focused toward a 6-year timeframe. For this reason, the CFP is a more fluid document and should be updated on an annual basis to reflect completed projects, revisions to funding allocations and as a component of the Parks Board's work program.

This parks element of the CFP is intended to be realistic in terms of its ability to implement projects based on available funding and balanced together with the city-wide demands. To accomplish this, park priorities are organized based not only on need derived from adopted level-of-service standards, but also on funding opportunities such as grants. The most important component of this document is the “Six-Year Capital Facilities Plan” (Table 5) located toward the end of this chapter, followed by the “CFP Projects and Financing Plan” (Table 6). The other sections in this chapter provide a basis for the six-year CFP and are more fully developed in the 2014 Comprehensive Park and Recreation Plan.

This document is organized by the following sections:

- **Regulatory Requirements:** Provides an overview of state policies.
- **Inventory:** Describes the amount and type of park and recreation facility resources.
- **Level of Service & Future Demand:** Provides an analysis of park needs based on the level-of-service standards.
- **Six-Year Capital Facilities Plan:** Identifies park priorities for the next six years and associated financing.
- **Intergovernmental Coordination Opportunities:** Describes potential opportunities for interagency coordination for park and recreation facility enhancements.
- **Financing Sources:** Lists potential revenue options for park capital improvements.

REGULATORY REQUIREMENTS

Washington State Growth Management Act

The state Growth Management Act (GMA) establishes many of the requirements for the capital facilities element (or chapter) to the Comprehensive Plan. GMA establishes an overall goal to “ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards” (RCW 36.70A.020).

GMA requires that the capital facilities element include an inventory of existing publicly owned capital facilities, a forecast for the future needs for new or expanded facilities, and a six-year plan to indicate from what sources the identified future facilities will be financed (RCW 36.70a.070(3)). GMA defines public facilities to include roadways, street lighting, sidewalks, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. The capital facilities element is intended to provide a general assessment of major public services which impact land use issues, rather than a detailed analysis of every service provided by government.

Additionally, GMA adds that the park and recreation element that implements, and is consistent with, the capital facilities plan element include an estimates of park and recreation demand for at least a ten-year period, an evaluation of facilities and service needs, and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand (RCW 36.70a.070(8)).

PARKS & RECREATION INVENTORY

Parks & Greenways

The City of Ridgefield currently provides nearly 152 acres of public parkland and recreation facilities distributed among 23 park sites and numerous greenway parcels. This system of parks supports a range of active and passive recreation experiences. In addition, the City provides athletic fields for soccer and baseball, a skate park and approximately 5 miles of trails. A downtown community center is owned and operated by a non-profit organization.

Ridgefield residents also can access additional parks, trails, open spaces and recreational facilities provided by the Ridgefield Wildlife Refuge, the Port of Ridgefield, Clark County, the Ridgefield School District and other entities.

While the City does not currently offer recreation programs, organized sports are provided by private youth leagues, and the school district offers a limited adult community education program.

Parkland is classified to assist in planning for the community’s recreational needs. The Ridgefield park system is composed of a hierarchy of various park types, each offering recreation and/or natural area opportunities. Separately, each park type may serve only one function, but collectively the system will serve the full range of community needs. Classifying parkland by function allows the City to evaluate its needs and to plan for an efficient, cost effective and usable park system that minimizes conflicts between park users and adjacent uses. The maps on pages 14 and 15 identify the locations of existing and proposed parks and trails in Ridgefield, and Table 1 on the following page shows total park land inventory based on size and park classification.

Table 1. Existing Inventory: City-owned Park Lands

Park Name	Classification	Status	Acreage
Abrams Park	Community Park	Developed	40.97
Outdoor Recreation Complex	Community Park	Undeveloped	7.5
Subtotal			48.47
Canterbury Trails	Neighborhood Park	Undeveloped	1.00
Davis Park	Neighborhood Park	Developed	0.48
Hayden Park	Neighborhood Park	Developed	1.36
NP-6	Neighborhood Park	Undeveloped	20.26
Rose Homestead Park	Neighborhood Park	Developed	1.09
Subtotal			24.19
Community Park	Special Facility	Developed	0.37
Overlook Park	Special Facility	Developed	1.16
Subtotal			1.53
Canyon Ridge #1 (Unnamed)	Pocket Park	Partially Developed	0.31
Canyon Ridge #2 (Unnamed)	Pocket Park	Developed	0.18
Cedar Ridge / Horn Family	Pocket Park	Developed	0.20
Columbia Hills	Pocket Park	Developed	0.35
Columbia Hills Open Space Park	Pocket Park	Partially Developed	0.56
Coyote Crest	Pocket Park	Developed	0.29
Goldfinch Park	Pocket Park	Developed	0.13
Crow's Nest	Pocket Park	Developed	0.50
Eagle's View	Pocket Park	Developed	0.23
Lark	Pocket Park	Developed	0.61
Marsh Park	Pocket Park	Developed	0.24
Ridgefield Woods	Pocket Park	Developed	0.24
Pioneer Canyon Ph3	Pocket Park	Undeveloped	0.09
Pioneer Canyon Ph4	Pocket Park	Partially Developed	0.59
Subtotal			4.50
Various Properties	Greenway	Undeveloped	72.66
Subtotal			72.66
Total Acreage			151.35

Trails

Since 2005, Ridgefield has developed additional public trails through coordination with residential development. There are a number of trails within new neighborhoods, some of which include segments of the planned Gee Creek Trail. The City of Ridgefield has 1.48 miles of trails in Abrams Park, along Gee Creek, and parallel to Reiman Road. Trails also exist in the Bellwood Heights, Heron Ridge, Cedar Ridge, Pioneer Canyon, Canyons Ridge, Osprey Pointe and Wishing Wells subdivisions. Citywide, Ridgefield offers 5.01 miles of trails, but some trail segments consist of informal paths with limited constructed improvements. The Ridgefield National Wildlife Refuge also provides 3.6 miles of trails.

Indoor Facilities

The Ridgefield Community Center, located in downtown, is incorporated as a non-profit 501(c)(3) and operated by a group of Ridgefield residents. The Center provides limited services to the citizens of the community and houses the Ridgefield library. The Community Center is generally used by the City of Ridgefield and other organizations for meetings and other gatherings, including City Council meetings. There may be opportunities to expand the use of this facility for classroom-based recreation programs.

School Facilities

Schools are an important resource for recreation facilities such as sports fields, playgrounds, and gymnasiums. The Ridgefield School District is the public school organization serving Ridgefield. Within Ridgefield, Ridgefield High School, View Ridge Middle School and Union Ridge Elementary School are important sites for community recreation, as well as education. The Ridgefield School District also provides community programming for the public, in addition to its interscholastic and intramural athletic programs for district students.

Resources within the Ridgefield Planning Area

The Port of Ridgefield and the U.S. Fish and Wildlife Service provide important recreation resources within the Ridgefield planning area. These resources are listed in Table 2.

Table 2. Existing Inventory: Other Open Space Lands

Resource	Owner	Acreage
Ridgefield Cemetery	City of Ridgefield	9.8
Ridgefield National Wildlife Refuge	US Fish and Wildlife	5,150.0
Boat Launch	Port of Ridgefield	0.2
Kayak Launch	Port of Ridgefield	0.1
Flume Creek Conservation Area	Clark County	160.0
Total		5,320.1

LEVEL OF SERVICE & FUTURE DEMAND

A level of service (LOS) review was conducted in the 2014 CPRP as a means to understand the distribution of parkland acreage by classification and for a broader measure of how well the City is serving its residents with access to parks, trails and greenways. Service standards are the adopted guidelines or benchmarks the City is trying to attain with their parks system and are expressed as a population based metric (i.e., acres per 1,000 residents). The level of service is a snapshot in time of how well the City is meeting the adopted standards. The LOS assessment quantified the need for park and recreation facilities and applied the adopted service standard to determine current and future facilities needs by classification.

Park Needs

Table 3 shows park land needs by type. Applying the service standard to the 2035 population indicates that Ridgefield will need an additional 144 acres of parkland to serve future needs.

Table 3. Standards & Levels of Service by Park Classification

Type	Service Standard	Existing Inventory *, **	Projected Demand (2035)	Projected 2035 Surplus / (Deficit) ***
Community Park	6 ac/000	35.47	153	(117.67)
Neighborhood Park	1.56 ac/000	13.36	40	(26.46)
Pocket Park	--- ac/000	4.50	---	---
Greenway	9.5 ac/000	258.38	242.47	15.91
Special Facilities	--- ac/000	1.53	---	---
	17.06 ac/000	313.24		

* NOTE: Inventory column includes NP-6, private HOA parks, and private open space tracts

** NOTE: Inventory adjusted to shift portions of Abrams Park (13ac) and NP-6 (11.8ac) to Greenway classification

*** NOTE: The 2035 population is estimated as 25,523 residents

Community Parks

The existing LOS in 2017 for community parks is 5.16 acres per 1,000 residents, which represents a deficit of 5.8 acres below the adopted standard. The total projected demand for community park land in 2035 is 153 acres, representing a need for 117 additional acres of community park land.

Neighborhood Parks

The existing LOS for neighborhood parks is 1.94 acres per 1,000 residents, which represents a surplus of 2.6 acres above the adopted standard of 1.56 acres per 1,000. The total projected demand for neighborhood park land in 2035 is 40 acres, representing a need for 26.5 additional acres of neighborhood park land.

Pocket Parks

Due to their small size and limited recreation opportunities, pocket parks exist at the expense of alternative recreation amenities desired by Ridgefield residents near their homes. These parks also are costly to maintain on a per acre basis, creating maintenance inefficiencies. Thus, they are not recommended for the future. No level of service standard is recommended for pocket parks.

Greenways

Greenways are undeveloped lands primarily left in a natural state with recreation use as a secondary objective. Greenways may serve as trail corridors, and low-impact or passive activities, such as walking, nature observation and fishing may be allowed, where appropriate. The existing LOS for greenways is 37.6 acres per 1,000 residents, which represents a surplus of 193 acres above the adopted standard of 9.5 acres per 1,000. The total projected demand for greenways in 2035 is 242.5 acres, which can be accommodated with the existing inventory of greenway lands.

Special Facilities

Special use areas include single-purpose recreational areas or stand-alone sites designed to support a specific, specialized use. This classification includes stand-alone sports field complexes, waterfront facilities, community centers, community gardens or sites occupied by buildings. No standards exist or are proposed concerning special facilities, since facility size is a function of the specific use.

Recreation Facility Needs

The following outlines the standards and needs for recreation facilities.

Table 4. Standards & Levels of Service by Park Classification

Type	Service Standard	Existing Inventory*	Projected Demand (2035)	Projected 2035 Surplus / (Deficit) **
Trails	0.75 mi/000	5.01 miles	19.1 miles	(14.1 miles)
Baseball Fields	1 field/3000 people	2 fields	9 fields	(7 fields)
Soccer Fields	1 field/2000 people	1 field	13 fields	(12 fields)

* NOTE: Current Inventory column excludes Ridgefield School District fields

** NOTE: The 2035 population is estimated as 25,523 residents

Trails

Ridgefield has 5.01 miles of developed trails within the planning area. The adopted service standard for recreational trails is 0.75 miles per 1,000 residents. Using this standard, the projected 2035 demand for trails is 19.1 miles, representing a future need for 14.1 miles of additional trails.

Baseball / Softball

As part of the 2014 CPRP, the City of Ridgefield reduced its service level for baseball/softball fields

from 1 per 550 residents to 1 per 3,000 residents. With access to two fields at the present and based on the revised standard, the projected 2035 demand is for 9 baseball and softball fields, representing a future need for 7 additional fields.

Soccer Fields

As part of the 2014 CPRP, the City of Ridgefield reduced its service level for soccer fields from 1 per 520 residents to 1 per 2,000 residents. With access to only one field at the present and based on the revised standard, the projected 2035 demand is for 13 soccer fields, representing a future need for 12 additional soccer fields.

SIX-YEAR CAPITAL FACILITIES PLAN

Ridgefield has many park needs. While all of the projects included within 2014 Comprehensive Parks and Recreation Plan are community priorities designed to meet the community's demand for facilities, a short-term capital facilities plan is needed to guide the first phase of implementation.

Table 5 provides a 6-Year Capital Facilities Plan (CFP) for years 2017-2022, based on the funding scenario outlined in Table 6. This should be reviewed and updated annually, as part of the development of the annual work plan.

Table 5. 6-Year Capital Facilities Plan

ID#	Project	Description	Total	Funding Sources
CP-1d	Abrams Park	Implement Master Plan Improvements	\$ 500,000	PIF, Grant, REET, TBD
CP-9d	Community Park w/ Sports Complex	Design and construct sports complex	\$ 15,000,000	PIF, Grant, GF, REET, TBD
CP-12a	Community Park Acquisition	Acquire 15 acres (Gap Area Q)	\$ 500,000	PIF
NP-6d	Neighborhood Park Development	Implement Phase 1 park development	\$ 432,000	PIF, Grant, REET
NP-13a	Neighborhood Park Acquisition	Acquire 3 - 4 acres (Gap Area G)	\$ 150,000	PIF, Grant, REET
NP-17a	Neighborhood Park Acquisition	Acquire 6 acres (Gap Area M)	\$ 600,000	PIF, Grant, REET
NP-20a	Neighborhood Park Acquisition	Acquire 2.5 acres (Gap Area P)	\$ 562,500	PIF, Grant, REET
SU-2d	Waterfront Park	Design & construct urban waterfront park with non-motorized boat access	\$ 500,000	REET, GF, TBD
PP-1a	Pioneer Canyon Pocket Parks	Acquire 1 acre combined (Gap Area R)	\$ 56,000	PIF
T-1a	Gee Creek Trail	Secure trail access (Heron Drive to Refuge)	\$ 17,000	PIF, REET
T-1d	Gee Creek Trail	Design and construct trail segment (Abrams Park to Refuge)	\$ 869,000	PIF, REET, Grant
T-2a	Gee Creek Trail	Secure trail access rights (Abrams Park to RHS)	\$ 120,000	PIF, REET
T-2d	Gee Creek Trail	Design and construct trail segment (Abrams Park to Osprey Pointe)	\$ 525,000	PIF, REET, Grant
T-12a	Beaver Pond Trail	Secure trail access (N 10th St to N 45th Ave)	\$ 50,000	PIF, REET, Grant
T-12d	Beaver Pond Trail	Design & construct trail segment (N 10th St to N 45th Ave)	\$ 200,000	PIF, REET, Grant
T-17a	Commerce Center Loop Trail	Secure trail access rights across Port properties	\$ 10,000	REET, GF, TBD
T-17d	Commerce Center Loop Trail	Design & construct trail loop	\$ 800,000	GF, REET
T-25a	Kennedy Trail	Secure trail access (west of Hillhurst)	\$ 20,000	PIF, REET, Grant
T-25d	Kennedy Trail	Design & construct trail segment (west of Hillhurst)	\$ 130,000	PIF, REET, Grant
---	Minor Repairs & Renovations		\$ 53,000	GF, REET
---	ADA Compliance Upgrades		\$ 61,500	REET, GF, TBD
TOTAL			\$ 21,156,000	

Table 6. CFP Projects and Financing Plan

City of Ridgefield
Parks CFP Projects and Financing Plan
2017 to 2022

	2017	2018	2019	2020	2021	2022	6-Year Total
Project Specific Revenue							
Park Impact Fees (annual revenues)	\$ 736,350	\$ 751,077	\$ 612,879	\$ 559,865	\$ 505,122	\$ 480,656	\$ 3,645,949
Interest Earnings / Other	\$ 8,500	\$ 3,000	\$ 3,000	\$ 3,000	\$ 2,000	\$ 1,000	\$ 20,500
REET	\$ 1,800,000						\$ 1,800,000
Grants	\$ 225,000	\$	\$ 600,000	\$	\$ 500,000		\$ 1,325,000
Bonds		\$ 10,000,000					\$ 10,000,000
Other Funding / Sponsorships	\$	\$ 3,200,000					\$ 3,200,000
Total Project Specific Revenue	\$ 2,769,850	\$ 13,954,077	\$ 1,215,879	\$ 562,865	\$ 1,007,122	\$ 481,656	\$ 19,991,449
Anticipated Capital Purchases / Projects:							
Gee Creek Trail (Abrams to Heron Drive)							\$ -
Snythe Road Trail							\$ -
Abrams Park - Restrooms							\$ -
Abrams Ped Bridge							\$ -
Abrams Property Purchase							\$ -
Off Leash Park							\$ -
Outdoor Recreation Complex							\$ -
NP-6 Improvements	\$ 3,000,000	\$ 7,000,000	\$ 5,000,000				\$ 15,000,000
Neighborhood Park Acquisition (Gap Area G)	\$ 30,000	\$ 32,000	\$ 400,000	\$ 120,000			\$ 432,000
Gee Creek Trail (Heron Drive to Refuge)	\$ 17,000	\$ 869,000			\$ 525,000		\$ 886,000
Community Park Acquisition (Gap Area Q)		\$	\$ 120,000	\$			\$ 645,000
Gee Creek Trail (Abrams Park to RHS)			\$ 500,000		\$ 800,000		\$ 500,000
Commerce Center Loop Trail	\$ 10,000						\$ 810,000
Pioneer Canyon Pocket Parks		\$ 56,000					\$ 56,000
Beaver Pond Trail		\$ 50,000				\$ 200,000	\$ 250,000
Kennedy Trail		\$ 20,000				\$ 130,000	\$ 150,000
Abrams Park - Master plan improvements	\$ 500,000			\$ 300,000	\$ 200,000		\$ 500,000
Neighborhood Park Acquisition (Gap Area M)			\$	\$ 600,000			\$ 600,000
Neighborhood Park Acquisition (Gap Area P)						\$ 562,500	\$ 562,500
Total	\$ 3,557,000	\$ 8,027,000	\$ 6,020,000	\$ 1,020,000	\$ 1,525,000	\$ 892,500	\$ 21,041,500
Non-Capacity Adding Projects							
Minor Repairs & Renovations	\$ 17,000	\$ 16,000		\$ 10,000		\$ 10,000	\$ 53,000
ADA Compliance Upgrades	\$ 11,000	\$ 14,500	\$ 14,000	\$ 12,000	\$ 10,000		\$ 61,500
Grants Writing	\$ 20,000	\$ 20,000	\$ 75,000				\$ 20,000
Planning / Other	\$ 48,000	\$ 70,500	\$ 89,000	\$ 22,000	\$ 10,000	\$ 10,000	\$ 115,000
Total Expense	\$ (835,150)	\$ 5,856,577	\$ (4,893,121)	\$ (479,135)	\$ (527,878)	\$ (420,844)	\$ 249,500
Total	\$	\$	\$	\$	\$	\$	\$
Beginning of Year Cash	\$ 1,664,682	\$ 829,532	\$ 6,686,109	\$ 1,792,988	\$ 1,313,853	\$ 785,975	\$ 785,975
End of Year Cash	\$ 829,532	\$ 6,686,109	\$ 1,792,988	\$ 1,313,853	\$ 785,975	\$ 365,131	\$ 365,131

* Additional funding from other sources (e.g., REET, grants, etc) may be available to support the implementation of noted projects.

INTERGOVERNMENTAL COORDINATION OPPORTUNITIES

Agency Coordination & Collaboration

Specific projects and goals identified in the full 2014 CPRP demand a high degree of coordination and collaboration with other city divisions and outside agencies. Internal coordination with the Public Works and Community Development departments can increase the potential toward the implementation of the proposed trail network, which will rely on securing adequately sized greenway tracts for trails and on ensuring connectivity within and to adjoining subdivisions. Coordination with the Community Development Department will be crucial in reviewing development applications with consideration toward potential parkland acquisition areas and for easement or set-aside requests. However, to more fully extend the extent of the park system and recreation programs, additional partnerships and collaborations should be sought.

The City should discuss and update its interlocal agreement with the Ridgefield School District to advance the potential for shared facility development at the District's new high school property located along NW Hillhurst Road. This site, or in conjunction with an adjoining property, could provide for additional sport fields and other park amenities. Also, the interlocal should re-evaluate the potential to coordinate with RSD for the use of indoor gymnasium space for recreation programs or classes.

The City should continue to partner with the City of Battle Ground for the continuation and expansion of the summer playground program. Depending on how strongly interest in recreation programming rises by local residents, the City should explore whether Battle Ground has the potential and capacity to be the service provider of recreation services for Ridgefield via an interlocal agreement. Such an arrangement will likely require a payment from Ridgefield as a guarantee, which may be in addition to program fee revenues. Also, the provision of recreation programs and classes will require indoor facility space regardless of who the service provider is.

The City should continue its dialogue with the Port of Ridgefield for the potential to develop walking trails in the commercial areas near Interstate 5 as local employee amenities, in addition to future waterfront improvements and amenities along Lake River.

As an outdoor lifestyles community, Ridgefield should explore partnership opportunities with regional health care providers and services, such as Kaiser Permanente, PeaceHealth and the Clark County Health Department, to promote wellness activities, healthy living and communications about the benefits of parks and recreation. For example, this group could more directly cross-market services and help expand resident understanding of local wellness options, and they could sponsor a series of organized trail walks throughout Ridgefield as a means to expand public awareness of local trail opportunities and encourage residents to stay fit. In Vancouver, Kaiser Permanente helped fund the Vancouver-Clark Parks and Recreation Department's Walking Guide that highlights the health benefits of walking and includes trails maps and descriptions.

The City should continue to facilitate discussions with local youth leagues and staff from Clark County, La Center and the Ridgefield School District for the purposes of sport field planning and financing a multi-field complex. Possible sites include future community parks or property within the industrial/commercial lands on the east side of the City. A complex of four fields or more could provide field rental revenue, as well as additional tourism revenue, from leagues or sport clubs interested in hosting tournaments.

The City should reach out to the property owners of certain private open space tracts that were set aside through the land development process for the potential to utilize some of these lands for trail linkages. Also, in areas where no other options exist to secure stand-alone parklands, these existing private open space tracts may offer an opportunity to provide park amenities, as appropriate given critical area ordinance limitations or specific land use restrictions from the time of platting.

Volunteer & Community-Based Action

The public process for the 2014 CPRP has demonstrated that residents want to be involved in improving the City's park system and want to have their energies guided through coordination with the Department. Community sponsored park clean-ups, beautification and planting projects, and park patrols should be considered to engage citizens and create a stronger sense of community pride and ownership in park facilities. The parks program can benefit from on-going coordination and involvement from the Lions Club, the Vancouver or Woodland Rotary, local scout troops and other area service and civic groups. The City should also prepare a revolving list of potential small works or volunteer-appropriate projects to post on its website, while also reaching out to the high school to encourage student projects.

FINANCING SOURCES

Ridgefield's capital project funding level, as of 2014, is not adequate to support development of a comprehensive park system in accordance with the City's vision. The following financing options are intended to identify the range of alternatives available to increase capital project funding to aid in the implementation of the CFP.

Federal & State Funding & Conservation Programs

Washington State Recreation and Conservation Office

The Recreation and Conservation Office (formerly the Interagency Committee for Outdoor Recreation (IAC)) was created in 1964 as part of the Marine Recreation Land Act (Initiative 215). The RCO grants money to state and local agencies, generally on a matching basis, to acquire, develop, and enhance wildlife habitat and outdoor recreation properties. Some money is also distributed for planning grants. RCO grant programs utilize funds from various sources. Historically, these have included the federal Land and Water Conservation Fund, state bonds, Initiative 215 monies (derived from unreclaimed marine fuel taxes), off-road vehicle funds, Youth Athletic Facilities Account, and the Washington Wildlife and Recreation Program.

Wetlands Reserve Program (WRP)

The WRP provides landowners the opportunity to preserve, enhance, and restore wetlands and associated uplands. The program is voluntary and provides three enrollment options: permanent easements, 30-year easements, and 10-year restoration cost-share agreements. In all cases, landowners retain the underlying ownership in the property and management responsibility. Land uses may be allowed that are compatible with the program goal of protecting and restoring the wetlands and associated uplands. The NRCS manages the program and may provide technical assistance.

Washington State Ecosystems Conservation Program (WSECP)

This WSECP was established in 1990 and is divided into federal- and state-managed components. The federal program focuses funds on projects that help restore habitat for threatened, endangered and sensitive species and, secondarily, for species of concern. In addition, the program attempts to concentrate funds within a limited number of watersheds to maximize program benefits. The program provides funds to cooperating agencies or organizations. These grants, in turn, can be distributed among project sites. The program requires a 50% cost-share from cooperating agencies, and individual landowners at project sites must enter into maintenance/management agreements that have a 10-year minimum duration.

Community Development Block Grants

These funds are intended to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low and moderate income persons.

Transportation Alternatives Program

In July 2012, the US Congress passed a new transportation funding bill called Moving Ahead for Progress in the 21 or “MAP-21”. MAP-21 did not reauthorize the Transportation Enhancement Program. Instead, it established a new program called Transportation Alternatives Program (TAP) that includes elements of the former TE program, in combination with elements from other programs and some new activities. Eligible enhancement activities include bicycle and pedestrian projects, historic preservation, landscaping and scenic beautification, and environmental mitigation.

Local Funding Options

Councilmanic Bonds

Councilmanic bonds may be sold by cities without public vote. The bonds, both principal and interest, are retired with payments from existing city revenue or new general tax revenue, such as additional sales tax or real estate excise tax. The state legislature has set a maximum debt limit for councilmanic bonds of one and one-half percent of the value of taxable property in the city.

Revenue Bonds

Revenue bonds are sold with the intent of paying principal and interest from revenue generated by the improvement, such as fees and charges. For example, revenue bonds might be sold to fund a public water system that will generate revenue through utility charges to customers. Other funds may be dedicated to assist with repayment; however, it is desirable to have the improvements generate adequate revenue to pay all bond costs. Limits on the use and amount of revenue bonds are generally market-driven through investor faith in the adequacy of the revenue stream to support bond payments.

Excess Levy

Washington law allows cities and counties, along with other specified junior taxing districts, to levy property taxes in excess of limitations imposed by statute when authorized by the voters. Levy approval requires 60 percent majority vote at a general or special election. Excess levies by school districts are the most common use of this authority.

General Obligation Bonds

For the purposes of funding capital projects, such as land acquisitions or facility construction, cities and counties have the authority to borrow money by selling bonds. Voter-approved general obligation bonds may be sold only after receiving a 60 percent majority vote at a general or special election. If approved, an excess property tax is levied each year for the life of the bond to pay both principal and interest.

Impact Fees

Impact fees are charges placed on new development as a condition of development approval to help pay for various public facilities the need for which is directly created by that new growth and development. Counties, cities, and towns may impose impact fees on residential and commercial “development activity” to help pay for certain public facility improvements, including parks, open space and recreation facilities.

Sales Tax

Washington law authorizes the governing bodies of cities and counties to impose sales and use

taxes at a rate set by the statute to help “carry out essential county and municipal purposes.” The authority is divided into two parts.

Cities may impose by resolution or ordinance a sales and use tax at a rate of five-tenths of one percent on any “taxable event” within their jurisdictions. Cities may also impose an additional sales tax at a rate “up to” five-tenths of one percent on any taxable event within the city or county. In this case, the statute provides an electoral process for repealing the tax or altering the rate.

Real Estate Excise Tax

Washington law authorizes the governing bodies of counties and cities to impose excise taxes on the sale of real property within limits set by the statute. The authority of cities and counties may be divided into three parts relevant to park systems.

A city or county may impose a real estate excise tax on the sale of all real property in the city or unincorporated parts of the county, respectively, at a rate not to exceed 1/4 of 1% of the selling price to fund “local capital improvements,” including parks, playgrounds, swimming pools, water systems, bridges, sewers, etc. Also, the funds must be used “primarily for financing capital projects specified in a capital facilities plan element of a comprehensive plan . . . “

A city or county may impose a real estate excise tax on the sale of all real property in the city or unincorporated parts of the county, respectively, at a rate not to exceed 1/2 of 1%, in lieu of a five-tenths of one percent sales tax option authorized under state law. These funds are not restricted to capital projects. The statute provides for a repeal mechanism.

A city or county – in counties that are required to prepare comprehensive plans under the new Growth Management Act – are authorized to impose an additional real estate excise tax on all real property sales in the city or unincorporated parts of the county, respectively, at a rate not to exceed 1/4 of 1%. These funds must be used “solely for financing capital projects specified in a capital facilities plan element of a comprehensive plan.”

Real Estate Excise Tax - Local Conservation Areas (Clark County)

Boards of County Commissioners may impose – with majority voter approval – an excise tax on each sale of real property in the county at rate not to exceed 1% of the selling price for the purpose of acquiring and maintaining conservation areas. The authorizing legislation defines conservation areas as “land and water that has environmental, agricultural, aesthetic, cultural, scientific, historic, scenic, or low-intensity recreational value for existing and future generations...” These areas include “open spaces, wetlands, marshes, aquifer recharge areas, shoreline areas, natural areas, and other lands and waters that are important to preserve flora and fauna.”

Regular Property Tax - Lid Lift

Cities are authorized to impose ad valorem taxes upon real and personal property. A city’s maximum levy rate for general purposes is \$3.375 per \$1,000 of assessed valuation. Limitations on annual increases in tax collections, coupled with changes in property value, causes levy rates to rise or fall; however, in no case may they rise above statutory limits. Once the rate is established each year, it may not be raised without the approval of a majority of the voters. Receiving voter approval is known as a lid lift. A lid lift may be permanent, or may be for a specific purpose and time period. Other limits on taxing authority remain in effect, such as the aggregate levy rate limits of \$5.90 per \$1,000 of assessed value and 1% of true and fair market value.

Conservation Futures (Clark County)

The Conservation Futures levy is provided for in Chapter 84.34 of the Revised Code of Washington. In 1985, Clark County authorized the use of the Conservation Futures levy at a rate of \$0.0625 per \$1,000 assessed value for the purpose of acquiring rights and interest in open space, wetlands, farm, and timber lands (CCC 3.24). Conservation Futures funds are limited to acquisition purposes only.

Incentive Measures

Current Use Taxation

Clark County's current use taxation program (CCC 3.08) applies to lands in both incorporated and unincorporated areas and provides tax relief to land holders in return for maintaining their land in an undeveloped condition. Lands approved for this reduction must be so designated by an approved comprehensive plan map and processed under the comprehensive open space map and policies plan. The program derives its authority in the 1970 Washington Open Space Taxation Act (RCW 84.34), which establishes procedures for tax deferments for agricultural, timber, and open space lands. Owners of such lands may apply to be taxed according to current use, rather than true market value. When the property is removed from the program, the tax savings realized by the land owners for a period dating back up to seven years, plus interest, are collected. Tax savings dating back further than seven years may not be collected. If the removal of classification or change of use occurs in less than ten years or if the owner fails to provide two years advance notification of withdrawal, an additional 20% penalty is imposed.

Density Bonuses

Density bonuses are a planning tool used to encourage a variety of public land use objectives, usually in urban areas. They offer the incentive of being able to develop at densities beyond current regulations in one area, in return for concessions in another. Density bonuses are applied to a single parcel or development. An example is allowing developers of multi-family units to build at higher densities if they provide a certain number of low-income units. For density bonuses to work, market forces must support densities at a higher level than current regulations.

Transfer of Development Rights

The transfer of development rights (TDR) is an incentive-based planning tool that allows land owners to trade the right to develop property to its fullest extent in one area for the right to develop beyond existing regulations in another area. Local governments may establish the specific areas in which development may be limited or restricted and the areas in which development beyond regulation may be allowed. Usually, but not always, the "sending" and "receiving" property are under common ownership. Some programs allow for different ownership, which, in effect, establishes a market for development rights to be bought and sold.

Other Methods & Funding Sources

Metropolitan Park District

Metropolitan park districts may be formed for the purposes of management, control, improvement, maintenance and acquisition of parks, parkways and boulevards. In addition to acquiring and managing their own lands, metropolitan districts may accept and manage park and recreation lands and equipment turned over by any city within the district or by the county. Formation of a metropolitan park district may be initiated in cities of five thousand population or more by city council ordinance, or by petition, and requires voter approval (50% + 1) for creation.

Land Trusts

Land trusts are private non-profit organizations that acquire and protect special open spaces and are traditionally not associated with any government agency. Land trusts serving the region include the Cascade Land Conservancy, the Nature Conservancy and the Trust for Public Land.

Fundraising

Fundraising projects are used to support special projects and programs. Recycling drives, golf tournaments and candy sales are three examples of successful fundraising efforts.

Private Grants, Donations & Gifts

Many trusts and private foundations provide funding for park, recreation and open space projects. Grants from these sources are typically allocated through a competitive application process, and vary dramatically in size based on the financial resources and funding criteria of the organization. Philanthropic giving is another source of project funding. Efforts in this area may involve cash gifts and include donations through other mechanisms such as wills or insurance policies. Community fund-raising efforts can also support park, recreation or open space facilities and projects.

Business Sponsorships/Donations

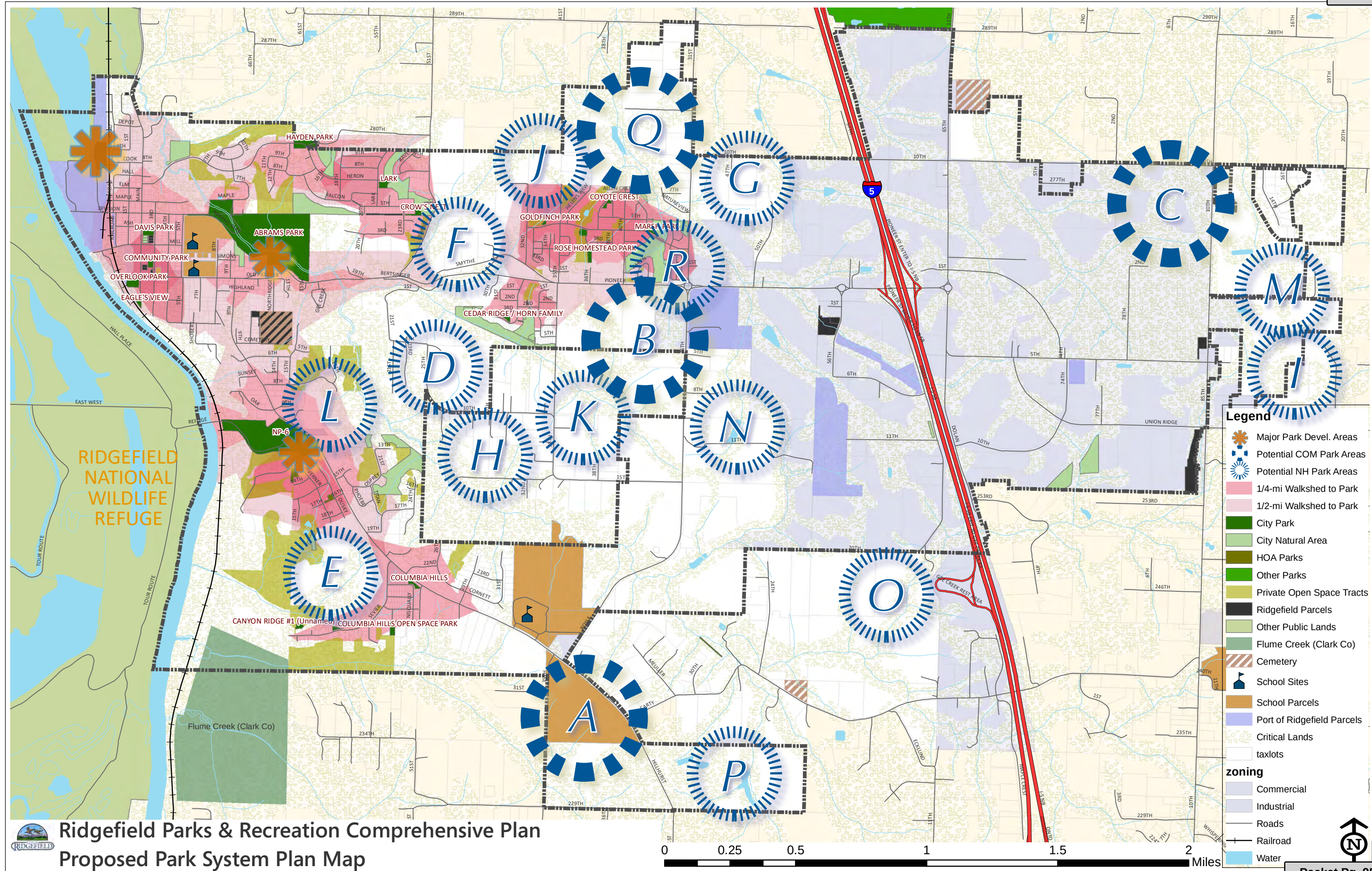
Business sponsorships for youth, teen, adult and senior programs may be available throughout the year. In-kind contributions are often received, including food, door prizes and computer equipment.

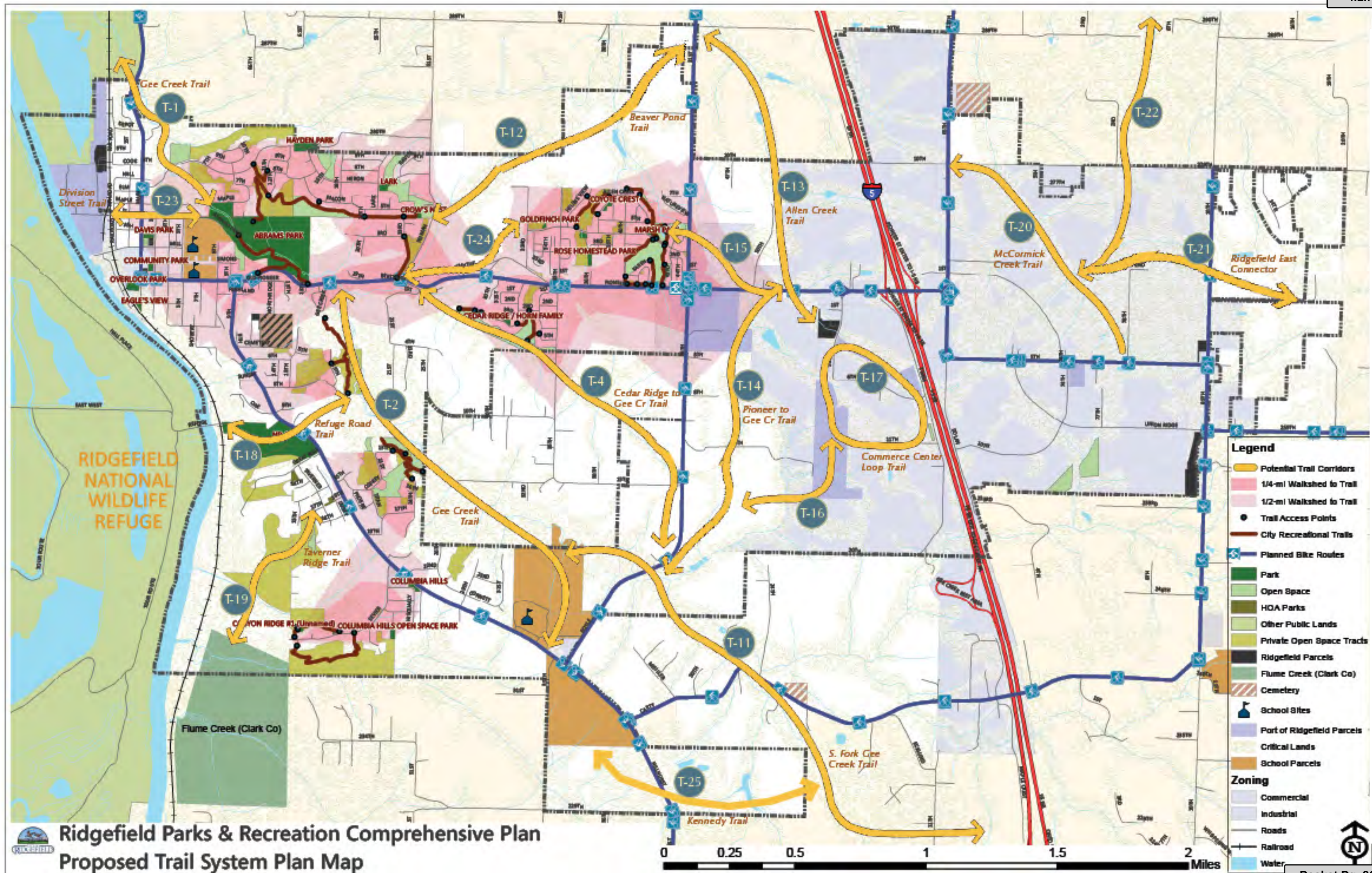
Interagency Agreements

State law provides for interagency cooperative efforts between units of government. Joint acquisition, development and use of park, recreation and open space facilities has been successfully used within the City of Ridgefield between Public Works and the Port of Ridgefield.

Public/Private Utility Corridors

Utility corridors can be managed to maximize protection or enhancement of open space lands. Utilities maintain corridors for provision of services such as electricity, gas, oil, and rail travel. Historically, some utility companies have cooperated with local governments for development of public programs such as parks and trails within utility corridors.





Park Impact Fee Rate Study

City of Ridgefield, Washington

Submitted to:
City of Ridgefield, Washington

February 22, 2017

Prepared by:



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City of Ridgefield

Park Impact Fee Rate Study

Purpose

The purpose of this Park Impact Fee Rate Study is to establish the rates for impact fees in the City of Ridgefield, Washington for publicly owned parks, open space and recreation facilities, as defined by RCW 82.02.090(7).

Background

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements that expand system capacity, not for operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

The Growth Management Act grants counties and cities the authority to assess parks impact fees on new development. Washington law (RCW 82.02.090) defines an impact fee as “a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development.”

State code defines the limitations of impacts fees, such that they can only be imposed for system improvements that are reasonably related to the new development, cannot exceed a proportionate share of the costs of system improvements that are reasonably related to the new development, and must be used for system improvements that will reasonably benefit the new development. Additionally, impact fees may be collected and spent only for the public facilities which are addressed by a capital facilities plan element of a comprehensive land use plan.

Impact fees rates also must be adjusted to account for other revenues that the development pays that are earmarked for or proratable to particular system improvements; these other revenues may be in the form of user fees, debt service payments or taxes, among others. Impact fees may be credited for the value of dedicated land, improvements or construction provided by the developer to facilities that are identified in the capital facilities plan and that are required by the city as a condition of approving the development activity.

RCW 82.02.070 further stipulates that impact fee receipts must be earmarked specifically and retained in special interest-bearing accounts and must be expended or encumbered for a permissible use within ten years of receipt.

Park Impact Fee Methodologies

Impact fees generally are calculated using a standards-based or an improvements-based approach. Ridgefield's park impact fees historically have been calculated based on an adopted level of service in terms of acres per 1,000 population, whereas the City's transportation impact fee is calculated by an improvements-basis as outlined in the capital facilities plan.

The standards-based approach is calculated using the City's adopted service standards for park and recreation facilities or classifications. Existing deficits and projected demand from population growth by park type is expressed in acres per 1,000 population. The additional need based on future growth is multiplied by the costs per unit to determine the aggregate future costs of system improvements.

The improvements-based approach is calculated from a list of planned projects in the capital facilities plan and includes the identification of the population growth-related portions of those planned projects to determine the impact fee basis.

Separately and importantly, the City must plan to correct its existing deficiencies in the park system, if any, with funds other than impact fee revenues.

Park Impact Fee Formula and Rate Factors

The impact fee unit cost is calculated as the net cost basis divided by forecasted population growth. The result, a per capita impact fee unit cost, is then converted to the impact fee per residential dwelling unit using the assumed average occupancy rate per dwelling unit.

Park Impact Fee Formula

Ridgefield's impact fee component for parks, open space and recreational facilities currently is calculated using the following formula (RMC 18.070.090, *amended on 5-26-2016*):

$$PIF = F \times I \times U - A$$

"PIF" means the park, open space and recreational facility component of the total development impact fee.

"F" means the park impact fee rate per dwelling unit in dollar amounts. Such rate shall be established in the capital facilities plan by estimating the cost of anticipated growth-related parks, trails, and open space facilities divided by the projected number of new residents and dwelling units.

"I" means an annual inflation adjustment.

"U" means the number of dwelling units.

"A" means an adjustment for the developer's contributions to the parks, trails and open space system in the form of easements, dedications or payments in lieu of fees as approved by the planning director.

State statute requires that park facilities on which impact fees may be spent must be part of a capital facilities plan that is a component of an adopted comprehensive land use plan. The City ordinance (RMC 18.070.110) anticipates that impact fee rates will be revised periodically to reflect an updated capital facilities plan or no more often than annually to reflect the change in a generally recognized and applicable inflation/deflation index.

Factors Affecting the Impact Fee Calculation

The impact fee calculation includes several variables and are described below. Each can alter the resulting impact fee rate.

Projected Population Growth

According to the 2010 Census, the City of Ridgefield grew by over 122% between 2000 and 2010 to a population of 4,763. By 2016, the population had grown to 6,870 according to the Washington Office of Financial Management population estimates. Assuming a constant rate of growth over the 2015-2035 timeframe, the City's annual population growth rate is estimated to be 7.16%. At this rate, Ridgefield's population is estimated to be 25,523 in 2035. This estimate indicates a growth in population of 19,123 people in the next 20 years.

Occupancy Rates per Dwelling Unit

Occupancy rates for single-family and multi-family dwellings have increased in Ridgefield over the past two decades. The park impact fee study conducted in 2008 assumed an average of 2.69 people per household for single-family and 2.3 people per household for multi-family dwellings. As of the 2010 Census, the number of units per structure is no longer collected in the decennial census; that information is available in the American Community Survey, but it represents only sampled data and is not as detailed as the decennial census has been in the past. Based on the 2010 Census, the overall average household size for the City of Ridgefield is 2.99 people per household. Since Ridgefield does not have a significant portion of its housing stock as multi-family units, a single occupancy rate is utilized to generate a single park impact fee on a per housing unit basis.

Table 1: Average Per Unit Occupancies

	1995 (RMC)	2008 (PIF study)	2010 Census
Single Family/Duplex	2.5	2.69	2.99
Multi-Family	2	2.3	

Facility Standards

The recently updated Parks and Recreation Comprehensive Plan was adopted by City Council in April 2014. Minor revisions to the service standards were approved as part of this plan update. The following table illustrates the changes to service standards by park classification.

Table 2: Service Standards by Classification and Facility Type

	2007 Standards	2014 Standards
Parkland		
Community Park	5.27 acres / 1000	6 acres / 1000
Neighborhood Park	1.56 acres / 1000	1.56 acres / 1000
Greenway	8.65 acres / 1000	9.5 acres / 1000
Facilities		
Trails	0.75 miles / 1000	0.75 miles / 1000
Baseball Fields	1 field / 520 people	1 field / 3000 people
Soccer Fields	1 field / 550 people	1 field / 2000 people

These revised standards form the basis for calculating the "standards-based" approach for updated park impact fees.

Adjustment Factor

The adjustment factor is based on state statute that requires an “adjustment to the cost of public facilities for past or future payments made or reasonably anticipated to be made by new development...” (RCW 82.02.060). Commonly known as the “proportionate public share”, this adjustment is intended to reasonably relate the cost of public facility improvements with the service demands of new development.

In February 2017, the stand-alone Parks and Recreation Capital Facilities Plan (CFP) was revised and updated to more accurately identify the list of projects and expenses for the coming six year period. This streamlined CFP included anticipated revenues over the six year period, which was the basis for recalculating the impact fee adjustment. The anticipated REET, bond and grant revenues were compared to anticipated total revenues for parks purposes (including PIF). The revised adjustment factor was calculated as 81.8%.

Park Impact Fee Calculations

Park Impact Fees are calculated from a defined cost basis for the projected growth-related impacts to arrive at a per capita or per housing unit PIF rate.

Cost Basis

Table 3 shows the City's existing inventory, deficits and surpluses for the current population and the additional facilities requirements to meet the level of service standards for the 2035 population of 25,523. The existing inventory currently meets the adopted service standard and has surpluses for each facility classification, except for soccer fields.

Table 3: Existing & Projected Inventory Demands by Classification

Type	Service Standard	Existing Inventory *	Existing 2016 Surplus / (Deficit)	Projected Demand (2035)	Projected 2035 Surplus / (Deficit) **
Community Park	6 ac/000	35.47	(5.75)	153.14	(117.67)
Neighborhood Park	1.56 ac/000	13.36	2.64	39.82	(26.46)
Pocket Park	--- ac/000	4.50	---	---	---
Greenway	9.5 ac/000	258.38	193.12	242.47	15.91
Special Facilities	--- ac/000	1.53	---	---	---
Trails	0.75 mi/000	5.01 miles	(0.14)	19.1 miles	(14.1 miles)
Baseball Fields	1 field/3000 people	2 fields	(0.29)	9 fields	(7 fields)
Soccer Fields	1 field/2000 people	1 field	(2.44)	13 fields	(12 fields)

* NOTE: Inventory column includes NP-6, private HOA parks, and private open space tracts and excludes Ridgefield School District fields

** NOTE: The 2035 population is estimated as 25,523 residents

To determine the total cost of park and recreation facilities needed to accommodate population growth, average costs for each facility classification was estimated based on local land data and construction costs. The unit costs noted in Table 4 are used to estimate the projected capital costs resulted expanding the parks system to meet the adopted standards.

Table 4: Unit Costs by Classification

Parkland	Unit Costs		
	Acquisition	Development	Combined
Community Park	\$ 145,000 per acre	\$ 500,000 per acre	\$ 645,000 per acre
Neighborhood Park	\$ 134,000 per acre	\$ 230,000 per acre	\$ 364,000 per acre
Greenway	\$ 15,000 per acre	\$ - per acre	\$ 15,000 per acre
Facilities			
Trails	\$ 88,000 per mile	\$ 1,082,400 per mile	\$ 1,170,400 per mile
Baseball Fields	\$ - per field	\$ 350,000 per field	\$ 350,000 per field
Soccer Fields	\$ - per field	\$ 350,000 per field	\$ 350,000 per field

Standards Based Approach

Using the adopted service standards, projected population growth and estimated unit costs, the 6-year growth-related capital cost was calculated to be \$29,522,535. This amount was adjusted downward to account for the existing deficit for community parks, trails and sport

fields for a net growth cost basis of \$25,539,543. The cost basis was discounted by the adjustment factor and divided by the projected 6-year population growth to establish a per capita impact fee rate of \$6,608. Applying the number of occupants per dwelling unit, the calculated per capita impact fee was calculated as a per residential unit rate (\$3,596).

Table 5: Standards-Based Impact Fee Calculation

	Unit Demand for Future Population (2022)	Unit Costs	6-Year Growth Cost (2022)	Deficiency Cost for Current Population (2016)	Total System Cost
Parkland					
Community Park	28.94 acres	\$ 645,000 per acre	\$ 18,666,300	\$ 2,875,000	\$ 21,541,300
Neighborhood Park	3.39 acres	\$ 364,000 per acre	\$ 1,232,722	\$ -	\$ 1,232,722
Greenway	(156.40) acres	\$ 15,000 per acre	\$ -	\$ -	\$ -
Facilities					
Trails	3.04 miles	\$ 1,170,400 per mile	\$ 3,559,479	\$ 154,242	\$ 3,713,721
Baseball Fields	1.58 fields	\$ 350,000 per field	\$ 552,417	\$ 101,500	\$ 653,917
Soccer Fields	4.37 field	\$ 350,000 per field	\$ 1,528,625	\$ 852,250	\$ 2,380,875
Total			\$ 25,539,543	\$ 3,982,992	\$ 29,522,535

Growth Cost Basis	\$ 25,539,543
6-Year Population Growth	3,865
Growth Cost Per Capita	\$6,608
Adjustment Factor	81.8%
Occupancy Rate	2.99
Park Impact Fee per Unit	\$3,596

Improvements Based Approach

The improvements-based approach relies on the revised, updated 2017 Parks and Recreation Capital Facilities Plan (CFP). The revised CFP focuses on highly critical projects and balances with projected revenue for park improvements. The 6-year CFP cost was estimated at \$21,171,500. Some of the projects noted in the CFP are for repairs or renovations, which represent ineligible costs when calculating impact fees, since they are not growth related. Utilizing the same calculations as in the standards-based approach and the revised net growth cost basis, the PIF rate was calculated as \$2,946 per residential unit.

Table 6: Improvements-Based Impact Fee Calculation

6-Year Capital Facilities Plan Cost	\$21,171,500
Ineligible (non-PIF) Expenses	\$249,500
Growth Cost Basis	\$20,922,000
6-Year Population Growth	3,865
Growth Cost Per Capita	\$5,413
Adjustment Factor	81.8%
Occupancy Rate	2.99
Park Impact Fee per Unit	\$2,946

2017 COMPREHENSIVE PLAN AMENDMENT

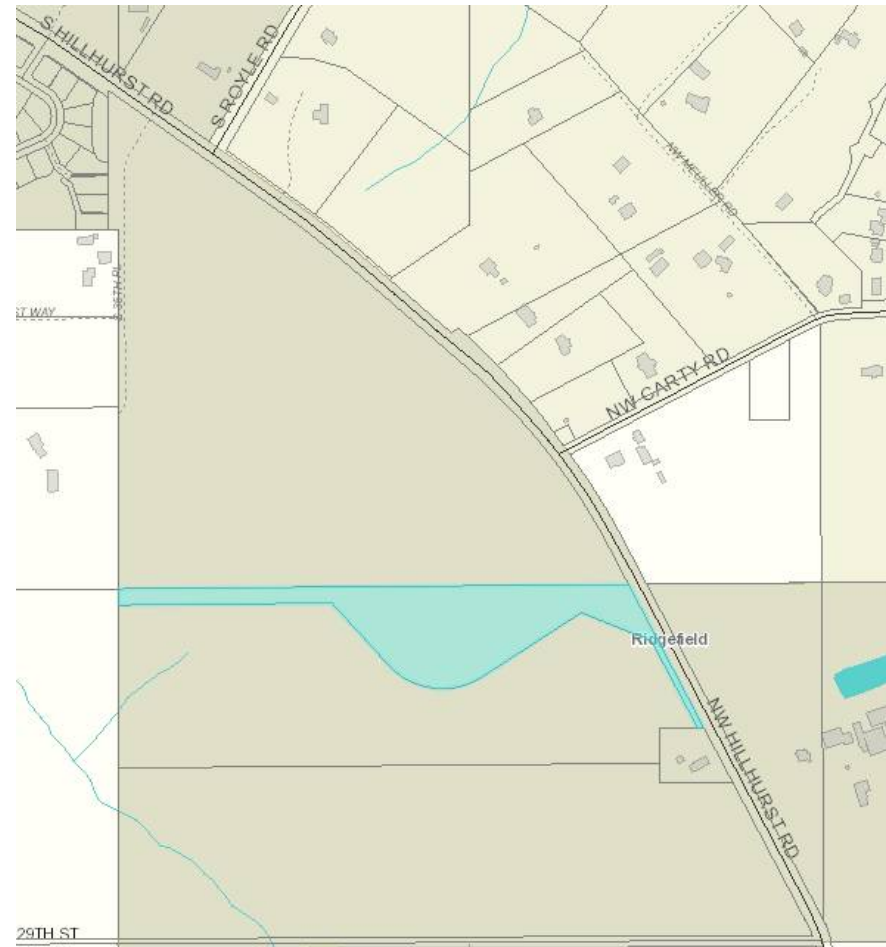
City Council March 30, 2017

Review Process

- January 4: Planning Commission work session
- January 19: Staff provided notice of proposed amendments to the Department of Commerce
- February 21: City issued a Determination of Nonsignificance for environmental review
- March 1: Public hearing at Planning Commission
- March 8: Parks Board review
- **March 30: Public hearing at City Council**

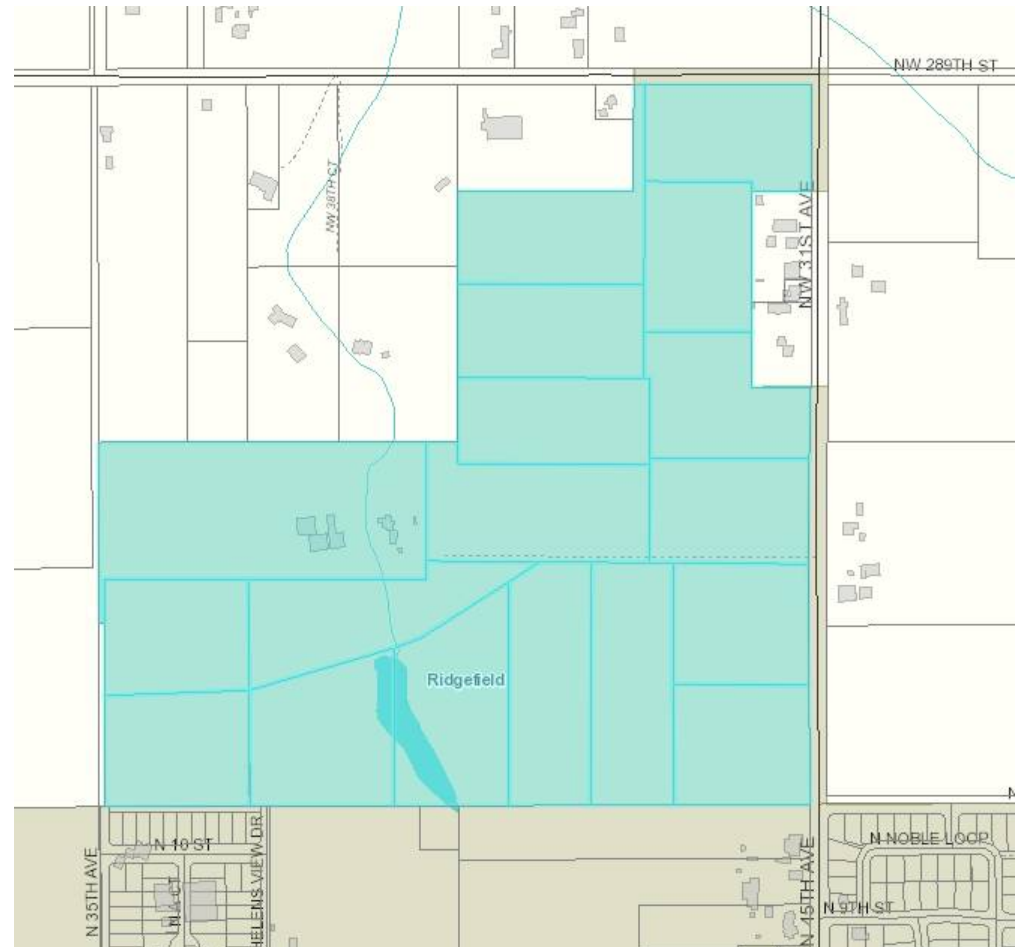
Kennedy Addition Map Amendment

- .. Residential to Public Facilities
- .. 7.5 acres
- .. -19 dwelling units



Ridgefield North Map Amendment

- .. RLD-6 to RLD-4
- .. 107.4 acres total
- .. 18 parcels



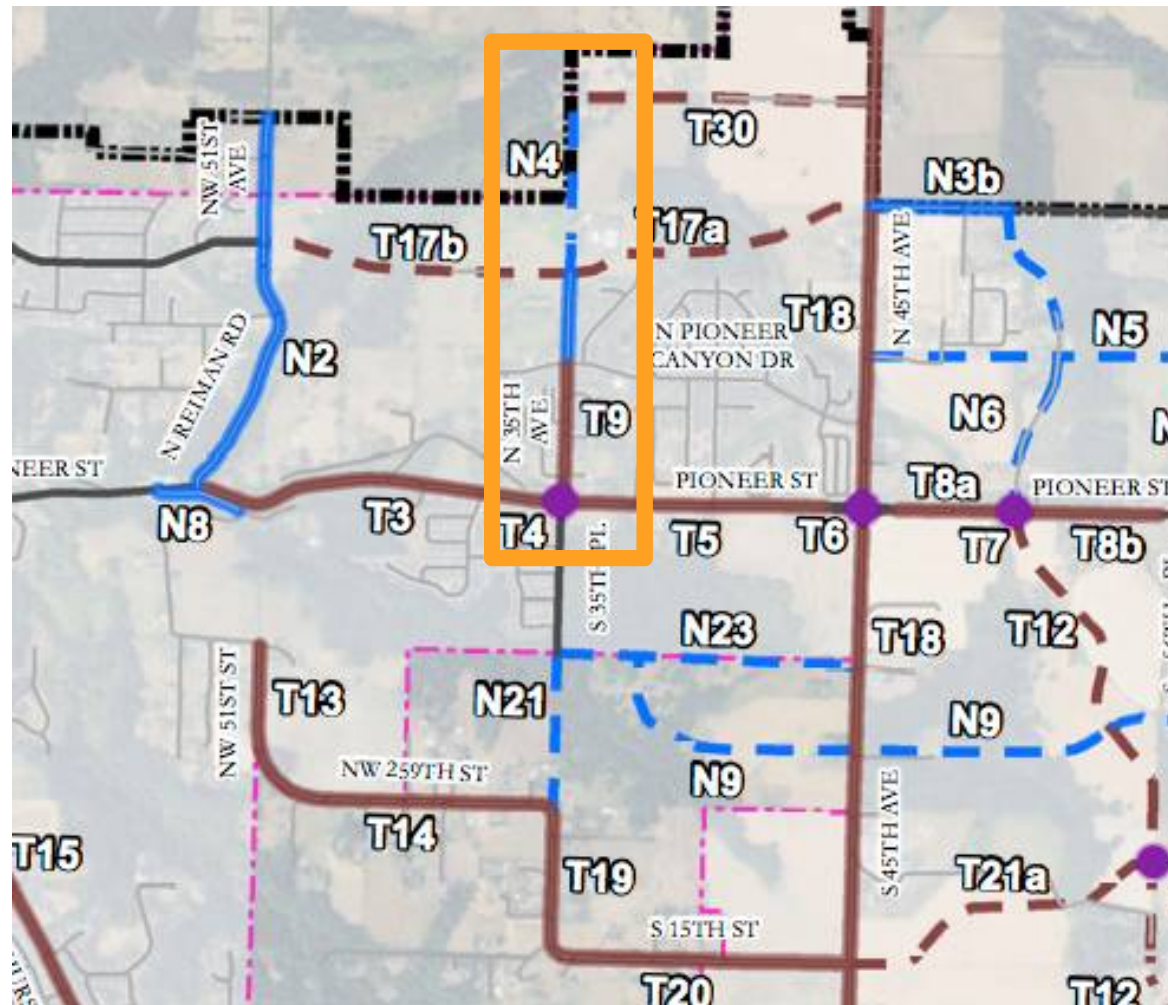
Land Use Text Amendments

- Proposal: Allow Public Facilities (PF) and Parks/Open Space (POS) zones to implement all land use designations
- Goal: Facilitate easier PF and POS zoning changes in real time as development occurs

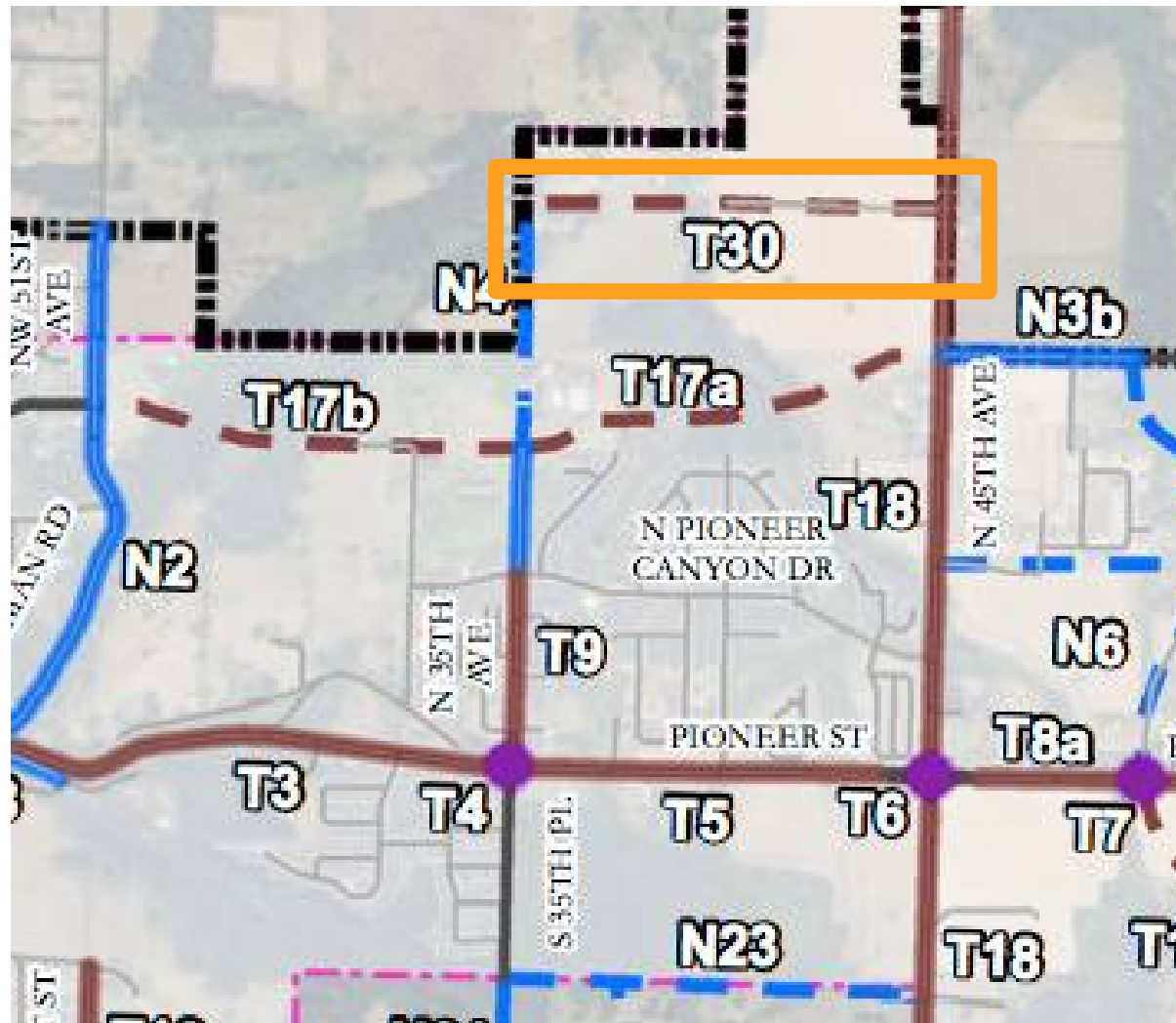
Transportation Capital Facilities Plan

- Add road and intersection projects to CFP
- Make near-term projects TIF-eligible
- Prune completed projects
- Recalculate TIF, to remain at \$290 per trip (\$2,775.30 per single-family home)

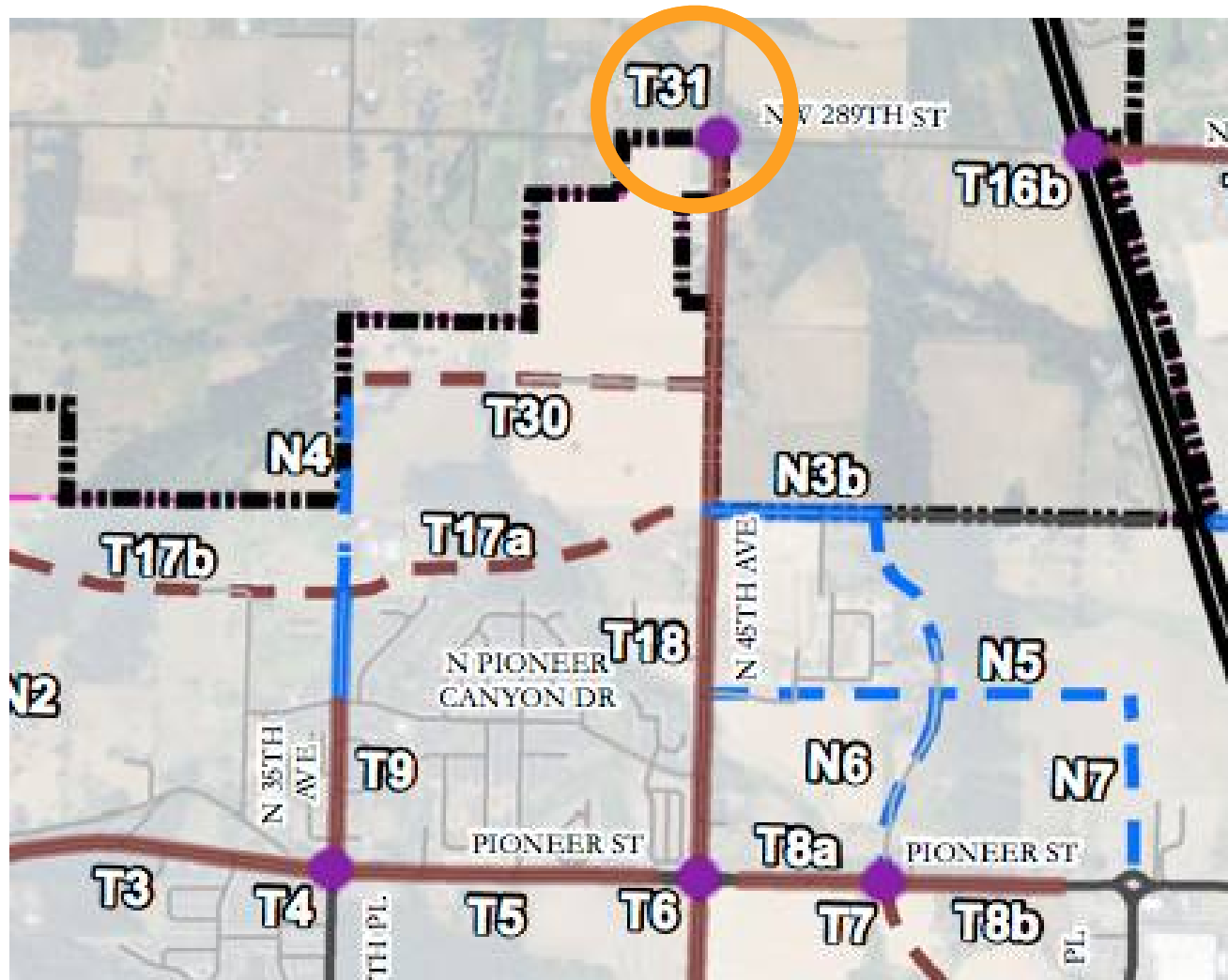
N 35th Ave extension & TIF eligibility



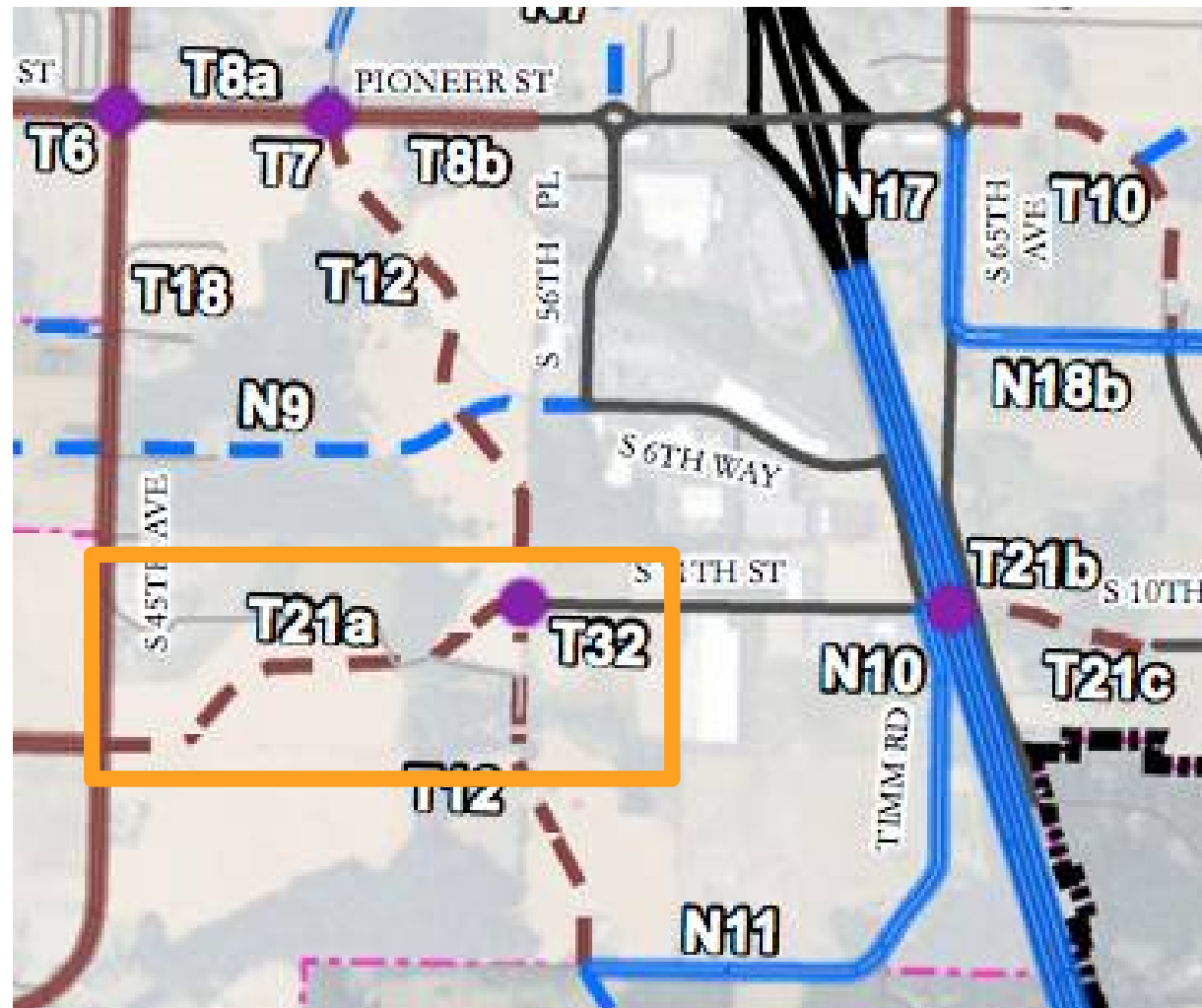
N 14th St: TIF-eligible collector



N 45th Ave & N 20th St intersection



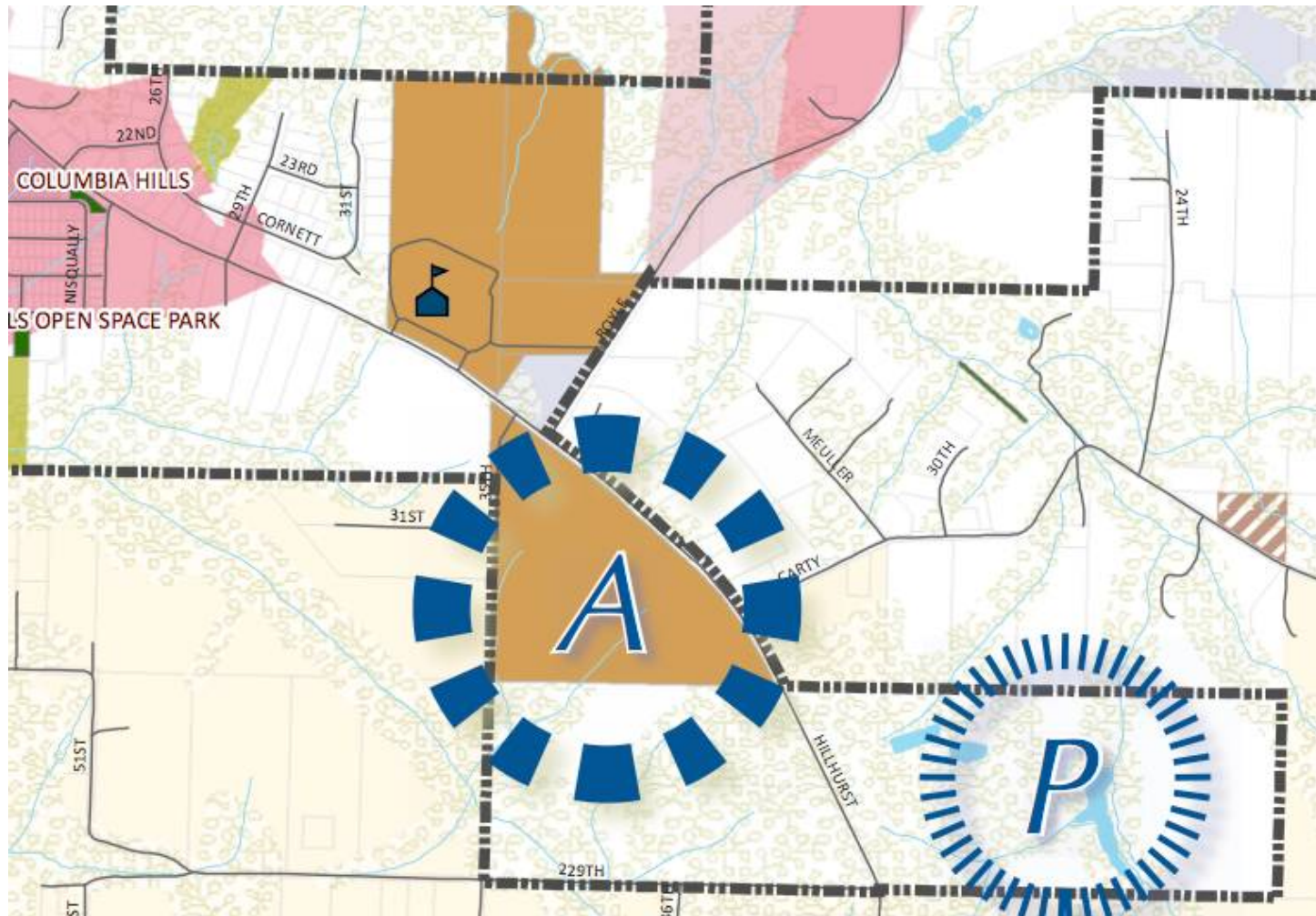
S 15th St TIF eligibility & intersection



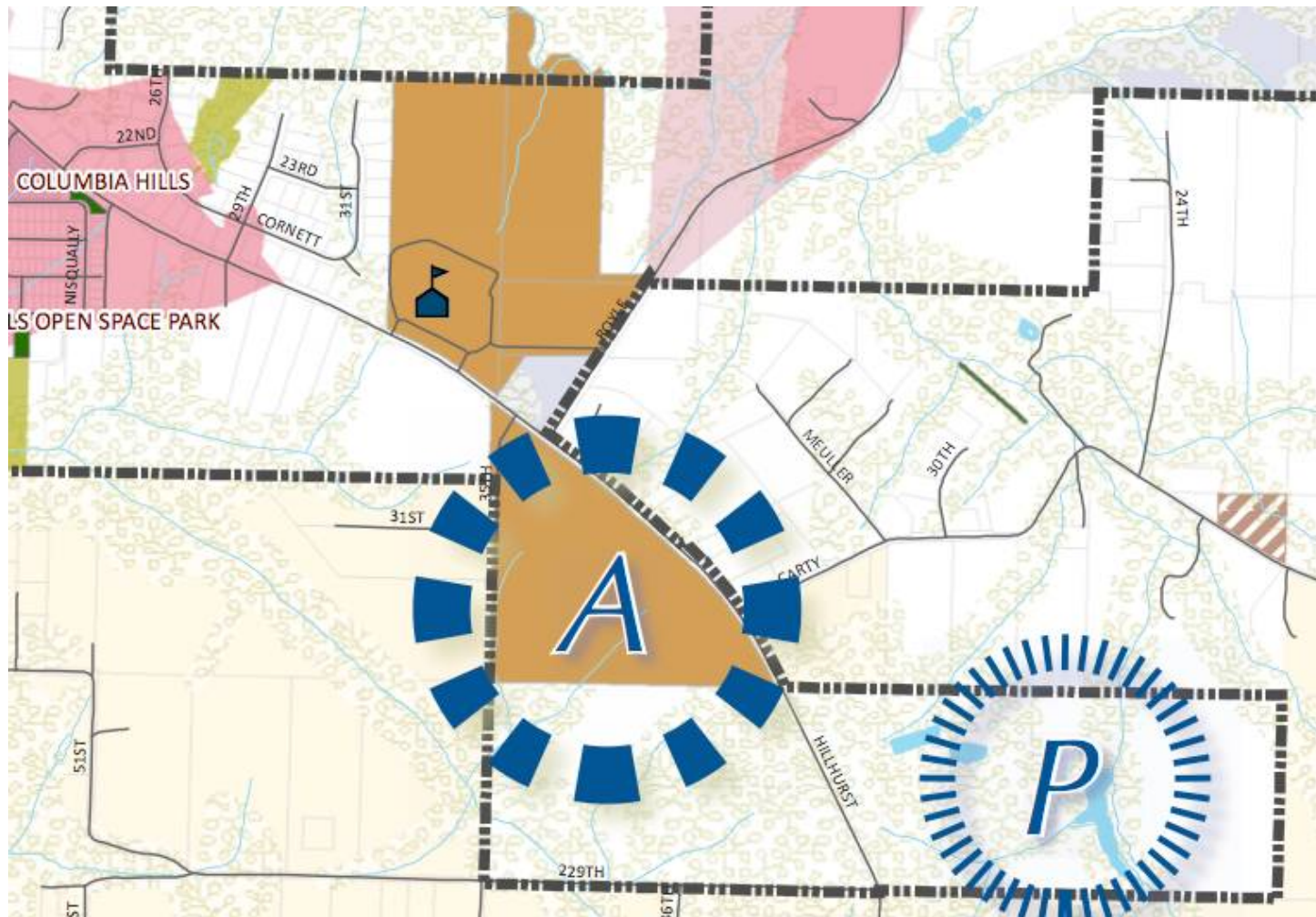
Parks Capital Facilities Plan

- Add/adjust parks and trails projects to CFP
- Make near-term projects PIF-eligible
- Recalculate PIF, to remain at \$2,859 per home

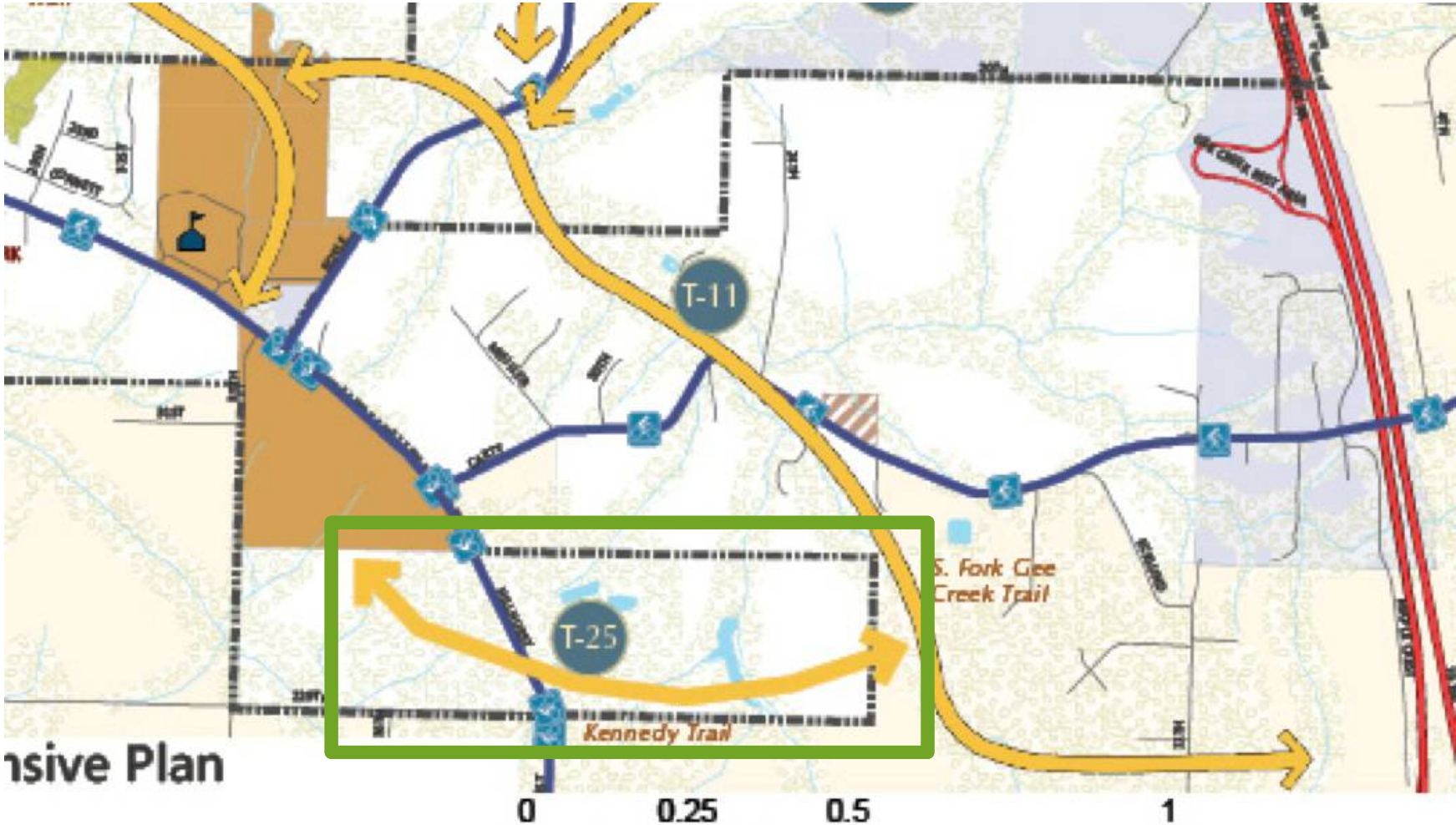
RORC – Gap Area A



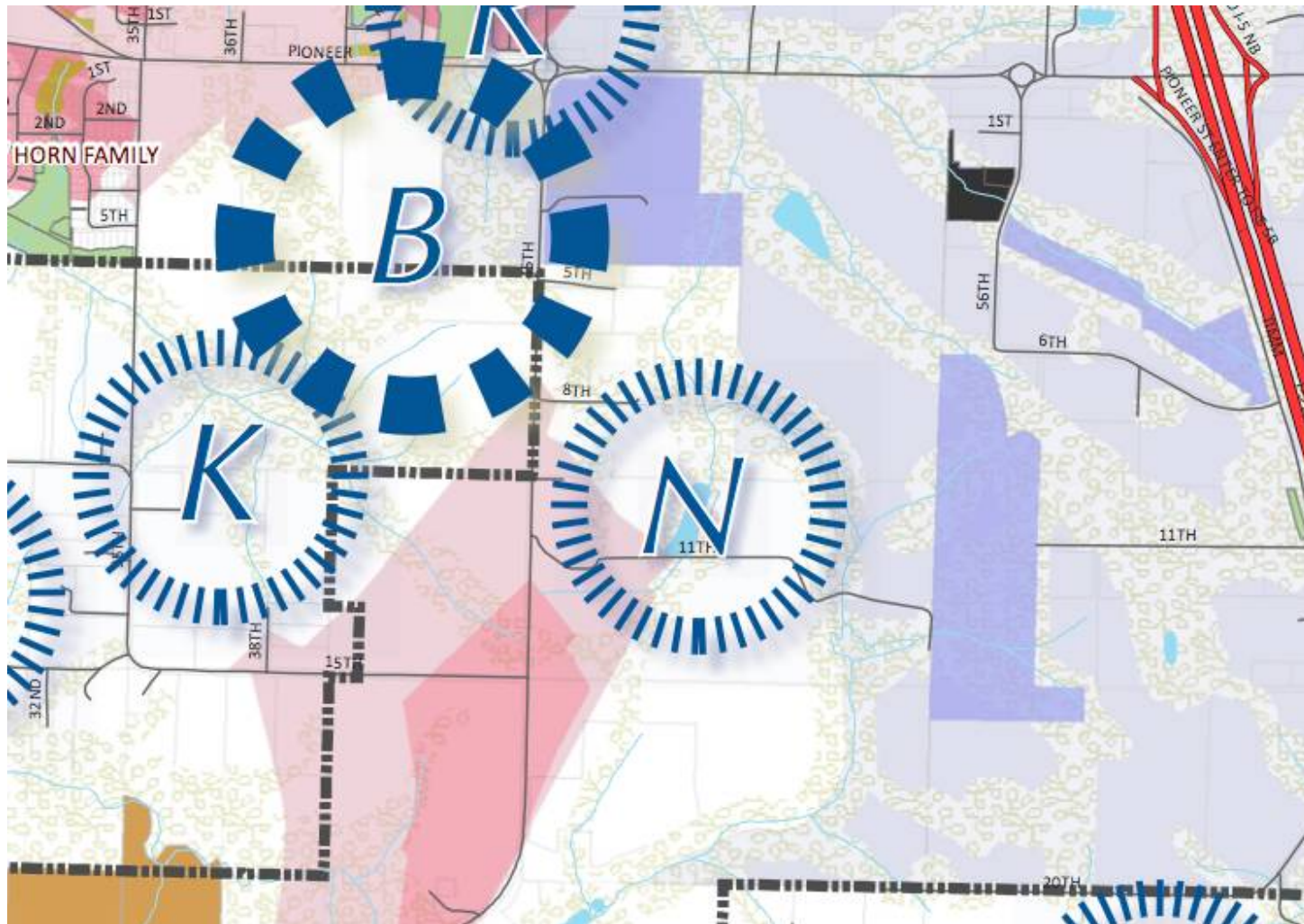
Neighborhood Park – Gap Area P



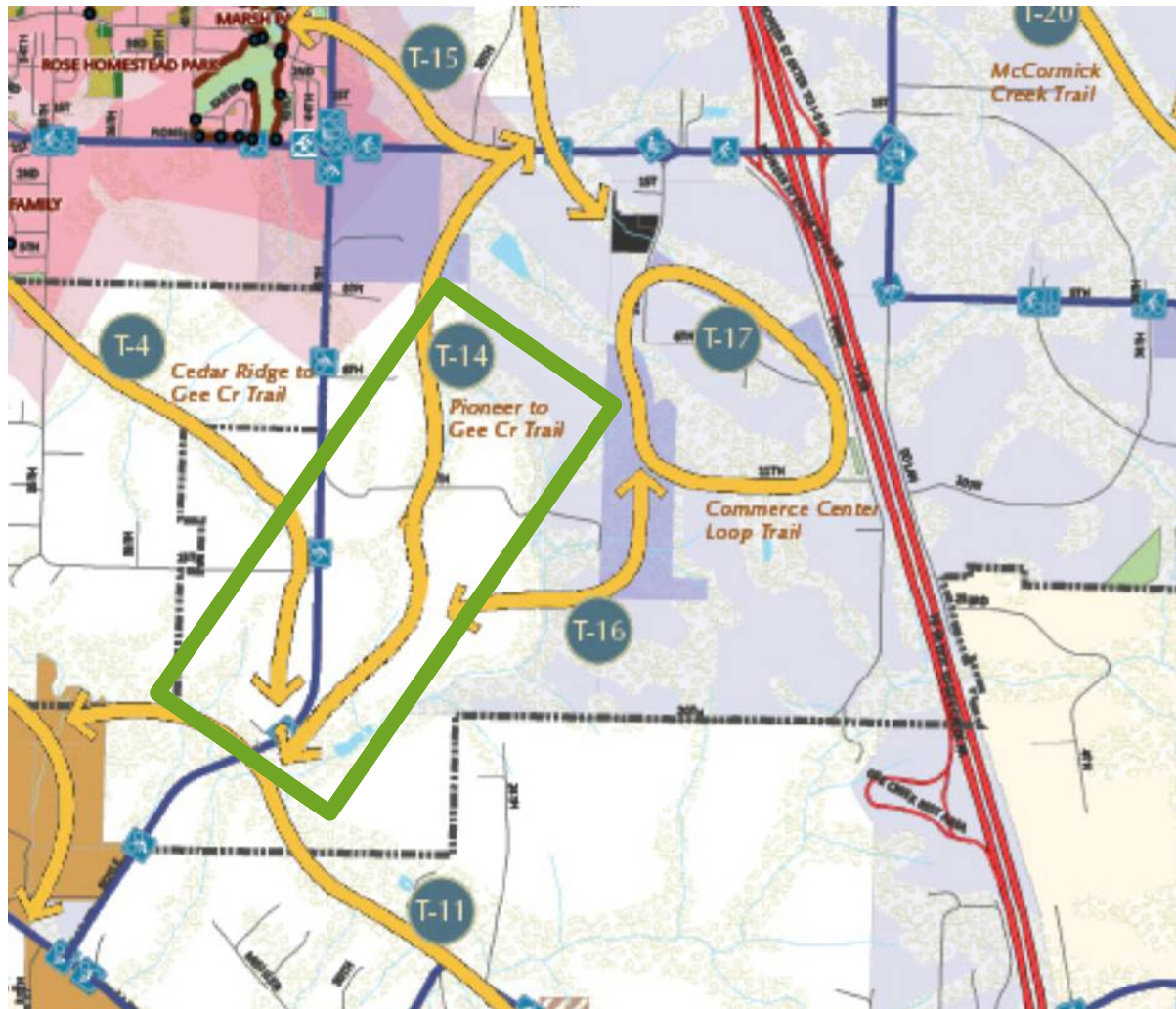
Kennedy Trail



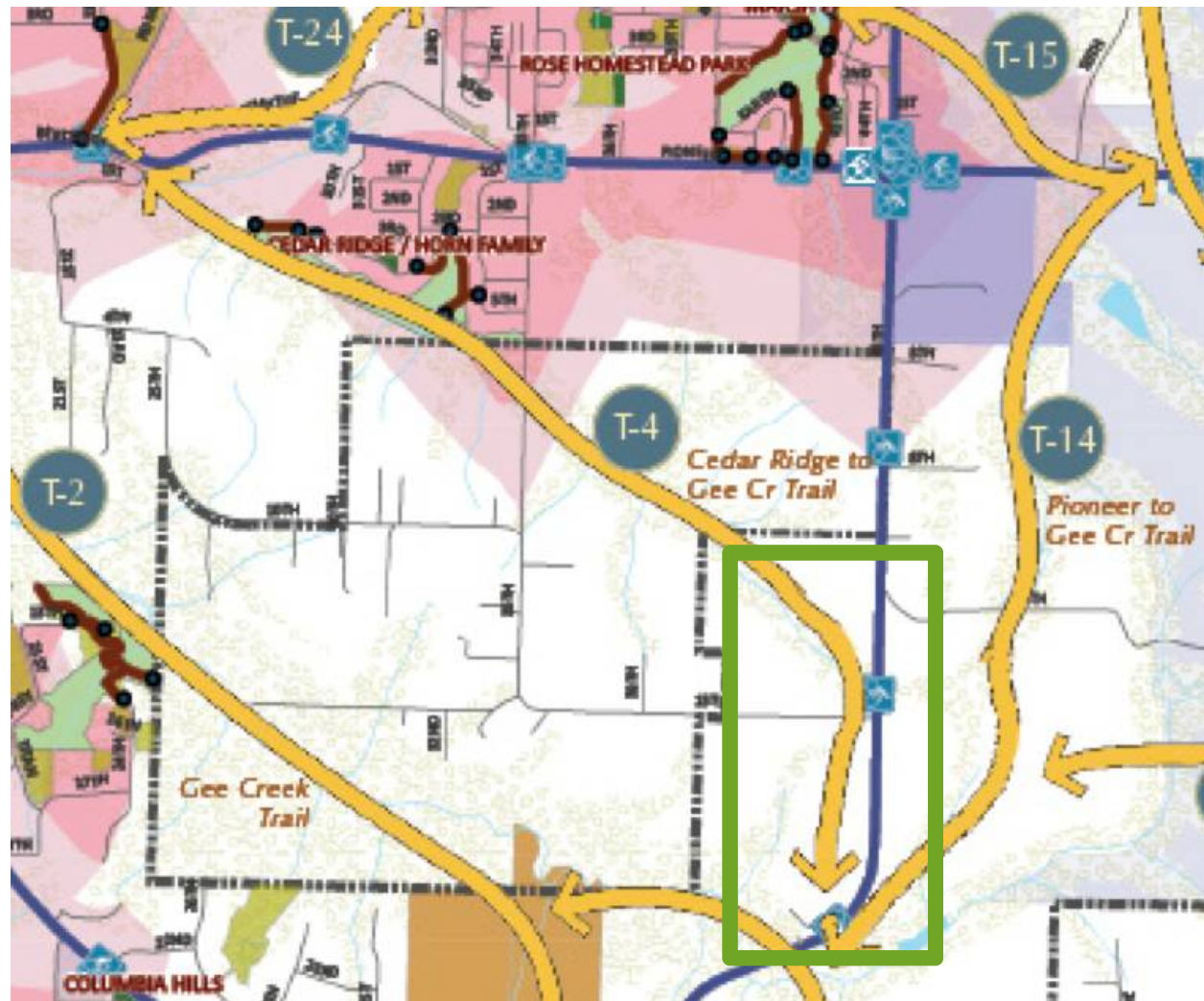
Neighborhood Park – Gap Area N



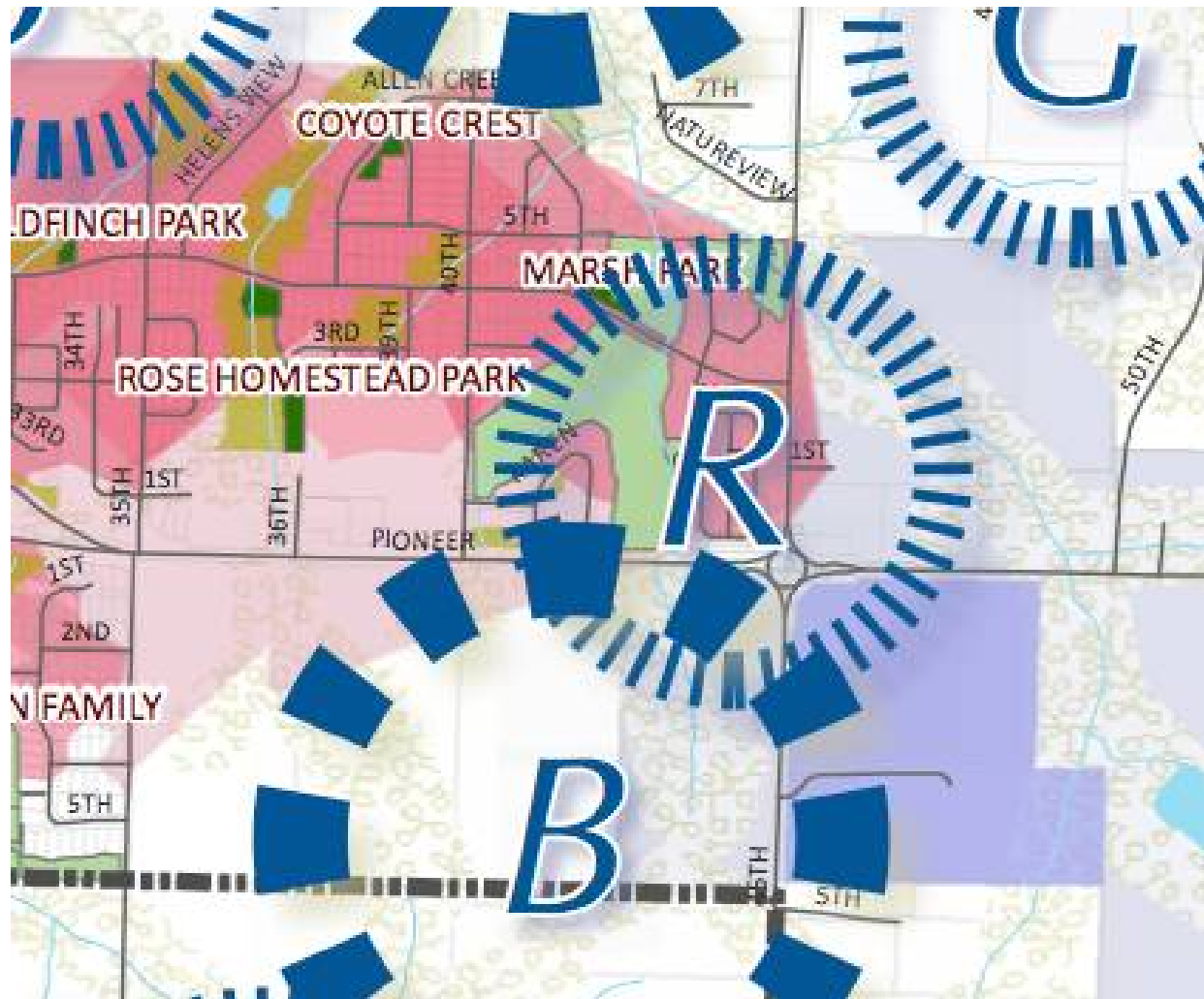
Pioneer to Gee Creek Trail



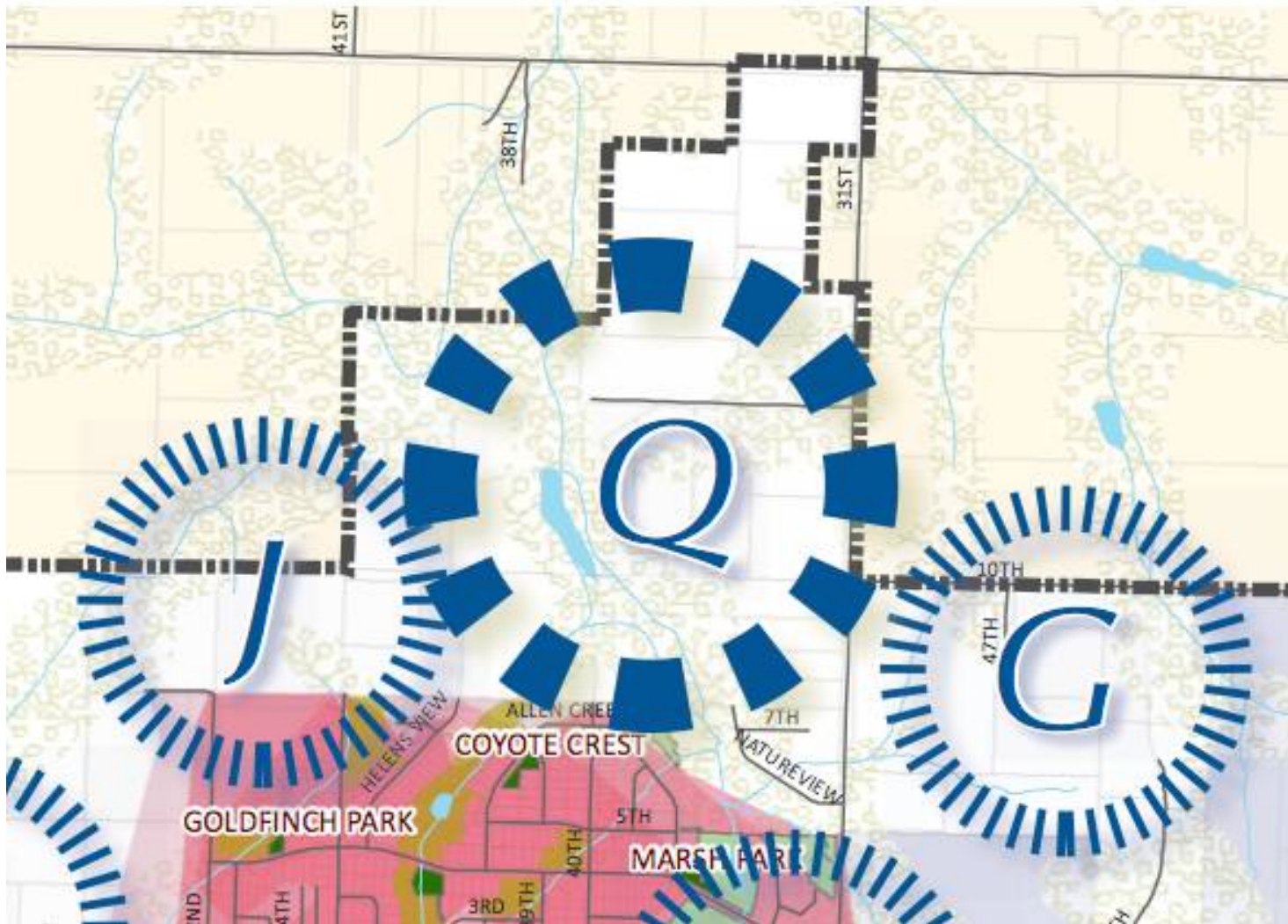
Cedar Ridge to Gee Creek Trail



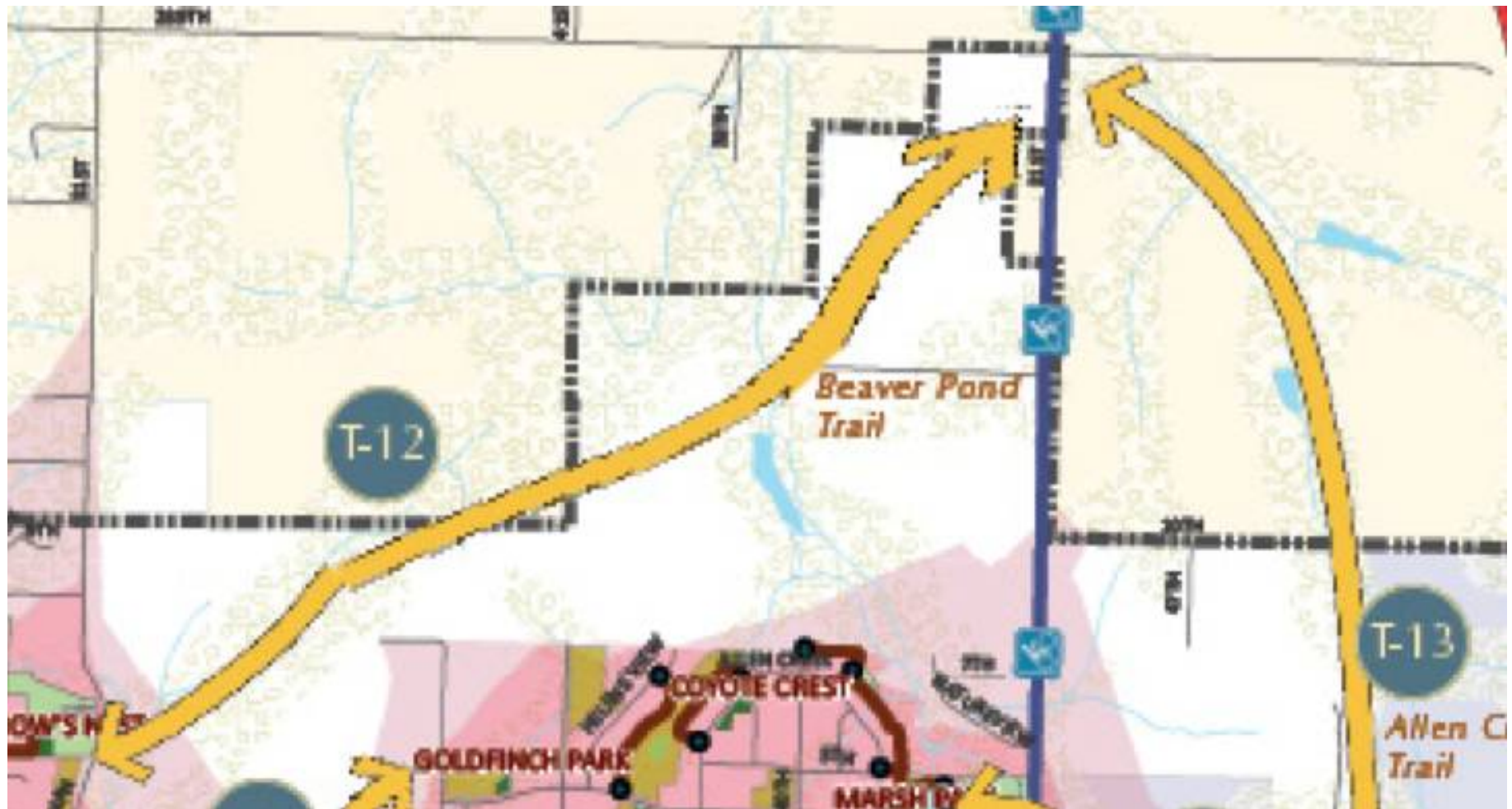
Pocket Parks – Gap Area R



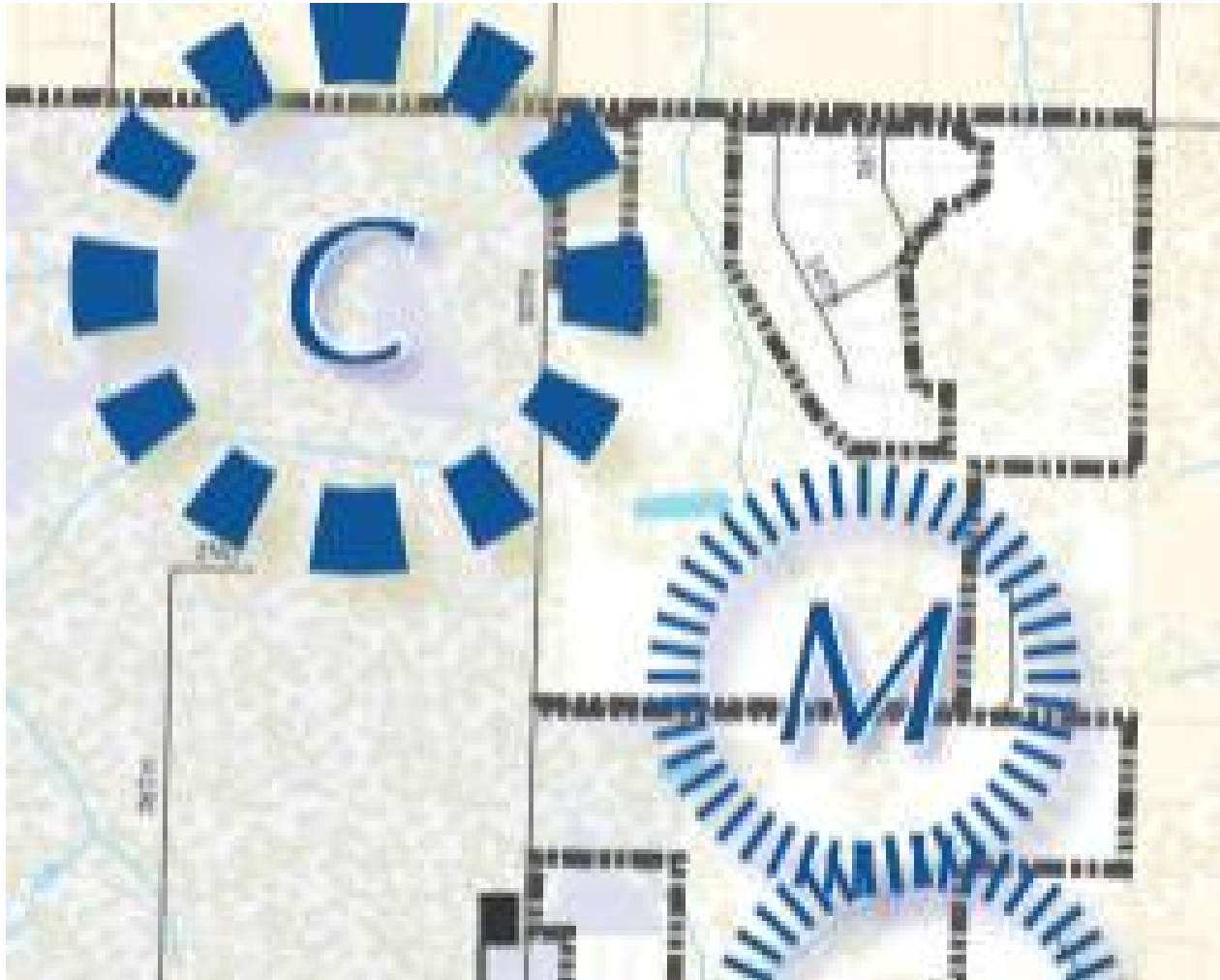
Community Park– Gap Area Q



Beaver Pond Trail



Neighborhood Park– Gap Area M



Ridgefield East Connector Trail



Council Action

- Conduct public hearing
- Provide direction to staff for any revisions prior to Council consideration at second reading

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: March 30, 2017

ITEM: BUSINESS

AGENDA ITEM TITLE: Ridgefield Heights Development Agreement

GOVERNING LEGISLATION:

RCW 36.70B.170 - 36.70B.210 (Development Agreements)
RDC 18.310.150, Development Agreements

PREVIOUS COUNCIL ACTION TAKEN:

Presentation to Council on December 17, 2015
Public Hearing with Council January 14, 2016
Public Hearing with Council May 12, 2016
Public Hearing with Council March 9, 2017

SUMMARY/BACKGROUND:

The preliminary plat for the Kemper subdivision was approved in December 2007. The subdivision is located at 498 S. 25th Place, 26315 NW 51st. Avenue and generally at the North East corner of S. 21st Place and S. 4th Way, and generally at the North East corner of S. 25th Place and S. 4th Way.

The development agreement proposes a number of changes to bring the project closer into alignment with current development code standards, which it is not required to meet because it is vested to standards in place in 2007 when originally approved, in exchange for the City agreeing to change the functional classification of Bertsinger Road, and pursuing annexation along S. 35th Avenue. The agreement proposes to:

- The developer agrees to comply with environmental, storm water, architectural and lighting standards in effect at the time of complete application, or the effective date of the proposed Development Agreement, whichever is later.
- The agreement, if approved, would change the classification of S. Bertsinger Rd. and remove the replacement bridge project required by the 2007 Final Order. Additionally, this agreement would limit access to S. Bertsinger Rd. and require construction and trips from the new sub-division access the site from 45th Ave.
- The agreement establishes 35th Ave. as the eventual access to the property when the property currently outside City Limits is annexed.

Approved to be placed on City Council Agenda:

Jeff Niten	Completed	03/28/2017 9:38 AM
Take a look at the budget/financial impact section before moving this item forward.		
Steve Stuart	Completed	03/28/2017 9:42 AM
City Council	Pending	03/30/2017 6:30 PM

-
- City acceptance and PIF credits for any park amenities besides the trail are wholly discretionary. This Development Agreement would vest the land use and zoning approvals from the 2007 Hearing Examiner Final Order (attached) as Exhibit B.
 - The Developer agrees to dedicate and construct park improvements as required by Title 18 of the Ridgefield Municipal Code.

BUDGET/FINANCIAL IMPACTS:

The construction of S. 35th Avenue is a project on the city 6-year Capital Facilities Plan. This development agreement would provide for \$1,500,000 in direct voluntary contributions to the total project cost.

RECOMMENDED ACTION OR MOTION:

Staff recommends Council adopt Ordinance No. 1201 by making the following motion:

"I move to adopt Ordinance No. 1201, as presented".

STAFF CONTACT: Jeff Niten, Community Development Director

ATTACHMENTS: Ridgefield Heights DA FINAL (005) (DOCX)
Color Plan (PDF)
Exhibits A - C (PDF)
Location map (PDF)

ORDINANCE NO. 1201**RIDGEFIELD HEIGHTS DEVELOPMENT AGREEMENT****ORDINANCE NO. 1201****AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON APPROVING A DEVELOPMENT AGREEMENT WITH ODC RIDGEFIELD HEIGHTS, LLC**

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

WHEREAS, the City has the authority to enter into Development Agreements pursuant to RCW 36.70B.170 which provides:

The Legislature finds that the lack of certainty of the approval of development projects can result in a waste of public and private resources, escalate housing costs for consumers and discourage the commitment to comprehensive planning which would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private participation and comprehensive planning, and reduce the economic cost of development; and,

WHEREAS, ODC Ridgefield Heights LLC, ("Applicant") has controlling interests in 70.45 acres of real property zoned Residential Low Density 4 (RLD-4) and located at 498 S. 25th Place, 26315 NW 51st. Avenue and generally at the North East corner of S. 21st Place and S. 4th Way, and generally at the North East corner of S. 25th Place and S. 4th Way in the City of Ridgefield; and

WHEREAS, the Applicant has an approved preliminary plat to divide the property into 200 residential lots to create a subdivision known as Kemper, approved December 14, 2007 (PLZ-07-068); and

WHEREAS, the City Council conducted public hearings for the proposed Development Agreement at regular scheduled meetings held on January 14, 2016 and May 12, 2016, and March 9, 2017; and

WHEREAS, the City Council conducted a first reading of this ordinance on March 9, 2017; and

WHEREAS, the City and the Applicant have reached agreement regarding the terms and conditions of a Development Agreement related to the development of the Project, which Development Agreement, together with its Exhibit A, is attached hereto and incorporated herein;

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

Section 1. **Public Interest.** The City Council for the City of Ridgefield, Washington finds, following a public hearing process, that it is in the public interest for the City of Ridgefield

to approve the Development Agreement with ODC Ridgefield Heights LLC. Execution of this Agreement will generally: Remove the requirement for a bridge connecting Bertsinger Road and Pioneer, create park and trail amenities that may be dedicated to the City and eligible for Park Impact Fee (PIF) credits; provide for architectural design standards; and require LED street lighting.

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

Section 3. **Corrections.** The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. **Severability.** Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid, the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

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

ADOPTED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 30TH DAY OF MARCH 2017.

Mayor, Ron Onslow

ATTEST/AUTHENTICATED:

Julie Basarab
Deputy City Clerk

APPROVED AS TO FORM:

Janean Parker
City Attorney

Public Hearing:	March 9, 2017
First Reading:	March 9, 2017
Second Reading/Passage:	March 30, 2017
Date of Publication:	

Effective Date:

MAIL TAX STATEMENTS TO:
Unchanged

AFTER RECORDING RETURN TO:
Jordan Ramis PC
Attn: James D. Howsley
1499 S.E. Tech Center Place, Suite 380
Vancouver, WA 98683

This space provided for recorder's use.

INSTRUMENT TITLE:	DEVELOPMENT AGREEMENT
GRANTOR:	ODC RIDGEFIELD HEIGHTS LLC, a Washington limited liability corporation
GRANTEE:	CITY OF RIDGEFIELD, WASHINGTON, a Washington municipal corporation
ABBREVIATED LEGAL	
DESCRIPTION:	#44 OF SEC 20 T4NR1EWM 38.45A #7 SEC 19 T4NR1EWM 19.25A #24 OF SEC 20 T4NR1EWM 10A
FULL LEGAL:	See Exhibit A To This Document
ASSESSOR'S PROPERTY TAX	
PARCEL ACCOUNT NUMBER(S): 213745000; 213727000; 213491000; 213509000	
REFERENCE NUMBER OF RELATED DOCUMENTS:	

Attachment: Ridgefield Heights DA FINAL (005) (1233 : Ridgefield Heights Development Agreement)

DEVELOPMENT AGREEMENT

Effective Date: _____, 2017

PARTIES

ODC Ridgefield Heights, LLC (“Developer”) is the owner of three parcels in the City of Ridgefield comprising approximately 70.45 acres (“Property”). The legal description for the Property is attached as Exhibit A.

The City of Ridgefield is a Washington municipal corporation (“City”) and is responsible for land use planning and permitting pursuant to the Growth Management Act.

Developer and City are collectively referred to as the Parties.

AUTHORITIES

The City is authorized to enter this Development Agreement (“Agreement”) by Ridgefield Municipal Code Section (“RMC”) 18.310.150 and RCW 36.70B.170(1).

The City is authorized to establish a development service area by RMC 18.070.070.

The City is authorized to issue impact fee credits for voluntary payments pursuant by RMC 18.070.150 and RCW 82.02.020.

The City is authorized to annex an island of unincorporated territory within the city limits by RCW 35.13.182

RECITALS

1. The City previously approved a 200-lot single family subdivision for the Property, land use case file PLZ-07-068, in the Final Order dated December 14, 2007, attached as Exhibit B, and the Parties desire to revise the layout of the subdivision.
2. The Parties desire to confirm the vested land uses and vested motor vehicle trips of the Property.
3. The Parties desire that additional traffic from the Property on S 10th Way, S 35th Place, and S 15th St be served by associated road improvements to an urban standard.

4. The Parties desire for Developer to prepay Traffic Impact Fees (TIF) to provide funding for the City to construct public improvements to serve the Property.
5. The Parties desire to assign responsibilities for obtaining a Hydraulic Project Approval (“HPA”) permit for a new bridge across a tributary to Gee Creek and the new public road connection between S 35th Place and NW 41st Ave.
6. The Parties desire to plan for the annexation of necessary right-of-way in order to facilitate the efficient provision of city services to the Property and the broader city.
7. The Parties desire to designate portions of the Property to the City for public park land, and to provide Park Impact Fee credits for the dedication.
8. The Final Order contains a scrivener’s error omitting parcel number 213745-000 from the description of the property although the parcel is clearly evident in the analysis, preliminary maps and SEPA checklist, attached as Exhibit C. This Agreement corrects this scrivener’s error.
9. The Developer agrees to a voluntary contribution to resolve transportation deficiencies in accordance with RCW 36.70b.170(b).

AGREEMENT

NOW, THEREFORE, the Parties agree as follows:

1. Recitals.

Each of the Recitals contained herein are intended to be, and are incorporated as, covenants between the Parties and will be so construed.

2. Vesting of Land Use Approvals.

This Agreement governs and vests the land use and zoning approvals for the Property, as contained in the 2007 Final Order attached as Exhibit B. The Developer agrees to comply with environmental, stormwater, traffic, building architectural, and lighting standards in effect as of the effective date of this Agreement or the date a complete application is filed for a new or revised preliminary plat for the Property, whichever is later.

3. Property Access - Bertsinger

City agrees to change the functional classification of S Bertsinger Rd. to a Local Access street in the Comprehensive Plan and to remove the replacement bridge project from the

Capital Facilities Plan (“CFP”). Access to S Bertsinger Rd. from Pioneer Ave. will be limited. Developer agrees to not use S. Bertsinger Rd. for construction access, and to use S. 45th Ave for construction access until such time as the extension of S. 35th Place is available. Developer agrees that no trips shall be added to S Bertsinger Rd. from the Property. Access to the Property shall be via S. 45th Ave, until future improvements are made.

4. Property Access – S 35th Ave.

Future primary access to the development is intended to be from S 35th Ave. Developer agrees that this road connection will benefit the Property and by this Development Agreement Developer agrees to voluntarily pay a transportation assessment of \$8,464.54 per residential unit to participate in funding for the needed improvement. The Developer agrees that this voluntary assessment is necessary to mitigate this identified direct impact. Such assessment is in addition to any applicable traffic impact fees which may be assessed on the Property. Developer agrees to pay the assessment at time of final plat approval for each phase, but no later than six years from the execution date of this Agreement. Construction of S. 35th Ave. is contingent upon the annexation of property outside City limits, acquisition of right of way, and securing of transportation funding, all of which are outside of the control of the City and Developer. The City agrees to designate the extension of S 35th Ave. to the intersection of S. 15th Street (the “35th Ave. Extension”) as a [collector **or** arterial] in the City Comprehensive Plan. City also agrees to add the 35th Ave. Extension onto the City’s 6-Year CFP. The City agrees to take reasonable steps to acquire the property, permits, and funding necessary for the construction of this 35th Avenue Extension. However, nothing herein guarantees to Developer the construction of S. 35th Avenue or access in any way to the property. If the voluntary assessments funds are not expended in five years of collection they will be refunded with interest to be calculated from the original date the deposit was received by the city and at the same rate applied to tax refunds.

5. Property Access – S. 10th Way

- (a) Developer agrees to voluntarily mitigate additional traffic impacts to the area by improving 10th Way between the eastern boundary of the subject property to the intersection of S. 35th Place to a scenic collector standard. The City agrees to assure there is right of way necessary to make this voluntary improvement at the time of the construction of the frontage along S. 10th Way. Developer agrees as part of this Agreement to submit construction plans to the appropriate permitting agency to resolve deficiencies including, but not limited to, roadway widths constructed consistent with the scenic collector standard (24 feet of paved surface) on S. 10th Way from the eastern boundary of the development to the intersection with S. 35th Place. The construction plans will comply with current applicable roadway construction and stormwater standards. The plans will also include signing, striping and all related features. Developer will not be obligated to relocate any power poles and the City agrees to work with Developer with road modifications should power poles impact the full twenty-four (24) feet of

pavement or associated roadside safety issues such as clear zone deficiencies. The Developer agrees that this additional mitigation is not TIF eligible at this time. The Developer further agrees that improvements to 10th Way detailed above shall occur prior to City's approval of Phase I final plat.

- (b) The City intends to provide improved traffic circulation within this area of the City by connecting S.35th Place currently in unincorporated Clark County to S. 15th Street where the Developer of the Royle property will be making improvements. The City agrees to submit construction plans to the appropriate permitting agency to resolve deficiencies including, but not limited to, roadway widths constructed consistent with the scenic collector standard (24 feet of paved surface) on S. 35th Place from the intersection of S. 10th Way south to the intersection with S. 15th Street. The construction plans will comply with current applicable roadway construction and stormwater standards. The plans will also include signing, striping and all related features. The City further agrees, and the Developer acknowledges, that subject improvements to S 35th Place shall occur prior to City's approval of Phase I final plat.

6. Permits.

The City agrees to promptly obtain all permits necessary for the 35th Place extension, and bear all costs and responsibilities for same.

7. Transportation Impact Fee Payments.

Developer will prepay a portion of City Transportation Impact Fees ("TIF"). Developer will pay one-half of applicable TIF for the initial allowed number of units under Section 8 below upon preliminary plat approval and the remaining one-half on a per dwelling basis upon City's issuance of final occupancy approval for each single family dwelling.

8. Reserved Capacity.

Developer will build in phases as shown on Exhibit D. Provided that the CFP is updated to include the 35th Avenue Extension showing that is funded within six years, the Developer may construct the entire project. Should the CFP not get updated, Developer will be limited to 100 lots until such time that the 35th Avenue Extension is deemed funded.

9. Revised Subdivision Plan

- (a) Developer desires to revise the subdivision plan as shown on Exhibit D, and Developer agrees to apply to City for preliminary plat approval.
- (b) Developer agrees to dedicate and construct half street improvements to S. 4th Way, NW 51st Ave and NW 259th along the Property frontage on as shown on Exhibit D to the

standard required by the City's Capital Facilities Plan. Developer agrees to dedicate and construct such other improvements as may be required by a new or revised preliminary plat approval.

(c) Developer agrees to extend public water service to the Property as shown on Exhibit D.

(d) The Parties agree the development will be constructed in phases, as shown on the attached Exhibit D.

(e) The Playground Structure shown on Exhibit D will be constructed during Phase I and Phase II. The Common Area Structure as shown on Exhibit D will be constructed as part of Phase IV, however the Developer will agree to design and submit permits for this structure as part of Phase I and will use best efforts to ensure construction by no later than 2018.

10. Park Dedication.

Developer agrees to dedicate those portions of the Property designated on Exhibit D to the City for public park purposes. Developer agrees to construct such improvements on these portions of property as may be required by the 2016 Ridgefield Municipal Code and as conditioned by the new or amended preliminary plat approval. City agrees that the development of 2.34 acres noted on Exhibit D shall be for passive recreation only. The Developer will create a homeowners association consistent with the City's planned unit development code which will maintain the common and open space.

11. Counterparts.

This Agreement may be executed in counterparts; however all signature pages will be recorded together, and the complete recorded Agreement will constitute the final instrument.

12. Effective Date.

This Agreement is shown on the first page of this Agreement.

13. Termination.

This Agreement will terminate upon the mutual agreement of the Parties in writing, which will be recorded.

14. City's Reserved Authority.

Notwithstanding anything in this Agreement to the contrary, the City will have the authority to impose new or different regulations to the extent required by a serious threat to

public health and safety as required by RCW 36.70B; provided, however that traffic congestion is not a serious threat to public health and safety, and that such action will only be taken by legislative act of the Ridgefield City Council after appropriate public process.

15. Authorization.

The persons executing this Agreement on behalf of Developer and the City are authorized to do so and, upon execution by such parties, this Development Agreement will be a valid and binding obligation of such parties in accordance with its terms. The Parties have each obtained any and all consents required to enter into this Agreement and to consummate or cause to be consummated the transactions contemplated hereby.

16. Run with the Land.

This Agreement will run with the land and be binding on the Parties' successors and assigns, and will be recorded with the Clark County Auditor.

17. Term.

The initial term of this Agreement is for three (3) years. This Agreement will be extended an additional five (5) years if the following benchmarks are achieved: Developer agrees to submit application for a subdivision within six (6) months of the approval of this Agreement. Developer agrees to move forward with the construction of Phase I of the project within three (3) years from the approval dates of the Agreement.

18. Public Hearing.

The Ridgefield City Council has approved execution of this Agreement by resolution after a public hearing.

19. Dispute Resolution.

Should a disagreement arise between the Parties, the Parties agree to attempt to resolve the disagreement by first meeting and conferring. If such meeting proves unsuccessful to resolve the dispute, the disagreement may be resolved by a civil action.

20. Venue.

This Agreement will be construed in accordance with the laws of the State of Washington, and venue is in the Clark County Superior Court.

21. Attorneys' Fees.

If a suit, action, or other proceeding of any nature whatsoever (including any proceeding under the U. S. Bankruptcy Code) is instituted in connection with any controversy arising out of this Agreement or to interpret or enforce any rights or obligations hereunder, the prevailing party will be entitled to recover its attorney, paralegal, accountant, and other expert fees and all other fees, costs, and expenses actually incurred and reasonably

necessary, as determined by the court at trial or on any appeal or review, in addition to all other amounts provided by law.

22. Performance.

Failure by any party at any time to require performance by the other parties of any of the provisions hereof will not affect the parties' rights hereunder to enforce the same, nor will any waiver by a party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this clause.

23. Severability.

If any portion of this Agreement will be invalid or unenforceable to any extent, the validity of the remaining provisions will not be affected thereby. If a material provision of this Agreement is held invalid or unenforceable such that a Party does not receive the benefit of its bargain, then the other Parties will renegotiate in good faith terms and provisions that will effectuate the spirit and intent of the Parties' agreement herein.

24. Inconsistencies.

If any provisions of the Ridgefield Municipal Code or City land use regulations are deemed by a Court to be inconsistent with this Agreement, the provisions of this Agreement will prevail, excepting the City's reserved authority under Section 13.

25. Amendments.

This Agreement may only be amended by mutual written agreement of the Parties, and all amendments will be recorded in the Clark County deed records.

26. Survival.

Any covenant or condition set forth in this Agreement, the full performance of which is not specifically required prior to the expiration or earlier termination but which by its terms is to survive the termination of this Agreement, will survive the expiration or earlier termination of this Agreement and will remain fully enforceable thereafter.

27. No Benefit to Third Parties.

The Parties are the only parties to this Agreement and are the only parties entitled to enforce its terms, except as otherwise specifically provided in this Agreement. There are no third-party beneficiaries.

28. Entire Agreement

This Agreement constitutes the entire agreement between the Parties as to the subject matter.

29. Notices.

All notices will be in writing and may be delivered by personal delivery, by overnight courier service, or by deposit in the United States Mail, postage prepaid, as certified mail, return receipt requested, and addressed as follows:

City:	City Manager PO Box 608 Ridgefield, WA 98642
With a copy to:	Janean Parker Ridgefield City Attorney PO Box 298 Adna, WA 98522-0298
Developer:	ODC Ridgefield Heights, LLC 19767 SW 72nd Ave., Suite 100 Tualatin, OR 97062
With a copy to:	Jordan Ramis, PC Attn: James D. Howsley 1499 SE Tech Center Place, Suite 380 Vancouver, WA 98683

Notices will be deemed received by the addressee upon the earlier of actual delivery or refusal of a party to accept delivery thereof. The addresses to which notices are to be delivered may be changed by giving notice of such change in address in accordance with this notice provision.

30. Time is of the Essence.

Time is of the essence in the performance of and adherence to each and every provision of this Agreement.

31. Non-waiver.

Waiver by any Party of strict performance of any provision of this Agreement will not be deemed a waiver of or prejudice a Party's right to require strict performance of the same or any other provision in the future. A claimed waiver must be in writing and signed by the Party granting a waiver. A waiver of one provision of this Agreement will be a

waiver of only that provision. A waiver of a provision in one instance will be a waiver only for that instance, unless the waiver explicitly waives that provision for all instances.

32. Headings, Table of Contents.

The section headings are for convenience in reference and are not intended to define or limit the scope of any provision of this Agreement.

33. Interpretation of Agreement; Status of Parties.

This Agreement is the result of arm's-length negotiations between the Parties and will not be construed against any Party by reason of its preparation of this Agreement. Nothing contained in this Agreement will be construed as creating the relationship of principal and agent, partners, joint venturers, or any other similar relationship between the Parties.

34. Future Assurances.

Each of the Parties will promptly execute and deliver such additional documents and will do such acts that are reasonably necessary, in connection with the performance of their respective obligations under this Agreement according to the Schedule so as to carry out the intent of this Agreement.

Signatures appear on the following pages.

ODC Ridgefield Heights, LLC, a Washington limited liability corporation

By: _____ Date _____
 Its: _____

State of Washington)
) ss.
 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 signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the _____, of ODC Ridgefield Heights, LLC to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, 2017.

(Seal or stamp)

 Signature

 Title
 My appointment expires _____

Attachment: Ridgefield Heights DA FINAL (005) (1233 : Ridgefield Heights Development Agreement)

City of Ridgefield, a Washington municipal corporation

By:
Its:

Date

Approved as to Form

Date

State of Washington)
) ss.
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, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____, of City of Ridgefield, WA to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____, 2017.

(Seal or stamp)

Signature

Title

My appointment expires _____

Attachment: Ridgefield Heights DA FINAL (005) (1233 : Ridgefield Heights Development Agreement)

EXHIBIT A
Legal Description

Attachment: Ridgefield Heights DA FINAL (005) (1233 : Ridgefield Heights Development Agreement)

EXHIBIT B

Prior land use approval

RIDGEFIELD HEIGHTS

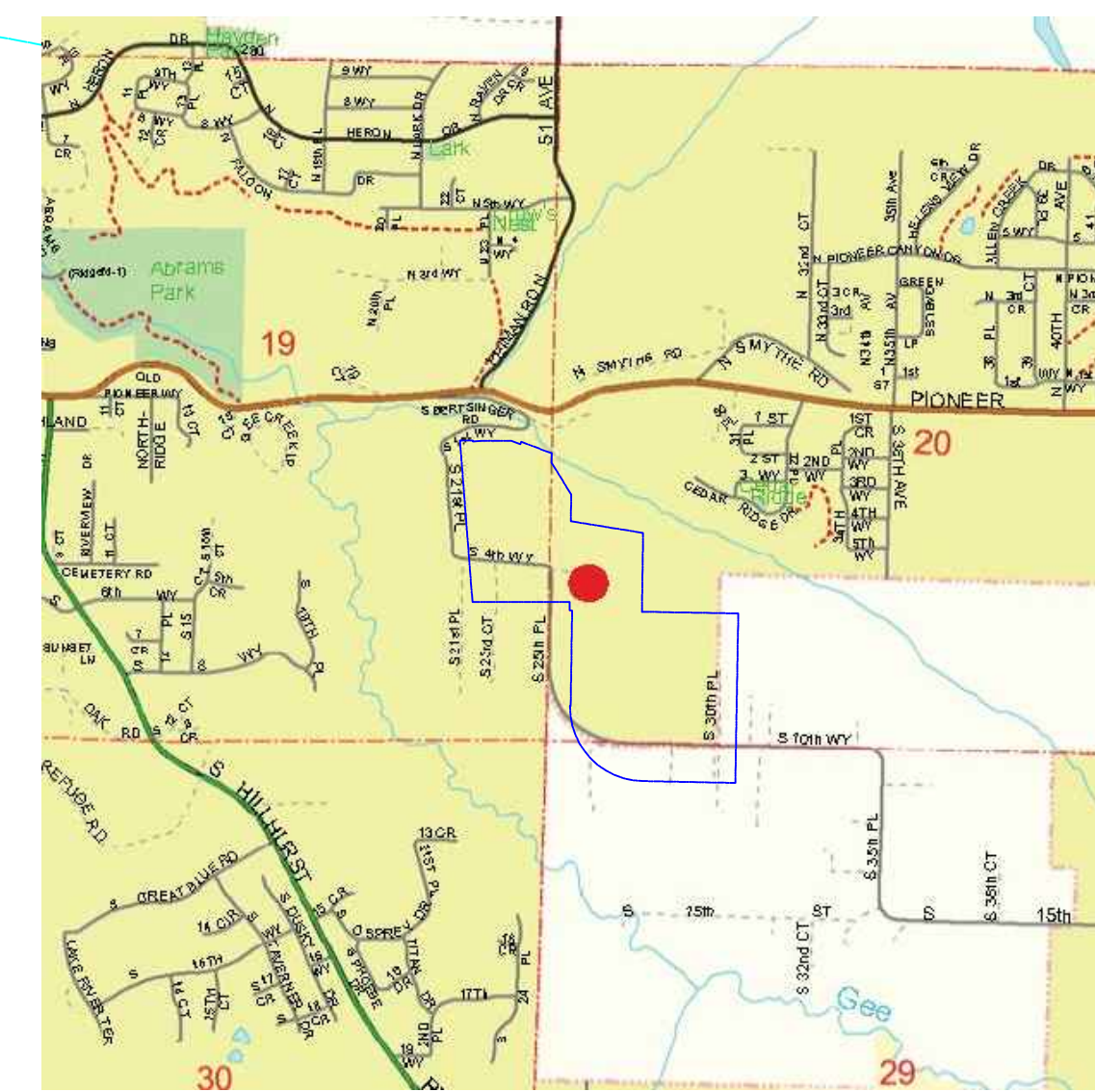
P.U.D. SUBDIVISION
RIDGEFIELD, WASHINGTON

GRAMOR
DEVELOPMENT

S&A ENGINEERING & DESIGN
CIVIL ENGINEERING - LAND PLANNING
DEVELOPMENT SERVICES
& LANDSCAPE ARCHITECTURE

2005 BROADWAY
VANCOUVER, WA 98663
PH: 360-993-0911
FAX: 360-993-0912

Trail pathway through native landscape



VICINITY MAP



Common Area Structure



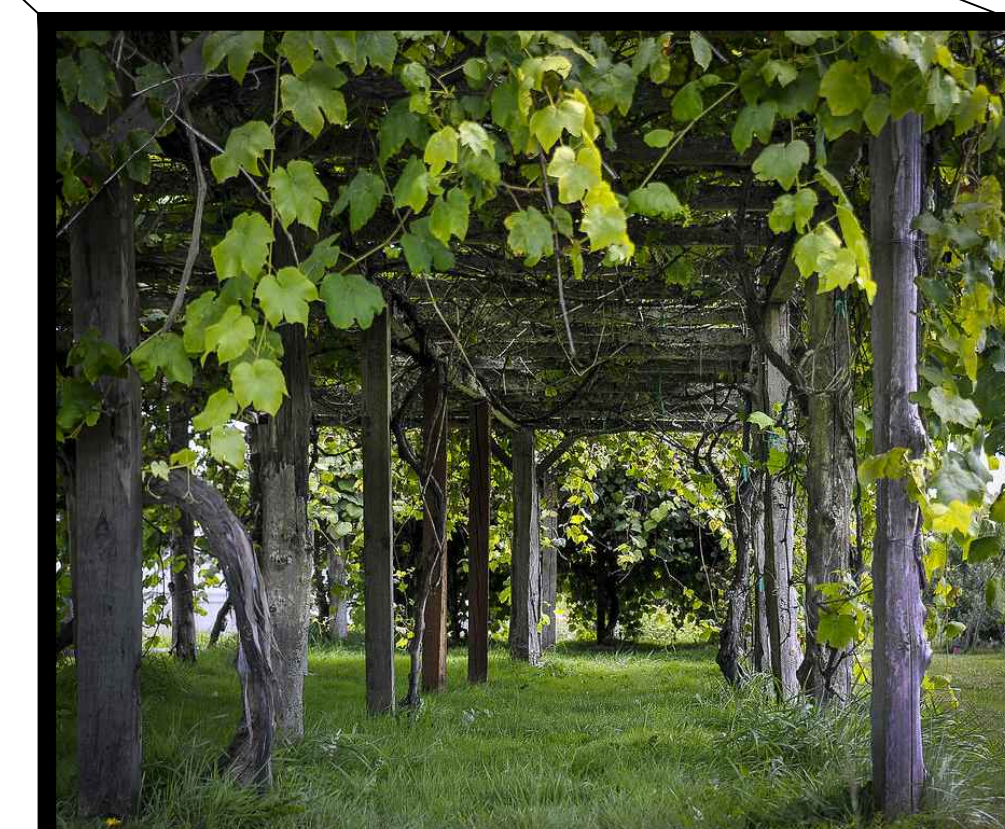
Formal Playground



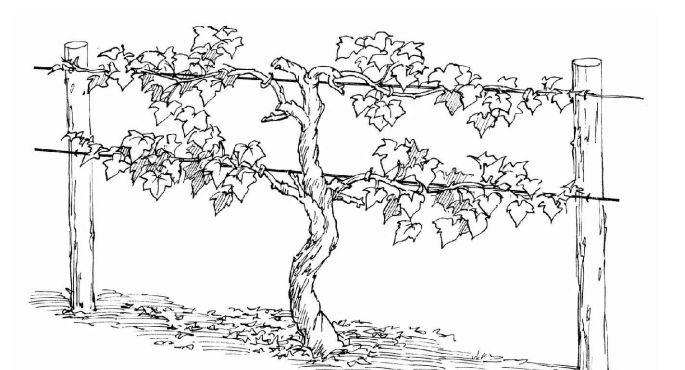
Half court basketball



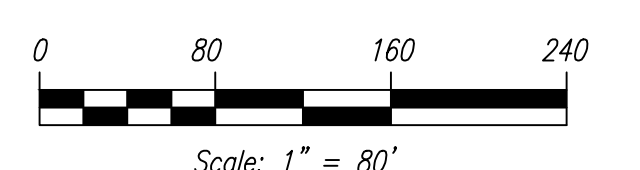
Trail/pathway through native landscape



Grape vine arbor along pathway



Grape vines along frontage improvements



Scale: 1" = 80'

TOTAL LOT AREA
177 LOTS
1,302,969 SF (29.91 ACRES)
AVERAGE LOT AREA: 7,361 SF

PHASE I
46 LOTS
307,378 SF (7.06 ACRES)
AVERAGE LOT AREA: 6,682 SF

PHASE II
44 LOTS
296,122 SF (6.80 ACRES)
AVERAGE LOT AREA: 6,730 SF

PHASE III
26 LOTS
184,754 SF (4.24 ACRES)
AVERAGE LOT AREA: 7,106 SF

PHASE IV
26 LOTS
187,140 SF (4.30 ACRES)
AVERAGE LOT AREA: 7,198 SF

PHASE V
35 LOTS
327,575 SF (7.52 ACRES)
AVERAGE LOT AREA: 9,359 SF

TOTAL SITE AREA: 2,936,644 (67.42 ACRES)
TOTAL LOT AREA (177 LOTS): 1,302,969 SF (29.91 ACRES)
OPEN SPACE/STORM AREA: 110,8700 SF (25.45 ACRES) (37.8%)
TOTAL R/W AREA: 524,975 SF (12.05 ACRES)
TRAIL NETWORK: 1.13 MILES TOTAL LENGTH

EXHIBIT A

LEGAL DESCRIPTION

EXHIBIT A**Legal Description**

The following described property lying in Section 19 and Section 20, Township 4 North, Range 1 East of the Willamette Meridian, situated in the County of Clark, State of Washington, to wit;

Tract "A"

The South West $\frac{1}{4}$ of the South West $\frac{1}{4}$ of said Section 20 except that portion lying South Westerly of Bertsinger Road (a.k.a. N.W. 259th Street and N.W. 51st Avenue), except public roads.

Tract "B"

Beginning at the North West corner of the South West $\frac{1}{4}$ of said Section 20 and running thence South along the Section line 619.5 feet to the true point of beginning; thence South 701.5 feet more or less to the South West corner of the North West $\frac{1}{4}$ of the South West $\frac{1}{4}$ of said Section 20; thence East 561 feet; thence North to a point 10 feet North of the center line of an unnamed creek running Easterly across said North West $\frac{1}{4}$ of the South West $\frac{1}{4}$, said point being South Easterly from the point of beginning; thence North Westerly in a direct line to the true point of beginning.

EXCEPT public roads.

Tract "C"

Beginning at the North East corner of the South East $\frac{1}{4}$ of said Section 19, thence South 1,254 feet; thence West 752 feet; thence in a Northerly direction to a point 868 feet West of the North East corner of said South East $\frac{1}{4}$; thence East 868 feet to the point of beginning.

EXCEPT tract in North East corner deeded to the Town of Ridgefield, recorded in Volume 101, Page 367, records of said county;

EXCEPT tracts in North East corner deeded to George B. Robinson, recorded in Volume 149, Page 286 and in Volume 178, Page 503, records of said County.

EXCEPT any portion thereof lying within the right of way of NW 264th Street, NW 54th Avenue and Bertsinger Road.

ALSO EXCEPT that portion conveyed to the State of Washington for State Highway 1-T by deed recorded under Auditor's File No. G94721.

EXHIBIT B

2007 FINAL ORDER

Attachment: Exhibits A - C (1233 : Ridgefield Heights Development Agreement)

**BEFORE THE LAND USE HEARINGS EXAMINER
CITY OF RIDGEFIELD, WASHINGTON**

REGARDING THE APPLICATION FOR A)
PRELIMINARY PLAT APPROVAL TO)
SUBDIVIDE 67.4 ACRES INTO 200-LOT)
SINGLE FAMILY LOTS IN A LDR 7.5 AND)
8.5 ZONING DISTRICTS IN THE CITY OF)
RIDGEFIELD, WA.

FINAL ORDER

**KEMPER
SUBDIVISION
PLZ-07-068**

APPROVED WITH CONDITIONS

INTRODUCTION

This is a request for a preliminary plat approval for a 200-lot single family subdivision. The site totals 67.4 acres and resulting lot sizes will range from 5,000 to approximately 12,000 square feet. The site will include open space areas, trail networks, and a play area located central to the site. The subdivision will necessitate the redesign of the intersection at Pioneer Street and Bertsinger Road and a new Collector street will be constructed to replace Bertsinger Road. The subdivision will also need to address off-site road standards on east of 10th Way to 45th Avenue.

Location: The property is located south of Pioneer Street and south of S 1st Way, east of S 21st Way, and north of S 10th Way. The Clark County Assessor Tax Lots include 213491-000, 213509-000, and 213727-000. The site is located in SE quarter of Section 19 and SW quarter of Section 20, T4N, R1E, Willamette Meridian.

Applicant: David Bantz, 19767 SW 72nd Avenue, Tualatin, Oregon 97062

Owner: Kemper Family Trust, Attn: Don Kemper, 20100 NW 61st Ave., Ridgefield, WA, 98642

Approval Criteria: RDC 13.08 (Development Charges for Water and Sewer Connections); RDC 18.070 (Impact Fees); RDC 18.210 (Low Density Residential Districts – LDR 7.5 and LDR 8.5); RDC 18.280 (Sensitive Lands/Density Transfer Overlay District); RDC 18.600 (Subdivisions); RDC 18.620 (Procedure for Subdivision); RDC 18.630 (Design Requirements); RDC 18.640 (Improvement Requirements); and RDC 18.810 (Environmental Standards).

Notice: MDNS - October 25, 2007

HEARING AND RECORD

The Public Hearing on this matter was held on November 14, 2007 and the record was kept open until November 30, but due to a miscommunication the record had to stay open until December 7, 2007 to allow the applicant the final rebuttal. A record of all testimony received into the record is included herein as Exhibit A (Parties of Record), Exhibit B (Taped Proceedings), and Exhibit C (Written Testimony). These exhibits are filed with the City of Ridgefield Recorder.

PRE - hearing Comments:

Clark County Fire District 12

Clark County Fire District No. 12 submitted comments for this land use review in their letter dated September 10, 2007. A **condition** will require the site to be developed consistently with their recommendations (Exhibit 3).

Clark County Public Works

Clark County Public Works Department early in the review process requested an additional analysis of intersection within the jurisdiction of Clark County that were not addressed in the traffic impact study dated August 3, 2007, included in the application submittal. The intersections of concerns included:

- S 15th Street/S 45th Avenue;
- S Royal Road/S Hillhurst Road; and,
- S Carty Road/S Hillhurst Road.

The applicant submitted an additional traffic impact analysis that addressed these intersections from Kittelson & Associates dated, October 24, 2007 (Appendix I). This analysis concluded that the proposed subdivision could be developed while maintain safe and acceptable traffic operations at the intersections noted above. Clark County reviewed the supplemental traffic analysis and concurred with the findings and stated concurrency requirements are satisfied for the above referenced intersections (Exhibit 4).

Washington State Department of Ecology

The Washington State Department of Ecology submitted comments in a letter dated October 3, 2007. A **condition** will require the applicant to follow the recommendations outlined in the Department of Ecology's October 3, 2007 letter and November 7, 2007 letter (Exhibit 5).

Washington State Department of Transportation (WSDOT)

The Washington State Department of Transportation submitted comments in a letter dated October 23, 2007. **Conditions** recommended in WSDOT's October 23, 2007 letter are incorporated into this decision (Exhibit 6).

Ken Wanderer (neighbor) submitted comments by way of email dated November 1, 2007 (Exhibit 7). Mr. Wanderer noted that the traffic analysis projected 15 percent of the traffic

generated by this project will go to the east (along S. 10th Way and on to 45th Ave) and felt that this percentage is too low. Mr. Wanderer also noted that the proposed Ridgefield High School located near Royal Road and S. Hillhurst Road was not included in the assumed trips that would impact nearby intersections. Finally, Mr. Wanderer questioned who would be responsible for off-site upgrades that may need to occur to S. 10th Way to S. 45th Ave. The applicant's traffic engineer, Chris Brehmer, P.E., Kittelson & Associates, Inc., provided a response to these questions in an letter dated November 2, 2007 (Exhibit 8).

Peter Zwingli (neighbor) submitted written comments by way of email dated October 20, 2007 concerning safety with the road alignment proposed for "Street A" in relation to what appears to be a shared driveway easement referenced as S. 23rd Court (Exhibit 9). His comments state that the proposed "Street A" should align with S. 23rd Court so that this intersection is not off-set, which may result in unsafe turning movements. According to the submitted plans, proposed "Street A" is aligned to intersect with 23rd Court. The applicant's alignment would allow for either tax lot 213508-015 or 213504-000 to construct a half street public road improvement upon future development that would align with "Street A". Without a survey, it is not certain the exact location of the existing S. 23rd road easement in relation to the common property line shared by tax lots 213508015 or 213504000. A **condition** will require that upon engineering review, the City Engineer will review the alignment of proposed "Street A" to assure that its location will provide for safe existing and future turning movements at its intersection with S. 4th Way.

Mr. Zwingli referenced a concern with the proposed curve between S. 4th Way and S. 25th Place. The response to this concern is found in Section H of this decision and also referenced as follows:

"The applicant requests that the intersection of 4th Way and 25th Place be designed with a temporary 90-degree corner with a 37-foot centerline curve radius. This request is a result of right-of-way being unavailable from the property owner to the southwest. The applicant suggests that when the properties to the south and west redevelop, the roadway curve could potentially be realigned with a larger radius curve. Per Table 2.08A of the Engineering Standards, the minimum centerline radius for a Collector street at a design speed of 30 mph is 300-feet, which is significantly greater than the proposed radius of 37-feet. The City Consulting Engineer finds that this request poses a significant public hazard even at the reduced speed. Section 2.08 of the Engineering Standards also specifies that low speed curves under 25 mph may be used on residential local streets. The City Engineer may consider this as an acceptable mitigation on a temporary basis, provided that the curve meets the minimum centerline radius of 55 feet and that proper signage for reduced speed to 15 miles per hour is provided. The temporary curve shall also meet all AASHTO design criteria, including superelevation requirements."

Finally, Mr. Zwingli raised concerns with the multiple street names in this area. A **condition** is warranted that will require all street names associated with this subdivision to be reviewed and approved prior to final plat approval through the City of Ridgefield, Community Development department. As noted in (Exhibit 10), the City's Community Development department is currently working with Mr. Zwingli in changing existing street names that are outside the scope of this review.

Ailsa Crawford & husband Bill Becker, 2382 Pioneer Street, (neighbors) submitted comments on Nov. 7, 2007 (Exhibit 11) concerning the potential for their property access to change as a result the redesign of Pioneer Street and Reiman Road intersection. It is not known at this point whether in fact the driveway may need to be moved or the extent of the change. This will be known at the time of engineering review through the City Public Works Department and WSDOT. A **condition** is warranted that will require the applicant to notify the property owner(s) at 2382 Pioneer Street upon knowledge of any proposed changes affecting the property or property access. The applicant shall bear all expenses and compensation associated with any changes to the property or property access.

Bob Sawyer (neighbor), 3048 S 10th Way, Ridgefield submitted comments by way of email dated November 7, 2007 (Exhibit 12). His concerns mentioned not knowing enough about the land use process and SEPA process. As noted in the correspondence, the consulting planner has offered to meet with Mr. Sawyer to explain the process.

Mr. Sawyer also raised concerns about the construction of the primary Collector to serve the Kemper subdivision and how it may potentially negatively affect nearby property owners. All half-street road improvements and property dedication will occur within the project boundaries. It is the responsibility of the applicant to secure any right-of-way or slope easement that may be needed to outside of the project boundaries. Based on the submitted plans, no off-site right-of-way is shown to be needed along the Collector street. The applicant may need to secure additional right-of-way along Pioneer Street to construct the signalized intersection and create sufficient sight-distance around the curve traveling to the west. Any additional right-of-way will have to be negotiated with the current property owner(s), prior to final engineering review.

Mr. Sawyer also requested that the developer construct a fence along his western property line. The length of this would be approximately 1,300 feet. Based on the City's development code, the City does not have the authority to impose this as condition of approval.

John Christianson (neighbor), 627 S 25th Place, Ridgefield, WA 98642, submitted written comments in a letter dated November 7, 2007 (Exhibit 13). A staff response was provided to the Hearing Examiner at the time of the public hearing on Nov. 14, 2007.

The record in this case includes the following:

1. Application Submittal Packet, dated August 13, 2007:
 - Preliminary Plat, prepared by MGH Associates, August 13, 2007
 - SEPA Checklist, prepared by MGH Associates, August 15, 2007
 - Preliminary Hydrology Report, prepared by MGH Associates, July 25, 2007
 - Traffic Impact Study, prepared by Kittelson & Associates, August 3, 2007
 - Supplemental Traffic Impact Study, prepared by Kittelson & Associates, October 18, 2007
 - Geotechnical Site Investigation, prepared by Columbia West Engineering, June 30 2007
 - Archeological Predetermination Report, prepared by Archeological Services of Clark County, July 11, 2007
 - Wetland and Delineation Report, prepared by Ecological Land Services, Inc., April 2007
 - Preliminary Mitigation Plan, prepared by Ecological Land Services, Inc., August 13, 2007

2. Public Notification Documents
3. Comment letter from Clark County Fire District 12, September 10, 2007
4. Clark County Public Works Department, October 24, 2007
5. Comment letter from the Department of Ecology, October 3, 2007 and November 7, 2007 letter.
6. Washington State Department of Transportation comment letter dated October 23, 2007
7. Ken Wanderer (neighbor) submitted email comments dated November 1, 2007
8. Applicant's traffic engineer, Chris Brehmer, P.E., Kittelson & Associates, Inc., provided a response dated November 2, 2007.
9. Peter Zwingli (neighbor) submitted email comments dated October 20, 2007
10. Community Development Correspondence with Mr. Zwingli.
11. Ailsa Crawford & husband Bill Becker, (neighbor) 2382 Pioneer Street, submitted comments be email on Nov. 7, 2007
12. Bob Sawyer (neighbor), 3048 S 10th Way, Ridgefield submitted email comments dated November 7, 2007
13. John Christianson (neighbor), 627 S 25th Place, Ridgefield, WA 98642, submitted written comments dated November 7, 2007
14. Sam Crummett, Nov. 13, 2007 Additional responses to the comments of neighbors and corrections to the Staff Report, with Exhibit A – letter from Jim Sellers.
15. Testimony of Bob Sawyer, a neighbor - 11/14/2007
16. Comments of Angie Ngwyen and Brian Phuong re streets within the development - 11/14/2007.
17. Testimony of Nancy Finn, a neighbor 11/14/07
18. Testimony of Heather Gordon, a neighbor 11/14/2007.
19. Letter from James Sellers, Nov. 15, 2007
20. Email from Steve Hale, City Engineer, Nov. 15, 2007
21. Email from Nancy Finn, Nov. 15, 2007
22. Email from Ailsa Crawford, Nov. 16, 2007
23. Letter from John Christianson, Nov. 18, 2007
24. Letter from Peter Zwingli, Nov. 19, 2007
25. Email from Nancy Finn, Nov. 20, 2007
26. Letter from Heather Gordon, Nov. 18, 2007
27. Letter from David Jardin, Clark County Design & Engineering Services, Nov. 20, 2007
28. Email from Ailsa Crawford, Nov. 20, 2007
29. Letter and Photo from Bob Sawyer, Nov. 20, 2007
30. Email from Karen Beall, Nov. 20, 2007
31. Email from Joe Burton, Nov. 20, 2007
32. Email from John Finn, Nov. 21, 2007
33. Letter from Donna Quail & Peggy Quail, Nov. 21, 2007
34. Email from Steve Hale, P.E., City Engineer, Nov. 21, 2007
35. Letter from Debbie Raffelson, Nov. 21, 2007
36. Rebuttal Letter from MGH Engineering – Michael Birndorf and Derek McCurdy P.E., Nov. 21, 2007
37. Rebuttal Letter from Kittelson Assoc - Sagar Onta PE and Chris Bremer PE – Nov. 29, 2007
- with sight line exhibit for S 4th Way and S 25th Place

38. Letter from Michael Simon, Applicant's Attorney with Exhibits from Fire District 12 and Clark County Concurrency – Nov. 30, 2007
39. Letter from Sam Crummett to HE requesting permission for further City Comment – Nov. 30, 2007.
40. E-mail from Examiner to Mr. Crummett and Michael Simon in response to Ex. 37 and 38.
41. E-mail from Sam Crummett, Dec. 3, 2007
42. Memo from City Engineer, Steve Hale, Nov. 29, 2007
43. Applicant's Final Rebuttal, Dec. 6, 2007

Hearing Summary:

Sam Crummett, the lead City Planner on this application, introduced the site, summarized the issues in the Staff Report and recommended approval. In doing so he testified that there have been a number of concerns raised about this project by the neighbors. The site is designed around many critical areas, including a stream, steep slopes and wetlands. There have been questions about density, particularly lot size, given the fact that the lots here are only 5,000 square feet. Because of the critical areas on the site, the applicant has been allowed to use the density transfer provisions of the code. The applicant has submitted studies of the critical areas; they plan to avoid wetland areas whenever possible and have demonstrated how mitigation will occur for those areas that will be impacted. The same applies to the steep slopes and the stream corridor. The applicants have shown that they can satisfy the City's mitigation criteria.

The main road that will serve the site is a new collector street. City engineers have reviewed this collector for compliance and found that it does comply with the applicable development code. The 90-degree curve on this collector will be allowed on a temporary basis until additional development occurs and/or additional right-of-way can be acquired so that the curve can be reconfigured. The site will be served with City water; water and sewer will come from Pioneer St.

Mr. Crummett submitted a new memo (Exhibit 14) into the record that addresses issues in some letters received from the neighbors and also changes to the staff report that could not be incorporated before the staff report was issued (Exhibit 14). The memo addresses Mr. James Sellers' and Mr. John Christianson's letters. He also received letters from Bob Sawyer and James Johnston just before tonight's hearing.

Ken Alexander, the City's consulting Engineer indicated that the City has come to an understanding with the applicant regarding the changes to the collector street which is to keep the standard where possible, but there are topographic and environmental constraints that make it impossible for the applicant to meet the standard along the entire length of the road.

David Bantz, the applicant, began by indicating that half of the property – the southern half – was annexed to the City in early 2006. The balance of the property was within the City limits prior to the annexation. The older portion was zoned R-8.5 and the newly-annexed portion was zoned R-7.5. The applicant met with the neighbors in June and since that time has been in correspondence with 27 or 28 of them, keeping them apprised of our progress.

Mike Birndorf, applicant's representative, testified that there are significant environmental constraints on the subject property and it is a heavily-wooded area. With respect to circulation, the applicant is providing major transportation infrastructure that goes well beyond what is required to accommodate traffic to the development, including a new signal at the intersection with Riemann Rd. with a left-turn lane, the development of the collector road, in conformance with the City's capital facilities plan, at a cost of \$8.5 million, plus traffic impact fees that will be used to improve other intersections in the area. A lot of infrastructure is being provided by the applicant.

The local street system conforms to the City standards. The development will include street stubs that will facilitate development to the east. The development complies with section 18.210 of the City code. To protect the natural areas on the site, the applicant is clustering development on non-sensitive areas, as specified in the critical areas ordinance and the density transfer provisions.

Open space in the site will be a combination of buffers to protect critical areas and open space for amenities and infrastructure. The critical areas include a stream, six wetlands, a floodplain and steep slopes. The applicant is proposing a major stream crossing as part of the collector street. The development will avoid, minimize and mitigate for any impacts to these critical areas. The road crossing is designed to avoid impacting the stream. The applicant will be enhancing 3,800 square feet of stream buffer in the area to improve the natural environment. The steep slopes in the site will be preserved, as will the wetlands, although 0.6 acres of wetlands will be impacted by a sewer facility.

Open space amenities will create a network of trails, which we are voluntarily providing. The trails will traverse, but avoid, the natural areas. There will be a play area that, again, is not required, but will be provided. The applicant is providing a central pedestrian corridor.

In conclusion, the applicant agrees with staff's recommendations and findings, and has no requested changes to the conditions of approval at this time. There are many regional benefits associated with this project; environmental protections are consistent with the applicable City ordinances.

Alan Gervais, a neighbor from S. 10th Way indicated that he owns 35 acres along Gee Creek and has been fighting "this" situation for three years. He put together a signature card and collected 165 citizen signatures from people who want to protect this greenway. There will be 1,000 people in this proposed subdivision. East end of 10th way (County 259th to 15th Street to 45th Avenue) is a substandard road. It is barely safe today for normal traffic, police and school buses, when there are less than 25 houses along that road. He didn't see how adding an access road to a substandard road will improve that situation.

There is a major stream crossing proposed, yet he did not think that there was a SEPA process required. He also did not understand how what the City is proposing with respect to traffic in this area will work – it is one of the most unsafe stretches of road in the County. They need to do a traffic count before they make this decision, because it's a mile and a half long, it's not wide enough, and it's not safe for our children and their school buses.

Nancy Finn, a neighbor from on S. 10th Way reads her statement (Exhibit 17) expressing concern that the traffic from this development has not been addressed. She did not think that there has been an adequate traffic study... and was concerned about what will happen when the middle school moves to the high school. By putting up the maximum number of houses and new developments, is City staff considering what will be lost? Do we want to be the new Lake Oswego? I believe 200 homes is close to the maximum allowed for this property; the average price will be close to \$500,000. She was concerned about who is going to purchase these lots

Teresa Wanderer, a neighbor from S. 30th Place presented a letter for her husband and read it, and introduced it to the record. They have two main concerns. First, the traffic analyst for this project predicts an additional 2,000 motor vehicle trips per day. It estimates that only 15 percent of the traffic will travel east, which is too low, because it does not take into account traffic flow to and from the new I-5 on-ramp, the relocated middle school or the proposed new high school.

Second, they are concerned about who will be responsible for upgrading 10th street to Pioneer. She will no longer be able to walk along that road, unless something is done, once 2,000 cars begin entering and leaving this development.

Peter Zwingli, (see also Exhibit 9) was very concerned about the intersection of 1st Way/Reiman and Pioneer. He testified that when he was on the planning commission, the decision was made to use roundabouts to control traffic in Ridgefield whenever possible. A traffic signal violates that decision. It's a very steep intersection; the last thing one would want at that intersection is a red light. These are things that were decided by the a planning commission, that we did not want. That needs to be addressed. "We" deserve a decent and honest answer from the City planners as to why there isn't a roundabout. "We" can make a proper intersection here that matches the rest of the intersections.

This sharp curve (the 90° of 4th Way into S 25th Place) is such a violation of City code that he has no idea why it was even considered, let alone approved. The fact that the developer cannot get the property owner to sell his land is the developer's concern, not the City's. The road could continue east or be extended through the area to the east, although that would reduce the buildable area of the site and mean that the Kemper family would make less money. If it's not financially viable, that's too bad – no one is forcing "them" to develop this property.

With respect to stormwater he was concerned who is going to pay for it? The City clearly has no idea what the costs will be, and those improvements need to be contained within and paid for by the subdivision.

Moving on to fire protection, he was concerned that the City and fire department make a lot of promises about upholding their regulations, but they are often empty promises. The fire department needs to address this issue.

While on the planning commission, he heard many promises from developers, only to see them make an end-run around them, with respect to wastewater, tree protection and other issues. He wanted to know how the City intends to enforce the promises it extracts from the developer in this case.

The sad thing is that, in many ways, these meetings are a waste of time, because your minds have already been made up, and the hearings examiner is here only to ensure that the law isn't broken.

Joe Burton, a neighbor from on S. 10th Way agreed with those who thought that 10th Way cannot sustain any more traffic. If it can't be improved, he would like to see it barricaded at the development, so that there can be some safety on that road.

Heather Gordon, a neighbor who lives directly across the street from the proposed development was concerned about the negative effect the proposed development will have on my property value and quality of life. Should the development change hands, the new developer should be subject to any citywide architectural standards that may be in effect when they apply for building permits. Adding this condition to the conditions of approval will enhance the quality of development in Ridgefield.

She also asked that should the subdivision, or individual parcels within the subdivision, change hands, that the conditions of approval, particularly those respecting the open spaces, be enforced or subject to a review process.

Roy Garrison, a neighbor on S. 30th Place, kitty corner from the proposed development, was born and raised in this area and this road (10th way east) has been a bearcat forever. Traffic is a concern of all of the residents in this area. It appears that most of the proposed residences will be in the southern and eastern parts of the property. He has asked this question a couple of times, and heard tonight that it will take \$5-6 million to build the new bridge for 1st Way and he did not understand that, when you could spend \$3 million to improve the roads going out. That would create a bit of a peninsula, but it would make for a good road system.

Robert Maul, a resident who uses Reiman/Pioneer intersection was in general support of this subdivision, but had concerns about the proposed traffic signal at the intersection. He would hate to see no control go in there at all, if a traffic circle is not viable. Traffic there does need to be addressed. With respect to the trail network, he didn't see a condition requiring that to be done before final plat. He has found, as a planner in Battle Ground, that some of these gestures of goodwill tend to disappear once you get to the final stages of the project, so he believes a condition of approval requiring those recreational amenities is warranted. With respect to the sharp curve, he thought that there are other configurations that would work there, without impacting density overmuch.

Dory Lambert, representing an abutting owner the Johnson Family Trust corrected that the staff report refers to S. 21st Way, instead of S. 21st Place. The demands for traffic improvement discussed tonight are extreme. The applicant is building significant improvements. When she was a Ridgefield High School student, they traveled to the high school via 45th and Royal Ridge Road. It made sense then, and makes sense now. This will be a bedroom community, not a community that feeds a lot of workers into downtown Ridgefield. Pioneer has needed significant improvement for many years. The surrounding neighborhood is all farms and large parcels. She suggested that the Examiner require a significant buffer between the new development and the existing developments to preserve neighborhood character. She asked respect for the many long term residents who testified that evening.

Jim Sellers, whose letter is an Exhibit A to Exhibit 14, testified that he owns about 10 acres on the east side of the development and want to bring to the Examiner's attention that he has discussed access to the proposed development through their property with Mr. Bantz. Second, there is some probability that his wife and he will wind up living on this property. Given what Ridgefield development code requires, this is a fairly thoughtful development, even if it's not what many of the neighbors want to see here.

Bob Sawyer, a neighbor from on S. 10th Way indicated that his comments have been introduced to the record (Exhibit 12 and 15) . On Page 19 of the staff report, they refer to Exhibit 8 which says that since the high school has not yet been approved, they didn't have to consider it in the traffic study. It will be across the street from the present high school. Actually, the new school is in the planning stages and they're talking about putting it on a new levy. This morning he talked to the Ridgefield superintendent of schools, who told him that the bond measure for the new high school will be voted on in the spring of 2008.

Second, as of right now, if you draw a line right down here though the middle of site, there are 106 sites on the west side, and 94 on all the east side. The density down in the southeast corner is pretty high. If you have 50% of the lots down in this SE corner and the traffic goes east to the roundabout, that's 1.6 miles. He assumed that most people will go that way. If you're going to the new high school and middle school from here, it's 2.1 miles. If you go the other way, starting right here, it's 3 miles going down Pioneer to the present high school, and it's 2.5 miles from the southern point. His point is, if you have that kind of density down here, most people will go to the SE to catch 45th Avenue, a thousand trips from this area – and so he questioned the distribution assumptions in the traffic study.

Don Finney, a neighbor from S 10th Way wanted to know whether the crossing of Gee Creek is that span a bridge, or a culvert and fill?

Mr. Birndorf responded that it would be a box culvert, 34 feet in length and 10 feet in height. It spans the creek – the creek will not be impacted in any way.

John Christianson, a neighbor from S. 25th Place referred to his memo (Exhibit 13). The responses he received indicated that the applicant was complying with existing law (Exhibit 14). There were a couple of points in his memo that were not addressed, however. The first has to do with density transfer – the code allows density to be transferred not only within the site, but to another site elsewhere. Why not transfer it somewhere else?

With respect to the collector, one of three exits from the development will have most of the traffic aimed right at his house. The applicant has offered to move it down to the edge of his property. In his note he asked for 4th Way to be extended into the development, to relieve some of that pressure. The surrounding properties are not developments – they're small properties that in his opinion will not be developed. He feels that these properties are being asked to carry an undue traffic burden and asked staff to consider moving the collector further into the development to relive that burden. He fully supports all of the issues raised tonight and asks the City of Ridgefield to represent their concerns, rather than the developers' concerns on the significant issues that have been raised tonight.

Patrick Earl lives right across the street from the proposed development and wanted to know why the City is allowing a 90-degree corner that breaks all the rules?

Jim Johnston, used to live on 21st for a long time and was concerned about the road. He did not want to be the person to hit one of the kids on their skateboards (referring to the steep connection to Pioneer). He was afraid there is going to be an accident and was concerned about the road going out to 45th. It would behoove the City to get this road straightened out and widened to 45th. As Roy Garrison said, why spend all this money when a simpler solution is available?

Clint Pickett, a neighbor from S. 10th Way, who owns the 10 acres across from the bottom of this subdivision and represents the partners who own the adjacent 10 acres. He approves of this subdivision but has concerns about the traffic – that is a very dangerous road. But they intend to develop the 20 acres. He is concerned about access to 45th and would like to see the City improve that road.

On rebuttal Mr. Crummett testified that with respect to the planning-related questions, first, when staff is presented with a project, their role isn't so much to redefine it -- it is to review the project based on the City's land use laws and engineering standards. There are a lot of preliminary meetings and there are many projects where Staff says, absolutely not. That means that, once a project makes it to this point, there has been extensive review, so that may be why it seems that staff sides with developers. There have been a number of general comments about the way properties are developed, with respect to how properties look, lot size etc. Staff has no power to compel a developer to do something outside what the law requires – that's when lawsuits occur.

With respect to Mr. Gervais' comments about improvements over to 45th Ave., those are off-site street improvements. The traffic analysis looked at off-site improvements that should be done, but they did not come up in the traffic study. The signal at Pioneer and Riemann is being done by the applicant, but other off-site improvements were not raised in the traffic study. Second, a SEPA analysis was done for this project and a DNS was issued. Clark County Public Works said the intersections were in compliance with their concurrency standards. With respect to the comment about why the high school was not included in the traffic study, when those studies are prepared, they can't rely on projects that have not yet happened. There are a number of areas in Ridgefield that are being speculated on – typically, projects are only included if they have been approved. If the high school is approved, they will be required to do a traffic study and to mitigate for any traffic impacts. With respect to dumping on the site, raised by Ms. Finn, the archaeological study found no evidence of this. Any debris, trash or toxic chemicals discovered on the site must be removed by the applicant.

With respect to the question of a roundabout, rather than a traffic signal, at the intersection of Pioneer St. and Riemann Rd., the capital facilities plan and comprehensive plan don't indicate a roundabout there – they are referenced in the agreement between WSDOT and the City. He has never seen a proposed plan for a roundabout at this intersection. There will be at least one other traffic signal at 9th and Pioneer in the future.

With respect to the idea of a barricade at the end of 10th, he did not think that would be feasible, because the fire department would not want circulation to be limited.

Examiner (HE) indicated that two exits are typically required for a subdivision because of issues of fire and emergency vehicle access, but there are conditions of approval in other cases which specified removable bollards or gates that only emergency vehicles can open – a temporary solution until the rest of the road is improved. He did say that's warranted, but it is an option.

Mr. Crummett, continued that there were concerns raised about what might happen if the developer sells the project, what the subsequent homes might look like. The City does not have residential architectural standards at this time. There are some architectural standards along Pioneer and Hillhurst. Staff anticipates that architectural covenants will be in place in this subdivision, but that's outside the City's development and zoning code.

In response to a question from the Examiner, Mr. Crummett explained that the City is in the process of rewriting its development code and is discussing architectural standards for residences. It is unknown at this point if they will be included. With respect to Mr. Maul's comments about Riemann Rd., and whether that's a safe intersection, as it is conditioned, a signal is required and it looks as though some sight distance improvements will be necessary at that curve. Warning signs are another possibility. The intersection and all other engineering components will undergo a full City engineering review. Also, the State Highway Department will be reviewing the plans and has already expressed a number of concerns the applicant will be required to satisfy.

With respect to insuring that offered amenities are in fact provided he agreed and suggested that Condition C.1 receive an added sentence, "...including all trails and recreational facilities."

With respect to the issue about the fact that the improvements made for this development will transition to an unsafe County road, that will be addressed in the traffic analysis and during engineering review. With respect to Mr. Sellers' letter, in the record, he will receive access to his property, likely by an extension of Street A. Mr. Christianson has submitted multiple letters to the record and density is his main concern. He has questions about how the density transfer ordinances are being applied (Mr. Crummett has highlighted the relevant sections in Exhibit 14). He raised the issue of transferring density off-site. Code is very clear that density can be transferred legally as proposed by the applicant. The applicant has complied with the existing density transfer requirements, which is his vested right.

One condition – C2 – that needs to be modified. There is a \$660 per PM peak-hour trip figure quoted; staff needs to check and potentially recalculate that number. It may be closer to \$720, and will be addressed in the open record period.

Mr. Alexander stated that contrary to some of the testimony there have been four meetings with the applicant and their engineering staff which discussed almost all of these issues. With respect to the 90-degree corner issue, Staff did not want to create a four-way stop that would stop the free flow of traffic. On a temporary basis, Staff agreed to this curve, as long as it is designed to AASHTO standards. Staff agreed to a 55-degree radius for the curve and a speed of 15 mph – it is a collector and has to meet the City standards. "Temporary" means until they can acquire this property for right-of-way, or until that property is developed.

The Examiner asked what a permanent solution might look like.

Mr. Alexander explained that at some point, the City standard requires a 300-foot radius for that curve. With respect to the issue of a signal vs. a roundabout at the intersection of Riemann and Pioneer, WSDOT is very meticulous in reviewing the safety of their roads and will insist on a safe intersection.

Steve Hale, the City Engineer, interjected that during the design stages Staff reviews for City standards and can't design the project for the applicant. Staff can apply its standards, but can't tell them how to design the project. Staff reviewed the options the applicant came up with, and the best option was the one approved by Staff as a temporary solution. With the amount of traffic likely, there may be the basis for concern regarding more traffic safety analysis for the road to the east, but that is a county road, not a City road.

Mr. Christianson asked Staff when they encounter such an issue, do they ever just say no, because the applicant doesn't have the property they need to make the road safe? The report presumes that all of this area is going to be developed – he owns some of that property and have no intention of developing it.

Mr. Hale explained that Staff does say no. The option they came up with met the factor of safety Staff could approve. Even if this temporary improvement is in place for quite awhile, it still meets the applicable safety standards.

The Examiner explained that the question is whether the turn is safe and the engineering testimony is that it is safe. The real issue is, even if it is safe, is it allowed? The testimony we have heard is that, with a 55-foot radius and 15 mph speed limit, it is safe and because an exception has been filed, it has been approved by the Staff.

The hearings examiner requested applicant rebuttal.

On rebuttal Mr. Bantz agreed to abide by any architectural standards, if that is conditioned, as long as they are consistent citywide. He also agree to a condition that the project, whenever it is developed, will include the trail system and parks and will look substantially like the intent of this plan (see Condition A.1). Finally, the applicant did look into installing a roundabout at Pioneer and 21st, but the problem was topography. The street to be put in has to come in at a relatively flat alignment, but Pioneer slopes at about 7 percent. The east and west legs would be sloped. The applicant may be able to come up with enough area, but is concerned that it would not be adequately safe.

Chris Brehmer, the applicant's principal engineer for this project, clarified that the traffic study was prepared for a 213-unit subdivision, whereas 200 units are now proposed, so the actual traffic impacts from the development should be somewhat less than the figures quoted in the traffic study. With respect to construction traffic, this will be a phased project with construction access from the state highway. There was a lot of comment about the trip distribution; there is a memo in the record addressing that issue. It has been reviewed by both the City and the County. The applicant is comfortable with its accuracy, even with the new I-5 interchange being built to the south. The County requested a supplemental analysis and that was provided, looking at intersections to the south and east. That was developed and provided to the City. The applicant

did not find a crash history at those intersections. Based on the City and County concurrency requirements, it is not required to include the proposed high school.

There were comments about why build the bridge (to Pioneer) at all, why go to all this expense; the capital facility plan requires this east-west connection. The CFP did not require a roundabout at the intersection of Pioneer and Riemann, although it was considered – again, the 7 percent grade made that impractical because of the “slingshot” effect. That’s why the applicant proposed the signal option. The State does have concerns about sight distance and those concerns will be addressed. WSDOT not only supports the signal, they’re requiring it.

With respect to the skateboarder issue, there will be bike lanes and sidewalks, so there will be facilities if people choose to use them. There is no question that this project will be sending traffic to the east; however, with major improvements to the north. From a concurrency perspective, the applicant meets City and County requirements. There is no nexus to perspective to require that of the project.

The Examiner asked whether if the proposed trip distribution is off by half (there will be twice as many trips to the east), what effect will that have if it goes to 60 peak hour trips?

Mr. Brehmer replied that from a capacity perspective, in his opinion, the critical intersection will still meet the intersection level of service standard even if traffic doubles.

Mr. Birndorf concluded that the applicant’s representatives worked hard with staff to come up with a safe solution. It is an improvement over the current situation – it improves the existing radius and widens the lanes. It is a temporary solution and will be replaced when those abutting properties redevelop in the future. The burden of proof requires the applicant to show that the temporary solution proposed is safe and in their opinion, it can be designed safely. To relocate that road would deprive these properties to the west of access and would encounter wetlands, grade and other issues.

As a number of neighbors wanted to make additional points, the Examiner explained that this is not an informational meeting or a planning commission meeting. It is a quasi-judicial hearing. While there are members of the public who may feel their issues may not have been adequately addressed, the record will remain open for seven days to allow the public to submit any additional written comments. The applicant will then have seven days to respond, not counting Thanksgiving and Friday. If the applicant introduces new evidence, the cycle will begin again.

OPEN-RECORD PERIOD:

First Week – Neighbors and Agencies

Exhibit 19 Letter from James Sellers - Nov. 15, 2007

Mr. Sellers submitted a correction to the language that Mr. Bantz and he agreed upon, to wit:

"On or before the recording of the final plat, an easement or right-of-way for access and all utilities, which is of sufficient width for the two parcels hereinafter referenced, shall be provided through the plat, which is adequate in width to meet the requirements

for legal access for two homes (as required by the City of Ridgefield) to either one of those parcels that are Clark County Property Account Number 213789-000.0 (short legal #68, Section 20, Township 4 North Range 1 East of the Willamette Meridian) or 213743-000.0 (short legal #42, Section 20, Township 4 North Range 1 East of the Willamette Meridian)"

He asked that the Examiner insert this condition – See Condition C. 38

Exhibit 20 Email from Steve Hale, City Engineer - Nov. 15, 2007

The amount stated in Condition C.2. (page 25 of 27) needs to be corrected to read \$726.72. An attached work sheet and memo show how amount was calculated.

Exhibit 21 Email from Nancy Finn - Nov. 15, 2007

Ms. Finn repeated her request (presumably to Staff or Applicant) for a clarification or justification why on the traffic study for this development you they could not use the proposed new high school BUT were are allowed to make a temporary change in the road (90 degree turn) on the ASSUMPTION that the adjoining property WILL GET DEVELOPED. She thought that there was more likelihood the high school will be built before the neighbor will sell their property.

Exhibit 22 Email from Ailsa Crawford - Nov. 16, 2007

She inquired whether their property at 2382 Pioneer may be altered by the remodeling of the Reiman-Pioneer intersection since no mention of this was mentioned in the Kemper Subdivision report. (repeated essentially in Exhibit 28)

Exhibit 23 Letter from John Christianson - Nov. 18, 2007

Mr. Christianson restated three points:

- **Intersection at S 4th Way & S 25th Pl:** To address both safety and traffic load along the front of their property he again asked the city and the applicant to consider extending S 4th Way straight east into the Kemper property with the addition of a stop sign on 25th Pl where it intersects S 4th Way. This modification will have the dual benefit of reducing the traffic load from the Kemper development along the front of his property and improve the safety of this intersection. Per the City Engineer's analysis, the current proposal does not meet the design guidelines for a collector road and it is faulty for its presumption that the private property needed for the corner will be "developed" in the future and made available to the city. Such a scenario is unlikely due to the negative impact this large-radius corner will have on the corner property value. In any case, he objected to any proposal to install a large radius curve at this corner due to the negative impacts it would have on the value of his property and on road safety entering & exiting our driveway due to the resulting increase in traffic speed along the front of our house.
- **Road capacity & safety from Kemper property to S 45th Ave:** When asked by the hearing examiner to estimate the road capacity if the traffic loads were doubled, the

response of the applicant's engineer focused on the capacity of the intersection at S 45th Ave. His concern is the road safety between the proposed development and the intersection. Road improvements are required to make this road safer for more traffic. He requested that the City require a separate engineering study reexamine the safety issues and focus more attention on the road itself.

* He objected to generalization that abutting properties will be developed like the Kemper property.

Exhibit 24 Letter from Peter Zwingli - Nov. 19, 2007¹

Pioneer Street and Bertsinger Road Intersection:

- At the time the subdivisions north of Pioneer were developed, Reiman Road was not meant as the primary access route. Instead an east-west road paralleling Pioneer to the north was expected to be the main access road. The additional of a traffic light will create a choke point. Mr. Zwingli continues to reference unquoted and un referenced Ridgefield planning directives call for roundabouts as the favored type of intersection.
- Mr. Zwingli questions Mr. Bantz's testimony that a roundabout was not feasible due to the 7% grade. He argues that when developers need to reduce grades in their developments earth is easily moved around. The traffic light is the easiest and cheapest way for the developer to control traffic at the intersection, but it is not the best solution for the community.
- Given the steep descent of Pioneer St. and curves, a traffic light at this intersection only magnifies the dangers by requiring that all traffic come to a complete stop for an prolonged period, causing potential backups not just on Pioneer, but also on Reiman Road and Bertsinger Road. A vehicle approaching down any of these roads towards the traffic light, given the curves and grade, risks an accident.
- The traffic control vision and standards the City established in 2004 should not be relaxed for the convenience of this proposed subdivision.

Section H 1 C: Parking along western edge of the proposed subdivision (S 21st)

- No parking is available along the side of this street now – nor has a need been demonstrated for this in the future.
- Creating parking on this road creates safety issues with parked cars along the road.

Section H-2

- The developer and the City proposed a sub-standard curve at S 4th and S 25th on a temporary basis. No definition of temporary was ever given. If the City continues to

¹ Echoing Mr. Christianson objection to the assumption that future abutting development will occur, Mr. Zwingli receives Mr., Christianson's endorsement of proposal for S 4th Way & S 25th PI described in the 5th bullet in the section titled "H2". This solution would address the road issues he raised in the comments he submitted earlier.

support this unacceptable option, they should provide an acceptable funding mechanism for correcting the curve in the future.

- The City and developer repeatedly stated that when (not if) the Peraza property is developed this curve would be corrected. This is based on the assumption that the Perazas will develop their property. Neither the City nor the developer offered any evidence that this is the case.²

Solution to the proposed sub-standard curve:

- Create a new through road (without houses lining the street to maintain traffic flow) from 4th to 10th to the east of S 25th. S 4th would be extended to the east, and curve southwards connecting with S 10th to the east of the grove of fir trees. Access to the existing properties on S 25th would be maintained by blocking S 25th at both ends to motorized traffic (leaving it open to pedestrian and bicycle traffic), and providing motor vehicle access to S 25th by way of an access road through the new subdivision from the new through road. This solution also avoids any environment impact to the areas around the intersection of S 25th and S 10th. This solution may cause a loss of lots for the developer, but this should not be a rationale in allowing such a major exception to street standard and safety requirements
- Ridgefield School Board has purchased the new school site and additional residential development will require more schools, but this is not considered while the assumption that the Peraza property will be developed without any evidence that this is actually the case.

Road capacity from proposed development east to S 45th.

- Allowing development to proceed without developing this series of roads will only create a problem in the future for which the tax payers of Ridgefield will be required to remedy (not the developer).
- Neither the developer nor the City clearly explained their rationale that almost all traffic from the subdivision will travel north instead of east. This, despite that fact that if traveled east instead of north the travel distance from half the home to I-5 is the same or less, and with fewer intersections.
- From the statements of the representative of the firm doing the traffic study, this assumption is based on his opinion, not fact.

Traffic studies in Ridgefield are highly questionable because they are done under contract between the traffic engineers and the developer, not the City. This should be considered a clear conflict of interest.³

On-street parking

- Given the small lot sizes in the proposed subdivision, on street parking may be an issue. A 5-minute drive through new subdivisions in Ridgefield with such small lots will find

² Interjecting some hearsay Mr. Zwingli asserts that in his communication with Mr. Peraza, he has never heard him state that he has plans to develop his property.

³ Mr. Zwingli argues that most of the traffic study done in 2001 for the northernmost development off to the east of Hillhurst Road were conducted on days when both the High and Middle schools did not hold classes. The City unfortunately chose to accept this report despite public objections.

roads lined with cars, commercial vehicles, boats, and trailers, causing safety issues and reducing the appeal of Ridgefield. Also, vehicles are often parked across sidewalks, which should never be tolerated. Any overnight parking on streets within the proposed subdivision not be allowed to maintain safety and maintain the appeal of the neighborhood.

Exhibit 25 Email from Nancy Finn - Nov. 20, 2007

She is offended by the assumption that the abutting neighbors will develop

Exhibit 26 Letter from Heather Gordon - Nov. 18, 2007

She was not clear on the City's response to her requests in Exhibit 18 (now resubmitted) and wanted to add one additional point that she did not buy her three acre property with an eye to develop it in the future. Not everyone owns land in order to sell it or build houses on it.

Exhibit 27 Letter from David Jardin, Clark County Design & Engineering Services - Nov. 20, 2007 to Stephen Hale.

The letter states that Clark County has reviewed the concern raised at the Kemper Subdivision Public Hearing last week as it specifically dealt with the road width adequacy of S 10th Way, S 35th Place and S 15th Street to handle the additional traffic from the proposed subdivision. These roadways are classified as Urban Collectors (C-2) as identified in the County's adopted Arterial Atlas. Review of road width was not a part of the County's Concurrency review. Typically, road width standards are reviewed and enforced by the County's Community Development Engineering Services.

County Staff has further reviewed the transportation information, submitted by the applicant. This information did not show the road widths for facilities under County jurisdiction. Thus, the applicant has not shown compliance with the Clark County code, which states:

40.350.030 (B)(6) — Off Site Improvements

b. Requirements for Off-Site Access Road Improvements. All roads providing access to parcels being developed, whether such roads are to be public or private, shall at a minimum:

(1) Within the urban area have an unobstructed and paved roadway width of twenty (20) feet, except in those cases where the pre-existing road is eighteen (18) feet wide with one (1) foot wide shoulders, additional widening to the twenty (20) foot standard is not necessary. Any preexisting roadway narrower than eighteen (18) feet with one (1) foot shoulders shall be widened to the full twenty (20) foot standard.

Because the applicant has not shown compliance with code requirements, the County would recommend that conditions be added, which state:

1. The applicant shall submit construction plans to resolve deficiencies in roadway widths on S 10th Way, S 35th Place and S 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). These construction plans shall

comply with Clark County Code Section 40.350.030 (B)(6)(b)(1). The construction plans shall include signing, striping and all related features. These plans shall be submitted to the County for review and approval prior to approval of any construction permit.

- a. The applicant shall submit a reimbursable work order, authorizing County Road Operations to perform any signing and pavement striping required within the County right-of-way. This plan and work order shall be approved by the Department of Public Works prior to final plat or site plan approval.
2. The applicant shall construct asphalt surfaces, as approved, to resolve deficiencies in roadway widths on S 10th Way, S 35th Place and S 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). This construction shall include all related features. This construction shall be completed prior to the approval of the final plat, unless modified by the Public Works Director.

Exhibit 28 Email from Ailsa Crawford - Nov. 20, 2007

Following comments in Exhibit 22 Ms. Crawford asked that were a change in the placement of our driveway to be made, we would be very concerned about our safe access to Pioneer St. I would hope that an opportunity to comment further on the intersection would be available when plans for it are more clear.

Exhibit 29 Letter and Photo from Bob Sawyer - Nov. 20, 2007

Issue 1 - The applicant pointed out the buffer area (7,500 or larger lots) on the west side of the subdivision, shouldn't that buffer area also include the far south and east side of the subdivision. There is just as big a disparity between the existing homes on large acreage and the subdivision on those sides as in the west. He is requesting that the buffer area be extended to the south and east sides of the subdivision per the existing code.

Issue 2 - The applicant agreed to take the expanded right-of way out of the Kemper property. The drawing of the subdivision needs to be changed to reflect that because it will effect the lot configuration and sizes. That should to be done before final approval?

Issue 3 - The applicant indicated that all houses would face toward the internal streets. For safety reasons a fence should be constructed around the subdivision where house sites exist (lots) to keep kids that generally are playing in the backyard of homes from running into the road or driveway.

Issue 4 - The planned solution for the intersection at S.4th Way and S. 25th Pl. is questionable! The applicant and the City Engineer are proposing on a temporary basis, a curve with the minimum centerline radius of 55-feet and proper signage for reduced speed to 15 miles per hour is provided. The temporary curve shall also meet all AASHTO design criteria, including super elevation requirements.

The applicant says this is a result of right-of-way being unavailable from the property owner to the southwest. (Alex and Sheila Peraza) The applicant suggests that when the properties

to the south and west redevelop, the roadway curve could potentially be realigned with a larger radius curve. The Peraza's and other property owners have no intention of developing in the next 5-10 year time frame at a minimum, if ever. If the city is going to give an exemption make it permanent. The Peraza's need to be able to sell their home without the buyer having to rebuild this curve. This most likely would reduce the price that a developer or any other buyer would offer. This is being done at the expense of the Peraza's.

Issue 5 - The traffic engineer for the applicant didn't respond to most of his November 14, 2007 submittal; which challenged the conclusions of the existing traffic study. It appears that approximately 100 lots or more would use the I street and S 10th Way entry into the subdivision. It would be reasonable to expect that as high 800 to 1200 trips would go east.

The big safety factor is the road out to 45th. It should at least have a yellow stripe/line down the middle and be widened using existing right-of-way. Attached is picture where the school bus broke down on 35th St on Friday 11/16/07 showing what a narrow road this is.⁴

The attached picture with a school bus indicates that a school bus blocks the other lane of traffic.

Exhibit 30 Email from Karen Beall - Nov. 20, 2007

First, she did not understand why the traffic report does not include the traffic that will be generated by the new high school, given that concurrency does not allow the subdivision to be built without the schools that are included in the school district's comprehensive plan.

Second, a natural vegetative buffer that screens the subdivision from view be required around the entire perimeter of the subdivision. Although this may not be required by code - a buffer can help reduce current as well as future conflicts between these different desires.

Exhibit 31 Email from Joe Burton - Nov. 20, 2007

Without necessary alterations to the current proposal, the result of the development will be a traffic nightmare on the roads east of the property. Roads which are already unsafe will become dangerous. I am currently a real estate professional, but I am a degreed civil engineer and have studied traffic.

He has spoken with Richard Gamble (397-2375 ext 4385) of Clark County public works regarding the eastern access to and from the proposed development on S. 15th and 10th Way. The road has a "collector" designation which requires a 20 foot minimum pavement width.⁵

He also took issue with his understanding that the traffic flows were modeled from developments north of Pioneer. Of course most of the traffic from those developments route through Pioneer,

⁴ Mr. Sawyer suggests that the Examiner call Art Edgerly, Superintendent of Schools for Ridgefield, WA 11/14/07. The Examiner does not talk to witnesses outside the hearing or through the open record. It is up to parties to present evidence.

⁵ He references submittal from Clark County Concurrency which gives the required dimensions and proposes conditions - See Exhibit 27.

as there are no main destinations to the north. Most traffic destinations from this area are towards Vancouver. From the Kemper property, especially from 10th Way exiting the planned development, going eastbound on 10th is a very attractive option. It would be more accurate to survey residents in the area to obtain a basis for predicting future traffic flows. Even with the proposed road improvements to the west, he will still travel east unless going into downtown Ridgefield which is only about one in ten trips and all future residents of the southeast portion of the development will do the same, resulting in far higher traffic counts on those roads than predicted. As many as 2/3 of the new trips will travel east, for which no improvements are planned

At the hearing he proposed a barricade at the end of the development. The city rebuttal is that the Fire District would not allow it. On the contrary, Larry Bartell at the local Fire District told him that the installation of a "knox box" on the barricade would fulfill their needs. Final fire district approval would be with Tim Dawdy who is away on vacation this week. (See Tim Dowdy's contrary response in Exhibit 38)

Exhibit 32 Email from John Finn - Nov. 21, 2007

- At the proposed 90 degree corner, why would it not be built meeting current city standards the first time? The thought that the current owner will sell is not a given, would the road then never meet city standards? In doing this the current owner's property in essence has been reduced in value by the city it would seem.
- From the new collector off the state highway, currently Bertsinger, to the intersection of 15th and 45th. The road is the concern not the intersections, 10th and 15th are both too narrow for opposing traffic to pass without someone pulling over to allow the other to proceed. If the city assumes someone will sell their property, then can I assume the schools will be built?
- As this property is being developed, how will construction traffic enter? Will 110,000 lb. trucks be driving up and down 10th way bringing in materials? Will they park on the highway? How does the city propose to handle this on these narrow roads.
- If the trucks do come in on this route, who will pay for road repairs when they are done?
- Will the city of Ridgefield guarantee the development will be built as proposed at the meeting in its entirety?

Exhibit 33 Letter from Donna Quail & Peggy Quail - Nov. 21, 2007

Echoed the safety concerns of our neighbors:

1. The intersection of Pioneer and Bertsinger: Based on daily personal experience and observation, motorists, both East and West, are going at a considerable speed at this spot in the road. The city should adopt a roundabout at this intersection as both a traffic calmer and for its aesthetic continuity. It seems reasonable at this early planning stage, that engineering departments of Developer, City or WSDOT could find an alternative to a signal light that would maximize flow and safety.
2. The right angle turn at S. 10th Way and 25th Pl: Again, from observation and experience on a daily basis, this is a dangerous turn in the road. The use of the term "temporary" for that corner in the current development plan seems misleading and disingenuous as neither developer or city staff was willing or perhaps unable to give a definition.
3. Streets, 10th and 15th: Traffic analysis put forth that 15% of trips would exit the

neighborhood via these routes. Again, as daily drivers on these roads, experience tells us this couldn't possibly be an accurate assessment.

4. Realizing that these are currently county roads, this leaves the city outside the scope of responsibility at this time. It would seem wise for both the city and developer to consider these pending changes and explore the possibilities of what could be done now to ensure maximum safety for current and future residents.

Exhibit 34 Email from Steve Hale, P.E., City Engineer - Nov. 21, 2007

Conditions B.2 require that condition b. of this section be replaced and additions of d. e. f. and g. to clarify and transfer all the "Engineering Review Comments" (Pg. 12 through 16 of Staff Report) to conditions as follows:

B.2.

a. (No change)

b. (delete and replace) The proposed modifications to the City's standard collector section as shown on the preliminary plans may be designed as shown for section AA and section BB as shown within the areas of environmental and topographical constraints only. The remaining portion of the Collector commencing on approach to the frontage of lot 8 shall meet the City's standard Collector section per City Detail T-2.5, or a partial section thereof. The existing roadway is within a 30-foot right-of-way and will require a minimum of an additional 20 feet of dedication to meet the 35-foot half width right-of-way requirement for the Collector. Where the Collector abuts along the project boundaries, the minimum partial section shall have a 35-foot paved width, 6-foot planter strip and 6-foot sidewalk within a minimum of 50 feet of right-of-way (30' existing plus 20' dedication). The design of the collector street shall maintain a consistent centerline throughout the extent of the improvement. Within areas of topographic constraints as determined by the city engineer upon final design, the design speed for the collector may be reduced to 30 MPH west of the intersection of 4th Way and 25th Place. The 90 degree curve located at the intersection of 4th Way and 25th Place shall be designed to AASHTO design criteria, including superelevation requirements to meet a minimum design speed of 15 MPH and shall have a minimum centerline radius of 55-feet. Proper signage for the reduced speed shall be required.

c. (No change)

d. A note on the plat shall state, "No vehicular access (driveways) shall be allowed to lots abutting the Collector Street."

e. All sidewalks and landscaping along the Collector street shall be installed with the development of this subdivision.

f. A temporary turnaround meeting both City and Fire standards must be installed at the east end (lots 110 & 111) of Street 'F'.

g. A 30-foot access and utility easement shall be provided for a future private road from the nearest public street ("Street C") to Tax Lot 213743-000.

Exhibit 35 Undated note from Debbie Raffolson – received Nov. 21, 2007

The note objects to small lots and possible taking of a neighbor's property.

OPEN RECORD PERIOD - Applicant's Rebuttal (Second Week)

36. Rebuttal Letter from MGH Engineering – Michael Birndorf and Derek McCurdy PE, Nov. 30, 2007

Issue #1 – S. 10th Way, S. 35th Place, and S. 15th Off-Site Road Adequacy

In response to comments in Exhibits 23, 24, 27, 28, 29, 31, 32, and 33).

As to the letter from Clark County dated November 20th, 2007 (Exhibit 27) recommending a condition of approval for widening these off-site County roadways. The County's suggested condition is open-ended and has the potential to result in substantial off-site improvements that could include rebuilding approximately one mile of off-site roads from the eastern boundary of the subject site to S. 45th Avenue. Additionally, these potential improvements would far exceed the impacts from the development.

As documented in the applicant's traffic impact study and concurred with by both the City of Ridgefield and Clark County Engineering staff, the traffic study trip distribution estimates that only 15% of the site generated trips will utilize these off-site roadways. These roadways will be improved in conjunction with future development of the properties fronting the respective roadways. Similar to the Kemper project, re-development of properties along the roadway will necessitate half-street frontage improvement requirements.

Based on the foregoing, the applicant requests that the hearings officer not adopt a condition requiring off-site road improvements. If the hearings officer chooses to condition the project with improving the off-site roads, the applicant requests that the County's recommended condition be reworded as follows, so that the scope of the condition is specifically limited to widening the existing roadway as stated in the referenced County Code section 40.350.030 (B)(6)(b)(1). The applicant further requests the option of constructing a barricade at the site access as an alternative to said improvements and having the option to phase the timing of such improvements.

Suggested Modifications:

1. The applicant shall submit construction plans to resolve deficiencies in roadway widths on S. 10th Way, S. 25th Place, and S. 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). These construction plans shall comply with Clark County Code Section 40.350.030 (B)(6)(b)(1). The construction plans shall including signing, striping, and related features. These plans shall be submitted to the County for review and approval prior to approval of any construction permit.

- a. The applicant shall submit a reimbursable work order, authorizing County Road Operations to perform any signing and striping required within the County right-of-way. This plan and work order shall be approved by the Department of Public Works prior to final plat or site plan approval.*
- b. The applicant shall construct asphalt surfaces, as approved, to resolve deficiencies in roadway widths on S. 10th Way, S. 35th Place, and S. 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). The*

construction shall be limited to adding to the existing asphalt surface to create a total width of 20-feet in cases where the pre-existing roadway is narrower than 18-feet with 1-foot shoulders. The required improvements specifically exclude re-building or re-surfacing the entire roadway and/or re-construction of the roadway to modify or expand existing centerline curve radii. This construction shall be completed prior to the approval of the final plat, unless modified by the Public Works Director.

- 2. If the project is phased, a maximum of 36 dwelling units within the first phase of the subdivision (north of S. 4th Way) can be occupied prior to providing the above listed improvements.*
- 3. As an alternative to providing the above the listed improvement, the applicant may construct a gate that prevents vehicles, other than emergency vehicles, from accessing S. 10th Way east of the subject property, provided all requirements of the Fire Marshal are met.*

Issue #2: Pioneer Street/N. Reiman Road Roundabout Request

Exhibits #24 and #33 request the applicant consider a roundabout at the intersection in lieu of signalization.

There is no basis for requiring a roundabout at this intersection. It is not identified in the City's Transportation Capital Facilities Plan or in the City's agreement with WSDOT. No traffic control was anticipated at this intersection. The existing agreement between WSDOT and the City of Ridgefield dated April 30, 2004 states that "future location of traffic signals on SR 501, when warranted, will be at Main Street, 9th Avenue, North Reiman Road, vicinity of 35th Place, 45th Avenue, and 51st Avenue", and further states that "roundabouts may be installed in the SR 501 corridor in lieu of signals at 35th Place, 45th Avenue and 51st Avenue". The Ridgefield City Council has only adopted the requirement for a roundabout at 45th Avenue. A roundabout at the Reiman Road intersection was not determined to be an option for that location.

In addition to not being part of an approved plan, installation of a roundabout at this location is not feasible based on existing environmental and topographic constraints and a lack of available right-of-way. The additional width required to construct a roundabout would impact approximately 5,000 square feet of wetland areas on the south side of Pioneer Road and would result in the need to acquire additional right-of-way from off-site properties to the north of Pioneer Road. The existing Pioneer/Reiman Road intersection has a slope gradient of 7%, which does not meet WSDOT safety standards. The WSDOT guideline for the maximum gradient for a roundabout is 4%. Significant slopes through a roundabout can cause uneven speed distributions, as a vehicle is alternately going uphill and downhill while circulating around the roundabout, causing an unsafe condition. The purpose of a roundabout is to get speeds down and more uniform.

As described in the attached letter from Kittelson and Associates, the installation of a traffic signal at the intersection and associated improvements allows the intersection to meet the adopted WSDOT intersection operating/capacity requirements while providing for safe and efficient operations.

Issue #3: Collector Street Alignment & 4th Way and 25th Place Intersection Safety

Several comments from the public questioned the alignment of the proposed Collector Street, as well as the safety of the 90-degree intersection of 4th Way and 25th Place (see Exhibits 23, 24, 29, 30, 32, 33).

It was suggested that the Collector road could be relocated by extending 4th Way to the east and curving the roadway southwards to reconnect to S. 25th Place or S. 10th Way, eliminating the need to design the Collector with a 55-foot centerline curve radius curve. Relocating the Collector would violate the City's Transportation Capital Facilities Plan, which specifically identifies the Collector Road alignment as the existing S. 25th Place, S. 4th Way and S. 21st Way. The proposed alignment of the Collector road is in conformance with the Capital Facilities Plan.

Furthermore, existing conditions, including right-of-way, and design issues impose a significant economic hardship on the applicant that precludes the applicant from re-aligning the Collector and meeting the 300-foot centerline curve radius requirement. This was discussed with staff and both parties agreed that it wasn't practical. Relocating the proposed Collector within the site would effectively result in the requirement for two parallel Collector roads. The existing S. 25th Place and S. 10th Way adjacent to the Kemper site are all classified as Collectors; therefore, the applicant would still have had to improve them to meet the Collector street standard. Additional access roads would be required so that any of the properties along the "existing" Collector could safely access the "new" Collector. In the case of both roads, any new proposed lots located adjacent to the Collectors would not be allowed to have "driveway access" directly to the Collectors per City Code. This creates significant design issues for a single-family residential subdivision, since each lot must have an individual driveway with off-street parking. This is an unnecessary duplication of roadways, resulting in a series of double frontage lots, at significant additional costs.

The costs associated with relocating the Collector roadway by extending 4th Way to the east and curving the roadway southwards to reconnect to S. 25th Place would be substantial and would require a complete re-design of the project. At a minimum, 10 lots would be lost and 12 additional lots would back onto a Collector that did not previously, open space would be removed, significantly diminishing the value of the adjacent lots.

Extending the Collector into the site with a 300-foot curve radius would result in the need to construct a minimum of an additional 1,034 linear feet of Collector roadway at an estimated cost of approximately \$330,000 (See attached cost estimate: Attachment B). The estimated cost in lost income of removing the 10 lots and diminishing the value of the other 12 lots would be approximately \$1,550,000. This is based on an estimated value of \$125,000 per lot and a reduction in value of \$25,000 for each double frontage lot. Therefore, the total estimated financial loss to the applicant would be \$1,880,000.

The intersection of 4th Way and 25th Place can be safely designed as a Collector based on AASHTO design standards utilizing a 55-foot centerline curve radius, 15 mph design speed, and proper signage for the reduced speed. Regardless of how long this improvement remains in place, no substantial evidence has been submitted into the record to refute the safety of this intersection using these design parameters. The applicant has prepared an exhibit, which further demonstrates that the curve, and associated improvements, can be designed to meet AASHTO requirements and provide safe sight distance based on a 15 mph design speed (see Sight Distance Exhibit: Attachment C). The sight distance requirement for a 15 mph design

peed per AASHTO standards is 170 feet (2004 AASHTO Design Manual-Chapter 9 Exhibit 9-55). There are currently two existing driveways in the proximity of the curve that access the Collector. Both access points are associated with one circular driveway that provides redundant access to Tax Lot 213504-000. The driveway access on S. 4th Way could remain and the southern most driveway access on S. 25th Place for this tax lot, which is not needed, would have to be closed or re-located further south to insure that adequate sight distance is met.

37. Rebuttal Letter from Kittelson Assoc - Sagar Onta PE and Chris Bremer PE – Nov. 29, 2007 – with sight line exhibit for S 4th Way and S 25th Place

Three traffic related issues are discussed below that Kittelson staff addressed for the project through the transportation impact study and public hearing testimony.

Issue #1 – Distribution of Site-generated trips to S 10th Way, S 35th Place, and S 15th Street Road

Some of the public comments indicate continued concern as to the basis for the assumed trip distribution pattern (refer to Exhibits 24, 28, 31, and 33). As stated on page 14 of the July 20, 2007 Kemper Subdivision Transportation Impact Study, the distribution pattern was based on review of existing turn movement patterns at the study intersections and a select zone analysis obtained for the site. The distribution pattern and trip assignment was accepted by technical reviewers at the City of Ridgefield, Clark County, and the Washington State Department of Transportation (WSDOT).

Regional Travel Demand Model Data

The select zone analysis referenced in the July 2007 impact study was prepared by the Southwest Washington Regional Transportation Council (RTC) and reflects the origins and destinations of trips from the site vicinity on a regional level. The select zone analysis was prepared by RTC for two periods – year 2000 near-term conditions and year 2030 long-term conditions assuming build-out of the comprehensive plan.

Near-term Model Predictions

The near-term modeling prepared by RTC predicts that an average of 8 percent of the weekday p.m. peak hour site-generated trips will travel to the site via S 10th Way, S 35th Place, and S 15th Street.

Long-term Model Predictions

The long-term year 2030 RTC modeling assumes build-out of the Comprehensive Plan, including new roadway connections to and over Interstate 5 to the north, east, and south. The RTC year 2030 model predicts an average of 20 percent of the weekday p.m. peak hour site-generated trips will travel on S 10th Way, S 35th Place, and S 15th Street. For the purposes of this study, the year 2030 modeling data was not used because many of the infrastructure projects assumed in the model will not be constructed by the time the site is developed.

Existing Traffic Counts

The existing turn movement counts at the N Reiman Road/Pioneer Street intersection were reviewed given that they reflect residential trip patterns to and from the study area. The existing traffic counts are generally consistent with the 22 percent of trips assumed to travel west of N Reiman Road along Pioneer Street in the July 2007 study.

Application to the Kemper Project

The modeling data provided by RTC and the existing traffic counts clearly indicate that the majority of trips to and from the site will travel to the east. The traffic study trip distribution pattern reflects this assumption, with 75 percent of the site-generated trips assigned to the east.

The assignment of 15 percent of the site-generated trips to S 10th Way, S 35th Place, and S 15th Street is nearly double that predicted by the near-term RTC modeling data (8 percent); however, the transportation impact study recognized that some drivers will use the roadways given the location of the school facilities to the south as well as the new interchange under construction on Interstate 5 to the south. The propensity to travel to new schools to the south and the interchange is discussed in further detail in the November 6, 2007 response letter submitted by Kittelson & Associates, Inc. to the record of this project.

Based on the available data and review by the affected jurisdictions, the assumed trip distribution pattern and trip assignment is reasonable and appropriate. No changes are needed to respond to public comments raised at the hearings.

Issue #2– Pioneer Street/N Reiman Road-S 1st Way Intersection Mitigation

Installation of a traffic signal is proposed at the Pioneer Street/N Reiman Road-S 1st Way intersection in conjunction with site development. Traffic signal warrants are predicted to be met at the intersection prior to site development as documented in the July 2007 Kemper Subdivision Transportation Impact Study. Signalization of the intersection is proposed in conjunction with site development and will include widening to accommodate a new westbound left-turn lane and the new south leg of the intersection. Roadway widening and slope reconstruction will also be required east of the intersection to accommodate adequate sight distance approach the signal from the east (as required by proposed Condition of Approval #7).

Exhibits #24 and #33 request that further consideration of a roundabout be made at the intersection in lieu of signalization.

As indicated in Kittelson staff's testimony at the public hearing for the project, installation of a roundabout was considered from a feasibility perspective and was rejected in large part based on roadway and intersection grade considerations.

Installation of a traffic signal at the intersection in conjunction with provision of appropriate sight distance and signage allows the intersection to meet the adopted WSDOT intersection operating/capacity requirements while providing for safe and efficient operations. As such, the proposed signalization is reasonable and appropriate.

Issue #3 – In-process Development

Public comments continue to question the basis for not accounting for future school related trips as part of the July 2007 Kemper Subdivision in-process traffic (refer to Exhibits #24, 25, 30).

As indicated in Kittelson staff's testimony at the public hearing for the project, the future Ridgefield school district buildings to the south are not approved for development and thus are not to be included in the transportation impact study per City, County, and WSDOT concurrency review requirements. The impact of future school related trips will be considered as part of the land use application for the school facilities.

While trips related to future school facilities were not included in the July 2007 Kemper Subdivision in-process traffic, Kemper Subdivision site-generated trips were assigned to and from the area of the future school buildings recognizing that some future residents of the proposed subdivision would likely travel to the existing and future school facilities to the south.

38. Letter from Michael Simon, Applicant's Attorney with Exhibits from Fire District 12 and Clark County Concurrency – Nov. 30, 2007

Submitted as attachments letters from Clark County dated November 29⁶ and the Clark County Fire District dated November 27, 2007 (see below) with which the applicant agreed to comply. Mr. Simon objected to the City's attempt to submit additional testimony dealing with the intersection of 4th Way and 25th Place on the basis that nothing new has been offered by the public since the hearing date. Curiously, as it relates to this intersection, on November 21, 2007, Exhibit 34 was submitted by the City through its engineer, Stephen Hale. In that letter, Mr. Hale reiterated his approval of the submitted design at 4th Way and 25th Place.

The November 21, 2007 letter, Exhibit 34⁷, should be the last exhibit allowed to be submitted by the City of Ridgefield. Any other comments by the City after November 21st should be rejected.

Clark County Fire District 12, made the following comments (Nov. 27, 2007):

Roads

- The Intersection of Bertsinger Road and Pioneer Street will require a major traffic revision to safely accommodate fire apparatus.
- The Fire Chief must approve any traffic-calming devices. Any blockage of South 10th way will not be allowed. (IFC 503.2.2- 503.4)
- The builder should plan for minimum 20-foot road widths on any "Fire Access Road" in or leading up to this project. The roads must 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. (IFC 503.2.1)
- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so to provide all weather driving

⁶ **David Jardin**, Clark County Concurrency Engineer (Nov. 29, 2007) acknowledged the possibility of a phasing plan that could be suggested by the applicant. At such time the applicant introduces a phasing plan for the Kemper Subdivision, in a subsequent review, County Staff would reconsider the timing of the suggested conditions of approval.

⁷ The last recorded comment is Exhibit 35, a handwritten comment from Debbie Raffolson (see above)

capabilities. (IFC 503.2.3)

39. Letter from Sam Crummett's letter to HE requesting permission for further City Comment – Nov. 30, 2007.

By this letter, this City is requesting the record to be reopened for the City to submit a letter that addresses new information that concerns public health and safety. Clark County Fire District 12 and Clark County Public Works have also submitted letters concerning public health and safety and the City is requesting these letters to be also included into the record (See above).

40. Email from Examiner to Mr. Crummett and Simon in response to Ex. 38 and 37.

After noting that Mr. Hale (city Engineer) had already commented on November 21, 2007, HE observed that there was nothing factually different from the neighbors in the open record period that has not been raised before. The City provides no basis for reopening the record on its behalf, unless the City is arguing that it has made an error of law which affects public health and safety. If the City has made an error of law, and explains the error, then HE would be inclined to allow the City an immediate chance (24 hrs) to submit an exhibit which clarifies and rectifies such an error. The applicant would have adequate time to respond. That would be more efficient than dealing with this on appeal; however the City needs to be more forthcoming about the basis for their request.

41. Mr. Crummett via e-mail indicated that an error of law had in fact been committed and submitted Exhibit 42.

42. Memo from City Engineer, Steven Hale, Dated Nov 29, 2007

The City has revisited all available applicable materials and submits the following responses to applicable public comments as follows:

1. Exhibit #31 – This commenter suggested that a *"barricade be installed on 10th Way blocking new residents of the development from going east, or the roads to the east will need to be improved"*.

Response – City Engineer and Clark County Fire District No. 12 have reviewed the proposal of a barricade across this City Collector road and determined that it would not meet safety response or traffic circulation needs. However per Exhibit #27, Clark County Comments, the City generally concurs with the County's recommended conditions which would require that the roadway widths on S 10th Way, S 35th Place and S 15th Street be improved to a minimum roadway width of 20-feet, either with an 18-foot paved section with 2-foot of gravel shoulder or with 20-feet of paved width. The City requests that the county's recommended conditions be revised to require a minimum of a 20-foot wide paved width.

2. Exhibit #24 and others – *Many of the comments questioned the approval of the modification to the minimum centerline curve radius for a collector from 300-feet to a minimum of 55-feet at the 90 degree curve located at 4th Way and 25th Place. Both safety and input that other design options are available that would meet the city collector requirements were identified as public concerns.*

Response – Per City request – the City accepts applicant's justification for this modification as discussed in Exhibit 43.

3. *Exhibit #24 – Mr. Zwingli indicated in his comments that a roundabout was not adequately considered and that a roundabout was the favored type of intersection for the Reiman Road/SR 501 intersection.*

Response: There is an agreement between the Washington State Department of Transportation (WSDOT) and the City of Ridgefield dated April 30, 2004, that establishes and states that “future location of traffic signals on SR 501, when warranted, will be at Main Street, 9th Avenue, North Reiman Road, vicinity of 35th Place, 45th Avenue, and 51st avenue”, and goes on to mutually agree that “roundabouts may be installed in the SR 501 corridor in lieu of signals at 35th Place, 45th Avenue and 51st Avenue”. City Council has only adopted the requirement for a roundabout at 45th Avenue. A roundabout at the Reiman Road intersection was not agreed as an option for that location. This agreement, the existing topographical and environmental constraints adjacent to the proposed intersection, and the lack of anticipated intersection control at this location in the city's current transportation CTP and the associated lack of city participation make this an unjustifiable request.

4. *There were additional comments referring to questions as to why the proposed new Ridgefield High School could not be considered in the traffic study.*

Response: The proposed new school property site has not been annexed into the city and therefore is not yet within the City's inventory of developable/zoned parcels. Therefore it can not be considered in present studies on the assumption that it will or may soon be developed.

5. *Comments to review of distribution of applicants' traffic study.*

Response: City Staff had independent reviews of the traffic study completed by the city's consulting traffic engineer and Clark County Transportation/ Concurrency staff. Both parties approved the methodology and results of the study.

43. Applicant's Final rebuttal - Dec 6, 2007 from Michael Birndorf.

There apparently was misunderstanding, now resolved regarding the criteria for approval of the proposed reduced radius curve at the intersection of 4th Way and 25th which have been met. The misunderstanding occurred because the City's November 29th, 2007 letter was issued without the benefit of having reviewed the information provided in the applicant's November 30th, 2007 letter. This letter demonstrated compliance with the modification criteria in response to public comments related to the road alignment and intersection design.

City Engineering Staff was able to review the applicant's letter on December 4th, 2007 along with a letter from the applicant's traffic engineer (Attachment A: Letter from Kittelson & Associates) re-confirming that the proposed design complies with AASHTO standards.⁸ After

⁸ Based on the American Association of State and Highway Transportation Officials (AASHTO) Green Book Equation 3-10 (minimum radius) and a Friction Factor of 0.32 (Exhibit 3-15), a 55-foot radius would result in a calculated speed of 16.7 miles per hour (MPH). Calculated in reverse assuming a 15 MPH speed, a friction factor of 0.32, and a 2 percent superelevation (normal crown), the resultant minimum radius is 44 feet. Accordingly, from an AASHTO perspective, the speed through the proposed corner should be 15-16 MPH.

reviewing this information, Staff concurred with the applicant that the proposal complies with the modification criteria of the *City's Engineering Standards for Public Works Construction Volume 1, Section 1.16 (D)*. Modification criteria #2 and #3 are met with this request. Specifically, right-of-way and design issues impose an undue economic hardship that precludes the applicant from meeting the standard for providing a full radius curve and an alternative design is available that achieves the same objectives and does not compromise public safety or accessibility. The applicant is not relying on the potential temporary nature of the curve as the basis for approval of the reduced radius.

Now that the misunderstanding has been resolved, Staff prepared the attached letter dated December 6th, 2007 (see Attachment B: Letter from City Staff). The City's letter rescinds the language contained in item #2 of Staff's November 29th, 2007 letter to the hearings officer and reinstates the proposed condition of approval outlined in Exhibit 34 allowing the reduced radius curve.⁹

The record was closed on December 7th with the receipt of the last exhibit.

FINDINGS

The Hearing Examiner adopts as his own and incorporates by reference the findings and conclusions contained in the November 8, 2007 Staff Report and Recommendation, except to the extent expressly modified or supplemented herein. Only the issues and the approval criteria raised in the course of the application, at the hearing or before the close of the record, are discussed in this section. Any standard that might be deemed to be an applicable approval criteria

The site-access driveway design proposed for the property on the southwest corner of the turn appears to meet both the AASHTO intersection sight distance requirement (170 feet for a left-turn exiting the residence on the southwest corner) and stopping sight distance requirement (80 feet) for a 15 MPH assumed speed on the major street approaches.

The Manual on Uniform Traffic Control Devices (MUTCD) would allow for installation of a W1-1 (horizontal alignment turn) warning sign (Section 2C.06 of the MUTCD) and a 15 MPH advisory speed plaque (W13-1) (Section 2C.46 of the MUTCD) approaching the turn. The MUTCD allows for posting speeds in 5 MPH increments and 15 would be the closest to the calculated speed using AASHTO. The signing can be finalized during design assuming the project moves forward.

⁹ The City of Ridgefield requests that item #2 in the City's letter to the Hearing Examiner dated November 29, 2007, be stricken from the record and disregarded by the Examiner. At the time that letter was prepared, we did not know that the applicant would be providing information in its November 30, 2007, response to the public comment which would address the issue of modification of the City's street standards. The City's consulting planner received this letter on November 30, 2007, however City engineering staff did not receive the letter until December 4th, and now find that the information in it plus the additional exhibits and narrative recently submitted by Kittelson & Associates, Inc. satisfies the Criteria of the City's Engineering Standards for Public Works Construction, Volume 1, Section 1.16 (D). Therefore, the letter demonstrated that modification of those standards would be appropriate for the curve to which it refers.

but which was not raised by staff, the applicant or a party to the proceeding has been waived as a contested issue, and no argument with regard to any such issue or criterion can be raised in any subsequent appeal. Criteria not discussed specifically in these findings below are deemed to be met. The following findings support this decision and are related to the issues that were raised during these proceedings:

Overview

As happens from time to time in land use hearings, neighbors frequently do not realize the consequences of prior zoning decisions made by the legislative body until a development is proposed. In that context the nature of the proceeding in front of the hearings examiners is sometimes misunderstood. The proceeding before the Examiner is a quasi-judicial proceeding to determine whether the application complies with the existing applicable code provisions. It is not a planning exercise, neither is it a conversation with the City. The Examiner does not report to the City Council.

The applicant is vested in the City Ordinances in effect when his application is filed. The applicant chooses the manner in which he will develop the site in compliance with those ordinances. The Examiner cannot change the rules nor can he redesign the application before him. Any given site can be developed in a number of ways, any of which will be consistent with applicable law. The Examiner does not search for the best design. The Examiner does not plan. The Examiner checks whether the applicant by preponderance of evidence has met his burden of proof that he or she complies with the applicable regulations, regardless of whether they are good regulations.

In that regard there were a lot of objections to the density of the development or to the application of density transfer to this proposal. The density is governed by zoning in place, as is the allowance for density transfer. The applicant has a legal right to rely on those designations. A suggestion was made to use density transfer off site. The right to density transfer belongs to the applicant and the applicant can use that right as he chooses. It is not up to the City Staff or the Examiner to tell the applicant how to apply that right. Similarly, number of neighbors took "offense" at the suggestion that they may redevelop. That presumption simply applies the existing zoning to their properties which in many cases will allow them to subdivide. They may not intend to do so now, but comprehensive plans are long term documents intended to provide housing supplies for 20 years. Regardless of any individual intention, as development comes in, over time some individual owners will redevelop, for any number of reasons just as Kemper are doing now. The assumptions does not question existing neighbors' commitment to their current life style, but recognizes legal possibilities. Zone changes are accomplished by the City Council with the advice of the Planning Commission.

Density issues aside the preponderance of concerns had to do with transportation, the intersection of Reiman and Pioneer, the 90 degree turn on the City collector, and the inadequacy of the road to the southeast which connects to 45th Avenue. These issues are addressed in the transportation and concurrency findings below. The concern over future compliance with future building design have been and continues to be addressed in the condition of A.1 which states that at the time of construction and at all times thereafter, the development shall comply with all approval requirements including all trails and recreational facilities established in applicable plans, policies, regulations (including any City-wide architectural standards adopted prior to the

issuance of the first building permit for any phase) and any City and standards adopted at the time of this application.

A. COMPLIANCE WITH RDC 13.08 (DEVELOPMENTAL CHARGES FOR WATER & SEWER CONNECTIONS)

Finding:

Pursuant to RDC 13.08 the applicant is required to pay sewer and water system development charges for connections to the public sewer and public water system at time of or prior to building permit issuance. A **condition** of approval is warranted requiring the payment of sewer and water system development charges prior to the issuance of any building permits for the project.

B. COMPLIANCE WITH RDC 18.070 (IMPACT FEES)

Finding:

Pursuant to RDC 18.070 (Impact Fees) the City has the authority to charge impact fees for water and parks. A **condition** will require that prior to or at time of building permit issuance the applicant should pay the required impact fees.

C. COMPLIANCE WITH RDC 18.210 (LOW DENSITY RESIDENTIAL DISTRICTS)

Finding:

The number of homes allowed within the project boundaries is determined by the zoning of the involved properties in this development. The entire site is zoned Low Density Residential (LDR), in which are two different zoning districts, LDR 7.5 and LDR 8.5. The portion of acreage of the LDR 7.5 district is 37.2 acres and the portion of acreage of the LDR 8.5 district is 30.3. The combined acreage of the site 67.4 acres.

Density is determined by first applying the allocated density referenced in Table 18.210.050, which is 3 to 5.8 units per acre for LDR 7.5 and 3 to 5.1 units per acre for LDR 8.5. Secondly, the City's critical areas ordinance codified as RDC 18.280 allows for density to be transferred from identified critical areas to non-critical area property (RDC 18.280.070). The permitted density range for this site, including on-site density transfers, is a minimum of 89 units and a maximum of 216 units. The applicant may provide densities anywhere within this range, as authorized by the development code. At 200 proposed dwelling units, the applicant complies with the density requirements as referenced in RDC 18.210.050 and RDC 18.280.070.

The portion of the site the designated as LDR 7.5 is allocated a maximum density of 134 units and a minimum density of 64 units. Density for the LDR 7.5 portion is calculated as follows:

Maximum 35.6 acres of gross buildable land

-8.6 acres for street right-of-way
 -5.4 acres for open space and stormwater and facilities
 = 21.6 acres
x 5.8 units per acre
 =125 maximum number of units
+ 9 units (1.6 acres of protected critical areas x 5.8 units)
 = 134 units per acre

Minimum
 21.6 acres
x 3 units
 = 64 units per acre

The portion of the site designated as LDR 8.5 is allocated a maximum density of 82 units and a minimum density of 25 units. Density for the LDR 8.5 portion is calculated as follows:

Maximum
 22.3 acres of gross buildable land
 -4.8 acres for street right-of-way
-9.2 acres for open space and stormwater and facilities
 = 8.3 acres
x 5.1 units per acre
 =42 maximum number of units
+ 40 units (8.0 acres of protected critical areas x 5.1 units)
 = 82 units per acre

Minimum
 8.3 acres
x 3 units
 = 25 units per acre

The applicant is requesting the remaining 16 units of available density to be reserved for future transfer to another project off-site. This is not allowed because the City does not have a density transfer program that specifies where the density should be redistributed. Without such a program, density transfers from critical areas to non-critical areas may only occur on-site.

As described above, since density is permitted to increase on the site through the allowance of on-site density transfers, this will result in the reduction of lot sizes. RDC 18.280.070 specifies that when density transfer provisions are used, the applicant may reduce lot sizes. RDC 18.280.070 states, "For single-family residential development, the receiving property (ies) shall be authorized to increase to the density and minimum lot size requirement of the immediate next lowest single-family residential zoning designation." In this case, the portion of the site designated LDR-8.5 may be reduced to the LDR-7.5 district lot sizes and the portion of the site

designated LDR-7.5 may be reduced to the LDR-5 lot sizes. For this reason, the applicant has proposed many of the lot sizes at 5,000 square feet which are allowed in the LDR-5 zone.

A **condition** will state that the portion of property zoned LDR-7.5 shall not create lot sizes or setbacks that are less than those specified in the LDR-5 zoning district. The portion of the site zoned LDR-8.5 shall not create lot sizes or setbacks that are less than those specified in the LDR-7.5 zoning district.

RDC 18.210.150 requires street trees at 25-foot intervals along each street frontage. A **condition** specifies that all street trees shall be planted at 25 feet on-center in accordance with RDC 18.210.150. A **condition** will require a final landscaping plan prior to final plat approval. The applicant has requested the planter strip and street trees to be removed along the Collector adjacent to the northern open space area. This modification is acceptable in order to provide a clear view of the open space area and park as long as the trees are planted in clusters in various places along or near the Collector street. This section of road is approximately 700 feet in length and would require the planting of approximately 28 trees.

The following items are encouraged, although not required by Code, in the submittal of the final landscaping plan:

- Include a variety of street tree types. For example, no more than 25% of any single tree species should be used in the project. The reasons for this are to strengthen survival rates in the case of disease or extreme weather conditions. Tree variety also provides a more interesting streetscape in neighborhoods.
- Street trees may be spaced at 25 feet on-center, or they may be clustered as long as the equivalent of one tree is planted for every 25 feet of street frontage.
- Additional landscaping is encouraged near the recreation areas on site, including the trail network and children's play area.

Pursuant to RDC 18.210.090, a **condition** will assure that each lot provides at least two off street parking spaces. Off-street parking must provide a minimum of 18 feet of lineal parking between the street and the dwelling setback. Testimony from Mr. Zwingli expressed displeasure with the appearance issues created with driveways filled with vehicles; nevertheless, the existing code allows visual clutter. The alternative, given contemporary accumulation of vehicles, RVs, boats etc would be larger garages, which is a legislative trade off.

A **condition** will require all fences and wall within the subdivision to comply with RDC 18.740.

D. COMPLIANCE WITH RDC 18.280 (CRITICAL AREAS)

This proposal has followed the preferred sequence of avoiding, minimizing, and mitigating for impacts to on-site streams, wetlands, and buffers. The identified critical areas on site include Fish and Wildlife Habitat Conservations Areas, Frequently Flooded Areas, Geologic Hazards,

Aquifer Recharge Areas, and Wetlands. Findings and conditions are included below for each identified critical area.

Fish and Wildlife Habitat Conservation Areas

As documented in the Wetland Delineation & Mitigation Plan prepared by Ecological Land Services, Inc. (Appendix L), the site contains several streams that have been mapped by the Washington Department of Natural Resources. Based on the mapping provided by the State and the biologist's analysis, the Gee Creek tributary is classified as a Type F (fish bearing) stream, the eastern most stream on-site is classified as a Type N (non-fish bearing) stream, and the northern portion (on-site) of Wetland B and D develop into Type N (non-fish bearing streams). According to the Department of Fish and Wildlife, the tributary to Gee Creek, and Gee Creek, downstream from the site, contains Coho and Summer Steelhead, which are identified as threatened species.

Pursuant to RDC, Table 18.280.110-1, the minimum riparian buffer widths are as follows: Type F streams greater than 5 feet wide require a 150-foot buffer, Type N streams with low mass wasting require a 50-foot buffer, Type U streams do not have a required buffer per RCAO, and the biologist has identified the mapped Type U stream as Wetland B (Category IV with a 50-foot buffer). The required buffers are identified in the wetland delineation and mitigation report and are shown on the site plans.

Because the project will be impacting the Fish & Wildlife Habitat Areas, mitigation is required. A number of measures have been taken to avoid, minimize, and finally, compensate for unavoidable impacts related to the stream crossing.

1. Altering the road alignment. The first measure taken was to alter the alignment. This involved offsetting and skewing the south-leg of the proposed intersection (S. 1st Way) so that it avoids impacting the north/south portion of the stream that ultimately flows under Pioneer Street.
2. Reducing the cross-section. The second measure involved reducing the cross section. The Collector road cross-section over the stream corridor, and associated riparian area, has been narrowed to less than the standard cross-section design for a Collector. The proposed cross section is 23-feet narrower than the standard cross section.
3. Spanning the stream. The third measure taken is to use a large box culvert structure to completely span the Type F stream, which avoids all in-water work.
4. Mitigate for unavoidable impacts. Finally, compensation for the road crossing will be provided for unavoidable impacts. WDFW regulates work over fish bearing streams and has recommended the replacement of an existing non-fish passable culvert with an improved fish passable "stream simulated culvert" as mitigation for working over the Type F stream (1,000 square feet). The culvert replacement will be located on-site and east of the proposed stream crossing, under Bertsinger Road. In addition, the applicant is proposing to plant 38,859 square feet of riparian enhancement plantings on the north side of the Type F stream to mitigate for stream buffer impacts (12,953 square feet) at a ratio of 3:1.

The proposed residential development will also temporarily impact approximately 1,488 square feet of Type N streams and temporarily impact approximately 3,565 square feet of Type N stream buffers on-site due to proposed installation of a sewer pipe. The impacts will be within grassy swales (Wetlands B and D) that develop into Type N streams to the north. Impacts will be temporary and vegetation within the stream and buffer will be replaced with a native seed mix.

Stormwater dispersion outfall structures and swales are proposed within wetland buffers and stream buffers and will impact 2,161 square feet of buffers. The applicant is proposing to install jute matting around the rip-rap as well as plant willow cuttings within the rip-rap at the wetland end of the swale to mitigate for the minor impacts to the buffers.

A pervious foot path is proposed for installation to meander throughout the site and will impact approximately 2,375 square feet of Type N streams buffers. According to the City of Ridgefield pervious trails are allowed within stream buffers if they that do not interfere with wetland hydrology. The stream buffer impacts will be mitigated for by stream buffer enhancement plantings (16,921 square feet) between the proposed development and the streams to help shield the Type N streams from future development, the enhancement plantings will be at a ratio of 6:1. Installation of foot bridges are proposed for crossing the two Type N streams. The foot bridges will impact approximately 329 square feet of Type N streams on-site. According to WDFW the minimal Type N stream impacts can be included within the culvert replacement mitigation recommended for the road crossing as well as the stream enhancement plantings.

Pursuant to 18.280.110(D) the applicant is using the buffer averaging and buffer reduction provisions in the development code. Buffer averaging is proposed for two Type N streams located in the center of the site. Buffer reduction is proposed for the Type F stream and the Type N stream located in the eastern most portion of the site. As demonstrated in the Wetland Delineation & Mitigation Plan, the applicant's plan is in compliance with RDC 18.280.110(D) (d) and (c) for buffer width averaging and reduction.

No net loss of the overall functions will occur due to proposed development. Buffer impacts on-site total 22,517 square feet, and 61,744 square feet of buffer enhancement plantings are proposed for buffer impact mitigation for an overall replacement ratio of 2.7:1. Activities within the remaining buffer areas will be limited to soft surface recreational trails, stormwater management facilities, and underground utilities.

The following **conditions** will be imposed to assure compliance with geologic area regulations:

1. The project shall comply with all recommendations made in the Wetland Delineation Report, dated April, 2007 and the Preliminary Mitigation Plan, dated August 13, 2007 prepared by Ecological Land Services, Inc.
2. Submit final mitigation plan to be prepared that addresses the mitigation criteria found in RDC 18.280.150 for all on-site and off-site work. Approval of the final mitigation plan is required from the Community Development department prior to any on-site construction.

3. On the final plat, or within a conservation easement, identify the type of critical area, the buffer width, and a note stating that the identified critical areas are protected area subject to regulation by the City of Ridgefield, RDC 18.280.
4. The boundary of the outer edge of the Fish & Wildlife Conservation Habitat buffer shall be delineated with permanent survey stakes using iron or concrete markers as established by local survey standards.
5. The boundary of the outer edge of the Fish & Wildlife Conservation Habitat buffer shall be identified with temporary signs prior to any site alteration. Such temporary signs shall be replaced with permanent signs prior to occupancy of the site. Permanent signs shall be installed and shall be wood or metal and the colors shall blend in with the natural environment. Signs shall be spaced a maximum interval of one sign per lot and at a minimum of every 200 feet. The sign shall state, "The area beyond this sign is a Fish & Wildlife Conservation Habitat Area. Alteration or disturbance is prohibited by law. Please call the City of Ridgefield for further information."
6. Unless otherwise authorized, all buildings and other structures shall be set back a minimum of five (5) feet from the edges of all critical areas buffers. Uses allowed in this minimum setback area include landscaping, uncovered decks, and building overhangs that extend no more than twenty-four (24) inches into the setback.

Frequently Flooded Areas

The tributary to Gee Creek, which is located within the northern portion of the subject site, is identified as a Frequently Flooded Area by the Federal Emergency Management Agency (FEMA).

The proposed Kemper Subdivision Project was analyzed to determine the location and potential impacts on the 100 year flood plain. The 100-year flood plain was determined by the draft report of the National Flood Insurance Program "Flood Insurance Study". The draft report is in the final stages of adoption by FEMA and represents the most up to date information on the flood plain in this area.

The proposed development, including the Collector street crossing over the tributary to Gee Creek, will not impact the 100-year flood plain on the site. This information is documented in the attached Flood Plain Memorandum prepared by a qualified engineer (Kemper Subdivision Application Submittal, Appendix H).

The 100-year flood plain on the project's survey is located at 86.7 feet. The elevation at the crossing location will be 85.2 feet. The crossing of the flood plain will be achieved with a 10-foot high, 34-foot wide concrete structure that will be located above the floodplain. Since no impacts are proposed to the flood plain, no mitigation measures are proposed to address impacts.

Geologic Hazards

A geotechnical investigation and report has been prepared for the site that contains all of the critical area report requirements listed above (*Geotechnical Site Investigation Kemper Property*, Kemper Subdivision submittal, Appendix K). This decision provides a detailed evaluation of the site soil conditions, geology, hydrology, drainage etc. and recommendations for property development on the site, including those within geologic hazard areas.

Portions of the site are mapped by the City to potentially contain unstable slopes and severe erosion hazard areas. These areas are generally concentrated around the ravines and drainages that are associated with the tributary to Gee Creek within the northern and eastern portions of the site. The geotechnical engineer has prepared a slope reconnaissance and slope stability assessment of these areas. Slopes within these areas typically range from 10 to 30 percent, with portions of the existing ravine slopes as steep as 50 percent. Based on the geotechnical review, it was determined that portions of the steep ravine adjacent to the Gee Creek tributary likely meet the definition of geologic hazard (slope hazard and erosion hazard areas). The identified areas are specifically mapped in the geotechnical report. As confirmed in the geotechnical report, the site does not contain any seismic hazard areas.

According to the report, the proposed residential development will generally be located more than 100 feet from the geologic hazard areas. There are limited areas of cuts and fills proposed within the northern open space areas. The proposed grades and limited areas of fill are unlikely to have a significant affect on the existing steep slopes. Crossing the stream and realigning the road are feasible; however, a supplemental investigation with detailed recommendations for the road crossing will need to be prepared at the time of final engineering for the project.

The proposed road must connect to Pioneer Street at the proposed location to align with Reiman Road to the north to provide safe access to the site and surrounding neighborhoods. The road must cross the ravine and geologic hazard area to access the site. The road cannot be located outside of the geologic hazard area; however, the proposed cross section and the design speed of the road have been reduced to less than the standard for a Collector in order to decrease the size of the road and the associated impacts to the geologic hazard area.

The geotechnical report includes a discussion of the mitigation measures that will need to be taken during construction of the road and other site improvements to insure that adverse impacts do not result. This includes recommendations for wet weather construction methods and techniques, erosion control measures, drainage and utility design, excavation, foundation design etc.

The following **conditions** will apply to this project:

1. Comply with all design recommendations and mitigation measures specified in the *Geotechnical Site Investigation Kemper Property*, Columbia West Engineering, Inc., July 30, 2007.
2. Provide a supplemental geotechnical investigation with detailed recommendations for the Collector street stream crossing and for design modifications required on Pioneer Street/S.R. 501.

Aquifer Recharge Areas

The entire City of Ridgefield is mapped as either a Category 1 or Category 2 aquifer recharge area. The subject site is mapped as a Category 2 lower classification aquifer recharge area.

As described in the attached geotechnical report (Appendix K), because the proposed development is a residential use, the potential for groundwater contamination is extremely low. Stormwater from the development will be detained and treated before being discharged to local surface waters. No subsurface injection or infiltration of concentrated storm water is proposed due to the high clay content of the native soils, and no wells are proposed. The water source for the development will be the City of Ridgefield municipal system. Based on the use, site conditions, and the proposed storm water system, a hydrological aquifer recharge study is not necessary for development.

Wetlands

The site contains six wetlands. These wetlands have been professionally delineated and mapped in accordance with the above standards as documented in the Wetland Delineation Report, dated April, 2007 and the Preliminary Mitigation Plan, dated August 13, 2007 prepared by Ecological Land Services, Inc. The mapped wetlands are identified as wetlands A-F in the delineation report. As discussed in the report, Wetland A is a slope wetland located in Parcel 2, which eventually flows into the Gee Creek Tributary. Wetlands B, C, and D are located in Parcel 3. Wetland C is an isolated slope wetland. Wetlands B and D are slope wetlands that develop defined stream channels on site, down slope, and north of the wetlands. Wetlands E and F are located on Parcel 4 that develop defined stream channels off-site, down slope and north of the wetlands. All six wetlands are classified as Category IV low functioning wetlands.

Pursuant to RDC 18.280.150.C.1.c, public streets, sewer facilities and stormwater facilities may impact wetlands and their buffers as long as the impacts are mitigated according to an approved mitigation plan. Ecological Land Services provided a Wetland Mitigation Report that outlines mitigation for the proposed impacts to these areas. Recreation trails and stormwater outfalls are proposed within the buffer, which are both allowed uses. The recreational trails will include a soft surface to minimize impacts to the buffer. The stormwater outfalls are designed with a rip-rap pad, which will reduce the potential for erosion and scouring. The applicant has submitted a mitigation plan for the impacted wetland buffers

The following **conditions** apply to this project:

1. The project shall comply with all recommendations made in the Wetland Delineation Report, dated April, 2007 and the Preliminary Mitigation Plan, dated August 13, 2007 prepared by Ecological Land Services, Inc.
2. Submit final mitigation plan to be prepared that addresses the mitigation criteria found in RDC 18.280.150 for all on-site and off-site work. Approval of the final mitigation plan is required from the Community Development department prior to any on-site construction.

3. On the final plat, or within a conservation easement, identify the type of critical area, the buffer width, and a note stating that the identified critical areas are protected areas and subject to regulation by the City of Ridgefield, RDC 18.280.
4. On-site wetland buffers shall be delineated with permanent survey stakes using iron or concrete markers as established by local survey standards.
5. The outer edge of the wetland buffer shall be identified with temporary signs prior to any site alteration. Such temporary signs shall be replaced with permanent signs prior to occupancy of the site.
6. Permanent signs shall be installed and shall be wood or metal and the colors shall blend in with the natural environment. Signs shall be spaced a maximum interval of one sign per lot and at a minimum of every 200 feet. The sign shall state, "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 further information."
7. Unless otherwise authorized, all buildings and other structures shall be set back a minimum of five (5) feet from the edges of all critical areas buffers. Uses allowed in this minimum setback area include landscaping, uncovered decks, and building overhangs that extend no more than twenty-four (24) inches into the setback.

A **condition** will require that prior to construction, the applicant shall provide evidence of any other required state or federal permits as they related to impacts to on-site critical areas.

E. RDC 18.630 - 18.640 (Design Requirements -Subdivisions)

The applicant shall comply with all subdivision approval requirements of RDC 18.630 to RDC 18.640 and the City Engineering Standards for Public Works, including but not limited to street classification and design requirements, standard street improvements, sanitary sewer, stormwater management, underground utilities, street lights and street trees, sidewalks, signs, fences, unstable soils and erosion control measures. A **condition** will require that prior to final plat approval all subdivision design requirements and improvements shall comply with RDC 18.630 to 18.640, unless an exception is given through this approval or unless expressly modified by the City Engineer.

F. COMPLIANCE WITH RDC 18.810 (ENVIRONMENTAL STANDARDS-SEPA)

Pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the Community Development Director, as the responsible official, issued a Determination of Non-Significance (MDNS) for the proposal on October 25, 2007. The determination was based on a review of the environmental checklist and other pertinent documents, resulting in the conclusion that the proposal would not cause probable significant adverse impacts on the environment. Therefore, an environmental impact statement (EIS) was not required prior to proceeding with the review

process. Agencies, affected tribes, and the public were offered the opportunity to comment on the determination for 14 days subsequent to published notice.

The following **conditions** are associated with the MDNS determination and incorporated into the conditions associated with this land use decision:

1. 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 in accordance with RCW 27.53.060.
2. Any identified critical areas shall comply with the City's critical areas ordinance.
3. To mitigate traffic impacts of the proposed project on the following intersections, the applicant shall pay traffic impact fees per Ridgefield Municipal Code Section 18.070.
 - a. Pioneer Street / 45th Avenue
 - b. Pioneer Street / S. 56th Place
 - c. I-5 Interchange
4. Payment of these fees shall constitute a proportionate share of planned improvements required to meet concurrency requirements at the following intersections:
 - a. To mitigate impacts to the intersection of 35th Avenue and Pioneer Street, the applicant shall contribute a proportionate share to the cost of intersection improvements.
 - b. To mitigate impacts to the intersection of South 1st Way and Pioneer Street, the applicant shall construct a new signalized intersection to provide primary access to the site.
 - c. To mitigate the impacts of connecting this project to the City's water system, the applicant shall transfer any valid water rights associated with the property to the City.
5. Install the traffic signal and widen SR 501 to accommodate a west bound left turn lane from SR 501 to S. 1st Way.

Because the widening is necessary for the development, the applicant will need to demonstrate that the following concerns can be mitigated to the satisfaction of WSDOT:

6. Sight Distance – Due to the topography of the area, the minimum sight distance may not be currently available for the safe operation of a traffic signal. The applicant will be required to make improvements to SR 501 to meet current WSDOT standards for sight distance.
7. Fish Passage Barrier - The tributary to Gee Creek that crosses under SR 501 at the intersection location has been designated as a fish passage barrier. Any work that impacts this tributary may require the reconstruction of this fish passage.
8. Geotechnical - The slopes in this area may be geologically unstable. WSDOT has recently had portions of SR 501 in the immediate vicinity fail due to unstable slopes. A geotechnical

analysis will need to address all impacted slopes, retaining wall design, and signal foundations.

9. Stormwater Treatment - All stormwater runoff from new impervious surfaces within WSDOT right of way will need to be treated for quality and quantity within WSDOT right of way. This treatment and detention must be done to current WSDOT standards.
10. Environmental Permitting & Documentation – The WSDOT environmental staff is very interested in following the permitting process for this project as it develops. City wants to see and review some of the permits before they are applied for, such as the HPA, JARPA, ACOE 404 or others, and DOE 401 & 402. City is also interested in following the Wetland Delineation, cultural resource review and biological assessment processes for areas within WSDOT right-of-way. City wants to be a part of any meeting with other state and federal agencies concerning the work in WSDOT's right of way.
11. Right-of Way-Donations - This project will require right of way donations and it appears that the applicant does not own all of the lands required for donations. This additional right of way shall be deeded to WSDOT with a Warranty Deed. The right of way donation process could take several months to complete and should be started as early as possible to avoid potential delays to the project.
12. Utility Impacts - There are going to be significant utility impacts resulting from this work. All conflicts and remedies must be identified and agreed to by all parties before any work can commence.

WSDOT will require the following for all work within WSDOT right of way:

13. Proposed changes to State facilities must be designed to current WSDOT standards and specifications.
14. Plans must be reviewed and approved by WSDOT prior to beginning work.
15. Engineering calculations, plans and reports submitted for review and approval must bear the seal and original signature of a professional engineer licensed in the State of Washington.
16. Copies of all environmental documentation required of this project by any local, State, or Federal jurisdiction. Failure to provide this documentation may result in a substantial delay of approval by WSDOT.
17. Construction must be done in accordance with the current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction manual.
18. Construction inspection will be performed by WSDOT at the developer's expense.
19. WSDOT shall be reimbursed by an agreement for our actual direct and related expenses associated with this project. All work performed within the WSDOT right of way will require our technical review, permits, inspection and approval by WSDOT prior to

construction. This reimbursable agreement must be in place prior to WSDOT reviewing any plans submitted for approval.

20. This development will require work within WSDOT right of way. WSDOT will require that the developer enter into a Developer Agreement with WSDOT. The Developer Agreement is a contract between WSDOT and the developer stating each party's rights and responsibilities, and describing the proposed work. It typically includes a standard agreement form, right of way plan sheet(s), and a complete set of specifications and engineering plans. Any alteration to the standard wording on the pre-printed developer agreement form must be approved by the Attorney General's office prior to execution of the agreement.
21. This conceptual review does not constitute final WSDOT approval. Additional information, more detailed analysis, changes in the development proposal, or changes in the existing or planned operational characteristics of the State Highway System may necessitate modification in our preliminary assessment of this development. WSDOT's comments prior to final approval are meant to alert the applicant to areas of WSDOT's concern.

G. Proposed Street Pattern and Circulation

Ridgefield Municipal Code (RMC) Section 18.630.060 and Engineering Standards Section 2.01 provide design criteria for street pattern and circulation. These sections require a maximum intersecting street spacing of 500 feet. The applicant proposes a roadway network to serve the lots created on the site that generally meets the intersecting street spacing criteria. The distance between Street E and Street G is approximately 730 feet. The applicant proposes an open space tract for pedestrian access midway between these streets. This proposed pedestrian access is consistent with the exception to the street spacing guidelines allowed in Section 2.01 of the Engineering Standards.

RMC 18.630.060.B discourages double fronted lots. Lots 1 through 8, 22 through 26, 173 through 182, and 195 through 200 are proposed as double frontage lots. Since these lots all front along Collector streets on one side, they shall be provided with vehicular access from a residential street instead of a Collector street. The proposed lot configuration is acceptable as long as no vehicular access is allowed from the Collector street to the double fronted lots. All sidewalks and landscaping along the Collector streets of the double frontage lots shall be installed with the development of the subdivision.

The east end of Street 'F' terminates at the east property line. Since this street is greater than 150 feet and serves more than three lots, a temporary turnaround must be installed at the east end of this street.

The proposed street pattern provides access to adjacent parcels and allows for logical extension of the roadway network on adjacent properties. Tax Lot 213743-000 is a triangular shaped parcel located adjacent to the projects northern boundary and south of Cedar Ridge Subdivision. Upon development of the Kemper Subdivision would be "land locked" and therefore a **condition** is warranted that would require the developer to provide a 30-foot access easement for a future private road from the nearest public street ("Street C") in to the west property line of Tax Lot 213743-000. The buildable area of Tax Lot 213743-000 is limited and therefore a private road should provide a sufficient level of access for this property.

H. Street Design and Frontage Improvements (Chapter 2 of the Engineering Standards)

The proposed site fronts along several existing City streets including Pioneer Street, South 21st Place, South 4th Way, South 25th Place, South 10th Way. Two existing City streets, Bertsinger Road and S. 1st Way, zig-zag across the property at the north end. The primary access to the site is provided by Bertsinger Road and S. 1st Way from Pioneer Street. Both of these roads are narrow with sharp curves, and steep grades that do not meet current City street standards. The intersection of Bertsinger Road with Pioneer Street also does not meet current City or WSDOT standards.

To provide safe access to the site, the applicant proposes to realign the Bertsinger Road intersection to create a 4-way intersection with Reiman Road on the north side of Pioneer Street. The applicant proposes to signalize this intersection. This created considerable comment at the hearing as to whether or not City planning or policy required a roundabout in lieu of a signalized intersection or whether a signalized intersection was inherently unsafe. While many opinions were expressed there was no evidence submitted for either proposition. The record clearly establishes that there is an agreement between the Washington State Department of Transportation (WSDOT) and the City of Ridgefield dated April 30, 2004, that establishes and states that “future location of traffic signals on SR 501, when warranted, will be at Main Street, 9th Avenue, North Reiman Road, vicinity of 35th Place, 45th Avenue, and 51st avenue”, and goes on to mutually agree that “roundabouts may be installed in the SR 501 corridor in lieu of signals at 35th Place, 45th Avenue and 51st Avenue”. City Council has only adopted the requirement for a roundabout at 45th Avenue. A roundabout at the Reiman Road intersection was not agreed as an option for that location. This agreement, the existing topographical and environmental constraints adjacent to the proposed intersection, and the lack of anticipated intersection control at this location in the city’s current transportation CFP and the associated lack of city participation make this an unjustifiable request.

In addition to not being part of an approved plan, installation of a roundabout at this location is not feasible based on existing environmental and topographic constraints and a lack of available right-of-way. The additional width required to construct a roundabout would impact approximately 5,000 square feet of wetland areas on the south side of Pioneer Road and would result in the need to acquire additional right-of-way from off-site properties to the north of Pioneer Road. The existing Pioneer/Reiman Road intersection has a slope gradient of 7%, which does not meet WSDOT safety standards. The WSDOT guideline for the maximum gradient for a roundabout is 4%. Significant slopes through a roundabout can cause uneven speed distributions, as a vehicle is alternately going uphill and downhill while circulating around the roundabout, causing an unsafe condition. The purpose of a roundabout is to get speeds down and more uniform.

As described in the letter from Kittelson and Associates (Ex. 42), the installation of a traffic signal at the intersection and associated improvements allows the intersection to meet the adopted WSDOT intersection operating/capacity requirements while providing for safe and efficient operations. There is no engineering testimony to the contrary.

As part of this project, the applicant proposes to realign S. 1st Way and construct a bridge over the Gee Creek tributary. This realignment appears to provide adequate access to the proposed site. It appears that the southerly section of the existing S. 1st Way would be kept to provide local access to existing residences and utilities.

The City's Transportation Capital Facilities Plan identifies Pioneer Street/SR501 as a principal arterial roadway. The Transportation Capital Facility Plan identifies a cross section for Pioneer Street in this location as consisting of a 90-foot right-of-way, two 13-foot travel lanes, two 5-foot bike lanes, a center turn lane, buffers, and sidewalks. Frontage improvements along Pioneer Street must be completed as part of this project to achieve this cross-section. The applicant has proposed a modified cross section at this location due to the steep ravine adjacent to the roadway. The proposed modification, as shown in the preliminary plans, includes two 12-foot travel lanes, a 12-foot right turn lane, a 12-foot left turn lane, one 6-foot sidewalk, and two 5-foot bike lanes. The preliminary plans indicate that the street width and right-of-way width varies. The proposed cross section appears to provide reasonable functionality within the topographical constraints of the site. Since Pioneer Street is State Highway, final design of the intersection modifications and frontage improvements will need to be approved by WSDOT. Therefore, review and approval of the proposed modification will be completed during the engineering plan review process.

The City's Transportation Capital Facility Plan identifies South 1st Way, South 25th Place, South 4th Way, and South 21st Way as Collector roadways. These streets will need to be improved to the Collector standard prior to final plat in order to provide access to the proposed development. The Collector must have a 46-foot paved width in a 70-foot right-of-way width to meet the City's Engineering Standards. The applicant proposes several modifications to the Collector design requirements due to steep slopes, streams, wetlands, and buffer areas that surround the roadway site. These modification requests are discussed in detail below.

Table 2.03A of the Engineering Standards provides criteria for street design. The proposed interior streets for the subdivision would be classified as Residential Local A streets. The applicant proposes to construct these streets with a 28-foot paved width in a 50-foot right-of-way. Therefore the proposed interior streets would meet the requirements of Table 2.03A of the Engineering Standards.

The applicant has submitted several requests for modification to street design criteria. Section 1.16 of the Engineering Standards provides criteria for review of Modification Requests.¹⁰ A discussion of each modification request follows:

1. The applicant requests to modify the cross section requirements along the Collector streets South 1st Way, South 25th Place, South 4th Way, and South 21st Way due to the adjacent

¹⁰ The City Engineer may grant a modification to the adopted specification or standards when any one of the following conditions are met:

1. The specification or standard does not apply in the particular application.
2. Topography, right-of-way, or other geographic conditions impose an economic hardship on the applicant and an equivalent alternative which can accomplish the same design is available that does not compromise public safety or accessibility for the disabled.
3. A change to a specification or standard is required to address a specific design or construction problem which if not enacted will result in undue hardship.

steep slopes, streams, wetlands, and associated buffer areas. Modifications are also requested due to the location of the roadway along the border of the site. Table 2.03A of the Engineering Standards call for standard Collectors to have a 46-foot paved width within a 70-foot right-of-way, two 10-foot travel lanes, two 8-foot parking lanes, two 5-foot bike lanes, two 6-foot sidewalks, and two 6-foot planter strips (including gutter). The applicants proposed modifications are as follows:

- a. The first cross section A-A applies to the north end of S. 1st Way just south of the intersection with Pioneer Street. The cross-section includes two 12-foot travel lanes, one 12-foot center turn lane, two 5-foot bike lanes, and two 6-foot curb tight sidewalks, providing a total right-of-way width of 66.5-feet. Parking and planter strips have been omitted to reduce the impacts to the sensitive environmental areas of the site and to reduce grading. This request meets the second criterion in Section 1.16.D of the Engineering Standards because the topographic and geographic conditions of the Gee Creek Tributary impose an economic hardship on the applicant. The request also meets the third criterion because, the proposed center left turn lane also provides better functionality in this area than the typical Collector standard because of its proximity to the proposed intersection with Pioneer Street.
- b. The second cross section B-B applies to S. 1st Way south of the Gee Creek Tributary. It consists of the same cross section as A-A, except there is no 12-foot center turn lane. The total proposed right-of-way width is 57-feet. This request meets the second criterion in Section 1.16.D of the Engineering Standards because the topographic and geographic conditions of the Gee Creek Tributary impose an economic hardship on the applicant. Parking lanes are not necessary in this area because the roadway is not adjacent to developable property.
- c. The third cross section C-C applies to S. 21st Way along the project's west boundary. This portion of the proposed roadway does not lie within a site sensitive area, and therefore is not accepted. The City would accept a total pavement width of 35 feet within a 49 foot total right-of-way. This cross section would consist of one 2 foot section west of one 12 foot travel lane, one 10 foot travel lane, one 5 foot bike lane, one 8 foot parking lane, one 6 foot planter strip, and one 6 foot sidewalk. This will meet the City's Standard Collector Section, Detail T-2.5 with the exception of the 12 ft driving lane and additional 2 ft section on the outer property boundary. The remaining pavement, bike lane, planter strip and sidewalk would be constructed in the future with development on the west side of the street.
- d. The fourth cross section D-D applies to the curve where S. 21st Way transitions to S. 4th Way. The roadway in this area is completely on the applicant's property. The proposed cross-section would include two 12-foot travel lanes, two 5-foot bike lanes, two 5-foot planter strips, and two 6-foot detached planter strips, with a total right-of-way of 57-feet. This section must be modified to match revisions to section C-C as described in the previous paragraph.
- e. The fifth cross section E-E, applies to the remainder of S. 4th Way, S. 25th Place and S. 10th Way. The proposed cross section is a "3/4 street" version of cross section as D-D,

with the bike lane, sidewalk, and planter strip omitted from the opposite side of the street. The remaining section of roadway improvements would be completed when the adjacent parcels develop. Although portions of the Collector allow for expansion of the total right-of-way, the City prefers to maintain a consistent centerline throughout the Collector while also providing parking; therefore, maintain the cross section described above in modification C-C for the entire length of the Standard Collector. As part of engineering design review, the City Engineer may consider removal of the 8 foot parking lane in certain sections C-C resulting from environmental and/or topographical constraints.

2. The applicant also requests a modification to the Collector design speed for the portion of the Collector west of the intersection of 4th Way and 25th Place due to topographic constraints of the site. A design speed of 30 mph is proposed instead of the 35 mph design speed required by the Engineering Standards. This request meets the second criterion in Section 1.16.D of the Engineering Standards.
3. Additionally, the applicant requests that the intersection of 4th Way and 25th Place be designed with a temporary 90 degree corner with a 37-foot centerline curve radius. This request is a result of right-of-way being unavailable from the property owner to the southwest. The applicant suggests that when the properties to the south and west redevelop, the roadway curve could potentially be realigned with a larger radius curve. Per Table 2.08A of the Engineering Standards, the minimum centerline radius for a Collector street at a design speed of 30 mph is 300-feet, which is significantly greater than the proposed radius of 37-feet. The City Consulting Engineer finds that this request poses a significant public hazard even at the reduced speed. Section 2.08 of the Engineering Standards also specifies that low speed curves, under 25 mph, may be used on residential local streets. The City Engineer may consider this as an acceptable mitigation on a temporary basis, provided that the curve meets the minimum centerline radius of 55-feet and that proper signage for reduced speed to 15 miles per hour is provided. The temporary curve shall also meet all AASHTO design criteria, including superelevation requirements. It was suggested that the Collector road could be relocated by extending 4th Way to the east and curving the roadway southwards to reconnect to S. 25th Place or S. 10th Way, eliminating the need to design the Collector with a 55-foot centerline curve radius curve. Relocating the Collector would violate the City's Transportation Capital Facilities Plan, which specifically identifies the Collector Road alignment as the existing S. 25th Place, S. 4th Way and S. 21st Way. The proposed alignment of the Collector road is in conformance with the Capital Facilities Plan.

Furthermore, existing conditions, including right-of-way, and design issues impose a significant economic hardship on the applicant that precludes the applicant from re-aligning the Collector and meeting the 300-foot centerline curve radius requirement. Relocating the proposed Collector within the site would effectively result in the requirement for two parallel Collector roads. The existing S. 25th Place and S. 10th Way adjacent to the Kemper site are all classified as Collectors; therefore, the applicant would still have had to improve them to meet the Collector street standard. Additional access roads would be required so that any of the properties along the "existing" Collector could safely access the "new" Collector. In the case of both roads, any new proposed lots located adjacent to the Collectors would not be allowed to have "driveway access" directly to the Collectors per City Code. This creates significant design issues for a single-family residential subdivision, since each lot must have an individual driveway with off-street parking. This is an unnecessary

duplication of roadways, resulting in a series of double frontage lots, at significant additional costs.

The costs associated with relocating the Collector roadway by extending 4th Way to the east and curving the roadway southwards to reconnect to S. 25th Place would be substantial and would require a complete re-design of the project. At a minimum, 10 lots would be lost and 12 additional lots would back onto a Collector that did not previously, open space would be removed, significantly diminishing the value of the adjacent lots.

Extending the Collector into the site with a 300-foot curve radius would result in the need to construct a minimum of an additional 1,034 linear feet of Collector roadway at an estimated cost of approximately \$330,000 (See attached cost estimate: Attachment B). The estimated cost in lost income of removing the 10 lots and diminishing the value of the other 12 lots would be approximately \$1,550,000. This is based on an estimated value of \$125,000 per lot and a reduction in value of \$25,000 for each double frontage lot. Therefore, the total estimated financial loss to the applicant would be \$1,880,000.

The intersection of 4th Way and 25th Place can be safely designed as a Collector based on AASHTO design standards utilizing a 55-foot centerline curve radius, 15 mph design speed, and proper signage for the reduced speed. Regardless of how long this improvement remains in place, no substantial evidence has been submitted into the record to refute the safety of this intersection using these design parameters. The applicant has prepared an exhibit, which further demonstrates that the curve, and associated improvements, can be designed to meet AASHTO requirements and provide safe sight distance based on a 15 mph design speed (see Sight Distance Exhibit: Attachment C). The sight distance requirement for a 15 mph design speed per AASHTO standards is 170 feet (*2004 AASHTO Design Manual-Chapter 9 Exhibit 955*). There are currently two existing driveways in the proximity of the curve that access the Collector. Both access points are associated with one circular driveway that provides redundant access to Tax Lot 213504-000. The driveway access on S. 4th Way could remain and the southern most driveway access on S. 25th Place for this tax lot, which is not needed, would have to be closed or re-located further south to insure that adequate sight distance is met.

4. The applicant also request design speed modifications to permit centerline curve radii of 135-feet, to accommodate a 20 mph design speed rather than 25 mph for the following streets:
 - Street 'B' curves adjacent to lots 10-11 and 16-17
 - Street 'D' reverse curves adjacent to lots 85-87
 - Street 'E' curve adjacent to lots 193-194
 - Street 'E' reverse curves adjacent to lots 187-189
 - Street 'F' reverse curves adjacent to lots 123-125
5. Additionally, the applicant requests modifications to permit centerline curve radii of 75-feet with crown to accommodate a 15 mph design speed rather than 25 mph for the cul-de-sac street along Street 'D' adjacent to lots 75-77. A modification to the Engineering Standards is not necessary for these curves since Section 2.08 of the Engineering Standards would allow

curves with these radii for residential local streets. However, signage will be required indicating a Dead End

All portions of the Collector shall be bordered by a standard concrete monolithic curb on the unfinished side of the road. If any construction occurs within two feet of the property line of adjoining properties, temporary grading easements must be obtained prior to start of construction.

All interim width portions (partial street sections) of the collector street as proposed may require additional right-of-way upon final design to meet the requirements of engineering standard 2.16 (D) where in the absence of a curb and storm drainage the interim portion of the street shall have at minimum a 2-foot side shoulder adjacent to the street at a 2 percent cross-slope and roadside ditch.

I. Transportation Concurrency

A Traffic Impact Analysis by Kittelson and Associates dated July 20, 2007 was submitted for this project. An analysis titled "Pioneer Street/Reiman Road-Bertsinger Road Intersection Preliminary Design and Operations" was also provided by Kittelson and Associates in a memo dated August 3, 2007 to Steven Wall. The traffic impact analysis estimates a total of 2,080 average daily trips will be generated from this subdivision.

There was a great deal of discussion as to whether the trip distribution provided by the Kittelson study was correct as the neighbors felt strongly that there will be a greater percentage of trips than the assigned 15% going east on 10th Way, especially if Ridgefield builds a new high school. It was not clear necessarily that a new high school building will radically increase the number of trips on this road as the new high school is near the old one; however there is no engineering testimony contradicting the City and the applicant in finding that the new high school has not been approved or applied for, so those trips cannot be counted. In addition with the findings and a new condition imposed by the Examiner where the extension of 10th Way to 45th Avenue will be widened to the required standard, the concern with road safety caused by width have been addressed.

As documented in the applicant's traffic impact study and concurred with by both the City of Ridgefield and Clark County Engineering staff, the traffic study trip distribution estimates that only 15% of the site generated trips will utilize these off-site roadways. These roadways will be improved as necessary with this development and brought up to collector standards in conjunction with future development of the properties fronting the respective roadways. Similar to the Kemper project, re-development of properties along the roadway will necessitate half-street frontage improvement requirements.

The applicant evaluated two intersections for concurrency with Level of Service Standards. The following intersections were found to have unacceptable Levels of Service with the traffic from the proposed traffic and background traffic:

- Bertsinger Road and Pioneer Street

The Traffic Analysis Report does not evaluate the intersections at 35th/Pioneer, 45th/Pioneer and 56th/Pioneer and the I-5 interchange. These intersections have proposed improvements that are currently being designed and will be funded in part through traffic impact fees.

Based on the traffic analysis submitted and the results of other recent traffic studies, the following mitigations should be required to correct the transportation concurrency deficiencies identified in the traffic analysis and known to exist within the City transportation system:

1. To mitigate traffic impacts of the proposed project on the following intersections the applicant shall pay traffic impact fees (TIF) per Ridgefield Municipal Code Section 18.070. Payment of these fees shall constitute a proportionate share of planned improvements required to meet concurrency requirements. The improvements at these intersections are identified as being partially funded by traffic impact fees in the City's Transportation Capital Facilities Plan.
 - a. Pioneer Street / 45th Avenue
 - b. Pioneer Street / S. 56th Place
 - c. I-5 Interchange
 - d. Pioneer Street / 9th Avenue
2. To mitigate impacts to the intersection of 35th Avenue and Pioneer Street, the applicant shall pay a proportionate share of the intersection control improvements currently planned for this intersection.
3. To mitigate the impacts to the Bertsinger Road / Pioneer Street Intersection, the intersection shall be realigned with the Reiman Road / Pioneer Street Intersection and the intersection shall be signalized.
4. Pertaining to numerous comments as to deficiencies in roadway widths on S. 10th Way, S. 25th Place, and S. 15th Street Clark County concurrency submitted a letter dated November 20th, 2007 (Exhibit 27) recommending a condition of approval for widening these off-site County roadways. The applicant suggests that the County's suggested condition is open-ended and has the potential to result in substantial off-site improvements that could include rebuilding approximately one mile of off-site roads from the eastern boundary of the subject site to S. 45th Avenue. Additionally, these potential improvements would far exceed the impacts from the development.

As documented in the applicant's traffic impact study and concurred with by both the City of Ridgefield and Clark County Engineering staff, the traffic study trip distribution estimates that only 15% of the site generated trips will utilize these off-site roadways. These roadways will be improved in conjunction with future development of the properties fronting the respective roadways. Similar to the Kemper project, re-development of properties along the roadway will necessitate half-street frontage improvement requirements.

Based on the foregoing, the Examiner finds it necessary condition the project with improving the off-site roads to be widened the existing roadway as stated in County Code section

40.350.030 (B)(6)(b)(1). The applicant shall have an option of constructing a barricade at the site access as an alternative to said improvements and having the option to phase the timing of such improvements.

1. The applicant shall submit construction plans to resolve deficiencies in roadway widths on S. 10th Way, S. 25th Place, and S. 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). These construction plans shall comply with Clark County Code Section 40.350.030 (B)(6)(b)(1). The construction plans shall including signing, striping, and related features. These plans shall be submitted to the County for review and approval prior to approval of any construction permit.
- c. The applicant shall submit a reimbursable work order, authorizing County Road Operations to perform any signing and striping required within the County right-of-way. This plan and work order shall be approved by the Department of Public Works prior to final plat or site plan approval.
- d. The applicant shall construct asphalt surfaces, as approved, to resolve deficiencies in roadway widths on S. 10th Way, S. 25th Place, and S 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). The construction shall be limited to adding to the existing asphalt surface to create a total width of 20-feet in cases where the pre-existing roadway is narrower than 18-feet with 1-foot shoulders. The required improvements specifically exclude re-building or re-surfacing the entire roadway and/or re-construction of the roadway to modify or expand existing centerline curve radii. This construction shall be completed prior to the approval of the final plat, unless modified by the Public Works Director.
2. If the project is phased, a maximum of 36 dwelling units within the first phase of the subdivision (north of S. 4th Way) can be occupied prior to providing the above listed improvements.
3. As an alternative to providing the above the listed improvement, the applicant may construct a gate that prevents vehicles, other than emergency vehicles, from accessing S. 10th Way east of the subject property, provided all requirements of the Fire Marshal are met.

J. Water Service (Chapter 5 of the Engineering Standards)

The application materials indicate that this development will be served from an existing 12-inch water main along Pioneer Street. Water main will need to be extended from the existing water main in Pioneer Street to the project site. Per the 2005 Water System Capital Facilities Plan, the water main extended along South 1st Way, South 25th Place, South 4th Way, and South 21st Way shall be 12-inches in diameter. Compensation for oversizing of water mains, if necessary, is available through the City's Utility Oversizing Ordinance.

According to the 2005 Water System Plan Update, the City has water rights to serve approximately 3,700 EDUs and existing well capacity to serve approximately 2,370 EDUs. Per the 2005 Water System Plan, the City served approximately 1,795 EDUs in 2005. With the addition of approximately 188 residential building permits issued in 2006, 28 residential building permits issued in 2007 and 57 residential building permits ready to be issued, the City currently serves approximately 2,068 EDUs. Therefore the City currently has adequate water capacity to serve the proposed development. However, the combination of previously approved developments and this development will create enough additional demand to approach the limit of existing water rights and source capacity. Additional source capacity will be necessary to provide water to meet the demands expected from all the developments now anticipated. The City is currently in the process of developing additional well sources in Abrams Park and in the Junction Area. These are projected to come on line in 2008 and 2009. The City is also negotiating with Clark Public Utilities to potentially supply water to the City in the future.

The proposed development site is within the Upper Pressure Zone and is served by the 600,000 gallon reservoir located near the high school and the 100,000 gallon Junction Reservoir. With the CPU emergency intertie the Upper Pressure Zone has adequate storage to serve this project. The construction of a second Upper Pressure Zone reservoir in the I-5 junction area is a high priority to balance out the system and to meet the projected demands for the Junction area. This new reservoir will be needed to provide adequate storage for all the developments currently anticipated in the Upper Pressure Zone. Design of this reservoir is currently scheduled for 2007-8 with construction in 2008-9.

Based on current service commitments the city water system presently has source and storage capacity to meet the needs of this proposed development. However, there is no guarantee or set aside of service capacity with preliminary plat approval, as it is the City's policy that service commitment occurs when it is paid for at the time building permits are issued.

K. Sanitary Sewer Service. (Chapter 4 of the Engineering Standards)

The application materials show gravity sanitary sewer service being extend to the project from connection from an existing 10-inch sewer main in Bertsinger Road. An 8-inch sewer main is proposed to be extended to the site. The Sewer Capital Facilities Plan showed this area being served by a new trunk sewer called the T16W that would connect directly to the T-8 sewer in Pioneer Street. Per Section 4.01 of the Engineering Standards, gravity sewers must be sized to serve their ultimate tributary area. The applicant will need to evaluate whether the existing 10-inch sewer is adequate for serving the basin planned for the T-16W and T-16E. If the existing 10-inch sewer is not adequate, the applicant will either need to install the T-16W as shown on the CFP or upsize the existing 10-inch sewer main. Compensation for oversizing of facilities, if required, is available through the City's Utility Oversizing Ordinance.

The City of Ridgefield provides wastewater treatment at its Lake River wastewater treatment plant (WWTP). The plant currently has a rated maximum month flow capacity of 0.5 million gallons per day (MGD). The maximum recorded average daily flow was 0.49 MGD in January 2006. The average flow from December 2005 to February 2006 was approximately 0.4 MGD, and the average flow from December 2006 to February 2007 was approximately 0.395 MGD.

Since January 2006, the City has issued approximately 216 building permits and currently has 57 building permits that are ready to be issued. Assuming 375 gallons per day per residential connection, the 216 issued permits and the 57 pending permits will use approximately 102,375 gallons per day of capacity. The additional 200 EDUs from this project will produce 75,000 gpd. The City of Ridgefield has recently completed construction of an expansion of the WWTP to 0.7 MGD. This additional capacity became operational in February 2007 and is awaiting approval from Department of Ecology. Per the City's Capital Facilities Plan, further expansion of the WWTP to a capacity of 1.8 MGD is planned to be completed in 2009-10. With these planned expansions, the City has made adequate provision for wastewater treatment for this development. **However, there is no guarantee or set aside of service capacity with site plan approval, as it is the city's policy that service commitment occurs when it is paid for at the time building permits are issued.**

L. Storm Drainage. (Chapter 3 of the Engineering Standards)

The Engineering Standards require stormwater facilities to be designed in accordance with the Department of Ecology 1992 *Stormwater Management Manual for Puget Sound*. The applicant has submitted a Preliminary Hydrology Report signed July 25, 2007. The preliminary drainage report demonstrates that the proposed storm drainage collection and treatment system can meet the requirements of Chapter 3 of the city's Engineering Standards. The following specific comments must be addressed prior to Engineering Approval:

- The Stormwater Report should be prepared in accordance with Section I-3.5 of the 1992 Washington State Department of Ecology's *Stormwater Management Manual for the Puget Sound Basin* (1992 DOE Manual).
- The Proposed Basin Map should call out each of the proposed water quality and quantity treatment facilities, as well as all wetlands, streams and applicable buffers.
- The following from Page III-6-6 of the 1992 DOE Manual addresses the slope of Biofiltration Swales. "The channel slope should normally be between 2 and 4 percent. A slope of less than 2 percent can be used if underdrains are placed beneath the channel to prevent ponding [North Swales 4 & 5, Pioneer Swale 1]. A slope of greater than 4 percent can be used if check dams are placed in the channel to slow the flows accordingly [North Swales 2 & 3]." The City of Ridgefield allows up to a minimum longitudinal bioswale slope of 1-percent without the use of underdrains.
- The pond surface area should be considered impervious surface, included in the hydrologic model. The area should be either for each applicable storm event, or the 100-year event surface area.

Prior to Engineering Plan approval, a Final Stormwater Report shall be prepared in accordance with the City Standards.

M. Grading & Erosion Control. (Volume 3 of the Engineering Standards)

Per Volume 3 of the Engineering Standards, a grading and erosion control plan will be required and proper erosion control measures must be maintained throughout construction. An NPDES construction stormwater permit will need to be obtained from the Department of Ecology.

Due to the location of the site adjacent to a Gee Creek tributary, construction within sensitive lands and buffers should be allowed only between May 1st and October 30th. As long as construction is performed outside these buffers, this restriction will not apply.

DECISION

This Type III Subdivision application as proposed can be made consistent through **conditions of approval** with RDC 13.08 (Development Charges for Water and Sewer Connections); RDC 18.070 (Impact Fees); RDC 18.210 (Low Density Residential Districts – LDR 7.5); RDC 18.280 (Sensitive Lands/Density Transfer Overlay District); RDC 18.600 (Subdivisions); RDC 18.620 (Procedure for Subdivision); and RDC 18.810 (Environmental Standards). Therefore the Examiner **APPROVES** the Kemper Subdivision per Exhibit 1 subject to compliance with the following **CONDITIONS OF APPROVAL**:

A. The following are general conditions of approval that apply to the project:

1. Unless otherwise specified herein, at the time of construction and at all times thereafter, the development shall comply with all approval requirements including all trails and recreational facilities established in applicable plans, policies, regulations (including any City-wide architectural standards adopted prior to the issuance of the first building permit for any phase) and any City 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. If no construction has begun within five (5) years of the date of preliminary approval, such approval shall expire and all permits and approvals shall become null and void, and a new application, subject to applicable laws and regulations then in effect, shall be required for any development on the subject property.
3. The project shall comply with all recommendations made in the Wetland Delineation Report, dated April, 2007 and the Preliminary Mitigation Plan, dated August 13, 2007 prepared by Ecological Land Services, Inc.
4. Comply with all design recommendations and mitigation measures specified in the *Geotechnical Site Investigation Kemper Property*, Columbia West Engineering, Inc., July 30, 2007.
5. 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.

6. Any identified critical areas shall comply with the City's critical areas ordinance.
7. Comply with all requirements within the Fire Department letter dated September 10, 2007.
8. Comply with all requirements within the Department of Ecology letters dated October 3, 2007 and November 7, 2007.

B. The following must be accomplished prior to Engineering Approval (Note: Engineering Approval is required prior to commencement of any on-site utility or roadway construction):

1. With the exceptions of the modifications approved herein, all public improvements shall be designed and constructed in accordance with the City of Ridgefield Engineering Standards:
 - a. A Pioneer Street may be designed with two 12-foot travel lanes, a 12-foot right turn lane, 12-foot left turn lane, two five-foot bike lanes and one 6-foot sidewalk, subject to WSDOT concurrence and approval.
 - b. The proposed modifications to the City's standard collector section as shown on the preliminary plans may be designed as shown for section AA and section BB as shown within the areas of environmental and topographical constraints only. The remaining portion of the Collector commencing on approach to the frontage of lot 8 shall meet the City's standard Collector section per City Detail T-2.5, or a partial section thereof. The existing roadway is within a 30-foot right-of-way and will require a minimum of an additional 20 feet of dedication to meet the 35-foot half width right-of-way requirement for the Collector. Where the Collector abuts along the project boundaries, the minimum partial section shall have a 35-foot paved width, 6-foot planter strip and 6-foot sidewalk within a minimum of 50 feet of right-of-way (30' existing plus 20' dedication). The design of the collector street shall maintain a consistent centerline throughout the extent of the improvement. Within areas of topographic constraints as determined by the city engineer upon final design, the design speed for the collector may be reduced to 30 MPH west of the intersection of 4th Way and 25th Place. The 90 degree curve located at the intersection of 4th Way and 25th Place shall be designed to AASHTO design criteria, including superelevation requirements to meet a minimum design speed of 15 MPH and shall have a minimum centerline radius of 55-feet. Proper signage for the reduced speed shall be required.
 - c. The intersection of Bertsinger Road and Pioneer Street must be realigned with the Reiman Road intersection and signalized. Improvements must be designed and approved by the City and WSDOT.
 - d. A note on the plat shall state, "No vehicular access (driveways) shall be allowed to lots abutting the Collector Street."

- e. All sidewalks and landscaping along the Collector street shall be installed with the development of this subdivision.
 - f. A temporary turnaround meeting both City and Fire standards must be installed at the east end (lots 110 & 111) of Street 'F'.
2. All public utility infrastructure shall be designed and approved consistent with the City of Ridgefield Engineering Standards for Public Works Construction (RESPWC), subject to final engineering approval from the Ridgefield Public Works Department, including but not limited to the following:
 - a. Submit plans for water and sewer infrastructure.
 - i. Per the 2005 Water System Capital Facilities Plan, the water main extended along South 1st Way, South 25th Place, South 4th Way, and South 21st Way shall be 12-inches in diameter.
 - ii. Per Section 4.01 of the Engineering Standards, gravity sewers must be sized to serve their ultimate tributary area. The applicant shall evaluate whether the existing 10-inch sewer is adequate for serving the basin planned for the T-16W and T-16E. If the existing 10-inch sewer is not adequate, the applicant shall either install the T-16W as shown on the CFP or upsize the existing 10-inch sewer main.
 - b. Submit complete plans for stormwater management facilities including final Stormwater Technical Information report. Design all storm drainage facilities as shown on the site plan materials to comply with the 1992 Department of Ecology Puget Sound Surface Water Design Manual.
 3. Present engineered construction plans of all public improvements to Ridgefield Public Works Department and Clark County Fire District #12 for review and approval.
 4. All interim width portions (partial street sections) of the collector street as proposed may require additional right-of-way upon final design to meet the requirements of engineering standard 2.16 (D) where in the absence of a curb and storm drainage the interim portion of the street shall have at minimum a 2-foot side shoulder adjacent to the street at a 2 percent cross-slope and roadside ditch.

The following conditions (5 to 21) are from WSDOT:

5. Install the traffic signal and widen SR 501 to accommodate a west bound left turn lane from SR 501 to S. 1st Way.
6. Sight Distance – Due to the topography of the area, the minimum sight distance may not be currently available for the safe operation of a traffic signal. The applicant will be required to make improvements to SR 501 to meet current WSDOT standards for sight distance.
7. Fish Passage Barrier - The tributary to Gee Creek that crosses under SR 501 at the intersection location has been designated as a fish passage barrier. Any work that impacts this tributary may require the reconstruction of this fish passage.

8. Geotechnical - The slopes in this area may be geologically unstable. WSDOT has recently had portions of SR 501 in the immediate vicinity fail due to unstable slopes. A geotechnical analysis will need to address all impacted slopes, retaining wall design, and signal foundations.
9. Stormwater Treatment - All stormwater runoff from new impervious surfaces within WSDOT right of way will need to be treated for quality and quantity within WSDOT right of way. This treatment and detention must be done to current WSDOT standards.
10. Environmental Permitting & Documentation – The WSDOT environmental staff is very interested in following the permitting process for this project as it develops. We want to see and review some of the permits before they are applied for, such as the HPA, JARPA, ACOE 404 or others, and DOE 401 & 402. We are also interested in following the Wetland Delineation, cultural resource review and biological assessment processes for areas within WSDOT right-of-way. We ask to be a part of any meeting with other state and federal agencies concerning the work in WSDOT's right of way.
11. Right-of Way-Donations - This project will require right of way donations and it appears that the applicant does not own all of the lands required for donations. This additional right of way shall be deeded to the City of Ridgfield with a Warranty Deed. The right of way donation process could take several months to complete and should be started as early as possible to avoid potential delays to the project.
12. Utility Impacts - There are going to be significant utility impacts resulting from this work. All conflicts and remedies must be identified and agreed to by all parties before any work can commence.
13. Proposed changes to State facilities must be designed to current WSDOT standards and specifications.
14. Plans must be reviewed and approved by WSDOT prior to beginning work.
15. Engineering calculations, plans and reports submitted for review and approval must bear the seal and original signature of a professional engineer licensed in the State of Washington.
16. Copies of all environmental documentation required of this project by any local, State, or Federal jurisdiction. Failure to provide this documentation may result in a substantial delay of approval by WSDOT.
17. Construction must be done in accordance with the current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction manual.
18. Construction inspection will be performed by WSDOT at the developer's expense.
19. WSDOT shall be reimbursed by an agreement for our actual direct and related expenses associated with this project. All work performed within the WSDOT right of way will require our technical review, permits, inspection and approval by WSDOT prior to

construction. This reimbursable agreement must be in place prior to WSDOT reviewing any plans submitted for approval.

20. This development will require work within WSDOT right of way. WSDOT will require that the developer enter into a Developer Agreement with WSDOT. The Developer Agreement is a contract between WSDOT and the developer stating each party's rights and responsibilities, and describing the proposed work. It typically includes a standard agreement form, right of way plan sheet(s), and a complete set of specifications and engineering plans. Any alteration to the standard wording on the pre-printed developer agreement form must be approved by the Attorney General's office prior to execution of the agreement.
21. This conceptual review does not constitute final WSDOT approval. Additional information, more detailed analysis, changes in the development proposal, or changes in the existing or planned operational characteristics of the State Highway System may necessitate modification in our preliminary assessment of this development. WSDOT's comments prior to final approval are meant to alert the applicant to areas of WSDOT's concern.
22. The City Engineer may consider removal of the 8 foot parking lane in certain sections of the proposed Collector along S. 21st Way resulting from environmental and/or topographical constraints.
23. The applicant shall notify the property owner(s) at 2382 Pioneer Street upon knowledge of any proposed changes affecting the property or property access. The applicant shall bear all expenses and compensation associated with any changes to the property or property access.
24. Submit a final landscaping plan for review and approval by the Community Development Department. The final landscaping plan shall comply with RDC 18.830 and RDC 18.210.150 and provide sufficient detail to review all areas on-site including plan areas and other recreation areas. Although not required by the City's development code, the following changes are encouraged in the final landscaping plan:
 - a. Include a variety of street tree types. For example, no more than 25% of single tree species should be used in the project. The reasons for this are to strength survival rates due to disease or extreme weather conditions. Tree variety also provides a more interesting streetscape in neighborhoods.
 - b. Street trees may be spaced at 25-feet on center, or may be clustered as long as the equivalent of 1 tree is planted for every 25 feet of street frontage.
 - c. Additional landscaping is encouraged near the recreation areas on site, including the trail network and children's play area.
 - d. The street trees may be reallocated or clustered along the Collector Street along northern open space area. This modification is acceptable in order to provide a clear view of the open space area as long as the trees are planted in clusters in various places along or near the Collector street. This section of road is approximately 700 feet in length and would require the planting of approximately 28 trees.

25. Submit final mitigation plan to be prepared that addresses the mitigation criteria found in RDC 18.280.150 for all on-site and off-site work. Approval of the final mitigation plan is required from the Community Development department prior to any on-site construction.
26. Provide a supplemental geotechnical investigation with detailed recommendations for the Collector street stream crossing and the other design modifications required on Pioneer Street/S.R. 501.
27. Prior to any grading or construction, provide evidence of any other required local, state or federal permits as they related to impacts to on-site critical areas.
28. Prior to any grading activity or construction, the boundary of the outer edge of all critical areas shall be identified with temporary signs prior to any site alteration. Such temporary signs shall be replaced with permanent signs prior to occupancy of the site.
29. The applicant shall submit construction plans to resolve deficiencies in roadway widths on S. 10th Way, S. 25th Place, and S. 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). These construction plans shall comply with Clark County Code Section 40.350.030 (B)(6)(b)(1). The construction plans shall including signing, striping, and related features. These plans shall be submitted to the County for review and approval prior to approval of any construction permit.
 - a. The applicant shall submit a reimbursable work order, authorizing County Road Operations to perform any signing and striping required within the County right-of-way. This plan and work order shall be approved by the Department of Public Works prior to final plat or site plan approval.
 - b. The applicant shall construct asphalt surfaces, as approved, to resolve deficiencies in roadway widths on S. 10th Way, S. 25th Place, and S 15th Street and maintain all existing appurtenances (i.e. pedestrian facilities, roadway drainage, etc.). The construction shall be limited to adding to the existing asphalt surface to create a total width of 20-feet in cases where the pre-existing roadway is narrower than 18-feet with 1-foot shoulders. The required improvements specifically exclude re-building or re-surfacing the entire roadway and/or re-construction of the roadway to modify or expand existing centerline curve radii. This construction shall be completed prior to the approval of the final plat, unless modified by the Public Works Director.
 - c. If the project is phased, a maximum of 36 dwelling units within the first phase of the subdivision (north of S. 4th Way) can be occupied prior to providing the above listed improvements.
 - d. As an alternative to providing the above the listed improvement, the applicant may construct a gate that prevents vehicles, other than emergency vehicles, from accessing S. 10th Way east of the subject property, if the Fire Marshall approves such a gate.

C. The following must occur within 5 years of the date of preliminary plat approval and prior to Final Plat approval:

1. Substantially complete all construction items listed in B-1, B-2 and B-3 above. Secure for any remaining construction items in accordance with City Standards.
2. Pay a proportionate share of the cost of improvements to the 35th Avenue and Pioneer Street Improvements. The proportionate share has been calculated as \$726.72 per PM peak hour trip through the intersection.
3. To mitigate traffic impacts of the proposed project on the following intersections, the applicant shall pay traffic impact fees per Ridgefield Municipal Code Section 18.070.
 - a. Pioneer Street / 45th Avenue
 - b. Pioneer Street / S. 56th Place
 - c. I-5 Interchange
4. Payment of these fees shall constitute a proportionate share of planned improvements required to meet concurrency requirements at the following intersections:
 - a. To mitigate impacts to the intersection of 35th Avenue and Pioneer Street, the applicant shall contribute a proportionate share to the cost of intersection improvements, refer to Condition C.2.
 - b. To mitigate impacts to the intersection of South 1st Way and Pioneer Street, the applicant shall construct a new signalized intersection to provide primary access to the site.
 - c. To mitigate the impacts of connecting this project to the City's water system, the applicant shall transfer any valid water rights associated with the property to the City.
5. Calculate the number of PM peak hour trips through the 35th Avenue/Pioneer Street intersection.
6. The City Engineer will review the alignment of proposed "Street A" to assure that its location will provide for safe existing and future turning movements at its intersection with S 4th Way.
7. A note on the final plat shall state, "The portion of the site zoned LDR-7.5 shall not create lot sizes or setbacks that are less than those specified in the LDR-5 zoning district. The portion of the site zoned LDR-8.5 shall not create lot sizes or setbacks that are less than those specified in the LDR-7.5 zoning district. Any adjustments or variances to setbacks or other lots dimensions must first receive approval through the Ridgefield Community Development Department."
8. A note on the final plat shall state, "Each lot shall provide at least two off street parking spaces. Off-street parking must provide a minimum of eighteen-feet of lineal parking between the street and the dwelling setback."
9. A note on the final plat shall state, "all fences and walls within the subdivision to comply

with RDC 18.740.”

10. The boundary of the outer edge of the Fish & Wildlife Conservation Habitat buffer or wetland buffer shall be delineated with permanent survey stakes using iron or concrete markers as established by local survey standards.
11. On the final plat, or within a conservation easement, identify the type of critical area, the buffer width, and a note stating that the identified critical areas are protected area subject to regulation by the City of Ridgefield, RDC 18.280.
12. Any water rights associated with existing wells, previous agricultural activity, or other activities shall be transferred to the City of Ridgefield, and all existing wells shall be properly abandoned
13. All street names associated with this subdivision shall be reviewed and approved prior to final plat approval through the City of Ridgefield, Community Development Department.
14. On or before the recording of the final plat, an easement or right-of-way for access and all utilities, which is of sufficient width for the two parcels hereinafter referenced, shall be provided through the plat, which is adequate in width to meet the requirements for legal access for two homes (as required by the City of Ridgefield) to either one of those parcels that are Clark County Property Account Number 213789-000.0 (short legal #68, Section 20, Township 4 North Range 1 East of the Willamette Meridian) or 213743-000.0 (short legal #42, Section 20, Township 4 North Range 1 East of the Willamette Meridian)

D. The following must be accomplished prior to issuance of Building Permit:

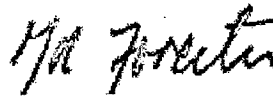
1. Pay all required impact fees and system development charges.
2. Unless otherwise authorized, all buildings and other structures shall be set back a minimum of five (5) feet from the edges of all critical areas buffers. Uses allowed in this minimum setback area include landscaping, uncovered decks, building overhangs that extend no more than twenty-four (24) inches into the setback.
3. Submit documentation that all outstanding planning, engineering, and building invoices have been paid to the City, and that all public improvement have been completed and accepted by the City. This includes any outstanding contract City consulting fees.

E. Prior to issuance of certificate of occupancy the applicant or successors in interest shall:

1. All landscaping shall be installed pursuant to the approved final landscape plans.
2. Comply with all Building, Clark County Fire District 12, and Americans with Disabilities Act requirements.

3. Construction must be consistent with the approved final plat, engineering plans, and building plans.
4. Permanent signs shall be installed and shall be wood or metal and the colors shall blend in with the natural environment. Signs shall be spaced a maximum interval of one sign per lot and at a minimum of every 200 feet. The sign shall state, "The area beyond this sign is a Fish & Wildlife Conservation Habitat Area or Wetland Buffer. Alteration or disturbance is prohibited by law. Please call the City of Ridgefield for further information."
5. Submit documentation that all outstanding planning, engineering, and building invoices have been paid to the City. This includes any outstanding contract City consulting fees.

Dated this 14 day of December 2007



J. Richard Forester
Hearing Examiner

NOTE: *Only the decision and the condition of approval are binding on the applicant as a result of this order. Other parts of the final order are explanatory, illustrative and/or descriptive. They may be requirements of local, state, or federal law, or requirements which reflect the intent of the applicant, the city staff, or the Examiner, but they are not binding on the applicant as a result of the final order unless included as a condition.*

APPEAL: Pursuant to Section 2.24.100 of RMC this decision of the Hearings Examiner is appealable to the Clark County Superior Court within 21 calendar days after the date of the issuance of this decision as provided in RCW 36.70C.

EXHIBIT C

SEPA CHECKLIST

CLARK COUNTY
SEPA ENVIRONMENTAL CHECKLIST
Washington Administrative Code (WAC) 197-11-960

A. BACKGROUND

1. Name of proposed project, if applicable:

Kemper Subdivision

2. Name of applicant:

David Bantz

3. Address and phone number of applicant and contact person:

Applicant:
David Bantz
19767 SW 72nd Avenue
Tualatin, OR 97062
(503)783-1312

Contact Person:
MGH Associates
Michael Birndorf
104 West 9th St.
Vancouver, WA. 98660
(360)750-0399

4. Date checklist prepared:

August 15, 2007

5. Agency requesting checklist:

City of Ridgefield Community Development

6. Proposed timing or schedule (including phasing, if applicable):

Unknown at this time. The earliest construction would start is Spring 2008 for roads and utilities.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been or will be prepared related to this proposal.

Wetland delineation and mitigation report, archaeological pre-determination report, preliminary stormwater report, and soils analysis (geotechnical report).

9. Are other applications pending from governmental approvals

affecting the property covered by your proposal? If yes, please explain.

None currently pending.

10. List any government approvals or permits needed for your proposal.

City of Ridgefield approval of SEPA checklist, preliminary subdivision approval, critical areas permit, archaeological pre-determination, engineering plan approval, and final plat review. Permits will also be required from the U.S. Army Corps of Engineers for temporary impacts to construct a sewer line within wetlands, to construct pedestrian footbridge stream crossings, and to replace an existing undersized non-fish passable culvert with a larger fish-passable culvert.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The proposed total project area (as shown on the existing conditions plan) is 67.4 acres. The applicant is requesting preliminary plat approval on the site for a 200-lot single-family residential subdivision known as 'Kemper Subdivision' within the R-7.5 and R-8.5 zoning district. The residential lots range in size from 5,000 square feet to greater than 12,000 square feet.

Several tracts are proposed for storm water detention facilities, protection of sensitive areas (wetland, streams, and buffers), and open space areas for active and passive recreational use. Proposed landscaping will consist of street trees, ornamental landscaping within yards and open space tracts, and native buffer enhancement plantings.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including street address, section, township and range. If this proposal occurs over a wide area, please provide the range or boundaries of the site. Also, a legal description, site plan, vicinity map, and topographic map. You are required to submit any plans required by the agency, but not required to submit duplicate maps or plans submitted with permit applications related to this checklist.

The subject site is identified by the Clark County assessor as Tax Lots 213491-000, 213509-000, 213727-000, and 213745-000 of Tax Maps SE ¼ of Section 19 and SW ¼ of Section 20,

T4N, R1E, Willamette Meridian, Clark County. The site is generally located south of Pioneer Street at Reiman Road. A complete legal description, site plan, vicinity map and topographic map are included in the subdivision application.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____.

Topography on the majority of the site is generally moderately to steeply sloping.

- b. What is the steepest slope on the site and the approximate percentage of the slope?

The steepest slope is estimated to be approximately 50%-60% and is located within the ravine along the tributary to Gee Creek.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

According to the USDA soil survey for Clark County, the soil on the site consists of the Gee (GeB, GeD, GeR and GeF) series (Hydrologic Soil Group C).

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, please describe.

None known. Portions of the site are mapped by the City to potentially contain unstable slopes and severe erosion hazard areas. These areas are generally concentrated around the ravines and drainages that are associated with the tributary to Gee Creek within the northern and eastern portions of the site.

- e. Describe the purpose, type, and approximate quantities of any filling or proposed grading. Also, indicate the source of fill.

There will be construction as needed to install utilities, build roads and grade lots for building pads. Fill will be used to fill the lower areas of the site. The approximate grading quantities are not known at this time.

- f. Could erosion occur as a result of clearing, construction, or use? If so, please describe.

Erosion of site soils may occur during construction, and standard erosion control best management practices (bmp) will be followed throughout construction.

- g. What percentage of the site will be covered with impervious surfaces after the project construction (e.g., asphalt or buildings)?

The elements of the full development that will increase the amount of impervious surface area are roofs, streets, sidewalks, and driveways. The approximate amount of impervious area would be 40% of the site.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth include:

A storm drainage and erosion control plan will be submitted to the City of Ridgefield Engineering Department for final review and approval prior to construction of this project. The requirements of those approved plans will be followed during construction. Erosion control measures will include silt fences, bio-bags, gravel construction entrances, and other appropriate measures.

2. Air

- a. What types of emissions to the air would result from the proposal (e.g., dust, automobile, odors, industrial wood smoke) during construction and after completion? Please describe and give approximate quantities.

Construction equipment exhaust and dust from earth disturbance on the short term and day-to-day emissions on the long term from cars, barbeques, lawn mowers, etc.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, please describe.

None known.

- c. Proposed measures to reduce or control emissions or other impacts to air:

The development will include an extensive system of sidewalks, walking trails, and bike lanes, which will provide an alternative to automobile use and help reduce the amount of vehicle related emissions.

3. Water

a. Surface:

- 1) Is there any surface water body on or in the vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names and into which stream or river it flows into.

Yes. The site contains one Type F stream, which is a tributary to Gee Creek, three Type N streams, and six Category IV wetlands. Two of the wetland seeps develop into Type N streams. The streams ultimately flow into Gee Creek.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. The applicant will be installing a City required Collector road that crosses over the tributary to Gee Creek (Type F stream). All in-water work will be avoided by the proposed crossing by installing a large box culvert over the stream. The applicant will also be replacing an existing undersized non-fish passable culvert located under the existing S 1st Way (formerly Bertsinger Road) with a larger culvert that will allow for fish passage resulting in some temporary construction work within the stream. Minor work will also be necessary for construction of pedestrian footbridge crossings within two Type N streams. Finally, the construction of a sewer line that is necessary to serve the development and adjacent lands will result in temporary work within Type N streams on the site.

Other work that will occur within 200 feet of streams and wetlands includes construction of stormwater detention facilities and outfalls, utilities, grading, and buildings.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The specific quantities of earthwork haven't yet been determined; however, some material will need to be removed to accommodate replacement of the existing undersized non-fish passable culvert located under the existing S 1st Way with a larger culvert that will allow for fish passage. The area affected is approximately 300 square feet. Construction of the footbridge will also require some very minimal fill within the stream corridor within an area of approximately 330 square feet. Finally, temporary impacts to streams within an area of approximately 1,488 square

feet will result from excavation for installation of a sewer line.

- 4) Will the proposal require surface water withdrawals or diversions? Please provide description, purpose, and approximate quantities:

No surface water withdrawals or permanent diversions are required.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes. The site is located within the 100-year floodplain. The location of the flood plain is identified in the application.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of water and anticipated volume of discharge.

No. Stormwater will be treated prior to entering the surface water system.

b. Ground Water:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the size and number of the systems, the number of houses to be served, or the number of animals or humans the systems are expected to serve.

None.

c. Water Runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal. Include quantities if known. Describe where water will flow, and if it will flow into other water.

The source of stormwater run-off will be from impervious surfaces (roofs, sidewalks, streets, etc.) from the development. The runoff will be collected and conveyed to water quality and detention facilities designed in

accordance with City of Ridgefield standards. The proposed detention ponds will detain the run-off and treat it prior to discharging it to the existing wetland on site.

2) Could waste materials enter ground or surface waters? If so, please describe.

No.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The site will be designed and contoured to insure that stormwater run-off will be directed away from adjacent properties and toward the proposed storm water detention and water quality facility.

4. Plants

- a. Check or circle types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fire, cedar, pine, other

☒ shrubs

☒ grass

☒ pasture

☒ crop or grain

☒ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation:

- b. What kind and amount of vegetation will be removed or altered?

Vegetation on the site will be removed for survey work, utility construction, road construction, and homesite construction.

Vegetation on the site that will be removed consists primarily of shrubs, grass cover, and trees. It is estimated that approximately 65-70 trees will be removed in conjunction with the development.

- c. List threatened or endangered species on or near the site.

None known.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site:

Proposed landscaping will consist of street trees and ornamental landscaping within open space tracts, as well as native wetland and buffer enhancement plantings. Individual

homeowners will also provide additional landscaping on their individual lots.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site:

Birds: hawk, heron, eagle, songbirds, other:

Local birds are observed on the site and in the area.

Mammals: deer, bear, elk, beaver, other:

There are small mammals, such as mice, gophers, and voles located on and near this site.

Fish: bass, salmon, trout, herring, shellfish, other:

According to the Department of Fish and Wildlife, the tributary to Gee Creek, and Gee Creek, downstream from the site, contains Coho and Summer Steelhead. However, the applicant has not observed any of these fish on site.

- b. List any threatened or endangered species known to be on or near the site.

According to the Department of Fish and Wildlife, the tributary to Gee Creek, which is located on-site, and Gee Creek, which is downstream from the site, contains Coho and Summer Steelhead. Both Coho and Summer Steelhead are listed as threatened species.

- c. Is the site part of a migration route? If so, please explain.

Virtually all of Clark County is part of the Pacific Flyway. This flyway stretches the length of the Pacific Coast from Alaska to Mexico. The flyway includes various species of water fowl and other birds.

- d. List proposed measures to preserve or enhance wildlife.

Street trees and other landscaping within open space areas will be installed with the development. Future homeowners will also do individual landscaping on their lots. This will provide diversified vegetation for songbirds and small wildlife species.

The enhancement of the wetland and stream buffer areas on-site with new native plantings will provide habitat areas for small wildlife species. Buffer plantings will improve water quality. The applicant will also be replacing an existing undersized culvert located under S 1st Way with a larger culvert that will allow for fish passage.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The development of housing on this site will result in the use of electricity for lighting and heat, and possibly natural gas, oil and/or wood stove for heating.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, please describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts:

The construction of this project will be in accordance with the current energy standards required by Washington State and the Uniform Building Code as adopted by the Ridgefield Building Department.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, please describe.

No.

- 1) Describe special emergency services that might be required.

If someone were to be injured either during construction or after homes are occupied, hospital and emergency staff could be necessary.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

We anticipate that all contractors will be WISHA compliant.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Noise impacts that exist in the area include traffic along the surrounding street system, including Pioneer Street, an Arterial.

Also, there are existing homes adjacent to the site with noise that typically comes from human habitation, such as automobile and lawn maintenance equipment.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short-term noise impacts include noise from construction machinery. Long-term noise impacts include traffic associated with occupants of the subdivision.

- 3) Proposed measures to reduce or control noise impacts:

During construction, all work activities will comply with state noise levels.

Landscaping and fencing throughout the site will help reduce noise impacts.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

The present use of the site is a farm. There is one existing residence on the site and several outbuildings, including a barn. The site is surrounded by rural residential development and open space within the City of Ridgefield and unincorporated Clark County.

- b. Has the site been used for agriculture? If so, please describe.

Yes. The site currently contains pasture land and commercial raspberry vines.

- c. Describe any structures on the site.

There is one existing residence on the site and several outbuildings, including a barn.

- d. Will any structure be demolished? If so, please describe?

Yes. All existing structures on the site will be demolished.

- e. What is the current zoning classification of the site?

R-7.5 and R-8.5.

- f. What is the current comprehensive plan designation of the site?

Urban Low-Density Residential.

- g. What is the current shoreline master program designation of the site?

Not applicable.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.

Yes. There are several steams and wetlands on site that have been professionally delineated. There is a fish/wildlife habitat area on site, due to the presence of the Gee Creek Tributary. The site contains a FEMA designated flood plain, also associated with the tributary to Gee Creek. Portions of the site also contain steep slope/erosion hazards areas.

- i. How many people would reside or work in the completed project?

There will be 200 single-family residential lots. At approximately 2.66 persons per household there would be approximately 532 people residing in this development at the time of full build-out.

- j. Approximately how many people would the completed project displace?

One single family residence. It is not know how many people currently reside at this residence.

- k. Proposed measures to avoid or reduce displacement impacts:

None.

- l. List proposed measures to ensure the proposal is compatible with existing and projected land use and plans:

The proposal will meet the requirements of the developer and the City of Ridgefield Development Code. The City's land division ordinance include various criteria that must be met to insure that a project is compatible with existing and projected land uses and plans.

9. Housing

- a. Approximately how many units would be provided? Indicate whether high, middle, or low-income housing.

There will be 200 lots provided for building new single-family residential homes. The homes will be middle to upper income housing.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One middle income unit.

- c. Proposed measures to reduce or control housing impacts, if any:

None.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas? What is proposed as the principal exterior building materials?

No building will exceed the allowable maximum height of 35 feet under the City of Ridgefield Code. The applicant anticipates building typical residential housing of two story homes with wood, wood products or vinyl lap siding.

- b. What views in the immediate vicinity would be altered or obstructed?

None.

- c. Proposed measures to reduce or control aesthetic impacts:

Larger lots that are at least 7,500 square feet in size will be located along the western perimeter of the site adjacent to existing rural residential development. Multiple tracts are also proposed for permanent open space consisting of approximately 23 acres or 34% of the site.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

When homes are built on the proposed lots there will be light produced from house, yard and porch lights. The project will also produce street lighting.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No significant impacts are anticipated.

- c. What existing off-site sources of light or glare may affect your proposal?

No significant impacts are anticipated. Existing street lighting and headlights from cars will have a slight impact on the proposal.

- d. Proposed measures to reduce or control light and glare impacts, if any?

The project will provide shielded street lights located in accordance with Clark Public Utility District standards. The project will also include landscaping and fencing, which will help screen off-site lighting impacts.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The Ridgefield National Wildlife Preserve is located nearby, which provides opportunities for hiking and wildlife viewing. There are also several City owned parks located in the surrounding area.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant:

Multiple tracts are proposed within the development for permanent open space consisting of approximately 24.2 acres or 36% of the site, including protection of sensitive areas (streams, wetlands, and associated buffers), stormwater facilities, and recreational amenities. Recreational amenities include an extensive recreational trail system, tot lot, picnic areas, and viewpoints with seating areas.

Additionally, each of the new homes will pay park impact fees at the time of building permit application. Those fees will be used to offset the impact to parks made by those new homes by developing existing park sites or purchasing additional park lands. The increased property tax collected from the future developed lots will also help offset impacts created by this development.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, please describe.

None known.

- b. Please describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

An archeological pre-determination study was done for the site that resulted in a negative finding (no further studies necessary). An early 1930's Gambrel style barn was identified within the central portion of the site. This barn will be added to the Clark County Cultural Resource Inventory prior to demolition. No other historic or prehistoric archaeological materials were observed during the predetermination survey.

- c. Proposed measures to reduce or control impacts, if any.

Excavation operators will observe excavation for artifacts while in process. If artifacts are found, the discovery will be roped off and excavation will continue on the unimpacted areas of the site. The Office of Archaeology and Historic Preservation in Olympia Washington and Heritage Trust of Clark County will be notified of the find. The owners of the site understand that failure to report a find of a cultural resource may constitute a Class C felony, subject to imprisonment and/or fines.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Primary access to the site will be from a new signalized intersection at Pioneer Street (SR 501) and S. 1st Way (formerly Bertsinger Road), which will be re-routed to provide safe access to the site and the surrounding neighborhood. Access will also be available from NE 259th Street to the east.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No. Not known.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

Parking will be mainly on private driveways and within garages on each lot. Parking is also permitted on one side of the internal local residential streets within the development. The estimated amount of off street parking will be at least 800 spaces. No parking would be eliminated.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, please describe and whether it's public or private.

Yes. There will be a improvements to the existing Collector Road facility within the site, and to the Pioneer Street frontage, as well as the creation of multiple new local residential streets within the site. All proposed streets will be improved to City of Ridgefield road standards. All streets within the development will be public.

- e. Will the project use water, rail, or air transportation? If so, please describe.

Only in the sense that the future residents may use such facilities.

- f. How many vehicular trips per day would be generated by the completed project? Indicate when peak volumes would occur.

Approximately 2,000 new trips per day with usual residential morning and evening peaks.

- g. Proposed measures to reduce or control transportation impacts:

Improvement of all public streets to City of Ridgefield road standards and payment of Traffic Impact Fees at the time of home construction. New sidewalks, trails, and bike lanes will be constructed to reduce dependency on automobiles.

15. Public Services

- a. Would the project result in an increased need for public services (e.g., fire protection, police protection, health care, schools, other)? If so, please describe.

Yes, the completion of this development and the construction of new homes would very slightly increase the need for all public services.

- b. Proposed measures to reduce or control direct impacts on public services:.

The payment of impact fees will help offset the impact of this development on schools, transportation and park facilities.

16. Utilities

- a. Circle the utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone,
sanitary sewer, septic system, other.

These utilities are either on the site or available to the site.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on or near the site:

Electricity:	Clark Public Utilities
Water:	City of Ridgefield
Telephone:	Qwest
Sanitary Sewer:	City of Ridgefield
Natural Gas:	Northwest Natural Gas

Construction activities on the site will be required to extend these utilities to the proposed residences.

C. SIGNATURE:

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

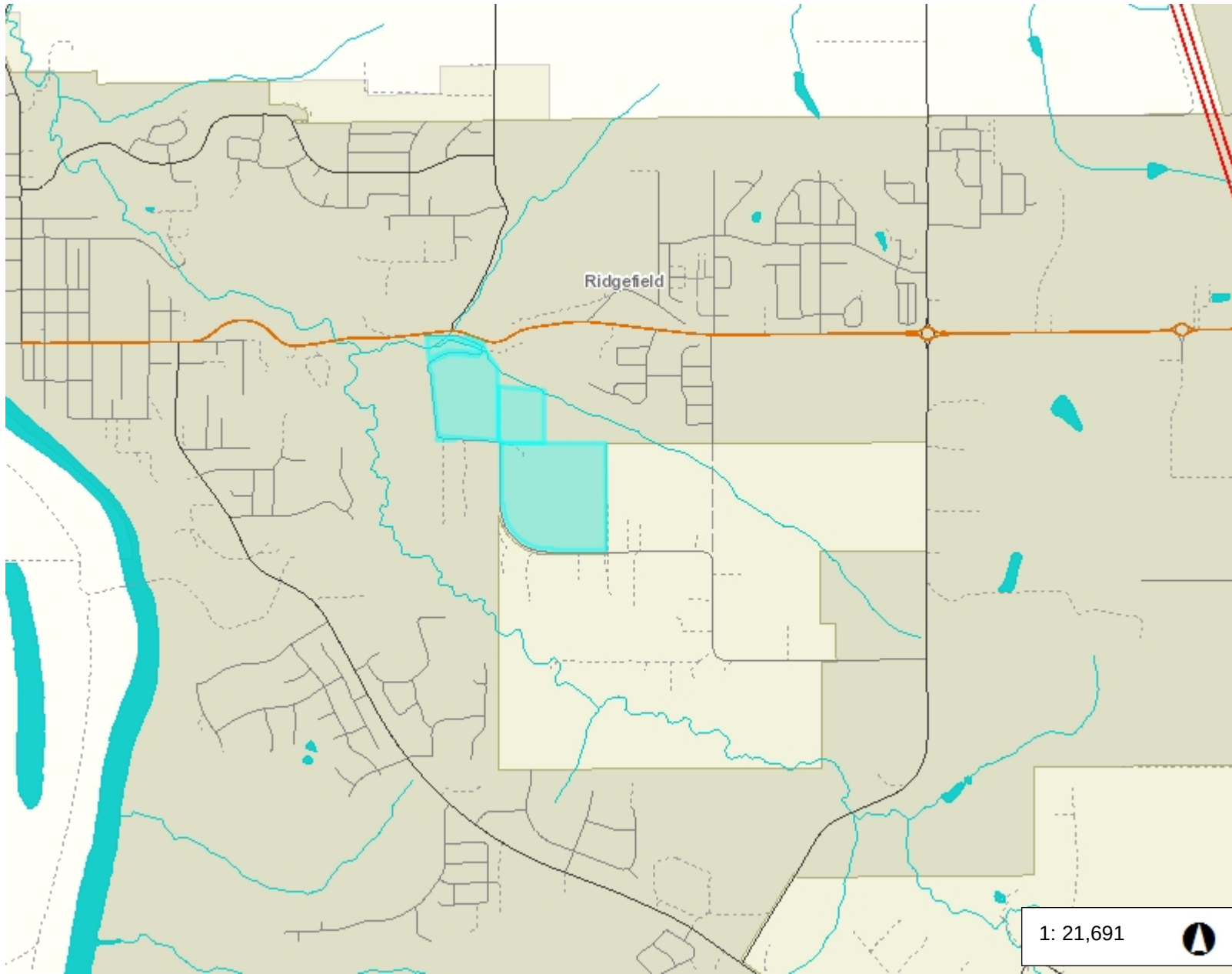
Michael Bensch

Date Submitted:

8/15/07



Ridgefield Heights



3,615.1 0 1,807.57 3,615.1 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.

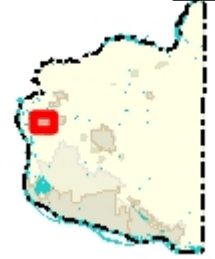
1: 21,691



Legend

- Cities Boundaries
- Urban Growth Boundaries

5.1.d



Notes:

Attachment: Location map (1233 : Ridgefield Heights Development Agreement)

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: March 30, 2017

ITEM: BUSINESS

AGENDA ITEM TITLE: A Resolution in the Matter of Delegating to the Finance Director Authority to Legally Bind the City the Sole Purpose of Requesting Federal Reimbursement.

GOVERNING LEGISLATION:

2 CFR 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards section 415 required certifications (2 CFR 200.415)

PREVIOUS COUNCIL ACTION TAKEN:

None

SUMMARY/BACKGROUND:

In order to streamline the Federal government's guidance on Administrative Requirements, Cost Principles, and Audit Requirements for Federal awards the Office of Management and Budget issued "Super Circular" 2 CFR 200 which supersedes previous grant administration guidance OMB circulars A-21, A-87, A-110, A-122, A-89, A-110, A-133 and A-50. The new guidance takes effect for federal awards issued on or after December 26, 2014 and details our requirements for spending federal awards. Including project grants, block grants, formula grants, cost reimbursement contracts, loans, loan guarantees, insurance contracts, real property, and personal property. Section 415 outlines required certifications that include a certification that expenditures are proper and in accordance with the terms and conditions of the Federal award, signed by an official who is authorized to legally bind the non-Federal entity which reads as follows:

"By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative

Approved to be placed on City Council Agenda:

Kirk Johnson Completed 03/22/2017 12:51 PM

Approved for Council

Steve Stuart Completed 03/24/2017 12:13 PM

City Council Pending 03/30/2017 6:30 PM

penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).”

Current City policies assign the authorization to sign agreements to the City Manager who then designates duties to management staff. The Finance Director has been assigned the duties in relation to all accounting tasks and grant and contract management. In order to insure proper authorization is in place to legally bind the City per the new “Super Circular” a resolution should be approved to assign the duties directly to an authorized staff member to sign and submit requests for Federal funds. Currently the task falls under the umbrella of duties performed by the Finance Director.

BUDGET/FINANCIAL IMPACTS:

None

RECOMMENDED ACTION OR MOTION:

Staff recommends that Council adopt Resolution No. 525 as presented by making the following motion:

”I move to adopt Resolution No. 525 as presented.”

STAFF CONTACT:

Kirk Johnson, Finance Director

ATTACHMENTS:

Resolution No.525**A RESOLUTION IN THE MATTER OF DELEGATING TO THE FINANCE DIRECTOR AUTHORITY TO LEGALLY BIND THE CITY THE SOLE PURPOSE OF REQUESTING FEDERAL REIMBURSEMENT.**

WHEREAS, The City Manager has been duly appointed by the City Council in accordance with Ridgefield Municipal Code (RMC 2.08.030 City Manager). The City Manager exercises general supervision over the administrative affairs of the city and over all other appointive officers. The City Manager has designated the Finance Director to act as the officer which includes the supervision and coordination of all accounting operations, payment of claims, internal auditing and procurement operations of the city, and whose duties include preparing and submitting the City's annual financial report to the State of Washington Auditor's office (RCW 43.09.230); and,

WHEREAS, The Federal Highway Administration, through the State authorities federal transportation funding to the City for transportation projects and,

WHEREAS, The Code of Federal Regulations, 2 CFR 200.415 (a) has been revised to ensure that final fiscal reports or vouchers requesting payment under Federal agreements must include a certification signed by an official who is authorized to legally bind the non-Federal Agency; and,

WHEREAS, The City Manager of the City executes all Federal grant funding agreements and supplemental agreements; and,

WHEREAS, In order to seek timely reimbursement for proper expenditures related to the Federally funded grant projects, the City Council delegates to the person appointed as the Finance Director the authority to legally bind the City solely for the purpose of requesting Federal Grant reimbursement;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF RIDGEFIELD, WASHINGTON as follows:

Section 1. For the purposes of requesting reimbursement for Federally funded transportation projects, the Finance Director shall be delegated authority per 2 CFR 200.415 (a) to legally bind the City in furtherance of the intent of this resolution; and,

Section 2. The person duly appointed as the Finance Director shall be authorized to sign all grant reimbursement vouchers for grant funded transportation projects on behalf of the City of Ridgefield.

2 CFR 200.415 (a):

“By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursement and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).”

Section 3. Effective date of this resolution shall be in full force and effect on March 31, 2017.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD,
WASHINGTON THIS 30th DAY OF MARCH, 2017.

CITY OF RIDGEFIELD

Ron Onslow
Mayor

Attest:

Julie Basarab
City Clerk

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: March 30, 2017

ITEM: BUSINESS

AGENDA ITEM TITLE: Motion - Approval of Interlocal Agreement with Clark Regional Wastewater District

GOVERNING LEGISLATION: Revised Code of Washington (RCW) Chapter 39.34.080, Interlocal Cooperation Act

PREVIOUS COUNCIL ACTION TAKEN: None

SUMMARY/BACKGROUND: Revised Code of Washington (RCW) Chapter 39.34 allows for governmental agencies to enter into interlocal agreements whereby each party can utilize the other party's services when it is determined to be in the best interest of both parties.

The City of Ridgefield has received a Transportation Improvement Board (TIB) grant for the construction of a new roundabout at 35th Avenue and Pioneer Street. The Sewer District has requested that the City's contractor install a dry sewer line in conjunction with the roundabout project for future use.

This interlocal agreement will provide a mechanism to allow the City to complete this work and for the District to reimburse the City for the costs associated with this work.

BUDGET/FINANCIAL IMPACTS: None. The City will be reimbursed by the district for the actual cost of the work plus a 0.5% fee for construction services. The sewer work is estimated \$50,650.00 plus a 20% contingency.

RECOMMENDED ACTION OR MOTION: Staff recommends approval of the interlocal agreement via the following motion:

Approved to be placed on City Council Agenda:

“I move to authorize the City Manager to execute an interlocal agreement between the City of Ridgefield and Clark Regional Wastewater District for the 35th Avenue Roundabout, as presented.”

STAFF CONTACT: Bryan Kast, Public Works Director

ATTACHMENTS: 031417 DRAFT RF 35th Ave Roundabout Interlocal Agreement
(DOCX)
031417 DRAFT RF 35th Ave Roundabout Interlocal Agreement
EXHIBIT A (DOC)
031417 DRAFT RF 35th Ave Roundabout Interlocal Agreement
EXHIBIT B (DOC)

**INTERLOCAL AGREEMENT
BETWEEN THE CITY OF RIDGEFIELD
AND CLARK REGIONAL WASTEWATER DISTRICT
FOR PIPE CONSTRUCTION**

THIS IS AN INTERLOCAL AGREEMENT for pipe installation entered into under the authority of the Interlocal Cooperation Act, Chapter 39.34 RCW, between the **Clark Regional Wastewater District**, a special purpose district providing wastewater services within Clark County, Washington (the “District”), and the **City of Ridgefield**, a municipal corporation and charter city of the second class in the State of Washington (the “City”).

WHEREAS, pursuant to Chapter 39.34 RCW (Interlocal Cooperation Act), one or more public entities may contract with one another to perform government functions or services which each is by law authorized to perform; and

WHEREAS, the City is planning construction of the 35th Avenue Roundabout and the District is planning the construction of a sewer pipe within the same road area; and

WHEREAS, it is in the public interest for the City and the District to include the construction of the pipe within the City’s Roundabout project;

NOW, THEREFORE, pursuant to Chapter 39.34 RCW and in consideration of the terms, conditions, covenants, and performances contained herein, as well as the attached Exhibits which are incorporated and made a part hereof,

The parties agree as follows:

1. PURPOSE. The purpose of this Agreement is to provide for construction of the District Work (as defined below) as part of the City Project (as defined below).
2. RECITALS ADOPTED. The recitals set forth above are hereby adopted as the factual basis for this Agreement.
3. DEFINITIONS. Unless otherwise indicated in this Agreement, the following terms are defined as set forth below:

“Agreement” means this document and its terms, conditions, covenants, and performances as well as the attached Exhibits, which are incorporated herein and made a part hereof.

“City Project” means a project specified in a bid package generated by the City for the purpose of hiring a contractor to construct the 35th Avenue Roundabout at the intersection of Pioneer Street, North 35th Avenue and South 35th Place.

“District Work” means construction and installation of a District sewer pipe as shown and described on Exhibit A, attached hereto and incorporated by this reference.

“Punch list” means a list of tasks to be completed in order for the District Work to be accepted by the District.

“Working days” means Monday through Friday, excluding Washington State holidays per RCW 1.16.050.

4. RESPONSIBILITIES OF PARTIES.

4.1. The City is responsible to contract for performance of the District Work as required by

this Agreement.

4.2. The District is responsible to pay the City as required under this Agreement for the District Work.

5. TERM. The term of this Agreement is from January 1, 2017 through December 31, 2018.

6. TERMINATION. Prior to award of the bid for the City Project, which must include the District Work, either party may choose to terminate this Agreement by notifying the other party in writing thirty (30) days prior to termination. The termination must be effective prior to the award of the bid. After award of the bid, either party may terminate this Agreement only if the other party is in default under this Agreement and the default has not been corrected within a reasonable period of time, in light of the default, after notice of default.

6.1. If either the District or the City terminates this Agreement, the District shall reimburse the City for all of the City's actual direct and related indirect expenses and costs, including mobilization, construction engineering, contract administration and overhead costs, incurred up to the date of termination and associated with the District Work, as well as the cost of non-cancelable obligations, including any redesign, re-engineering or re-estimating, if necessary, to delete the District Work, and contractor claims, if any, payable in accordance to Section 7. The City agrees to provide to the District all District Work-related documents upon final payment by the District.

6.2. Before or after paying reimbursement pursuant to Section 6.1, the District has the right to seek any and all remedies available at law, in contract or in equity, singly or in combination, in a court of competent jurisdiction.

7. CONSTRUCTION AND BID DOCUMENTS.

- 7.1. The City, acting on behalf of the District, shall contract for construction of the District Work, in accordance with this Section.
- 7.2. The bid documents must include construction of the District Work per the District's plans, special provisions and standard specifications, per the 2016 Washington State Standard Specifications for Road, Bridge, and Municipal Construction, and per any other District standards and requirements ("District Plans").
- 7.3. The District shall ensure that all District standards and requirements are set forth in the adopted bid documents, and that it has supplied the City with all applicable standards, codes, regulations, or any other requirements that the District must meet in order for the District Work to be included in the bid documents.
- 7.4. The City will include the District Work in the bid advertisement for the City Project in accordance with the District Plans. The City will be the District's representative during the advertisement and award period. When requested by the City, the District shall timely assist the City in answering bid questions and resolving any design issues related to the District Work. All comments and clarifications related to the bidding process must go through the City. The City will provide the District with written notification of the bid price no later than two (2) days after the bid opening. The District shall respond in writing to the City, stating its acceptance or rejection of the District Work, within two (2) working days of the written notification.
- 7.5. If the District rejects the bid for the District Work, the City shall delete the District Work from the City Project. The District agrees to reimburse the City for engineering costs and direct and related indirect costs incurred by the City for deleting the District Work from the City Project, and to pay such costs in accordance with Section 10 (Billing Method

and Process).

8. CONSTRUCTION, INSPECTION, AND ACCEPTANCE.

8.1. The City agrees to administer the District Work on behalf of the District.

8.2. All materials removed by the City shall be reclaimed or disposed of by the City and shall become the property of the City or the Contractor if so designated in the bid documents.

8.3. All contact between the District and the City's contractor shall be through the City's representatives. However, a District inspector will be allowed on the District Work project site to observe the construction of District Work and verify that the City's contractor is complying with the District Plans.

8.4. The City shall promptly notify the District in writing when the District Work is completed.

8.5. Upon completion of the District Work, and at the request of the District, the City will provide the District with inspection documentation, including but not limited to inspection reports, compaction test results and material submittals.

8.6. The District shall, within twenty (20) calendar days of being notified that the District Work is completed: (a) deliver a written letter of acceptance to the City, or (b) deliver to the City a written explanation in punch list format detailing the reasons why the District Work does not comply with the District Plans. The District agrees to work diligently and in good faith with the City to resolve any issues relating to the District Work so as not to delay the City Project. If issues raised by the District are resolved, the District agrees to deliver to the City the letter of acceptance.

8.7. If the District does not respond within twenty (20) calendar days as provided in Section -

8.6, the District Work and the administration thereof will be deemed accepted by the District, and the City shall be released from all future claims and demands.

8.8. Upon completion and acceptance of the District Work pursuant to Sections 8.6 and 8.7, the District agrees that it shall be solely responsible for all future ownership, operation and maintenance costs of the District Work (sewer pipe), without City liability or expense; provided, that the District shall not be responsible for any repair and maintenance costs that are the responsibility of the City's Contractor.

8.9. The City will prepare the final construction documentation, including the District Work, in general conformance with the City's construction practices. The City will maintain one set of plans as the official "as-built" set, then make notations in red of all plan revisions typically recorded per standard City practice. Once the District has accepted the District Work per Sections 8.6 or 8.7, the City upon request by the District will provide one copy of the record drawings to the District in PDF format.

9. COST OF WORK. The District agrees that it shall be responsible for the actual direct and related indirect costs of the District Work, including but not limited to mobilization, construction engineering, survey, contract administration, and overhead costs. The estimated cost of the District Work is fifty thousand six hundred and fifty dollars and zero cents (\$50,650.00) plus a 0.5% fee for construction services (totaling \$253.25) plus a 20% contingency (totaling \$10,180.65) ("Cost Estimate"). An itemized estimate of the District's responsibility for costs of the District Work to be performed by the City on behalf of the District is included in Exhibit B, attached hereto and incorporated by this reference. The parties agree that the Cost Estimate is provided only for informational purposes, and that the District's total financial responsibility may be more or less than the amount indicated in the

Cost Estimate, dependent upon the actual costs of the District Work.

10. BILLING METHOD AND PROCESS.

10.1. Should the District fail to make payment according to the terms of this Agreement, the City shall have the right to terminate this Agreement, charging the District for the City's associated costs of termination including non-cancellable items, City costs resulting from a delay due to the termination, and unpaid contractor charges for the District Work.

10.2. The District, in consideration of the District Work to be done by the City, agrees to pay the City for the actual direct and related indirect cost of all District Work for which the District is responsible, including mobilization, construction engineering, survey, construction administration, and overhead costs. The City shall invoice the District, providing with the invoice sufficient documentation and information to justify the costs. The District agrees to pay the City within thirty (30) calendar days of receipt of an invoice; provided, that if the District disagrees with all or part of an invoice, the District shall notify the City of the disagreement within twenty (20) calendar days of receipt of an invoice. The notice shall include an explanation of the disagreement and supporting documentation and information, if any. The District shall pay all parts of an invoice that are not contested within the thirty-day period. The District shall pay a contested portion of an invoice within thirty (30) calendar days after the parties resolve the disagreement.

10.3. Billing for services will be monthly after commencement of construction until the City Project is complete.

10.4. Payments that are not paid within the applicable periods in Section 10.2 shall be

considered delinquent. Delinquent charges shall accrue interest from the date of delinquency until paid, at an interest rate of one percent (1%) per month, and shall be assessed a twenty-five dollar (\$25.00) late charge each month that the amount is delinquent.

- 10.5. Payments will be remitted to the following address:

City of Ridgefield
Finance Department
PO Box 608
Ridgefield, WA 98642

11. CHANGE IN WORK OR COST INCREASE.

- 11.1. If unforeseen conditions cause the estimate of the District Work to exceed the Cost Estimate (including sales tax, engineering, and contingencies) as shown on Exhibit B by more than ten percent (10%), the City will notify the District of such increase within five (5) working days of the date the City receives information concerning such cost increase.

- 11.2. If the City desires to add to or change the District Work, it shall give notice to the District, except as provided in Section 11.3 below. The District shall respond to the City request within five (5) working days of receipt of the request. The City cannot proceed with the addition or change to the District Work unless the District approves the addition or change in writing. If the District fails to respond to the City's request, the District shall be deemed to have denied the request. The District agrees to pay all costs associated with any District-approved addition or change to the District Work, as well as the costs of City Project or District Work delays and/or City- approved contractor claims associated with the District's failure to respond timely.

- 11.3. When the City determines that a change in the District Work is required to mitigate a City Project emergency or safety threat to the traveling public, the City will direct the change without the District's prior approval. The City will notify the District of such change in writing and the basis for the emergency or safety threat as soon as possible thereafter.
- 11.4. The District may request in writing additions to the District Work. The City shall respond to the District request within five (5) working days of receipt of the request. The City will implement the requested changes as "elective changes," as long as the change does not negatively impact the City's Project and complies with the bid documents, City Project permits, applicable laws, rules and regulations, and/or City policies, and does not unreasonably delay critically scheduled City Project activities.
- 11.5. The District agrees to pay for the increases in City Project cost, if any, for elective changes approved under Section 11.4 in accordance with Section 10 (Billing Method and Process).
- 11.6. The City will make available to the District all change order documentation related to the District Work.
- 11.7. Any contractor request submitted to the City for permission to use different materials or structures for the District Work will be provided to the District for immediate review. The District will have five (5) working days to advise the City as to whether it accepts the different material or structure. If no response is made within the five (5) working days by the District, the City contract manager designated under Section 12 will be allowed to make a determination on the District's behalf.

12. ADMINISTRATION/COMMUNICATIONS. Contract managers designated by the District

General Manager and the City Manager shall administer this Agreement, monitor service level and budget provisions of this Agreement, communicate via telephone or e-mail to relay information, answer questions, or raise concerns.

13. DISPUTE RESOLUTION. In the event of a dispute between the District and the City which cannot be resolved by the contract managers, the District General Manager and the City Manager or their designated representatives shall review such dispute and may attempt to resolve the dispute.

13.1. Any controversy or claim arising out of or relating to this Agreement or the alleged breach of this Agreement that cannot be resolved by the District General Manager and the City Manager may be submitted to mediation. If the dispute is not resolved through mediation, it shall be submitted to binding arbitration in accordance with the rules and procedures set forth in Chapter 7.04A RCW.

13.2. In the event that either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties agree that any such action or proceedings shall be brought in the Superior Court of Clark County, Washington. Each Party shall be responsible for its own attorney's fees and costs.

14. INDEPENDENT CONTRACTOR. Both Parties shall be deemed independent contractors for all purposes, and the employees of each Party and any of its contractors, subcontractors, consultants, and the employees thereof, shall not in any manner be deemed to be the employees of the other Party. The City shall retain all authority for provision of services, standards of performance, discipline and control of personnel, and other matters incident to

its performance of services pursuant to this Agreement. Nothing in this Agreement shall make any employee of the District an employee of the City or any employee of the City an employee of the District for any purpose, including but not limited to, withholding of taxes, payment of benefits, workers' compensation pursuant to Title 51 RCW, or any other rights or privileges accorded their respective employees by virtue of their employment.

15. HOLD HARMLESS/INDEMNIFICATION. To the extent authorized by law, the District and City shall indemnify and hold harmless one another and their employees, officers, contractors and agents, from and shall process and defend at their own expense any and all claims, demands, suits at law or equity, actions, penalties, losses, damages (both to persons and/or property), or cost, of whatsoever kind or nature, brought against the one Party arising out of, in connection with, or incident to the other Party's performance or failure to perform any aspect of this Agreement, provided, that if such claims are caused by or result from the concurrent negligence of (a) the District and (b) the City, their respective employees, officers, contractors or agents, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the District or the City, and provided further, that nothing herein shall require the District or City to hold harmless or defend the other or its employees, officers, contractors or agents from any claims arising from that Party's sole negligence or that of its employees, officers, contractors or agents. The terms of this section shall survive the termination of this Agreement.

15.1. In the event that any suit based on such a claim, demand, loss, damage, cost, or cause of action is brought against either party, each party retains the right to participate in said suit if any principle of public law is involved.

15.2. This indemnity and hold harmless provision shall include any claim made against

either Party by an employee, officer, contractor, subcontractor or agent of the other Party, even if the other Party is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 RCW, except to the extent that such liability arises from the sole negligence of the first Party. Both Parties specifically acknowledge that the provisions contained herein have been mutually negotiated by the Parties and it is the intent of the Parties that each party provide the other Party with the broadest scope of indemnity permitted by RCW 4.24.115.

16. ATTORNEYS FEES AND COSTS. The Parties shall bear their own costs of enforcing the rights and responsibilities under this Agreement.

17. NO THIRD PARTY BENEFICIARY. The District does not intend by this Agreement to assume any contractual obligations to anyone other than the City. The City does not intend by this Agreement to assume any contractual obligations to anyone other than the District. The District and City do not intend there be any third-party beneficiary to this Agreement.

18. NOTICE. Any notices to be given under this Agreement shall at minimum be delivered, postage prepaid and addressed to:

To the City:

CITY OF RIDGEFIELD
P.O. Box 608
Ridgefield, Washington 98642
Attention: City Manager

To the District:

CLARK REGIONAL WASTEWATER DISTRICT
PO Box 8979
Vancouver, WA 98668-8979
Attention: General Manager

The name and address to which notices shall be directed may be changed by either Party

giving the other notice of such change to the other as provided in this section.

19. WAIVER. No waiver by either Party of any term or condition of this Agreement shall be deemed or construed to constitute a waiver of any other term or condition or of any subsequent breach, whether of the same or different provision.

20. INTERLOCAL COOPERATION ACT COMPLIANCE. This is an Agreement entered into pursuant to Chapter 39.34 RCW. Its purpose is as set forth in Section 1. Its duration is as specified in Sections 5 (Term). Its method of termination is set forth in Section 6. Its manner of financing and of establishing and maintaining a budget therefore is described in Sections 9 (Cost of Work) and 10 (Billing Method and Process). No property shall be acquired pursuant to this Agreement which will need to be disposed of upon partial or complete termination of this Agreement.

21. ENTIRE AGREEMENT. This Agreement contains all of the agreements of the Parties with respect to the subject matter covered or mentioned therein, and no prior Agreements shall be effective to the contrary.

22. AMENDMENT. The provisions of this Agreement may be amended with the mutual consent of the Parties. No additions to, or alterations of, the terms of this Agreement shall be valid unless made in writing and formally approved and executed by the duly authorized agents of both Parties, except as provided in previous sections.

23. AUDIT AND RECORDS. During the progress of the District Work and for a period of not less than three (3) years from the date of final payment, both Parties shall maintain the records and accounts pertaining to the District Work and shall make them available during

normal business hours and as often as necessary, for inspection and audit by the other Party, State of Washington, and/or Federal Government, and copies of all records, accounts, documents or other data pertaining to the District Work will be furnished upon request. The requesting Party shall pay the cost of copies produced. If any litigation, claim or audits are commenced, the records and accounts along with supporting documentation shall be retained until any litigation, claim or audit finding has been resolved even though such litigation, claim or audit continues past the three-year retention period.

24. DOCUMENT EXECUTION AND FILING. The District and the City agree that there shall be two (2) duplicate originals of this Agreement procured and distributed for signature by the necessary officials of the District and the City. Upon execution, one executed original of this Agreement shall be retained by the Ridgefield City Clerk and one shall be retained by the District. The Ridgefield City Clerk shall cause a copy of this Agreement to be posted on the City website pursuant to RCW 39.34.040. Upon execution of the originals and posting of a copy on the City website, each such duplicate original shall constitute an agreement binding upon the Parties. One each of the duplicate originals shall be distributed to the designated agents of the Parties, named as follows:

Bryan Kast, P.E.
City of Ridgefield, Public Works Director
P.O. Box 608
Vancouver, Washington 98642

J.D. Robin Krause, P.E.
Clark Regional Wastewater District, District Engineer
PO Box 8979
Vancouver, WA 98668-8979

25. RATIFICATION. Acts taken in conformity with this Agreement prior to its execution are hereby ratified and affirmed.

26. SEVERABILITY. If any section or part of this Agreement is held by a court to be invalid, such action shall not affect the validity of any other part of this Agreement.

IN WITNESS WHEREOF, the District and City have caused this Agreement to be executed in their respective names by their duly authorized officers and have caused this Agreement to be dated as of the _____ day of _____, 2017.

CLARK REGIONAL WASTEWATER DISTRICT

By: _____
John Peterson, General Manager

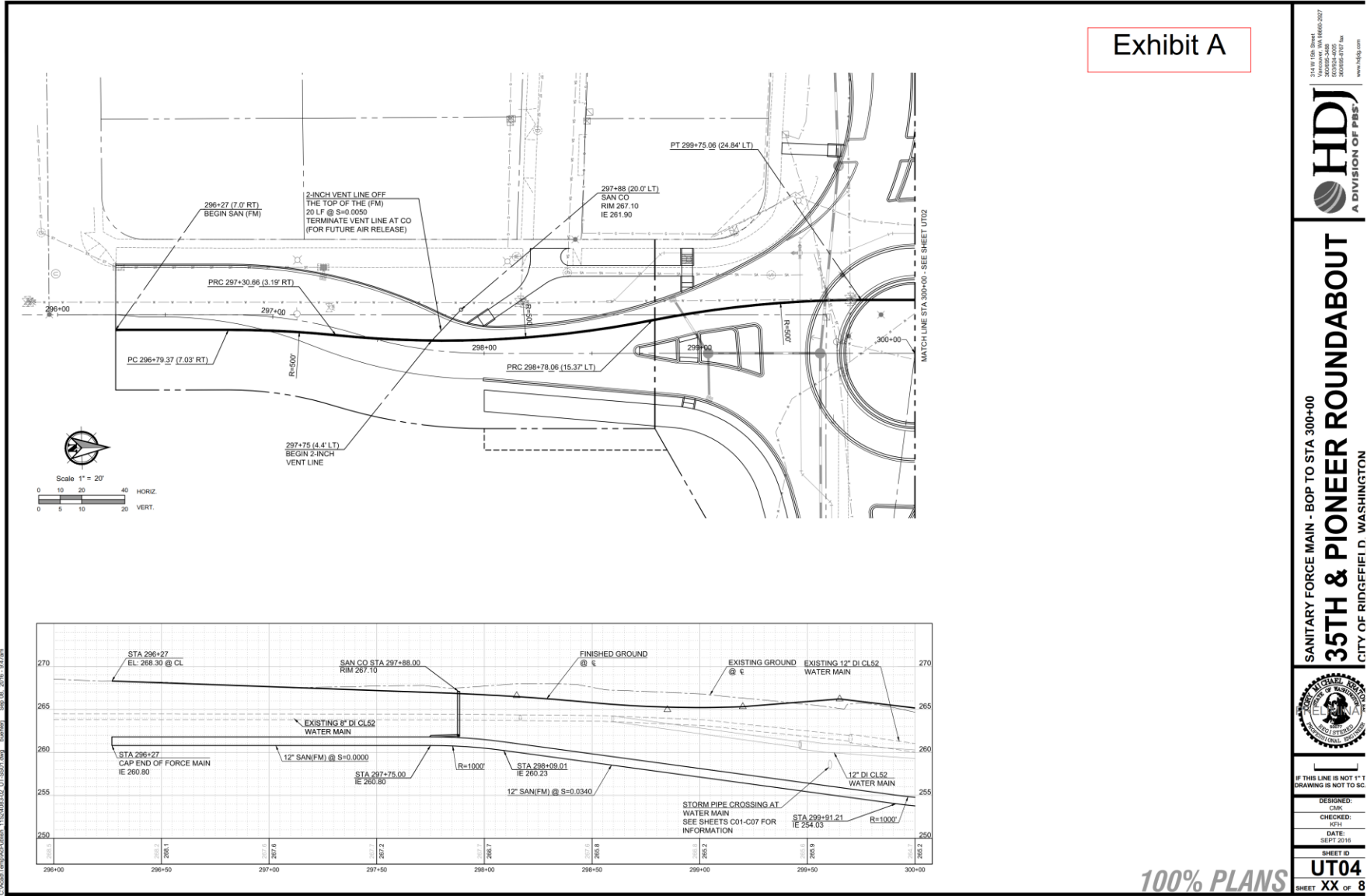
CITY OF RIDGEFIELD, a municipal corporation

By: _____
Steve Stuart, City Manager

ATTACHMENTS:
EXHIBIT "A"
EXHIBIT "B"

EXHIBIT A
35th & Pioneer Roundabout
Drawings UT04 through UT05

Exhibit A



Attachment: 031417 DRAFT RF 35th Ave Roundabout Interlocal Agreement EXHIBIT A (1235 : Interlocal

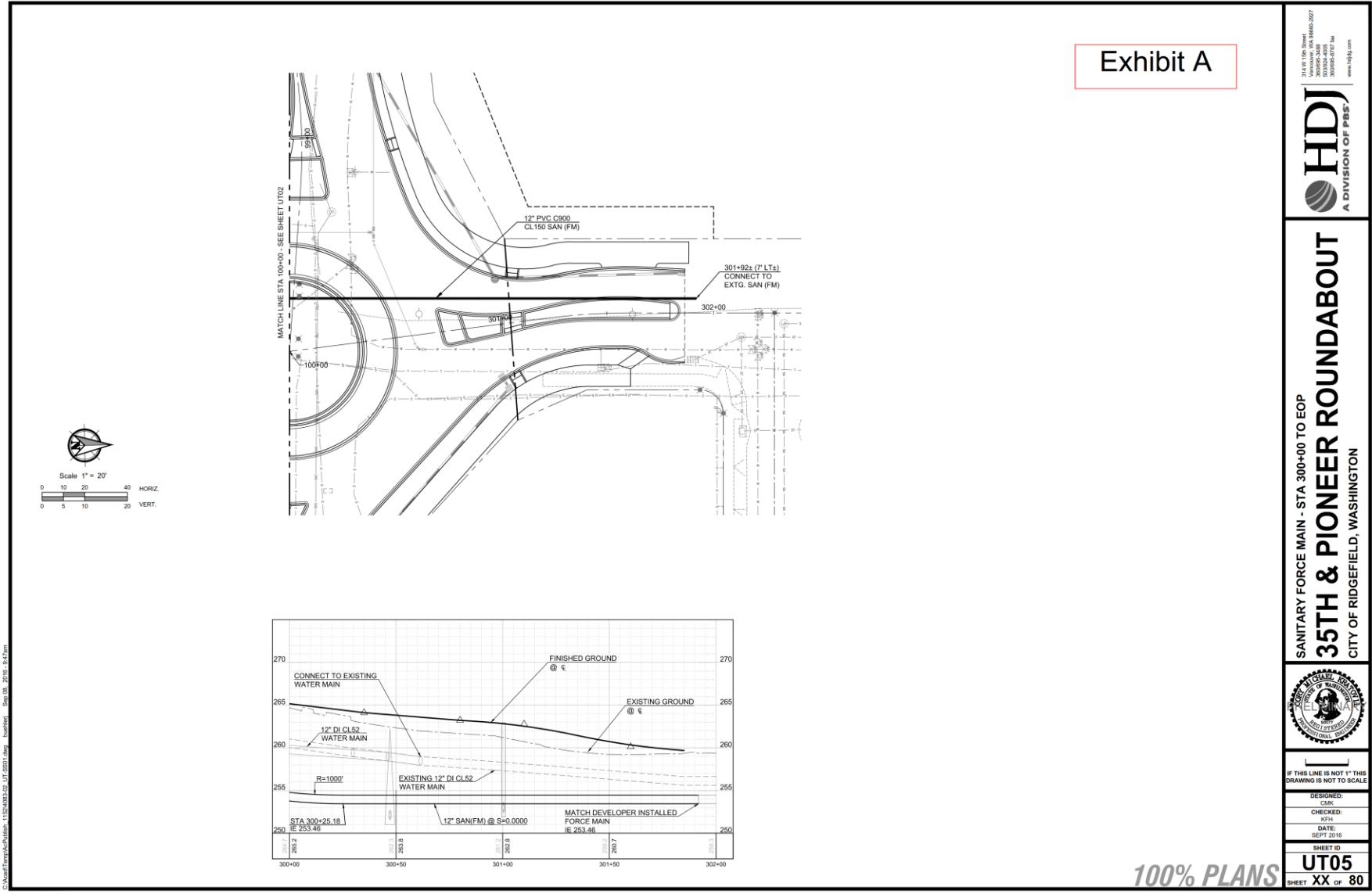


EXHIBIT B

35th & Pioneer Roundabout

Construction Cost Estimate – 100% Design

SCHEDULE C - SANITARY SEWER							
	Rule 171	Rule 170				Rule 171	Rule 170
	Quantity	Quantity				Quantity	Quantity
Item No.	(Tax in Pay Items)	(Tax in Bottom Line)	Unit	Description	Unit Price	(Tax in Pay Items)	(Tax in Bottom Line)
1C	0	1	LS	Mobilization	\$ 4,000	\$ -	\$ 4,000
2C	0	563	LF	PVC C-900 Sanitary Sewer Pipe 12 In. Diam.	\$ 70	\$ -	\$ 39,410
3C	0	563	LF	Testing Sewer Pipe	\$ 5	\$ -	\$ 2,815
4C	0	1	EA	Sewer Cleanout	\$ 500	\$ -	\$ 500
					Subtotal	\$ -	\$ 46,725
					Tax (8.4%)	\$ -	\$ 3,925
					Schedule C Total		\$ 50,650

Attachment: 031417 DRAFT RF 35th Ave Roundabout Interlocal Agreement EXHIBIT B (1235 : Interlocal Agreement with Clark Regional

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: March 30, 2017

ITEM: BUSINESS

AGENDA ITEM TITLE: Motion - Approval of Interlocal Agreement with Ridgefield School District

GOVERNING LEGISLATION: Revised Code of Washington (RCW) Chapter 39.34.080, Interlocal Cooperation Act

PREVIOUS COUNCIL ACTION TAKEN: None

SUMMARY/BACKGROUND: The City has been working with the Ridgefield School District on the development of the Ridgefield Outdoor Recreation Complex, or RORC, in conjunction with the School District's 5-6 and 7-8 Schools Complex since 2015. The RORC and Schools will be located on 57.5 acres, 7.5 of which is owned by the City.

This interlocal agreement will formalize the relationship between the District and the City for the RORC project, as well as define future agreements needed for the project and dates for review and approval of the project by both parties.

BUDGET/FINANCIAL IMPACTS: The RORC project cost is estimated at \$15-20 Million, however this agreement does not commit the City to funding the project. There will be additional future action by the Council for funding of the project.

RECOMMENDED ACTION OR MOTION: Staff recommends approval of the interlocal agreement via the following motion:

"I move to authorize the City Manager to execute an interlocal agreement between the
Approved to be placed on City Council Agenda:

City of Ridgefield and Ridgefield School District for the Ridgefield Outdoor Recreation Complex, as presented.”

STAFF CONTACT: Bryan Kast, Public Works Director

ATTACHMENTS: RORC.agreement CITY (PDF)
RORC Exhibit_A (PDF)

**INTERLOCAL AGREEMENT BETWEEN
RIDGEFIELD SCHOOL DISTRICT NO. 122 AND
THE CITY OF RIDGEFIELD REGARDING
THE RIDGEFIELD OUTDOOR RECREATION COMPLEX**

THIS INTERLOCAL AGREEMENT ("Agreement") is made by and between the City of Ridgefield ("City"), a Washington code city, and the Ridgefield School District No. 122 ("District"), a Washington quasi-municipal corporation, under Chapter 39.34 RCW relating to the development of a Ridgefield Outdoor Recreation Complex ("RORC") for recreational activities.

RECITALS:

WHEREAS, the Interlocal Cooperation Act, as amended and codified in Chapter 39.34 RCW, provides for interlocal cooperation between public agencies; and

WHEREAS, the City and District both wish to expand the amount of land and facilities available within the City for ballfields, sports activities for youth, and recreational activity;

WHEREAS, the District intends to construct a new grades 5-8 schools complex ("5-8 Schools Complex") upon real property that it owns generally in the area of South Hillhurst Road and Carty Road;

WHEREAS, the District has obtained state approval to use the GC/CM alternative public works contracting method for construction of the 5-8 Schools Complex and other capital facilities projects, due to the complex nature and tight timelines of said projects;

WHEREAS, the District's application for GC/CM approval describes participation of the parties in the RORC as provided herein;

WHEREAS, the parties have collaborated on the proposed placement of a joint outdoor recreation complex adjacent to the planned site of the 5-8 Schools Complex, with such complex expected to contain ballfields (two turf baseball fields, three turf soccer fields, and a turf football field), running track, parking, concession facilities, landscaping, field lighting, and other infrastructure to be known as the "Ridgefield Outdoor Recreation Complex";

WHEREAS, the proposed RORC is expected to be located partially on real property currently owned by the City and partially on real property currently owned by the District generally in the area of South Hillhurst Road and Carty Road; and the RORC facilities are to be jointly owned and used as set forth herein, by the City for public parks and recreation purposes and by the District for student sports and recreation purposes;

WHEREAS, the proposed RORC will be designed collaboratively between the City and the District;

WHEREAS, the City will pay the costs of design and construction of the RORC, estimated to be approximately \$15-20 million, with construction expected to commence in 2017;

WHEREAS, City staff and consultants have prepared a master plan for the RORC (the "Master Plan") to evaluate the most appropriate location, orientation, and design for

the facilities, attached hereto as Exhibit A, and the District and City staff have reviewed options for location, orientation, and design and concur that this Master Plan provides the most beneficial project layout;

WHEREAS, based on topography, access, and best use of available land for the planned facilities, the City and District have determined that it is in the public interest for the parties to exchange, pursuant to Chapter 39.33 RCW, approximately 7.5 acres of the City's real property within the Kennedy Development that abuts the District real property for approximately 7.5 acres of District real property located on South Hillhurst Road (the "Property Exchange"), such that the facilities may be placed in the most suitable location; and

WHEREAS, the City and the District wish to cooperate regarding the Property Exchange, the location and orientation of the RORC facilities jointly on City and District property, design and planning for the facilities, and the future development of the facilities.

NOW THEREFORE, the parties agree as follows:

1. **PURPOSE OF AGREEMENT:** The purpose of this Agreement is to permit the parties to make the most efficient use of their resources by enabling them to cooperate in jointly developing the RORC to provide recreational opportunities for citizens of the City and students of the District, as described in the foregoing Recitals, which are hereby incorporated into and made part of this Agreement.
2. **EFFECTIVE DATE:** This Agreement will become effective on the date last approved by the District's Board of Directors or the City Council of the City, respectively.
3. **DURATION OF AGREEMENT:** The Term of this Agreement will be thirty (30) years, unless terminated by the parties pursuant to Section 4. Representatives of the parties will meet at least once every five (5) calendar years, calculated from the date this Agreement is effective, to discuss any modifications to the Agreement proposed by the parties.
4. **TERMINATION OF AGREEMENT:** This Agreement may be terminated as follows.
 - a. In the event that any or all of the preconditions to the construction of the RORC set forth in Section 6(a)(i)-(viii) are not satisfied by July 7, 2017, this Agreement may be immediately terminated by either party. Upon such termination, each party will bear any costs already incurred by that party.
 - b. After completion of the preconditions described in Section 6(a)(i)-(viii), or July 7, 2017, whichever is earlier, if either party breaches any material provision of this Agreement, and if such breach is not cured within thirty (30) days after receiving written notice from the other party specifying such breach in reasonable detail, the non-breaching party will have the right to terminate this Agreement by giving written notice thereof to the party in breach. Such termination notice will be subject to the mediation provisions of Section 12 herein. Termination will become effective upon completion of mediation that does not result in agreement between the parties. In the event that construction of the RORC fields and parking associated with the 5-8 Schools Complex (namely Fields 2 and 6 and Parking Lot C as

described in Exhibit A, which is hereby incorporated herein) has not been completed at the time of such termination and the City is the party in breach, the City will remain responsible to complete these facilities and for all costs of construction of said facilities.

5. ADMINISTRATION OF AGREEMENT:

- a. This Agreement will be administered by the Superintendent of the District and the City Manager of the City, or their respective designees. No separate legal or administrative entity will be created pursuant to this Agreement.
- b. In light of the complexity of this project and its expected coordination with the 5-8 Schools Complex, each party will assign a Project Team Lead to coordinate design and construction of the RORC. The Project Team Leads will meet regularly as the parties determine appropriate to coordinate the design and construction of the RORC with the construction of the 5-8 Schools Complex; provided, however, that during design they will meet at least every other week until final schematic designs are completed, and that during construction they will meet at least weekly (unless the parties agree otherwise). The Project Team Leads will coordinate consultation with, input from, and approval of plans and designs by the representatives of their respective parties (and their consultants) as needed to complete the RORC.

6. PROJECT PHASES: The RORC is expected to be designed and constructed in phases, with certain conditions required in order to proceed to the construction phase.

- a. **Pre-Construction Phase:** The following conditions must be met before the City is obligated to commence construction:
 - i. 5-8 Schools Complex Funding Secured by District. By March 1, 2017, the District will, in its sole discretion, determine whether it has or can obtain funding sources sufficient to complete the 5-8 Schools Complex construction and communicate the same to the City.
 - ii. Final Master Plan Approved by City and District. The City and District will approve the Final Master Plan, developed in accordance with Section 9, by March 30, 2017.
 - iii. Final Grading Plan. The final grading plan will be approved by the Superintendent or designee and the City Manager by April 15, 2017.
 - iv. Construction Cost Estimates by City. The City will cause a Construction Cost Estimate to be prepared and submitted to the District by April 21, 2017.
 - v. RORC Funding Secured by City. By May 19, 2017, the City will, in its sole discretion, determine whether it has or can obtain funding sources sufficient to complete the RORC and communicate the same to the District.
 - vi. Property Exchanged Between City and District. The City and District will exchange property in accordance with Section 8, or have entered

into separate binding agreement(s) to complete the Property Exchange, by May 31, 2017.

- vii. Use and Maintenance Agreement Approved. The City and District will enter a shared-use agreement and a shared operations and maintenance agreement that will set forth the rights and responsibilities of the parties for use and maintenance of the RORC by May 31, 2017.
 - viii. Final Design Plans and Specifications Approved. The City and District will approve the Final Design Plans and Specifications (prepared by the architect retained by the City) by July 7, 2017.
 - b. **Construction Phase:** Provided that the above conditions have been met, construction of the RORC will begin no later than August 14, 2017. Prior to the start of construction, however, the parties will enter a long-term lease, or a temporarily license until such lease is finalized, giving the City control of and responsibility for that portion of the District's real property on which the RORC will be constructed. Nothing in this Agreement will prohibit the District from beginning work on Field 6 and Parking Lot C as early as May 15, 2017.
 - c. **Completion of the RORC:** The City will complete construction of the RORC by August 7, 2018.
7. **MANNER OF FINANCING:** In addition to the exchange of real property described in Section 8, the parties will finance the RORC as follows:
- a. City's Responsibilities.
 - i. The City will provide real property for purposes of constructing the RORC, as described in Section 8.
 - ii. The City will pay all costs of design and construction of the RORC, unless specifically provided otherwise in this Agreement. Without limiting the foregoing, the City is responsible for funding and constructing stormwater management systems on the RORC site, sewer and water connections to the RORC site, and frontage improvements along the south side of South Hillhurst Road (although the City will contract with a private developer to provide certain frontage improvements).
 - iii. Subsequent to completion of the RORC, the City will further pay sixty percent (60%) of all reasonable maintenance costs for the RORC, as determined and as may be later amended by the parties via separate written agreement, for the duration of such agreement, which will not be less than thirty (30) calendar years.
 - iv. The City will reimburse the District for the costs of constructing Parking Lot C, as shown on Exhibit A, to serve the 5-8 Schools Complex, which will be located to the north of the school facilities and include approximately 205 parking stalls. The rate of reimbursement

will be agreed in writing prior to commencement of said work. Construction of the parking lot will be completed no later than August 7, 2018.

- v. The City will purchase and maintain, in a company or companies lawfully authorized to do business in Washington, property insurance written on a builder's risk "all-risk" or equivalent policy form in the amount of the total amount payable by the City to contractor(s) performing work on the RORC, including all Change Orders for the work and cost of materials supplied or installed by others composing the total value for the entire project on a replacement cost basis, excluding earthquake and flood coverage, without optional deductibles. Such property insurance will be maintained at least until final payment has been made to all contractors performing work on the RORC. The property covered by such insurance will include all land owned by either the City or the District (including property leased by the District to the City) on which the RORC will be constructed, as shown in Exhibit A. Such builder's risk insurance will name the District as an additional insured. Notwithstanding the foregoing, the District will provide builder's risk "all-risk" or equivalent insurance protection covering the work that it performs on Field 6 and Parking Lot C; the costs for such insurance will be pro-rated and included in any reimbursement by the City for such work by the District.
- vi. The City will require any contractor(s) performing work on the RORC to maintain, at minimum, the following insurance, written on an occurrence basis, during the period of any work on the RORC: broad-form Commercial General Liability (CGL) insurance with limits of \$1 million per occurrence and \$2 million annual aggregate; automobile liability insurance covering vehicles owned or used combined single limit of \$1 million per occurrence and \$2 million annual aggregate; and employer's liability insurance with at least \$1 million each occurrence. All such CGL and automobile liability policies maintained by the contractor(s) will name the District and its directors, officers, and employees as additional insureds.

b. District's Responsibilities.

- i. The District will provide real property for purposes of constructing the RORC, as described in Section 8.
- ii. The District will perform site grading work on the portion of the RORC consisting of Field 6 as designated in Exhibit A (i.e., the football field surrounded by a running track). The City will reimburse the District for that work at a rate agreed in writing prior to commencement of said work. The City will remain responsible for constructing the remainder of Field 6, including, but not limited to, the turf surface.
- iii. Subsequent to completion of the RORC, the District will pay forty percent (40%) of all reasonable maintenance costs for the RORC, as

determined and as may be later amended by the parties via separate written agreement, for the duration of such agreement, which will not be less than thirty (30) calendar years.

- c. Tax-Exempt Bonds. The parties acknowledge that the City intends to finance a portion of the costs of the RORC with tax-exempt bonds. The District agrees that it will enter into covenants regarding the use of the bond-financed RORC as required to maintain the tax-exempt status of said bonds.
 - d. GC/CM Funding Process. The parties acknowledge that the District has received state approval to use the GC/CM alternative public works contracting method pursuant to Chapter 39.10 RCW. The City agrees that it will provide any documentation regarding this Agreement or the RORC that is (i) reasonably requested by the District, or (ii) required by state statute, regulations, or an agency of competent jurisdiction such that the District may utilize the GC/CM contracting method for the 5-8 Schools Complex.
 - e. Construction Staging and Priority. The District's GC/CM, Emerick Construction Co., and its subcontractors will have priority of use Field 6 and Parking Lot C during construction of the 5-8 Schools Complex, unless agreed otherwise by the Team Leads as needed for efficient work on the 5-8 Schools Complex and the RORC. In addition, the District and the City will require in any contracts for construction of the 5-8 Schools Complex and the RORC, respectively, provisions requiring any and all contractors to coordinate operations in a manner that will allow efficient construction of both the 5-8 Schools Complex and the RORC simultaneously.
8. **DISPOSITION OF PROPERTY:** The District will utilize real property located within Clark County parcel no. 215808000 as the site for the RORC in accordance with the Master Plan approved pursuant to Paragraph 9, which property will remain the real property of the District. In addition, the parties will exchange real property as follows:
- a. The City has acquired approximately 7.5 acres of real property on Clark County parcel no. 986039417 ("Kennedy Acquisition") for the purposes of construction of the RORC. Such acres are immediately adjacent to and contiguous with the District's real property that will be used as the site for the RORC. The Kennedy Acquisition is generally depicted on Exhibit B.
 - b. The District and the City will cooperate to mutually agree on an exchange of the Kennedy Acquisition for an equivalent acreage of the District's real property, Clark County parcel no. 215808000 ("District Parcel"), in order to best support the orderly development and ongoing uses of school and recreation facilities in accordance with the approved Master Plan.
 - c. Exchange of the Kennedy Acquisition for the District Parcel will be contingent upon: (i) declaration of the Kennedy Acquisition and the District Parcel as surplus real property by the City Council and the District's Board of Directors, respectively; (ii) independent appraisals of both the Kennedy

Acquisition and the District Parcel; (iii) agreement by the parties, memorialized in writing, regarding the specific consideration for the Property Exchange providing “full value” in accordance with RCW 43.09.210; (iv) holding of a public hearing and issuance of a public notice pursuant to RCW 39.33.020, if required by law; and (v) compliance with any other applicable state laws or regulations governing such Property Exchange.

- d. The parties will memorialize the consideration for the Property Exchange and any additional issues required for lawful and orderly completion of this Section 8 of the Agreement in a separate writing, which will comply with all applicable laws and regulations and be made an addendum to this Agreement.
- e. All real property exchanged by the parties pursuant to this Section 8 will become and remain the property of the receiving party.
- f. The mutually agreed upon Property Exchange will occur prior to the start of construction of the RORC, and in any event no later than June 30, 2017. The City and District will cooperate in any subdivision or boundary line adjustments necessary to effect the transfers and to create legally recognized buildable parcels.
- g. Once the Property Exchange occurs as provided above, the District and the City will enter into a long-term lease agreement for the portion of the District’s real property that will serve as the site for the RORC, in which the District will be the lessor and the City the lessee. Said lease agreement will be for a term of twenty (20) years or the repayment period for any City bond used to finance construction of the RORC, whichever is longer, provided that in no event will the initial lease term exceed thirty (30) years. The District and the City will enter into such lease agreement as soon as reasonably possible following the Property Exchange, and in no event later than June 30, 2017, or the start of construction of the RORC, whichever is earlier. The lease agreement will comply with any and all applicable laws and regulations, including but not limited to the Intergovernmental Disposition of Property Act, Chapter 39.33 RCW (if applicable). The lease agreement will provide that at the end of the lease period, the District will own in fee simple all improvements to the real property, including but not limited to any sports fields thereon. The lease agreement will further provide that the City will not have the right to encumber the District-owned property with liens or to use the property as collateral for any purpose. The lease agreement will provide that the City will not pay monetary rent to the District, but rather the consideration for the lease agreement will be the terms of this Agreement and any subsequent written agreements between the parties, including, but not limited to, the District’s use of the property.

9. DESIGN OF THE RORC:

- a. The City will finalize the Master Plan, which will include the most-preferable location and configuration of property and facilities for the RORC as shown

generally in Exhibit A. The Master Plan will be completed no later than March 23, 2017.

- b. The District will cooperate and participate with the City in the development of the Master Plan and other design documents, to include meetings, review, and substantive comment upon the plans and design at each key design phase to be coordinated by the Project Team Leads.
- c. No later than April 21, 2017, the City will prepare and transmit to both parties a best estimate of the cost of the RORC work, including all design and construction.
- d. The City and the District will work together in good faith to develop a mutually beneficial RORC design. Such design will account for the District's intended use of its real property for construction of the 5-8 Schools Complex and the City's use for public recreation. The final design of the RORC will be subject to approval by the City and District, provided that such approval will not be unreasonably withheld.
- e. Final Design Plans and Specifications of the RORC will be provided to the District no later than June 30, 2017. The District will approve of the Final Design Plans no later than July 7, 2017. Notwithstanding the foregoing, the parties acknowledge that the District's contractor(s) may begin work on Field 6 and Parking Lot C as early as May 15, 2017; therefore, the parties will endeavor to make minimal, if any, design changes affecting Field 6 and Parking Lot C subsequent to June 1, 2017, or whenever the District commences work on those aspects of the project, whichever is later.
- f. The Final Design Plans and Specifications of the RORC will incorporate stormwater management systems, field lighting that takes into account nearby planned housing, and field security (i.e., fencing).

10. SHARED USE AND PRIORITY OF USE: Following completion of the RORC construction, the District and the City will share use of the RORC facilities in accordance with a shared-use agreement. Such agreement will set forth the rights and responsibilities of the parties for the use of the RORC, consistent with tax covenants regarding the use of the bond-financed RORC, to include, at a minimum, the following:

- a. The District will have priority use of Fields 2 and 6 (as depicted on Exhibit A) during its regularly established school day.
- b. Ridgefield baseball teams, including little league teams and the Ridgefield School baseball teams, will have priority use of Field 1 (as depicted on Exhibit A) in accordance with the priority use procedures established by the shared-use agreement.
- c. The District acknowledges that the City is constructing the RORC to provide the citizens of Ridgefield access to public recreation facilities. The City also intends to use the RORC to hold major community sporting events ("Events") on weekends. The City will inform the District of any such proposed Events as soon as reasonably possible. If a potential scheduling

conflict arises between an Event and District use of the RORC for District-sponsored activities, the parties will work in good faith to resolve the conflict with the goal of accommodating both parties' uses of the RORC.

- d. The District will provide an employee to schedule use of the fields. All requests to reserve the fields, including those from community members and the City, will be directed to such person. The parties will work in good faith to develop an annual calendar by July 1 of each calendar year and to resolve any schedule conflicts that arise regarding use of the RORC. Reservations for field use will be made in accordance with this Agreement and any subsequent agreements between the parties pursuant to Section 11.
- e. The City and District agree that at least once each five (5) years they will collaboratively review the shared use priorities and cost allocations of the RORC and agree to revise such allocations, if necessary, to reflect a fair and equitable allocation of costs. The parties acknowledge that the percentage of maintenance costs allocated in Section 7 is estimated to be commensurate with the parties' respective reasonable use of the RORC and may be revised during the term of the shared-use agreement upon mutual agreement.
- f. The term of such shared-use agreement will be for a minimum of thirty (30) years and will provide a mechanism for the parties to extend the agreement upon mutual agreement.
- g. The shared-use agreement will address maintenance of liability insurance sufficient to protect both parties' interests in the RORC facilities.

11. FURTHER AGREEMENT: The City and the District acknowledge and intend that additional agreements and understandings will be needed as the development of the RORC progresses. Any such agreements will be made in writing, conform to applicable laws and regulations, and become addenda to this Agreement. Such agreements will include, without limitation, the following:

- a. An agreement regarding the rights and responsibilities for ongoing operation and maintenance costs for the facilities, including the standard of care for the upkeep of the facilities, prior to start of construction of the facilities;
- b. An agreement regarding the schedule and financial responsibility for eventual replacement of the turf fields (separate and apart from ongoing maintenance of the RORC), prior to start of construction of the facilities;
- c. An agreement regarding the shared use and priority of use of the constructed RORC facilities and parking prior to the completion of the construction of the facilities, where such agreement will be in addition to the terms of Section 10; and
- d. An agreement on any terms affecting construction of the RORC, such as coordination of construction staging logistics and safety of District patrons during construction.

- e. An agreement regarding long-term lease of the District's property that will be used for the RORC site to the City, as described above.
- 12. DISPUTE RESOLUTION:** Any claim, dispute, or other matter in question arising out of or related to this Agreement will be subject to mediation as a condition precedent to binding dispute resolution, unless provided otherwise herein.
- a. The parties will cooperate in good faith and attempt to resolve any dispute that arises prior to mediation.
 - b. The parties will endeavor to resolve claims, disputes, and other matters in question between them by mediation which, unless the parties mutually agree otherwise, will be administered by the American Arbitration Association in accordance with its rules in effect on the date of this Agreement. This Section 12 will not apply prior to termination by either party pursuant to Section 4(a); such termination will be effective immediately.
 - c. A request for mediation will be made in writing, delivered to the other party, and filed with the person or entity administering the mediation. The request may be made concurrently with the filing of a complaint or other appropriate demand for binding dispute resolution but, in such event, mediation will proceed in advance of binding dispute resolution proceedings, which will be stayed pending mediation for a period of thirty (30) days from the date of filing, unless stayed for a longer period by agreement of the parties or court order.
 - d. The parties will share the mediator's fee and any filing fees equally. The mediation will be held within the City of Ridgefield, unless another location is mutually agreed upon. Agreements reached in mediation will be enforceable as settlement agreements in any court having jurisdiction thereof.
 - e. If the parties do not resolve a dispute through mediation pursuant to this section, the parties may pursue any lawful method of binding dispute resolution, including but not limited to litigation in the Superior Court for the State of Washington in and for Clark County.
- 13. PERMITS:** The City will be responsible for obtaining, at its sole expense, all federal, state, and local government approvals or permits necessary to develop and construct the RORC. The District will be responsible for obtaining, at its sole expense, all federal, state, and local government approvals or permits necessary to develop and construct the 5-8 Schools Complex. The parties will cooperate in applying for and obtaining any federal, state, or local government approvals or permits necessary for completion of the RORC affecting both the real property where the 5-8 Schools Complex will be located and the RORC, including, but not limited to, any federal wetland permits.
- 14. PERFORMANCE OF CERTAIN WORK:** The parties anticipate that the City will fund and construct the RORC and the District will fund and construct the 5-8 Schools Complex as provided herein. However, if the Project Team Leads recommend that it would be less costly and/or otherwise more efficient for one of

the parties (or its contractors or subcontractors) to perform certain work on both the 5-8 Schools Complex and RORC sites, the parties may agree in writing for the District or City to perform the work, the receiving party to reimburse the party performing the work for said work, and the amount of said reimbursement. The parties will comply with applicable public works and prevailing wage laws in effectuating any such work on behalf of the other party.

15. MISCELLANEOUS PROVISIONS:

- a. Integrated Agreement. This Agreement is the full and complete understanding of the parties. There are no other agreements, either verbal or written, that would alter the terms of this document. Any prior written agreements or understandings are superseded by this Agreement. The Agreement may be modified or amended only by mutual written agreement approved by the governing bodies of the parties.
- b. Assignment. Neither party will have the right to transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the prior written consent of the other party.
- c. Successors in Interest. Subject to the foregoing subsection, the rights and obligations of the parties will inure to the benefit of and be binding upon their respective successors in interest, heirs, and assigns.
- d. Governing Law/Venue. This Agreement will be governed by and interpreted in accordance with the laws of the State of Washington. Any action or suit brought in connection with this Agreement will be filed in Clark County Superior Court.
- e. Severability. If any section of this Agreement is adjudicated to be invalid, such action will not affect the validity of any section not so adjudicated.
- f. Waiver. The failure of any party to this Agreement to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option or right conferred by this Agreement, in any one or more instances will not be construed to be a waiver or relinquishment of any such option or right or of any other covenants or agreements which will remain in full force and effect.
- g. Notice. All communications regarding this Agreement will be sent to the parties at the addresses listed on the signature page of the Agreement or such other address as may be hereafter specified in writing. Any written notice hereunder will become effective upon personal service or three (3) business days after the date of mailing by registered or certified mail, and will be deemed sufficiently given if sent to the addressee at the address stated in this Agreement or such other address as may be hereafter specified in writing.
- h. Headings. The headings in this Agreement are included only for convenience and will not control or affect the meaning or construction of this Agreement.

- i. Execution and Posting. This Agreement may be executed in one or more counterparts, each of which will be deemed an original but all of which together will constitute one and the same document. The parties additionally acknowledge and agree that this Agreement may be executed and delivered by facsimile or email. Pursuant to RCW 39.34.040, the Ridgefield City Clerk will cause a copy of this Agreement to be posted on the City of Ridgefield's website.

IN WITNESS WHEREOF, the parties have subscribed their names on the dates below.

CITY OF RIDGEFIELD

RIDGEFIELD SCHOOL DISTRICT

Name:

Title:

Address:

Date: _____

Name:

Title:

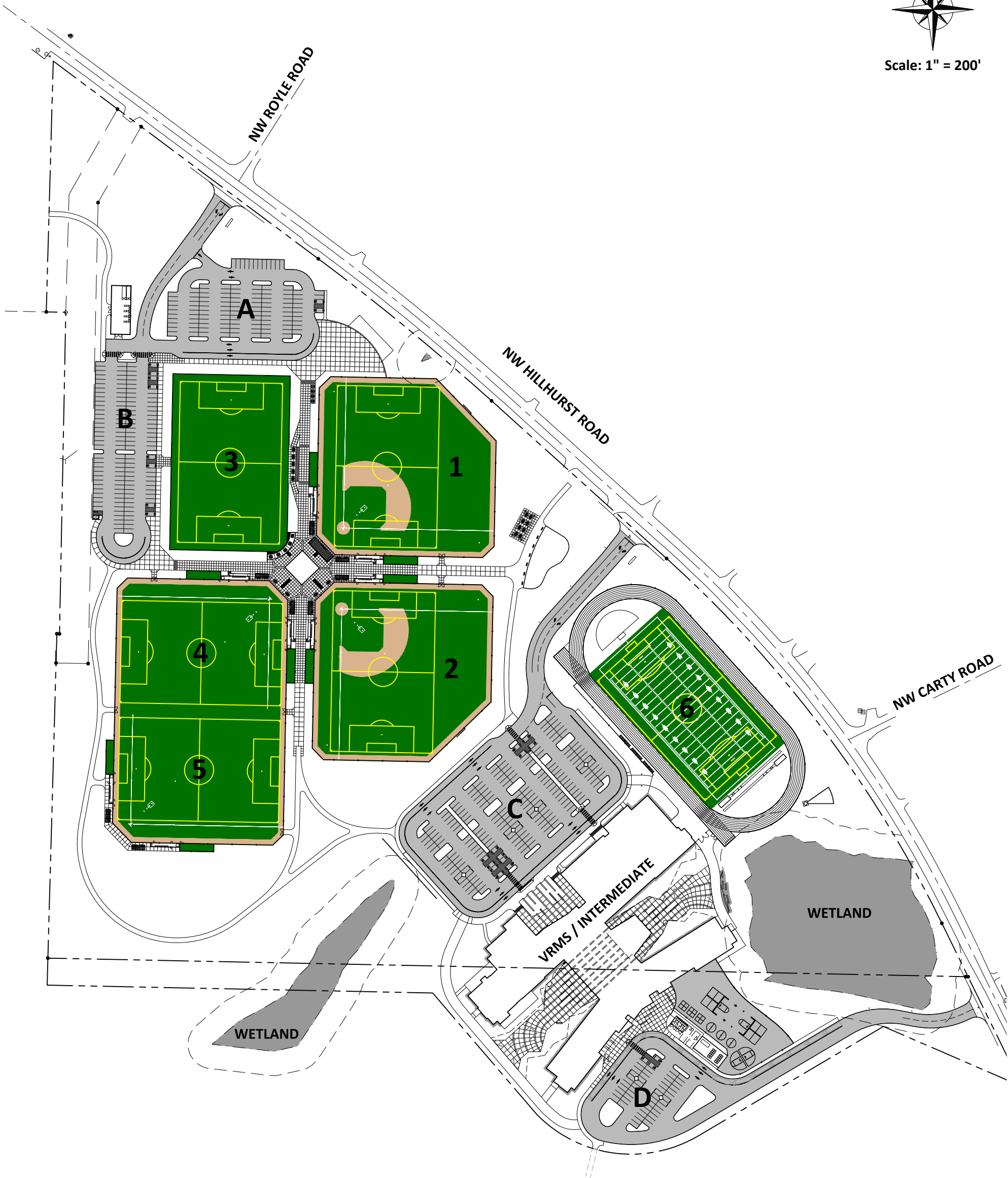
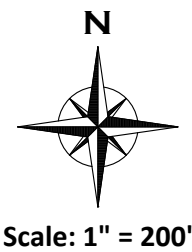
Address:

Date: _____

Approved as to form:

Janean Parker, City Attorney
City of Ridgefield

Attachment: RORC:agreement CITY (1239 : Interlocal Agreement with Ridgefield School District)



Attachment: RORC Exhibit_A (1239 : Interlocal Agreement with Ridgefield School District)

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: March 30, 2017

ITEM: FROM THE COUNCIL

AGENDA ITEM TITLE: Confirmation of Mayor's Re-Appointment of Planning Commission Members

GOVERNING LEGISLATION: Chapter 2.12 (Planning Commission) of Ridgefield Municipal Code.

PREVIOUS COUNCIL ACTION TAKEN: Various Planning Commission appointments.

BACKGROUND: RMC 2.12.020 (Membership) specifies that the Planning Commission is to be comprised of seven members appointed by the Mayor and confirmed by the City Council. RMC 2.12.030 (Qualifications) specifies that all members of the Planning Commission must reside within the corporate limits of the city. They must be qualified to be electors in the City. Members serve without compensation for four years.

Mayor Onslow re-appointment as follows:

Position No. 5: Jason Carnell - appointment to expire December 31, 2020.

Position No. 7: Whitney Jones – appointment to expire December 31, 2020.

BUDGET/FINANCIAL IMPACTS: None.

RECOMMENDED ACTION OR MOTION: Approve a motion confirming the Mayor's re-appointment of Ridgefield Planning Commission members: A recommended motion is:

"I move to confirm Mayor's re-appointment to the Ridgefield Planning Commission as presented".

STAFF CONTACT: Julie Basarab, City Clerk

ATTACHMENTS:

Approved to be placed on City Council Agenda:

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: March 30, 2017

ITEM: COUNCIL/PRESIDING OFFICER/STAFF REPORTS

AGENDA ITEM TITLE: Confirmation of Mayor's Re-Appointment of Parks Board Member

GOVERNING LEGISLATION: Chapter 2.56 (Parks Board) of the Ridgefield Municipal Code.

PREVIOUS COUNCIL ACTION TAKEN: Various Parks Board appointments.

BACKGROUND: RMC 2.56.020 (Membership) specifies that the Parks Board is to be comprised of seven members appointed by the Mayor and confirmed by a majority vote of the City Council. RMC 2.56.020 also specifies that members of the Parks Board include residents, property owners and business owners within the urban growth area of the city and citizens residing within the boundaries of the Ridgefield school district. At all times, at least four members of the board shall be residents of the City of Ridgefield. Members serve without compensation for three years.

Mayor Onslow re-appointment as follows:

Position No. 6: Darrin Class – appointment to expire December 31, 2019.

BUDGET/FINANCIAL IMPACTS: None.

RECOMMENDED ACTION OR MOTION: Approve a motion confirming the Mayor's re-appointment of Ridgefield Parks Board member: A recommended motion is:

"I move to confirm Mayor's re-appointment to the Ridgefield Parks Board as presented".

STAFF CONTACT: Julie Basarab, City Clerk

ATTACHMENTS:

Approved to be placed on City Council Agenda: