



**CITY OF RIDGEFIELD, WASHINGTON**  
**Planning Commission MEETING MINUTES**  
**September 5, 2018**  
**Regular Meeting - 6:30 PM**

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**GENERAL SESSION CALL TO ORDER - 6:30 PM**

**FLAG SALUTE**

**ROLL CALL**

| Attendee Name   | Title        | Status  | Arrived |
|-----------------|--------------|---------|---------|
| Jerry Bush      | Commissioner | Present |         |
| Jason Carnell   | Chair        | Present |         |
| Stan Okinaka    | Commissioner | Present |         |
| Victoria Haugen | Commissioner | Present |         |
| Paul Young      | Commissioner | Excused |         |
| Jen Lindsay     | Commissioner | Present |         |
| Patrick Flynn   | Commissioner | Present |         |

COMMISSIONER OKINAKA MOTIONED TO EXCUSE COMMISSIONER YOUNG. COMMISSIONER HAUGEN SECONDED THE MOTION. APPROVAL WAS UNANIMOUS.

**LATE CHANGES TO THE AGENDA**

Jeff Niten, Community Development Director, requested to change the order of the business items being presented tonight. He requested the Gee Creek Plateau Code be moved from the third business item to the first business item.

**PUBLIC COMMENT**

None

**CONSENT AGENDA**

**1. Approval of Minutes from Wednesday, 8/1/18 Meeting**

COMMISSIONER FLYNN MOTIONED TO APPROVE THE MINUTES A PRESENTED. COMMISSIONER OKINAKA SECONDED THE MOTION. APPROVAL WAS UNANIMOUS.

**BUSINESS**

**1. Gee Creek Plateau Code - Public Hearing - [6:33 PM](#)**

**SUMMARY/BACKGROUND:**

The Gee Creek Plateau sub-area plan was developed over the summer and fall of 2017 with extensive input from property owners in the area. The sub-area plan was ultimately adopted by

City Council on December 7, 2017 following public hearings with the Planning Commission and Council. The implementation of the sub-area plan is part of the Planning Commission work program in 2018, and staff has developed the attached regulations for consideration that implement the sub-area plan principles and vision for the Gee Creek Plateau.

A major component of the sub-area plan, included in the attached development regulations, is the preservation of a rural feeling for the sub-area while developing the area at a density required under the Growth Management Act (GMA). The GMA allows for, and promotes, innovative zoning techniques which is what is attempted here. The idea that cluster zoning provisions can be applied in an urban area is unique.

Approximately half of the Plateau area is proposed for cluster type development in the future, and the attached regulations describe how the cluster areas will develop. The concept requires preservation of open space, and open areas along the current public roadways designed to maintain the feel of a rural area within an urban space. Additional elements include a special roadway cross section that allows for sidewalks on only one side of the road, and design details such as split rail fencing. Preservation of open space play a large role in the development of the cluster concept while allowing for 4 homes per acre with lot size ranging from 6,000 to 15,000 square feet.

Jeff Niten, Community Development Director, presented the Gee Creek Plateau Code business item.

Chair Carnell opened the Public Hearing at 6:37pm.

Bob Sawyer, resident

- The City needs better distribution for meeting dates and times. Suggested the City email meeting information to people.
- Animals should be limited to standard animals, pigs should not be allowed.

Cheryl Mitchell, resident

- Commented on safety items, questioned whether the City is putting a fence around the water collection pond.
- On the south side of 15th, there's excavating which has dropped the height of the ground below the height of the road, no guard rail, dangerous to leave it this way, even temporarily.
- Split rail fences (in the Gee Creek Plateau), who's paying for this?

Roy Garrison, resident

- Appreciate the City and Planning Commission for renaming the 'donut hole' to Gee Creek Plateau and taking on this unique project.

Kevin Stadelman, resident

- We'll lose acres from our property that will just sit there, landlocked with homes. Jeff (Niten) said he would take a look at this issue.

- Regarding the 15th street drop off, trucks are parking on the side of the road with trailers, road is too narrow. Ridiculous that we allow large trucks through here. With young kids going to school, somebody is going to get hurt.
- Think whole area should be 'criss-cross' zoning, shouldn't be different zones. It will look weird if you come around the corner and all you see is houses, compared to the other locations.
- Too much dirt flying round with no water.

Richard Amerman, resident

- I appreciate the goals of the plan. Is there anything built in to create an incentive for developers to work together?

Nancy Finn, resident

- How are we supposed to know about this meeting?
- I was told that with our existing house, we were only allowed to keep 15,000 square feet. How will the City work with owners to keep the integrity of houses that will be kept on the properties? Can they keep existing buildings on their properties if they choose to develop?
- Mentioned the drop off issue and dust issue.

Dave Kelley, resident

- Good process by the City staff and BergerABAM.
- If we don't apply to be annexed, we won't be annexed?

Chair Carnell asked the citizens for a show of hands from those concerned with the drop off on 15th.

John Finn, resident

- Reiterated the drop off issue. There are no street lights at night. Suggested the City put up some signs or cones in the future.

Pam Stadelman, resident

- We were under the impression that annexation would be based on individual requests, not forced. Is this the case?

Chair Carnell closed the Public Hearing at 6:54pm.

Jeff Niten, Community Development Director, addressed comments and questions from the public hearing.

Discussion with Commissioners and Staff:

Commissioner Lindsay - concerns with the RLD-4 areas in the upper northwest quadrant and making sure the rules for the open spaces required for the clustered areas would also be applied to the RLD-4 areas. Critical Areas, Open Spaces, Recreational Areas, and Scenic Vistas aren't well defined in this code for the RLD-4 areas and may get lost and not followed by the developer. Commissioner Lindsay suggested the requirements for these open spaces be better defined in this code.

COMMISSIONER FLYNN MOTIONED TO MOVE TO COUNCIL WITH THE SUGGESTED CHANGES THAT COMMISSIONER LINDSAY PROVIDED. COMMISSIONER LINDSAY SECONDED THE MOTION. VOTE WAS UNANIMOUS APPROVAL.

## **2. Boat and RV Storage Facilities - Public Hearing - [7:24 PM](#)**

### **SUMMARY/BACKGROUND:**

During discussion about the self-storage regulations undertaken by both Planning Commission and the City Council in 2017 the Council directed staff to further refine the regulations to consider self-storage and boat/RV storage facilities separately. Development of regulations specific for boat and RV storage facilities is part of the 2018 Community Development and Planning Commission work program for 2018.

Staff researched boat and RV storage facility regulations across the state and region and development the attached draft for consideration. The draft regulations require any structures adjacent to a public right of way to be fully enclosed and meet design requirements for the zone. If a project is within 200 feet of the Interstate 5 right of way the project must meet Commercial design requirements regardless of zone. Finally, while structures adjacent to public rights of way must be fully enclosed, interior structures are not required to be, though the roof structures must still maintain the appearance and conform to the design guidelines applicable to the project.

Jeff Niten, Community Development Director, presented the Boat and RV Storage Facilities business item.

Chair Carnell opened the Public Hearing at 7:31pm.

Roy Garrison, resident

-Regarding density and growth management, we need storage space so we don't have clutter on the street creating a safety situation. Kids will dart out from between boats, etc, into the street. Demand is horrendous now for storage, people moving into Ridgefield need storage. Some council members are opposed to ideas that don't generate jobs per acre. If it's a case where the City needs revenue, then the City should put, for example, a \$5 a year tax on each storage unit.

Richard Amerman, resident

-Regarding the suggestion of changing the parking limit to just summer months, I don't think it's a good idea because in the summer, more people are out walking, biking, and engaging in the community and it would clash with having more obstruction, more visibility (on boats and RVs). I am sensitive to the fact that this is happening in the employment zone, and I like the idea of a tax or something to offset things. I think this is a good plan overall.

Chair Carnell closed the Public Hearing at 7:38pm.

Commissioners and Staff discussed the topic.

COMMISSIONER BUSH MOTIONED TO MOVE TO COUNCIL AS PRESENTED. COMMISSIONER OKINAKA SECONDED THE MOTION. VOTE WAS UNANIMOUS APPROVAL.

CHAIR CARNELL MOTIONED FOR STAFF TO REPRESENT BOTH VIEWPOINTS TO THE COUNCIL WHEN THEY PRESENT THIS TO THEM SO THEY CAN HEAR PLANNING COMMISSION'S CONCERNS. COMMISSIONER BUSH SECONDED THE MOTION. VOTE WAS 5-1 APPROVED. COMMISSIONER FLYNN-NAY.

### 3. Freewayscape - Public Hearing - [8:04 PM](#)

#### **SUMMARY/BACKGROUND:**

Part of the work program for the Planning Commission and Community Development Department in 2018 is to develop a "freewayscape" design that ensures development adjacent to Interstate 5 will be high quality and highlight the unique nature of Ridgefield.

Staff presented research to the Planning Commission during a discussion at the regularly scheduled meeting on August 1, 2018. Following that discussion staff has taken input into account and has developed several recommended changes to the Ridgefield Development Code that are designed to implement a unique "freewayscape".

The proposed changes include a requirement for any development proposal to design structures adjacent to Interstate 5 using the commercial design standards regardless of underlying zone. Secondly, landscape buffers adjacent to Interstate 5 will be 15 feet wide and designed to an L5 standard which requires trees, shrubs, and ground cover. Added to this standard landscape buffer is a requirement that at least 50% of the required trees be Blue Spruce which will add an element of uniqueness to our freeway frontage. Lastly, sign height is not proposed to be changed in the Community Regional Business (CRB) zone, however a 50 square foot bonus would be permitted for signs associated with a development in the CRB zone. Under this proposal the sign must also incorporate design elements in the commercial design standards such as exposed beam components, and be constructed of similar material to associated buildings on the site.

Jeff Niten, Community Development Director, presented the Freewayscape business item.

Chair Carnell opened the Public Hearing at 8:11pm.

Roy Garrison, resident

-Questioning the description made earlier regarding the Blue Spruce tree, these do get big.

-I'm involved with the property north of Pioneer, along I-5. Finest piece of land on I-5 for development. We've had one offer and turned it down. We're trying to market our properties to bring jobs and revenue to Ridgefield. Some of the restrictions to make it 'goody-two-shoes' will hamper the development community from what they wish to do.

-A 50' sign, that's like the casino, the casino is developing, they've got plans up there. I'm competing with the nearby casino, when I'm trying to market my property. They're going to put in commercial developments up there. They're looking at outlet stores, and hotels. Ridgefield needs a hotel.

-You start putting limitations for those who would like freeway visibility, I think this program is wrong.

Dave Kelly, resident

-Regarding the property referenced by Roy, we have an EMUO (Employment Mixed Use Overlay) with the City, does this do anything to the EMUO? I think that's the key piece in this whole thing. The

folks we've been chatting with want freeway visibility, they don't want it covered up, that's what the value of the land is. We have an EMUO that will protect us. We've turned down a lot of offers that weren't for Ridgefield, lost a lot of money but we felt we were the caretakers of that valuable piece of land, we don't want to be forced out of it.

Cheryl Mitchell, resident

-Freeway: I've brought up the concern with traffic from the development, I see an increase in traffic, takes longer to get on the freeway, especially during rush hour. What about Carty Road as an alternate route, create an entrance/exit to freeway?

-RV and Boat Storage: if you had a large enough lot, you could design a home with the outer stall garage taller, tied in with the roof line, for an RV or boat, with door closed. Design these houses that are all tied in, design-wise; 'build it and they will come', will bring people to Ridgefield to buy these houses. I'm sure the storage issue is still needed for other people not buying a larger lot.

Chair Carnell closed the Public Hearing at 8:21pm.

Commissioners and Staff discussed the topic.

COMMISSIONER BUSH MOTIONED TO RECOMMEND APPROVAL TO CITY COUNCIL. COMMISSIONER FLYNN SECONDED THE MOTION. VOTE WAS UNANIMOUS APPROVAL.

**PUBLIC COMMENT - [8:25 PM](#)**

Roy Garrison, resident

-Three businesses mentioned as examples in Ridgefield, Dollar Tree, Detroit Diesel, and a steel company. As you look into getting the jobs per acre, you need to take into consideration the people making deliveries, hauling stuff out, people out in the field constructing with the products they manufacture.

-A hotel and a sit-down restaurant in the junction area is needed in the community.

-I just don't want to see restrictions that will hamper the growth in Ridgefield. I'm for quality, not quantity.

Rob Ackley, resident

-Ridgefield is the fastest growing city in the state of Washington. I would encourage the Planning Commission to suggest an evaluation as to whether to hire another Development Inspector/Code Enforcement Officer. I'm a firm believer of boots on the ground to look for construction, code enforcement issues.

Richard Amerman, resident

-RV/Boat storage: I respect the intention of the employment zone. If the net development isn't met, my assumption is there's a fairly reasonable process for adjusting the zoning to affect a change in the employment adoption rate. Maybe by switching between Employment to Commercial to have a higher density or adding some more Commercial or Industrial zoning where there wasn't any.

-Quantity of storage: It will be used by outsiders, no matter what. Too little space, it'll take away from Ridgefield residents.

-Saw a lapse in inspections at certain stages of construction on my house. Worth doing a review on the staffing requirements, process, etc, so that fewer things are slipping through the cracks.

Chair Carnell closed the public comment at 8:36pm.

**STAFF REPORTS - [8:36 PM](#)**

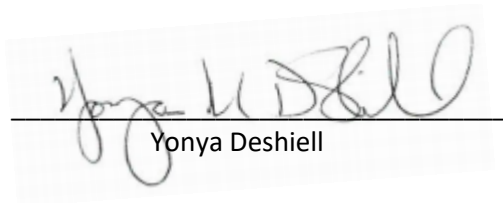
None

**FROM THE COMMISSION - [8:36 PM](#)**

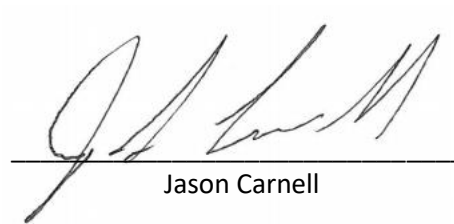
-Commissioner Okinaka - Ridgefield Main St - one of the biggest fundraising events is Oktoberfest this Saturday, event location is changing from Overlook Park to Ridgefield Outdoor Recreation Complex. At the end of this year, there will be three board vacancies on the Ridgefield Main St board.

-Chair Carnell - Requested a presentation at a later date of the formula for City staffing.

**ADJOURN - [8:39 PM](#)**



Yonya Deshiell



Jason Carnell