



RIDGEFIELD HEIGHTS Frequently Asked Questions

Q: County PA's office review necessary?

A. This agreement is between the city and the applicant, as the development agreement ("DA") at issue here relates to the potential future development of property within the City of Ridgefield and sets out vesting, impact fees, development regulations and mitigation that relate to City impacts. It was not intended to nor should it address County impacts since development review has not even begun. Suggesting that the County be a signatory on this agreement is not appropriate--either under City codes or state law. The correct forum under the law to address County transportation requirements and impacts will be at the time of a development application when any proposed street system will be conditioned to comply with applicable City requirements for City property and applicable County requirements for County property. Despite this, the City is working with the County to clarify and memorialize a process to assure that the agreed upon improvements and classification of 10th Avenue occur before any homes are built.

Q. Safety on 10th way and further east to 45th ?

A. The Ridgefield Heights DA would require the developer to widen S. 10th Way to 24 feet of pavement from the eastern edge of the development to the intersection of 35th Place. From 45th Avenue the Cloverhill development has a similar requirement. That development must pave S. 15th Street to a minimum of 24 feet from the western edge of their development to the intersection with 35th Place. 35th itself will be developed by the city as part of the extension of 35th Ave. south from Pioneer.

Q. When would Bertsinger close?

A. The Developer Agreement would, if approved, require that the City change the classification of Bertsinger from a Collector road to a local access road. The change would recognize the road as it is currently designed, more narrow and carrying less traffic than a collector. There are several future design possibilities that would be explored during project application review (finalized at the preliminary plat phase of the development), to maximize safety and connectivity while minimize additional trips burdening the roadway and intersections.

- Q. When would 35th be built?
- A. The 35th Avenue extension from Pioneer south to S. 10th way and then to S. 15th Street is a project on the City's 6 year Capital Facilities Plan. As part of the DA the applicant has volunteered to pay \$8,454.64 per lot as part of the 35th Avenue extension, payable when each lot is developed with final payment for ALL lots due no later than 6 years from the date of the DA. Traffic Impact Fees, totaling \$2,822.48 per lot, would also still apply. Half of ALL TIFs would be due at the beginning of the project, with the rest payable as lots are developed. Total revenue generated from the project for the extension of 35th Avenue would be approximately \$2 Million dollars.
- Q. "35th will never be built, and we all know it" ?
- A. The development is limited to 100 homes unless the City determines that the extension of 35th Avenue is full funded.
- Q. What will the fence line on the east side of the development look like?
- A. Typically subdivision interior fences are six feet high and are constructed of wood.
- Q. There was a public meeting cancelled by the developer?
- A. The developer filed for a Post Decision Review, which requested that the Hearing Examiner review the conditions which were a part of the 2007 approval for 200 homes. That Post Decision Review application was placed on hold by the developer prior to the hearing date, in order to work with the City on a potential DA.
- Q. The developer is from out of state?
- A. ODC Ridgefield Heights LLC is a Washington corporation formed in 2007, with members residing and doing business in the States of Washington and Oregon.
- Q. Road bed quality on 10th – full grind and replace or simply added overlay?
- A. As part of the development review process, it is expected that the applicant would have to submit construction plans to resolve deficiencies in roadway widths on S 10th Way to the County. Those construction plans would need to comply with County code, including structural testing, widening, or reconstruction as necessary.

Q. How will they get water?

A. The developer will be required to construct a water line from the closest source of public water to the far edge of their development. For example: If the developer chooses to connect a water line from the intersection of Bertsinger and Pioneer the water line would have to be extended to the edge of the development along S. 10th Way. Currently the closest point to connect to the public water supply is the intersection of Bertsinger and Pioneer.

Q. Why the smaller lots?

A. Residential lot sizes in the City of Ridgefield are subject to requirements of the State's Growth Management Act. In part, the City Ridgefield is required to plan for an average density of 6 units per acre, which (after deducting infrastructure and critical areas) roughly translates to 5,000 to 6,000 square foot lots. Further, the minimum density the State allows in an urban area is 4 units per acre (or on average 10,000 square foot lots).

The Kemper subdivision (now Ridgefield Heights) which was approved in 2007, allowed 200 single family homes to be constructed, with an average lot size of 6,500 square feet, and smaller lots as part of the design down to 5,000 square feet.

The proposed DA contemplates construction of 177 homes, with an average lot size of 7,361 square feet. There is a range of lot size from 6,000 square feet to 13,787 square feet.