



**RIDGEFIELD PLANNING COMMISSION
MEETING AGENDA**

**Wednesday, March 1, 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 Commission 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. Minutes**

IV. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and Recommendation - Ridgefield Comprehensive Plan 2017 Amendment-Elizabeth Decker, Consulting Planner**

V. PUBLIC COMMENT

Anyone requesting to speak to the Commission 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.

VI. STAFF REPORTS

VII. FROM THE COMMISSION

VIII. ADJOURN

**CITY OF RIDGEFIELD
PLANNING COMMISSION**

MEETING DATE: March 01, 2017
ITEM: CONSENT AGENDA
AGENDA ITEM TITLE: Minutes

SUMMARY/BACKGROUND:

STAFF CONTACT: Lindsay Regan, Permit Technician
ATTACHMENTS: 2-1-2017 (PDF)



CITY OF RIDGEFIELD, WASHINGTON
Planning Commission MEETING MINUTES
February 1, 2017

Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM

Flag Salute - [6:29 PM](#)

ROLL CALL - [6:30 PM](#)

Attendee Name	Title	Status	Arrived
Jerry Bush	Commissioner	Present	
Jason Carnell	Chair	Present	
Stan Okinaka	Commissioner	Present	
Victoria Haugen	Commissioner	Absent	
Whitney Jones	Commissioner	Absent	
Paul Young	Commissioner	Present	
Jen Lindsay	Commissioner	Present	

Motion to excuse Commissioner Haugen and Commissioner Jones.

RESULT:	ADOPTED [UNANIMOUS] AS AMENDED
MOVER:	Jerry Bush, Commissioner
SECONDER:	Jen Lindsay, Commissioner
AYES:	Bush, Carnell, Okinaka, Lindsay, Young

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

Introduced new City member Clair Lust who is an associate planner

PUBLIC COMMENT - [6:31 PM](#)

CONSENT AGENDA - [6:31 PM](#)

1. Minutes - [6:31 PM](#)

Commissioner Okinaka and Chair Carnell brought up changes to last month's meeting minutes.

BUSINESS - [6:33 PM](#)

Janean Parker provided the Commission a presentation on Roberts Rules as well as a video.

1. Planning Commission and Parks Board Joint Meeting - Open Public Meetings Act and Roberts Rules of Order Presented by City Attorney Janean Parker

PUBLIC COMMENT - [7:57 PM](#)

Attachment: 2-1-2017 (1240 : Minutes)

STAFF REPORTS - [7:57 PM](#)

Jeff Niten – Community Development Director
Provided the Commissioners with an update

Sign in Sheet for Commission and Board members

FROM THE COMMISSION - [7:58 PM](#)

Commissioner Young - Port of Ridgefield Update

Commissioner Okinaka - Main Street Association Update

Commissioner Lindsay - Parks Board Update

ADJOURN - [8:00 PM](#)

Lindsay Regan

Jerrold Bush

Attachment: 2-1-2017 (1240 : Minutes)

**CITY OF RIDGEFIELD
PLANNING COMMISSION**

MEETING DATE: March 01, 2017

ITEM: BUSINESS

AGENDA ITEM TITLE: Public Hearing and Recommendation - Ridgefield
Comprehensive Plan 2017 Amendment-Elizabeth Decker,
Consulting Planner

STAFF CONTACT: Lindsay Regan, Permit Technician

ATTACHMENTS: 2017CompPlanAmendment_StaffReport (PDF)
A_ComprehensivePlanMap (PDF)
B_ZoningMap (PDF)
C_Chp2TextAmendments (PDF)
D_TransportationCFP (PDF)
E_ParksCFP (PDF)
F_PIFRateStudy (PDF)

E² Land Use Planning LLC.

Memo

To: Ridgefield Planning Commission
 From: Elizabeth Decker, JET Planning
 CC: Jeff Niten, Community Development Director
 Bryan Kast, Public Works Director
 Date: February 24, 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). 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.

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 will conduct a duly noticed public hearing at their March 1, 2017 meeting prior to making a recommendation to City Council.
- The City Council will conduct a public hearing on March 9, 2017 in conjunction with a first reading of the ordinance. Council will take final action on the proposed amendments on March 23, 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.
- 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 and will not take final action until after the required 14-day SEPA comment period has closed on March 8, 2017.

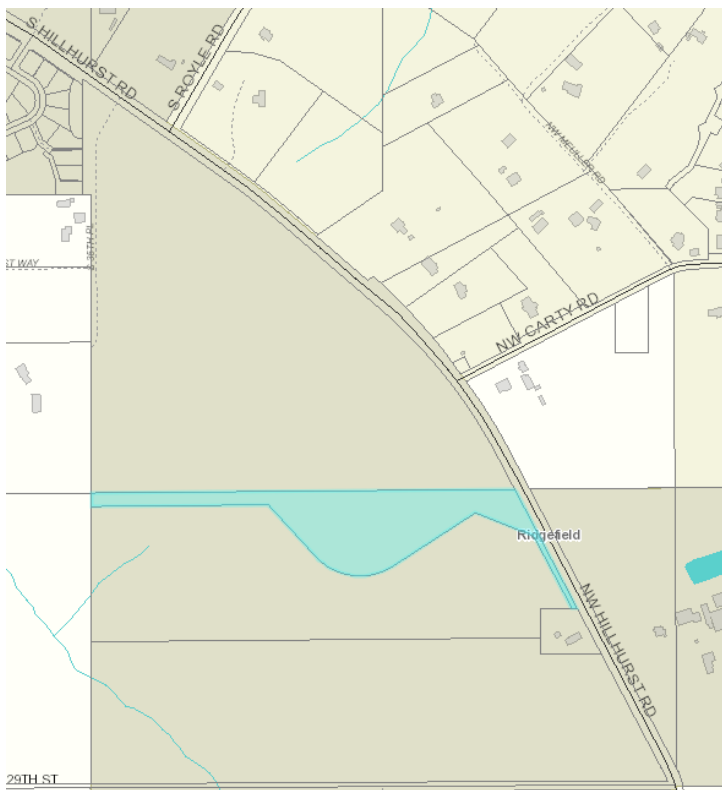
Kennedy Addition Map Amendment

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, 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.

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>.

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.*

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 development at a lower overall density than the existing Residential Low Density-6 (RLD-6) zone requires to allow for 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

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.

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.

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.

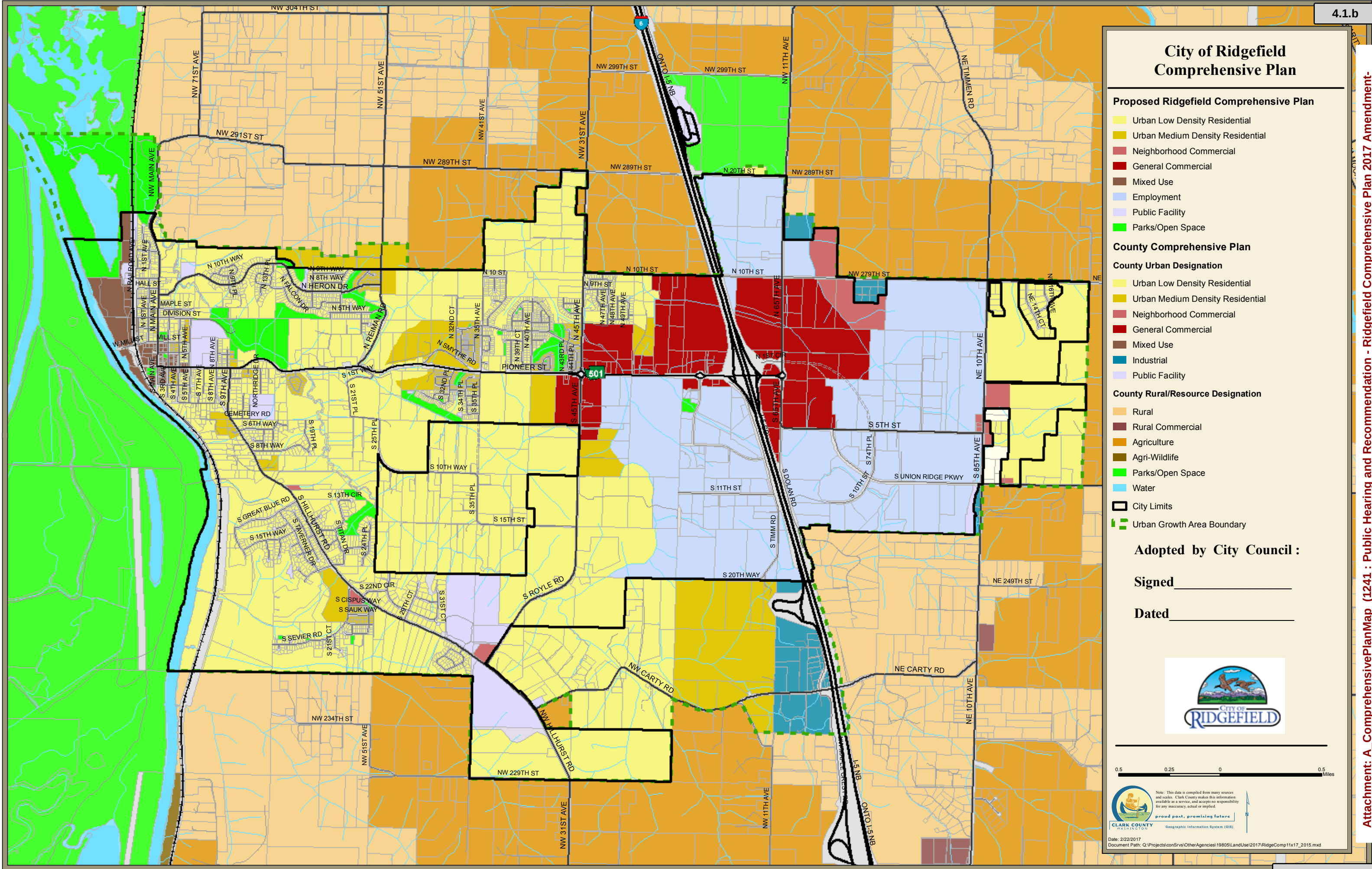
- Gap Area R: Add Pocket Park in Pioneer Canyon and make PIF eligible to fulfill Pioneer Canyon DA. (Project PP-1a)
- Gap Area Q: Add new 15-acre Community Park and make PIF eligible as part of Ridgefield North development, to fulfill Ridgefield North DA terms. (Project CP-12a)
- Beaver Pond Trail: Reroute 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.
- Gap Area I: Relocate Neighborhood Park to serve planned residential development in the Union Ridge area, currently underserved. 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 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

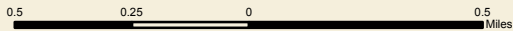
City Limits

- 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.

CLARK COUNTY WASHINGTON
proud past, promising future
Geographic Information System (GIS)

Date: 2/22/2017
Document Path: Q:\Projects\conSrvs\OtherAgencies\19805\LandUse\2017\RidgeZoning11x17_2017_EDIT2use2017.mxd

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

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).

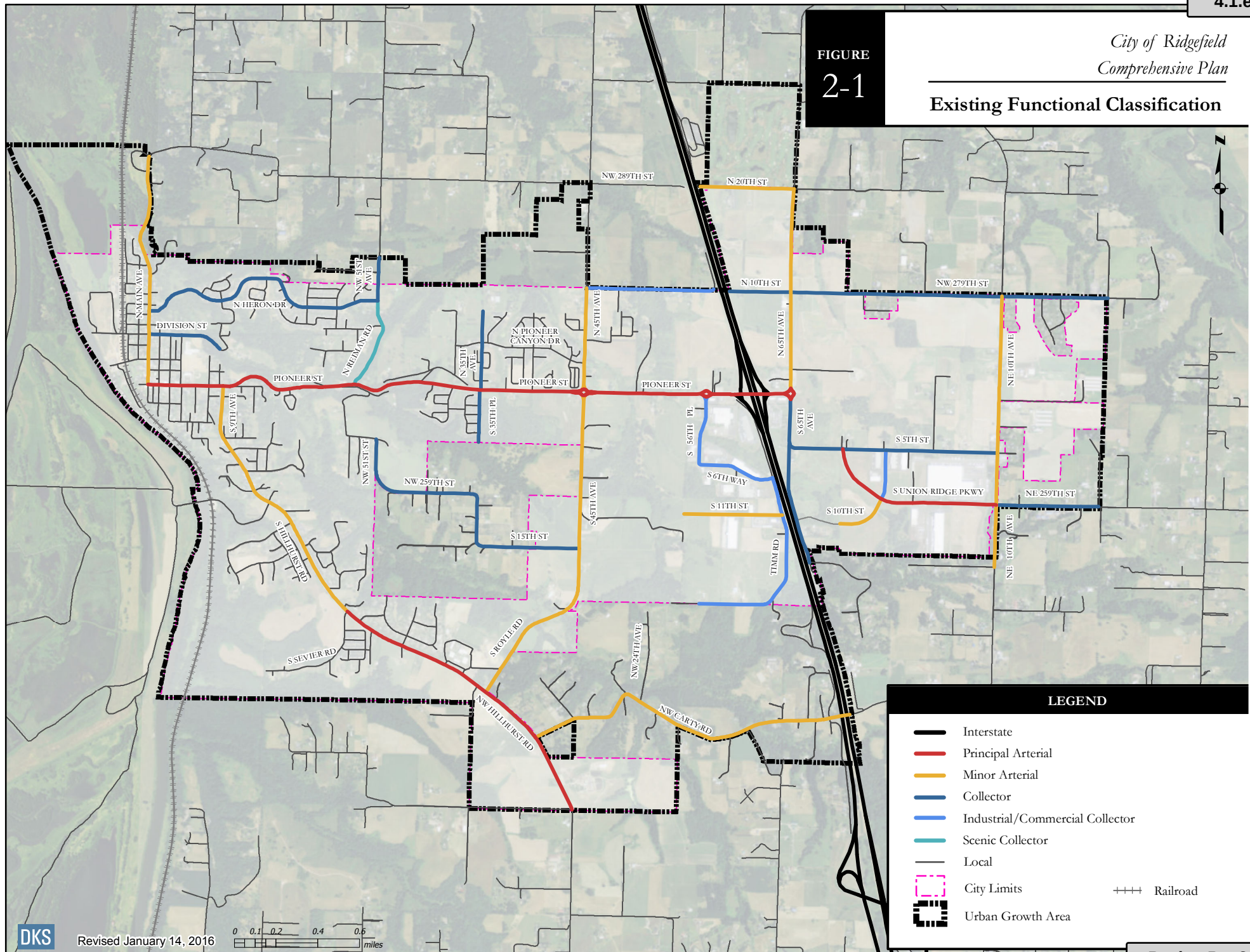
These functional classification designations and corresponding design standards are compatible between the City and County to allow the facilities to blend and function well (i.e., the sidewalks align, lanes are of similar width and configuration, etc.). Design standards for these facilities are illustrated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

FIGURE
2-1



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.

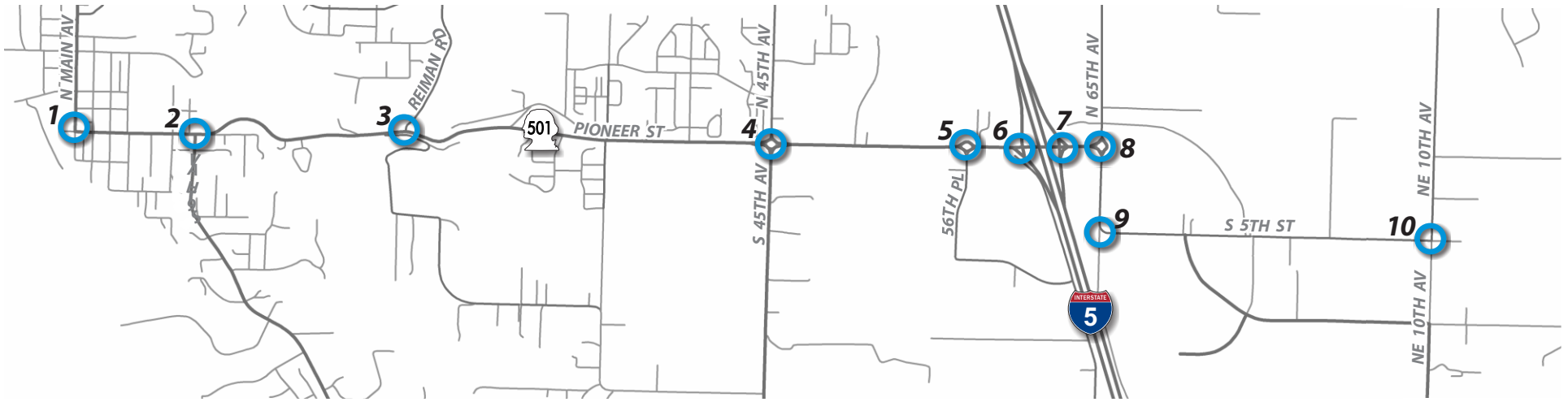
Table 2-1 summarizes the LOS (Level of Service – see Section 3.2) for existing (2015) conditions. All of the intersections operate at LOS C or better.

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

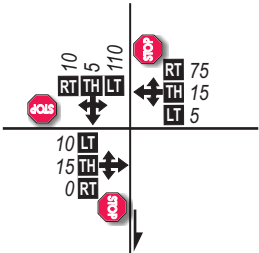
2015 Existing Conditions		
Intersections	LOS	Delay (sec./veh.)
Pioneer Street/Main Street	A	7.9
Pioneer Avenue/9th Avenue	C	20.7
Pioneer Street/Reiman Road	B	13.7
SR 501/45 th Avenue (roundabout)	C	v/c = 0.45
SR 501/56 th Place (roundabout)	A	v/c = 0.47
SR 501/I-5 Southbound Ramp (signalized)	B	12.4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

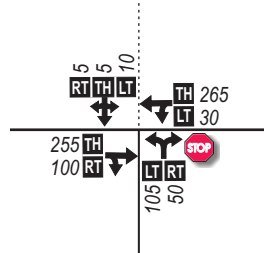
Unsignalized Intersection Delay = Side street delay (worst case movement) in seconds per vehicle.



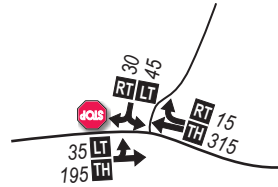
1. Pioneer St. (SR501) @ Main St.



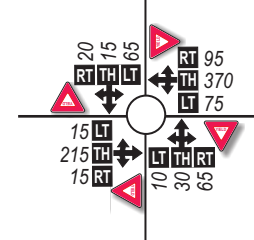
2. Pioneer St. (SR501) @ 9th Ave.



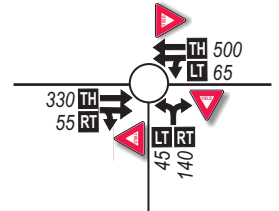
3. Pioneer St. (SR501) @ Reiman Rd.



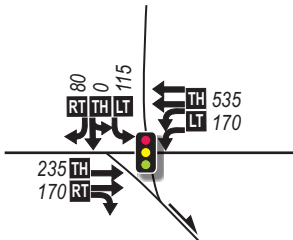
4. Pioneer St. (SR501) @ 45th Ave.



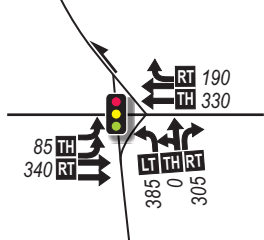
5. Pioneer St. (SR501) @ 56th Pl.



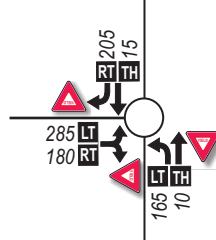
6. Pioneer St. (SR501) @ I-5 Southbound Ramp



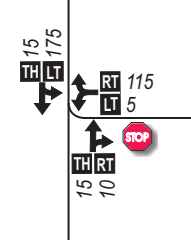
7. Pioneer St. (SR501) @ I-5 Northbound Ramp



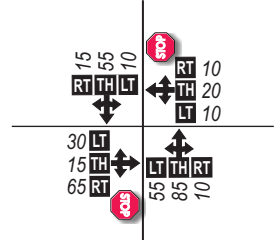
8. Pioneer St. (SR501) @ 65th Ave.



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



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



LEGEND

- # - Study Intersection
- STOP - Stop Sign
- Yield Sign
- Traffic Signal
- Lane Configuration
- Driveway
- 0000 - PM Peak Hour Traffic Volumes
- LT TH RT - Volume Turn Movement
Left Thru Right

DKS

No Scale

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.

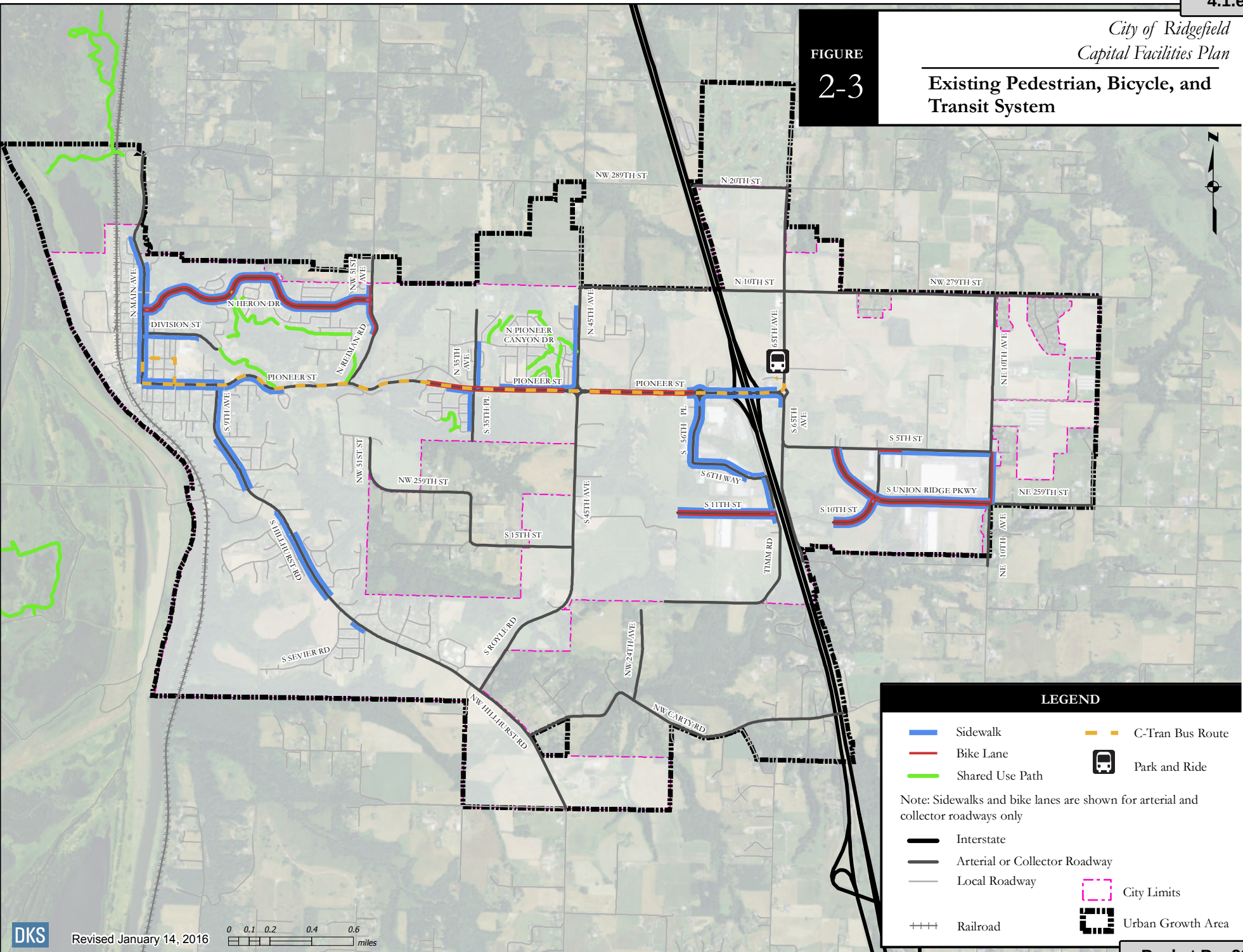
The City adopted the Ridgefield Comprehensive Park and Recreation Plan, which includes a Trail and Bikeway System Plan that designates locations for future pedestrian and bike facilities in the Ridgefield area. Included in this study are trails identified along Pioneer Street/SR-501, 45th Avenue, Royle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

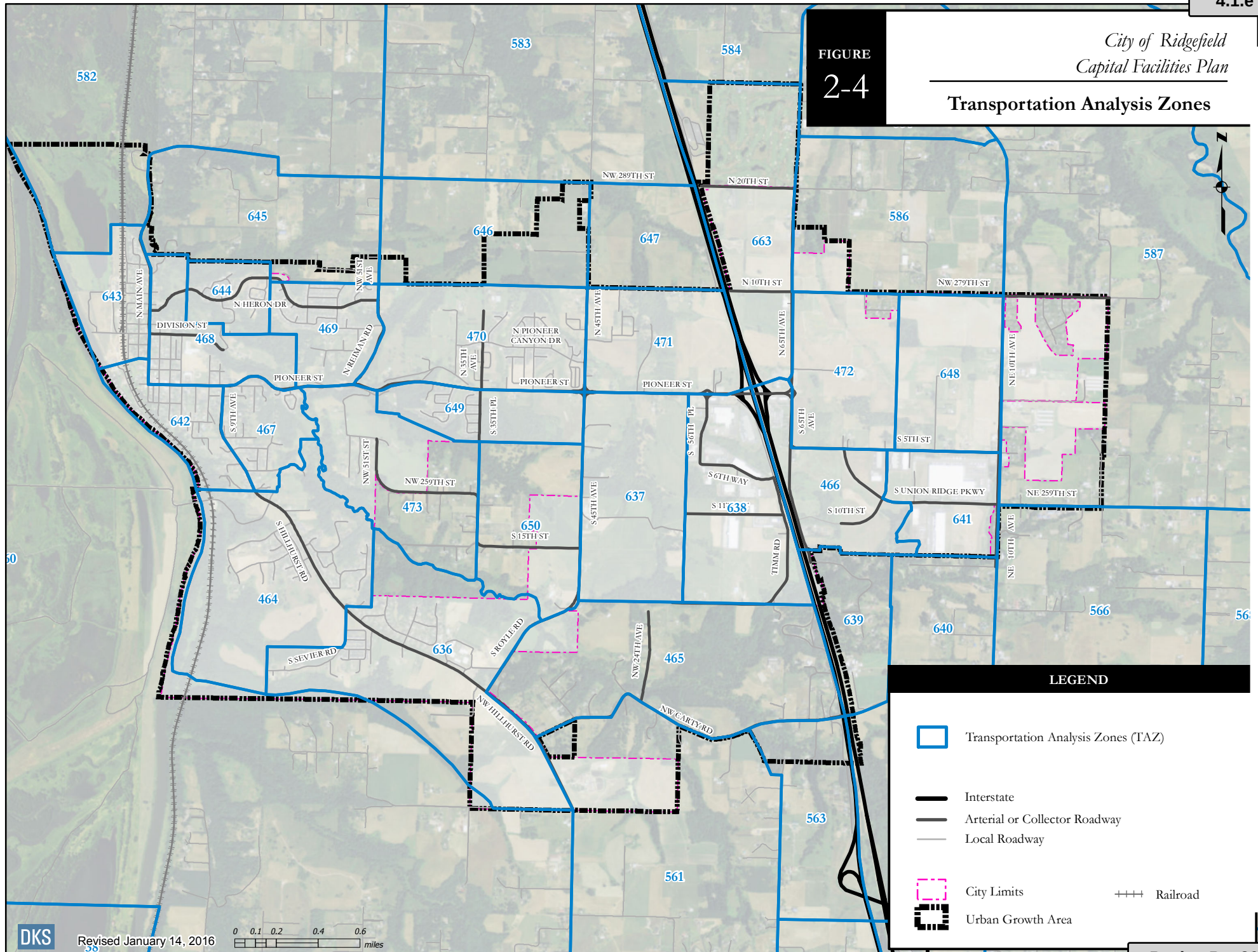
- The existing boundaries of Clark County TAZs
- Existing and future land use scenarios
- Travel demand patterns and volumes
- Existing roadway network structure and density
- Geographic features

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

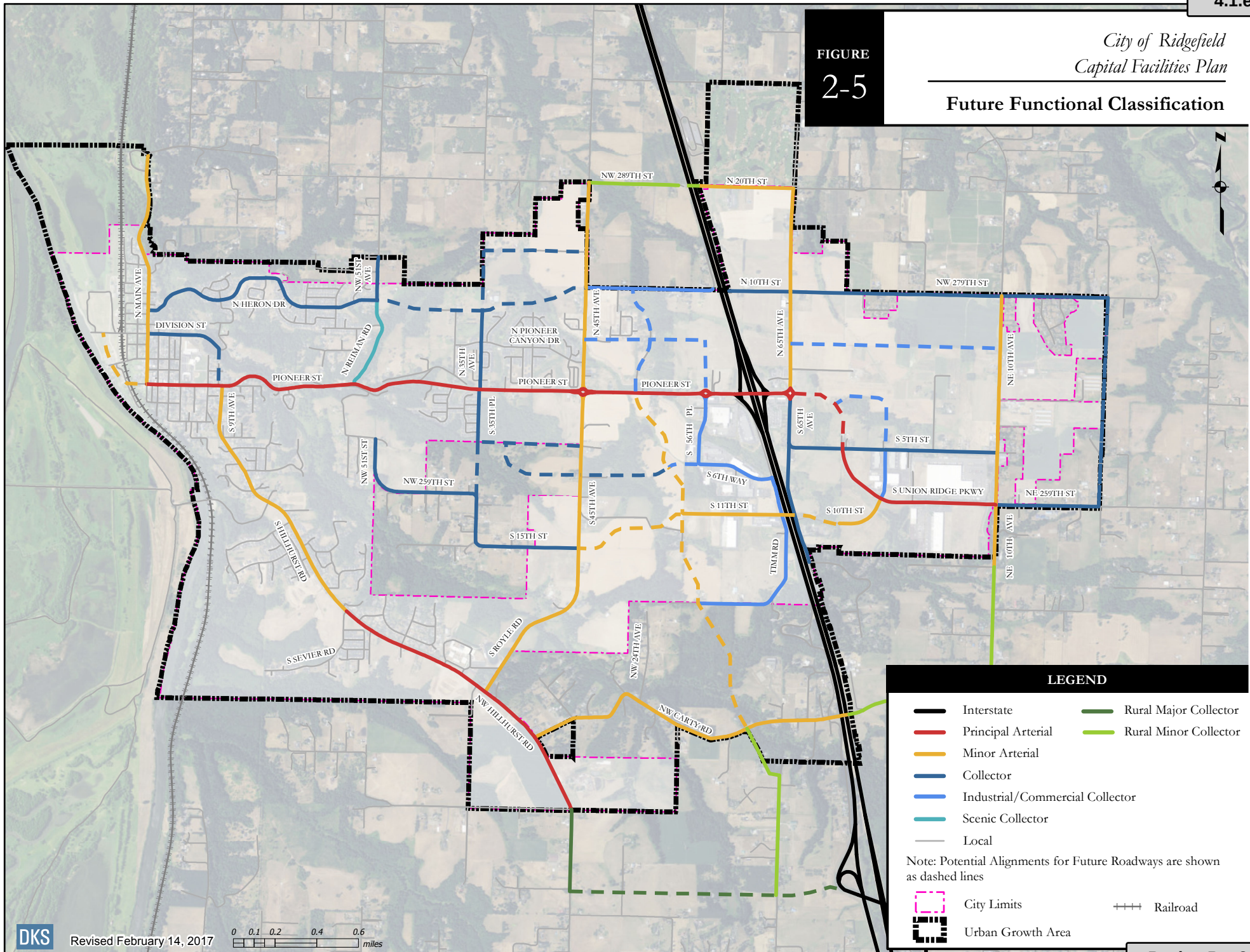
3.3 Future Roadway Network

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.

City of Ridgefield
Capital Facilities Plan

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	Rebuild S 35th Ave (2-lane collector)	S 10th Way	S 15th Street
T20	Rebuild S 15th Street (2-lanes)	S 45th Avenue	S 35th Avenue
T21a	Build S 15th St (3-Lanes)	S 45th Avenue	S 11th Street
T21b	Build S 11th St overcrossing over I-5 (3-Lanes)	Timm Road	Dolan Road/65th Avenue
T21c	Extend S 10th Street	S 10th Street	I-5 overpass
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	-
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)

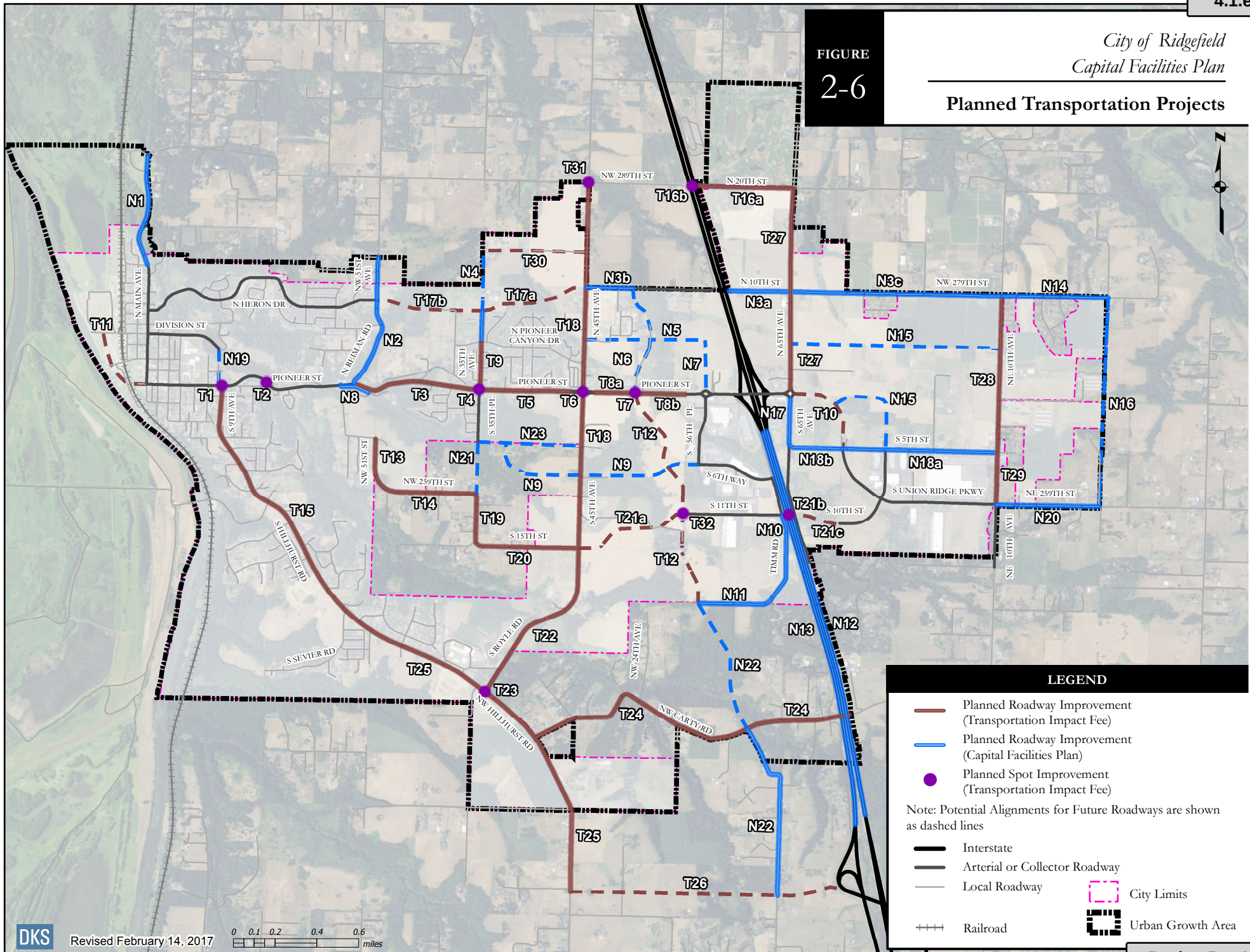
N21	Build South 35th Avenue	SR 501/Pioneer Street	S 15th Street
N22*	S. 51st Avenue, new minor arterial	S 20th Way	NW 219th Street
N23	Build S. 3rd/5th Street as a Collector	S 45th Avenue	S 35th Place

*Partially or fully outside Urban Growth Area Boundary

City of Ridgefield
Capital Facilities Plan

FIGURE
2-6

Planned Transportation Projects



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 N 14th 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

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
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
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	Rebuild S 35th Ave (2-lane collector)	S 10th Way	S 15th Street	\$3,260,000	Yes
T20	Rebuild S 15th Street (2-lanes)	S 45th Avenue	S 35th Avenue	\$4,692,000	Yes
T21a	Build S 15th St (3-Lanes)	S 45th Avenue	S 11th Street	\$4,441,000	Yes
T21b	Build S 11th St overcrossing over I-5 (3-Lanes)	Timm Road	Dolan Road/65th Avenue	\$16,652,000	Yes
T21c	Extend S 10th Street	S 10th Street	I-5 overpass	\$2,220,000	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

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
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
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
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

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
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
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	Build South 35th Avenue	SR 501/Pioneer Street	S 15th Street	\$1,888,000	No

Segment ID	Segment	From	To	Estimated Total Improvement Cost (2017 Update)	Potential TIF Project
N22	S. 51st Avenue, new minor arterial	S 20th Way	NW 219th Street	\$16,970,000	No
N23	Build S. 3rd/5th Street as a Collector	S 45th Avenue	S 35th Place	\$7,470,000	No
Total Project Costs				\$323,968,807	
TIF Eligible Projects				\$201,296,807	

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	Rebuild S 35th Ave (2-lane collector)	Yes	0%	0%	20%	40%	40%	100.0%	\$3,260,000	\$0	\$0	\$652,000	\$1,304,000	\$1,304,000
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
T21a	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
T21b	Build S 15th 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
T21c	Extend S 10th Street	Yes	20%	0%	35%	25%	20%	100.0%	\$2,220,000	\$444,000	\$0	\$777,000	\$555,000	\$444,000
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

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
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
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%	30%	40%	30%	100.0%	\$3,200,000	\$0	\$0	\$960,000	\$1,280,000	\$960,000
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	Build South 35th Avenue	No	0%	0%	30%	40%	30%	100.0%	\$1,888,000	\$0	\$0	\$566,400	\$755,200	\$566,400
N22	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
N23	S. 3rd/5th Street, new Ind/Comm Collector	No	0%	0%	0%	0%	100%	100.0%	\$7,470,000	\$0	\$0	\$0	\$0	\$7,470,000

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 5 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 baseball and softball 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)	\$ 280,000	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			\$ 21,286,000	

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

Table 6. CFP Projects and Financing Plan

Actual 2016		Projected							6-Year Total
		2017	2018	2019	2020	2021	2022		
Project Specific Revenue									
Park Impact Fees (annual revenues)	\$ 798,492	\$ 736,350	\$ 751,077	\$ 612,879	\$ 559,865	\$ 505,122	\$ 480,656	\$ 3,645,949	
Interest Earnings / Other	\$ 20,653	\$ 8,500	\$ 3,000	\$ 3,000	\$ 3,000	\$ 2,000	\$ 1,000	\$ 20,500	
REET	\$ 475,310	\$ 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	\$ 1,294,455	\$ 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)	\$ 63,657							\$ -	
Smythe Road Trail	\$ 25,734							\$ -	
Abrams Park - Restrooms	\$ 213,189							\$ -	
Abrams Ped Bridge	\$ 39,423							\$ -	
Abrams Property Purchase	\$ 35,375							\$ -	
Off Leash Park	\$ 11,891							\$ -	
Outdoor Recreation Complex	\$ 1,273,212	\$ 3,000,000	\$ 7,000,000	\$ 5,000,000				\$ 15,000,000	
NP-6 Improvements	\$ 8,604		\$ 32,000	\$ 400,000				\$ 432,000	
Neighborhood Park Acquisition (Gap Area G)		\$ 130,000			\$ 150,000			\$ 280,000	
Gee Creek Trail (Heron Drive to Refuge)		\$ 17,000	\$ 869,000					\$ 886,000	
Gee Creek Trail (Abrams Park to RHS)				\$ 120,000		\$ 525,000		\$ 645,000	
Community Park Acquisition (Gap Area Q)				\$ 500,000				\$ 500,000	
Commerce Center Loop Trail		\$ 10,000				\$ 800,000		\$ 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	
Waterfront Park		\$ 500,000						\$ 500,000	
Abrams Park - Master plan improvements					\$ 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	\$ 1,671,085	\$ 3,657,000	\$ 8,027,000	\$ 6,020,000	\$ 1,050,000	\$ 1,525,000	\$ 892,500	\$ 21,171,500	
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	
Planning / Other		\$ 20,000	\$ 20,000	\$ 75,000				\$ 115,000	
Total Expense	\$ -	\$ 48,000	\$ 70,500	\$ 89,000	\$ 22,000	\$ 10,000	\$ 10,000	\$ 249,500	
Total	\$ (376,630)	\$ (935,150)	\$ 5,856,577	\$ (4,893,121)	\$ (509,135)	\$ (527,878)	\$ (420,844)		
Beginning of Year Cash	\$ 2,041,312	\$ 1,664,682	\$ 729,532	\$ 6,586,109	\$ 1,692,988	\$ 1,183,853	\$ 655,975		
End of Year Cash	\$ 1,664,682	\$ 729,532	\$ 6,586,109	\$ 1,692,988	\$ 1,183,853	\$ 655,975	\$ 235,131		

* 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 (WSCEP)

This WSCEP 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

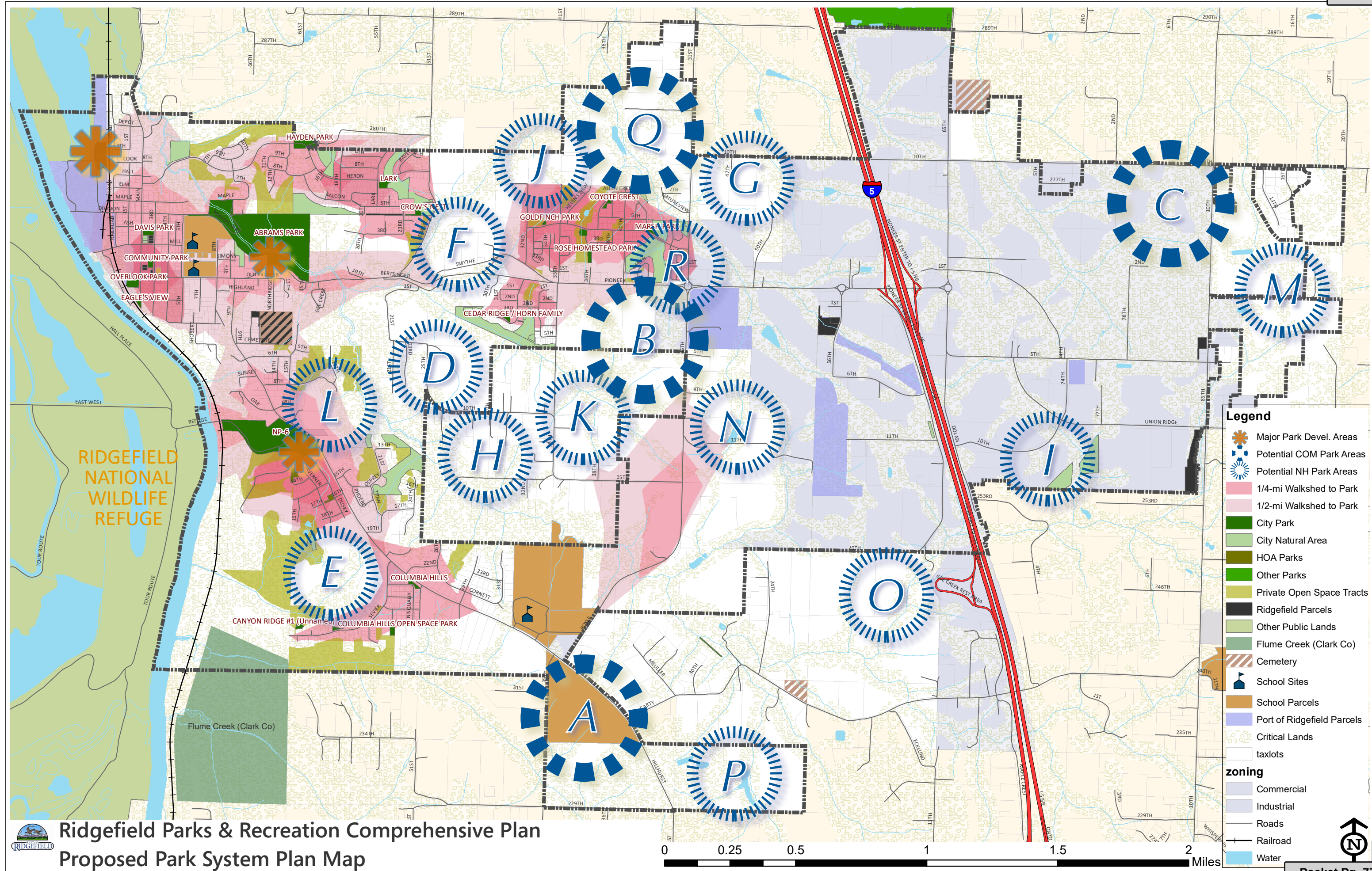
Business sponsorships for youth, teen, adult and senior programs may be available throughout the year. In-kind contributions are often received, including food, door prizes and computer equipment.

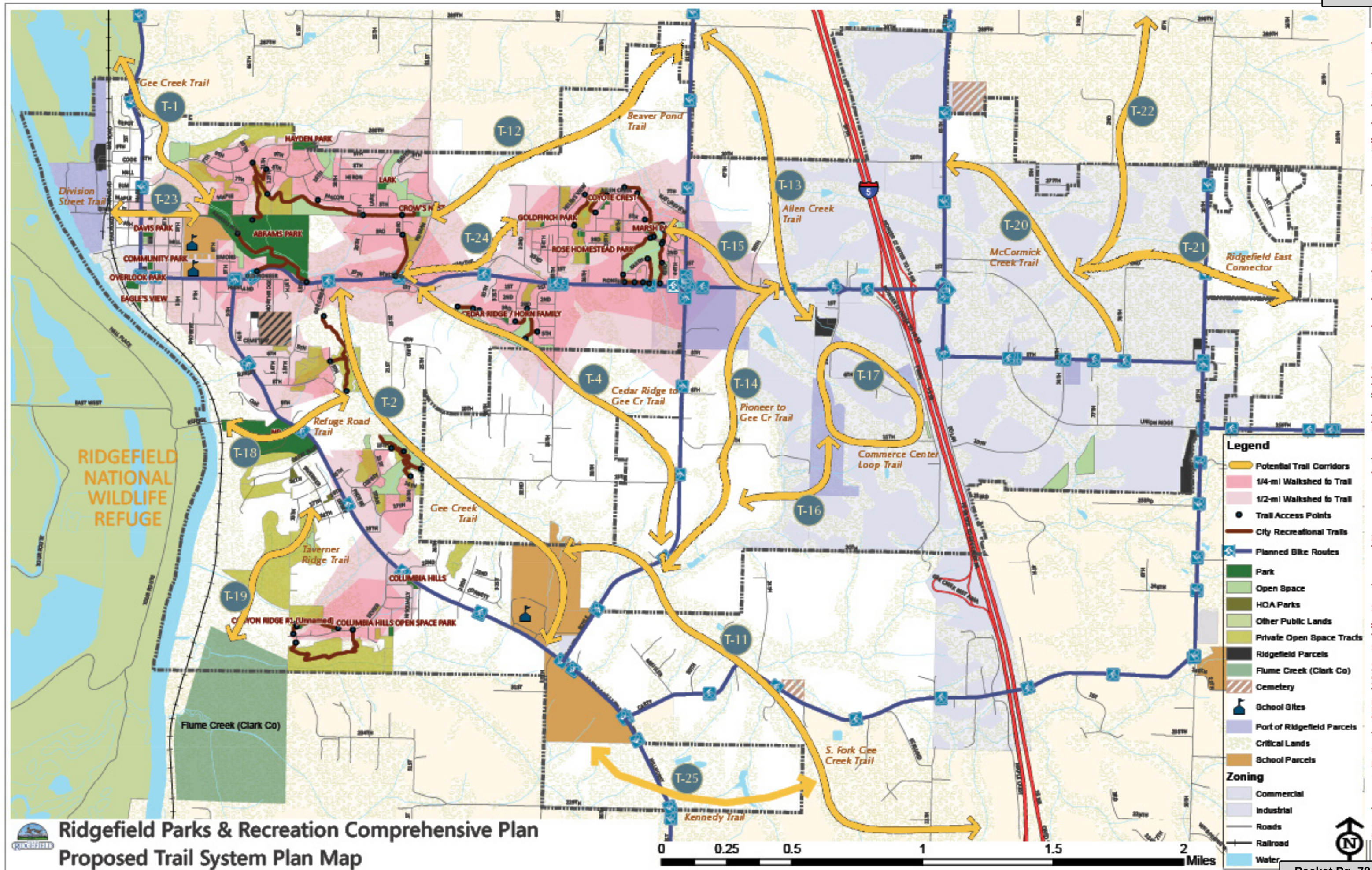
Interagency Agreements

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:



CONSERVATION
TECHNIX

Conservation Technix, Inc.
PO Box 12736
Portland, OR 97212
503-989-9345
www.conservationtechnix.com

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