



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, April 24, 2025
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

- 1. Flag Salute**
- 2. Roll Call**
- 3. Late changes to the agenda**

II. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

III. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the April 10, 2025 & April 17, 2025 Meeting**

IV. PRESENTATION

- 1. Discussion of Engineering Standards Vol. III - Parks, Trails, and Recreation Design and Construction Requirements - Corey Crownhart, Park Manager**

V. APPOINTMENTS

- 1. Appointment of Parks Board Youth Member, Position No. 1**

VI. BUSINESS

- 1. Resolution No. 663 - Declaring Certain Property as Surplus and Authorizing its Disposition - Kirk Johnson, Finance Director**
- 2. Second Reading of Ordinance No. 1443 - Royle Ridge RMUO Expansion - Claire Lust, Community Development Director**
- 3. Motion - Approval of 2025-2030 Transportation Improvement Program Amendment**

VII. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and First Reading of Ordinance No. 1450 - Establishing Speed Limits for Streets Built by New Development or by City project: Pioneer Canyon Drive from 56th Place to Pioneer Street, 53rd Drive from Pioneer to Pioneer Canyon Drive; Discovery Drive between S Wells Drive and Pioneer Street; S 6th Way between S 56th Place and Discovery Drive - Chuck Green, Public Works Director**
- 2. Public Hearing and First Reading of Ordinance No. 1451 - Marx Petition to Annex - Claire Lust, Community Development Director**

VIII. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

IX. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

- 1. Council**
- 2. Mayor**
- 3. City Manager**

X. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

The City Council approves claims and/or payroll of the City on a regular basis

SUMMARY/BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor details attached

RECOMMENDED ACTION OR MOTION:

Approve the claims and/or payroll by making the following motion:

"I move to approve the consent agenda as presented"

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. April 24, 2025 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

April 24th, 2025

Sum of Amount						
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total	
ANDERSON ENVIRONMENTAL CONTRACTING	2258	28187	Genl Govt/Facilities	Simons Street Sidewalk Repair	(1,184.59)	
			Public Works	Simons Street Sidewalk Repair	25,753.01	
		28186	Genl Govt/Facilities	03.2025 Park Laundry Cleanup	(12,512.54)	
			Public Works	03.2025 Park Laundry Cleanup	272,022.53	
ANDERSON ENVIRONMENTAL CONTRACTING Total					284,078.41	
BLACKLINE INC.	3573	3573-20250424	Genl Govt/Facilities	2024 Slurry Seal Program - Retainage	11,561.67	
BLACKLINE INC. Total					11,561.67	
BLUEFIN PAYMENT SYSTEMS - EPAY	2827	2827-202503A	Public Works	03.2025 Customer Web Payments	6,141.87	
		2827-202503B	Public Works	03.2025 Customer Web Payments	21.90	
BLUEFIN PAYMENT SYSTEMS - EPAY Total					6,163.77	
BRENNA LARSEN	4100	4100-20250424	Genl Govt/Facilities	05.2025 First Saturday Entertainment Services	375.00	
BRENNA LARSEN Total					375.00	
CFM STRATEGIC COMMUNICATIONS INC.	2551	28986	Genl Govt/Facilities	03.2025 Lobbyist	5,200.00	
CFM STRATEGIC COMMUNICATIONS INC. Total					5,200.00	
CITY OF BATTLE GROUND	0092	INV00508	Judicial	03.2025 Court Cost / Public Defender	25,809.92	
CITY OF BATTLE GROUND Total					25,809.92	
CITY OF RIDGEFIELD - EPAY PERMITS	0095	MEC-25-0016	Public Works	RORC Fieldhouse Mechanical Permit 3215 S Hillhurst Rd	96.25	
		COM-25-0017	Public Works	RORC Fieldhouse Building Permit 3215 S Hillhurst Rd	6,123.40	
CITY OF RIDGEFIELD - EPAY PERMITS Total					6,219.65	
CLARK COUNTY	0102	CI074321	Judicial	Q1.2025 Limited Jurisdiction Billing Cases	340.00	
		CI074325	Public Safety	PD Radios	17,932.22	
CLARK COUNTY Total					18,272.22	
CLARK COUNTY FIRE DISTRICT #5	0104	50085	Genl Govt/Facilities	Q2.2025 Safety Consortium	70.16	
			Public Works	Q2.2025 Safety Consortium	1,294.84	
CLARK COUNTY FIRE DISTRICT #5 Total					1,365.00	
CLARK PUBLIC UTILITIES - EPAY	0110	7559-485-202503	Genl Govt/Facilities	230 Pioneer St.	203.10	
				813 Pioneer St.	30.95	
				Public Safety Public Works	487 S 56th Pl. - PW Ops Center	46.91
					101 Mill St Ste B - Police Station	321.77
					800 NE 264 St Intertie 1 - Water	659.26
					214 S Riverview Dr	131.66
					487 S 56th Pl. - PW Ops Center	668.43
					301 N 3rd Ave	270.20
					109 W Division St - Electricity	58.29
					400 N Abrams Park Rd	1,450.09
					Overlook Park - Electricity	138.02
					487 S 56th Pl.- PW Ops Center	177.78
					512 N Allen Dr - Electricity	37.37
					Heron Dr. & Lark Dr.	59.18
					City Park/Water Well	4,131.00
					N Abrams Park/E Division	111.27
					N 1st Cir & N 65th Ave - Park & Ride	69.50
					SR/Pioneer ST & S 65 AVE	74.45

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CLARK PUBLIC UTILITIES - EPAY	0110	7559-485-202503	Public Works	101 S Main Ave - Overlook Park	70.56			
				2300 N 3rd Way Bellwood Trail Lights	44.34			
				255 S 56th Pl - Electricity	2,519.90			
				911 N 65th Ave Intertie 2 - Water	95.45			
				S 5th St and Union Ridge Pkwy	77.45			
				Traffic Signal - Hillhurst/Royal Rd.	68.89			
				SR/Pioneer St & S 56 PL	137.06			
				3701 N 3rd Cir - Electricity	37.55			
				1504 NW Intertie 3 - Water	746.10			
				N 35th Ave and Pioneer St	76.74			
				Municipal Lighting Lease	11,686.22			
				535 N Abrams Park Rd.	20.24			
				337 S Royal Rd.	176.17			
				Pioneer St. & Gee Creek Loop - Electricity	37.71			
				Community Development	487 S 56th Pl. - PW Ops Center	57.48		
				Public Works	487 S 56th Pl. - PW Ops Center	18.71		
CLARK PUBLIC UTILITIES - EPAY Total					24,509.80			
CLARK REGIONAL WASTEWATER DISTRICT - EPAY	0741	0741-202503	Genl Govt/Facilities	Sewer - 487 S 56th Pl PW Ops Center	4.87			
				Sewer - 109 W Division WWTP	73.04			
				Sewer - 109 W Division WWTP - CRWWD Portion	73.03			
				Sewer - 813 Pioneer St	60.61			
			Public Works	Sewer - 230 Pioneer St City Hall	77.58			
				Sewer - 487 S 56th Pl PW Ops Center	87.84			
				Sewer - 535 N Abrams Park Rd	121.22			
				Sewer - 255 S 56th Pl Well & Reservoir	39.40			
				Sewer - 101 S Main Ave Overlook Park	719.44			
				Sewer - Abrams Park Concessions	44.24			
				Sewer - Abrams Park Restrooms	87.89			
			Community Development	Sewer - Abrams Park Kitchen	40.01			
				Sewer - 487 S 56th Pl PW Ops Center	5.97			
				Public Works	Sewer - 487 S 56th Pl PW Ops Center	1.94		
				CLARK REGIONAL WASTEWATER DISTRICT - EPAY Total				
			COLUMBIA CASCADE COMPANY	1151	55989-76	Public Works	Parks Playground Repair Parts	663.07
COLUMBIA CASCADE COMPANY Total					663.07			
COLUMBIAN PUBLISHING CO	0116	51253	Community Development	Park Rules Ammedments & Senderling Park Dev Agreement	100.80			
COLUMBIAN PUBLISHING CO Total					100.80			
COMCAST - EPAY	2271	2271-202504	Genl Govt/Facilities	PW Ops Center Internet Services - 487 S 56th Pl	10.40			
				PW Ops Center Phone Services - 487 S 56th Pl	13.82			
				City Hall Internet - 230 Pioneer St	409.14			
				RACC Internet Services - 510 Pioneer St Ste B	71.72			
			Public Safety	City Hall Phone Services - 230 Pioneer St	66.61			
				PD Phone Services - 101 Mill St.	85.16			
			Public Works	PW Ops Center Internet Services - 487 S 56th Pl	168.94			
				PW Ops Center Phone Services - 487 S 56th Pl	224.97			
			Community Development	Traffic Light Internet Services - Union Ridge & S 5th St	147.01			
				PW Ops Center Internet Services - 487 S 56th Pl	21.45			
				PW Ops Center Phone Services - 487 S 56th Pl	28.52			

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COMCAST - EPAY	2271	2271-202504	Community Development	RACC Internet Services - 510 Pioneer St Ste B	129.08
COMCAST - EPAY Total					1,376.82
COMCAST BUSINESS - EPAY	1666	237912344	Genl Govt/Facilities	PW Ops Ethernet - 487 S 56th Pl.	101.54
			Public Works	PW Ops Ethernet - 487 S 56th Pl.	1,872.07
			Community Development	PW Ops Ethernet - 487 S 56th Pl.	124.41
		237912347	Public Safety	PD Ethernet - 101 Mill St. Ste 110	911.23
COMCAST BUSINESS - EPAY Total					3,009.25
CRESCENT DESIGN AND ENGINEERING	4047	016	Community Development	02.2025-03.2025 Development Plan Review	5,280.00
CRESCENT DESIGN AND ENGINEERING Total					5,280.00
CT PUBLISHING LLC	3753	289956	Public Works	Speed Limits Amendments	110.50
CT PUBLISHING LLC Total					110.50
DAVID AND CATHLEEN STANDAL	1607	21524391	Public Safety	2021 Ford Explorer 72002D - Hood and Bumper Repair	1,803.06
DAVID AND CATHLEEN STANDAL Total					1,803.06
DAVID JENSEN	4014	4014-20250422	Public Safety	Critical Thinking on Active Incidents Meals - Jensen	86.00
DAVID JENSEN Total					86.00
DEPARTMENT OF LICENSING - EPAY	0154	RG0001816-2025	Genl Govt/Facilities	CPL Fees	18.00
		0097629379	Public Works	Driving Record - Ryan Smith	15.00
		RG0001818-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001815-2025	Genl Govt/Facilities	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					69.00
DEPARTMENT OF RETIREMENT SYSTEM	1537	1665051	Genl Govt/Facilities	2024 Old Age and Survivors Insurance	31.97
DEPARTMENT OF RETIREMENT SYSTEM Total					31.97
DRUG TESTING ANALYTICS	0981	340528	Public Works	DOT Drug Test	73.15
			Community Development	DOT Drug Test	3.85
DRUG TESTING ANALYTICS Total					77.00
ELCOR INC	2081	18843	Public Works	PW Bldg Bluetooth Adapter	8.12
			Community Development	PW Bldg Bluetooth Adapter	0.75
			Information Technology	PW Bldg Bluetooth Adapter	3.74
		O365-18892	Public Safety	03.2025 GCC Monthly Billing	6.32
			Public Works	03.2025 GCC Monthly Billing	7.02
			Community Development	03.2025 GCC Monthly Billing	4.54
		MSG-18891	Information Technology	03.2025 GCC Monthly Billing	8.21
			Public Safety	03.2025 IT Services	5,699.08
			Public Works	03.2025 IT Services	8,629.84
			Community Development	03.2025 IT Services	1,805.53
			Information Technology	03.2025 IT Services	7,405.75
			Public Safety	PD 2 Computers & 6 Monitors & Other Hardware	4,705.61
ELCOR INC Total					28,284.51
ERIC L EISEMANN	0485	0485-202503	Community Development	03.2025 Planning Consulting Services	4,469.00
ERIC L EISEMANN Total					4,469.00
EWING IRRIGATION PRODUCTS INC.	2374	25339474	Public Works	Parks Debris Cans	182.58
EWING IRRIGATION PRODUCTS INC. Total					182.58
EXPRESS SERVICES INC.	4012	32157492	Public Works	03.24.2025-03.30.2025 Temp Services - Deanna Hovenkotter	1,400.00
		32192112	Public Works	03.31.2025-04.06.2025 Temp Services - Deanna Hovenkotter	875.00
EXPRESS SERVICES INC. Total					2,275.00
GISI MARKETING GROUP	2811	288977	Public Works	Business Cards - Kim Strickler	254.95
		288991	Genl Govt/Facilities	2025 Summer Event Mailer	2,237.96

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GISI MARKETING GROUP Total					2,492.91
GRAY AND OSBORNE INC	0207	23231.18-2	Community Development	03.2025 Greely Farms Phase 2B PLZ-25-0024	813.47
		23231.17-2	Community Development	03.2025 Greely Farms Phase 2C PLZ-25-0015	173.55
GRAY AND OSBORNE INC Total					987.02
GRAYLING ENGINEERS PLLC	3877	1336	Public Works	03.2025 Water Main Replacement - Pioneer to Shobert	5,464.60
GRAYLING ENGINEERS PLLC Total					5,464.60
GROVER ELECTRIC AND PLUMBING	0210	HD21373	Genl Govt/Facilities	PW Building Lights & Electrical Supplies	7.75
			Public Works	PW Building Lights & Electrical Supplies	143.24
			Community Development	PW Building Lights & Electrical Supplies	9.52
GROVER ELECTRIC AND PLUMBING Total					160.51
H.D. FOWLER CO. INC.	2036	I6962921	Public Works	Street Sweeper Parts	92.69
H.D. FOWLER CO. INC. Total					92.69
HD SUPPLY INC.	3886	INV00662094	Genl Govt/Facilities	Rain Boots & Jacket - S. Klopman	55.71
			Public Works	Rain Boots & Jacket - S. Klopman	315.74
		INV00677418	Public Works	Hydrant Meter Repair Parts	519.65
		INV00674362	Public Works	Water Treatment Plant Maint. Parts	234.13
		INV00667522	Public Works	Water Treatment Plants Maint. Supplies	921.70
		INV00667736	Public Works	Water Treatment Plant Hose	103.21
		INV00673892	Public Works	Water Valve Repair Kit	415.45
		INV00678796	Public Works	56th PI Water Treatment Plant Maint. Parts	104.55
HD SUPPLY INC. Total					2,670.14
HOME DEPOT VISA - EPAY	1805	1970024	Genl Govt/Facilities	PW Shop Concrete Tools	15.79
			Public Works	PW Shop Concrete Tools	291.81
HOME DEPOT VISA - EPAY Total					307.60
HONEY BUCKETS	0223	0554783061	Genl Govt/Facilities	04.01.2025-04.28.2025 PW Shop Port-a-Potty	53.92
			Public Works	04.01.2025-04.28.2025 PW Shop Port-a-Potty	995.08
HONEY BUCKETS Total					1,049.00
IMAGINEERING GRAHICS INC	0234	25077	Community Development	Re-Inspection Fee Booklets - CDD/ENG	1,095.45
IMAGINEERING GRAHICS INC Total					1,095.45
INTERMEDIA.NET INC.	3804	9207631	Information Technology	03.2025 Voice Service Charges	89.83
INTERMEDIA.NET INC. Total					89.83
J2 BLUE PRINT SUPPLY CO	0243	AR165320	Public Works	Parks Signage	228.27
			Council	Council Signage	152.18
		AR165696	Genl Govt/Facilities	2025 Spring Clean Up Signage	667.42
J2 BLUE PRINT SUPPLY CO Total					1,047.87
JACOBS ENGINEERING GROUP INC.	3349	W3X87401-28	Public Works	03.2025 Screen Design/Engineering Services	6,871.45
JACOBS ENGINEERING GROUP INC. Total					6,871.45
JAMES J. MAUL	3987	0000210	Public Works	02.2025 Park Laundry Environmental Support	17,187.50
JAMES J. MAUL Total					17,187.50
JAMES RICHARD BUCKNER	1092	20250405	Public Safety	04.05.2025 Polygraph Services	700.00
JAMES RICHARD BUCKNER Total					700.00
JANEAN Z PARKER	2199	36	Public Works	02.2025 Legal Services	75.00
			Community Development	02.2025 Legal Services	3,525.00
			Legal	02.2025 Legal Services	5,325.00
JANEAN Z PARKER Total					8,925.00
JOE TURNER P.C.	1437	00001502	Community Development	03.2025 Hearing Examiner	1,279.25
JOE TURNER P.C. Total					1,279.25

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KAYLIN DEBIAK	3996	3996-20250422	Public Safety	Critical Thinking on Active Incidents Meals - Debiak	86.00
KAYLIN DEBIAK Total					86.00
KILLA BITES	3727	13463	Genl Govt/Facilities	05.2025 1SAT Treats	678.75
KILLA BITES Total					678.75
L.N. CURTIS AND SONS	3075	INV933333	Public Safety	PD Long Sleeve Polo Shirts - King	120.58
		INV937075	Public Safety	Short Sleeve Polo Shirt - Cobletz	118.39
L.N. CURTIS AND SONS Total					238.97
Lagasse Pat & Diana	UB*01129	(blank)	Genl Govt/Facilities	Refund Check 006511-000 314 N 4th Ave	2.07
Lagasse Pat & Diana Total					2.07
LANGUAGE LINE SERVICES INC.	3122	11573716	Judicial	03.2025 Interpreting Services - PD	448.52
LANGUAGE LINE SERVICES INC. Total					448.52
LES SCHWAB GROUP HOLDINGS LLC	4006	43700044123	Public Works	PWSTW 2016 Ford F-250 63638D	1,616.31
			Community Development	PWSTW 2016 Ford F-250 63638D	131.05
LES SCHWAB GROUP HOLDINGS LLC Total					1,747.36
MALLORY SAFETY AND SUPPLY LLC	0285	6135041	Genl Govt/Facilities	PW Shop Radian Safety Vests	50.47
			Public Works	PW Shop Radian Safety Vests	931.49
		6128194	Genl Govt/Facilities	PW Shop Hard Hats	37.33
			Public Works	PW Shop Hard Hats	688.88
MALLORY SAFETY AND SUPPLY LLC Total					1,708.17
MARIUS LOUIS MALATTIA	1817	187	Community Development	03.2025 Design Reviews	675.00
MARIUS LOUIS MALATTIA Total					675.00
MARTA L. OCHOA-RUTUHERFORD	3396	726	Judicial	03.28.2025 Interpreting Services	130.00
		599	Judicial	02.08.2024 Interpreting Services	130.00
		623	Judicial	07.18.2024 Interpreting Services	86.66
		625	Judicial	07.25.2024 Interpreting Services	130.00
		725	Judicial	03.27.2025 Interpreting Services	130.00
		601	Judicial	02.22.2024 Interpreting Services	130.00
		624	Judicial	07.25.2024 Interpreting Services	86.66
MARTA L. OCHOA-RUTUHERFORD Total					823.32
MAUL FOSTER ALONGI INC.	0834	66231	Public Works	03.2025 Park Laundry Site Cleanup & Environmental Services	52,713.31
MAUL FOSTER ALONGI INC. Total					52,713.31
MICHAEL CURTIS	3704	3704-20250424	Community Development	WABO Annual Meeting Mileage - Curtis	377.30
MICHAEL CURTIS Total					377.30
MINUTEMAN PRESS (NORTH)	3278	13782	Genl Govt/Facilities	Name Plates - Thamert	2.08
			Public Works	Name Plates - Thamert	35.49
			Community Development	Name Plates - Thamert	4.17
			Council	Name Plates - Hamilton	41.74
MINUTEMAN PRESS (NORTH) Total					83.48
MJB CONSULTING INC	3117	2356	Genl Govt/Facilities	02.2025-04.2025 State Lobbyist	9,000.00
MJB CONSULTING INC Total					9,000.00
Money Dennis & Lindell	UB*01138	(blank)	Genl Govt/Facilities	Refund Check 010651-000 5573 S 1st Cir	0.89
Money Dennis & Lindell Total					0.89
NAPA AUTO PARTS	0498	467691	Genl Govt/Facilities	PWOPS Pressure Washer Spark Plugs	0.84
			Public Works	PWOPS Pressure Washer Spark Plugs	5.94
		468236	Genl Govt/Facilities	PWOPS 2021 Dodge 2500 74576D - Transmission Gasket	12.25
			Public Works	PWOPS 2021 Dodge 2500 74576D - Transmission Gasket	86.15
NAPA AUTO PARTS Total					105.18

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NB ENGINEERING LLC	3933	1260	Public Works	03.2025 Phase II Storm Permit Support Services	4,822.74
NB ENGINEERING LLC Total					4,822.74
NEW DAY PEST MANAGEMENT LLC	4004	13084	Public Works	04.2025 Pest Control - Abrams Park Consession Stand	161.96
NEW DAY PEST MANAGEMENT LLC Total					161.96
NICHOLAS JOHNSON	3443	3443-20250424	Public Works	WTPO1 and WDM1 Certification Reimb. - N. Johnson	87.00
NICHOLAS JOHNSON Total					87.00
NORTHSIDE FORD TRUCK SALES INC	3281	59140	Public Safety	2025 Ford Explorer A74386	56,666.12
		295242	Community Development	CDD 2022 Ford Escape 74578D - Oil Change and Transmission Repair	84.13
		59089	Public Works	2024 Ford F250 F08409 - PWWTR	75,760.79
		58966	Community Development	2025 Ford Escape A97794 - CDD	39,647.38
		59088	Public Works	2025 Ford F150 D57380 - PWWTR	48,827.64
NORTHSIDE FORD TRUCK SALES INC Total					220,986.06
NORTHSTAR CHEMICAL INC.	1019	307450	Public Works	Sodium Hypochlorite	1,371.79
NORTHSTAR CHEMICAL INC. Total					1,371.79
NW NATURAL GAS - EPAY	0315	0315-202503	Genl Govt/Facilities	487 S 56th PW Ops #B - Natural Gas	142.55
				487 S 56th PW Ops #A - Natural Gas	3.61
				230 Pioneer St City Hall - Natural Gas	251.25
			Public Safety	109 Division PW Shop - Natural Gas	1.64
				101 Mill St Police Department - Natural Gas	189.89
				Public Works	487 S 56th PW Ops #B - Natural Gas
			487 S 56th PW Ops #A - Natural Gas		65.11
			109 Division PW Shop - Natural Gas		29.61
			Community Development	487 S 56th PW Ops #A - Natural Gas	4.42
				487 S 56th PW Ops #B - Natural Gas	56.85
				487 S 56th PW Ops #A - Natural Gas	1.44
			Public Works	109 Division PW Shop - Natural Gas	0.65
				NW NATURAL GAS - EPAY Total	
ONE CALL CONCEPTS INC.	0326	5039105	Public Works	03.2025 Excavating Notifications/Modern Ticket Deliver	264.12
ONE CALL CONCEPTS INC. Total					264.12
PACIFIC OFFICE AUTOMATION	2710	196938	Genl Govt/Facilities	Q1.2025 Copier Usage - PW UTIL & OPS	6.80
				Q1.2025 Copier Usage - RACC	64.08
				Q1.2025 Copier Usage - PW Bldg	0.58
			Public Safety	Q1.2025 Copier Usage - City Hall	206.73
				Q1.2025 Copier Usage - PD	151.14
				Q1.2025 Copier Usage - PW UTIL & OPS	125.66
			Public Works	Q1.2025 Copier Usage - PW Bldg	10.80
				Q1.2025 Copier Usage - RACC	115.32
				Q1.2025 Copier Usage - PW Bldg	0.72
PACIFIC OFFICE AUTOMATION Total					681.83
PACIFIC OFFICE AUTOMATION - LEASE	1564	589818154	Genl Govt/Facilities	04.2025 Copier Lease - RACC	255.33
				04.2025 Copier Lease - CH	714.82
			Public Safety	04.2025 Copier Lease - PD	661.82
			Public Works	04.2025 Copier Lease - PWUTIL	49.55
			Community Development	04.2025 Copier Lease - RACC	459.49
PACIFIC OFFICE AUTOMATION - LEASE Total					2,141.01
PATRICK HILDRETH BRAND AND DESIGN	2372	3135	Genl Govt/Facilities	03.2025 General Design - Events	700.00
				03.2025 General Design - Water Tower Art	100.00

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PATRICK HILDRETH BRAND AND DESIGN Total						800.00
PBS ENGINEERING AND ENVIRONMENTAL LLC	0342	25005742-5776	Public Works	Abrams Park Caretaker Building Demo Surveying	5,106.80	
PBS ENGINEERING AND ENVIRONMENTAL LLC Total						5,106.80
Pearson Briana	UB*01131	(blank)	Genl Govt/Facilities	Refund Check 012536-000 813 Pioneer St	157.11	
Pearson Briana Total						157.11
PFM FINANCIAL ADVISORS LLC	2910	135945	Finance	03.2025 Financial Advisory Services	950.00	
PFM FINANCIAL ADVISORS LLC Total						950.00
PLATT ELECTRIC SUPPLY	0766	6D78168	Public Works	Davis Park Lights	25.77	
PLATT ELECTRIC SUPPLY Total						25.77
PORTLAND ENGINEERING INC	2082	12920	Public Works	03.2025 Q178V Ridgefield Cellular Telemetry	228.27	
		12936	Public Works	03.2025 AC006 Ridgefield Service 2025	475.56	
PORTLAND ENGINEERING INC Total						703.83
PUBLIC SAFETY TESTING	0354	2025-238	Public Safety	Q1.2025 Subscription Fees	140.00	
PUBLIC SAFETY TESTING Total						140.00
PYUM DJOURABCHI	3998	050325	Genl Govt/Facilities	1SAT Entertainment Services	1,100.00	
PYUM DJOURABCHI Total						1,100.00
REBECCA BERNSTEIN	4126	503814503	Genl Govt/Facilities	Business License Refund - 503814503 Global Healthcare Solutions	50.00	
REBECCA BERNSTEIN Total						50.00
RIAN DAVIS	4099	4099-20250424	Council	01.23025-03.2025 Mileage Reimbursement - Davis	290.01	
RIAN DAVIS Total						290.01
RIDGEFIELD ART ASSOCIATION	2501	2501-20250424	Genl Govt/Facilities	2025 City Partnership Contribution	1,200.00	
RIDGEFIELD ART ASSOCIATION Total						1,200.00
RIDGEFIELD COMMUNITY GLEANERS ASSOCIATION	2996	2996-20250424	Genl Govt/Facilities	2025 City Partnership Contribution	1,200.00	
RIDGEFIELD COMMUNITY GLEANERS ASSOCIATION Total						1,200.00
RIDGEFIELD FARMER'S MARKET	2845	2845-20250424	Genl Govt/Facilities	2025 City Parthnership Contribution	1,200.00	
RIDGEFIELD FARMER'S MARKET Total						1,200.00
RIDGEFIELD HARDWARE	0376	0376-202502	Genl Govt/Facilities	02.2025 Operational Supplies & Tools & Vehicle Maint.	109.21	
			Public Works	02.2025 Operational Supplies & Tools & Vehicle Maint.	504.95	
		0376-202503	Genl Govt/Facilities	03.2025 Operational Supplies & Tools & Vehicle Maint.	56.06	
			Public Works	03.2025 Operational Supplies & Tools & Vehicle Maint.	526.26	
			Community Development	03.2025 Operational Supplies & Tools & Vehicle Maint.	6.38	
RIDGEFIELD HARDWARE Total						1,202.86
RIDGEFIELD MAIN STREET	2212	140	Genl Govt/Facilities	Main Street Moola	62.50	
			Human Resources	Main Street Moola	62.50	
RIDGEFIELD MAIN STREET Total						125.00
Rotschy Inc	UB*01139	(blank)	Genl Govt/Facilities	Refund Check 010953-024 Hydrant Meter N 10th St & Royle Rd	119.25	
Rotschy Inc Total						119.25
SAUER HOLDINGS LLC	2885	44774	Genl Govt/Facilities	2025 F2T Light Pole Barrel Rental	547.85	
SAUER HOLDINGS LLC Total						547.85
SPRINGBROOK - GROUP EPAY	3544	250421926	Public Works	03.2025 UB Web Payments	971.03	
SPRINGBROOK - GROUP EPAY Total						971.03
SPRINGBROOK SOFTWARE LLC	3444	INV-020265	Public Works	03.2025 Customer Web Payments	3,989.01	
SPRINGBROOK SOFTWARE LLC Total						3,989.01
STATE AUDITOR'S OFFICE	0524	L167546	Finance	03.2025 Audit Services	1,460.55	
STATE AUDITOR'S OFFICE Total						1,460.55
STATE OF WA DEPARTMENT OF REVENUE - EPAY	0156	0-046-361-466	Genl Govt/Facilities	03.2025 B&O and Excise Tax	388.74	
			Public Works	03.2025 B&O and Excise Tax	24,308.11	

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STATE OF WA DEPARTMENT OF REVENUE - EPAY Total					24,696.85
STERICYCLE INC	2504	8010359337	Genl Govt/Facilities	03.2025 Secure Shredding - PW Bldg	10.27
			Public Safety	03.2025 Secure Shredding - PD	95.18
			Public Works	03.2025 Secure Shredding - PW Bldg	189.40
			Community Development	03.2025 Secure Shredding - PW Bldg	12.59
		8010414202	Genl Govt/Facilities	03.2025 Secure Shredding - RACC	23.78
				03.2025 Secure Shredding - CH	121.28
			Community Development	03.2025 Secure Shredding - RACC	42.78
STERICYCLE INC Total					495.28
TAC 1 SYSTEMS	1634	SI-015438	Genl Govt/Facilities	Radio Parts - Threaded Adapter	(40.46)
			Public Safety	Radio Parts - Threaded Adapter	505.46
TAC 1 SYSTEMS Total					465.00
TAPANI INC	0420	C2024-041-2	Public Works	03.2025 I-5 Overpass Safety Screen	86,905.65
TAPANI INC Total					86,905.65
TERESA D JOHNSON CPA INC.	0561	7301	Finance	03.2025 Financial Statements Preparation	26,568.26
TERESA D JOHNSON CPA INC. Total					26,568.26
THE MASTERS TOUCH LLC	1786	95020	Public Works	03.2025 UB Final Bills	191.54
		P95020	Public Works	03.2025 UB Final Bills - Postage	29.54
THE MASTERS TOUCH LLC Total					221.08
THE PARR COMPANY	0964	324478	Genl Govt/Facilities	PW Bldg Parking Curbs Repair	5.53
			Public Works	PW Bldg Parking Curbs Repair	101.99
			Community Development	PW Bldg Parking Curbs Repair	6.78
		332994	Genl Govt/Facilities	PW Bldg Parking Curbs Repair	5.34
			Public Works	PW Bldg Parking Curbs Repair	98.47
			Community Development	PW Bldg Parking Curbs Repair	6.54
		332991	Public Works	Community Garden Lumber	27.69
		344933	Genl Govt/Facilities	813 Pioneer St Renovations	20.20
		336097	Public Works	Hillhurst Sidewalk Repair	88.15
		321625	Public Works	Street Signs Concrete Mix	6.84
		343873	Genl Govt/Facilities	813 Pioneer St Renovations	34.75
		347117	Public Works	Abrams Park Bennett Hall Door Repair	4.61
THE PARR COMPANY Total					406.89
TIMOTHY BAKER	4136	239	Genl Govt/Facilities	05.2025 1SAT Facepainting Services	450.00
TIMOTHY BAKER Total					450.00
TIREHUB LLC	3067	48550618	Public Safety	PD Tires	698.08
TIREHUB LLC Total					698.08
TOWNZEN & ASSOCIATES INC.	3450	25-038	Community Development	03.2025 Building Plan Reviews	20,310.00
TOWNZEN & ASSOCIATES INC. Total					20,310.00
TRAFFIC SAFETY SUPPLY CO INC.	0432	INV079433	Genl Govt/Facilities	Street Signs - N 1st Way	(6.96)
			Public Works	Street Signs - N 1st Way	86.96
		INV079499	Genl Govt/Facilities	Various Street Signs	(50.90)
			Public Works	Various Street Signs	635.90
		INV079349	Genl Govt/Facilities	PWWTR 2022 Fprd F-250 74573D Lights	(25.06)
			Public Works	PWWTR 2022 Fprd F-250 74573D Lights	313.06
		INV079120	Genl Govt/Facilities	Street Signs - Speed Limit 25MPH	(26.27)
	Public Works	Street Signs - Speed Limit 25MPH	328.27		
TRAFFIC SAFETY SUPPLY CO INC. Total					1,255.00

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Turner Jessica	UB*01137	(blank)	Genl Govt/Facilities	Refund Check 015779-000 1152 N Auburn Pl	27.14	
Turner Jessica Total					27.14	
UNIFIRST CORPORATION	3904	22402077770	Genl Govt/Facilities	04.01.2025 PWOPS Uniforms	13.05	
				04.01.2025 PW Bldg Floor Mats	2.70	
			Public Works		04.01.2025 PWOPS Uniforms	91.69
					04.01.2025 PWWTR Uniforms	40.55
					04.01.2025 PW Bldg Floor Mats	49.78
					04.01.2025 PWSTW Uniforms	56.83
		Community Development			04.01.2025 PWWTR Uniforms	2.13
					04.01.2025 PW Bldg Floor Mats	3.31
				04.01.2025 PWSTW Uniforms	2.99	
			2240210015	Genl Govt/Facilities	04.08.2025 PWOPS Uniforms	13.04
					04.08.2025 PW Bldg Floor Mats	2.70
				Public Works		04.08.2025 PWSTW Uniforms
					04.08.2025 PWOPS Uniforms	91.69
					04.08.2025 PW Bldg Floor Mats	49.78
					04.08.2025 PWWTR Uniforms	40.55
		Community Development			04.08.2025 PWSTW Uniforms	2.45
					04.08.2025 PW Bldg Floor Mats	3.31
				04.08.2025 PWWTR Uniforms	2.13	
			2240207573	Genl Govt/Facilities	04.01.2025 Floor Matts - RACC	4.21
				Community Development	04.01.2025 Floor Matts - RACC	7.58
			2240209983	Genl Govt/Facilities	04.08.2025 Floor Mats - RACC	4.21
		Community Development		04.08.2025 Floor Mats - RACC	7.58	
		2240207576	Genl Govt/Facilities	04.01.2025 Floor Mats - CH	18.07	
		2240209993	Genl Govt/Facilities	04.08.2025 Floor Mats - CH	18.07	
		2240207582	Public Safety	04.01.2025 Floor Mats - PD	42.32	
		2240210001	Public Safety	04.08.2025 Floor Mats - PD	42.32	
UNIFIRST CORPORATION Total					659.66	
VAIRKKO TECHNOLOGIES LLC	3699	30052	Genl Govt/Facilities	04.2025 PD Scheduling Software	(15.49)	
			Public Safety	04.2025 PD Scheduling Software	193.49	
VAIRKKO TECHNOLOGIES LLC Total					178.00	
VERIZON WIRELESS - EPAY	0452	6109675714	Genl Govt/Facilities	Public Works Engineering & UB Cellphones	70.59	
				General Cellphones	45.59	
				HR Cellphones	91.19	
			Public Safety	PD Cellphones	821.34	
				Steve Klopman - Cell Phone	16.30	
			Public Works	Public Works Engineering & UB Cellphones	1,237.41	
				Public Works Engineering & UB Cellphones	105.03	
				Building Inspectors & Permitting Cellphones	638.97	
				Code Enforcement Cellphone	45.60	
				Information Technology	Steve Klopman - Cell Phone	38.04
					Finance Cellphones	91.19
			Finance	Public Works Engineering & UB Cellphones	2.36	
				Administration	Admin Cellphones	182.37
			Council	Council Cellphones	45.59	
		6109675712		Genl Govt/Facilities	PW IPads	9.62

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VERIZON WIRELESS - EPAY	0452	6109675712	Genl Govt/Facilities	Events IPads	152.59
			Public Safety	PD IPads & MDCs	725.60
			Public Works	PW IPads	835.02
			Community Development	PW IPads	148.20
				CDD IPads	381.90
				Code Enforcement IPads	38.22
			Finance	Finance IPads	38.22
			Administration	Admin IPads	114.66
			Council	Council IPads	305.47
				6109675713	Public Works
VERIZON WIRELESS - EPAY Total					6,326.24
WALLIS ENGINEERING PLLC	0464	18003	Public Works	03.2025 Downtown Stormwater - Riverview	4,122.78
				03.2025 Downtown Stormwater - Lake River	6,639.92
				03.2025 Downtown Stormwater - Old Pioneer	8,181.29
WALLIS ENGINEERING PLLC Total					18,943.99
WASHINGTON STATE TREASURER	0642	0642-Q1.2025	Community Development	Q1.2025 Building Code Fees	1,162.00
WASHINGTON STATE TREASURER Total					1,162.00
WELLS FARGO - EPAY	1681	202503-9687	Genl Govt/Facilities	Moore Amazon Mktpl Light - CH	12.65
				Moore Amazon Mktpl Binders - Pw Bldg	1.57
				Moore Amazon Stapler - Pw Bldg	0.92
				Moore Amazon Safety Gloves/Protective Metal Visors - Pw Shop	7.68
				Moore Amazon Mktpl Notebooks - Pw Bldg	1.31
				Moore Amazon Mktpl Boot Scrubber - Pw Shop	3.17
				Moore Amazon Mktpl Steel Clipboards - Pw Fac	5.62
				Moore Amazon Soap - Pw Bldg	0.52
				Moore Amazon Mktpl Irrigation Pumps - Pw Fac	15.90
				Moore Amazon Shipping Labels - Pw Fac	1.22
				Moore Amazon Mktpl Mask Respirators - Pw Fac	9.47
				Moore Amazon Mktpl Safety Earmuffs - Pw Shop	4.03
				Moore Amazon Pens - Pw Bldg	3.39
				Moore Amazon Mktpl Ratchet Straps - Pw Fac	14.72
				Moore Amazon Harnesses - Pw Fac	24.10
				Moore Amazon Mktpl Knee Pads - Pw Fac	10.77
				Moore Amazon Mktpl Phone Case - Pw Fac	3.21
				Moore Amazon Mktpl Pens - Pw Bldg	2.13
				Moore Amazon Mktpl Respirator Cartridges - Pw Fac	12.12
				Moore Amazon Stapler - Giles	1.22
				Moore Amazon Mktpl Truck Anchors - Pw Fac	4.73
				Moore Amazon Mktpl Rain Bibs - Pw Fac	16.91
				Moore Amazon Headphone Stands/Extension Cords - Engineering	4.07
				Moore Amazon Mktpl Tape - Pw Fac	0.95
				Moore Amazon Mktpl Water Filter - Pw Bldg	1.38
				Moore Amazon Safety Glasses/Reflective Stickers - Pw Shop	7.08
				Moore Amazon Mktpl Carts - Pw Shop	15.02
				Moore Amazon Mktpl Harnesses - Pw Fac	24.10
				Moore Amazon Mktpl Painting Items/Hoses/Screws - Dragon Boats	164.88
				Moore Amazon Portable Storage Bin - Engineering	0.40

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WELLS FARGO - EPAY

1681

202503-9687

Genl Govt/Facilities

Moore Amazon Mktpl Safety Helmet - Pw Shop	3.51
Moore Amazon Mktpl Trash Can And Bags - TMI	28.02
Moore Amazon Mktpl Rain Bib - Pw Fac	16.91
Moore Amazon Mktpl Tape Dispenser - Giles	2.13
Moore Amazon Jumper Cables/Head Lamps/Zip Ties - Pw Fac	37.80
Moore Amazon Push Pins/Envelopes - CH	29.00
Moore Amazon Communication Board Borders/Office Supplies - CH	40.74
Moore Amazon Paper - CH	108.45
Moore Amazon Mktpl Carabiners - Events/Parks	17.39
Moore Amazon Mktpl Table Cloths - Refund	(149.94)
Public Safety	
Moore Amazon USB Drives - PD	55.42
Moore Amazon Mktpl Mat Tape - PD	30.38
Moore Amazon Trash Bags - PD	28.13
Moore Amazon Mktpl Shooting Stabilizer - PD	89.67
Moore Amazon Paper - PD	77.18
Moore Amazon Mktpl Door Stoppers - PD	55.67
Moore Amazon Mktpl Laser Mounts/Mag Pouch - PD	89.05
Moore Amazon Mktpl Grip Sleeve - PD	15.21
Moore Amazon Mktpl Clips/Mag Pouch/Rifle Sling - PD	172.82
Public Works	
Moore Amazon Mktpl Binders - Pw Bldg	29.10
Moore Amazon Stapler - Pw Bldg	16.95
Moore Amazon Safety Gloves/Protective Metal Visors - Pw Shop	142.04
Moore Amazon Mktpl Notebooks - Pw Bldg	24.15
Moore Amazon Mktpl Boot Scrubber - Pw Shop	58.60
Moore Amazon Mktpl Steel Clipboards - Pw Fac	39.56
Moore Amazon Soap - Pw Bldg	9.58
Moore Amazon Mktpl Irrigation Pumps - Pw Fac	111.82
Moore Amazon Shipping Labels - Pw Fac	8.55
Moore Amazon Mktpl Mask Respirators - Pw Fac	66.57
Moore Amazon Mktpl Safety Earmuffs - Pw Shop	74.53
Moore Amazon Pens - Pw Bldg	62.71
Moore Amazon Mktpl Ratchet Straps - Pw Fac	103.48
Moore Amazon Harnesses - Pw Fac	169.45
Moore Amazon Mktpl Knee Pads - Pw Fac	75.71
Moore Amazon Mktpl Phone Case - Pw Fac	22.58
Moore Amazon Mktpl Pens - Pw Bldg	39.45
Moore Amazon Mktpl Respirator Cartridges - Pw Fac	85.23
Moore Amazon Stapler - Giles	7.93
Moore Amazon Mktpl Truck Anchors - Pw Fac	33.30
Moore Amazon Mktpl Rain Bibs - Pw Fac	118.95
Moore Amazon Headphone Stands/Extension Cords - Engineering	16.28
Moore Amazon Mktpl Tape - Pw Fac	6.64
Moore Amazon Grease Pencils - Water	16.26
Moore Amazon Mktpl Water Filter - Pw Bldg	25.57
Moore Amazon Safety Glasses/Reflective Stickers - Pw Shop	130.91
Moore Amazon Mktpl Carts - Pw Shop	277.61
Moore Amazon Mktpl Light Bulbs - Parks	28.36

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WELLS FARGO - EPAY

1681

202503-9687

Public Works

Moore Amazon Mktpl Clipboard - Blake	10.85
Moore Amazon Mktpl Harnesses - Pw Fac	169.46
Moore Amazon Mktpl Mouse Pad - Mulderig (Storm)	10.86
Moore Amazon Portable Storage Bin - Engineering	15.68
Moore Amazon Mktpl Safety Helmet - Pw Shop	64.96
Moore Amazon Mktpl Rain Bib - Pw Fac	118.95
Moore Amazon Mktpl Tape Dispenser - Giles	13.84
Moore Amazon Jumper Cables/Head Lamps/Zip Ties - Pw Fac	265.76
Moore Amazon Mktpl Webcam - Mulderig (Storm)	43.47
Moore Amazon Mktpl Chargers - Storm	10.34
Moore Amazon Utility Carts - Storm	44.63
Moore Amazon Mktpl Carabiners - Events/Parks	17.38
Moore Amazon Utility Carts - Water	44.63
Moore Amazon Mktpl Leveling Drill Adapter - Water	7.49
Moore Amazon Mktpl Binders - Pw Bldg	1.93
Moore Amazon Stapler - Pw Bldg	1.13
Moore Amazon Mktpl Notebooks - Pw Bldg	1.60
Moore Amazon Soap - Pw Bldg	0.64
Moore Amazon Pens - Pw Bldg	4.17
Moore Amazon Mktpl Pens - Pw Bldg	2.62
Moore Amazon Paper - RACC	38.27
Moore Amazon Headphone Stands/Extension Cords - Engineering	4.07
Moore Amazon Mktpl Water Filter - Pw Bldg	1.70
Moore Amazon Portable Storage Bin - Engineering	9.73
Moore Amazon Batteries - RACC	18.62
Moore Amazon Foot Rest - CDD	23.84
Moore Amazon Mktpl Conference Speaker/Microphone - Council	163.04
Moore Amazon Paper - RACC	21.26
Moore Amazon Batteries - RACC	10.34
Stuart Capitol Hill Hotel Washington DC Hotel - Stuart	69.58
Moore Amazon Binders/Dividers - Council Retreat	100.44
Moore Amazon Mktpl Table Skirts - Council	206.40
Moore Amazon Mktpl Foot Stool - Council	36.58
Demoss Facebook Marketing Ads - April 1Sat	16.46
Demoss Newspapers.Com Archive Subscription WA Tax	(0.68)
Demoss Facebook Marketing Ads - State Of The City	26.93
Demoss Facebook Ads - April 1Sat	1.08
Demoss Namebright Domain Renewal For Ridgefieldbigpaddle.Com	10.99
Demoss Captions Software - Communications	9.99
Demoss Mentimeter Internal/External Mtg Presentation Software	156.00
Demoss Newspapers.Com Archive Subscription - Comm Team	81.42
Demoss Currency Conversion Fee Mentimeter Software Bank Fee	1.56
Demoss Clark College Leadership Course Registration - Demoss	299.00
Demoss The Columbian Newspaper Subscription - Communications	9.99
202503-5756	
Genl Govt/Facilities	
Rubioromero Water Delivery Service - Pw Bldg	9.59
Rubioromero Water Delivery Service - RACC	54.34
Rubioromero Amazon Web Services Web Audio Backup WA Tax	(0.05)

Community Development

Information Technology

Finance

Executive

Council

Information Technology

Administration

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WELLS FARGO - EPAY

1681

202503-5756	Public Safety	Rubioromero Siptrunk Inc Telephone Service - PD	232.06
	Public Works	Rubioromero Water Delivery Service - Pw Bldg	176.85
	Community Development	Rubioromero Water Delivery Service - Pw Bldg	11.74
		Rubioromero Water Delivery Service - RACC	97.80
	Information Technology	Rubioromero Adobe Software - Communications	65.21
		Rubioromero Zoom.Com Meeting Platform	69.56
		Rubioromero Amazon Web Services Web Audio Backup	0.65
		Rubioromero Spotify Monthly Music - CH	13.03
202503-7051	Human Resources	Blehm Costco Snacks - Take Your Kids To Work	63.48
		Blehm Pshra Public Sector HR Annual HR Membership Dues - Blehm	420.00
		Blehm Hilton Internationals HR Conference Hotel Deposit - Blehm	186.83
		Blehm SWSHRM Luncheon - Blehm	35.00
		Blehm Train HR FMLA Webinar - HR	145.00
		Blehm Association Of Washington Awc Conf Registration - Blehm	450.00
202503-9102	Genl Govt/Facilities	Allen Sticker Mule Evacuation Signs - Pw Bldg	9.29
	Public Works	Allen Sticker Mule Evacuation Signs - Pw Bldg	171.70
		Allen Customsigns.Com Mulderig - Storm	21.72
	Community Development	Allen Customsigns.Com Glavin - Planning Commission	21.72
		Allen Sticker Mule Evacuation Signs - Pw Bldg	11.41
	Human Resources	Allen Starbucks Coffee - March All Hands	65.22
		Allen Costco By In Car Snacks - Wellness	909.78
		Allen Costco By In Car Wellness Snack - Adjustment Fee	2.99
		Allen Instacart Breakfast Items - March All Hands	185.92
	Council	Allen Customsigns.Com Hamilton Name Plate - City Council	21.72
202503-7739	Genl Govt/Facilities	Coleman Cleverwaiver Waiver Software - Dragon Boats	29.99
		Coleman Bannerscom Banners - May 1Sat	699.37
		Coleman Vistaprint Postcard Fliers - April 1Sat	78.24
		Coleman Costco Bottled Water - State Of The City	8.67
		Coleman Meetup Pro 6 Month Sign Up Platform - Dragon Boats	195.66
202503-2164	Genl Govt/Facilities	Giles Costco Coffee & Paper Towels - Pw Ops	3.21
		Giles Costco Plates/Bowls/Napkins/Dish Soap/Salt/Pepper - Pw Ops	3.39
	Public Works	Giles Costco Coffee & Paper Towels - Pw Ops	59.20
		Giles Costco Plates/Bowls/Napkins/Dish Soap/Salt/Pepper - Pw Ops	62.59
	Community Development	Giles Costco Coffee & Paper Towels - Pw Ops	3.93
		Giles Costco Plates/Bowls/Napkins/Dish Soap/Salt/Pepper - Pw Ops	4.16
202503-6189	Public Works	Green Cameo Cafe Pw Directors Breakfast Meeting - Green	15.20
	Community Development	Green Cameo Cafe Pw Directors Breakfast Meeting - Green	6.51
202503-4252	Human Resources	Blake Project Energy Saver Water Stickers -Take Your Kid To Work	77.73
202503-9059	Executive	Stuart Pdx Airport Parking Washington DC Advocacy Trip - Stuart	30.00
		Stuart Alaska Air Baggage Charge Washington DC Trip - Stuart	70.00
		Stuart Rosauers City Councilors Breakfast Mtg - Stuart	19.15
		Stuart WCMA Annual Membership Dues - Stuart	375.00
		Stuart Uber Washington DC City Advocacy Trip - Stuart	54.28
		Stuart Ga - Campus Parking Ridgefield Project Advocacy - Stuart	4.00
		Stuart Amazon Ottoman Office Furniture - Stuart	184.30
		Stuart Capitol Hill Hotel Disputing Expense With Vendor	650.00
		Stuart WCMA 2025 Conference Registration - Stuart	450.00

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WELLS FARGO - EPAY	1681	202503-9059	Executive	Stuart Amazon Serving Tray Office Furniture - Stuart	29.34
				Stuart Bevridgepublic Dinner Chamber Of Commerce Mtg - Stuart	20.84
				Stuart Uvc Taxi Washington DC City Advocacy Trip - Stuart	3.45
			Council	Stuart Pdx Airport Parking Washington DC - Mayor/Mayor ProTem	60.00
				Stuart Ga - Campus Parking Ridgefield Project Advocacy - Mayor	4.00
				Stuart Rosauers City Councilors Breakfast Mtg - Council	38.30
				Stuart Uber Washington DC City Trip - Mayor/Mayor Pro Tem	108.56
				Stuart Bevridgepublic Dinner Chamber Of Commerce Mtg - Mayor	20.84
				Stuart Uvc Inc Taxi Washington DC Trip - Mayor/Mayor Pro Tem	6.89
		202503-5484	Public Safety	Freimuth Country Inn & Suites - Skills Training Hotel - Coblentz	639.79
			Public Works	Freimuth PNWS AWWA 2025 Conference - Sampson	750.00
			Community Development	Freimuth Fuel Bistro Lunch - Dev Review Coordinator Interview	161.78
				Freimuth 7-Eleven Drinks - Dev Review Coordinator Interview	14.47
			Human Resources	Freimuth SocietyforHumanResource SHRM Membership - Freimuth	299.00
				Freimuth Paypal Engineering & Capital Featured Job Posting	100.00
				Freimuth LinkedIn Engineering & Capital Director Job Posting	97.00
				Freimuth APWA - Work Zone Engineering/Capital Job Posting	475.00
			Administration	Freimuth Alaska Air 3CMA Conference Flight - Sennett	246.61
				Freimuth 3CMA Conference Registration - Sennett	645.00
			Council	Freimuth Capitol Hill Hotel Lobbying in DC Hotel - Chipman	1,481.85
		202503-9437	Public Safety	Steele-Hoots Calibre Press Critical Thinking Class - Jensen	219.00
				Steele-Hoots TLO Transunion Background Investigations - PD	98.27
				Steele-Hoots National Animal Care Control Membership - Neblock	25.00
				Steele-Hoots WA Food Worker Card Food Safety Card Renewal - PD	10.00
		202503-7069	Public Safety	Ferriss CDW Govt Adobe Pro License - Detective King	146.71
			Council	Ferriss Skamania Lodge City Council Retreat Hotel Deposit	3,000.00
				Ferriss The Future Of Advanced Manufacturing Conf Fee - Favela	108.55
				Ferriss The Future Of Advanced Manufacturing Conf Fee - Cole	108.55
				Ferriss The Future Of Advanced Manufacturing Conf Fee - Chipman	108.55
		202503-5997	Public Works	Sampson WSU Prof Stormwater Conf Registration - Storm Crew	1,000.00
				Sampson Ridgefield First Day Lunch - Kyle Henker	16.47
				Sampson Ridgefield First Day Lunch - Sampson	16.47
		202503-4870	Public Safety	Johnson WA DOL Lic & Reg 3 Patrol Vehicles - DOL Fees	189.26
			Finance	Johnson The Columbian Monthly Newspaper Subscription - Finance D	12.50
		202503-3244	Public Safety	Doriot Mindfulbadge.Com Mindful Agility Workshop - Chief Doriot	675.00
		202503-6939	Community Development	Lust The Columbian Monthly Newspaper Subscription - CDD Director	13.00
202503-7189	Genl Govt/Facilities	Sennett On The Spot Engraving State of the City Awards	203.00		
	Public Works	Sennett Sticker Mule Parks & Recreation Stickers	213.05		
202503-0187	Public Works	Melroy Rodda Paint - Ridgefield Bridge Graffiti Paint - Streets	253.29		
202503-2508	Public Works	Williams Clark County Fire Rescue RORC Fieldhouse Permits	179.38		
WELLS FARGO - EPAY Total					23,427.56
WESTERN EQUIPMENT	2363	INV077294	Public Works	PWSTW Ventrac Mover Spark Plug	31.06
WESTERN EQUIPMENT Total					31.06
WEX BANK - EPAY	3552	103800879	Genl Govt/Facilities	PW Fuel	220.88
			Public Safety	PD Fuel	4,375.58
			Public Works	PW Fuel	3,513.51
			Community Development	PW Fuel	838.70

City of Ridgefield

Claims Payment Report

For Approval on:

April 24th, 2025

WEX BANK - EPAY	3552	103800879	Community Development	CDD Fuel	530.71
WEX BANK - EPAY Total					9,479.38
WOODLAND SAW AND CYCLE INC.	2223	4014	Genl Govt/Facilities	PWOPS Blower and Pressure Washer Repair	23.20
			Public Works	PWOPS Blower and Pressure Washer Repair	163.13
		3982	Genl Govt/Facilities	PWOPS Blower Straps	4.03
				PWOPS Ear Muffs	1.75
			Public Works	PWOPS Blower Straps	28.32
				PWOPS Ear Muffs	12.26
		4027	Public Works	PWSTW Backpack Blower	534.09
WOODLAND SAW AND CYCLE INC. Total					766.78
Grand Total					1,030,570.62

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Approval of Minutes from the April 10, 2025 & April 17, 2025 Meeting

GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Staff has prepared the minutes for Council consideration of adoption for the Council meeting(s).

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Approve the minutes by making the following motion: 1. "I move to approve the consent agenda".

STAFF CONTACT:

ATTACHMENTS:

1. 04-10-2025
2. 04-17-2025



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
APRIL 10, 2025**

Regular Meeting - 6:30 PM

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

- 1. Flag Salute**
- 2. Roll Call**

Present:

Mayor Matt Cole
Mayor Pro Tem Judy Chipman
Council Member Lee Wells
Council Member Clyde Burkle
Council Member Katie Favela
Council Member Rian Davis
Council Member Meghan Hamilton

- 3. Late changes to the agenda**

II. PROCLAMATION

- 1. Lights Out for Spring Migration**
- 2. Red Cross Month**

III. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under [City Council Meeting Audio Files | Ridgefield, WA \(ridgefieldwa.us\)](https://www.ridgefieldwa.us/city-council-meeting-audio-files).

IV. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Clyde Burkle

SECONDER:	Council Member Lee Wells
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the March 27, 2025 Meeting**

V. PRESENTATION

1. **Property Tax Exemption Program - Holly Hill, Program Outreach Coordinator**

Property tax exemption program presented by Clark County representative.

2. **Parks Capital Facilities Plan - Corey Crownhart, Park Manager**

As part of the Envision Ridgefield 2045 Comprehensive Plan update, Council reviewed the draft Parks, Trails, and Recreation Capital Facilities Plan (Parks CFP). The plan, which incorporates feedback from the Parks Board, outlines priorities for future investments. Council provided input on project prioritization, potential additions or changes, and overall alignment with city goals related to growth, equity, accessibility, and quality of life.

VI. BUSINESS

1. **Second Reading of Ordinance 1448 - Amendments to Ridgefield Municipal Code 10.12, On-Street Parking Regulations for Certain Sections of STaverner Drive and S Cispus Way - Chuck Green, Public Works Director**

Council held the second reading of Ordinance 1448, following the March 27, 2025, discussion regarding proposed parking changes in the Taverner Ridge neighborhood. The ordinance addresses safety and access concerns raised by the HOA and school transportation services. Key changes proposed: No-parking signs along a 280-foot curved section of S Taverner Drive near the stormwater pond to improve visibility for school buses and emergency vehicles and adjusted parking restrictions on S Cispus Way, moving parking to the south side to address visibility issues at intersections, the community mailbox, and the STOP sign near S Taverner Drive. Following Council direction at the previous meeting, staff assessed additional sight distance and operational concerns on S Cispus Way. The City Engineer confirmed minor obstructions on the west end but no significant issues on the east end with commercial van parking. Staff distributed 70 fliers to nearby residents on April 3, 2025, with the revised proposal and invited public comment.

City Council conducted a discussion and took no action on the ordinance.

2. **Second Reading of Ordinance No. 1446 - Mukensnabl Petition to Annex - Claire Lust, Community Development Director**

Council received an update on the proposed annexation of one parcel off NW Mueller Road (Parcel 215870000), located within the Ridgefield Urban Growth Area and contiguous to existing city limits. The property is eligible for annexation, and Council previously adopted Resolution No. 653 on September 12, 2024, approving the intent to annex. The Mukensnabl, who own 100% of the land value in the proposed annexation area, signed the petition, exceeding the 60% threshold required under the direct petition

method (RCW 35A.14.120–150). A public hearing and first reading of the ordinance occurred on March 13, 2025. Following legal review, the City Attorney recommended a title report be submitted to identify any other potential ownership interests. The applicant’s representative submitted the title report on April 7, 2025, and it is currently under review.

MOTION: MOVED TO ADOPT ORDINANCE NO. 1446 AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Meghan Hamilton
SECONDER:	Council Member Clyde Burkle
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

3. Approval of Resolution No. 662 - Oberreuter Intent to Annex - Claire Lust, Community Development Director

Council reviewed the intent to annex two parcels off S 15th Street (Parcels 215838000 and 215839000), located within the Ridgefield Urban Growth Area and contiguous to city limits to the south. The parcels are eligible for annexation. The Comprehensive Plan designates the area as Urban Low (UL), with current Clark County zoning of R1-7.5 and R1-10, and a UH-10 overlay. Per city code and the Gee Creek Plateau Subarea Plan, the proposed zoning upon annexation would be RLD-6 with the UH-10 overlay. Council also received a request to include the Fell property (Parcel 215854000) in the annexation area and to consider a geographic modification to Resolution No. 662.

MOTION: Council Member Burkle moved to approve Resolution No. 662 as presented.

SECOND: Mayor Pro Tem Chipman.

MOTION TO AMEND: Council Member Favela moved to amend the motion to approve Resolution No. 662 with a geographic modification to include the Fell property (Parcel 215854000).

SECOND: Council Member Wells.

PASSED.

ACTION: Resolution No. 662 was approved as amended.

RESULT:	(UNANIMOUS)
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

4. Motion - Approval of Greely Farms Phase 2C Final Plat - Claire Lust, Community Development Director

Final plat for Greely Farms Phase 2C, which is subject to the Rohrer-Walker-Schuster Development Agreement (2008, amended 2017). The Hearing Examiner approved the preliminary plat on July 5, 2022. Phase 2C proposes to subdivide Parcel #986069439 into 23 single-family lots ranging from 4,447 to 14,527 square feet, with an average lot size of 5,943 square feet. The largest lots border the Helens View neighborhood in the unincorporated Urban Growth Area. **Tract A:** 27,225-square-foot stormwater tract with trails, to be owned/maintained by the HOA, with City easements. **Tract B:** Private road serving four lots and accessing Tract A, with easements for the City and Clark Regional Wastewater District. **Tract C:** 3,779-square-foot landscaped open space at the northern entry, owned and maintained by the HOA. The

City is also in the process of purchasing adjacent park land, not included in the final plat. Public access to the future park will be available via the flag stem between Lots 257 and 258 and N 89th Court.

MOTION: MOVED TO APPROVE GREELY FARMS PHASE 2C FINAL PLAT.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Meghan Hamilton
SECONDER:	Council Member Katie Favela
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman, Council Member Burkle, Council Member Favela, Council Member Davis, Council Member Hamilton

VII. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City’s website under [City Council Meeting Audio Files | Ridgefield, WA \(ridgefieldwa.us\)](#).

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Hamilton gave a shout-out to Mr. Thamert for providing a facilities tour for her fiancé. She also provided an update on the Compassion 360 food drive and thanked Councilor Favela for organizing the effort.

Council Member Burkle attended the County Council meeting and the Port of Ridgefield meeting.

Council Member Wells attended the County Council meeting and the City Manager briefing.

Council Member Favela provided an update on a recent tour of the entire fire district, participated in a food drive focused on allergy-friendly items with Councilor Hamilton, attended CCFR meeting, City Manager briefing, and AWC legislative update call.

Council Member Davis attended the First Saturday event.

Mayor Pro Tem Chipman attended Coffee Talk with Mayor Cole, and County Council meeting.

2. Mayor

Coffee Talk with Mayor Pro Tem Chipman and the County Council meeting, and provided an update.

3. City Manager

City Manager Steve Stuart provided an update on a meeting with representatives from the Fire District to explore potential solutions for parking five or six vehicles at Public Works Operations for their CARES team. Attending ICMA conference with Deputy City Manager and provided an update. Also, provided an update on attending the ICMA conference with Deputy City Manager.

Public Works Director Chuck Green provided an update on HAWK pedestrian signal.

Utilities & Operations Director Ryan Thamert provided an update on the recent arrival of the sander and

de-icer attachment for the large snow plow.

Finance Director Kirk Johnson provided an update on the park property purchase and the status of the ongoing state audit.

Deputy City Manager Lee Knottnerus provided a reminder about the upcoming Spring Clean-Up event and shared an update on the Dragon Boats.

IX. ADJOURN

8:24PM

Julie Ferriss, City Clerk

Matt Cole, Mayor



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
APRIL 17, 2025**

Regular Meeting - 4:00 PM

I. STUDY SESSION - 4:00 P.M.

**1. Clark County Solid Waste Management Plan Update and North County Transfer Siting Study -
Chuck Green, Public Works Director**

An overview was provided on the draft Clark County Solid Waste Management Plan (CSWMP) update, developed in coordination with the Comprehensive Plan. The presentation included highlights of proposed changes relevant to Ridgefield and updates on the County's assessment of public ownership of the Central Transfer Facility. Information was also shared on a site evaluation study for a new North County Transfer Station, which may include a regional decant facility.

II. ADJOURN

4:45PM

Julie Ferriss, City Clerk

Matt Cole, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Discussion of Engineering Standards Vol. III - Parks, Trails, and Recreation
Design and Construction Requirements

GOVERNING LEGISLATION

None

PREVIOUS COUNCIL ACTION TAKEN:

Approval of 2024 Engineering Standards Update

SUMMARY/BACKGROUND:

The City of Ridgefield's Engineering Standards guide the design, construction, and review of both public and private development projects. The current standards, adopted in 2024, are organized into two volumes:

- **Volume I** – Engineering and Planning Standards
- **Volume II** – Construction Specifications, Standard Details, and Drawings

To complement these, a third volume focused specifically on parks, trails, and recreation infrastructure is under development. **Volume III – Parks, Trails, and Recreation Design and Construction Requirements** has been in progress for several months, developed collaboratively by city staff and presented to the Parks Board of Commissioners.

This new volume currently includes seven chapters:

- Chapter 1: General Planning, Design, and Approval Requirements
- Chapter 2: Trails
- Chapter 3: Playgrounds
- Chapter 4: Amenities and Fixtures
- Chapter 5: Signage
- Chapter 6: Landscaping
- Chapter 7: Maintenance and Safety

Staff will present an overview of the core principles guiding the development of Volume III. The presentation will walk through how these foundational ideas are reflected in the structure of the draft chapters and the types of standards proposed for inclusion.

Council is asked to provide feedback on the proposed principles and draft standards to ensure they reflect Council's vision and priorities for Ridgefield's parks and recreation system. This input will guide

revisions to Volume III, with an updated draft scheduled to return to Council for formal consideration in May 2025.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Action on the inclusion of Volume III - Parks, Trails, and Recreation Design and Construction Requirements into the City's Engineering Standards will be requested later this year.

STAFF CONTACT: Corey Crownhart, Park Manager

ATTACHMENTS:

1. CC2025.04.24 - Engineering Standards Draft Discussion - 2025.04.15
2. DRAFT_Engineering Standards Vol.3 - 2025.04.01
3. DRAFT_Vol.3 Trail Standard Matrix - 2025.04.01



Park & Trail Design Standards

Engineering Standards Volume III

City Council | Public Meeting
Thursday, April 24, 2025



Introduction

Project Overview

- Develop comprehensive, enforceable standards for Ridgefield's parks, trails, and open spaces.
- Ensure standards align with community vision and needs.
- Create standards that are reasonable, functional, safe, and sustainable.

Tonight's Discussion

- Overview of Project
- Discuss Potential Standards and Principles

Tonight's Objective

Provide Feedback to Staff on Potential Standards and Principles

Why Create Parks & Trail Standards?



Alignment with Best Practices

- **Benchmarking:** Updating standards aligns us with peer municipalities and current Parks & Rec trends.
- **Inclusive Design Principles:** Ensures accessibility is considered when building park and trail assets throughout Ridgefield.



Evolving Community Needs

- **Growth & Demographics:** Ridgefield is growing in population with a younger population and more diverse residents.
- **Demand for Outdoor Spaces:** The community has consistently identified the Outdoors as a top priority.



Proactive Development

- **Preventative Measures:** Addressing potential issues now minimizes future costs.
- **Private Development:** Standards not only apply to city projects but also private developments, ensuring cohesiveness across the community.

Examples of Compromised Recreation Assets

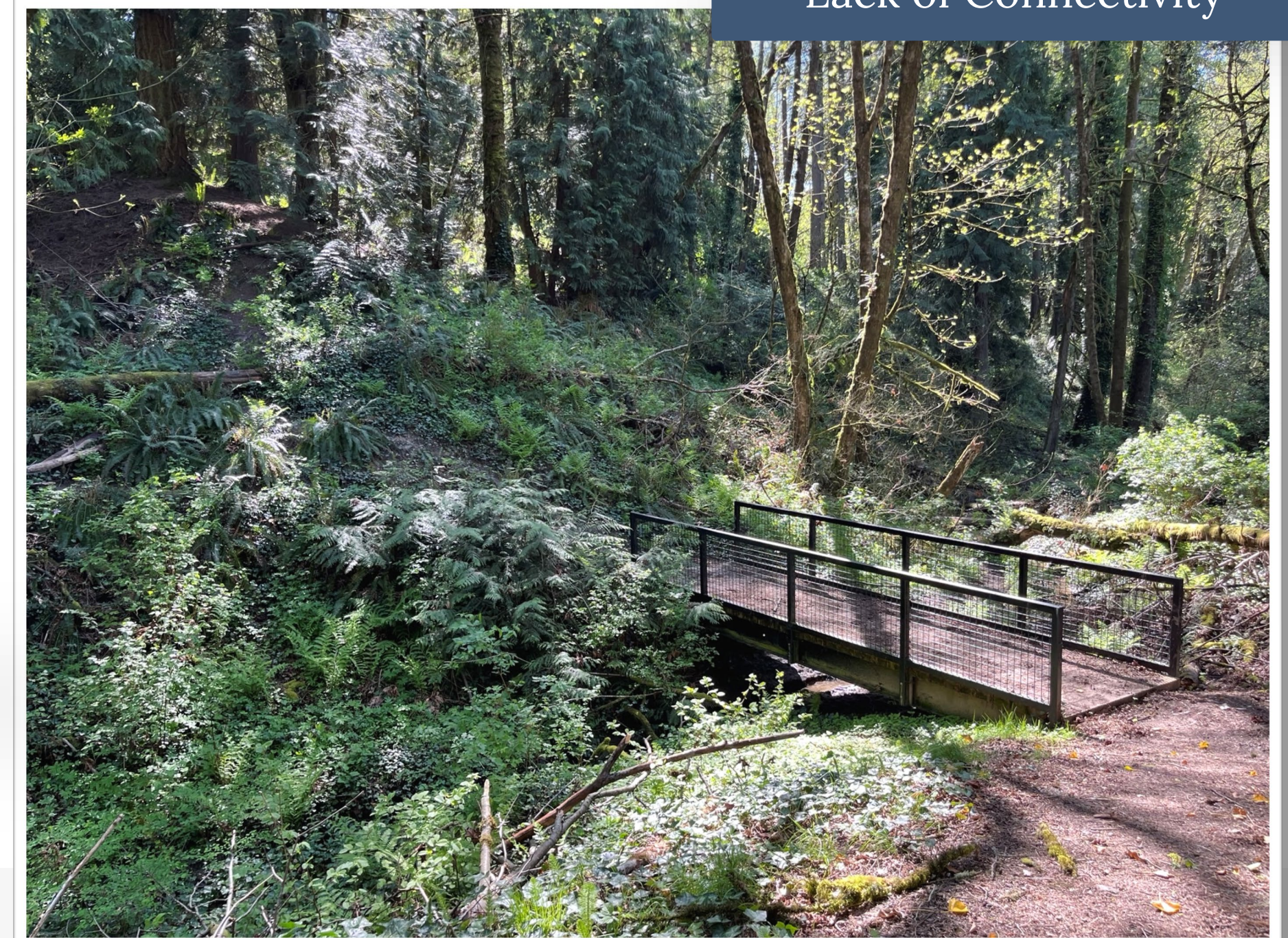
Insufficient Vegetation Barriers



Inaccessible Park Amenities



Lack of Connectivity



Poor Water Drainage / Steep Grade



How We Compare to Others

Some Description Title	Parks & Trail Specific Standards	Length	Notes
City of Camas Parks & Recreation Camas, WA	Yes	8 Pages	Included as part of Parks, Recreation and Open Spaces (PROS) Plan
Bellingham Parks & Recreation District Bellingham, WA	Yes	100+ Pages	Comprehensive and Specific to Bellingham's Vision
Bend Parks & Recreation District Bend, OR	Yes	143 Pages	Comprehensive and Specific to Bend's Vision
Clark County Parks Division Clark County, WA	No	N/A	N/A
City of Vancouver Parks & Recreation Vancouver, WA	No	N/A	N/A
City of Ridgefield Engineering Standard Vol. 1 City of Ridgefield, WA	No	0.5 Page	RMC 18.401.080B – Open Space Requirement of 25%

Outdoor Access vs. Accessibility

Referenced Standards & Guidelines

- Accessible Trail vs. Trail that Complies with Accessibility Guidelines
- Americans with Disabilities Act (ADA) Compliance
- Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)
- Pedestrian Access Routes (PAR) and Outdoor Recreation Access Routes (ORAR)
- Forest Service Trail Accessibility Guidelines (FSTAG)

Principles

- Maximize Access, Preserve Natural Character
- Align with Accessibility Best Practices



Chapter 1: Planning, Design, and Approval Requirements



Submittal Requirements

Trails

- Location & Identification
- Right-of-Way, Trail Width, Cross Slope, Shoulders, Clearing, etc.
- Surfacing and Base Material
- Trail Constructed Features Specs (Bridges, Boardwalks, Switchbacks, etc.)

Play Structures, Amenities, & Fixtures

- Locations, Placements, Footings, and Model Numbers
- Age Designation of Playgrounds

Signage & Emergency Access

- Rendering of Signage and Surface Markings
- Location and Widths of Designated Access Points and Truck Pull Offs

Principle

- Minimize submittal requirements while ensuring compliance

Chapter 2: Ridgefield Trail System

Principles

- Clear Classifications and Designed-Use
- Allow Full-Breadth of Trail Uses

Multi-Modal Trails

Standard: WSDOT Shared-Use Paths
Focus: Transportation

Qualifies for Some
Transportation Funding Grants

Recreation Trails

Standard: USFS Trail Design
Focus: Recreation

Arterial Trail

Similar to Type 1 Trail

High-Capacity
Connecting Major City
Destinations,
Pedestrians and Cyclists

Width: 10' (12' Preferred)
Surface: Asphalt
Accessibility: ADA
Grade: 5% Maximum

Collector Trail

Similar to Type 1 Trail

Medium-Capacity
Connecting Prominent
Locations to Arterial Trail
Network

Width: 10' (12' Preferred)
Surface: Asphalt
Accessibility: ADA
Grade: 5% Maximum

Hiking Trail

Similar to Type 2 Trail

Med-Capacity Fully Developed
Double-Lane For
Hikers / Pedestrians

Width: 6' (8' Preferred)
Surface: Asphalt
Accessibility: FSTAG
Grade: 5% (Exceptions to 12%)

Semi-Primitive

Similar to Type 3 Trail

Low-Capacity, Various Classes
for Other Designed Uses (i.e.
Mtn. Bike, Equestrian, etc.)

Width: Varies
Surface: Varies
Accessibility: FSTAG
Grade: Varies



Playground Safety

Requirements

- **Safety Inspection:** All playgrounds must complete an inspection by a Certified Playground Safety Inspector (CPSI) prior to acceptance.
- **Documentation:** Records for inspection are housed by the City.
- **ADA Compliance:** All playgrounds must meet the minimum requirements of ADA. **(Inclusive-Design Principles Encouraged)**

Principles

- Prioritize Child Safety
- Promote Accessibility & Inclusive-Design

Characteristic Requirements

Weather-Resilience

- Consideration of Rainy Season Conditions (Lids, Covers, Drainage, etc.)
- Constructed of Weather Resilient Materials (Pressure-Treated Lumber, Composites, Galvanized Steel, etc.)

Accessibility

- Compliance with Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

Routes within Parks

- Compliance with Outdoor Recreation Access Route (ORAR) Standards

Principles

- Design for Durability and Ease of Maintenance
- Ensure System-Wide Accessibility
- Set Minimum Thresholds for Each Park Classification



Chapter 5: Signage & Surface Markings

In-Development

- **Park & Trail Graphic Sign Standards Manual:** The City’s Communications Manager has drafted graphical guidelines for Council Considerations (expected for review in May/June 2025)

Sign Standardization

- **Park Rules & Etiquette Signs:** Lists guidelines for park use, ensuring safety, ease of use, and risk reduction.
- **Trail Rules & Etiquette Signs:** Lists guidelines for park use, ensuring safety, ease of use, and risk reduction.
- **Information Kiosks:** A large display of maps, site-specific details, and event information.
- **Interpretive Sign:** Educational signage that tells a story about history, ecology, or cultural significance.

Principles

- Prioritize Clarity & Safety
- Continuity Across Park & Trail System
- Inclusive, Multi-Lingual Messaging

****DRAFT SIGNAGE GUIDELINES****





LANDSCAPING PLAN
(RMC 18.725)



NATIVE PLANT LIST
(RMC 18.830)



TREE PLAN
(RMC 18.840)

Water Sustainability

Requires Irrigation Systems to be:

- Alternating Current (Not Battery Operated)
- Centrally Controlled to allow for ease of water management throughout the growing season

Principles

- Emphasize Water Conservation
- Ensure Maintainability & Resiliency



Principles

- Ensure Access for Equipment and First Responders
- Require Safe Vehicle Pull-Offs for Workers

— Worker Safety First

Equipment Access

- Clear and Unobstructed Access to be at least 96 Inches.
- 10-foot by 40-foot Designated Work Zone Parking to allow access of work vehicles and trailers for equipment.
- Zero-Clearance Curb Ramps to Allow Access from Designated Work Zone Parking to Park.

Safety

- Designated Work Zone Parking Provides Safer Access for Maintenance Personnel and Emergency Response.

Emergency Response

- Proper Signage and Surface Markings Reduce User Risk while allowing Ease of Identification by Emergency Responders

Council Discussion

Principle Alignment

- Do the proposed principles accurately reflect and align with the Council's long-term vision, values, and priorities for the development and stewardship of our parks and recreation system?

Specific Standard Feedback

- Are there particular standards within the current draft that Council feels should be revised, removed, or added to better support the intent and functionality of the final document?

What Happens Next

- Staff Update Draft Vol. 3 Based on Council Feedback
- Parks Board to Discuss at May 6th Meeting
- Back to Council in Late May/Early June





Contact Us

*Public Works Department
Parks, Trails, and Recreation Division*

Corey Crownhart, MSML

(he/him)

Title: Parks Manager

Phone: (360) 887-6010

Email: corey.crownhart@ridgefieldwa.us

Thank You

The City of Ridgefield, Washington

ENGINEERING STANDARDS FOR PUBLIC WORKS CONSTRUCTION



VOLUME 3

Parks, Trails and Recreation Design and Construction Requirements

**Approved by Ridgefield City Council, Resolution [BLANK]
[DATE]**

Table on Contents

Chapter 1 – General Planning, Design, and Approval Requirements

- 1.00 Requirements for Public and Private Improvements
- 1.01 Abbreviations and Definitions
- 1.02 Submittal Requirements
- 1.03 Review Process
- 1.04 Inspections
- 1.05 Penalties

Chapter 2 – Trails

- 2.00 Trail Classification
- 2.01 Trail Surface Water Control

Chapter 3 – Playgrounds

- 3.00 General
- 3.01 Playground Safety Inspections
- 3.02 Inclusive Design Principles

Chapter 4 – Amenities and Fixtures

- 4.00 General
- 4.01 Park Classification
- 4.02 Outdoor Recreation Access Routes (ORAR)
- 4.03 Design Specifications of Placed Amenities
- 4.04 Placement Considerations

Chapter 5 – Signage

- 5.00 Graphic Identity
- 5.01 Surface Markings

Chapter 6 – Landscaping

- 6.00 General Landscaping
- 6.01 Irrigation
- 6.02 Landscaping Plan
- 6.03 Native Plant List
- 6.04 Tree Plan

Chapter 7 – Maintenance and Safety

- 7.00 General Maintenance and Safety
- 7.01 Safety Considerations
- 7.02 Maintenance Considerations

Chapter 1 – General Planning, Design, and Approval Requirements

1.00 Requirements for Public and Private Improvements

A. General

The purpose of these standards is to define requirements for the design and construction of public and private improvements to serve new and future developments. These include parks, trails, and open space improvements as required by the development review process, City Ordinance, and other City policies adopted by the City Council. Where not governed by building or other codes, standards for site grading, erosion control, parking lot and driveway construction, and other infrastructure on private property shall be governed by these standards for the purposes of design and inspection. No such work shall commence prior to City approval of the construction plans. Designs submitted shall be stamped by a registered Professional Engineer licensed to practice in the State of Washington.

All public improvements and private parks, trails, and other applicable recreational assets shall be designed and constructed according to the most recent editions of the United States Access Board Accessibility Standards for Federal Outdoor Developed Areas and the Americans with Disabilities Act (ADA) Standards for Accessible Design and the Public Right of Way Accessibility Guidelines in such a manner as to be readily accessible to and usable by individuals with disabilities as per the requirements of the Americans with Disabilities Act of 1990.

B. Organization of Standards

These Standards are separated into three volumes: 1) Volume 1 - Design and Planning, 2) Volume 2 - Construction Specifications and Details, and 3) Volume 3 – Parks, Trails and Recreation Design and Construction Requirements. This volume (Volume 3) includes standard details and standard drawings, which shall be considered part of the engineering plans approved by the City.

C. Shortened Designation

These City of Ridgefield Engineering Standards for Public Works shall be cited routinely in the text as the "Standards".

D. Applicability

These Standards shall govern all new construction and upgrading of facilities both in the right-of-way and on private property for: transportation related facilities; storm drainage facilities and stream channel improvements; water improvements; and park, recreation, and open space facilities used by the public.

E. Requirements for Public Welfare

It is the purpose of these standards to provide for and promote the health, safety, and welfare of the general public and not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of these standards.

The Standards established by this Chapter are intended to represent the minimum design standards. Compliance with these Standards does not relieve the designer of the responsibility to apply sound professional judgment to protect the health, safety, and welfare of the public. Additionally, since these are minimum standards, special site conditions and environmental constraints may require a greater level of protection than would normally be required under these Standards. The designer must apply these Standards bearing in mind these constraints.

F. Two-year Maintenance Surety Bond Requirement

The developer is required to provide a maintenance bond for a minimum of 20% of the full cost of construction for all public and private improvements for a period of two (2) years after acceptance of the project, which will not be released without written approval by the City. The developer is to provide from their Contractor an itemized contractor's cost worksheet on the City's cost estimating template. Contractor shall use State Prevailing Wage costs to develop estimate. Coordinate with City for latest template. The 2-year maintenance agreement includes public and private construction work. The Contractor shall place the following note on the worksheet; "To the best of my knowledge the itemized quantities and cost included herein are an accurate account of the full cost of construction to be provided as required to meet the City's Maintenance Bond requirement".

1.01 Abbreviations and Definitions

ABA	Architectural Barriers Act
AC	Alternating Current
ASTM	American Society for Testing and Materials
CPSC	Consumer Product Safety Commission
CPSI	Certified Playground Safety Inspector
Designed Use	The single user type that determines the United States Forest Service (USFS) technical specifications for a trail's construction and maintenance. While multiple uses may be allowed, the Designed Use dictates the trail's design elements, such as tread width, grade, and structures, ensuring it meets the needs of the primary intended user.
DC	Direct Current
FSORAG	Forest Service Outdoor Recreation Accessibility Guidelines
FSTAG	Forest Service Trail Accessibility Guidelines
HMA	Hot Mix Asphalt
Multi-Modal Trail	A trail designed primarily for transportation purposes, accommodating multiple user groups, including but not limited to pedestrians, bicyclists, equestrians, and non-motorized or limited motorized users (such as electric-assisted bicycles or mobility devices in compliance with the Americans with Disabilities Act).
NRPA	National Recreation and Parks Association
ORAR	Outdoor Recreational Access Route
PROS Plan	Parks, Recreation, and Open Spaces Plan
RCFP	Ridgefield Capital Facilities Plan
RCPRP	Ridgefield Comprehensive Parks and Recreation Plan
Recreational Trail	A trail primarily intended for leisure, exercise, and outdoor recreational activities, such as hiking, running, biking, horseback riding, or nature observation. Recreational trails are typically located within parks, natural

areas, or public lands and are designed to enhance outdoor experiences rather than serve as primary transportation corridors.

TIR Technical Information Report

Trail A designated path, route, or corridor intended for non-motorized or limited motorized use, providing access for pedestrians, cyclists, equestrians, or other recreational or transportation purposes. The classification and designed use of a trail determines the specific design parameters and regulatory requirements that apply.

Trail Class The prescribed scale of trail development that characterizes the intended design and management of a trail, including tread width, surface, structures, and signage. The United States Forest Service (USFS) defines five Trail Classes, ranging from minimally developed (Trail Class 1) to fully developed (Trail Class 5).

Trail Constructed Feature A human-made element intentionally built or installed to support the function, safety, and sustainability of a trail. These features are designed to enhance user experience, provide structural support, manage environmental impacts, and ensure compliance with trail design standards. These include but are not limited to, bridges, boardwalks, retaining walls, steps, drainage structures, signage, and other elements necessary for maintaining trail integrity and accessibility.

USDA United States Department of Agriculture

USFS United States Forest Service

Additional Abbreviations and definitions are listed in Chapter 1 of Volume 1 of the Standards.

1.02 Submittal Requirements

Design Plans for Parks, Trails, and Open Space areas and facilities shall be submitted for engineering review. Submissions shall demonstrate conformity with the most current versions of the Ridgefield Comprehensive Parks and Recreation Plan (RCPRP), Ridgefield Capital Facilities Plan (RCFP), and Ridgefield PROS Plan. Plans shall adhere to the Design Plan Format defined in Chapter 1 of Volume I of the Standards and include details of the following when applicable:

- Trail location and proposed Trail Classification of each, wherein Recreation Trails require the proposed USFS Trail Class and Designed Use.
- Trail Right-of-Way, Design Tread Width, Design Surface, Design Grade, Design Cross Slope, Design Clearing, and Design Turns where appropriate.
- Trail Profile View to include Design Surface Material, Design Surface Depth, Base Material, Base Material Depth, Compacted Surface Width, Vegetation Barriers, and Shoulder Widths where applicable.
- Location of all Trail-Constructed Features including but not limited to puncheon, trail bridges, boardwalks, waterbars, and switchbacks. For a listing of trail-constructed features, refer to the 2014 United States Department of Agriculture (USDA) Forest Service Standard Trail Plans and Specifications. (<https://www.fs.usda.gov/managing-land/trails/trail-management-tools/trailplans>)

- Location of proposed play structures to include protective surfacing material, depth and area, as well as model examples of any prefabricated play equipment.
- Location of all amenities and fixtures to include footings and model examples of each.
- Location, type designation, and graphics for all signage and striping.
- Location and model example of irrigation control systems.
- Location of all maintenance and emergency response access points.

The placement of all trails, trail-constructed features, playgrounds, play structures, signage, surface markings, irrigation controls, access points, and all other amenities and fixtures must be clearly indicated on all plan sets and are subject to city review to ensure appropriateness, recreational utility, user safety, maintenance efficiency, and compliance with ADA, FSORAG, and FSTAG, where applicable.

1.03 Review Procedure

Review procedures shall be defined in Chapter 1 of Volume I of the Standards.

1.04 Inspections

Inspection requirements shall be defined in Chapter 1 of Volume II of the Standards.

1.05 Penalties

Failure to comply with these standards will be cause for stop work orders, withholding or withdrawing approval of plans or plats, revocation of permits, forfeiture of bond, withholding Temporary and/or Final Certificate of Occupancy, and/or penalties as provided by law.

Chapter 2 – Trails

2.01 Trail Classification

The City of Ridgefield establishes the following trail classifications —Arterial, Collector, Hiking, and Semi-Primitive— which are designed to accommodate varying levels of usage and environmental sensitivity. These standards define the functional, dimensional, and material specifications required to ensure that each trail is constructed to fulfill its intended purpose in a manner that is both safe and sustainable.

A. Multi-Modal Trails: Arterial and Collector Trails

Multi-modal trails prioritize connectivity, accessibility, and safety while integrating seamlessly into both urban and natural environments. Surfaces are typically constructed of asphalt or concrete to support higher traffic volumes and ensure long-term durability. These trails are designed to accommodate a variety of users, including pedestrians, cyclists, and other non-motorized forms of transportation, offering a wider and more durable surface compared to recreational trails.

All multi-modal trails must adhere to the most current Washington State Department of Transportation (WSDOT) Design Standards for Shared Use Paths (WSDOT Design Manual, M22-01.23, Chapter 1515 Shared Use Paths). In general, Multi-Modal Trail classifications require the following characteristics:

- Right-of-Way: Extends a minimum of 60" beyond the edge of the pavement. (14'-18')
- Design Tread Width: 10' (12' Preferred)
- Design Surface: Asphalt (Concrete or other hard, non-slip surface permitted for bridges or boardwalks)
- Design Grade: 5% Maximum
- Design Cross Slope: 2% Maximum
- Design Clearing: 8'-10' above trail surface, 60"-72" beyond the edge of the pavement.
- Design Turns: 6'-8' Radius Minimum
- Design Surface Material: HMA (exempted from Trail-Constructed Features)
- Design Tread Depth: 3" Minimum
- Base Material: Crushed Aggregate
- Base Material Depth: 3" Minimum
- Compacted Native Surface Width: Extends a minimum of 3' beyond the edge of the pavement.
- Vegetation Barrier: Not Applicable to Asphalt Surfaces.
- Shoulder Width: Extends a minimum of 2' beyond the edge of the pavement at grade and gradually tapers off to the native surface thereafter.

All multi-modal trails must demonstrate conformity with the most current versions of the Ridgefield Comprehensive Parks and Recreation Plan (RCPRP), Ridgefield Capital Facilities Plan (RCPF), and Parks, Recreation and Open Spaces (PROS) Plan.

All multi-modal trails must be defined as either Arterial or Collector, as defined below and approved by the City of Ridgefield.

- **Arterial Trail**

Arterial Multi-Modal Trails serve as the primary transportation routes within a trail network, connecting major destinations such as city centers, schools, parks, employment hubs, and residential neighborhoods. These trails are designed to accommodate high volumes of users and support various non-motorized modes of transportation, including pedestrians, cyclists, and other permitted users.

- **Collector Trail**

Collector Multi-Modal Trails function as secondary routes within a trail network, facilitating connections between Arterial Multi-Modal Trails and local destinations such as neighborhoods, parks, or community facilities. These trails serve moderate user volumes and provide access to the broader trail system while supporting similar non-motorized modes of transportation.

B. Recreational Trails: Hiking and Semi-Primitive Trails

Recreational Trails provide a more rugged, natural experience, catering to walkers, hikers, and sometimes cyclists. These trails are often located in sensitive environmental areas and require minimal surfacing, typically consisting of compacted earth or aggregate to blend with the natural surroundings. These trails are narrower than Multi-modal trails and prioritize environmental preservation and low-impact recreation.

All recreational trails must adhere to the most current United States Forest Service Trail Design Parameters (FSH 2309.18, Section 23.11, Exhibit 01) and the most current United States Forest Service Trail Accessibility Guidelines (FSTAG).

All recreational trails must have a defined Designed Use and Trail Class, as defined by USFS and approved by the City of Ridgefield. Applicants are required to construct trails in accordance with the most current USFS Trail Design Parameters (FSH 2309.18) that align with the city-approved Designed Uses and Trail Classes.

- **Hiking Trails**

Hiking Trails shall be defined as those trails with a Designed Use of Hiker/Pedestrian, Trail Class of 5 (Fully Developed), and with a Design Tread Width defined as Non-Wilderness (Double Lane) according to the most current USFS Trail Design Parameters. In general, Hiking Trail classifications require the following characteristics:

- Right-of-Way: Extends a minimum of 48" beyond the edge of the pavement. (120"-168")
- Design Tread Width: 72"-120"
- Design Surface: Asphalt (exempted from Trail-Constructed Features) with no protrusions or obstacles
- Design Grade: Target Grade of 2%-5%, Short Pitch Maximum no greater than 5%-12% with compliance with FSTAG, and Maximum Pitch Density of 0%-5%.
- Design Cross Slope: Target Cross Slope 2%-3% (or crowned), with a Maximum Cross Slope of 3%.
- Design Clearing: 8'-10' above trail surface, 60"-72" beyond the edge of the pavement.

- Design Turns: 6'-8' Radius
- Design Surface Material: HMA (exempted from Trail-Constructed Features)
- Design Tread Depth: 3" Minimum
- Base Material: Crushed Aggregate
- Base Material Depth: 3" Minimum
- Compacted Native Surface Width: Extends a minimum of 2' beyond the edge of the pavement.
- Vegetation Barrier: Not Applicable to Asphalt Surfaces.
- Shoulder Width: Extends a minimum of 1' beyond the edge of the pavement at grade and gradually tapers off to the native surface thereafter.

- **Semi-Primitive Trails**

All recreational trails that fall outside the definition of Hiking Trail stated above are recognized as Semi-Primitive Trails. The City of Ridgefield recognizes that recreational uses may vary across the trail system. As such, designers and developers may propose trails with ranging Designed Uses, Managed Uses, and Trail Classes. This includes but is not limited to Mountain Bike or Equestrian Uses. Applicants are encouraged to initiate conversations with city staff when exploring unique recreational experiences or creating recreational access to Prominent Features within their developments. The construction of Semi-Primitive Trails requires review and pre-approval by the city.

2.02 Trail Surface Water Control

All trail construction must consider surface water runoff to mitigate erosion, enhance trail durability, and ensure long-term usability for the community. As such, the Technical Information Report (TIR) defined in Volume 1 of these standards must include Trails and Trail-Constructed Features as a part of its analysis to complete the final design plans.

A. Multi-Modal Trails

Arterial and Collector Trails are required to adhere to the most current Washington State Department of Transportation (WSDOT) Design Standards for Shared Use Paths (WSDOT Design Manual, M22-01.23, Chapter 1515 Shared Use Paths). As such, applicants shall design all pavement structural sections in the same manner as a highway, considering the quality of the subgrade and the anticipated loads on the path, which includes maintenance and emergency vehicles. Applicants must provide a firm, stable, and slip-resistant pavement surface.

B. Recreational Trails

Trail-Constructed Features for Hiking and Semi-Primitive Trails are required to adhere to the standards found in the 2014 United States Department of Agriculture (USDA) Forest Service Standard Trail Plans and Specifications. (<https://www.fs.usda.gov/managing-land/trails/trail-management-tools/trailplans>) These include but are not limited to punchon, trail bridges, boardwalks, waterbars, culverts, and switchbacks.

Chapter 3 – Playgrounds

3.00 General

The City of Ridgefield is committed to ensuring the safety and accessibility of all publicly accessible playgrounds in the city. To this end, every publicly accessible playground is required to be inspected and certified by a Certified Playground Safety Inspector (CPSI) upon commissioning by the city. CPSI Inspections ensure each play structure meets federal safety standards set by the Consumer Product Safety Commission (CPSC), the industry best practices set by the National Recreation & Parks Association (NPRA), and the American Society for Testing and Materials (ASTM) standards within each. These standards can be found in CPSC's Public Playground Safety Handbook.

3.01 Playground Safety Inspections

All publicly available playgrounds must pass a Playground Audit administered by a certified CPSI at the completion of initial construction or alteration. Playground audit reports are to be filed with the city prior to final approval. It is recommended owners develop regular maintenance, audits, and inspections of their playgrounds to ensure user safety. Owners are responsible for the maintenance and operation of their playgrounds. Playground audit reports should be comprehensive, similar to the Playground Audit Guide for ASTM and CPSC Compliance.

3.02 Inclusive Design Principles

While the standards set by the CPSC and NPRA comply with the Americans with Disabilities Act (ADA), playgrounds in the city are encouraged to take inclusive-design playground accessibility into consideration during design and construction. The NPRA provides for the following Principles of Inclusive Playground Design:

- **Principle 1: Equitable Play** – The design is useful and marketable to people with diverse abilities
- **Principle 2: Flexibility in Use** – The design accommodates a wide range of individual preferences and abilities.
- **Principle 3: Simple and Intuitive Use** – Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- **Principle 4: Perceptible Information** – The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- **Principle 5: Tolerance for Error** – The design minimized hazards and the adverse consequences of accidental or unintended actions.
- **Principle 6: Low Physical Effort** – The design can be used efficiently and comfortably, and with minimum fatigue.
- **Principle 7: Size and Shape for Approach and Use** – Appropriate size and space are provided for approach, reach, manipulations and use, regardless of the user's body size, posture or mobility.

Chapter 4 – Amenities and Fixtures

4.00 General

These standards have been developed to ensure that all amenities and fixtures in Ridgefield's parks and trails meet the highest standards for longevity, durability, accessibility, and efficient maintenance. The objective is to create uniform, high-quality public spaces that remain accessible and enjoyable for all users. Developers, designers, and builders are required to adhere to these standards as part of their contributions to the city's infrastructure.

4.01 Park Classifications

The classification of parks and trails in Ridgefield reflects the diverse recreational and community needs of the city. Each classification establishes a framework for the design, size, and functionality of spaces to ensure they are developed in alignment with their intended purpose. These classifications provide context to the amenities and fixtures expected within recreational spaces.

A. Community Park

Community Parks are large spaces, ranging from 15 to 50 acres, designed to cater to diverse recreational needs through a mix of active and passive uses. These parks typically feature parking facilities, restrooms, pathways, picnic areas, and play structures, serving residents within a 1-mile radius accessible by driving, walking, or biking.

B. Neighborhood Park

Neighborhood Parks, sized between 2 and 4 acres, are designed for informal play and passive recreation. Common features include pedestrian paths, benches, play equipment, and multi-use fields. These parks serve nearby residential areas within a half-mile walking or biking distance.

C. Pocket Park

Pocket Parks, generally smaller than half an acre, address localized recreational needs. They often include small playgrounds or open grass areas with minimal site furnishings and are intended for residents within a quarter-mile radius.

D. Trails

Trails are classified separately under Chapter 2 of Volume 3 of the Standards, which details specific requirements for Arterial, Collector, Hiking, and Semi-Primitive trails.

4.02 Outdoor Recreation Access Routes (ORAR)

Not all routes within a park are considered trails. According to the Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG), routes between constructed features, trails, amenities, and fixtures are classified as Outdoor Recreation Access Routes (ORARs). ORARs are designed to provide accessible connections to key facilities like restrooms, picnic areas, playgrounds, and parking lots. ORARs feature firm, stable surfaces and adhere to ADA and Architectural Barriers Act (ABA) standards, prioritizing usability for individuals with mobility challenges.

ORARs shall be constructed according to the most recent Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG). ORARs shall be provided between all constructed features, amenities, and fixtures within parks.

4.03 Design Specifications of Placed Amenities

The inclusion of specific within Ridgefield's parks and trails is essential for fostering community engagement, enhancing usability, and ensuring accessibility for all users. Each amenity is designed to meet standards for durability, efficiency, and compliance, contributing to the longevity and maintenance of these public spaces. Developers, designers, and builders must adhere to these design specifications to create cohesive, high-quality recreational environments.

A. Refuse Receptacles

Refuse receptacles, including trash and recycling cans, must be constructed from durable, weather-resistant materials and equipped with lids or covers to minimize rainwater collection and wildlife access. These are required at all parks, regional trails, and connector trails and should be placed near signage, entrances, restrooms, shelters, playgrounds, and other high-traffic areas. Refuse receptacles must adhere to the FSORAG Section 4.5 Trash, Recycling, and Other Essential Containers.

B. Restrooms

Restrooms are required to be fully ADA-compliant and designed to withstand freezing conditions while minimizing maintenance and the potential for vandalism. These facilities are required in all community parks and should be centrally located in high-use zones.

C. Dog Waste Stations

Dog waste stations must include a trash can, a bag dispenser, and a small sign, all affixed to the station post. Stations are required in all parks and trails. They must feature lids to prevent water collection and should be installed near trail entrances, junctions, and rule signage.

D. Picnic Tables

Picnic tables must be built from durable, weather-resistant materials and secured to stable footing. They should be installed in locations likely to attract users for picnics and gatherings. They should be strategically placed in designated picnic areas, near playgrounds, and in other common gathering spaces to enhance visitor convenience and enjoyment. The City may require the placement of picnic tables if deemed necessary for the space. All picnic tables must comply with FSORAG Section 4.1 Picnic Tables.

E. Benches and Seating

Benches and seating must be constructed from durable, weather-resistant materials and secured to stable footing. They are required for community parks, neighborhood parks, adjacent to each playground, and along Arterial Trails at Prominent Features. Benches and Seating must adhere to the FSORAG Section 4.4 Benches.

F. Bike Racks

Bike racks must be securely fixed to footings and placed to avoid interference with pathways. They are required in community and neighborhood parks. Racks should be installed near park entrances and trail termini or other high-use areas.

G. Lighting

Lighting must adhere to dark-sky compliance standards, reducing light pollution while enhancing safety. Lighting installations are required in parking lots within Community Parks. Multi-modal trails may require lighting if called for the most recent versions of the RCPRP, RCFP, and Ridgefield PROS Plan.

4.04 Placement Considerations

The placement of amenities and fixtures within parks and trails must reflect the classification of the space, ensuring alignment with its intended purpose, user demographics, and maintenance efficiency. These placement guidelines provide developers, builders, and designers with clear requirements and recommendations for each classification, ensuring cohesive and functional public spaces.

A. Community Parks

Amenities in community parks must accommodate high levels of usage and diverse recreational activities. Restrooms, picnic shelters, playgrounds, and parking areas should be centrally located to maximize accessibility. ORARs must be provided to connect key features such as sports fields, shelters, and restrooms, with benches and lighting placed along ORARs for user comfort and safety. Bike racks should be positioned near entrances and recreational hubs, while trash and recycling receptacles should be available at high-use areas, including shelters, sports fields, and parking lots. Open spaces should include designated zones for group activities and events, with nearby access to water fountains and seating.

Community Parks must include the following, at a minimum:

- Park Rules and Etiquette Sign at each park user entrance (Arterials Trail entrances, Collector Trails entrances, and Parking Lots).
- At least one Interpretive Sign to enhance user experience.
- At least one Informational Kiosk to enhance user experience.
- Trail Rules and Etiquette Sign at each trail entrance.
- Dog Waste Station at each trail entrance and some high-traffic areas.
- Refuse receptacles (trash and recycling) in high-traffic areas.
- Bike Racks in centrally located areas.
- Benches or seating at each playground.
- Benches or seating at distinctive viewpoints.
- Publicly available restroom.

B. Neighborhood Parks

Neighborhood parks must prioritize features that support casual, local use. Playgrounds should be centrally located within clear sightlines from seating areas and paths. Multi-use fields should include adjacent benches, trash receptacles, and drinking fountains. ORARs must be provided to connect key features, such as playgrounds and small picnic shelters. Bike racks and dog waste stations should be installed at entrances for convenience.

Neighborhood Parks must include the following, at a minimum:

- Park Rules and Etiquette Sign at each park entrance (Arterial Trail entrances, Collector Trail entrances, and Parking Lots).
- Trail Rules and Etiquette Sign at each trail entrance.
- Dog Waste Station at each trail entrance and some high-traffic areas.
- Refuse receptacles (trash and recycling) in high-traffic areas.
- Bike Racks in centrally located areas.
- Benches or seating at each playground.
- Benches or seating at distinctive viewpoints.

C. Pocket Parks

Amenities in pocket parks should reflect the smaller scale of these spaces, focusing on simplicity and ease of maintenance. A small playground or open grassy area should serve as the focal point, with a bench or seating installed nearby. Trash receptacles and dog waste stations should be located at the park's entrance or near its primary amenity. ORARs, if present, should connect the entrance to key features. Placement should consider visibility and safety for users within the surrounding residential area.

Pocket Parks must include the following, at a minimum:

- Park Rules and Etiquette Sign at each park entrance (Arterial Trail entrances, Collector Trail entrances, and Parking Lots).
- Trail Rules and Etiquette Sign at each trail entrance.
- Dog Waste Station at each trail entrance and some high-traffic areas.
- Refuse receptacles (trash and recycling) in high-traffic areas.
- Benches or seating at each playground.
- Benches or seating at distinctive viewpoints.

D. Trails

Trail amenities must be distributed at strategic points to enhance the experience for users and support regular maintenance operations. Trailheads and junctions should include trash and recycling receptacles, dog waste stations, and benches. Bike racks should be placed at key trailheads and termini, especially those connecting to parks or public spaces. Lighting is required along Arterial Trails near urbanized areas and trailheads for safety, while hiking and semi-primitive trails should maintain a natural aesthetic with minimal fixtures to preserve their character.

Arterial and Collector Trails must include the following, at a minimum:

- Trail Rules and Etiquette Sign at each trail entrance.
- Dog Waste Station at each trail entrance and junctions of Arterial or Collector Trails.
- Refuse receptacles (trash and recycling) at each trail entrance.
- Benches and seating at Prominent Features, as requested by the City.

Local and Semi-Primitive Trails must include the following, at a minimum:

- Trail Rules and Etiquette Sign at each trail entrance.
- Dog Waste Station at each trail entrance and junctions of Arterial or Collector Trails.

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Chapter 5 – Signage

5.00 Graphic Identity

All signage installed within Ridgefield's Parks and Recreation system must comply with the City's most recent Style Guide and Parks & Recreation Graphic Identity & Sign Guidelines. These guidelines identify the following signage graphical standards:

- Trail Rules and Etiquette Sign
- Park Rules and Etiquette Sign
- Information Kiosk
- Interpretive Sign
- Hazard Identification Sign

Sign placements and surface markings must be clearly indicated on all plan sets and are subject to city review to ensure appropriateness, user safety, and ADA compliance. Sign graphics, materials, and placements shall receive final approval by the city prior to fabrication and installation. Signage must be designed for longevity and ease of maintenance, with vandal-resistant materials and weatherproof finishes required for all installations.

5.01 Surface Markings

Surface markings enhance safety and provide clear guidance to park and trail users. These markings ensure safe navigation and delineate key areas, helping to reduce conflict between different user groups. Arterial and Collector Trails require the placement of durable, reflective yellow centerline surface markings in the following scenarios:

A. Road-Intersecting Trails

When intersecting with a road, trails must feature a minimum 30-foot yellow centerline leading up to the intersection and continuing for 30 feet beyond the road crossing to ensure clear visibility and separation of directional traffic.

B. Hazard Identification

Trails with obstructed views, sharp turns, or curves, as well as intersections with other Arterial or Collector Trails, must have a yellow center line extending a minimum of 30 feet prior to the hazard and continuing the duration of the hazard zone. Additional reflective or textured surface markings may be required in areas of significant risk, such as high-traffic zones.

Chapter 6 – Landscaping

6.00 General Landscaping

All landscaping within parks, trails, and public recreation areas in Ridgefield must reflect the city's commitment to sustainability, environmental stewardship, and community well-being. Landscaping designs shall emphasize the use of native and drought-tolerant plant species to reduce water usage, enhance local biodiversity, and minimize maintenance requirements. Design approaches should foster a harmonious balance between aesthetics, functionality, and environmental preservation.

Landscaping must create safe, inviting, and visually appealing spaces that encourage public use and enjoyment. Plants selected should contribute to soil stability, erosion control, and the overall ecological health of the site.

6.01 Irrigation

All irrigation systems must be equipped with a central control system powered by Alternating Current (AC) and connected to an electric meter. Direct Current (DC) or battery-operated irrigation control systems are not permitted unless a waiver is provided by the City because the installation of AC-powered systems would be infeasible. Infeasibility is to be determined by the City.

Plan sets must explicitly specify the power source for the irrigation control system and provide a general layout of the entire irrigation system. This requirement is intended to ensure ease of use for maintenance personnel, promote water conservation, and enhance long-term system reliability. Requests for waivers to install DC or battery-operated irrigation control systems must be documented within the approved plan sets.

6.02 Landscaping Plan

Developers and designers are required to submit a comprehensive Landscaping Plan as part of all parks and recreation development projects. Landscaping Plans must adhere to the requirements specified in RMC 18.725 LANDSCAPING.

6.03 Native Plant List

Landscaping designs should prioritize the use of native plants to promote ecological health, reduce water usage, and ensure long-term sustainability. All plant selections must comply with RMC 18.830 NATIVE PLANT LIST.

6.04 Tree Plan

A dedicated Tree Plan must accompany all parks and recreation development projects to ensure the preservation, enhancement, and appropriate placement of trees within public spaces. Tree Plans must adhere to the requirements specified in RMC 18.840 TREES.

Chapter 7 – Maintenance and Safety

7.00 General Maintenance and Safety

Ensuring the long-term sustainability, safety, and accessibility of parks and trails is crucial for fostering public enjoyment and protecting community investments. This chapter outlines maintenance and safety standards designed to create secure, inclusive, durable, and easy-to-maintain spaces.

7.01 Safety Considerations

Safety considerations are critical in the design and maintenance of parks and trails. Designs must ensure clear and unobstructed access for emergency personnel, as well as reasonable mitigations to risks to the public and maintenance personnel.

C. Emergency Response Access

All parks and trails must have clear signage, as specified in Chapter 5 of these standards, to ensure quick identification and to assist first responders in efficiently reaching the site during an emergency.

All parks must include curb ramps at least 96 inches wide to accommodate entry and access for emergency responders during an emergency.

All trails must include curb ramps with a width no less than the minimum width of the trail's classification minimum width, as specified in Chapter 2 of these standards.

All park layouts must provide clear, unobstructed pathways of at least 72 inches from parking areas to all recreational features.

D. Bollards Trail Entrances Adjacent to Roads

Bollards must be installed at all road-intersecting Arterial and Collector trail entrances to deter unauthorized vehicular entry.

Bollards must be spaced no more than 48 inches apart, providing sufficient clearance for bicycles and mobility devices.

All Bollards must be readily removable for emergency and maintenance access.

E. Trail Surface Markings and Signage

Arterial and Collector Trails must include a Trail Hazard Notification Sign and surface markings at all visually obstructed corners as specified in Chapter 5 of these standards to deter pedestrian and non-motorized transportation collisions.

Arterial and Collector Trails must include a Trails Hazard Notification Sign and surface markings as specified in Chapter 5 of these standards at all road-intersecting trail entrances and vehicular road intersections to deter trail user and vehicular collisions.

Arterial and Collector Trails intersecting and crossing vehicular roads require road signage notifying drivers of the trail intersection to deter trail users and vehicular collisions.

7.02 Maintenance Considerations

A. Maintenance Equipment Access

All parks must include curb ramps at least 96 inches wide to accommodate entry and access for maintenance equipment.

All trails must include curb ramps with a width no less than the minimum width of the trail's classification minimum width, as specified in Chapter 2 of these standards.

All park layouts must provide clear, unobstructed pathways of at least 72 inches from parking areas to all structures and recreational amenities and fixtures.

All parks and trails must accommodate safe parking and staging of maintenance vehicles with utility trailers, measuring 10 feet by 40 feet.

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Ridgefield Trail System - Design Specifications by Trail Classification

Engineering Standards Vol. 3 - Parks, Trails, and Recreation Design and Construction Requirements

DRAFT as of 04/10/2025

	Multi-Modal Trails		Recreational Trails	
	Arterial Trail	Collector Trail	Hiking Trail	Semi-Primitive Trail
Overview	10-12 Feet Wide Asphalt Surface 5% Maximum Grade High-Capacity Transportation Focus	10-12 Feet Wide Asphalt Surface 5% Maximum Grade Medium-Capacity Transportation Focus	6-8 Feet Wide Asphalt Surface 5% Maximum Grade (Up to 12% with Exceptions) Medium-Capacity Recreation Focus	Other USFS Trails (i.e. Mountain Biking, etc.) Low-Capacity Recreation Focus
Definition	High-capacity, asphalt multi-use trails connecting major city destinations and forming the backbone of the trail network.	Mid-capacity, asphalt trails linking neighborhoods and local sites to Arterial Trails, enhancing system connectivity.	Fully developed, double-lane asphalt trails for hiker and pedestrian use.	Low-impact, soft-surface trails with flexible designs for specialized recreation like biking or equestrian use.
Standards Ref.	WSDOT Shared-Use Paths	WSDOT Shared-Use Paths	USFS Trail Design Parameters	USFS Trail Design Parameters
USFS Design Use	N/A	N/A	Hiker / Pedestrian	Varies
USFS Trail Class	N/A	N/A	Class 5	Varies
Right-of-Way	60" beyond edge of pavement	60" beyond edge of pavement	48" beyond edge of pavement	See USFS Trail Standards Based On Designed Use and Trail Class
Design Tread Width	10' (12' preferred)	10' (12' preferred)	6' - 8'	
Design Surface	Asphalt (Concrete or other hard, non-slip surface permitted for bridges or other trail constructed features)	Asphalt (Concrete or other hard, non-slip surface permitted for bridges or other trail constructed features)	Ashpalt (exempted from trail constructed features) with no protrusions ro obstacles	
Design Grade	5% Maximum (When within road right of way, path slope may match road grade)	5% Maximum (When within road right of way, path slope may match road grade)	Target Grade of 2%-5%; Short Pitch Maximum no greater than 5%-12% with compliance with FSTAG Maximum Pitch Density of 0%-5%	
Design Cross Slope	2% Maximum	2% Maximum	Target Cross Slope 2%-3% (or crowned) with Maximum Cross Slope of 3%	
Design Clearing	8'-10' above trail surface; 60" beyond edge of pavement	8'-10' above trail surface; 60" beyond edge of pavement	8'-10' above trail surface; 60" beyond edge of pavement	
Design Turns	6'-8' Radium Minimum	6'-8' Radium Minimum	6'-8' Radium Minimum	
Design Surface Material	Hot Mix Asphalt (Exempt for trail constructed features)	Hot Mix Asphalt (Exempt for trail constructed features)	Hot Mix Asphalt (Exempt for trail constructed features)	
Design Tread Depth	3" Minimum	3" Minimum	3" Minimum	
Base Material	Crushed Aggregate	Crushed Aggregate	Crushed Aggregate	
Base Material Depth	3" Minimum	3" Minimum	3" Minimum	
Compacted Native Surface Width	Extends a minimum of 3' beyond edge of pavement	Extends a minimum of 3' beyond edge of pavement	Extends a minimum of 2' beyond edge of pavement	
Vegetation Barrier	Not applicable to asphalt surfaces	Not applicable to asphalt surfaces	Not applicable to asphalt surfaces	
Shoulder Width	Extends a minimum of 2' beyond edge of pavement at grade and gradually tapers off to native surface thereafter	Extends a minimum of 2' beyond edge of pavement at grade and gradually tapers off to native surface thereafter	Extends a minimum of 1' beyond edge of pavement at grade and gradually tapers off to native surface thereafter	

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Resolution No. 663 - Declaring Certain Property as Surplus and Authorizing its Disposition

GOVERNING LEGISLATION

Revised Code of Washington Chapter 35A.11.010 – Rights, powers, and privileges; City of Ridgefield Financial Policy #09: Capitalization of Assets; Financial Policy #16 Surplus Property

PREVIOUS COUNCIL ACTION TAKEN:

Council has previously adopted resolutions providing for the surplus of certain property and executing its sale or disposal.

SUMMARY/BACKGROUND:

The property owner abutting the city's parcel 214026-000 approached the city and inquired about purchasing a strip of land through a boundary line adjustment to provide a buffer for his property along the newly constructed Pioneer Canyon Road and Discovery Drive. Refer to Exhibit "A" and the color areas in red, blue and yellow. The current parcel accommodates the ability to surplus 21,000+ sq. ft. of property without any impact to the plans for the new road, right of way and the eventual Ridgefield Community and Recreation Center. The property owner would like to purchase approximately 13,000 sq. ft. to complete the boundary line adjustment to his property.

The value of the land was determined by an appraisal of a neighboring property in which the city purchased right of way for the current project at \$5 per sq. ft.

A public hearing is not required to surplus this property per RCW 39.33.020 and AGO 1997 No. 5, and RCW 35.94.040. RCW 39.33.020 requires a public hearing for surplus of property over \$50,000 in value for all intergovernmental transfers. RCW 35.94.040 requires a public hearing regarding surplus property over \$50,000 in value for the surplus of property originally purchased for a utility. The current property does not meet either of these criteria.

Per Financial Policy #16: Surplus Property, the City Council will approve the surplus and disposition of any real property. The City Council will also need to approve a purchase and sale agreement when the city and the buyer have finalized negotiations. The current request is to determine whether the portion of parcel 214026-000 is surplus to the city's needs. A follow-up action will be brought to the council to approve a purchase and sale agreement to authorize the city manager or designee to complete the sale and a boundary line adjustment. The City and the buyer are currently discussing the area to be included in any approved boundary adjustment pending council approval.

The estimated potential sale is for approximately 13,000 sq. ft. of land at a cost of \$65,000. Pending council approval, closing costs and the fees for the boundary line adjustment would be shared equally by the property owner and the city.

BUDGET/FINANCIAL IMPACTS:

The sale price is approximately \$65,000 less any applicable closing and BLA expenses. The funds would be returned to the park impact fee fund which originally purchased the land for the Ridgefield Recreation and Community Center.

RECOMMENDED ACTION OR MOTION:

If the City Council chooses to adopt Resolution No. 663, a motion would be:
"I move to adopt Resolution No. 663 as presented."

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. Exhibit A Parcel 214026-000

RESOLUTION NO. 663

DECLARING CERTAIN PROPERTY AS SURPLUS AND AUTHORIZING ITS DISPOSITION

WHEREAS, the City of Ridgefield has acquired certain real property, which includes land that was purchased in 2017 and 2024; and

WHEREAS, the City purchased the land to build a new community and recreation center; and

WHEREAS, the City is building a new road system; and

WHEREAS, a portion of the real property identified in Exhibit "A" is surplus to the immediate needs of the City of Ridgefield.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF RIDGEFIELD, WASHINGTON AS FOLLOWS:

Section 1. Based upon the findings and recommendations of the City, the real property parcel #214026-000, legally described as #77 SEC 21 T4N R1EWM 5.60A, requesting to declare a portion of the parcel identified in Exhibit "A" surplus and that it no longer meets the needs of the City, and further, this property cannot be reassigned as an asset to other departments of the City.

Section 2. This property is deemed to no longer create a benefit for the residents of the City of Ridgefield.

Section 3. The Council authorizes the City Manager to sell the real property to the best benefit of the City of Ridgefield.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 24th DAY OF APRIL, 2025.

City of Ridgefield

Matt Cole, Mayor

Attest:

Julie Ferriss, City Clerk

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Second Reading of Ordinance No. 1443 - Royle Ridge RMUO Expansion

GOVERNING LEGISLATION

RCW 36.70A - Growth Management
RMC 18.320 - Amendments

PREVIOUS COUNCIL ACTION TAKEN:

Council held a public hearing and first reading of Ordinance No. 1443 on January 23, 2025.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

To approve the Royle Ridge RMUO Expansion and Concomitant Rezone Agreement:
"I move to adopt Ordinance No. 1443 as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Concomitant Agreement(7230603.2) 4-17-25 Final for Approval
3. Legal Description
4. Conceptual Site Plan
5. Applicant's Narrative
6. Market and Land Need Analysis
7. Trip Generation Analysis

ORDINANCE NO. 1443

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON ADDING THE RIDGEFIELD MIXED USE ZONING OVERLAY TO PORTIONS OF THREE COMMERCIAL PARCELS WITH A CONCOMITANT REZONE AGREEMENT

WHEREAS, on November 8, 2024, staff received an application to expand the Ridgefield Mixed Use Overlay (RMUO) zoning overlay to portions of Assessor's PINs 213997000, 213998000, and 214022000 ("Royle Ridge") totaling approximately seven acres (attached hereto as Exhibit A); and

WHEREAS, the proposal to add a zoning overlay is a zone change proposal subject to the applicable criteria in Ridgefield Municipal Code (RMC) Chapters 18.320 – Amendments and 18.310.090 – Type IV procedure; and

WHEREAS, the proposal meets the approval criteria set forth in RMC 18.310.090 and RDC 18.320; and

WHEREAS, the City of Ridgefield submitted notice to the Washington State Department of Commerce on November 27, 2024 meeting the sixty (60) day State agency/public review process as prescribed by RCW 36.70A; and,

WHEREAS, consistent with WAC 197-11-340(2), on December 2, 2024 the City of Ridgefield issued a SEPA Determination of Non-Significance (DNS) regarding the proposal; and,

WHEREAS, the SEPA DNS public comment period expired on December 16, 2024 and the City addressed all comments received; and,

WHEREAS, the Ridgefield Planning Commission conducted a public hearing on the proposal on December 4, 2024 during which specific time was given for the public to provide oral and written testimony on the amendments and at the conclusion of the public hearing the Planning Commission voted unanimously to forward a recommendation approving the proposal; and,

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading of the proposal during a regularly scheduled City Council meeting held on January 23, 2025; and

WHEREAS, during their January 23, 2025 meeting Council instructed staff to coordinate with the applicant on a concomitant rezone agreement pursuant to RMC 18.320.080 and RCW 36.70B.170 (attached hereto as Exhibit B) addressing certain development issues prior to adoption of the proposed zone change; and

WHEREAS, the Ridgefield City Council conducted the second ordinance reading on the proposal during a regularly scheduled meeting held on April 24, 2025; and,

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

Section 1. Public Interest. The City Council of the City of Ridgefield finds it to be in the public interest to adopt a zone change adding the RMUO zoning overlay to the Royle Ridge property.

Section 2. Adoption of the Updated Zoning Map. The City Council of the City of Ridgefield hereby adopts the updated zoning map attached hereto as Attachment A superseding all previously adopted zoning maps.

Section 3. Adoption of the Concomitant Rezone Agreement. The City Council of the City of Ridgefield hereby adopts the Concomitant Rezone Agreement attached hereto as Attachment B.

Section 4. Compliance with the Ridgefield Municipal Code. The City of Ridgefield has met its obligations under RMC 18.310.090 and 18.320 and finds no additional compliance actions are necessary.

Section 5. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make

necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 6. Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 24th DAY OF APRIL, 2025.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: January 23, 2025

Second Reading/Passage: April 24, 2025

Date of Publication:

Effective Date:

Attachment A: Zoning Map Update

attachment B: Concomitant rezone agreement



THE CITY OF RIDGEFIELD

510 Pioneer Street Ste B | P.O. Box 608 | Ridgefield, WA

Royle Ridge RMUO Expansion Zone Change Council Staff Report – 2nd Ordinance Reading File No. MASTER-24-0072, PLZ-24-0087-0088

I. BASIC INFORMATION

City Council public hearing and first ordinance reading: January 23, 2025

Second ordinance reading and action: April 24, 2025

Proposal: Expand the Ridgefield Mixed Use zoning overlay (RMUO) across portions of three Commercial Community Business (CCB) parcels. Expansion of the RMUO would allow any future development on the subject parcels to include both commercial and residential uses rather than commercial only. No development is proposed with this application.

Location: PIN 213997000 (68 N Royle Rd); PIN 214022000 (4548 N 1st Way); PIN 213998000 (no address); all Ridgefield, WA 98642

Applicant: MAJ Development Corporation. 300 W 15th St Ste 200 / Vancouver, WA 98660.

Contact: Mike Jenkins, 360-823-5125, mikej@majdevelopment.com

Applicant's representative: MacKay Sposito, Inc. 18405 SE Mill Plain Blvd #100 / Vancouver, WA 98683. Contact: Mike Odren, 360-695-3411, modren@mackaysposito.com

Property owner: Pioneer Development Ventures, LLC. 601 Main St / Vancouver, WA 98660. Contact: Erich Kasch, 360-737-1900, erich@monolithdevelopment.com

Current zoning: Commercial Community Business (CCB); approximately 0.7 acres have the Ridgefield Mixed Use Overlay (RMUO)

Proposed zoning: Commercial Community Business (CCB), expand the Ridgefield Mixed Use Overlay (RMUO) by approximately 7.3 acres to total approximately 8 acres

Staff contact: Claire Lust, Community Development Director, 360-857-5024, claire.lust@ridgefieldwa.us

II. PROPOSAL

On November 8, 2024, the City received a zone change application impacting Assessor's parcel numbers 213997000, 213998000, and 214022000 ("Royle Ridge"). The proposal is to expand the Ridgefield Mixed Use Overlay (RMUO) zoning overlay that currently exists on less than an acre in the northeastern portion of the property. The total proposed RMUO area is approximately 8 acres. See

Figures 1-3. The purpose of the proposal is to facilitate future mixed commercial and multifamily residential development on the property, whereas only commercial development would be permitted without the expanded overlay. No development is proposed with this application; any future development under the RMUO will be subject to a Type III master planning process including a public hearing before the Hearing Examiner.

The site currently has a single-family residence, pole barn, and other outbuildings. There are mapped critical areas in the northeast portion of the site, and an existing trail in their vicinity.

Figure 1. Location

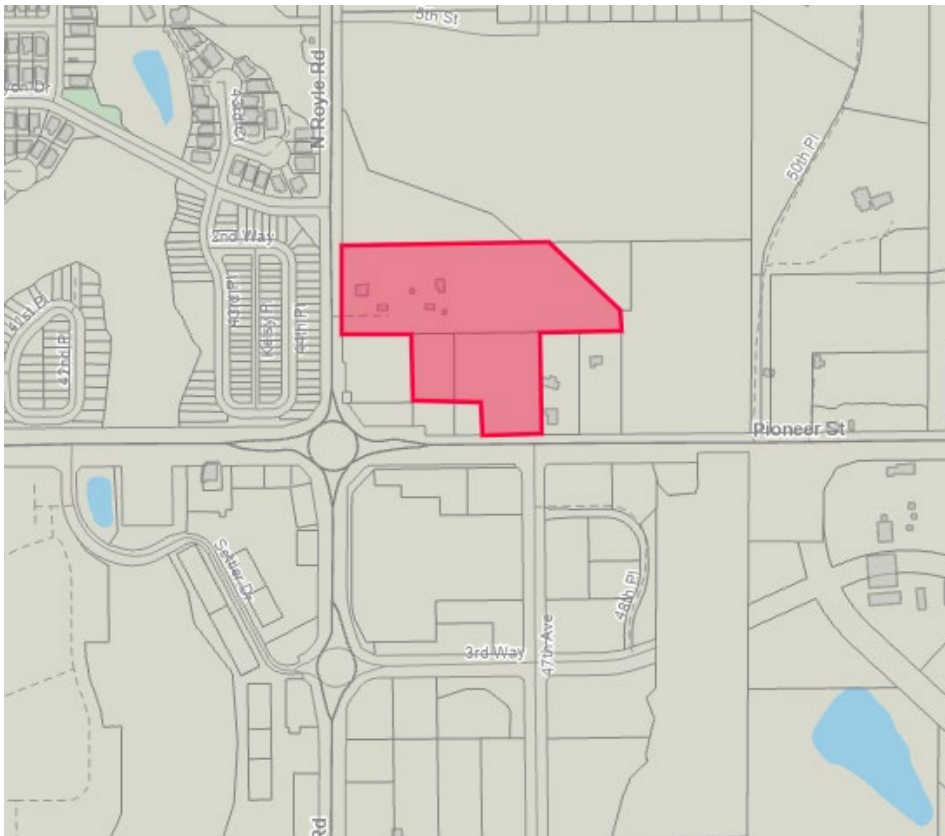


Figure 2. Existing zoning

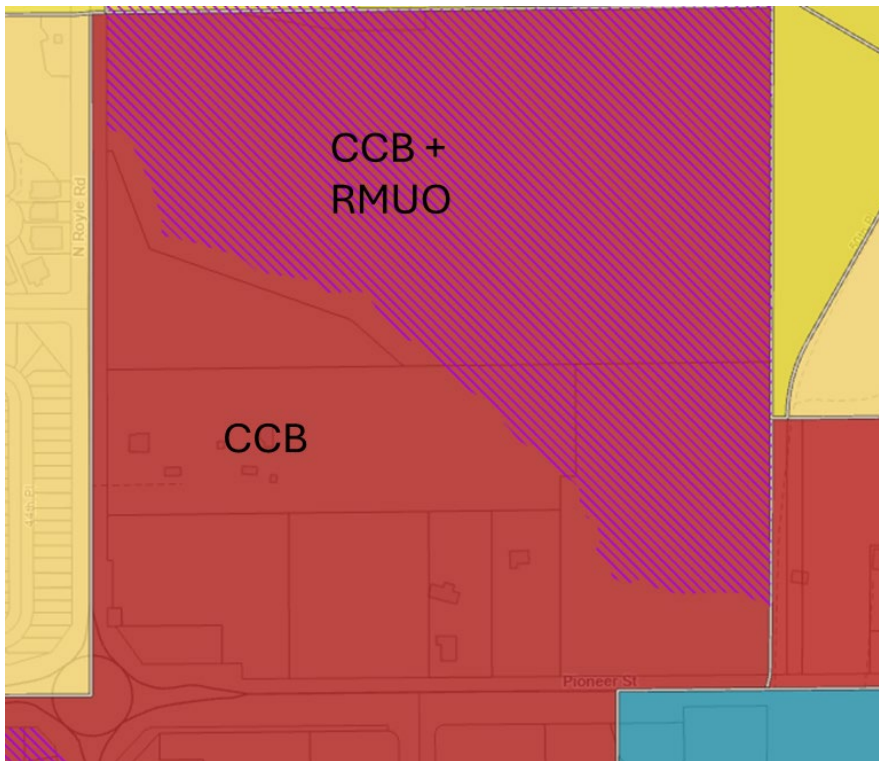
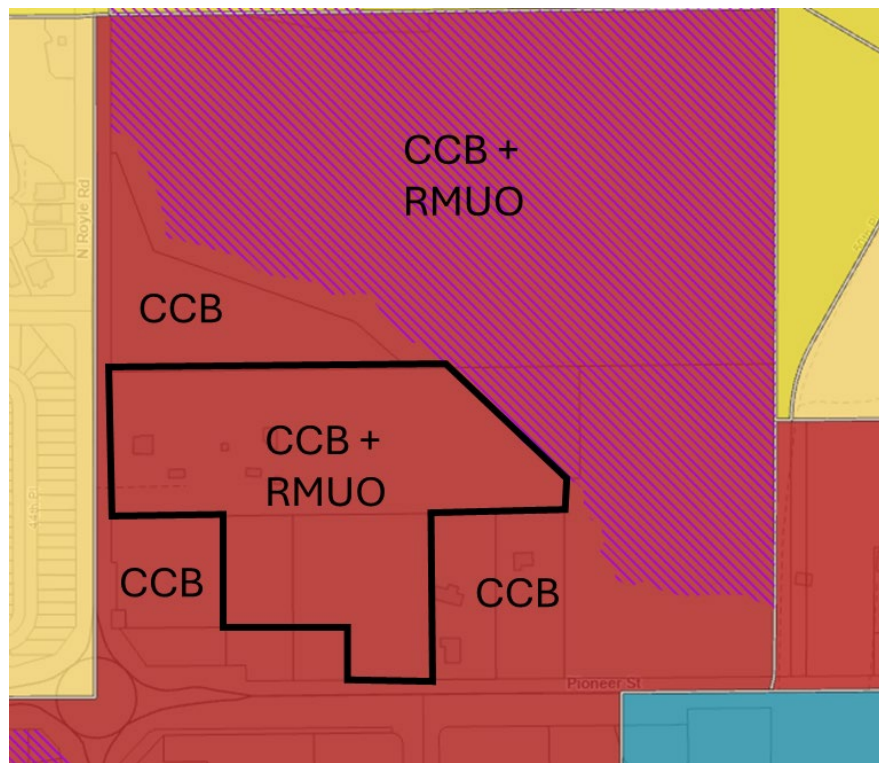


Figure 3. Proposed RMUO expansion

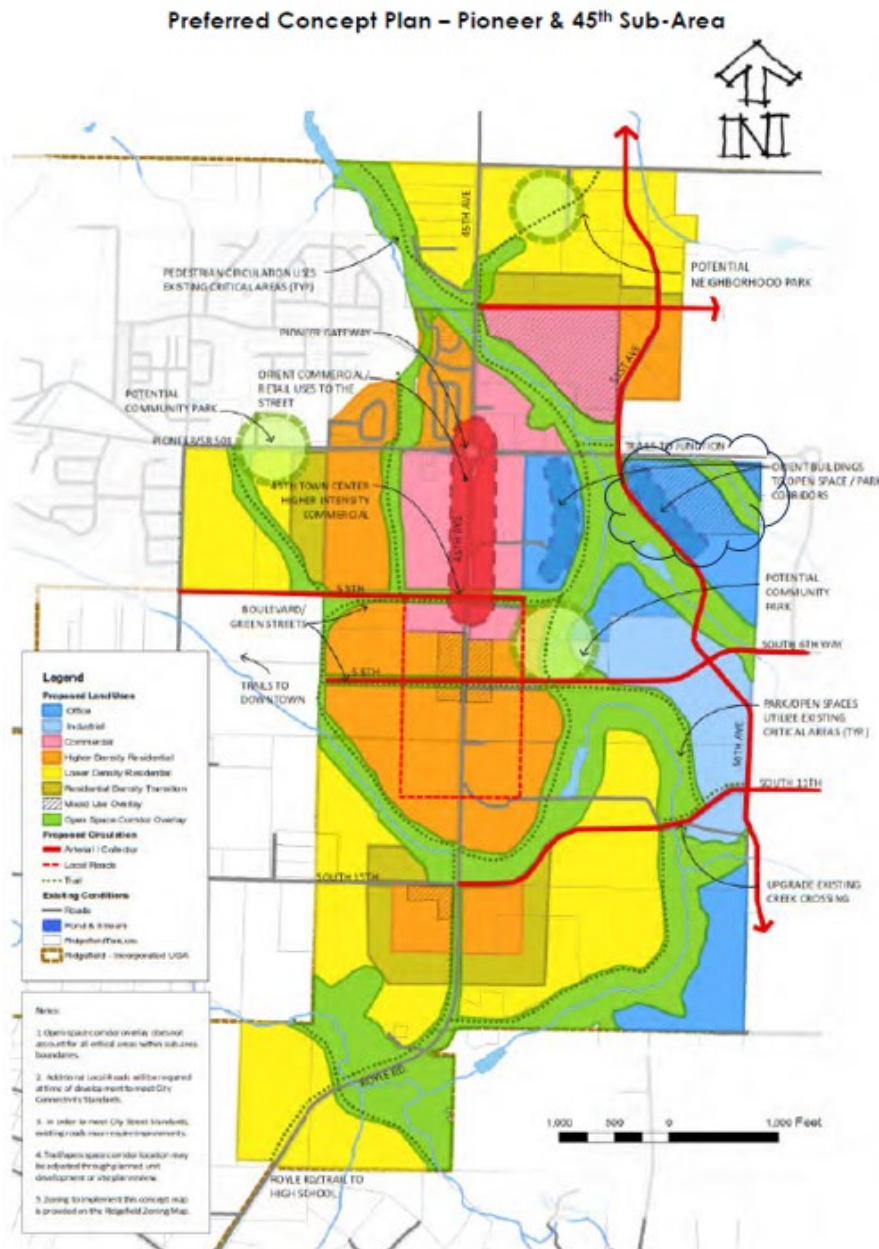


III. DISCUSSION & ANALYSIS

Zoning and Uses

The RMUO is currently applied to approximately 0.7 acres in the northeastern corner of the Royle Ridge site. This small area is part of a larger RMUO area mapped across approximately 20 acres to the north and east of the subject parcels. The existing overlay was proposed and implemented as part of the Pioneer & 45th Subarea Plan Preferred Concept Plan (Figure 4). Per RDC 18.235.060.B, the RMUO is an optional overlay that may be applied within the Pioneer and 45th and Ridgefield Junction subareas when initiated by the property owner through an approved master plan. No master plan has been submitted or approved for the existing Royle Ridge RMUO area or the contiguous RMUO area to the north to date.

Figure 4. Pioneer & 45th Preferred Concept



Surrounding uses include:

- Immediately Southwest: Undeveloped Commercial Community Business land under common ownership with the subject property (Pioneer Development Ventures, LLC). A proposed commercial development has gone through a pre-application conference as Royle Ridge Phase 1.
- South: Developed CCB parcels including Rosauers supermarket and surrounding businesses.
- West: Pioneer Canyon subdivision (single-family attached housing in the Residential Medium Density 16 zone).
- North and East: Undeveloped CCB land, including CCB land with the RMUO overlay. A City-owned parcel designated for future development as a recreational center is to the east of Royle Ridge (PIN 213961000).

This application considers the zone change request only and does not propose any site development. However, it is instructive to note that on Commercial sites with the RMUO, 35-60 percent of the site must be comprised of uses in the “residential general” and “group residences” categories of RDC Table 18.205.020-1. Thus, 40-65 percent of the site must be comprised of permitted commercial uses.

Table 1. Required mix of uses on a CCB/RMUO site

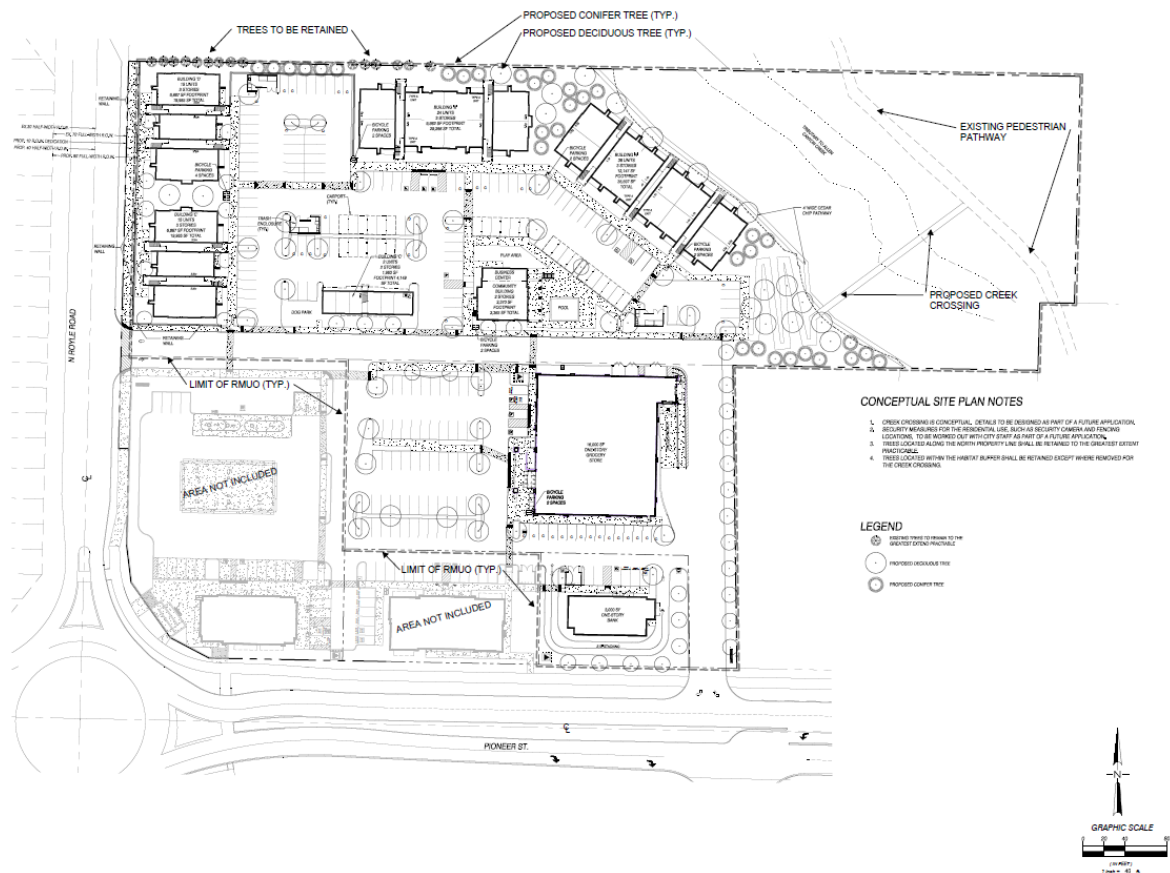
Uses allowed on 40-65 percent of the site	Uses allowed on 35-60 percent of the site
General retail trade/services, eating and drinking establishment, electric vehicle infrastructure, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, education and culture uses (except primary/secondary schools), medical clinic/laboratory, nursing and personal care facility, emergency services, park and ride, hotel, motel, boarding house, conference center, limited self-storage.	Multifamily residential, townhouse, cottage housing, home occupation.

In the CCB zone without the RMUO, the following uses are permitted on any proportion of the site: General retail trade/services, eating and drinking establishment, motor vehicle related use, electric vehicle infrastructure, gas station, daycare, funeral home, office, indoor entertainment facility, community recreation and social facility, park or trail, education and culture uses (except primary/secondary schools), medical clinic/laboratory, nursing and personal care facility, emergency services, park and ride, hotel, boarding house.

The following uses are prohibited under the RMUO: Single-family detached housing (other than cottage housing), motor vehicle related use, gasoline service station, animal kennel and shelter, RV park, freight/cargo movement and storage, fleet service, warehousing (other than self-storage), wholesale retail, public agency or utility yard, broadcasting and telecommunications facility, waste-related facility, bus base.

To demonstrate how this mix of uses could be implemented on the subject properties, the applicant has submitted a conceptual master plan. This concept plan is illustrative only and is not the subject of this application. Any future development under the RMUO will be subject to a Type III master planning process including a public hearing before the Hearing Examiner. The concept plan shows 21,585 square feet of retail and 92 residential units with an associated community building, pool, and trails under the RMUO. See Figure 5 and separate attachment.

Figure 5. Conceptual Mixed Use Master Plan under Proposed RMUO Expansion



Compliance with RDC 18.320.050 – Amendments – Approval criteria.

RDC 18.320.050.A: Zoning district map amendments shall be consistent with the RUACP [Ridgefield Urban Area Comprehensive Plan] 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.

Applicant's response

"The applicant has reviewed the applicable goals and policies of the RUACP. The applicant's responses to the applicable goals and policies of the RUACP are as follows:

LU-2 Efficient development patterns

Encourage efficient development throughout Ridgefield. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly by public schools, transportation and transit services.

Applicant's Response: Locating residential uses in close proximity to commercial uses per the mixed-use opportunities created by the RMUO allows for more efficient development with reduced reliance on the automobile. C-TRAN currently provides bus service between Ridgefield and the 99th Street Transit Center, through Route #48, with service eight times a day during weekdays and six times a day on weekends. Route #48 extends westward down Pioneer, ending at Royle Road, near the Property. Development of residential uses per the RMUO in close proximity to both existing and future commercial uses and the existing C-TRAN bus service furthers policy LU-2.

LU-4 Compatible uses

Facilitate development that minimizes adverse impacts to adjacent areas.

Applicant's Response: Adopting the RMUO will reduce traffic impacts by reducing reliance on the automobile and reducing the overall number of trips generated by the site, while enhancing surrounding commercial uses by providing a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties. LU-4 supports adoption of the RMUO.

LU-5 Complementary uses

Locate complementary land uses near to one another to maximize opportunities for people to work or shop or play nearer to where they live.

Applicant's Response: Adopting the RMUO will provide a customer base through the residential component of the RMUO in close proximity to existing and planned commercial uses on adjacent properties, while providing people a place to live in close proximity to places for them to work and shop (including a supermarket and restaurants south of Pioneer) as well as a place to play via the existing and planned trail network on both sides of the riparian corridor on the northeast side of the site. There is an existing trail on the northeast side of the riparian area, and future development of the subject property can provide links to the sidewalk on Royle and Pioneer for access to either end of that trail, as well as providing a segment of trail on the southwest side of the riparian corridor. LU-5 supports adoption of the RMUO.

LU-6 Mixed-use development

Facilitate development that combines multiple uses in single buildings or integrated sites. Target areas for mixed-use development include the Lake River waterfront and the central city core, with additional opportunities at 45th & Pioneer.

Applicant's Response: The proposed site for the RMUO is within the targeted area for mixed use development at 45th and Pioneer and would combine multiple uses in an integrated site. LU-6 supports adoption of the RMUO.

LU-7 Neighborhood livability

Maintain and facilitate development of stable, multiuse neighborhoods that contain a compatible mix of housing, jobs, stores, public schools and open and public spaces in a well-planned, safe pedestrian environment.

Applicant's Response: There are existing residential uses to the west across Royle Road and an existing commercial area (including a supermarket and restaurants) to the south across Pioneer, with an existing trail network along the northeast side of the riparian area that can be added to with a trail segment on the southwest side of the riparian area facilitating a future looped trail. Adding the RMUO to the subject property would be a well-planned decision that would maintain and facilitate development of a stable, multi-use neighborhood with compatible uses. Per the applicant's economist report, the RMUO would be economically compatible with the existing neighborhood and surrounding commercial uses. LU-7 supports adoption of the RMUO.

EC-4 Community retail

Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

The following response was prepared by applicant's economist:

"By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield."

Based on the findings of applicant's economist, EC-4 supports adoption of the RMUO.

EC-6 Employment capacity

Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long-term economic health of the city.

The following response was prepared by applicant's economist:

"As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high-wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with

the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post- COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi- family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road.”

Based on the findings of applicant’s economist, EC-6 supports adoption of the RMUO.

EC-9 45th & Pioneer

Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

The following response was prepared by applicant’s economist:

“One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with “flexibility to adapt to changing community and market expectations” (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated at the site, the residential portion will contribute support for service employment in the subarea.”

Based on the findings of applicant’s economist, EC-9 supports adoption of the RMUO.

HO-1 Accommodate growth

Provide a continuous and adequate supply of residential land to meet long-range multifamily and single-family housing needs for the City’s anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- New overall density target of six units per net acre.
- No more than 75% of new houses shall be of a single housing type.
- A minimum density of four units per net acre (10,890 sq. ft. average lot size) for single- family dwellings in any single development.

The following response was prepared by applicant’s economist:

“Ridgefield’s share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for

multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.”

Based on the findings of applicant’s economist, HO-1 supports adoption of the RMUO.

HO-2 Residential development density

Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

The following response was prepared by applicant’s economist:

“According to Clark County’s most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply.”

Based on the findings of applicant’s economist, HO-2 supports adoption of the RMUO.

HO-3 Multifamily development

Provide a variety of multifamily residential development opportunities using multiple strategies:

- Designate medium density areas sufficient to provide a minimum of 25% of new housing units.
- Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.
- Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.
- Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.
- Provide additional opportunities to integrate medium density housing in low-

density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.

The following response was prepared by applicant's economist:

"Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint.

Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target."

Based on the findings of applicant's economist, HO-3 supports adoption of the RMUO.

HO-5 Housing/employment balance

Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.

The following response was prepared by applicant's economist:

"As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city." Based on the findings of applicant's economist, HO-5 supports adoption of the RMUO.

TR-3 Land use and transportation integration

Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

The following response was prepared by the applicant's traffic engineer:

"As described in City of Ridgefield code section 18.235.060 Special provisions for the Ridgefield Mixed-Use Overlay (RMUO), one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The Royle Ridge Mixed Use Development conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.

C-Tran bus route #48 Ridgefield currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed- use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3."

Based on the findings of applicant's traffic engineer, TR-3 supports adoption of the RMUO.

TR-12 Vehicle miles traveled reduction

When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- Encourage mixed land uses within easy walking distance of transit stops.
- Provide higher density residential development near employment centers and major transportation routes.
- Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.
- Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single- occupant motor vehicle commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with

connections to transit, carpooling or ridesharing.

- Pursue innovative alternative transportation options such as low-speed electric vehicles.

The following response was prepared by applicant's traffic engineer:

"The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12."

Based on the findings of applicant's traffic engineer, TR-12 supports adoption of the RMUO.

TR-16 Pedestrian facilities

Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.
- Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.
- Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.

The following response was prepared by the applicant's traffic engineer:

"The Royle Ridge Mixed Use Development conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneer Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16."

Based on the findings of applicant's traffic engineer, TR-16 supports adoption of the RMUO.

TR-18 Trail systems

Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.

The following response was prepared by the applicant's traffic engineer:

"Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the Royle Ridge Mixed Use Development will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18."

Based on the findings of applicant's traffic engineer, TR-18 supports adoption of the RMUO.

P-2 Local trail system

Plan for and develop a city-wide interconnected system of trails that link schools, parks, and other public facilities with residential and mixed-use areas.

Applicant's Response: Adopting the RMUO for the subject properties will further this policy in a number of ways. First, by providing internal walkways connecting to Pioneer Street, at a location near S 47th Avenue and to N Royle Road, at a location near N Pioneer Canyon Drive, the RMUO will facilitate walking connections between the new mixed-use area and the existing trail on the northeast side of the riparian area through existing sidewalk connections on Pioneer and Royle. Secondly, development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-2 supports adoption of the RMUO.

P-4 Parks service standards

Provide adequate acreage of parkland and miles of trail to meet existing and future park and open space needs at the levels of service established in the *Ridgefield Parks and Recreation Comprehensive Plan*.

Applicant's Response: Future development of the subject property as a mixed-use area per the RMUO provides additional opportunities for a segment of new trail on the southwest side of the riparian area, which can be completed when adjoining properties develop. P-4 supports adoption of the RMUO.

P-6 Parks funding

Develop dedicated funding for a complete park system that includes acquisition, development, maintenance and operation of parks, trails, open space, and recreation programs to serve City residents.

Applicant's Response: Commercial development does not contribute to park impacts and therefore does not pay park impact fees. However, adoption of the RMUO will allow a portion of the subject property to be developed for residential uses, which will pay park impact fees, thus contributing to the funding for a complete park system as well as providing an additional trail segment on the southwest side of the riparian area. P-6 supports adoption of the RMUO."

Findings

Staff finds that (A) is met.

RDC 18.320.050.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.

Applicant's response

"Based on the applicant's traffic analysis from Lancaster Engineering, adding the RMUO is 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. In fact, overall trip generation from the site will decrease as a result of the proposed overlay, which will reduce potential transportation impacts."

Findings

Staff finds that (B) is met.

RDC 18.320.050.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.

Findings

Staff finds that (C) does not apply.

RDC 18.320.050.D: The city shall not approve any amendment petition which is contrary to state or federal law.

Applicant's response

"Adding the RMUO to Property that is eligible for the RMUO is consistent with City comprehensive plan and development regulations that implement the state Growth Management Act, and therefore, the proposed change is not contrary to state law or federal law."

Findings

Staff finds that the proposal is not contrary to state or federal law so (D) is met.

The applicant's narrative, Market and Land Need Analysis, and Trip Generation Analysis for the proposed RMUO expansion are included as attachments.

IV. PLANNING COMMISSION

Planning Commission held a public hearing on the proposed RMUO expansion on December 4, 2024. No public testimony was received. Commissioners discussed the proposal and asked clarifying questions. Two topics they brought up for discussion were:

- Would there be any merit in expanding the RMUO further, to "fill in" the gaps between the existing RMUO and the expanded RMUO as proposed? This would involve properties under separate ownership.
- Extending the RMUO to Pioneer could inadvertently result in residential development occurring adjacent to Pioneer, which would not align with development patterns along this corridor.

Ultimately, Planning Commission voted unanimously to recommend approval of the RMUO expansion as proposed by the applicant.

V. COUNCIL HEARING & CONCOMITANT REZONE

City Council held a public hearing and first ordinance reading on the proposed RMUO expansion on January 23, 2025. The applicant's representative provided testimony in support of the proposal.

Councilors discussed the proposal and directed staff to work with the applicant on a draft concomitant rezone agreement addressing tree retention, security between commercial and residential uses, salvage of farm silo materials, affordable housing, trails, and a pedestrian crossing over the onsite portion of Allen Canyon Creek prior to bringing the proposal back to Council for action.

The provisions of the concomitant rezone read as follows:

1. The City will add the RMUO overlay to the Property.
2. The Owner shall retain the trees along the north property line to the greatest extent practicable as shown in the Conceptual Master Plan in connection with future development of the Property. The existing trees in the reduced habitat buffer will be preserved which will include tree planting enhancement as part of a future mitigation plan to be submitted during development review of future development of the Property, and the site will be enhanced with additional trees that exceed the minimum required by City code. The site will be graded to work with the existing grade and retaining walls will be reduced to the greatest extent practicable, given the grading requirements for building pads and parking areas, ADA requirements and the need for pedestrian access and frontage improvements on Royle Road.
3. To address Council's concern about the safety of a residential use located near a convenience store, Owner shall implement security measures and safety enhancements including 24-hour video surveillance in the residential parking lot, ornamental fencing to

keep pedestrians from easily entering semi-private areas of the site and limit cut-through pedestrian traffic, and appropriate signage as approved by City staff.

4. Because the silo on site cannot be salvaged due to its condition, the silo will be demolished and the Owner will instead incorporate some historical context (through a mural or design of the play equipment or other means reasonably acceptable to the City) into the design of the playground to be developed on the residential portion of the Property, which shall be reviewed and approved by City staff in conjunction with development review of future development of the Property.

5. The Owner agrees to provide 10% of the residential units (for a total of nine (9) units) to promote affordable housing, with five (5) such units to be "affordable" at 80% AMI and four (4) units to be "low income" at 60% AMI. The City shall not charge Traffic Impact Fees ("TIF") or Park Impact Fees ("PIF") on these nine (9) units pursuant to RMC 18.070.140.

6. Owner agrees to construct trails onsite as generally depicted on the Conceptual Master Plan in conjunction with future development of the residential portion of the Property.

7. Owner agrees to construct a pedestrian crossing (the "Pedestrian Crossing") over the tributary to Allen Canyon Creek with ADA accessibility to Property. City staff agrees to take an amendment to the impact fee capital facilities plan for parks and transportation to City Council for approval by the end of the year to add the Pedestrian Crossing to the impact fee capital facilities plan lists for both parks and transportation, and once amended, the City agrees to issue park impact fee credits and transportation impact fee credits for those facilities as provided for on the park impact fee capital facilities list and transportation impact fee capital facilities list. The trail that extends to the north and south of the Pedestrian Crossing will continue to be a soft pathway as limited by the Department of Ecology. To allow the PIF and TIF credits from the Pedestrian Crossing to be used for development of the Property, payment of all applicable PIF and TIF fees for future development on the Property shall be deferred until final occupancy in accordance with the City's municipal code. Owner's obligation to construct the Pedestrian Crossing is contingent on obtaining permits from all applicable agencies and Owner shall proceed with due diligence and good faith to obtain such permits. If any permit required to construct the Pedestrian Crossing is denied by an agency with jurisdiction, and all appeals/appeal periods for the denial have expired, then the Owner shall be relieved of its obligation to construct the Pedestrian Crossing.

The concomitant rezone agreement is included in the April 24 agenda packet and included as an attachment to the ordinance adopting the RMUO expansion (zone change). **Therefore, a motion to adopt the ordinance would include adoption of the concomitant rezone agreement.**

VI. PROCEDURE

The review process has proceeded as follows:

December 4, 2024	Planning Commission public hearing and recommendation to Council
January 23, 2025	City Council 1 st reading and public hearing

February – April 2025	Staff/Applicant coordination on concomitant rezone agreement
April 24, 2025	City Council 2 nd reading and adoption of RMUO expansion and concomitant rezone agreement
May 26, 2025	Approximate effective date pending April 24 adoption

RETURN ADDRESS

City of Ridgefield
PO Box 608
Ridgefield, WA 98642

Document Title(s)

Concomitant Rezone Agreement by And Between The City of Ridgefield and Pioneer Development Ventures LLC

Reference Number(s) of related documents:

N/A

Grantor(s)

Pioneer Development Ventures LLC, a Washington Limited Liability Company

Grantee(s)

City of Ridgefield, a municipal corporation

Abbreviated Legal Description:

#48 OF SEC 21 T4NR1EWM 1.85A

#49 SEC 21 T4N R1EWM 0.35A

#73 SEC 21 T4N R1EWM 5.82A

Assessor's Property Tax Parcel/ Account Number

213997000; 213998000; 214022000

CONCOMITANT REZONE AGREEMENT

BY AND BETWEEN THE CITY OF RIDGEFIELD AND PIONEER DEVELOPMENT VENTURES LLC

This Concomitant Agreement (“Agreement”) is made and entered into this ____ day of _____ 2025 by and between the City of Ridgefield, a municipal corporation, (hereinafter referred to as “City”), and Pioneer Development Ventures LLC, a Washington Limited Liability Company (hereinafter collectively referred to as “Owner”), or their assigns or successors.

RECITALS:

Whereas, the City and Owner are authorized to enter into a concomitant rezone agreement pursuant to RMC 18.320.080 and as a development agreement pursuant to RCW 36.70B.170; and

Whereas, the Owner owns the property legally described on the attached **Exhibit A** (hereinafter collectively referred to as the “Property”) consisting of Assessor Parcel Numbers 213997000, 213998000, and 214022000; and

Whereas, the Owner has requested the City to add the Ridgefield Mixed Use Overlay (“RMUO”) to the Property; and

Whereas, the Planning Commission recommended to City Council to add the RMUO to the Property after a public hearing on December 4, 2024; and

Whereas the Owner’s request to add the RMUO to the Property is consistent with the comprehensive plan goals and policies and other approval criteria; and

Whereas, the City wishes to condition the development of the Property to mitigate the impacts of the approval of the Owner’s requested RMUO zoning as shown on the conceptual master plan (the “Conceptual Master Plan”) attached as **Exhibit B** and as described in more detail in this Agreement; and

Whereas, the City conducted a public hearing, taking public testimony on the rezone request on January 23, 2025, with the City Council directing a concomitant agreement substantially in the form attached at the conclusion of the public hearing;

NOW THEREFORE, as a condition of the City's rezone of the Property in the manner described below, the City and Owner and Developer agree to the following terms and conditions:

1. The City will add the RMUO overlay to the Property.
2. The Owner shall retain the trees along the north property line to the greatest extent practicable as shown in the Conceptual Master Plan in connection with future development of the Property. The existing trees in the reduced habitat buffer will be preserved which will include tree planting enhancement as part of a future mitigation plan to be submitted during development review of future development of the Property, and the site will be enhanced with additional trees that exceed the minimum required by City code. The site will be graded to work with the existing grade and retaining walls will be reduced to the greatest extent practicable, given the grading requirements for building pads and parking areas, ADA requirements and the need for pedestrian access and frontage improvements on Royle Road.
3. To address Council's concern about the safety of a residential use located near a convenience store, Owner shall implement security measures and safety enhancements including 24-hour video surveillance in the residential parking lot, ornamental fencing to keep pedestrians from easily entering semi-private areas of the site and limit cut-through pedestrian traffic, and appropriate signage as approved by City staff.
4. Because the silo on site cannot be salvaged due to its condition, the silo will be demolished and the Owner will instead incorporate some historical context (through a mural or design of the play equipment or other means reasonably acceptable to the City) into the design of the playground to be developed on the residential portion of the Property, which shall be reviewed and approved by City staff in conjunction with development review of future development of the Property.
5. The Owner agrees to provide 10% of the residential units (for a total of nine (9) units) to promote affordable housing, with five (5) such units to be "affordable" at 80% AMI and four (4) units to be "low income" at 60% AMI. The City shall not charge Traffic Impact Fees ("TIF") or Park Impact Fees ("PIF") on these nine (9) units pursuant to RMC 18.070.140. Owner agrees that the affordable housing shall remain exclusively available to low-income households for the minimum periods identified in RMC 18.070.140 and that the City may require a separate covenant on such properties as needed to assure this covenant.
6. Owner agrees to construct trails onsite as generally depicted on the Conceptual Master Plan in conjunction with future development of the residential portion of the Property.
7. Owner agrees to construct a pedestrian crossing (the "Pedestrian Crossing") over the tributary to Allen Canyon Creek with ADA accessibility to Property. City staff agrees to take an amendment to the impact fee capital facilities plan for parks and transportation to City Council for approval by the end of the year to add the Pedestrian Crossing to the impact fee capital facilities plan lists for both parks and transportation, and once amended, the City agrees to issue park impact fee credits and transportation impact fee credits for those facilities as provided for on the park impact fee capital facilities list and transportation impact fee capital facilities list. The trail that extends to the north and south of the Pedestrian Crossing will continue to be a soft pathway as limited by the Department of Ecology. To allow

the PIF and TIF credits from the Pedestrian Crossing to be used for development of the Property, payment of all applicable PIF and TIF fees for future development on the Property shall be deferred until final occupancy in accordance with the City's municipal code. Owner's obligation to construct the Pedestrian Crossing is contingent on obtaining permits from all applicable agencies and Owner shall proceed with due diligence and good faith to obtain such permits. If any permit required to construct the Pedestrian Crossing is denied by an agency with jurisdiction, and all appeals/appeal periods for the denial have expired, then the Owner shall be relieved of its obligation to construct the Pedestrian Crossing.

8. In accordance with RCW 36.70B.170, the City reserves the right to impose new or different comprehensive plans, zoning maps or development regulations affecting the Property as the City Council may deem necessary to the extent required by a serious threat to public health and safety.
9. Nothing in this Agreement will be construed to limit the discretion, authority or obligation of the City to process any land use approvals under the processes established by the City.
10. The conditions and covenants set forth in this Agreement shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties, and their heirs, successors and assigns. This Agreement shall be recorded against the Property with the Clark County Auditor.
11. The Term of this Agreement shall be from the Effective Date of this Agreement and shall continue in force until the Property has been fully developed and all Owner's obligations in connection therewith are satisfied as determined by the City.
12. The Effective Date of this Agreement shall be the date that the last party signs this Agreement or the effective date of the ordinance approving this Agreement and the agreed zoning change.
13. Severability. In the event that any provision of this Agreement or its application to any person, legal entity, or circumstance is held invalid, the remainder of the Agreement or its application to other persons, legal entities, or circumstances is not affected.
14. This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by all parties, or their assigns and successors.
15. All notices, demands and communication to the City and Owner under this Agreement shall be in writing and mailed or delivered to the parties at the addresses below or such other address as the party will have designated by notice to the other. Such notices, demands, and communication shall be deemed delivered two (2) days after mailing.

Notices to City:

Steve Stuart
City of Ridgefield
230 Pioneer Street
P.O. Box 608
Ridgefield, WA 98642

With Copy to:

Janean Parker
Law Office of Janean Z. Parker
P.O. Box 298
Adna, WA 98522

Notices to Owner

Pioneer Development Ventures LLC

—
—

With Copies to:

Steve Morasch
Landerholm PS
805 Broadway, Suite 1000
Vancouver, WA 98660

Pioneer Development Ventures LLC:

By: _____
Its _____

Date: _____

City of Ridgefield:

By: _____
Steve Stuart, City Manager

Date: _____

Attest:

By: _____
City Clerk

Approved as to form:

By: _____
City Attorney

STATE OF WASHINGTON)
) ss.
County of Clark)

This record was acknowledged before me on this _____ day of _____, 2025 by
_____ as _____ of Pioneer
Development Ventures LLC.

Dated: _____, 2025.

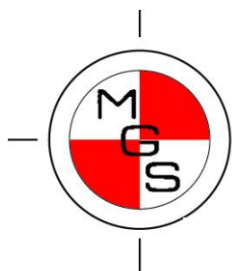
NOTARY PUBLIC in and for the State of Washington,
residing at _____
My appointment expires: _____

STATE OF WASHINGTON)
) ss.
County of Clark)

This record was acknowledged before me on _____ by Steve Stuart as City
Manager of the City of Ridgefield.

Dated: _____, 2025.

NOTARY PUBLIC in and for the State of Washington,
residing at _____
My appointment expires: _____



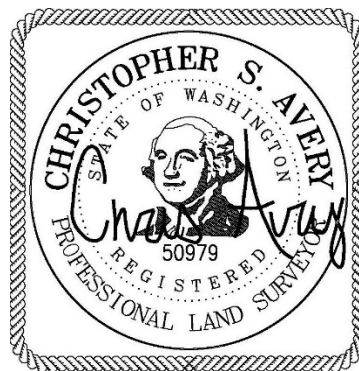
MINISTER-GLAESER SURVEYING INC.

Vancouver Office – 2200 E. Evergreen Blvd., Vancouver, Washington 98661

(360) 694-3313 (360) 694-8410 FAX

Pasco Office – 6303 Burden Blvd. Suite E, Pasco, Washington 99301

(509) 544-7802 (509) 544-7862 FAX



Signed: 04/15/25

EXHIBIT “A”

DESCRIPTION OF PROPERTY SUBJECT TO RMUO

(Parcels 213997000, 213998000, & 214022000):

A tract of land located in a portion of the Southwest quarter of the Northwest quarter of Section 21, Township 4 North, Range 1 East of the Willamette Meridian, City of Ridgefield, Clark County, Washington, more particularly described as follows;

COMMENCING at the Southwest corner of said Northwest quarter of Section 21, marked by a 3-1/2” standard “WSDOT” brass cap, according to Clark County Surveyors Office Land Corner Record 14-046;

Thence North 01°30'06" East, along the West line of said Northwest quarter, for a distance of 628.97 feet;

Thence leaving said West line, South 89°05'32" East, for a distance of 30.00 feet, to a point on the East right-of-way line of N. Royle Road, said point being the Northwest corner of the Pioneer Development Ventures LLC tract, according to Clark County Auditors File Number 4131368, recorded February 28, 2006, (Parcel 214022000), and the **TRUE POINT OF BEGINNING**;

Thence the following five courses and distances along the perimeter of said Parcel 214022000;

Continuing South 89°05'32" East, for a distance of 907.50 feet;

Thence South 01°30'06" West, for a distance of 216.45 feet;

Thence North 89°05'32" West, for a distance of 32.91 feet;

Thence South 01°40'37" West, for a distance of 64.51 feet;

Thence North 89°05'32" West, for a distance of 290.86 feet, to the Northeast corner of the “Adjusted Pioneer Property Description (APN 213997000)” tract, described in Exhibit B-1 of

the Boundary Agreement recorded in Clark County Auditors File Number 6241584, on April 7, 2025 (Parcel 213997000);

Thence South 00°46'32" East, along the East line of said Parcel 213997000, for a distance of 288.82 feet, to a point on the North right-of-way line of Pioneer Street;

Thence North 88°53'27" West, along said North right-of-way line, for a distance of 189.13 feet, to the Southwest corner of the "Adjusted Pioneer Development APN 213998000" tract, described in Exhibit D of the Boundary Agreement recorded in Clark County Auditors File Number 6215163, on November 5, 2024 (Parcel 213998000);

Thence North 01°06'33" East, along the East line of said Parcel 213998000, for a distance of 106.71 feet, to a point on the South line of said Parcel 213997000;

Thence North 88°53'27" West, along said South line, for a distance of 187.00 feet, to the most Westerly Southwest corner thereof;

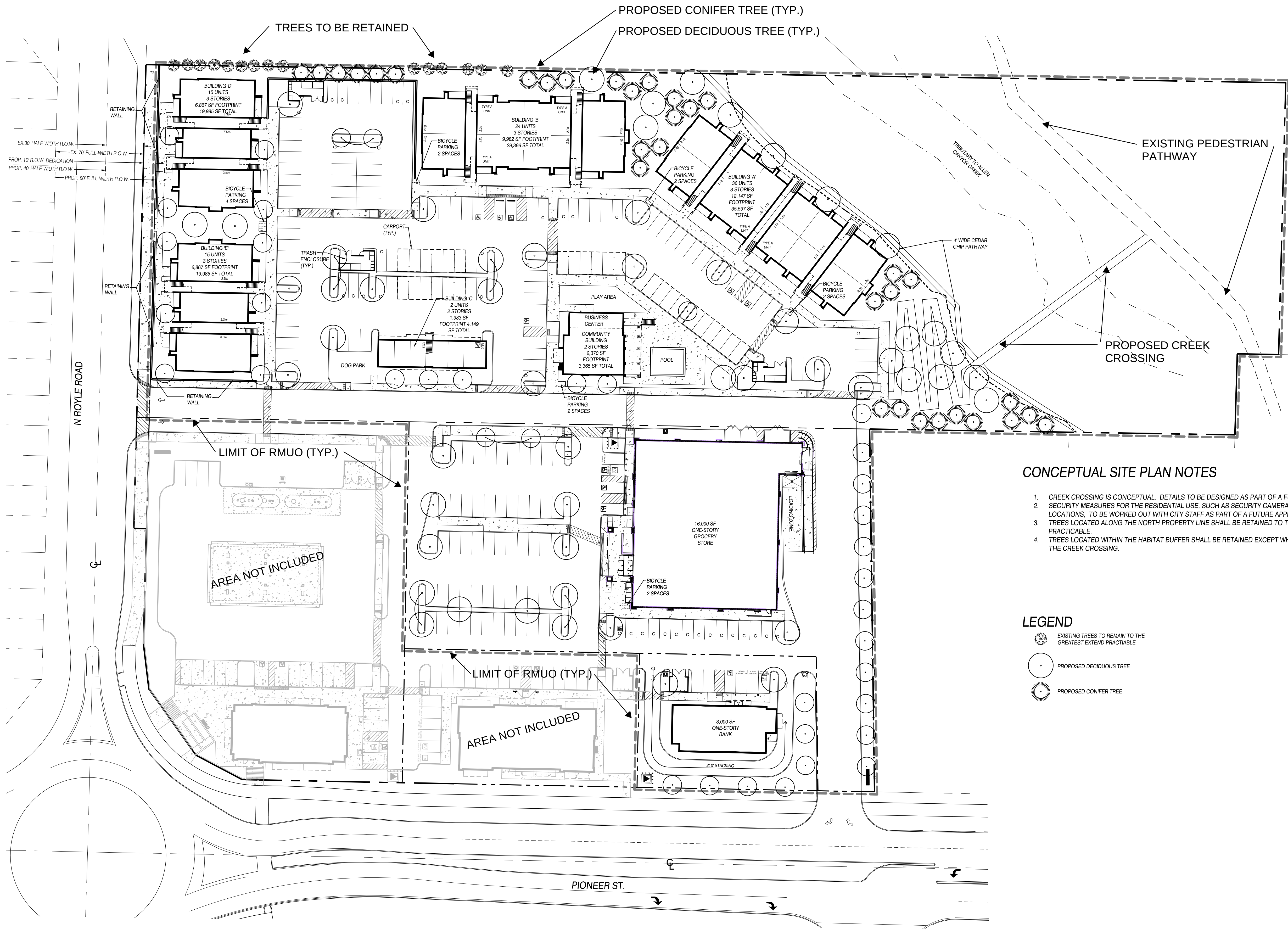
Thence North 01°06'33" East, along the East line of said Parcel 213997000, for a distance of 180.67 feet, to a point on the South line of said Parcel 214022000;

Thence North 89°05'32" West, along said South line, for a distance of 216.90 feet, to a point on the East right-of-way line of N. Royle Road;

Thence North 01°30'06" East, along said East right-of-way line, for a distance of 280.95 feet, to the **TRUE POINT OF BEGINNING**.

CONTAINING: 7.802 Acres of land, more or less.

FILE: W:\18761 ROYLE RIDGE EAST\500 DESIGN\502 DRAWINGS\01 BASE\18610 SITEPLAN PRELIM.OVERALL.DWG



December 11, 2024

City of Ridgefield
Attn: Claire Lust, Community Development Director
Public Works Director
P.O. Box 608
Ridgefield, WA 98642

RE: Royle Ridge RMUO Planning Commission Hearing
PLZ-24-0087

Ms. Lust,

On behalf of the Applicant, thank you for your presentation of the Type IV Ridgefield Mixed Use Overlay (RMUO) application to the Planning Commission last Wednesday, December 4, 2024. We collectively thought the hearing went well and the commissioners asked a lot of good questions.

During a portion of the commission's discussion, the topic of a Development Agreement (DA) was raised to maximize residential density and to restrict residential uses along Pioneer Street. The Applicant does not believe a Development Agreement would be useful for either of these purposes. As discussed in the hearing, the northern portion of the site is not conducive to commercial development because of the steeper topography in that area and lack of visibility along Pioneer Street. However, it is conducive for multi-family residential development because of the smaller building footprints and more flexibility for parking lot design.

Ridgefield Municipal Code sets forth the required mix of residential and commercial uses, so residential density is restricted by code and that cannot be altered through a Development Agreement. The conceptual site plan with commercial fronting Pioneer and residential in back meets the required mix of uses under code while maximizing residential density that meets the Code. The applicant has no plans to place residential uses fronting Pioneer. The Pioneer frontage is most valuable for commercial uses and would not be particularly suitable for residential uses due to traffic noise from Pioneer. The back portion of the property where residential uses are proposed is more suitable for residential use since it is more removed from the traffic on Pioneer Street, has views of the tributary to Allen Canyon Creek, is in proximity to proposed pedestrian trails, and is not suitable for commercial uses due to slopes. Therefore, no matter who develops the property, the residential uses would be in the back portion of the property, not the Pioneer Street frontage.

Other commissioner discussion focused on only applying the RMUO to the northern parcel and not up to Pioneer Street as currently proposed. The area up to Pioneer is necessary to achieve the maximum number and highest density of multi-family housing on the balance of the site. To reduce the proposed RMUO area to only include the northern parcel would necessitate some kind of commercial use (a minimum of 40% of the net developable area) be proposed on that parcel, thus significantly reducing the number of multi-family units that could be developed compared to the proposed RMUO area as proposed.

There was also a discussion regarding adding adjacent parcels to the RMUO. As this is not a legislative application, application of the RMUO onto adjacent parcels would require adjacent property owner(s) consent. As such, the city is not legally able to include the addition of any other parcels to the RMUO as part of this application.

Respectfully submitted,

Michael Odren

Digitally signed by Michael Odren
DN: C=US,
E=m.odren@mackaysposito.com,
O="Mackay Sposito, Inc.", CN=Michael
Odren
Date: 2024.12.11 10:32:02-08'00'

Michael Odren, RLA

Landscape Architect, Land Use Planner



MARKET AND LAND NEED ANALYSIS FOR A ZONE CHANGE REQUEST IN RIDGEFIELD, WASHINGTON

PREPARED FOR
MAJ DEVELOPMENT
JULY 2024

JOHNSON ECONOMICS, LLC

621 SW Alder St, Suite 506
Portland, Oregon 97205



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I. INTRODUCTION

JOHNSON ECONOMICS was retained by MAJ DEVELOPMENT to conduct a market and land need analysis in support of an application for a mixed-use zoning overlay (RMUO) at a site located at the northeast corner of Pioneer Street and Royle Road in Ridgefield. The property in question is currently designated for General Commercial (GC) land use, with Community Commercial Business (CCB) zoning. This report assesses the appropriateness of applying the RMUO overlay to the property from a public standpoint, in light of goals and policies defined in the 2016 Ridgefield Comprehensive Plan.

The analysis has a particular focus on multi-family housing, as this is the proposed use and the reason for the proposed mixed-use overlay. The analysis evaluates the need for multi-family housing in Ridgefield in light of current growth and broader housing trends. The current supply of land that allows for multi-family housing is also evaluated. We also assess trends in the commercial real estate market and the supply of commercial space in Ridgefield. Finally, the analysis evaluates the suitability and likelihood of development for commercial and multi-family uses on the subject site based on market and planning criteria, and outlines the likely impacts of applying the RMUO overlay to the site.



II. EXECUTIVE SUMMARY

GROWTH CONTEXT

Clark County is the fastest growing county in the Portland Metro Area, both in terms of population and employment. As the land supply in the southern part of the county has dwindled, development has moved northward, including to Ridgefield. This shift has made Ridgefield the fastest growing city in the county by far, accounting for an increasing share of countywide population and household growth. This is expected to continue largely as a function of land supply.

MULTI-FAMILY HOUSING TRENDS

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. Several factors have contributed to this shift, including stricter lending requirements in the wake of the 2008-09 recession, demographic changes, and rapidly rising single-family prices. Single-family ownership is increasingly becoming a high-income option, out of reach for an increasing number of middle-income households. As a result, the need for multi-family housing is growing.

Developers, homebuilders, and jurisdictions are adapting to these changes by accommodating more multi-family housing. Over the past 10 years, 52% of the new housing in the Portland Metro Area was multi-family units. In Clark County, the share was 34%. Ridgefield has only to a limited degree participated in this shift, providing only 12.7% multi-family housing. In Clark County, only Yacolt has a smaller share (0%), and even the unincorporated area has achieved a higher share (18%). Ridgefield's stated target in the 2016 Comprehensive Plan is 25%.

The multi-family supply that was provided in Ridgefield over the past 10 years was in two apartment projects completed over the 2019-21 period. Together, these were absorbed at a rate of 190 units per year, indicating strong underlying demand for these units. The performance of these properties in the following years also suggests a need for additional supply.

MULTI-FAMILY HOUSING NEED

Johnson Economics develops housing need forecasts via a residential demand model that takes into account factors like age and household income. We estimate that Ridgefield will have a need for an additional 3,200 housing units over the next five years, including 770 multi-family units (24%) – or roughly 150 units annually. Currently, there is only one multi-family project in the development pipeline, which will provide 148 units reserved for seniors. There is no supply for the working-age population.

MULTI-FAMILY SUPPLY

Johnson Economics has analyzed the supply of buildable land that allows multi-family development in Ridgefield. We estimate that only 788 units could be built if all the land was built out with multi-family housing. This is unrealistic, as the land includes properties with existing homesites and land that we consider unsuitable for multi-family use. Applying density assumptions from the Comprehensive Plan, the potential number of units on this land is 470. If we only include land consistent with the Comprehensive Plan's policy of providing multi-family development opportunities within half a mile of commercial centers, the potential supply is 548 multi-family units at maximum density and 290 units at the density assumed in the Comprehensive Plan. If we further limit the land to areas within a quarter-mile of a public transit, in line with the Comprehensive Plan's policy of locating multi-family along transit corridors, only two sites (both with development challenges) would be included, for a potential supply of 232 units at maximum density and 96 units at the density assumed in the Comprehensive Plan. Given the current land supply, we expect very limited multi-family development to occur over the next years – far short of the estimated need.

COMMERCIAL SUPPLY

The picture is very different for commercial land. Ridgefield currently has a commercial development pipeline that totals 540,000 square feet if we include future phases of proposed commercial centers. In comparison, the market has absorbed an average of 37,000 square feet annually in the city after the opening of the Rosauers grocery store in



2019. Though the opening of the Costco store is likely to increase the absorption rate, we expect prospective businesses looking for space in Ridgefield to have many options to choose from well into the next decade. Access to labor is likely to be a greater constraint on business expansion than access to real estate.

PROPOSED MIXED-USE OVERLAY

The proposed Mixed-Use Overlay (RMUO) at the subject site would allow for multi-family housing that can alleviate the unmet need for this housing form in the city. We regard the site to be highly suitable for multi-family housing, given its proximity to commercial services and transit, and the greenbelt views that can be provided to the north and east. We regard the north portion of the site to be unsuitable for commercial development due to the slope, and expect this part of the site to remain undeveloped with the current zoning. Thus, we do not expect the RMUO overlay to result in a loss of employment growth. On the contrary, we expect access to labor to be a greater constraint on businesses in Ridgefield than access to real estate over the next years, given the large amount of commercial space in the development pipeline. Multi-family use on the site will provide much-needed housing for local workers in the rapidly expanding retail and service industries, thus contributing to business activity in the city and reducing commuter traffic.

Multi-family use at the subject site is consistent with the housing policies of the Comprehensive Plan and with the Pioneer & 45th Subarea Plan. With commercial centers and transit within walking distance, on-site residents will likely contribute to additional pedestrian vitality at this node and increased transit ridership in the city. Multi-family use is also highly compatible with the surrounding uses and provides a good transition to the adjacent single-family housing.



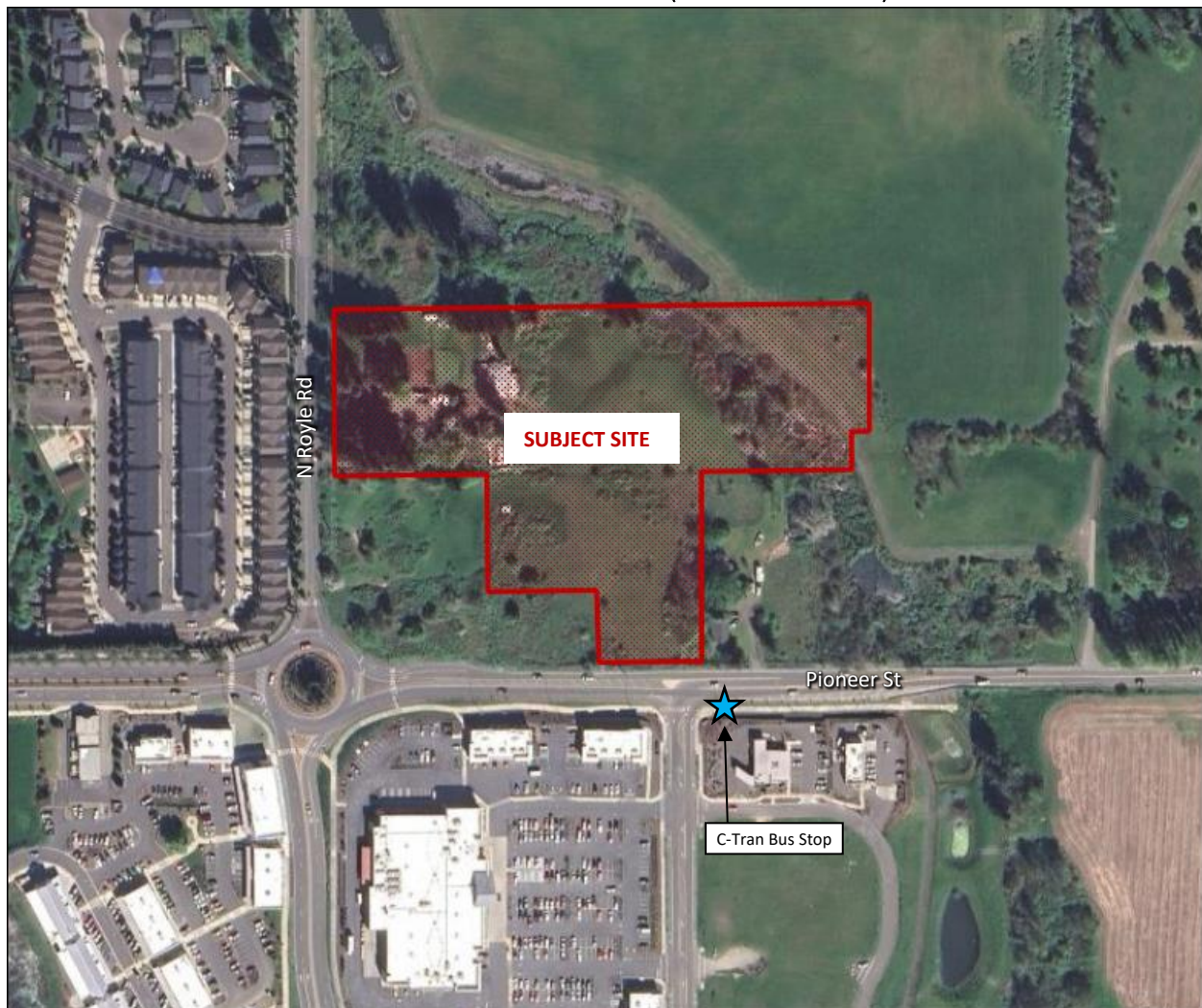
III. THE SUBJECT SITE

The subject site is located at the northeast corner of Pioneer Street and Royle Road in Ridgefield, Washington. The site measures roughly eight acres and has an irregular shape. Most of the land is undeveloped, except for a few older structures. A creek runs north and east of the site, intersecting part of the property. The site slopes toward the creek. The land has General Commercial (GC) land use designation and Community Commercial Business (CCB) zoning.

Surrounding land represents a mix of uses. A grocery-anchored retail center (Discovery Ridge) is located across Pioneer Street to the south, while another retail center (Pioneer Village) is located to the southeast. A residential subdivision with attached single-family homes is located on the other side of Royle Road to the west (Pioneer Canyon Phase IV). Land to the north and east is largely undeveloped, with a mix of wetlands and farmland.

The arterial Pioneer Street is the main link between downtown Ridgefield and the I-5 freeway, and the only transit and commercial corridor in the city. C-Tran operates a bus line (#48) that terminates at a bus stop directly south of the subject site. The line provides service to the Junction Park & Ride and the 99th Street Transit Center in Hazel Dell. The latter provides connections to other parts of Clark County and Portland.

FIGURE 3.1: MAP OF THE SUBJECT SITE (APPROXIMATE OUTLINE)



SOURCE: Clark County, MAJ Development, Google, Johnson Economics



The following drone pictures show views of the property facing west and south. The pictures reveal some of the topography on the site, with slope from the roundabout (southwest corner) down to the creek in the north and east. The site has an elevation change of more than 35 feet, according to a survey by Minister-Glaeser Surveying.

FIGURE 3.2: SITE PHOTOS

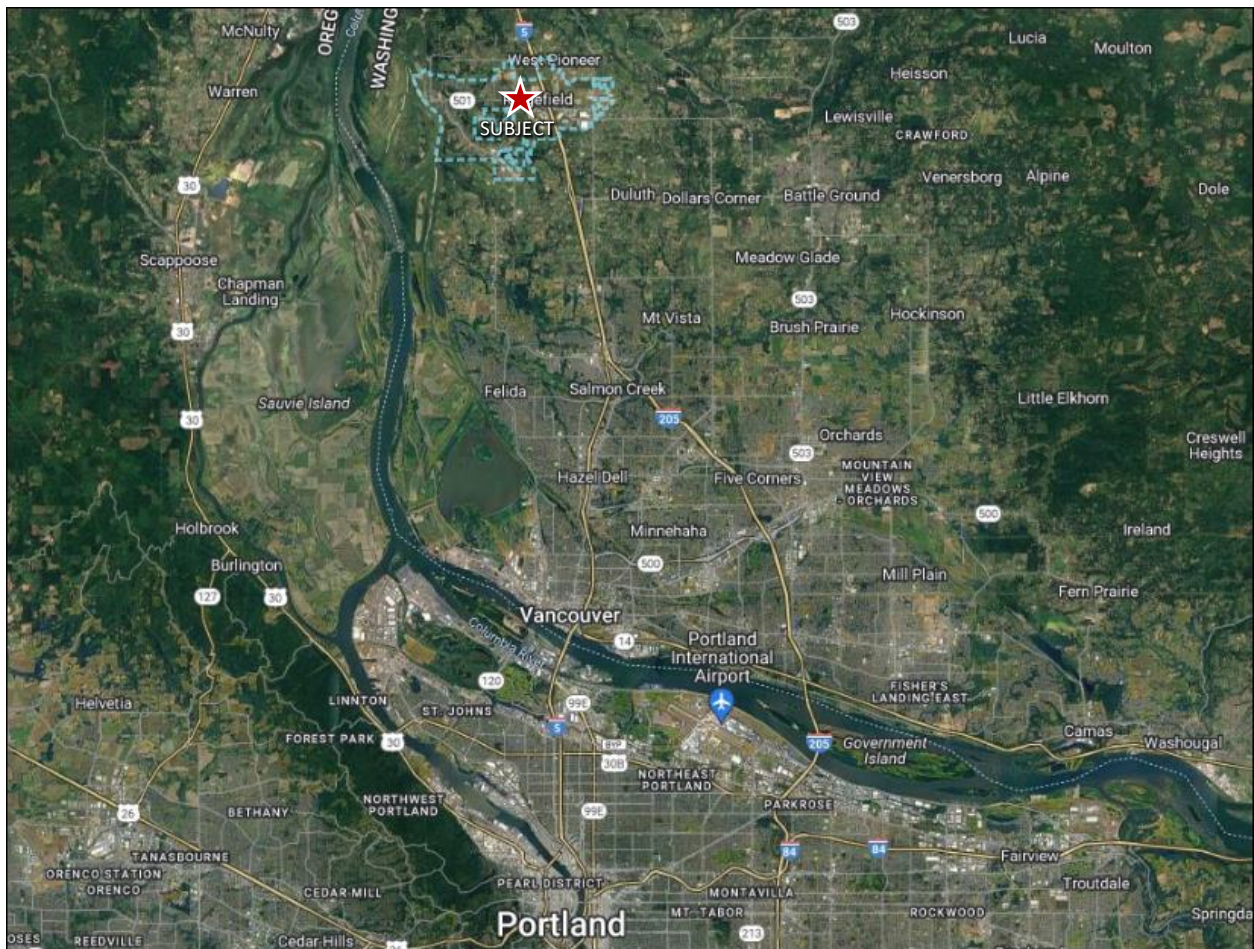


SOURCE: MAJ Development



The following map shows the subject site in its local and regional context. The site is less than a mile west of the Ridgefield Junction and the I-5 freeway, and roughly two miles east of downtown Ridgefield. The site is 14 miles north of downtown Vancouver, 20 miles north of downtown Portland, and 22 miles north of the Portland Airport.

FIGURE 3.3: SUBJECT SITE IN ITS LOCAL AND REGIONAL CONTEXT



SOURCE: Clark County, Google, Johnson Economics



IV. SUITABILITY FOR ALTERNATIVE USES

CURRENT COMMERCIAL ZONING

COMMERCIAL COMMUNITY BUSINESS (CCB) ZONE

The subject site currently has General Commercial (GC) land use designation and Community Commercial Business (CCB) zoning. The purpose of the CCB zone according to the Ridgefield code is as follows:

The purpose of the community business zone (CCB) is to provide location for a wide variety of business activities, such as convenience and comparison retail, personal services for local needs, and to allow for limited higher-intensity residential opportunities as part of mixed use developments.

(Ridgefield Code of Ordinances, 18.230.010)

The community business zone represents the middle-tier in terms of intensity and traffic generation, between the neighborhood business zone (CNB) and the regional business zone (CRB). It allows for a wide range of retail and office uses, as well as some lodging and institutional uses. The code text allows for “limited higher-intensity residential opportunities,” though the only residential uses allowed are boarding house (conditional) and community residential facilities (limitations) (18.230.020).

SUITABILITY FOR COMMERCIAL USE

The general location of the subject site in the Pioneer Street corridor is highly suitable for commercial use given the exposure to resident traffic, including dedicated shopping traffic to existing commercial centers south of the subject site. However, the north portion of the site is hampered by significant downward slope, which reduces visibility from Pioneer Street. Though some slope can be mitigated with grading, fill, and retaining walls, we would expect the magnitude of the mitigation needed on the subject site to render development infeasible. Sloping lots are generally avoided by retailers, as they do not accommodate an orderly site layout with convenient, shared parking and good visibility to and between stores. Moreover, sloping parking lots reduce customer visits and make the use of shopping carts difficult. We therefore regard the sloping north portion of site to be unsuitable for retail use.

Lodging and institutional uses are also unlikely to be feasible on the north portion of the subject site. These buildings generally have large footprints and extensive parking, which again would require costly site work to create adequately large level lots. Smaller office buildings not occupied by population-serving firms could in theory be accommodated on a sloping site, though these are rare except in larger cities, and have been out of favor since the COVID pandemic due to more work-from-home arrangements (see Section VII).

PROPOSED MIXED-USE OVERLAY

RIDGEFIELD MIXED-USE OVERLAY (RMUO)

The proposed mixed-use overlay (RMUO) has the following purpose according to the Ridgefield code:

The RMUO is intended to create mixed-use nodes to implement the subarea plans for Pioneer and 45th and the Ridgefield Junction by:

- 1. Providing flexible development opportunities by allowing an optional mix of commercial, residential, and office uses.*
- 2. Creating vibrant, livable, and attractive communities through sustainable design, distinct architecture and site design that respond to the site context.*
- 3. Creating walkable communities with connections within and between sites.*
- 4. Promoting sensitive treatment of environmental features including critical areas and vegetation.*
- 5. Creating and maintaining usable open spaces for the enjoyment of residents, patrons, employees and the public, that connect to natural features on and off site.*



6. *Managing transitions between uses on sites and neighboring properties to avoid conflicts between potentially incompatible uses.*

(Ridgefield Code of Ordinances, 18.230.010)

SUITABILITY FOR MIXED USE AND THE RMUO OVERLAY

As the subject site is located at the Royle Road/Pioneer Street intersection, within the Pioneer and 45th sub-area, mixed-use development on the site would meet the objective of RMUO by contributing to establish a mixed-use node at this intersection. It is also consistent with Housing Policy HO-3 in the Comprehensive Plan, which states that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors.”

The suitability for a mix of uses that includes residential around this intersection is already proven by the residential projects within the Pioneer and 45th sub-area. The rapid absorption of residential units at the two recent apartment projects, as well as their subsequent occupancy and pricing, indicate strong multi-family demand in this area (see Section VI).

Residential uses can more easily be accommodated on sloping lots than commercial uses. In general, steep slopes can only accommodate small buildings at low density, while more moderate slope can accommodate larger buildings and higher density. Though the slope usually adds to development costs, it also has the potential to generate residential pricing premiums due to the additional views. In this case, the site has views of a greenbelt/wetlands area, which makes it particularly marketable from a residential standpoint.

We regard multi-family use to be particularly suitable for the subject site. Multi-family residents generally place higher value on access to commercial amenities and public transit than single-family residents, who generally place greater value on privacy and quietness. The subject site provides walking access to a wide range of commercial amenities, and will thus contribute to the pedestrian vitality of the mixed-use node (in line with points 2 and 3 in the RMUO code text). The proximity to public transit is likely to increase transit ridership while also reducing the need for two cars among local households. Moreover, multi-family use represents a good transition between commercial uses along Pioneer Road and the existing residential community to the west of the subject site (point 6).



V. GROWTH CONTEXT

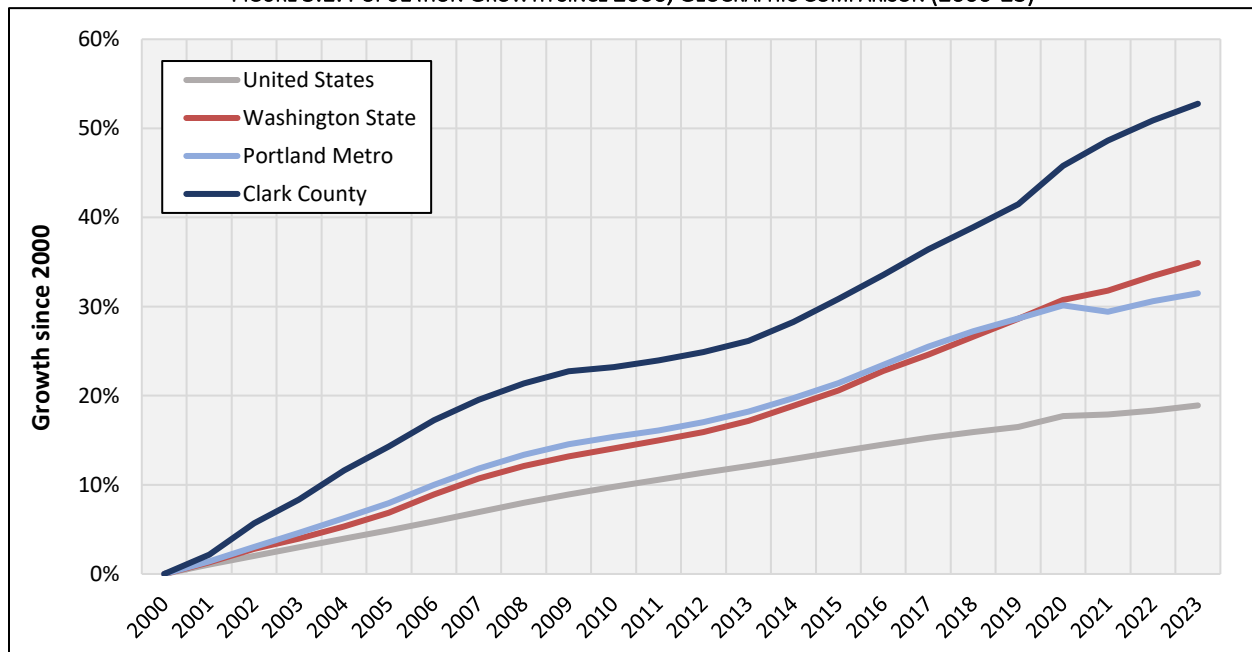
CLARK COUNTY

POPULATION GROWTH

As of the most recent estimate, 527,000 people live in Clark County, representing 21% of the Portland Metro population. The county has been the fastest growing county in the Portland Metro Area over the past 30 years, with an increase of 97%, compared to 44% in the remainder of the region. Over the past 10 years, the increase has been 21%, compared to 9% in other parts of the region. The outsized growth can largely be attributed to less restrictive land use policies and lower tax rates – both the lack of a state income tax and the relatively low property and business taxes locally. Quality of life considerations have also factored into the population growth, including housing affordability, good schools, and outdoor recreation opportunities. More recently, the county has also benefitted from an outflow from the Portland area due to social unrest, crime, and responses to COVID-19. The average annual population growth in Clark County has been 9,600 per year over the past five years and 9,200 per year over the past 10 years.

Clark County has seen a shift in the local economy over the past decade, as large office firms have relocated to the county – partly due to the tax structure. This has resulted in an increasing share of high-wage, white-collar jobs. The new workers have provided support for more upscale amenities, which in turn have increased the county's appeal to a broader demographic, including affluent households from Portland.

FIGURE 5.1: POPULATION GROWTH SINCE 2000, GEOGRAPHIC COMPARISON (2000-23)



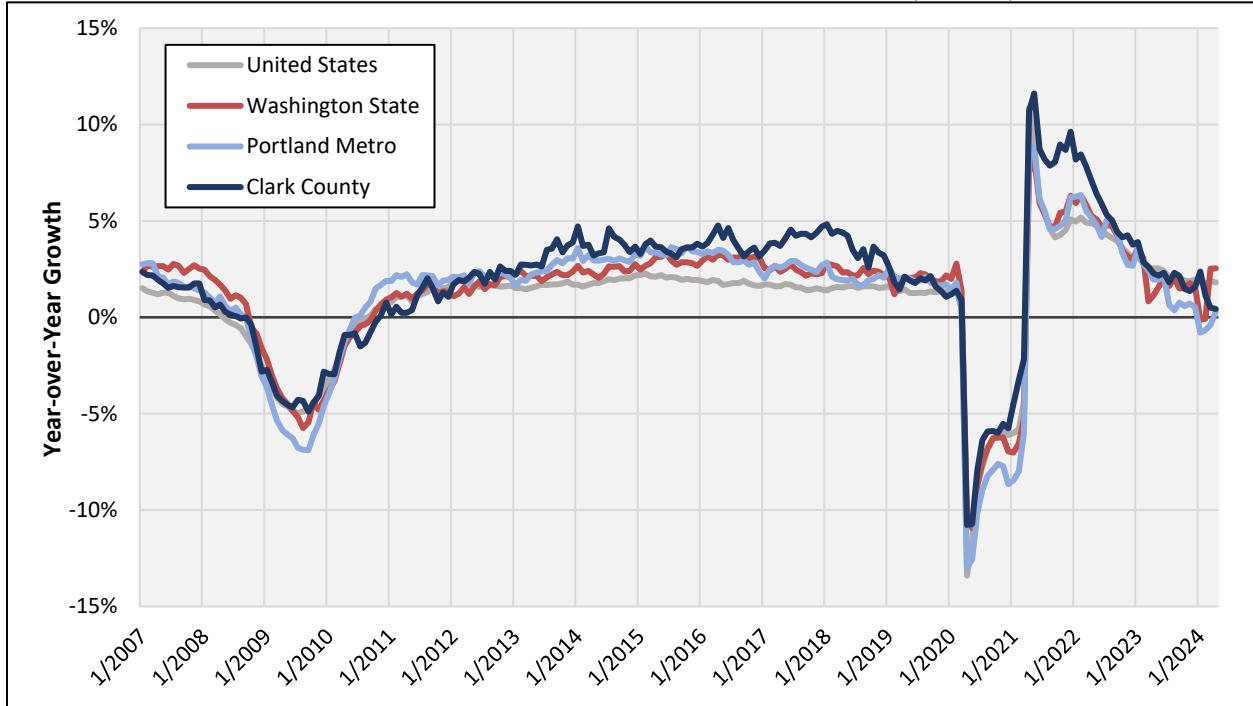
SOURCE: PSU Population Research Center, WA Office of Financial Management, JOHNSON ECONOMICS

EMPLOYMENT GROWTH

Clark County has outperformed the region and nation in terms of employment growth since 2013. The county saw less of a hit from COVID-19 than the Portland Metro Area, partly reflecting smaller hotel and restaurant industries, but also due to strong in-migration during the pandemic. The jobs lost in Clark County early in the pandemic were regained more than a year before the Portland Metro Area recaptured its losses.



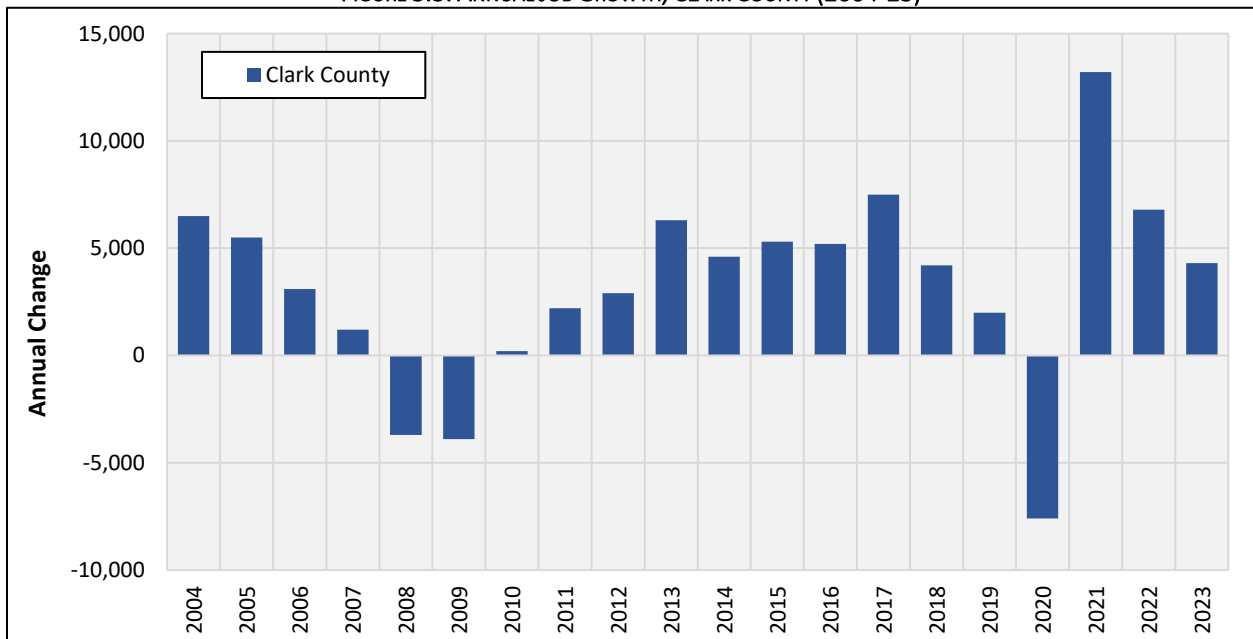
FIGURE 5.2: YEAR-OVER-YEAR JOB GROWTH, GEOGRAPHIC COMPARISON (2007-24)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

On an annual basis, Clark County added roughly 5,000 jobs per year over most of the past decade. The peak was in 2017, when the county gained 7,500 jobs. Gains in 2021-22 were almost three times the losses incurred in 2020, as the county experienced a residential demand boost driven by the pandemic and social issues in Portland. However, high mortgage rates put a brake on the demand for new housing in 2023, resulting in slower job growth.

FIGURE 5.3: ANNUAL JOB GROWTH, CLARK COUNTY (2004-23)



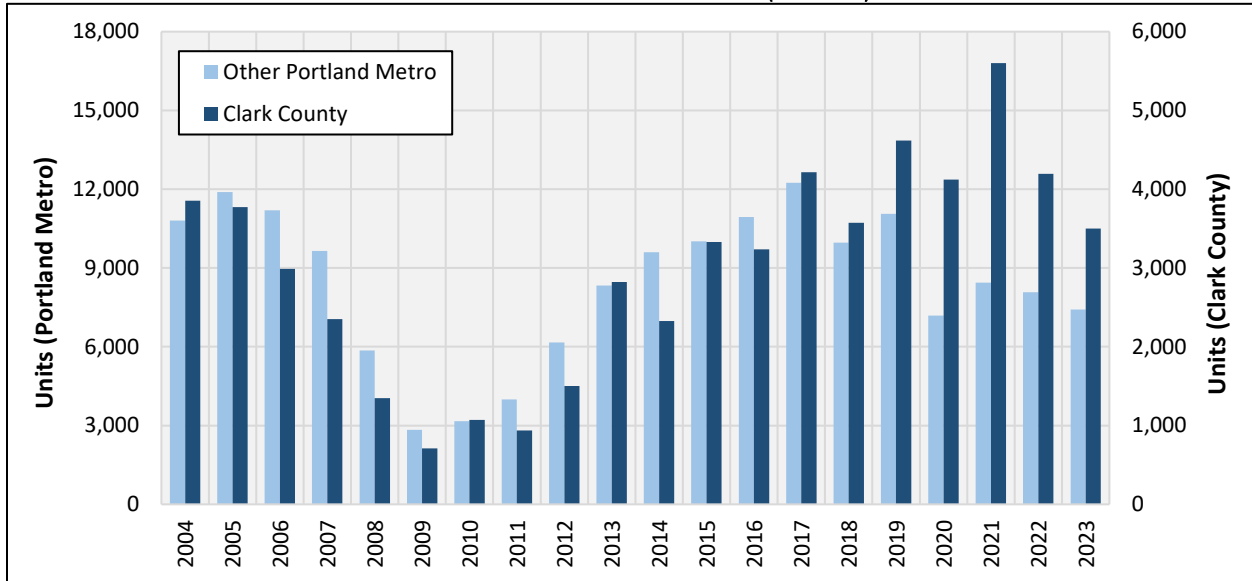
SOURCE: Washington Employment Security Department, JOHNSON ECONOMICS



HOUSING CONSTRUCTION

Given the strong population and employment growth, Clark County has seen increasing housing demand in recent years. Developers and homebuilders have responded with more supply. While other parts of the Portland Metro Area peaked in 2017, Clark County's housing production continued to increase until 2021, when 5,600 units were permitted. Higher mortgage rates slowed the construction pace in 2022 and 2023, but the production level is still high in a historical context, with 3,500 units permitted in 2023.

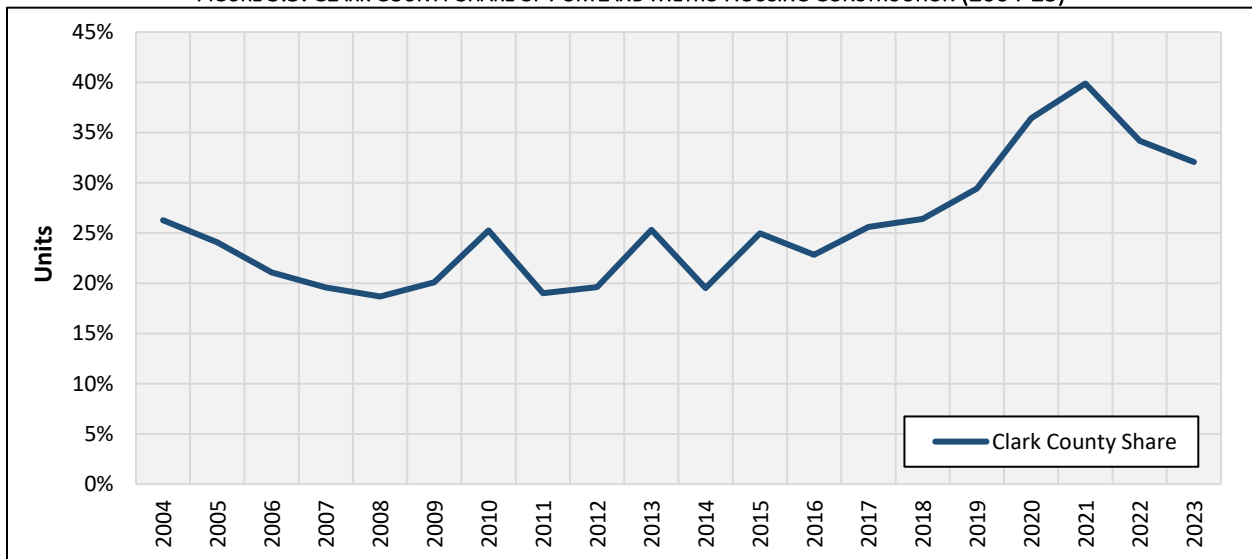
FIGURE 5.4: PERMITTED HOUSING UNITS (2004-23)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

As the regional growth has shifted to Clark County, the county's share of the regional housing production has increased, from a low of 19% in 2011 to a high of 40% in 2021. The share fell to 32% in 2023, reflecting the impact of high mortgage rates on single-family construction in particular.

FIGURE 5.5: CLARK COUNTY SHARE OF PORTLAND METRO HOUSING CONSTRUCTION (2004-23)



SOURCE: Oregon Employment Department, Washington Employment Security Department, JOHNSON ECONOMICS

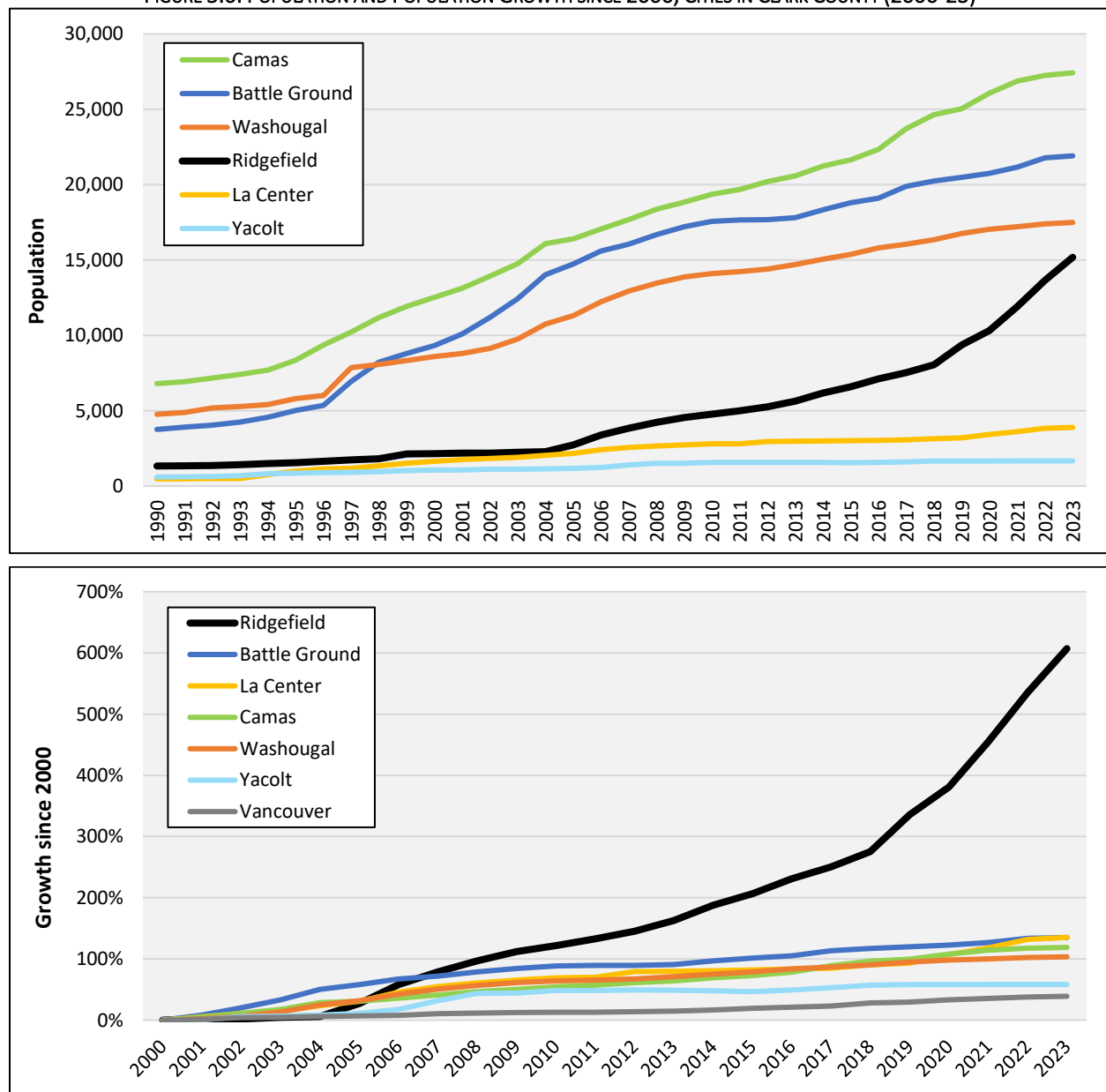


RIDGEFIELD

POPULATION GROWTH

The rapid growth of Clark County over the last decades has absorbed large amounts of residential land. The southern part of the county, close to Portland and the Columbia River, was built out first – especially areas accessible via the three freeways (SR-14, I-5, I-205). As the supply of accessible land in the south has dwindled, development has shifted to the north, particularly to the Orchards area and the I-5 corridor – including Ridgefield. Ridgefield’s population has nearly tripled over the past 10 years and totals 15,180 as of 2023. The average growth rate over the 10-year period was 10.4% per year. All the other cities in the county have averaged less than 3.0% annual growth over this period. As a percentage of total county growth, Ridgefield’s share has increased from around 8% 10 years ago to 24% in 2023.

FIGURE 5.6: POPULATION AND POPULATION GROWTH SINCE 2000, CITIES IN CLARK COUNTY (2000-23)



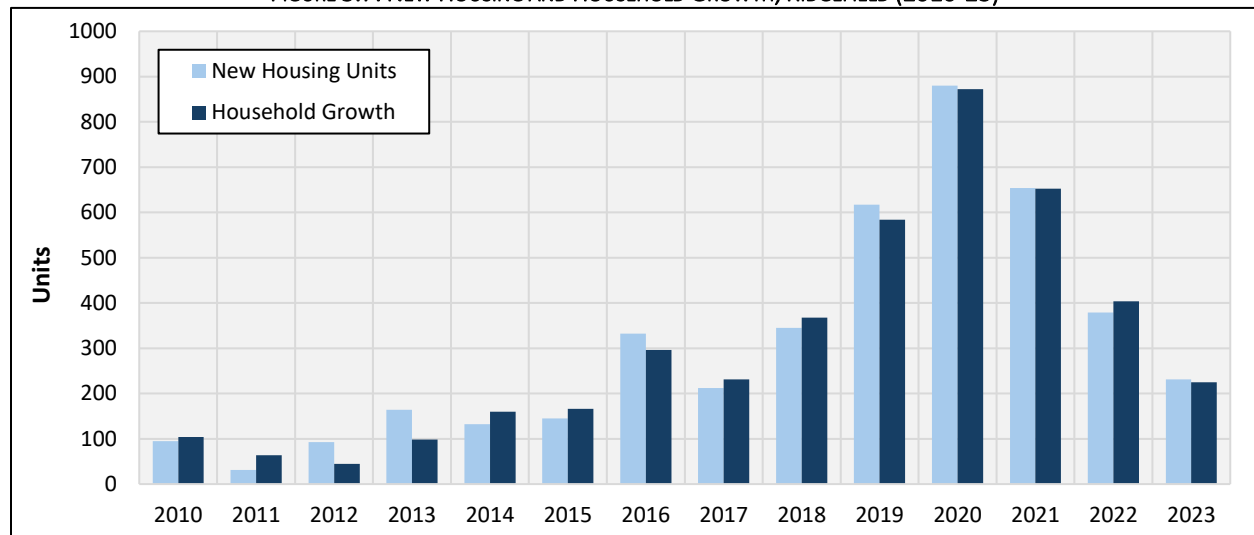
SOURCE: WA Office of Financial Management, JOHNSON ECONOMICS



HOUSING CONSTRUCTION AND HOUSEHOLD GROWTH

Housing construction in Ridgefield has mirrored the population growth, exhibiting strong growth over the past decade. The construction pace increased from a low of 31 new units in 2011 to a high of 880 units in 2020, according to assessor data. The pace fell to 231 units by 2023, reflecting the market impact of high mortgage rates. By applying vacancy rates in Ridgefield from the Census Bureau to the total housing inventory, we can estimate the number of households and the annual household growth in the city. The household growth has closely matched the housing inventory growth, peaking at 870 in 2020. Over the past five years, the city added 2,740 households, or 550 households per year on average. This represents an average growth rate of 13.9% per year.

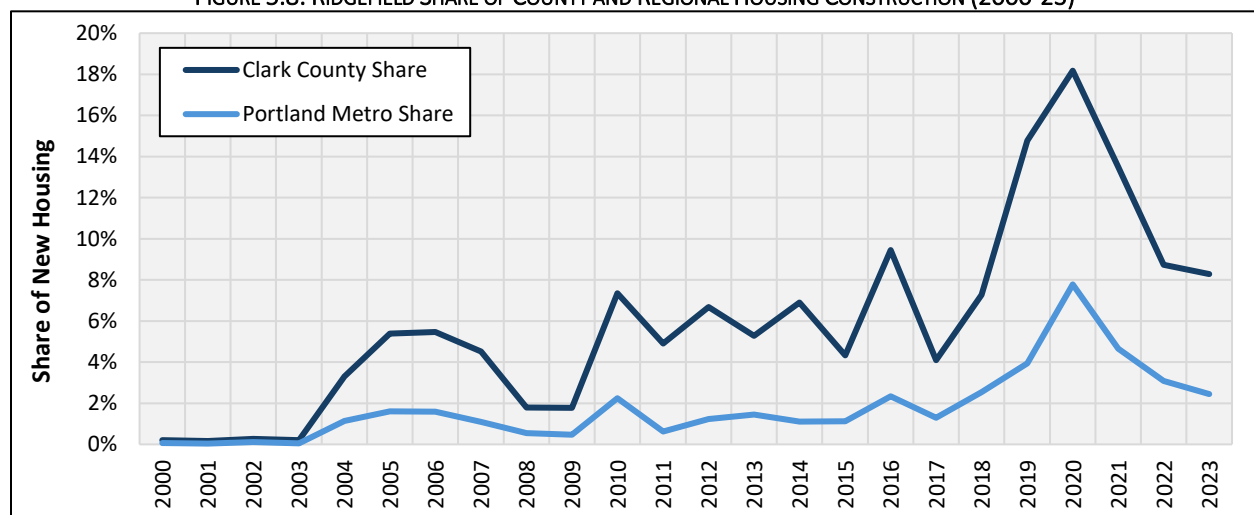
FIGURE 5.7: NEW HOUSING AND HOUSEHOLD GROWTH, RIDGEFIELD (2010-23)



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

Ridgefield's share of the county's housing production has increased as the growth has shifted northward. Ridgefield represented less than 0.1% of the county's new housing early in the 2000s and around 6.0% in the early 2010s. The rate rose to 18.2% by 2020, before falling back to 8.3% by 2023. Over the past five years, the total share is 13.2%. As a percent of Portland Metro housing production, Ridgefield's rate was 4.4% in 2023, after peaking at 7.8% in 2020.

FIGURE 5.8: RIDGEFIELD SHARE OF COUNTY AND REGIONAL HOUSING CONSTRUCTION (2000-23)



SOURCE: Clark County Assessor's Office, JOHNSON ECONOMICS

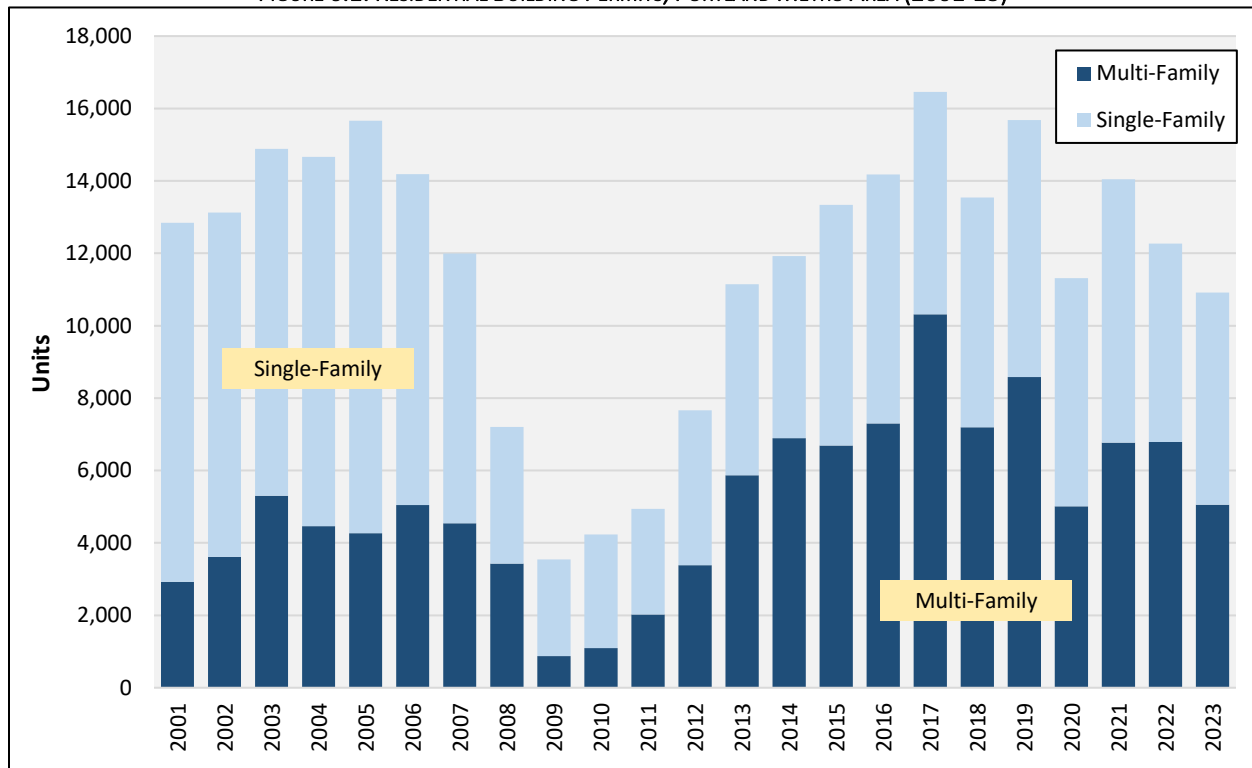


VI. MULTI-FAMILY TRENDS

HOUSING SHIFT

Both regionally and nationally there has been a shift in demand over the past two decades, from single-family ownership homes to multi-family rental units. The shift was catalyzed by the foreclosure crisis and ensuing recession at the end of the 2000s, which led to stricter credit requirements and larger downpayments for homebuyers. This affected young households disproportionately. The recession also caused an increase in college enrollment, at rapidly growing tuition costs, something that in tandem with rapidly rising rent levels made it difficult to save up for downpayments. Rental apartments became the only viable housing form for many young households, which in turn led to a shift in housing construction from single- to multi-family units. Regionally, multi-family units have represented 53% of the regional housing production over the past 10 years. Nearly all of these were rental apartments. This compares to 32% during the 2000s, when a large share of the multi-family units were condominiums.

FIGURE 6.1: RESIDENTIAL BUILDING PERMITS, PORTLAND METRO AREA (2001-23)

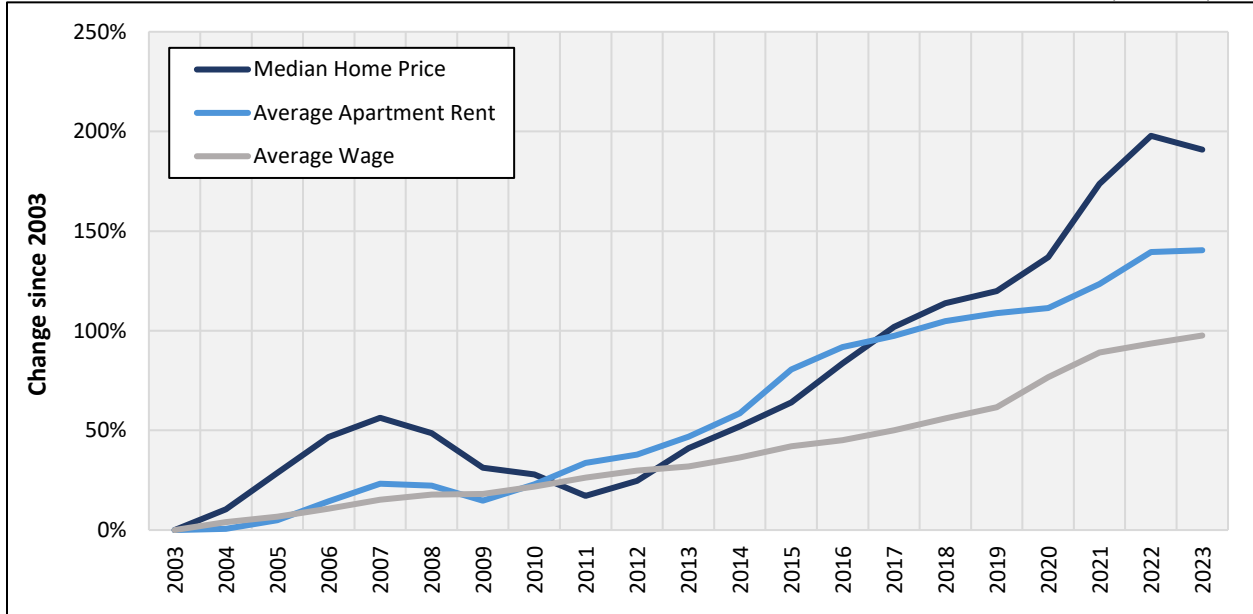


SOURCE: U.S. Census Bureau, HUD, JOHNSON ECONOMICS

Another factor that along with the stricter mortgage requirements has served to shut out a large number of prospective homebuyers from the ownership market is the rapid price increases in this market. This is a nationwide trend, driven by underproduction. In the Portland Metro Area, the median home price nearly tripled over the past 20 years (+191%), while the average wage level “only” doubled (+98%). The average apartment rent increased 140%, and thus became more affordable relative to ownership housing (mostly single-family), though all housing became less affordable relative to wage levels. See chart on the next page.



FIGURE 6.2: CHANGE IN MEDIAN HOME PRICE VS. AVERAGE APARTMENT RENT AND WAGE, PORTLAND METRO AREA (2003-23)



SOURCE: RMLS, RealPage, CoStar, Oregon Employment Department, JOHNSON ECONOMICS

Because of the reduced affordability, single-family ownership housing is increasingly becoming a high-income housing option. The following census data, which is so far only available for the 2007-21 period, shows the number of households in single-family ownership housing in the Portland Metro Area. Nearly all the growth in this segment since 2007 has come among households earning more than \$150,000 annually. There has been declines among households earning between \$35,000 and \$100,000.

FIGURE 6.3: HOUSEHOLDS IN SINGLE-FAMILY OWNERSHIP HOUSING BY INCOME, PORTLAND METRO AREA (2007-21)

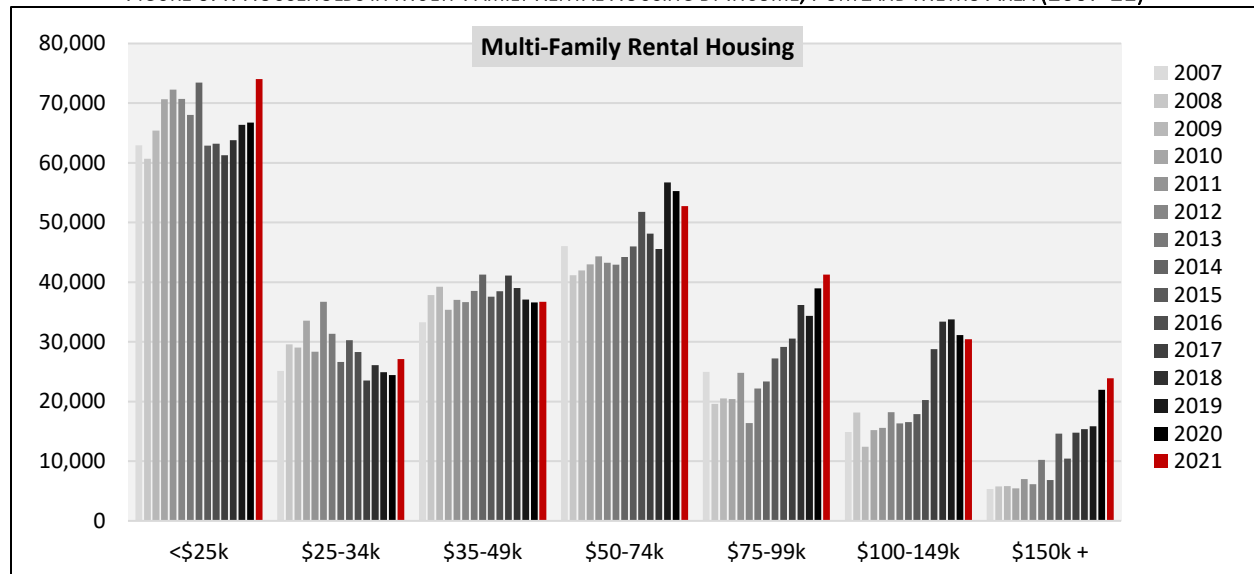


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



Because of their relative affordability, rental apartments have accommodated most of the recent growth among middle-income households (\$50,000-100,000). However, rental apartments have also seen an increase among higher-income households, partly due to luxury apartments taking over for condominiums, which have become difficult for developers to finance. The implications of the changing housing patterns are particularly acute for communities reliant on low- and middle-wage labor, which typically see either a shortage of workers or an increase in commuter traffic.

FIGURE 6.4: HOUSEHOLDS IN MULTI-FAMILY RENTAL HOUSING BY INCOME, PORTLAND METRO AREA (2007-21)

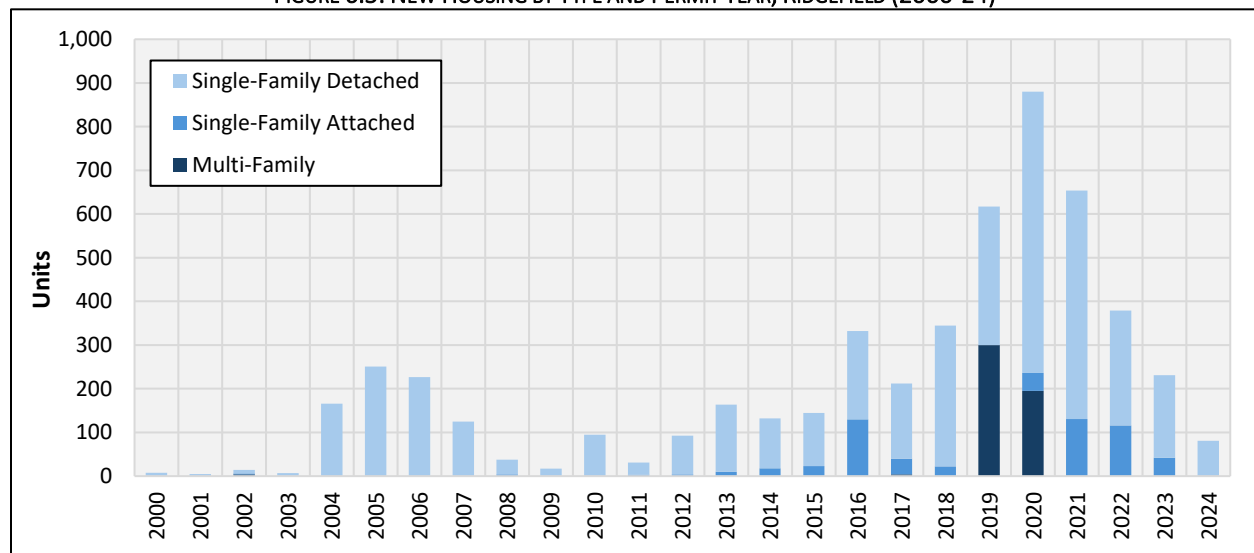


SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS

MULTI-FAMILY HOUSING IN RIDGEFIELD

New housing in Ridgefield over the past two decades has primarily been single-family housing. Only two major multi-family projects have been completed over this period: Acero Ridgefield and Legacy Trails – completed over the 2019-21 period. Additionally, the Crossing has provided rental townhomes (single-family attached) over the 2021-23 period.

FIGURE 6.5: NEW HOUSING BY TYPE AND PERMIT YEAR, RIDGEFIELD (2000-24)



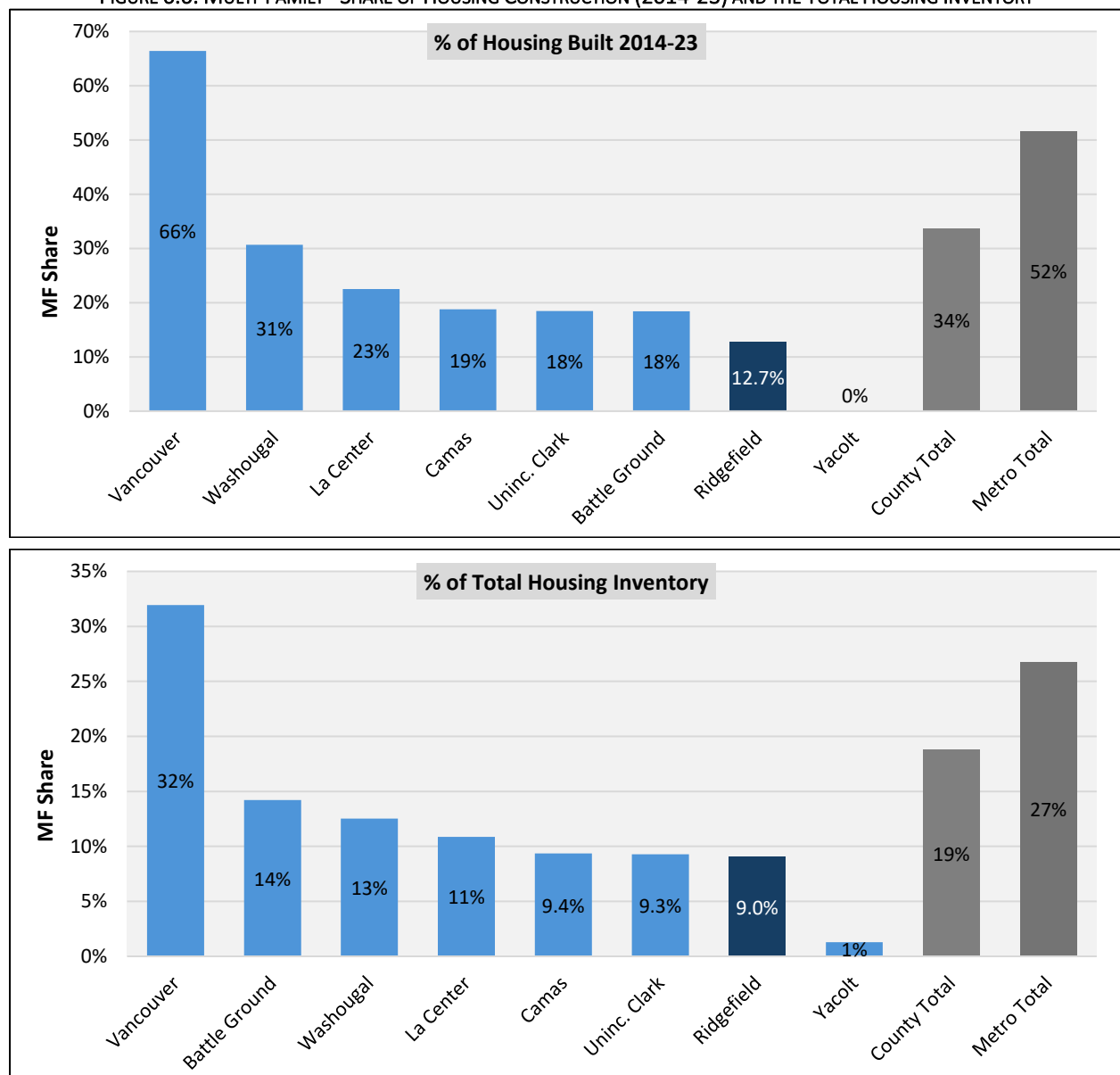
SOURCE: U.S. Census Bureau, JOHNSON ECONOMICS



Ridgefield's rate of multi-family construction is well below most other cities in Clark County. Even if we limit the time period to the last 10 years, only 12.7% of the new housing has been multi-family. This is roughly half of the stated target in the Comprehensive Plan (25%). In comparison, the countywide multi-family share is 34% over this period. The only city with a smaller multi-family share is Yacolt (0%). Apart from Vancouver, which has a 66% multi-family share, the other cities in the county (and the unincorporated area) have produced 18-31% multi-family housing over the 2014-23 period. Note that condominiums are not included in this count of multi-family units.

If we include all housing regardless of construction year, Ridgefield's multi-family share is only 9%. This is roughly on par with Camas and the unincorporated county, but below the other cities except for Yacolt (1%). The countywide share is 19%, while Vancouver has the largest share at 32%. The regional share is 27%.

FIGURE 6.6: MULTI-FAMILY* SHARE OF HOUSING CONSTRUCTION (2014-23) AND THE TOTAL HOUSING INVENTORY



* Housing units categorized as "apartments" by the Clark County Assessor's Office.

SOURCE: Clark County, JOHNSON ECONOMICS



MULTI-FAMILY MARKET TRENDS

Historical multi-family market data is limited in Ridgefield, as the vast majority of the city's multi-family inventory are in the two projects completed over the 2019-21 period, Acero Ridgefield and Legacy Trails. However, the two properties have been a success from a market standpoint, and suggest potential for additional supply in the city.

Together, Acero Ridgefield and Legacy Trails provided 495 units that were fully absorbed by the market in roughly two-and-half years, at an average rate of 190 units per year. This included periods without any available units between the completion of buildings. Acero Ridgefield leased all its 300 units in roughly one year, according to management.

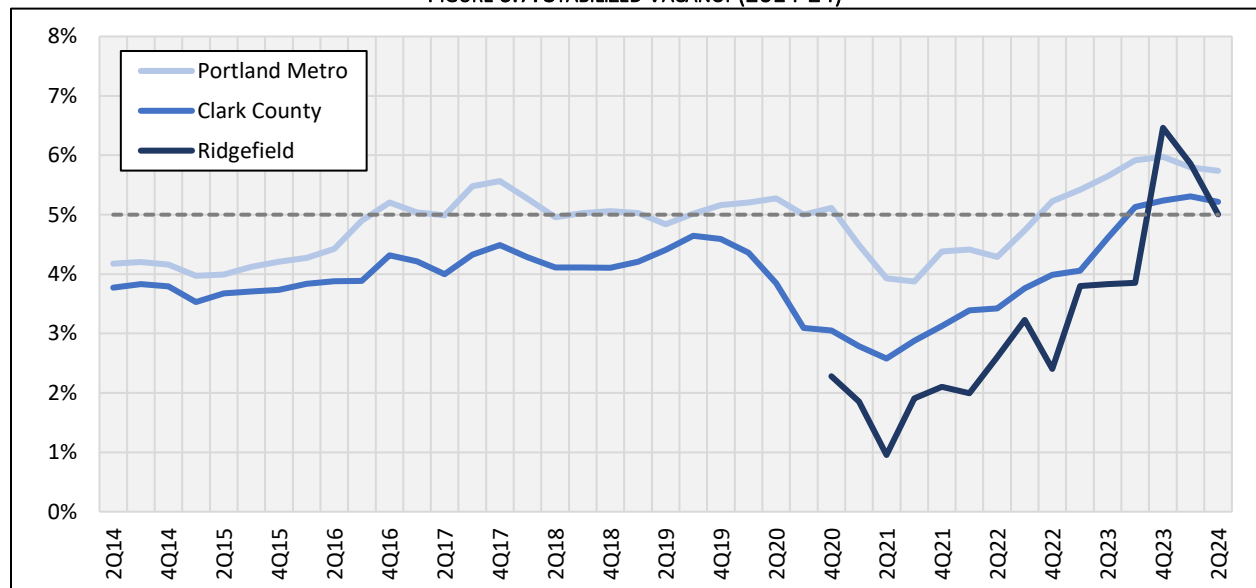
Both these properties have operated at low vacancy rates since lease-up, while maintaining rent levels on par with similar projects in parts of the suburban Clark County. When surveyed by Johnson Economics in mid-2022, the two properties had a combined vacancy rate of 0.2%. They currently have a vacancy rate of 2.4%. Both these rates are well below the 5.0% rate that typically represents a balanced market in terms of supply and demand, indicating that additional supply could have been provided without oversaturating the market.

RENT AND VACANCY

Broader trends in Clark County and the Portland Metro Area reflect a market that has softened over the past two years after a demand surge during COVID. The latter was in part fueled by households having more money to spend on housing due to savings and stimulus checks during the first part of COVID. Inflation reduced the spending power from 2022 onwards. Higher interest rates also caused a slowdown in homebuilding, which is a major economic driver in Clark County. This led to reduced economic growth and less in-migration. Combined with an increase in apartment supply, this led to increasing vacancy rates.

Vacancy data from CoStar indicates that Ridgefield's stabilized vacancy rate (does not include new units in lease-up) has generally been lower than the county and regional rates since complete lease-up of Acero Ridgefield, though following a similar trajectory. Note that CoStar's data is in part based on available units listed online, which usually include units with future availability that are not yet vacant. Thus, these rates tend to exaggerate vacancy to some extent. Our own surveys of Acero Ridgefield and Legacy Trails have indicated lower vacancy in Ridgefield.

FIGURE 6.7: STABILIZED VACANCY (2014-24)



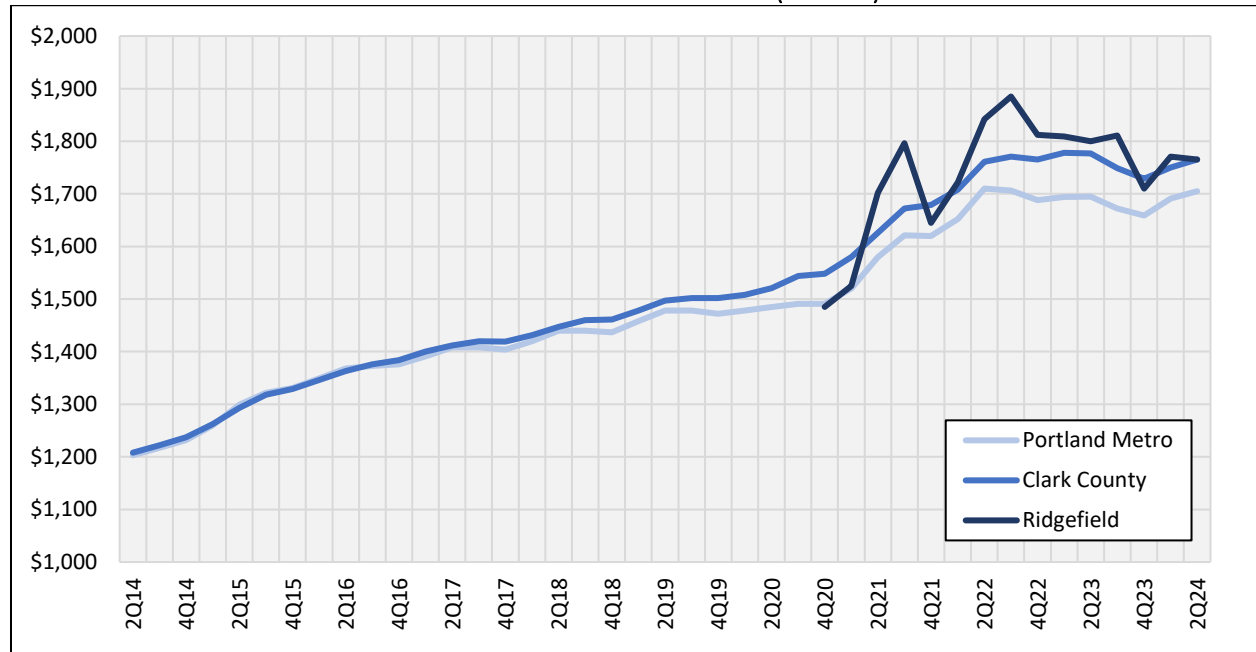
SOURCE: CoStar



RENT TRENDS

Rents in Ridgefield have generally followed the county trajectory, though with wider short-term fluctuations due to the limited sample size in Ridgefield. Our own surveys have indicated that rent levels at Acero Ridgefield and Legacy Trails have been on par with similar projects in other parts of the suburban Clark County. Typically, communities that are further from the regional center tend to exhibit lower rent levels. The rents observed in Ridgefield thus indicate additional pricing pressure from relative undersupply.

FIGURE 6.8: AVERAGE APARTMENT RENTS (2014-24)



SOURCE: CoStar

MULTI-FAMILY DEVELOPMENT PIPELINE

According to the Ridgefield Planning Department, the only multi-family project in the development pipeline within the city is Kirkland's senior living project under construction south of Pioneer Street and east of S 65th Avenue. The project includes 148 units reserved for seniors.



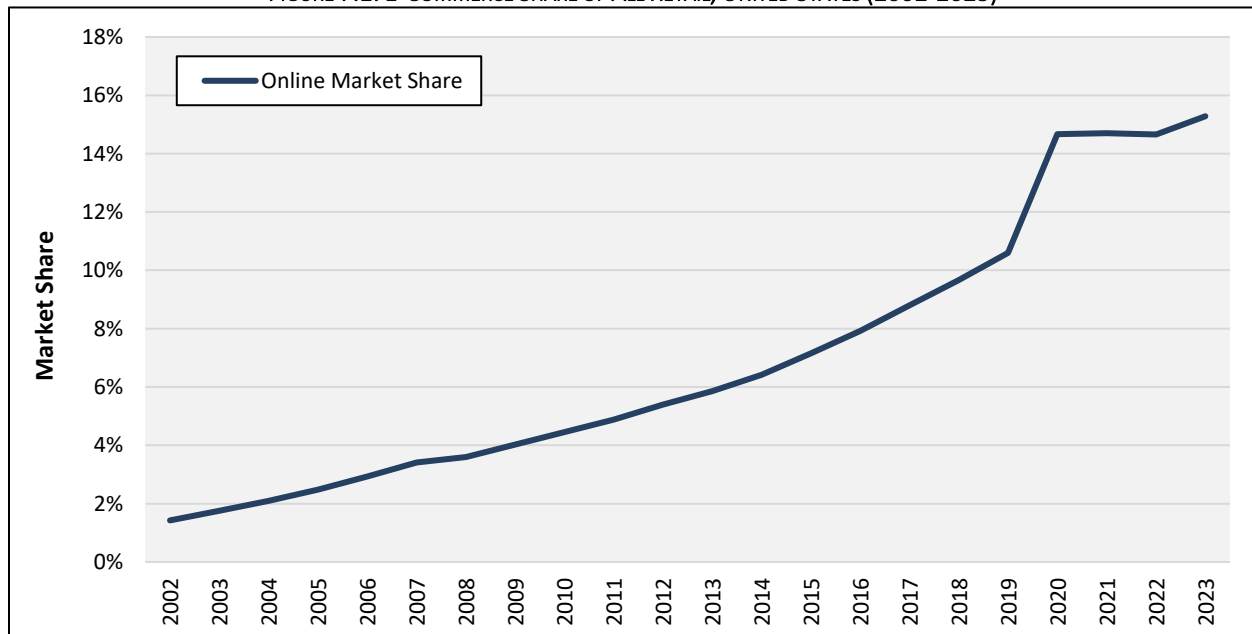
VII. COMMERCIAL MARKET TRENDS

RETAIL TRENDS

BROAD TRENDS

The commercial real estate market has undergone dramatic changes over the past decade. Within the retail segment, the shift to online shopping has reduced the need for brick-and-mortar space, especially from retailers selling physical goods. Pre-COVID, online retailing accounted for around 10% of all retail spending – after gaining roughly one percentage point per year over the last few years. During COVID, the online market share jumped to 15%, and the growth continued above this level in 2023. As of 1Q24, the share was 15.9%. In general, the retailers that have remained competitive in physical stores are those with the highest per-square-foot sales. This has led to more efficient space use overall and lower space needs, resulting in weaker space demand than indicated purely by the shift in market share.

FIGURE 7.1: E-COMMERCE SHARE OF ALL RETAIL, UNITED STATES (2002-2023)



SOURCE: U.S. Dept. of Commerce, JOHNSON ECONOMICS

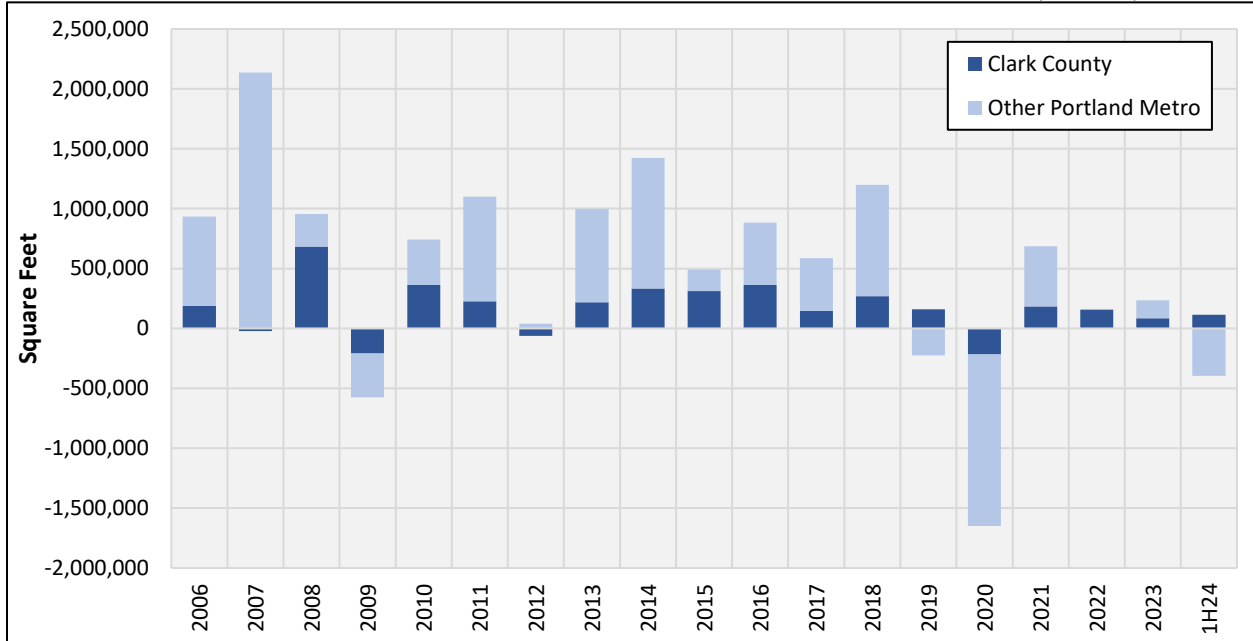
An older trend, which continues to change the retail market, is the shift from goods to services. Since the middle of the last century, the share of personal spending on physical goods has declined from over 60% to around 30%. Commercial tenants that benefit from this shift include restaurants, coffee shops, healthcare providers, beauty salons, and financial advisors. This has led to increased demand for smaller spaces while demand for large spaces has declined due to online competition. Over the past decade, only one-fifth of the net absorption of retail space has been driven by physical goods retailers, as service providers and eating/drinking places have dominated.

HISTORICAL RETAIL SPACE ABSORPTION

The recent weakness in the retail market has been evident in the Portland Metro Area as well, though Clark County has held up relatively well due to the strong population growth. Regionally, the net change in occupancy (net absorption) went from an average of nearly 900,000 square feet per year over the 2014-18 period to 7,000 square feet per year over the 2019-23 period (see chart next page). In Clark County, the change was less precipitous, but still dramatic from an average of 280,000 square feet per year to 70,000 square feet per year over these two periods.



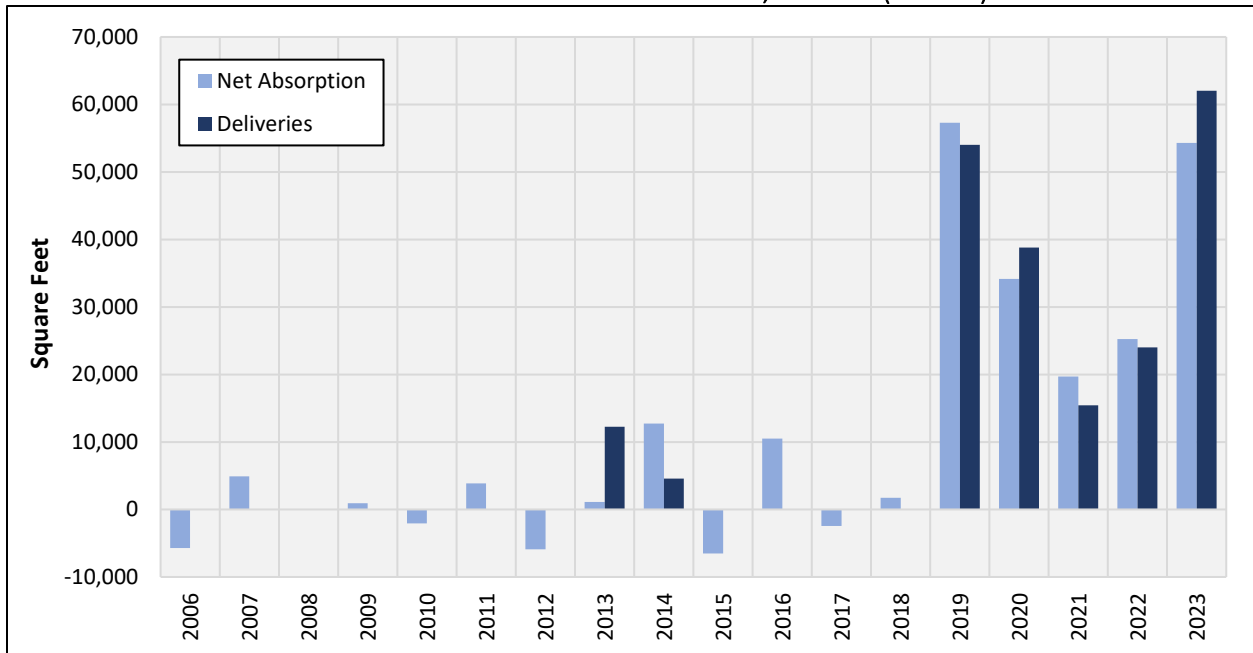
FIGURE 7.2: HISTORICAL NET ABSORPTION OF RETAIL SPACE, CLARK COUNTY AND PORTLAND METRO (2006-24)



SOURCE: CoStar

Ridgefield's retail market saw limited activity prior to the opening of the Rosauers grocery store at Discovery Ridge in late 2019. Net absorption in the prior 10 years was only 14,000 square feet, or 1,400 square feet annually. The grocery store (54,000 SF) boosted the absorption to 57,000 square feet in 2019. Other buildings that have later opened around the grocery store and at the Junction have accommodated additional absorption, for an average of 33,000 square feet annually.

FIGURE 7.3: RETAIL DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-23)



SOURCE: CoStar, JOHNSON ECONOMICS

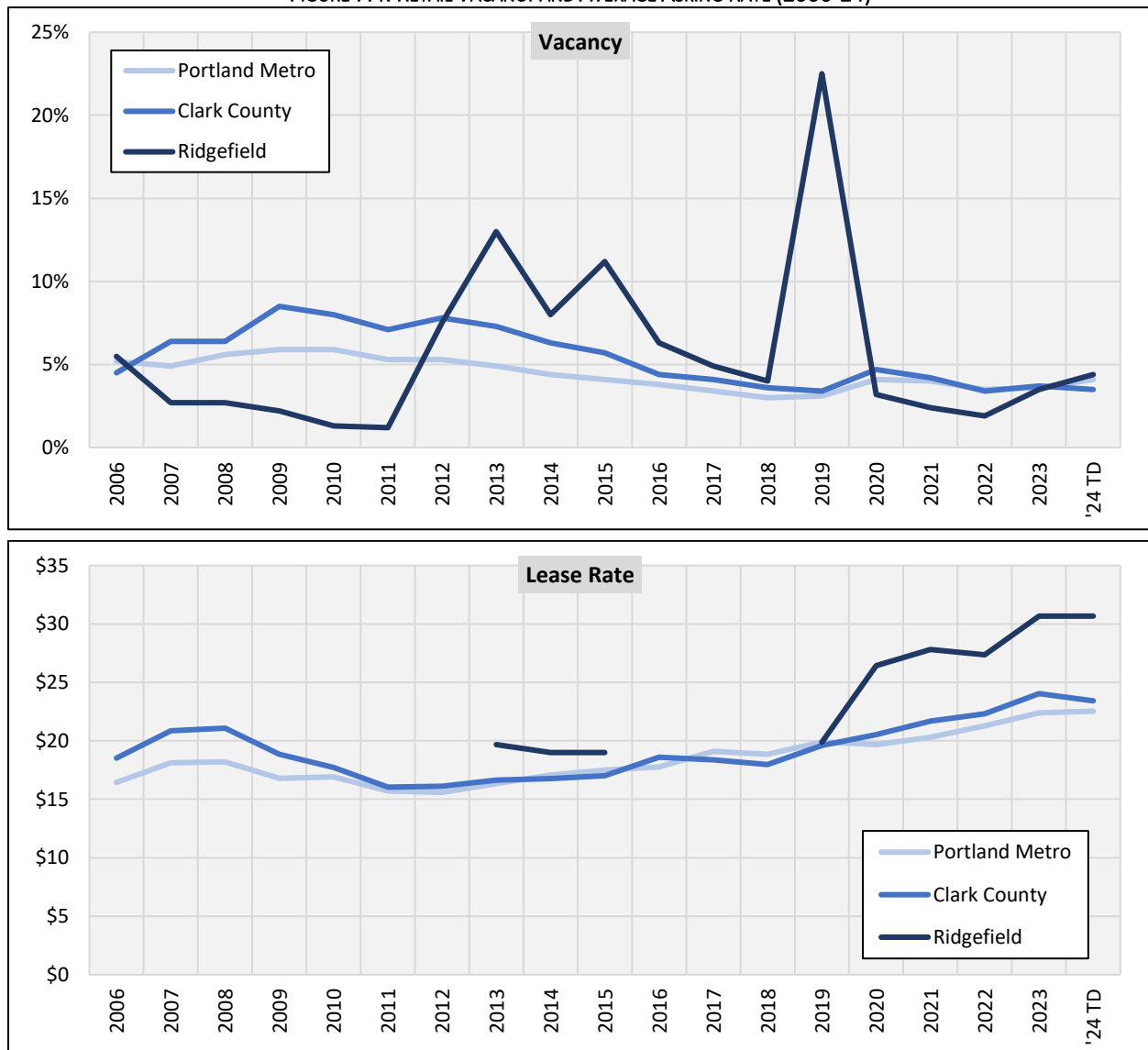


VACANCY AND LEASE RATES

The small size of the Ridgefield market leads to wide fluctuations in the vacancy rate when spaces are vacated or become occupied. The vacancy rate was high in the mid-2010s, but trended lower toward the county and regional rate toward the end of the decade, but spiked as Discovery Ridge was built. From 2020 onwards, the rate has been low, ranging between 1.9% and 4.4%.

Historical asking lease rates in Ridgefield are only available for parts of the last 10 years and vary widely depending on the space listed at any given time. The reported average was just under \$20 in the mid-2010s. Around the opening of Discovery Ridge, the average jumped to over \$26, reflecting that the new space now made up the majority of all listed space. The average rate has continued to climb and crossed \$30 in late 2023. This is well above county and regional averages, which represent older space on average. The county and regional trends have reflected a gradual increase since 2012. The average annual increase over the past five years is 6.0% in the county and 3.5% regionally. Inflation over this period averaged 4.1% annually.

FIGURE 7.4: RETAIL VACANCY AND AVERAGE ASKING RATE (2006-24)



SOURCE: CoStar, JOHNSON ECONOMICS

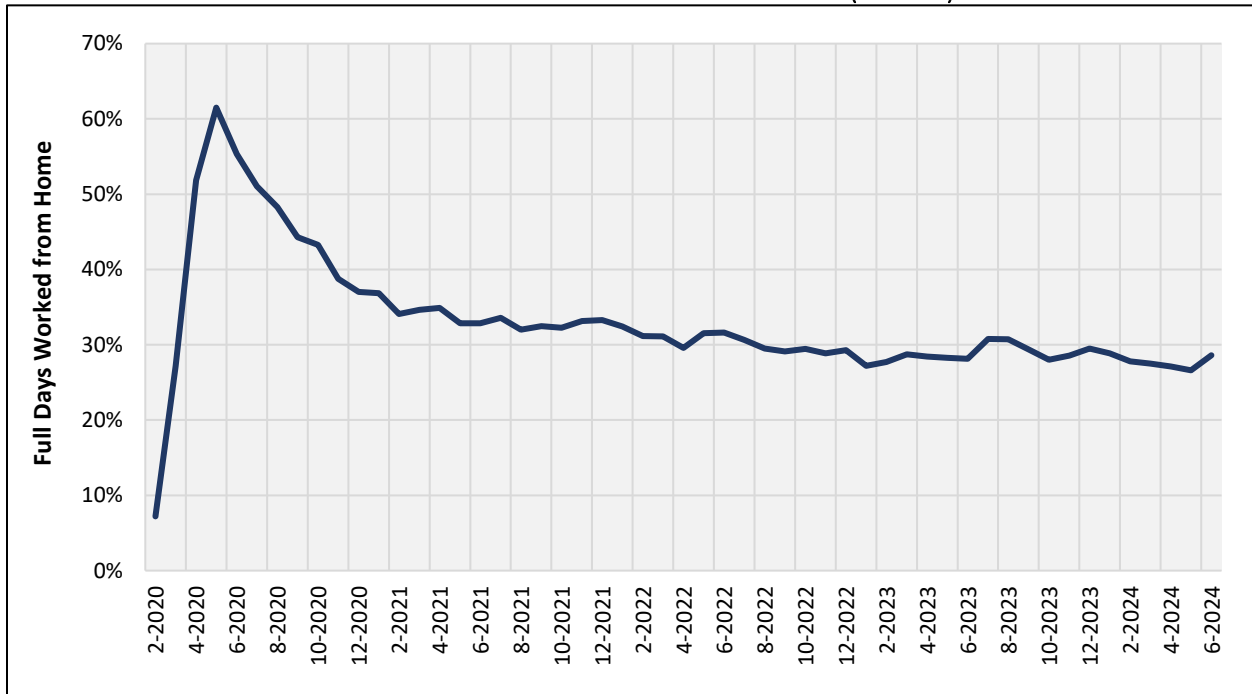


OFFICE TRENDS

BROAD TRENDS

Within the office segment, there was already a declining trend in space utilization during the past decade, reflecting the increasing use of open floor plans without individual offices. COVID-19 led to further reductions as many workers began to work from home. Though many of these returned to the office as the pandemic subsided, relatively high rates of remote work have continued, as systems are now in place and many workers show a preference for this arrangement. Nationally, the share of full days worked from home appears to have stabilized at just under 30%.

FIGURE 7.5: PERCENT OF FULL DAYS WORKED FROM HOME (2020-24)



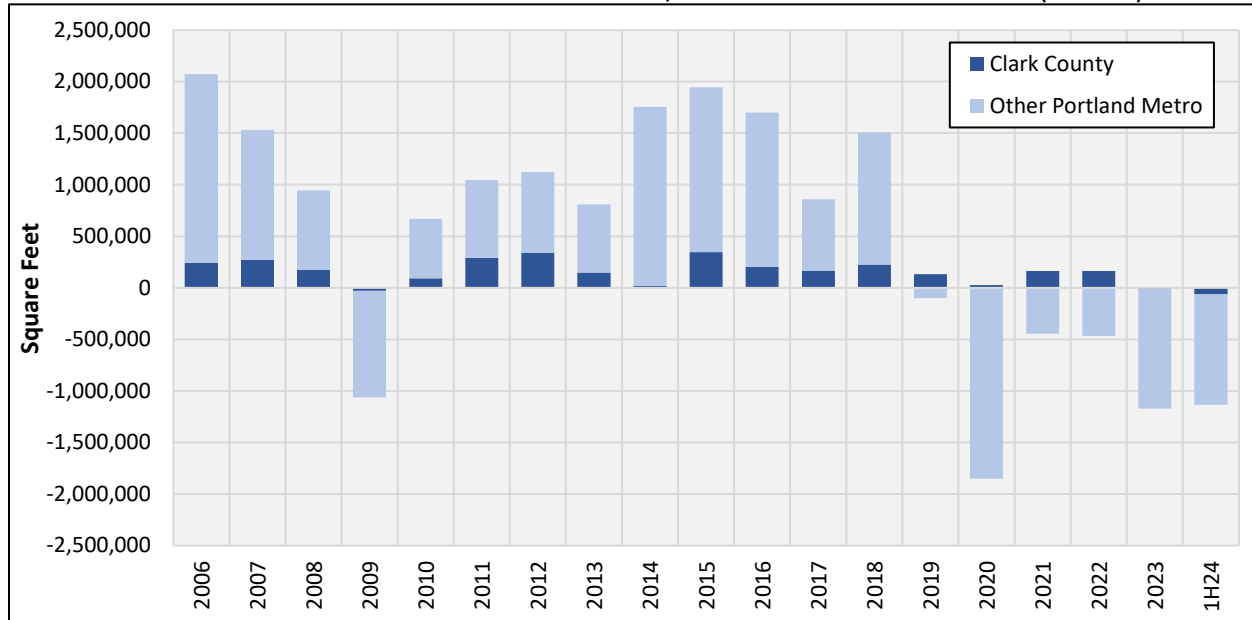
SOURCE: Google, WFH Research, JOHNSON ECONOMICS

HISTORICAL OFFICE SPACE ABSORPTION

The work-from-home trend has had a dramatic impact on office leasing in the Portland Metro Area, which has also been affected by persistent issues in Downtown Portland. Net absorption of office space went from an average of nearly 1.6 million square feet per year over the 2014-18 period to -700,000 square feet per year over the 2019-23 period. And over the first half of 2024, 1.1 million square feet have been vacated on the net. Clark County avoided negative absorption until 2023 (-90,000 SF over the past 18 months), but saw a marked slowdown in absorption, from an average of 190,000 square feet per year over the 2014-18 period to 90,000 per year over the past five years. 90% of the net absorption has taken place in Vancouver, especially in Downtown and in East Vancouver.



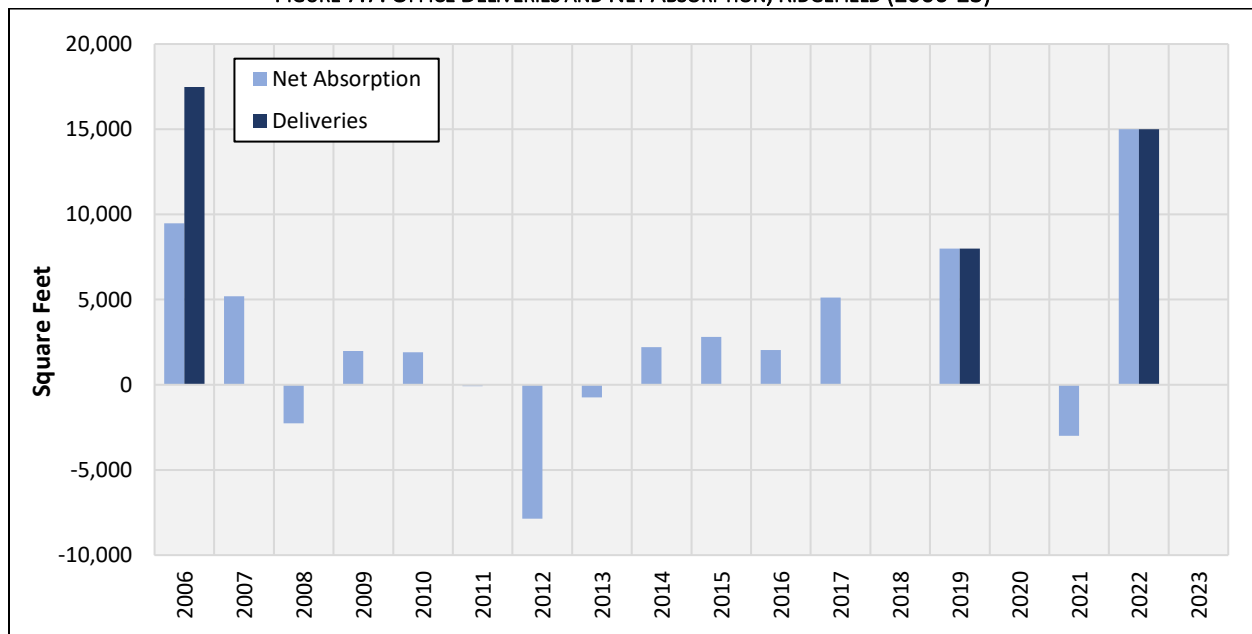
FIGURE 7.6: HISTORICAL NET ABSORPTION OF OFFICE SPACE, CLARK COUNTY AND PORTLAND METRO (2006-24)



SOURCE: CoStar

Ridgefield's office market is limited in size, totaling 71,000 square feet, according to CoStar. This includes medical clinics and other private owner-use buildings, but not public and specialty-use buildings or second-story space in retail buildings. Only three office buildings have been built in Ridgefield over the past two decades: Heron Gate (2006), the Vancouver Clinic (2019), and the Port building (2023). Most of the absorption has taken place in these buildings. Average annual absorption over the past 10 years is 3,200 square feet, not including the negative net absorption (loss of occupancy) of 5,700 square feet over the first half of 2024.

FIGURE 7.7: OFFICE DELIVERIES AND NET ABSORPTION, RIDGEFIELD (2006-23)



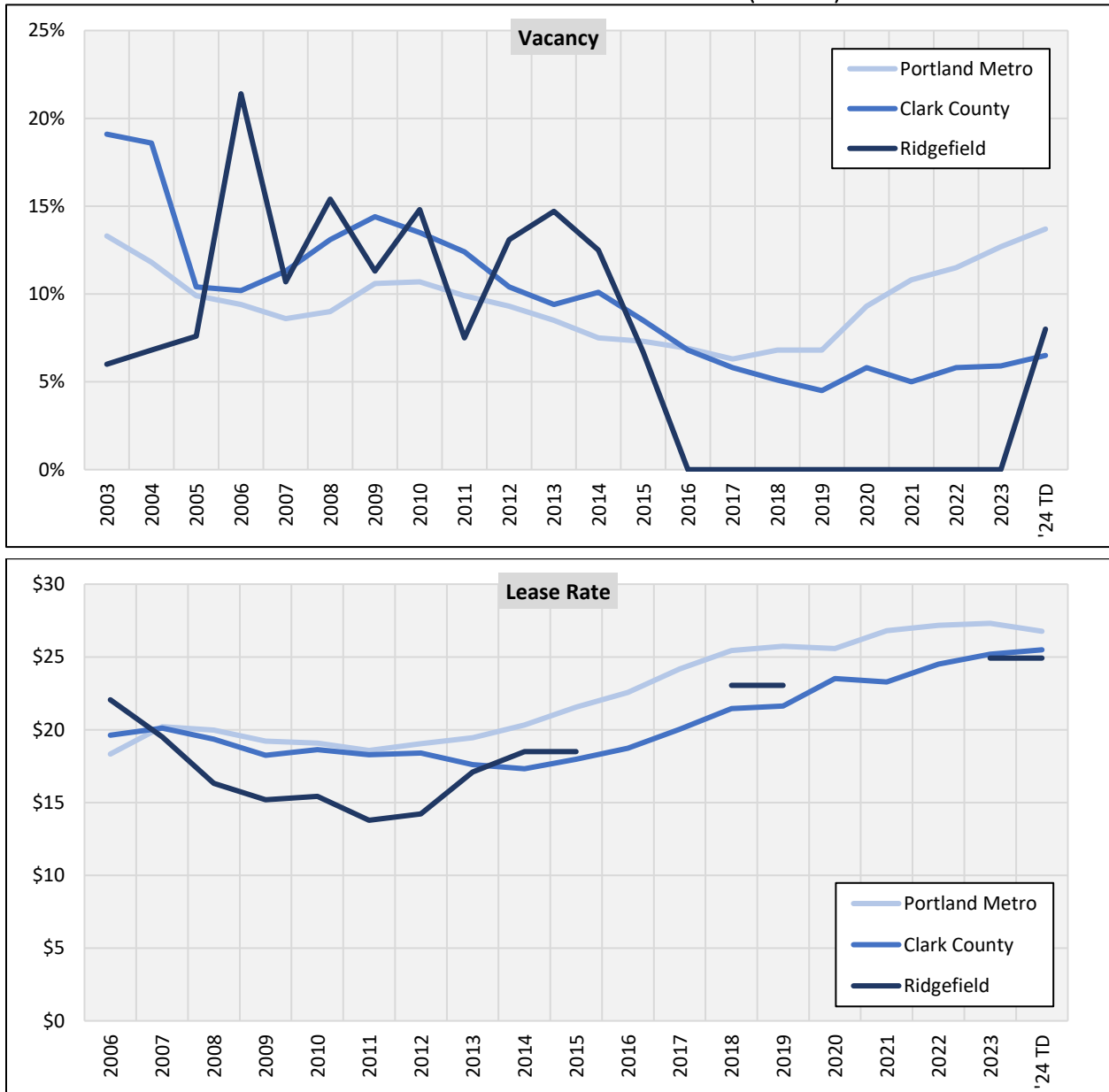
SOURCE: CoStar, JOHNSON ECONOMICS



As in the retail market, the vacancy rate fluctuates considerably in Ridgefield as tenants move in or out, due to the small size of the market. However, the rate has generally fluctuated around the county rate, though it fell to 0% over the 2016-23 period, according to CoStar. As of mid-2024, the rate is 8.0%, after a recent tenant move-out. This is higher than the county rate (6.5%), but well below the regional rate (13.7%), which is affected by excessive vacancy in Central Portland.

Asking lease rates in Ridgefield were on average a bit lower than the county average in the wake of the 2008-09 recession, which brought the rapid expansion of the city to a halt as homebuilding stalled. However, the average has been on par with the county average when space has been available over the past 10 years. The current average asking rate is \$24.92, compared to \$25.49 in Clark County and \$26.77 in Portland Metro.

FIGURE 7.8: OFFICE VACANCY AND AVERAGE ASKING RATE (2006-24)



SOURCE: CoStar, JOHNSON ECONOMICS



COMMERCIAL DEVELOPMENT PIPELINE

There is a large amount of commercial space in the development pipeline in Ridgefield. We are tracking 11 projects with a total of 540,000 square feet. Five projects with a total of 200,000 square feet are under construction, including a 160,000-square-foot Costco store. Another 340,000 square feet have been proposed to city staff, including several multi-phase projects that may be built over an extended period. The vast majority of the space is single-story retail space. To our knowledge, no multi-story office buildings have been proposed.

FIGURE 7.9: COMMERCIAL DEVELOPMENT PIPELINE, RIDGEFIELD

#	Name	Address	Entitlement	Status	Delivery	Bldgs	Tot. SF
1	Mtn. View Dental, IQ Credit U.	5284 Pioneer St	Permitted	U.C.	2024	2	11,507
2	Chevron Expansion	5801 Pioneer St	Permitted	U.C.	2024+	2	6,500
3	Holsinger Mixed Use	536 S Royle Rd	Permitted	U.C.	2024+	1	17,160
4	Kirkland Senior gr.fl. com.	6625 Pioneer St	Permitted	U.C.	2025	1	5,500
5	Costco	Pioneer Canyon Dr	Permitted	U.C.	2025	1	160,526
6	Pioneer Village bldg. 13,15,16	37 S 45th Ave	LU Approval	Proposed	2025+	3	41,200
7	Tri-Mountain Station	109 S 65th Ave	LU Approval	Proposed	2025+	9	104,580
8	7-Eleven, Chase	68 N Royle Rd	LU Review	Proposed	2025	2	8,082
9	Discovery Ridge 2a, 3b	S 48th Place	LU Review	Proposed	2025+	6	28,634
10	Union Ridge Town Center	Pioneer Canyon Dr	LU Review	Proposed	2025+	14	111,085
11	Ridgefield Gateway	5500 Pioneer St	LU Review	Proposed	2025+	6	48,028
Total							542,802

SOURCE: City of Ridgefield, CoStar, JOHNSON ECONOMICS



VIII. HOUSING NEED FORECAST

METHODOLOGY

In this section we estimate the growth in housing need in Ridgefield over the next five years (year-end 2023 to year-end 2028). The forecast begins with a countywide population forecast, which is converted into household growth using recent population-to-household ratios. We then estimate Ridgefield's share of the household growth based on recent capture trends, and then convert the household growth into housing need by housing type based on the current and projected demographic composition of the city's household base.

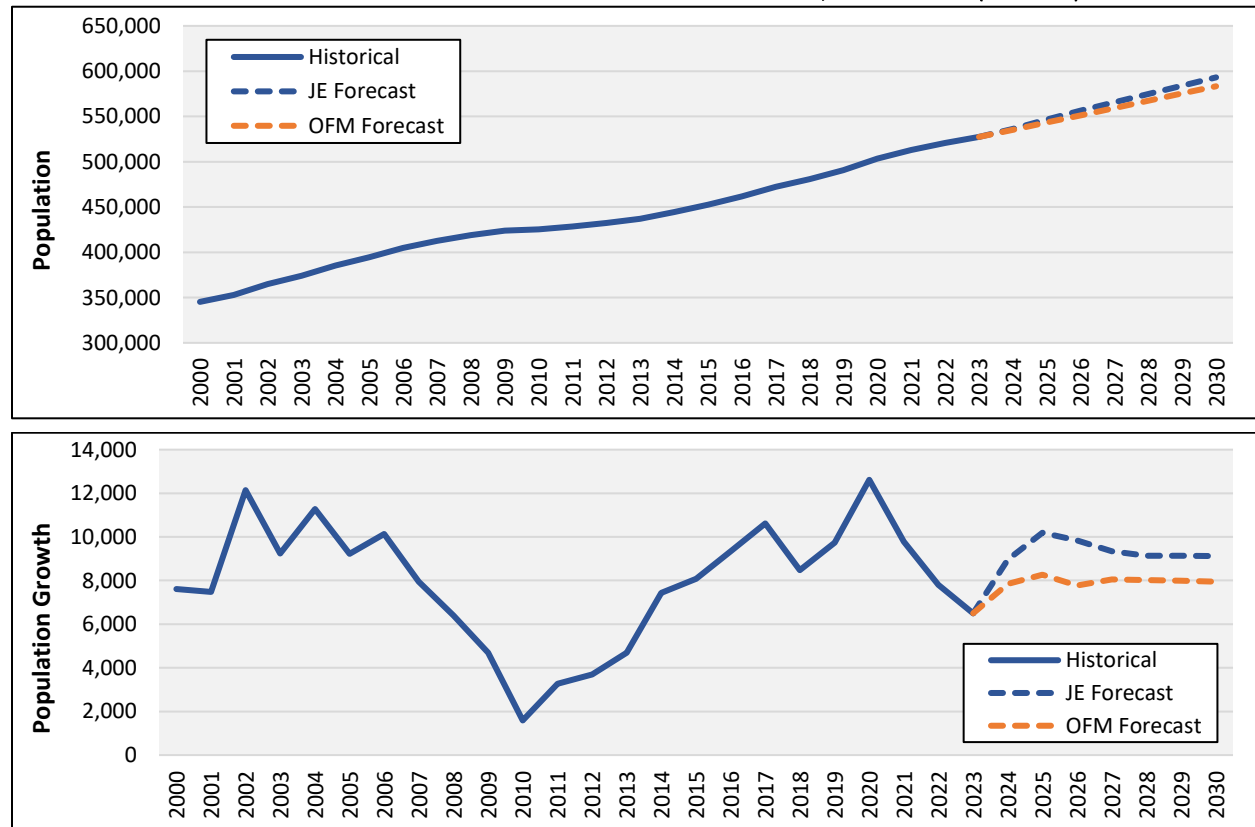
HOUSEHOLD GROWTH

CLARK COUNTY POPULATION FORECAST

Official forecasts by the Washington Office of Financial Management (OFM) indicate that Clark County will add 56,000 residents by 2030, for an average of 8,000 per year. The OFM forecasts tend to be conservative in nature, and have generally underestimated Clark County's growth in the past. As mentioned in Section V, Clark County has averaged 9,200 new residents per year over the past 10 years and 9,600 per year over the past five years. The current forecast does not fully reflect the county's momentum in terms of expanding employment opportunities and amenities, which have enabled the county to capture an increasing share of the region's growth in recent years.

Johnson Economics develops its own population forecasts for Clark County. These take into account anticipated job growth and residential development, as well as recent growth trends. They also take into account the impact on in-migration of the current high mortgage rates, as well as the pent-up demand expected to be released as mortgage rates normalize. Our current forecast indicates growth of 66,000 residents by 2030, or 9,400 per year on average.

FIGURE 8.1: TOTAL POPULATION AND ANNUAL POPULATION GROWTH, CLARK COUNTY (2000-30)



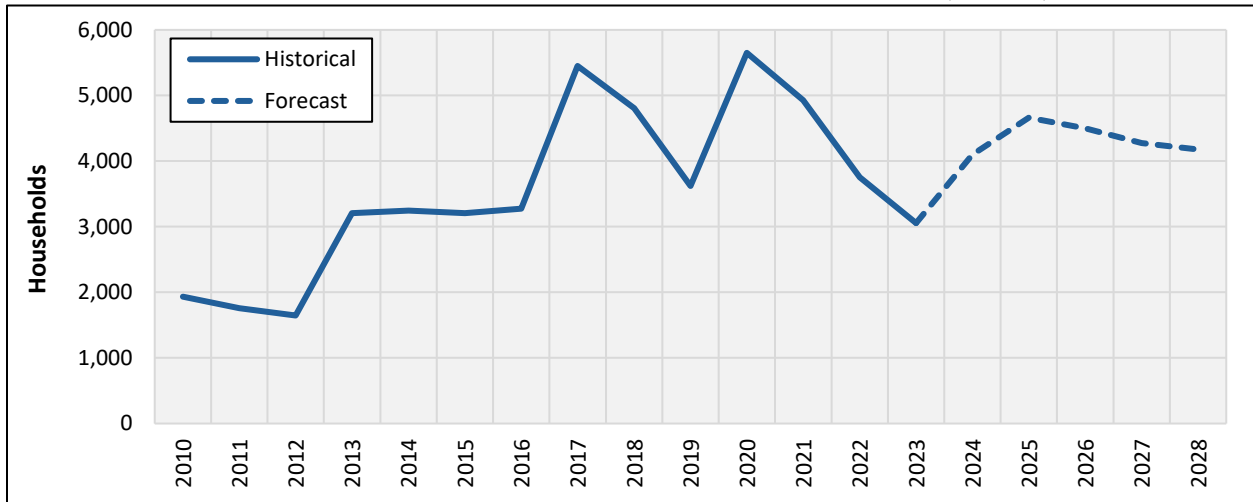
SOURCE: WA OFM, JOHNSON ECONOMICS



CLARK COUNTY HOUSEHOLD FORECAST

The population forecast is converted to household forecast using the marginal average household size from the past five years (2.19). Applying this to the population forecast indicates annual household growth of 4,100 to 4,700 new units per year over the next five years. Historical household growth is estimated by applying vacancy rates in Clark County (census estimates) to the total housing inventory in each year (assessor data).

FIGURE 8.2: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, CLARK COUNTY (2010-28)

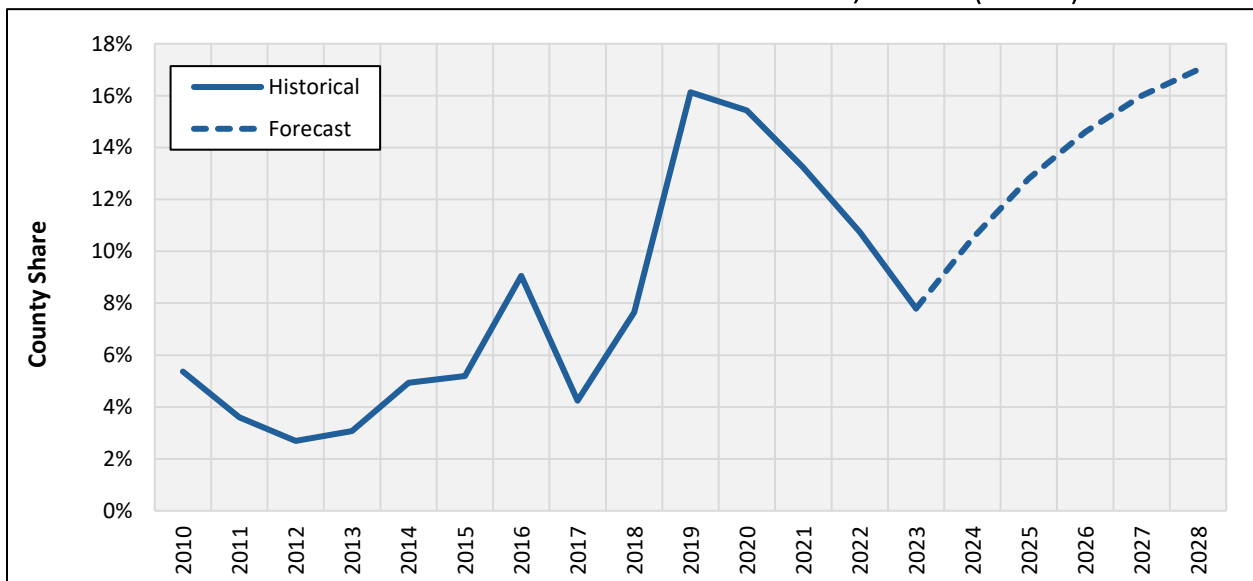


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

RIDGEFIELD HOUSEHOLD FORECAST

Given the ongoing shift in land development and homebuilding to the northern part of Clark County and the I-5 corridor, we assume that Ridgefield's share of the countywide household growth will trend higher over the next years. The following chart displays our assumptions through 2028, indicating an increase toward 17%. For the five-year forecast period as a whole, the share is 14.2%, which compares to a share of 13.1% over the past five years.

FIGURE 8.3: HISTORICAL AND PROJECTED SHARE OF HOUSEHOLD GROWTH, RIDGEFIELD (2010-28)

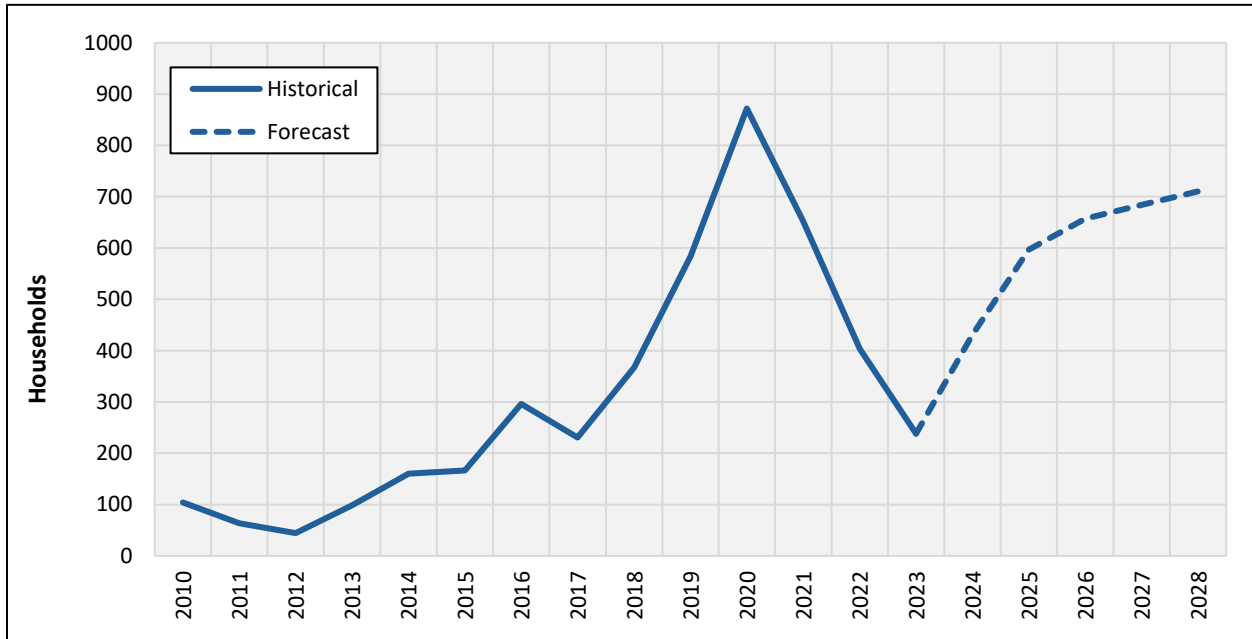


SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS



This results in the following household forecast for Ridgefield. The estimates range from 430 to 710 units per year, for a total of 3,100 units over the five years and an average of 620 units per year. This represents an annual growth rate of 9.0%, which compares to 13.9% average annual growth over the past five years.

FIGURE 8.4: HISTORICAL AND PROJECTED HOUSEHOLD GROWTH, RIDGEFIELD (2010-28)



SOURCE: Clark County Assessor's Office, U.S. Census Bureau, JOHNSON ECONOMICS

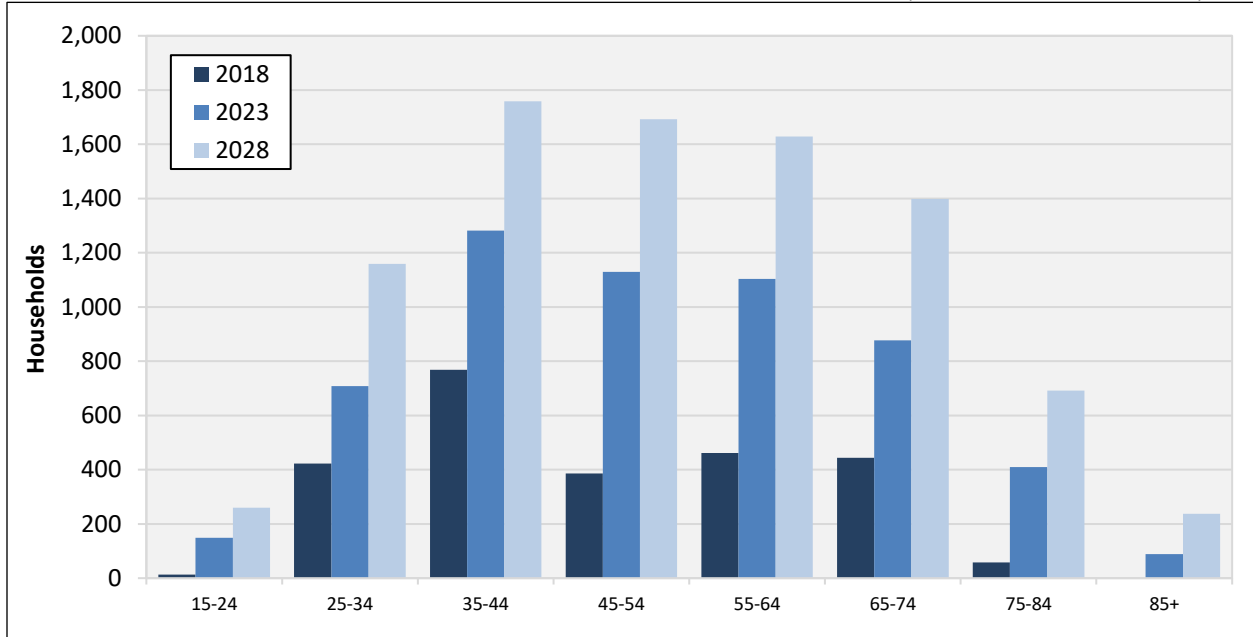
HOUSING DEMAND BY TYPE

Johnson Economics has developed a housing demand model that allocates anticipated household growth into demand for housing of different forms. Our model begins with a segmentation of the existing household base by age and income, as these are the variables that best predict housing preferences. The households are sorted into a matrix of 80 age-income segments. For this segmentation, we rely in part on trended census estimates provided by Claritas. The forecast model accounts for aging and mortality as well as migration patterns. We use regional propensity rates by age and income calculated from census microdata to allocate the new growth to different types of housing.

The following chart displays the anticipated distribution of housing demand across age segments over the forecast period. The chart also includes historical estimates. The projections indicate growth across the board, with relatively even growth in age groups between 25 and 74. Growth among seniors above the age of 75 is primarily due to aging-in-place, while the growth in younger age groups is mostly driven by in-migration.



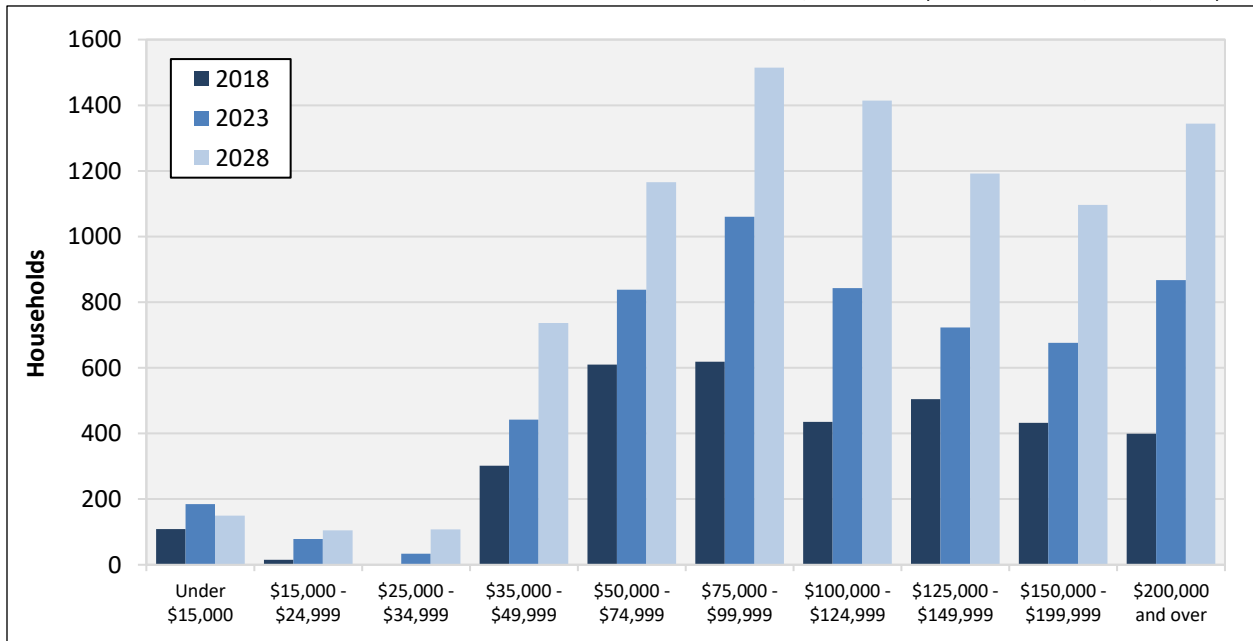
FIGURE 8.5: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY AGE, RIDGEFIELD (YEAR-END 2018, 2023, 2028)



SOURCE: U.S. Census Bureau, Claritas, Johnson Economics

With respect to income, the demand growth is anticipated to be concentrated among middle- and upper-income segments, with declines at the lowest income level. This is in keeping with recent trends. The income bracket anticipated to see the strongest growth is \$100,000-125,000. See chart next page.

FIGURE 8.6: HISTORICAL AND PROJECTED DISTRIBUTION OF HOUSEHOLDS BY INCOME, RIDGEFIELD (YEAR-END 2018, 2023, 2028)



SOURCE: U.S. Census Bureau, Claritas, Johnson Economics



When we apply the segment-specific housing propensity rates to the projected household growth, and incorporate an assumption of 3% vacancy to accommodate turnover, we arrive at the following estimates of demand growth by housing type. The table includes annual growth as well as totals for the five-year period.

Detached single-family ownership homes dominate the projected need, representing a net increase of roughly 1,900 units over five years. If we include detached rental homes, which typically come from the existing housing stock, there is an estimated net need for 2,100 new detached homes. Attached homes are projected to represent a total need of roughly 300 homes, of which ownership homes make up roughly two-thirds.

Rental apartments are projected to see demand growth of around 740 units, or nearly 150 units annually. This is more than the supply over the past five years (495 units). However, as discussed, the absorption and occupancy rates at the two apartment properties built over this period indicate that the 495 units were short of demand over the period. The estimated demand growth of 150 units annually is below the annual absorption rate observed at these properties (combined 190 units annually).

If we include condominiums, the net need for new multi-family units is estimated to 770 units over the five-year period. This represents 24% of the net new housing need. Seniors (age 65+) are estimated to make up 27% of the multi-family demand growth.

At an assumed density of 16 units per acre – which is the maximum density in most zoning districts that allow multifamily housing in Ridgefield – the multifamily housing need represents land absorption of 9.6 acres annually. This translates into 48 acres over five years and 192 acres over a 20-year planning period.

FIGURE 8.7: RESIDENTIAL DEMAND FORECAST, RIDGEFIELD (YEAR-END 2023-28)

	NET NEW DEMAND (2023-28)			ANNUAL DEMAND GROWTH		
	Owners	Renters	Total	Owners	Renters	Total
Single-family detached	1,899	203	2,102	380	41	420
Single-family attached	210	93	302	42	19	60
Multi-family	29	741	770	6	148	154
Total	2,138	1,037	3,175	428	207	635

SOURCE: U.S. Census Bureau, Claritas, Johnson Economics



IX. MULTI-FAMILY LAND SUPPLY

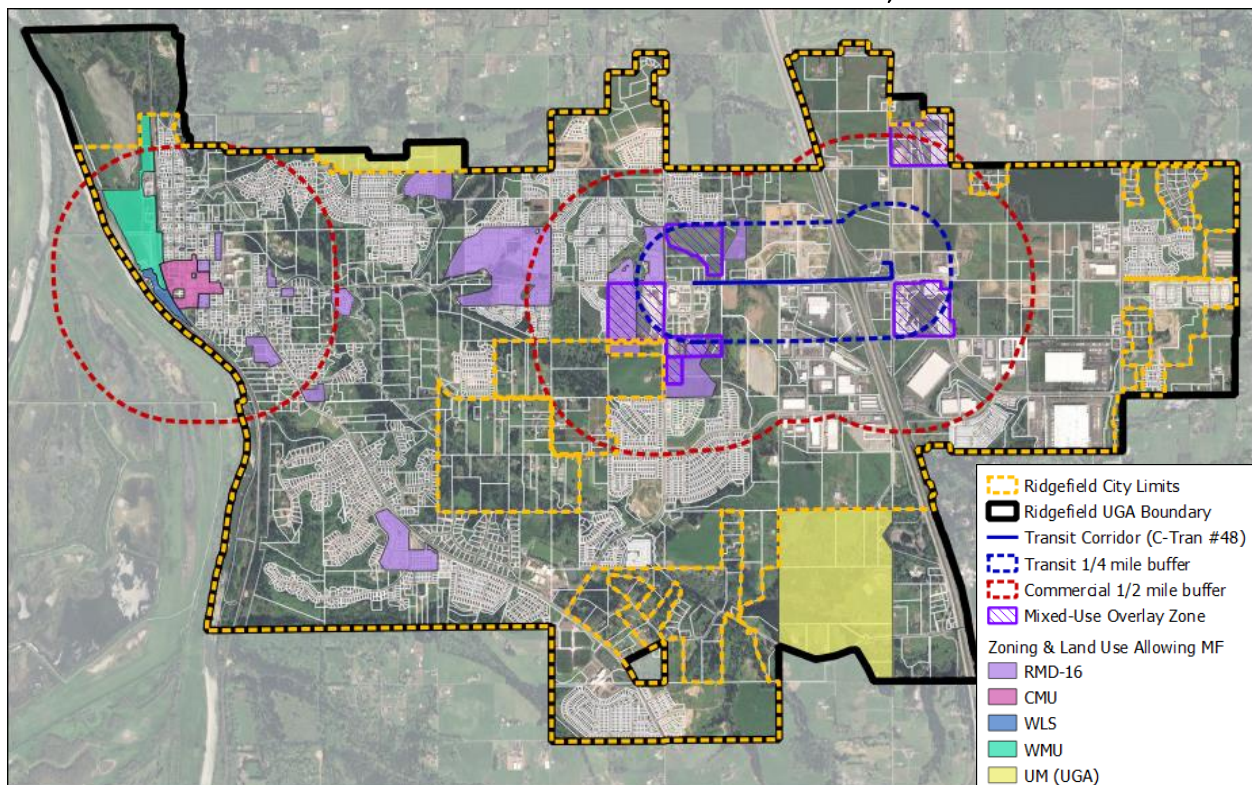
OVERVIEW

Ridgefield has four zoning districts that allow multi-family residential development. These include the medium-density residential zone (RMD-16), a downtown mixed-use district (CMU) and two waterfront mixed-use districts (WMU, WLS). The city also has a mixed-use overlay (RMUO) that allows for multi-family uses in certain commercial districts. Additionally, there are two unincorporated areas within the Ridgefield Urban Growth Area (UGA) that are designated for future medium density residential land use (UM), and that may be annexed with RMD-16 zoning.

Though multi-family housing is allowed in these districts, commercial and single-family uses make up a large share of the land that has been built out. All these districts allow some commercial use (with limitations/conditions) and all the districts except the waterfront zones allow single-family housing. The two apartment projects that have been built in Ridgefield in recent years and the senior living project currently under construction have been located near commercial amenities and public transit along Pioneer Street. This is a market preference, and it is also in line with the Ridgefield Comprehensive Plan, which specifies that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors” (HO3). In the following analysis of buildable multi-family land, we have a particular focus on these target areas for multi-family development, though we also evaluate sites that allow multi-family housing outside this area.

The following map shows the identified zoning districts, along with a half-mile buffer along existing commercial centers and a quarter-mile buffer around Ridgefield’s only fixed-stop transit line. The latter is C-Tran’s route #48, which runs along Pioneer Street between Royle Road and 65th Avenue. Over the next pages, we evaluate the buildable land supply in these districts with respect to suitability for multi-family development. Estimates of buildable acres are informed by assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files/maps from Clark County.

FIGURE 9.1: ZONING AND LAND USE THAT ALLOW MULTI-FAMILY HOUSING, RIDGEFIELD UGA



SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics



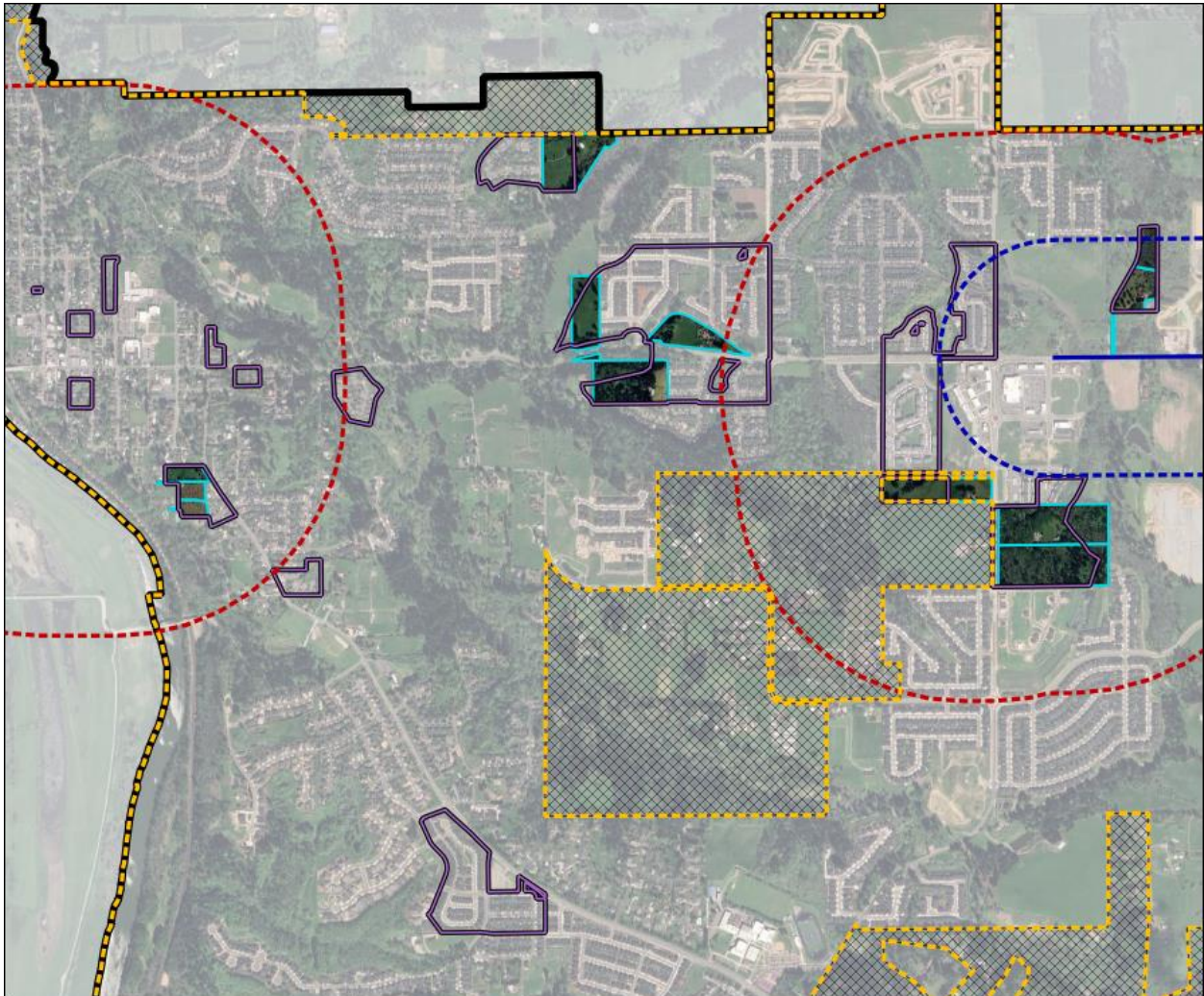
MEDIUM-DENSITY DISTRICT

The RMD-16 medium-density zoning allows for multi-family residential development outright. It also allows for attached housing and certain detached single-family development on small lots. Allowed density is 8-16 units per acre. According to the city code, the RMD-16 district is “intended to facilitate use of public transit” (Ord. 18.220.010), though most of the land with this zoning is located more than half a mile of fixed transit stops, and only one site is within a quarter mile of transit. The latter is a common planning definition of walking distance to transit and amenities.

BUILDABLE SITES

Most of the RMD-16 land is already built out, and a significant share of the unbuilt land is difficult to develop due to wetlands or excessive slope. Based on assessor data, Google Earth satellite imagery, and buildable lands (VBLM) files from Clark County, we have identified 11 potentially buildable parcels. These are outlined in turquoise in the map below, while the RMD-16 zoning boundaries are shown in purple. In the maps on the following pages, we discuss these in some detail, with maps that highlight built and constrained land as per county VBLM files.

FIGURE 9.2: POTENTIALLY BUILDABLE TAXLOTS WITH RMD-16 ZONING



SOURCE: Clark County, City of Ridgefield, Google Earth, Johnson Economics



GREGORY & JANUIK PROPERTIES

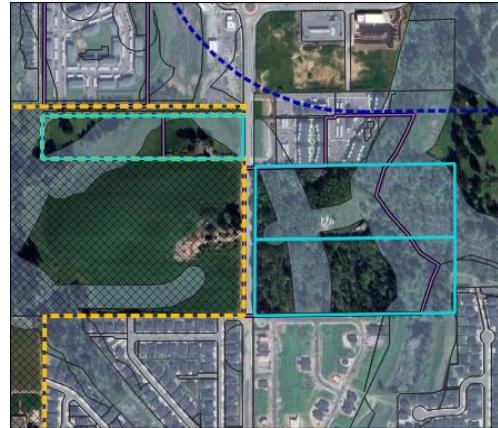
The only potentially buildable site within a quarter mile of transit is the Gregory and Januik properties, accessed via NW 26th Avenue. These are partially built, but could potentially accommodate some multi-family housing. The parcels are within walking distance of transit and commercial services along Pioneer Street, as well as the planned community/recreation center and commercial projects to the east. However, these parcels are not strong candidates for development as they already have single-family homes and are owned by different owners, who may not be open to selling and developing. Moreover, the sites lack visibility from Pioneer Street due to trees, and topography may complicate development of unbuilt areas. The VBLM categorizes most of the land as constrained. Of the 7.0 acres that these two parcels have within the RMD-16 zone, we regard it unlikely that more than 4.0 acres will be developed.



PIONEER VILLAGE SOUTH & MARTES/LAHTI PROPERTIES

Two additional sites are within a half mile of the C-Tran route. These are located along Royle Road on the south side of Pioneer Street. The site on the west side of Royle Road (Pioneer Village South) has roughly five acres within the RMD-16 zone. However, with the central portion affected by wetlands, the buildable area may be limited to around 2.0 acres.

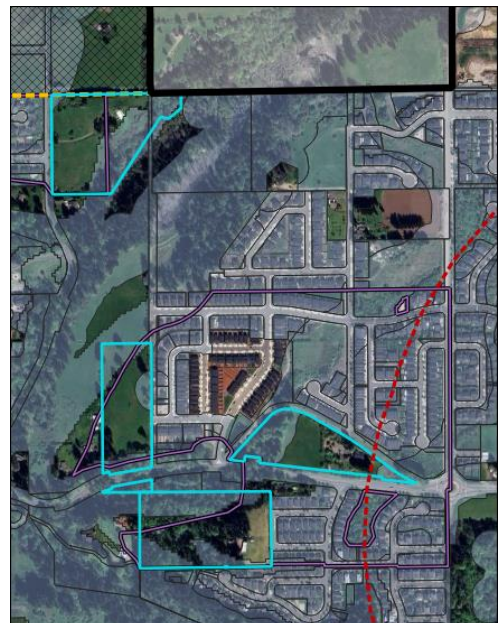
On the east side of Royle Road, the Martes property (north) includes wetlands both in the east and west, plus an existing homesite in the middle. We would assume that 3.0 acres are buildable. The Lahti property (south) includes roughly 11.5 acres within the RMD-16 district, though wetlands reduce the buildable area. Based on the VBLM map, we assume that no more than 6.0 acres can be developed.



SITES BETWEEN 35TH AVENUE AND REIMAN ROAD

There are four parcels with RMD-16 zoning west of 35th Avenue that may include some buildable land, though all are affected by wetlands. These sites are outside the target area for multi-family housing. Moreover, several of the sites have access through single-family neighborhoods, and are thus best suited for single-family formats with lower density and less traffic impact.

The parcel furthest east (Bennett property) has an existing homesite with multiple structures, likely leaving less than 3.0 acres buildable. The parcel south of Pioneer Street (Hickman) has steep slopes in the north and west, and may also be limited to around 3.0 buildable acres. Northwest of this parcel, across Pioneer Street, is a 7.5-acre parcel (McCanta) of which we assume 4.0 acres to be buildable and within the RMD-16 district. Finally, there is one parcel further north (Hinton Services LLC), accessed via Reiman Road, which includes almost 6.0 acres within the RMD-16 district. Based on the VBLM map, we assume 5.0 acres are buildable. In total, these four parcels may represent 15.0 acres of buildable land in the RMD-16 zone, though we regard single-family formats to be most likely.





DOUGHERTY PROPERTY

Lastly, there are three vacant parcels under one ownership along Hillhurst Road west in the city. However, these are located on the hillside, and most likely have too much slope to be built out with multi-family buildings. Smaller single-family structures can more likely be accommodated. Also from the standpoint of distance to public transit (1.5 miles to Pioneer Street and Royle Road), single-family housing appears most appropriate.



MIXED-USE DISTRICTS

The downtown and waterfront mixed-use districts allow multi-family development as part of mixed-use projects. The CMU district restricts residential use to upper floors on properties on Pioneer Street and Main Avenue. On the remaining properties, ground-floor residential use is only allowed as part of a horizontal mixed-use development. Allowed density is 8-16 units per net developable acre. In the WMU and WLS districts, residential use is limited to upper floors. Allowed density is 4-18 units per acre in the WMU zone and 8-16 units per acre in the WLS zone. These areas are relatively far from public transit and major commercial centers. They also lack good freeway access and are thus less attractive to busy working-age households with employment outside Ridgefield.

CMU

The central mixed use (CMU) district covers the downtown area. If we exclude parcels currently used for parking, this district includes 11 buildable parcels that combine to seven contiguous sites and 1.6 acres. Five of these have frontage on Pioneer Street or Main Avenue, with residential use limited to upper floors. Most of the sites are very small. The largest site (Pioneer Street Properties) is 0.64 acres, which could accommodate 10 units at maximum density. If we total the maximum unit count for each of the seven contiguous sites, a total of 23 units could be accommodated at these sites. However, given the small size of the sites and the restrictions on residential use, we would expect few of these to be built out with housing over the near- to mid-term.



WMU & WLS

The WMU district is the largest of the two waterfront mixed use zones, extending from Carty Lake in the north to Mill Street in the south. According to the Port of Ridgefield, the district includes 26.2 acres of developable land, for which the Port is actively seeking a master developer. According to the city code, the WMU district is primarily intended for employment, shopping, and recreation – rather than residential use. The Port’s RFQ includes housing as an “acceptable” but not a “desirable use.” We will assume that 25% of the land – or roughly 6.5 acres – will be residential.

The WLS district covers a narrow area west of the rail line from Mill Street to Shobert Street. Much of this is already in use as parking lots for the marina and existing boathouses. We would not expect any multi-family development on the remaining unused land, given setback requirements and shoreline restrictions.



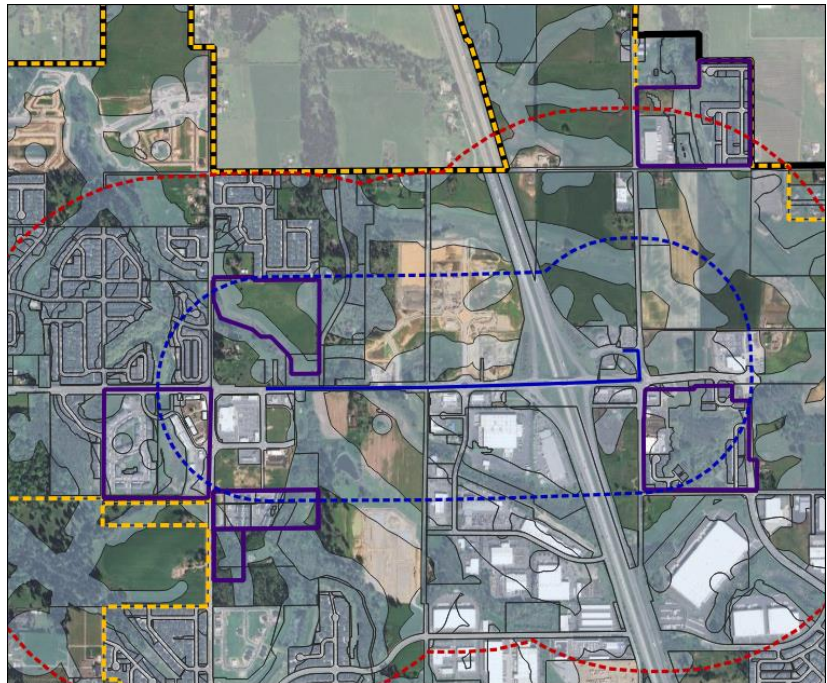


MIXED-USE OVERLAY ZONE

The mixed-use overlay (RMUO, outlined in purple below) allows for multi-family use as part of horizontal mixed-use projects in commercial zones. Single-family housing of an attached or cottage format is also allowed. The overlay allows for 8 to 28 units per developable acre in the residential portion of the development, though vertical mixed-use projects with non-residential use on the ground floor are exempt from density limits. With commercial underlying zoning, 35-60% of the net developable area must be residential.

This overlay zone covers five areas along Royle Road and 65th Avenue, most of which is within the half-mile radius of commercial centers and transit. Most of the land has commercial underlying zoning. Three of these areas are almost fully built and will not include additional multi-family housing once Kirkland's senior living project is complete. These include Pioneer Village (w/Acero Ridgefield) in the west, the Crossing in the southeast, and McCormick Creek (w/Keller Supply) in the northeast.

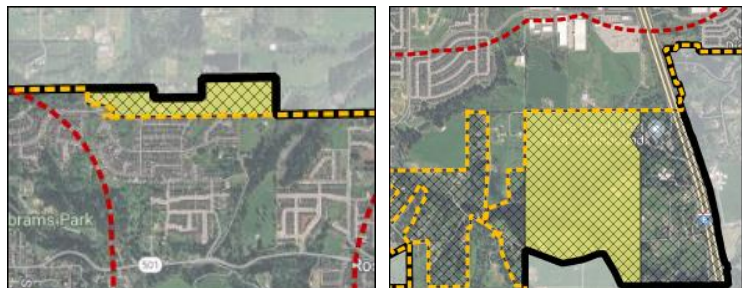
The RMUO area in the south along Royle Road is partly built out. The unbuilt portion in the east is wetlands, while the unbuilt area in the south (Martes/Lahti) is zoned RMD-16 and has already been discussed.



The last area covered by the mixed-use overlay is the land located north of Pioneer Street and east of Royle Road, owned by Discovery Ridge Holdings (north) and the City of Ridgefield (south). The southern portion is planned for a public community and recreation center. Much of the northern parcel is likely buildable, though the VBLM map indicates that nearly half the site is constrained. Out of the total 18.6 acres, we will assume that 10.0 acres are buildable. Assuming 60% residential buildout, the site might accommodate 6.0 acres with 28 units per acre, for a total of 168 units (we consider vertical mixed-use unrealistic). The site is suitable for multi-family use given its proximity to transit at Pioneer Street and its access to the new community/recreation center and shopping further east. However, its lack of visibility and direct access from Pioneer Street may deter commercial development, which under RMUO restrictions may also prevent multi-family development.

UGA LAND

The two areas with medium density residential land use designations (UM) in the Ridgefield's urban expansion area are less relevant for the near- and mid-term supply-demand balance, as these have peripheral locations and require annexation and infrastructure prior to development. Both are well outside transit corridors and the half-mile ring around commercial centers.





CONCLUSION: SUPPLY POTENTIAL

Ridgefield has a very limited supply of land with strong potential for multi-family development. There are few buildable sites that provide good access to public transit, commercial services, employment, and freeways. Only two partially buildable sites are within a quarter mile of a public transit line. Together, these may provide around 10 acres of buildable land for multi-family projects, which at maximum density could accommodate 232 units. At the density assumptions used in the Comprehensive Plan, 96 units would be expected at these two sites. However, one of these is hampered by multiple ownership, existing home sites, and slope. The other is required to include a large commercial component, which may be difficult given the site's lack of direct access and visibility from Pioneer Street. We therefore regard neither of these to be a strong candidate for multi-family development.

If we include all buildable properties within half a mile of commercial centers and public transit, six sites may accommodate some multi-family development, for a total of 53 buildable acres and potentially 550 units (290 units with comp plan density assumptions). However, nearly half the land is at the waterfront, which requires a master plan primarily focused on non-residential uses – likely to have a long development timeline. Most of the other sites have significant wetlands issues.

The total potential unit supply represented by the sites that are located within half a mile of commercial centers and public transit makes up 71% of the projected multi-family need over the next five years. Realistically, the number of units built on these sites over the next five years will be significantly lower.

Other sites that allow multi-family use are more suitable for single-family use, given their distance to commercial centers and transit, and their access through existing single-family neighborhoods. In theory, these could accommodate another 240 multi-family units, though we regard multi-family development on these sites to be unlikely.

A general observation regarding all these sites is that they can only accommodate small- and mid-scale projects. Only two sites can accommodate more than 100 units, and no site is expected to accommodate a project at the scale of the two most recent apartment projects in the city, Acero Ridgefield (300 units) and Legacy Trails (195 units). Multi-family developers often prefer sites that can accommodate 200-300 units due to economies of scale and greater interest from institutional buyers.

FIGURE 9.3: SUPPLY POTENTIAL, LAND THAT ALLOWS MULTI-FAMILY DEVELOPMENT

PROPOSED DEVELOPMENT, ZONING, AND TRANSIT ALLOWED WITHIN FUTURE DEVELOPMENT													
Zoning	Owner(s)	Property ID	Acres allowing MF		Assumed Res.	Transit		Com. < 1/2 m.	Density		Potential Units		
			Total	Bldbl.		< 1/4 m.	< 1/2 m.		Max	CP*	Max	CP*	
RMD-16	Gregory, Januik	214028000, 214029000	7.0	4.0	100%	✓	✓	✓	16	12	64	48	
RMD-16	Pioneer Village South	213784000	5.0	2.0	100%		✓	✓	16	12	32	24	
RMD-16	Martes	213966000	9.7	3.0	100%		✓	✓	16	12	48	36	
RMD-16	Lahti	213965000	11.5	6.0	100%		✓	✓	16	12	96	72	
RMD-16	Bennett	213705000	6.8	3.0	100%				16	12	48	36	
RMD-16	Hickman	213788000	7.2	3.0	100%				16	12	48	36	
RMD-16	McCanta	213721000	5.7	4.0	100%				16	12	64	48	
RMD-16	Hinton Services	213710000	5.8	5.0	100%				16	12	80	60	
CMU	[11 parcels]	[11 parcels]	1.6	1.6	100%			✓	16	8	23	10	
WMU	Port of Ridgefield	68314000, 67897000, ++	48.7	26.2	25%			✓	18	8	117	52	
RMUO	Discovery Ridge Holdings	213960000	18.6	10.0	60%	✓	✓	✓	28	8	168	48	
Total within 1/4 mile of transit and 1/2 mile of commercial:			25.6	14.0							232	96	
Total within 1/2 mile of commercial:			102.2	52.8							548	290	
Total, all:			127.6	67.8							788	470	

* Density assumptions used in the Ridgefield Comprehensive Plan

SOURCE: Clark County, City of Ridgefield, Johnson Economics



X. CONCLUSIONS

MULTI-FAMILY NEED AND SUPPLY

Ridgefield will continue to see strong growth over the next decades as the land supply south in Clark County is dwindling and development is shifting northward. A significant portion of the housing need will be for multi-family units, which is increasingly becoming the middle-income housing option as price gains in the single-family market are putting this housing form out of reach of more households. Our modeling indicates a need for 770 new multi-family units in Ridgefield over the coming five years – or roughly 150 units annually. This represents 24% of the new housing need.

One of the goals of Ridgefield’s 2016 Comprehensive Plan is that 25% of its new housing shall be multi-family units. Over the past 10 years, the share has been 12.7% – half the stated target. In Clark County, only Yacolt has had smaller multi-family share over this period. The county-wide share is 34%, and even the unincorporated portion of the county has a larger share than Ridgefield (18%).

The constraint does not appear to be on the demand side. As two apartment projects with nearly 500 units were built over the 2019-21 period, the units were absorbed at an average rate of 190 units per year. High occupancy rates and rents subsequent to lease-up reflect significant demand pressure, suggesting that additional supply is needed. Currently, only one project is in the development pipeline, with 148 units restricted to seniors.

We suspect that the limited supply of buildable land suitable for multi-family development is the main reason for the shortage of multi-family construction over the past 10 years. And given the current land supply in the city, we expect the shortfall to continue. Based on our analysis of satellite imagery and buildable lands data from the county, we estimate that buildable land with zoning that allows multi-family housing at the most can accommodate 788 units. Using density assumptions from the Comprehensive Plan, the total number of units is 470. However, this includes land that we consider unsuitable for multi-family development and land that will more likely be built out with other uses.

The Comprehensive Plan states that multi-family development opportunities should be provided “within one-half mile of commercial or employment centers, and along existing and planned transit corridors.” We estimate that only 548 units can be accommodated within a half mile of existing commercial centers in Ridgefield (290 units at CP assumed density), and only 232 units within a quarter mile of a fixed transit line (96 units at CP density). Site-specific issues may preclude development of the latter. In other words, we expect very limited multi-family development to occur in Ridgefield with the current land supply – far short of the estimated need. This is likely to prevent middle-income households from settling in Ridgefield, thus constraining the supply of labor necessary for the city’s current business expansion. This might hamper economic growth, and is likely to lead to a significant increase in commuter traffic.

MARKET TRENDS

Underlying multi-family market trends are strong, although the market has softened over the past two years as a large amount of new supply initiated during the post-COVID demand surge has hit the market. At the same time, demand growth has slowed as the economy has cooled and in-migration has weakened. This is expected to change as mortgage rates normalize and homebuilding returns to pre-2022 levels. Because homebuilding is a major economic driver in Clark County, the latter will result in stronger job growth and more in-migration. Due to the low rates of housing construction and lot development over the past two years, the housing market is expected to be undersupplied when mortgage rates fall. This is projected to result in strong price growth in the single-family market, which will generate additional demand for multi-family housing.

The market for commercial space has been weak in recent years due to the shift to online retail and the increased use of home offices. The office market is particularly weak. New development is generally retail concentrated in areas with strong residential growth or near freeway interchanges accessible to large populations. Ridgefield is the prime



example of this. As its population has reached the size needed to attract large anchor stores, a wide range of additional commercial establishments are also looking to locate within the city. Thus, the city is expected to meet a much larger portion of its demand for goods and services going forward. However, cities at the periphery of larger metropolitan areas typically never become self-sufficient in terms of commercial services, as residents continue to frequent establishments in more central parts of the region.

In contrast to prospective multi-family tenants, commercial tenants looking for space in Ridgefield are likely to have a wealth of options over the next years. An estimated 540,000 square feet of space is currently in the development pipeline, including 200,000 square feet under construction. In comparison, absorption of commercial space in Ridgefield has averaged 37,000 square feet annually after the opening of the Rosauers grocery store in 2019 (33,000 SF retail space and 4,000 SF office space). Though the opening of the Costco store is likely to increase the absorption rate, we expect the buildout of the current pipeline to extend well into the next decade.

RMUO AT THE SUBJECT SITE

The subject site represents strong potential for commercial development along Pioneer Street, consistent with the site's current commercial (CCB) zoning. However, we regard the north portion of the site to be unsuitable for commercial development due to the downward slope to the north and the east. Commercial centers are dependent on parking lots that are close to flat, with good visibility to and between stores from a shared parking lot. This will be impossible to achieve at the subject site. A terraced development might be possible, though we would expect the cost of grading, fill, and retaining walls to render such a project infeasible. Moreover, the lower tiers would not provide the visibility and traffic exposure required to create marketable spaces.

Lodging and institutional uses allowed in the CCB zone are also unlikely to be feasible, given the scale of these buildings and their parking lots, which will be difficult to break up in terraced sections. Smaller office buildings not occupied by population-serving firms could in theory be accommodated on a sloping site, though there is virtually no development of this format in the post-COVID market.

The proposed RMUO overlay would allow for multi-family development on the north portion of the subject site. This would help alleviate the need for multi-family housing in the city, while also helping to accommodate the business expansion that is currently taking place by providing housing for new workers and thus reducing commuter traffic. As the site is within walking distance of commercial centers and public transit, residents on-site will likely also contribute to additional pedestrian vitality and increased transit ridership in the city.

We regard the subject site to be highly suitable for multi-family housing due to its proximity to transit and commercial services. Moreover, the slope can be utilized as an asset by providing views over the greenbelt and wetlands to the north and east.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

We regard the proposed application of the RMUO overlay to be consistent with the Ridgefield Comprehensive Plan, advancing the city's progress toward the goals defined in the plan in a manner consistent with the plan's policies. The following is a discussion of the most relevant economic and housing policies:

EC-4 Community retail: Promote development of service-oriented businesses to serve residents and reduce the needs to travel out of the community.

By allowing for higher-density residential development along Pioneer Street, the proposed RMUO overlay will facilitate additional support for commercial services in this corridor, particularly for pedestrian-oriented services around the Royle Road intersection. This will contribute critical mass that can sustain additional businesses and broaden the range of services offered in Ridgefield.



EC-6 Employment capacity: Restrict zone changes or legislative approvals which lessen long-term capacity for high-wage employment unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would promote the long-term economic health of the city.

As the north portion of the subject site is unlikely to be developed for commercial use, we do not expect the RMUO overlay to result in reduced capacity for any type of employment in Ridgefield, including high-wage employment. Pre-COVID, high-wage employment was most likely to occur in office buildings with prominent locations or in business parks, with the former requiring high-visibility sites and the latter requiring flat land. The north portion of the subject site can provide neither. Moreover, neither of these development forms is likely in the post-COVID environment, due to the shift to remote work. In fact, because of the work-from-home trend, residential development currently accommodates more new high-wage employment than commercial space. Young professionals, in particular, tend to settle in multi-family projects. The subject development will also contribute to the long-term economic health of Ridgefield by adding vitality to the mixed-use node at Pioneer Street and Royle Road.

EC-9 45th & Pioneer: Implement the 45th & Pioneer Subarea Plan to create commercial, office and industrial employment opportunities.

One of the main purposes behind the 45th & Pioneer Subarea Plan was to connect downtown and the Junction by building an attractive mixed-use node between these two areas. The vision was for a walkable community with mutually supporting uses within walking range: residents providing support for businesses, and businesses providing services to residents. The plan was adopted as a concept plan with “flexibility to adapt to changing community and market expectations” (p. 19). The proposed RMUO overlay at the subject site will further the implementation of the subarea plan by accommodating both commercial and higher-density residential uses in a walkable format. In addition to the employment that will be accommodated at the site, the residential portion will contribute support for service employment in the subarea.

HO-1 Accommodate growth: Provide a continuous and adequate supply of residential land to meet long-range multifamily and single-family housing needs for the City’s anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- *New overall density target of six units per net acre.*
- *No more than 75% of new houses shall be of a single housing type.*
- *A minimum density of four units per net acre (10,890 sq. ft. average lot size) for single-family dwellings in any single development.*

Ridgefield’s share of single-family housing has exceeded 75% over the past 10 years, and the current multi-family development pipeline suggests that this pattern will continue over the foreseeable future. The city has a very limited supply of buildable land attractive for multi-family development. The proposed RMUO overlay will bring the city closer to the stated target by increasing the supply of land that can accommodate multi-family housing.

HO-2 Residential development density: Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square foot lots. However, the goal is to have a variety of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

According to Clark County’s most recent Buildable Lands Report (2022), which covers the 2016-20 period, Ridgefield is meeting its density target of 6.0 units per acre. However, the housing production is



dominated by detached and attached single-family housing. Multi-family development is sporadic, and the nearly 500 apartment units built over the 2019-21 period were not sufficient to meet the need for this housing form. Already by mid-2022, the two properties together had only one vacant unit (vacancy rate of 0.2%) when surveyed by Johnson Economics. The only multi-family project currently in the development pipeline will meet some of the need from seniors, but there is no new apartment supply for working-age residents. The proposed zone change for the subject site will bring the city closer to the goal of providing a variety of housing options, contributing to greater balance in the housing supply.

HO-3 Multifamily development: *Provide a variety of multifamily residential development opportunities using multiple strategies:*

- *Designate medium density areas sufficient to provide a minimum of 25% of new housing units.*
- *Locate primary medium density areas within one-half mile of commercial or employment centers, and along existing or planned transit corridors.*
- *Monitor development of single and multifamily housing for progress towards the 75/25 split for new development.*
- *Restrict zone changes or legislative approvals which lessen long-term capacity for multifamily residential development unless accompanied by other changes within the same annual review cycle which would compensate for the lost capacity, or unless the proposed change would provide equivalent housing opportunities.*
- *Provide additional opportunities to integrate medium density housing in low-density residential areas through Planned Unit Developments (PUDs), density bonuses, and other tools to create neighborhoods that attract residents with a variety of income levels.*

Ridgefield's share of multi-family housing production over the past 10 years was only 12.7% – roughly half of the stated 25.0% target. Our analysis of the buildable land supply indicates that a lack of sites attractive to multi-family residents and developers is a major constraint. Specifically, there are very few such sites that meet the criteria of being within the half mile of commercial/employment centers and in the Pioneer Street transit corridor. The few sites that meet these criteria tend to be small and/or they have development challenges. The subject site, on the other hand, is ideal for multi-family development both according to the comprehensive plan criteria and market preferences, being located adjacent to commercial services and transit. The proposed RMUO overlay is thus consistent with this policy, and it would bring the city closer to the stated multi-family target.

HO-5 Housing/employment balance: *Encourage development of housing at pricing levels affordable for workers in a variety of sectors in Ridgefield, to increase the percentage of people who work in Ridgefield that can also find suitable housing in Ridgefield. Work with employers to promote residential options in Ridgefield to their employees, and to understand the housing needs of their employees.*

As documented in this report, single-family housing is increasingly becoming a housing option reserved for high-income households, while middle-income households increasingly settle in rental apartments. Ridgefield has traditionally been dominated by moderate- and middle-wage jobs in industrial sectors, but the city is currently experiencing a significant expansion in its retail and service industries, which have larger shares of low-wage jobs. Without more multi-family housing, the city is likely to see a dramatic increase in commuter traffic. Local businesses may also struggle to recruit the labor needed for planned business expansions. Again, the proposed RMUO overlay will bring Ridgefield closer to the goal of providing housing affordable to workers in the city.



Memorandum

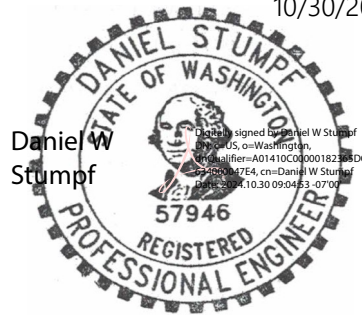
10/30/2024

To: Mike Jenkins
MAJ Development

From: Daniel Stumpf, PE

Date: October 30, 2024

Subject: Royle Ridge Mixed Use Development
Trip Generation Analysis – Comprehensive Plan Amendment



Introduction

This memorandum reports and evaluates the potential transportation impacts related to a request for application of the *Ridgefield Mixed Use Overlay* (RMUO) on a project area consisting of three properties located at/near 68 N Royle Road in Ridgefield, Washington. The properties are currently zoned *Commercial Community Business* (CCB) and a *Ridgefield Mixed-Use Overlay* is proposed for implementation on an approximate 7.74 net acre portion of the project area. The intent of applying the overlay to a portion of the project site is to provide more flexible development opportunities for residential uses in conjunction with a mix of commercial retail and office uses.

The purpose of this memorandum is to examine and address potential transportation-related impacts resulting from the implementation of the mixed-use overlay. This study reviews the project site's trip generation potential of the affected area under both existing and proposed conditions, and reviews applicable transportation-related comprehensive plan policies.

Location Description

Project Site Description

The project site is located north of Pioneer Street, south of N 5th Street, east of N Royle Road, and west of N 50th Place. Located in a developing mixed-use area of the City, the site is surrounded by undeveloped land/a residential subdivision to the north, a shopping center to the south, undeveloped land/low density residential uses to the east, and a residential subdivision to the west.

The site includes three properties (assessor parcels 213997000, 213998000 and 214022000), noting the proposal will only impact approximately 7.74 net acres of developable project space (i.e., less right-of-way dedications and adverse possession areas) where the proposed overlay will be implemented.

Vicinity Streets and Intersections

The project is located adjacent to two roadways: Pioneer Street and N Royle Road. Table 1 provides a description of each vicinity roadway.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
Pioneer Street	City of Ridgefield	Principal Arterial	40	Not Permitted	Partial Both Sides	Partial Both Sides
N Royle Road	City of Ridgefield	Minor Arterial	35	Not Permitted	Partial Both Sides	Partial Both Sides

Table Notes: Functional classification based on City of Ridgefield Comprehensive Plan.

The two site adjacent roadways intersect at a location to the southwest of the project site. The intersection of Pioneer Street at N Royle Road is designed as a four-legged roundabout with two approach lanes on each intersection leg, excluding the southbound approach which is served by one approach lane. Dual circulating lanes are constructed on the north and south sides of the inner roundabout island. All four intersection crosswalks are marked and served by rectangular rapid flashing beacons (RRFB).

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.

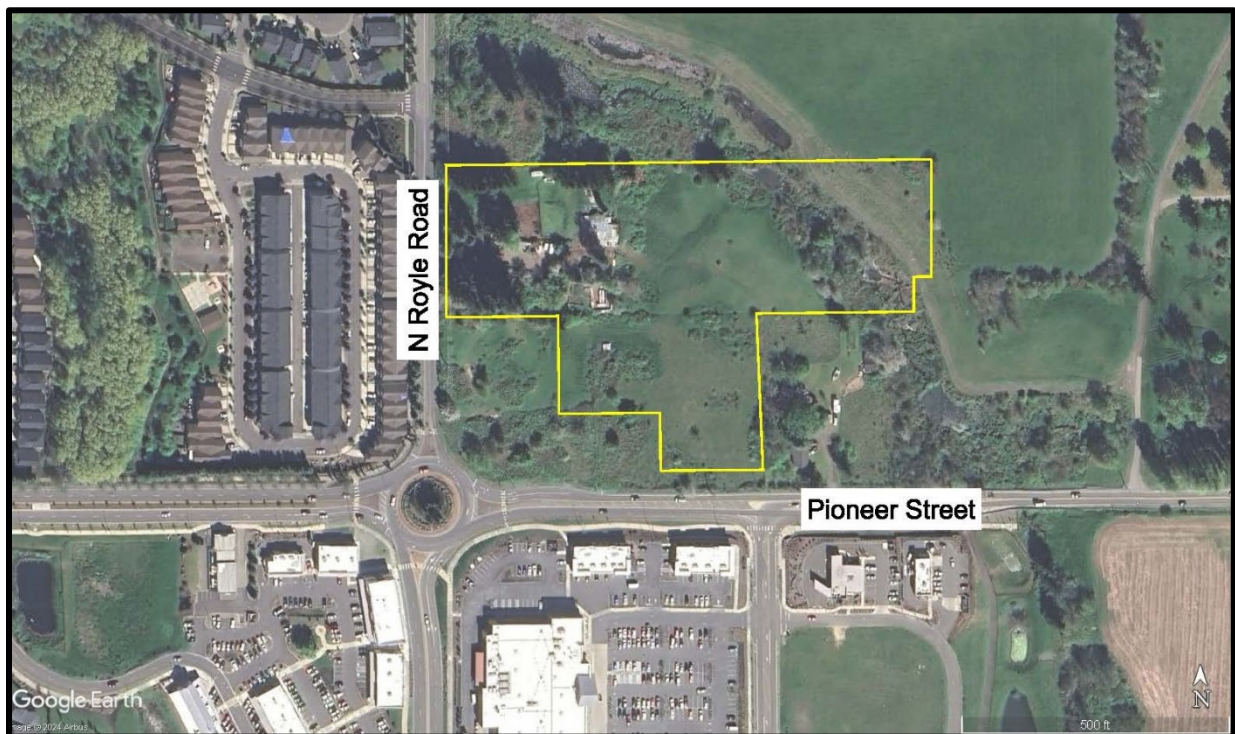


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation

To determine the potential impacts of the proposed comprehensive plan amendment, reasonable worst-case development scenarios of the site with and without the RMUO implemented were determined utilizing data for traffic-intensive uses permitted within the site. With regard to defining what an acceptable reasonable worst-case development scenario may include, the following were considered:

- Is the reasonable worst-case development scenario practical to develop on-site given the size of the project site and the needs of the surrounding community.
- Is the reasonable worst-case development scenario in character with other existing surrounding land uses.

The proposed RMUO will be implemented on a project site area that encompasses approximately 7.74 net acres (i.e., approximately 337,150 square feet) of developable space. Therefore, the comparative trip generation analysis was reviewed only for this affected portion of the project site.

Existing Conditions (without RMUO)

To determine a reasonable worst-case development scenario of the site without the RMUO implemented, City of Ridgefield's Development Code Sections 18.205 Uses and 18.230 Commercial Districts (CNB, CCB, CRB) were referenced. According to City code:

The purpose of the community business zone (CCB) is to provide location for a wide variety of business activities, such as convenience and comparison retail, personal services for local needs, and to allow for limited higher-intensity residential opportunities as part of mixed use developments.

Land uses outright permitted in Table 18.205.020-1 were compared to a variety of land uses provided in the *Trip Generation Manual*¹. Based on this assessment, it is assumed the reasonable worst-case development scenario may include the development of a mid-sized retail shopping center. To estimate trip generation of this retail shopping center, data from land use code 821, *Shopping Plaza (40-150k)*, subcategory *Supermarket – Yes*, was used based on the square footage of the gross building floor area.

The CCB zoning code allows a maximum impervious surface coverage of 85%. Of this 85% of impervious surface space, it is assumed that any potentially proposed retail/commercial buildings would cover approximately 30% of this area while the remaining 70% of space would be dedicated to parking, internal drive aisles, or other impervious public space. Based on this assumption, approximately 86,000 square feet of commercial building space (assuming single story structures) could be constructed within the applicable portion of the project site.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.



The potential retail use is expected to attract pass-by and diverted trips to the site. Pass-by trips are trips that leave a site adjacent roadway to patronize a land use and then continue in their original direction of travel. Like pass-by trips, diverted trips are trips that divert from a nearby roadway not adjacent to the site to patronize a land use before continuing to their original destination. Pass-by trips do not add additional vehicles to the surrounding transportation system; however, they do add additional turning movements at site access intersections. Diverted trips may add turning movements at both site access and other nearby intersections.

To estimate pass-by trip generation for the potential retail use, pass-by trip data was referenced from the *Trip Generation Manual, 11th Edition*. According to data from land use code 821, *Shopping Plaza (40 - 150k)*, the PM peak hour pass-by rate is 40%. For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rate. Additionally, all diverted trips generated were treated as primary trips.

Proposed Conditions (with RMUO)

With regard to the CCB zone allowing limited higher intensity residential development opportunities, the types of allowed residential uses within this zone are restricted to boarding houses, home occupation uses, and community residential facilities. However, the RMUO permits the development of residential uses including, but not limited to, single-family attached uses, cottage homes, and multifamily residential uses. Since one of the intents of placing an RMUO on a CCB zoned property is to promote residential development in conjunction with commercial retail and office, the reasonable worst-case development scenario should incorporate some residential development in addition to retail and office uses.

For the purposes of estimating a reasonable worst-case development scenario with the RMUO implemented, it is assumed the *Royle Ridge Mixed Use Development* conceptual development plan may reflect this type of scenario. Note that the implementation of the RMUO can only serve to reduce trip generation given the intended mixed-use nature of the overlay is to promote alternative modes of travel and lessen the need for a personal vehicle to access the site. Assuming no residential uses were to be developed on-site with the RMUO in place, at worst the trip generation potential will not exceed what is allowed under the base CCB zone.

Specific to the affected project site area, the reasonable worst-case development scenario may include the following:

- An approximately 16,000 square foot grocery store.
- Approximately 5,585 square feet of retail space.
- Up to 95 multifamily residential uses.

To estimate trip generation of the above development scenario, data from the following land use codes were used:

- 220, *Multifamily Housing (Low-Rise)*, based on the number of dwelling units.
- 822, *Strip Retail Plaza (<40k)*, based on the square footage of the gross building floor area.
- 850, *Supermarket*, based on the square footage of the gross building floor area.



Given a variety of land uses are considered in this reasonable worst-case development scenario (i.e., residential and retail uses), some site trips generated are expected to be shared or internally captured within the project site. Subsequently, these internally captured trips will not impact the nearby transportation system. Using the NCHRP Report 684 methodologies, an internal capture rate was calculated for the proposed land uses during the AM and PM peak hours. Per the NCHRP Report 684 calculations, the following internal trip capture rates were determined:

- Approximately 0% during the AM peak hour.
- Approximately 19% during the PM peak hour.

For the purposes of this analysis, the daily trip internal capture rate was assumed to match the PM peak hour rate.

The retail portion of the above development scenario is expected to attract pass-by and diverted trips to the site. To estimate pass-by trip generation, data from the following land use codes were used:

- 821, *Shopping Plaza (40 - 150k)*: 40% during the PM peak hour.
- 850, *Supermarket*: 24% during the PM peak hour.

For the purposes of this analysis, it is assumed that the AM peak hour and daily pass-by trip rates will approximately match the PM peak hour pass-by trip rates of each respective land use code. Additionally, all diverted trips generated were treated as primary trips. Note that pass-by data from land use code 822 is unavailable; however, both land use codes 821 and 822 are expected to generally operate similarly with respect to the number of pass-by trips generated

Trip Generation Comparison

The trip generation calculations show that under existing conditions without the RMUO, the subject site could reasonably generate up to 182 net new AM peak hour trips, 467 net new PM peak hour trips, and 4,876 net new average weekday trips. Under proposed conditions with the RMUO implemented, the site could reasonably generate up to 79 net new AM peak hour trips, 145 net new PM peak hour trips, and 1,590 net new average weekday trips. Accordingly, the net change in trip generation potential of the site after the RMUO is implemented is projected to decrease by 103 AM peak hour trips, 322 PM peak hour trips, and 3,286 average weekday trips.

The trip generation estimates are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this memorandum.



Table 2: Zone Change Trip Generation Summary

Land Use	ITE Code	Size/Rate	AM Peak Hour			PM Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Existing Conditions: CCB Zone without RMUO									
Shopping Plaza (40-150k)	821	86,000 SF	188	116	304	373	404	777	8,126
Pass-by Trips	821	40% (40%)	61	61	122	155	155	310	3,250
Net New Trips			127	55	182	218	249	467	4,876
Proposed Conditions: CCB Zone with RMUO									
Multifamily Housing (Low-Rise)	220	95 units	9	29	38	30	18	48	640
Internal Capture		0% (19%)	0	0	0	6	3	9	122
Net New Trips			9	29	38	24	15	39	518
Strip Retail Plaza (<40k)	822	5,585 SF	8	5	13	19	18	37	304
Internal Capture		0% (19%)	0	0	0	4	3	7	58
External Trips			8	5	13	15	15	30	246
Pass-by Trips	821	40% (40%)	3	3	6	6	6	12	98
Net New Trips			5	2	7	9	9	18	148
Supermarket	850	16,000 SF	27	19	46	72	71	143	1,502
Internal Capture		0% (19%)	0	0	0	14	13	27	286
External Trips			27	19	46	58	58	116	1,216
Pass-by Trips	821	24% (24%)	6	6	12	14	14	28	292
Net New Trips			21	13	34	44	44	88	924
Total Net New Trips			35	44	79	77	68	145	1,590
Net Change in Site Trip Generation									
Net Decrease in Trips			-92	-11	-103	-141	-181	-322	-3,286

Table Notes: AM peak hour, PM peak hour, and daily pass-by/internal capture rates denoted as "AM% (PM/ADT%".

Based on the trip generation analysis, implementing the proposed RMUO is expected to result in a decrease in the trip generation potential of the applicable portion of the site for both the AM and PM peak hours as well as for a typical weekday. Since the proposed RMUO overlay will reduce the trip generation potential of the site and serve to reduce impacts to the surrounding transportation facilities, no transportation impact analysis that reviews impacts to area intersections will be necessary as part of this proposal. Instead the preparation of this trip generation memorandum is sufficient to report the potential impacts of the comprehensive plan amendment.



Comprehensive Plan Policies

As part of the proposed RMUO application, transportation-related Comprehensive Plan Policies applicable to the proposal are addressed below. The policy text is written in *italics* with responses following.

TR-3 Land use and transportation integration

Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan. This includes ensuring that land use patterns and decisions encourage walking, bicycling, and public transportation use, and make these transportation options a safe and convenient choice.

As described in City of Ridgefield code section 18.235.060 *Special provisions for the Ridgefield Mixed-Use Overlay (RMUO)*, one of the intended purposes of implementing an RMUO that supports TR-3 includes creating walkable communities with connections within and between sites. The *Royle Ridge Mixed Use Development* conceptual development plan will develop the north side of the project site with apartment and live/work units while the south side of the project site will be developed with a mix of commercial retail and office uses. Site internal sidewalks and street crossings that connect these uses will be constructed, as well as sidewalks along the site frontages with N Royle Road and Pioneer Street. Additionally, marked crossings served by rectangular rapid flashing beacons (RRFBs) at the roundabout intersection of Pioneer Street at N Royle Road will provide ease of access to/from the site for outside residents living in the subdivision to the west and commercial users of the shopping centers to the south and southwest.

C-Tran bus route #48 *Ridgefield* currently has a bus stop near the project site, located along the south side of Pioneer Street just east of S 47th Avenue. The bus route provides service between the Pioneer Street at N Royle Road intersection, the Junction Park & Ride to the east, the Ilani casino to the north and 99th Street Transit Center to the south. Weekday service is schedule between 6:20 AM – 9:05 PM with headways of approximately two hours. Weekend and holiday service is schedule between 7:50 AM – 6:35 PM with headways of approximately two hours.

Based on the available transportation infrastructure/services within the site vicinity, the mixed-use design of the site development plan, and the addition of site adjacent right-of-way improvements along N Royle Road and Pioneer Street, the proposal is consistent with and promotes the goals detailed in TR-3.

TR-12 Vehicle miles traveled reduction

When economically feasible, given the population density, use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts. Such measures include:

- *Encourage mixed land uses within easy walking distance of transit stops.*
- *Provide higher density residential development near employment centers and major transportation routes.*
- *Provide a range of multimodal alternatives including pedestrian and bicycle routes and transit.*
- *Work with major employers, Clark County, C-TRAN and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single-occupant motor vehicle*



commute trips. Tools include including the Commute Trip Reduction Program, and park and rides with connections to transit, carpooling or ridesharing.

- *Pursue innovative alternative transportation options such as low-speed electric vehicles.*

The proposal supports mixed use development within the project site by implementing the RMUO on portions of the site where residential development is most likely. The project site is located adjacent to the higher classified roadways of Pioneer Street (Principal Arterial) and N Royle Road (Minor Arterial), where higher density residential uses (i.e., multifamily housing) are planned within the north side of the site. As described for TR-3, the existing transportation infrastructure provides multimodal alternatives for pedestrians and bicyclists, and C-Tran already provides bus service near the project site. With development of right-of-way improvements along site adjacent portions of N Royle Road and Pioneer Street, the multimodal transportation system in the area will be expanded and further improved. Establishing the RMUO here creates the opportunity for residential uses to be in close proximity to retail and services, thereby reducing the need for vehicle trips and reducing vehicle miles travelled. Therefore, the proposal is consistent with and promotes the goals detailed in TR-12.

TR-16 Pedestrian facilities

Plan and build pedestrian facilities that serve dual purpose for transportation and recreation through the following:

- *Provide sidewalks on both sides for all arterial, collector and local streets, in accordance with City standards.*
- *Require sidewalks for all new and infill development unless the benefits of providing sidewalks are significantly outweighed by the burden the sidewalk may place upon critical areas.*
- *Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.*

The Royle Ridge Mixed Use Development conceptual development plan will construct internal sidewalks and street crossings that will connect internally proposed uses between one another, as well as connect the project site to the adjacent roadways of Pioneer Street and N Royle Road. Right-of-way improvements will be constructed along the project site's street frontage with the Arterial roadways of Pioneer Street and N Royle Road, which will subsequently expand the existing pedestrian infrastructure within the site vicinity. Therefore, the proposal is consistent with and promotes the goals detailed in TR-16.

TR-18 Trail systems

Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins. Coordinate with Clark County in developing and implementing regional bicycle and recreational trail plans and systems, through public acquisition, dedication, transferable development rights, development exactions and other appropriate means.



Although construction of an off-street trail system will be contingent on the redevelopment of site adjacent properties, the *Royle Ridge Mixed Use Development* will construct site internal walkways that will allow a future off-street pedestrian connection between Pioneer Street, at a location near S 47th Avenue, to N Royle Road, at a location near N Pioneer Canyon Drive. Therefore, the proposal is consistent with and promotes the goals detailed in TR-18.

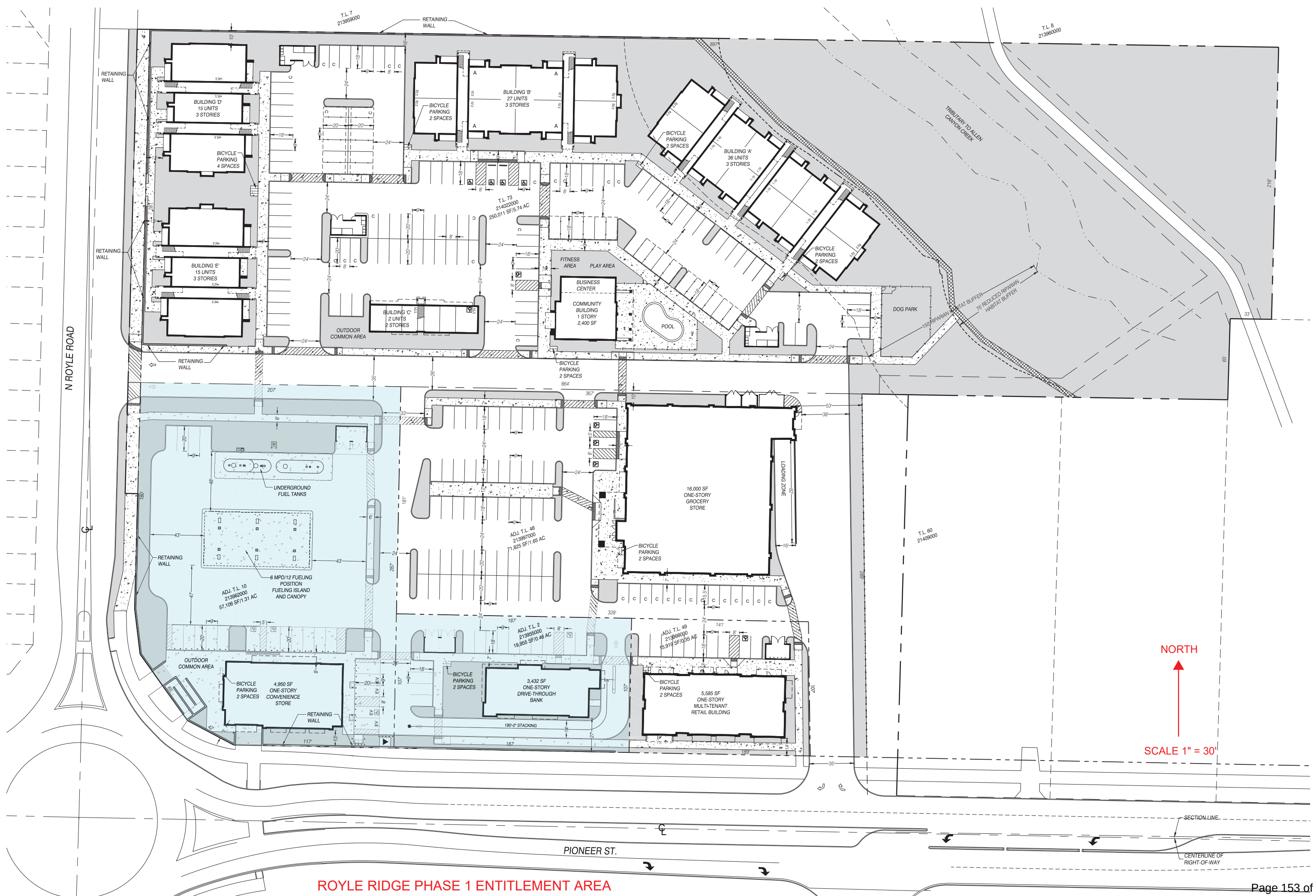
Conclusions

Implementing the proposed RMUO on a portion of the project site is expected to result in a decrease in the trip generation potential of the site for both the AM and PM peak hours as well as for a typical weekday. Since the proposed RMUO overlay will reduce the trip generation potential of the site and serve to reduce impacts to surrounding transportation facilities, no transportation impact analysis that reviews impacts to area intersections will be necessary as part of this proposal. Instead the preparation of this trip generation memorandum is sufficient to report the potential impacts of the comprehensive plan amendment.

Applying the RMUO on a portion of the project site is consistent with and promotes the transportation-related Comprehensive Plan Policies detailed in TR-3, TR-12, TR-16 and TR-18. No further mitigation is necessary or recommended as part of this proposal in order to meet these Comprehensive Plan Policies.

If you have any questions or concerns regarding this analysis or need further assistance, please don't hesitate to contact us.





ROYLE RIDGE PHASE 1 ENTITLEMENT AREA



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Existing Conditions (without RMUO)

Land Use: Shopping Plaza (40-150k)

Land Use Code: 821

Land Use Subcategory: Supermarket - Yes

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 86

AM PEAK HOUR

Trip Rate: 3.53

	Enter	Exit	Total
Directional Split	62%	38%	
Trip Ends	188	116	304

PM PEAK HOUR

Trip Rate: 9.03

	Enter	Exit	Total
Directional Split	48%	52%	
Trip Ends	373	404	777

WEEKDAY

Trip Rate: 94.49

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	4,063	4,063	8,126

SATURDAY

Trip Rate: 116.15

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	4,994	4,994	9,988



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions (with RMUO)

Land Use: Multifamily Housing (Low-Rise)

Land Use Code: 220

Land Use Subcategory: Not Close to Rail Transit

Setting/Location: General Urban/Suburban

Variable: Dwelling Units

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 95

AM PEAK HOUR

Trip Rate: 0.4

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	9	29	38

PM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Split	63%	37%	
Trip Ends	30	18	48

WEEKDAY

Trip Rate: 6.74

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	320	320	640

SATURDAY

Trip Rate: 4.55

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	216	216	432

Caution: Small Sample Size

Source: Trip Generation Manual, 11th Edition



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions (with RMUO)

Land Use: Strip Retail Plaza (<40k)

Land Use Code: 822

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 5.585

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	8	5	13

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	19	18	37

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	152	152	304

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA



TRIP GENERATION CALCULATIONS

Source: Trip Generation Manual, 11th Edition

Proposed Conditions (with RMUO)

Land Use: Supermarket

Land Use Code: 850

Land Use Subcategory: All Sites

Setting/Location: General Urban/Suburban

Variable: 1000 SF GFA

Trip Type: Vehicle

Formula Type: Rate

Variable Quantity: 16

WARNING: Variable Quantity is less than Minimum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 2.86

	Enter	Exit	Total
Directional Split	59%	41%	
Trip Ends	27	19	46

PM PEAK HOUR

Trip Rate: 8.95

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	72	71	143

WEEKDAY

Trip Rate: 93.84

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	751	751	1,502

SATURDAY

Trip Rate: 112.76

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	902	902	1,804

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	850								
Land Use	Supermarket								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	43								
Average Pass-By Rate	24%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Daily Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
15.16	Florida	1993	161	23	51	26	77	—	33
31	Nebraska	1990	—	19	36	45	81	48700	31
31	Nebraska	1990	—	28	40	32	72	23500	31
31	Florida	1993	440	35	—	—	65	—	30
34	Nebraska	1990	—	44	29	27	56	15200	31
50	Kansas	1998	33	9	70	21	91	—	31
55	Nebraska	1990	—	27	35	38	73	27200	31
65	Nebraska	1990	—	25	25	50	75	44700	31
66	Nebraska	1990	—	23	30	47	77	63000	31
66	Oregon	2010	382	18	47	35	82	—	27
67	Washington	2010	—	25	40	35	75	—	27
70	Nebraska	1990	—	26	30	44	74	34300	31
71.717	Oregon	2001	—	31	51	18	69	—	18
72	Oregon	2001	827	31	51	18	69	—	18
74.63	Oregon	2001	—	33	40	27	67	—	18
75	Oregon	2001	786	33	40	27	67	—	18
79	Washington	2001	884	34	39	27	66	—	18
79	Oregon	2001	637	13	52	35	87	—	18
79	California	2002	547	15	64	21	85	—	18
79	California	2002	798	20	58	22	80	—	18

79.097	California	2002	—	15	64	21	85	—	18
79.097	Oregon	2001	—	13	52	35	87	—	18
79.324	California	2002	—	20	58	22	80	—	18
79.336	Washington	2001	—	34	39	27	66	—	18
79.771	Nevada	2002	—	38	44	18	62	—	18
80	Nevada	2002	478	38	44	18	62	—	18
80	California	2002	617	12	68	20	88	—	18
80	California	2002	538	25	52	23	75	—	18
80.147	California	2002	—	12	68	20	88	—	18
80.147	California	2002	—	25	52	23	75	—	18
81	New York	1997	—	31	46	23	69	—	26
87.4	New York	1997	—	32	55	13	68	—	26
88	California	2010	497	15	49	36	85	—	27
89.8	New York	1997	—	38	47	15	62	—	26
93	Washington	2010	440	21	41	38	79	—	27
94	Oregon	2002	536	7	45	48	93	—	27
95	California	2010	—	16	56	28	84	—	27
96	California	2010	—	19	48	33	81	—	27
96	California	2010	—	15	64	21	85	—	27
99	California	2010	—	17	54	29	83	—	27
104	California	2010	—	18	55	27	82	—	27
105.3	New York	1997	—	33	48	19	67	—	26
123.5	New York	1997	—	26	44	30	74	—	26

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Royal Ridge Mixed Use Development			Organization:	Lancaster Mobley
Project Location:	Ridgefield, WA			Performed By:	Daniel Stumpf, PE
Scenario Description:	CCB Zone with RMUO			Date:	10/29/2024
Analysis Year:	NA			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 850	5.585, 16	KSF	59	35	24
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	95	units	38	9	29
Hotel				0		
All Other Land Uses ²				0		
Total				97	44	53

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.25	0%	0%	1.25	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.25	0%	0%	1.25	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	121	55	66
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips ³	97	44	53
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
⁴ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Royal Ridge Mixed Use Development
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.25	35	44	1.25	24	30
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	9	11	1.25	29	36
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	9		4	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	7	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	4		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	7	0	0		0
Hotel	0	2	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	44	44	35	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	11	11	9	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	0	30	30	24	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	36	36	29	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
² Person-Trips
³ Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Royal Ridge Mixed Use Development			Organization:	Lancaster Mobley
Project Location:	Ridgefield, WA			Performed By:	Daniel Stumpf, PE
Scenario Description:	CCB Zone with RMUO			Date:	10/29/2024
Analysis Year:	NA			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 850	5.585, 16	KSF	180	91	89
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	95	units	48	30	18
Hotel				0		
All Other Land Uses ²				0		
Total				228	121	107

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.25	0%	0%	1.25	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.25	0%	0%	1.25	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					0	
Restaurant						
Cinema/Entertainment						
Residential		0				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	286	152	134
Internal Capture Percentage	19%	18%	20%
External Vehicle-Trips ³	185	100	85
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	43%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
³ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
⁴ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
<i>Estimation Tool Developed by the Texas Transportation Institute</i>

Project Name:	Royal Ridge Mixed Use Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.25	91	114	1.25	89	111
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.25	30	38	1.25	18	23
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		32	4	29	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	10	5	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	0	0	2	0
Retail	0		0	0	17	0
Restaurant	0	57		0	6	0
Cinema/Entertainment	0	5	0		2	0
Residential	0	11	0	0		0
Hotel	0	2	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	10	104	114	83	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	17	21	38	17	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	17	94	111	75	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	13	23	10	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Motion - Approval of 2025-2030 Transportation Improvement Program
Amendment Request

GOVERNING LEGISLATION

RCW 35.77.010, Perpetual Advanced Six Year Plans for Coordinated Transportation Program
Expenditures

PREVIOUS COUNCIL ACTION TAKEN:

Resolution 657, Adoption of 2025-2030 Transportation Improvement Program, December 2024

SUMMARY/BACKGROUND:

The 2025-2030 Transportation Improvement Program (TIP) was adopted by Council by resolution on December 19, 2024. One of the projects for which the City has received a federal funding grant through the Regional Transportation Council is the Ridgefield/ I-5 South Connector Project, Stage 2. At the time, the City had planned to use the remainder of a state planning grant from the original planning study as local match for the federal funds. However, through the legislative budget process in the 2025 session, the City was unable to secure these funds. Washington State Department of Transportation's Local Programs Division has indicated the City needs to demonstrate by Council action how the local match is secured.

To ensure the City retains the federal grant and moves this project forward, the request is to replace the \$42,000 state planning funds with local funding (same amount). A TIP amendment is requested for this action. No other amendments to the 2025-2030 TIP are requested.

BUDGET/FINANCIAL IMPACTS:

A request to amend the City's budget will be forthcoming to accommodate the \$42,000 local match coming from the City's general fund.

RECOMMENDED ACTION OR MOTION:

Council action is requested on this request. Should the City Council wish to approve this request, a suggested motion would be:

"I move to approve this amendment to the 2025-2030 Transportation Improvement Program as presented."

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. TIP Table 2025-2030_Print Tabloid-South Connector Amendment

CITY OF RIDGEFIELD 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TABLE

Project Name/ Description	Description	Year First Funded	STIP Number	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	2025				2026				Total 2025-2030	Cost to Complete	Total (Includes Pre-2025 Expenditures)	Funding Sources
									Local	TIF	Grants/ Loans/ Bonds	REET/ TBD/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other				
FUTURE FUNDED PROJECTS - CURRENT																				
I-5 Ridgefield South Connector/ NW 219th St. Extension, new corridor*	Complete alternatives analysis, select preferred alternative, environmental studies for new corridor connecting I-5 at SR 502/MP 11 interchange with Hillhurst Road on south side of City.*	N/A	STIP ID: WA-16235	Economic Development, Support Planned Development, Connectivity	01	C, S, W, G, P, T	PE/ Permits	\$ 200,000			\$ 311,000					\$ 311,000		\$ 511,000	Local to be determined, Federal PL, State Planning, State (Capital grant)	
							ROW/ Easements								\$ -	\$ 4,000,000	\$ 4,000,000			
							CON							\$ -	\$ 54,000,000	\$ 54,000,000				
FUTURE FUNDED PROJECTS - PROPOSED																				
I-5 Ridgefield South Connector/ NW 219th St. Extension, new corridor*	Complete alternatives analysis, select preferred alternative, environmental studies for new corridor connecting I-5 at SR 502/MP 11 interchange with Hillhurst Road on south side of City.*	N/A	STIP ID: WA-16235	Economic Development, Support Planned Development, Connectivity	01	C, S, W, G, P, T	PE/ Permits	\$ 200,000	\$ 42,000		\$ 269,000					\$ 311,000		\$ 511,000	Local to be determined, Federal PL, State Planning, State (Capital grant)	
							ROW/ Easements								\$ -	\$ 4,000,000	\$ 4,000,000			
							CON							\$ -	\$ 54,000,000	\$ 54,000,000				

PRIORITY CODES

T = Transportation
CDBG = Community Development Block Grant
TBD = Transportation Benefit District
F = Future

* Conditioned upon receiving grant funding

FUNDING SOURCES

Local: General Fund, TBD (Transportation Benefit District), Water (Water fund), TIF (Traffic Impact Fees), REET (Real EstateExcise Tax), TIA (Tax Increment Area), Developer contributions (Developer)

State: PWF (Public Works Fund), TIB (Transportation Improvement Board), Ped-Bike (WSDOT Bicycle/Pedestrian Program), SRTS (Safe Routes to School Program)

Federal: SRTS (Safe Routes to School Program), STBG (Surface Transportation Block Grant), CRP (Carbon Reduction Program), FLAP (Federal Lands Access Program), SS4A (Safe Streets for All Users)

UTILITY CODES

C-Cable TV;
S-Sewer;
T-Telephone;
G-Gas;
O-Other;
P-Power;
W - Water

IMPROVEMENT TYPE CODES

00 No Classification
01 New construction on new alignment
02 Relocation
03 Reconstruction
04 Major Widening
05 Minor Widening
07 Resurfacing
08 New Bridge Construction
09 Bridge Replacement
10 Bridge Rehabilitation
11 Minor Bridge Rehabilitation
12 Safety/Traffic Operation/TSM
13 Active Transportation/Trail
31 Non-Capital Improvement

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1450 - Establishing Speed Limits for Streets Built by New Development or by City project: Pioneer Canyon Drive from 56th Place to Pioneer Street, 53rd Drive from Pioneer to Pioneer Canyon Drive; Discovery Drive between S Wells Drive and Pioneer Street; S 6th Way between S 56th Place and Discovery Drive

GOVERNING LEGISLATION

RCW 46.61.415 When local authorities may establish or alter maximum limits.
Ridgefield Municipal Code Title 10 (Vehicles and Traffic), Chapter 10.08 (Speed Limits)

PREVIOUS COUNCIL ACTION TAKEN:

Adoption of previous ordinances setting or changing speed limits in the City

SUMMARY/BACKGROUND:

City- and developer-built projects completed during 2024-2025, or anticipated to be completed in the near future, are providing new Collector and Minor Arterial roadways in the central part of the City. These include:

- N Pioneer Canyon Drive, N 56th Place to Pioneer Street;
- N 53rd Place, Pioneer Street to N Pioneer Canyon Drive;
- N 56th Place, Pioneer Street to N Pioneer Canyon Drive;
- S Discovery Drive, S Wells Drive to Pioneer Street;
- S 6th Way, S 56th Place and S Discovery Drive.

As these are all new streets built consistent with the City's Engineering Standards, the City Engineer is proposing speed limits to be established consistent with the design speeds under which these streets have been designed, or for future streets consistent with the functional classification map contained in the City's current Transportation Capital Facilities Plan.

The following speed limits are proposed to be established and incorporated into Ridgefield Municipal Code Chapter 10.08 (Speed Limits) as shown below and on the attached map:

- N Pioneer Canyon Drive, N 56th Place to Pioneer Street: 25 mph
- N 53rd Place, Pioneer Street to N Pioneer Canyon Drive: 25 mph
- N 56th Place, Pioneer Street to N Pioneer Canyon Drive: 25 mph
- S Discovery Drive, S Wells Drive to Pioneer Street: 35 mph
- S 6th Way, S 56th Place and S Discovery Drive: 25 mph.

BUDGET/FINANCIAL IMPACTS:

None

RECOMMENDED ACTION OR MOTION:

Council is requested to conduct a public hearing on this item and follow with a first reading of this ordinance. As these are new streets for which a posted speed limit is being established for the first time, staff is amenable to waiving second reading and adopting the ordinance as presented. In that event, a suggested motion is:

“I move to waive second reading and adopt Ordinance 1450 as presented.”

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Speed Limit Map 2025_Proposed

ORDINANCE NO. 1450

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING RIDGEFIELD MUNICIPAL CODE CHAPTER 10.08 (SPEED LIMITS) ESTABLISHING POSTED SPEED LIMITS FOR CERTAIN SEGMENTS OF N PIONEER CANYON DRIVE, N 53RD PLACE, N 56TH PLACE, S DISCOVERY DRIVE, AND S 6TH WAY

WHEREAS, the City of Ridgefield has adopted the Washington State Model Traffic Ordinance (WAC 308-330) which encourages uniform traffic laws throughout Washington State while providing local agencies the authority to raise and lower speed limits on local roadways; and

WHEREAS, RCW 46.61.415 establishes that local authorities may post, increase or decrease speeds on local roadways in their respective jurisdictions following an engineering and traffic investigation on arterial streets; and

WHEREAS, the 2023 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) allows jurisdictions to consider other factors into considerations for modifying speed limits; and

WHEREAS, the City of Ridgefield has adopted previous ordinances since 1967 pertaining to the established speed limits within the City Limits and enforcement thereof; and

WHEREAS, City- and developer-built projects completed during 2024-2025, or anticipated to be completed in the near future, are providing new public Collector and Minor Arterial roadways in the central part of the City; and

WHEREAS, designation of posted speeds limits for these new streets must be adopted by ordinance; and

WHEREAS, the City Engineer has conducted an appropriate engineering evaluation consistent with the City's Engineering Standards and current Transportation Capital Facilities Plan; and

WHEREAS, the City Engineer has proposed the following speed limits to be established and incorporated into Ridgefield Municipal Code Chapter 10.08 (Speed Limits) as shown below:

- N Pioneer Canyon Drive, N 56th Place to Pioneer Street: 25 mph
- N 53rd Place, Pioneer Street to N Pioneer Canyon Drive: 25 mph
- N 56th Place, Pioneer Street to N Pioneer Canyon Drive: 25 mph
- S Discovery Drive, S Wells Drive to Pioneer Street: 35 mph
- S 6th Way, S 56th Place and S Discovery Drive: 25 mph; and

WHEREAS, the existing Chapter 10.08 is being amended to designate these speed limit designations; and

WHEREAS, the Ridgefield City Council conducted a public hearing and the first reading of the proposed

amendments to Title 10 during a regularly scheduled City Council meeting held on April 24, 2025; and

(If applicable) WHEREAS, the Ridgefield City Council waived a second reading of this proposed ordinance.

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

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to amend Chapter 10.08 regulating speed limits on city collectors and arterials.

Section 2. Ridgefield Municipal Code 10.08.015 Speed limits established—Twenty-five miles per hour, is hereby amended as follows:

The following street segments are to be included with twenty-five miles per hour speed limits:

Union Ridge Parkway, north of Pioneer Street along Clark College building to a future extension to N. 10th Street;

S. 15th Street/S 35th Place/S. 10th Way/S 25th Place, west of S. Royle Road to S. 4th Way.

N Pioneer Canyon Drive, N 56th Place to Pioneer Street

N 53rd Place, Pioneer Street to N Pioneer Canyon Drive

N 56th Place, Pioneer Street to N Pioneer Canyon Drive

S 6th Way, S 56th Place and S Discovery Drive.

Section 3. Ridgefield Municipal Code Section 10.08.024 - Speed limits established—Thirty-five miles per hour is hereby amended as follows:

The speed limits on the following street segments shall be thirty-five miles per hour:

Royle Road;

N. 65th Avenue;

N. 85th Avenue;

S. 65th Avenue;

S. Union Ridge Parkway;

S. 74th Place;

S. 10th Street;

S. 5th Street;

S. 85th Avenue;

S Wells Drive;

S. 11th Street, 5500 block (future Discovery Drive) to S Timm Rd.;

S. Royle Road;

N. 10th Street - N. 65th Avenue to N. 85th Avenue;

NW 229th Street - Hillhurst Road to a point approximately four hundred fifty feet west of S. 40th Place (Ridgefield City Limits);

Pioneer Street, east of 9th Avenue/Hillhurst to 65th Avenue;

Union Ridge Parkway, S 5th Street to Pioneer Street.

NW Carty Road, between S Hillhurst Road and a point approximately three thousand feet east of Hillhurst Road, at approximately the 2300 block of NW Carty Road

S Discovery Drive, S Wells Drive to Pioneer Street.

Section 4. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, roadway names, ordinance numbering, section/ subsection numbers and any references thereto.

Section 5. Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to or any other person or circumstance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection or portion thereof, irrespective of the fact that any one or more of the other portions be declared invalid or unconstitutional.

Section 6. Applicability. This ordinance shall be applied in the current city limits of the City of Ridgefield.

Section 7. Effective Date. This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS ____ DAY OF ____, 2025.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

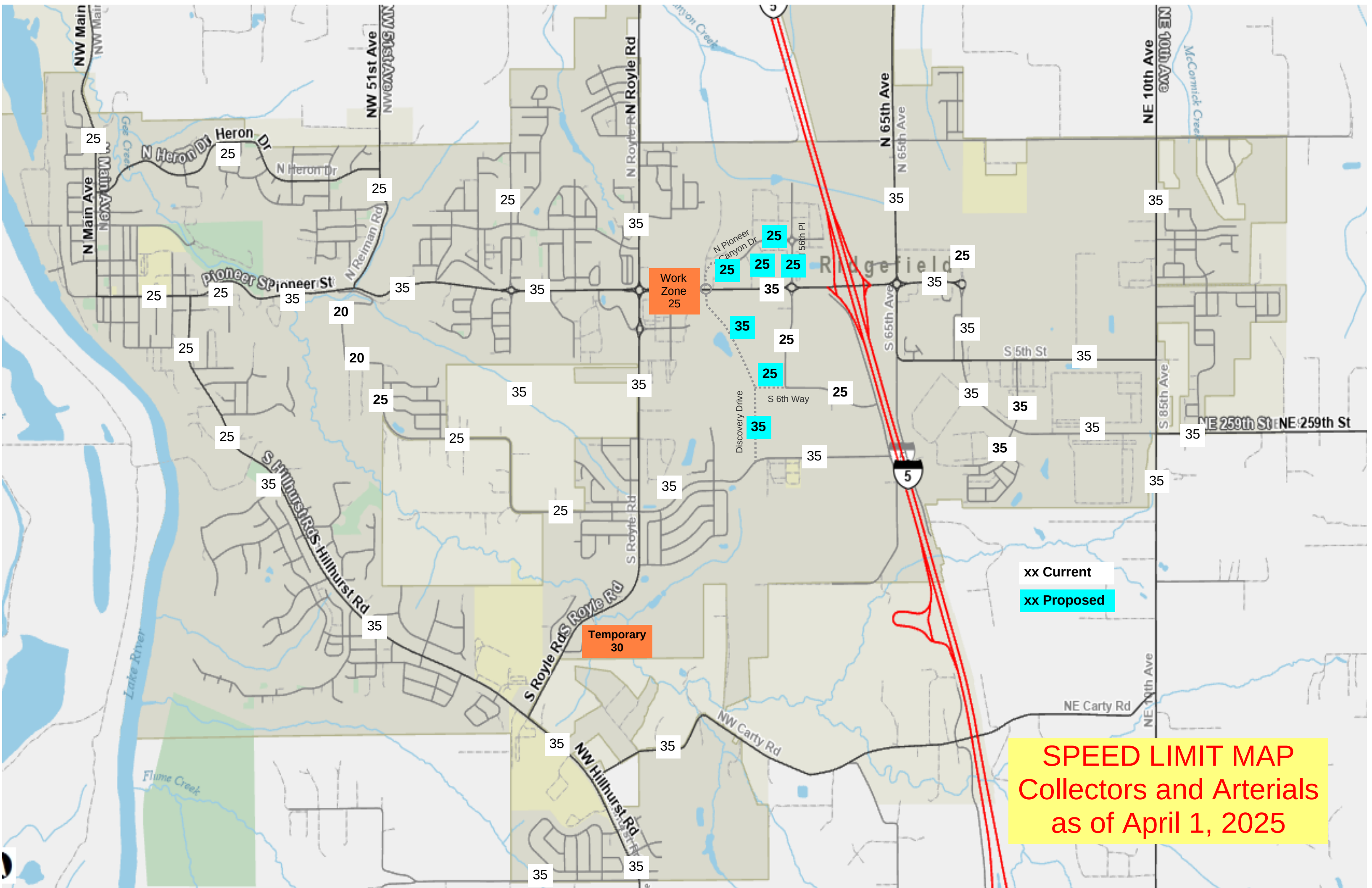
Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: April 24, 2025

Second Reading/Passage:
Date of Publication:
Effective Date:



Work Zone
25

Temporary
30

xx Current

xx Proposed

SPEED LIMIT MAP
Collectors and Arterials
as of April 1, 2025

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: April 24, 2025

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1451 - Marx Petition to Annex

GOVERNING LEGISLATION

RCW 35A.14 - Annexation by Code Cities

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Resolution No. 659 - Marx Intent to Annex on February 27, 2025.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

None. Public hearing and first ordinance reading only.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Applicant's Narrative
3. Survey
4. Legal Description

ORDINANCE NO. 1451

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON ANNEXING INTO THE CORPORATE LIMITS OF THE CITY OF RIDGEFIELD APPROXIMATELY 11.2 ACRES IDENTIFIED AS THE MARX ANNEXATION AREA AND ASSIGNING THE ZONING OF THE ANNEXED AREA AS RESIDENTIAL LOW DENSITY 6 WITH THE URBAN HOLDING 10 OVERLAY.

WHEREAS, annexations to the City of Ridgefield are regulated by Revised Code of Washington (RCW) Chapter 35A.14, Annexation by Code Cities; and

WHEREAS, the proposed annexation area (Marx Annexation Area comprised of Assessor's parcels 214469000 and 214472000) is within the Ridgefield Urban Growth Area as shown on the Ridgefield Urban Growth Area Comprehensive Plan Map of the Clark County 20-Year Comprehensive Growth Management Plan which the Board of Clark County Councilors adopted on June 28, 2016, Ordinance No. 2016-06-12; and

WHEREAS, the proposed annexation area is designated Urban Low as shown on the Comprehensive Plan Map of the Ridgefield Urban Area Comprehensive Plan which the City Council adopted on February 25, 2016, Ordinance No. 1203; and

WHEREAS, RCW 35A.14.010 provides that an unincorporated area lying contiguous to a code city may become part of the charter code city or noncharter code city by annexation; and

WHEREAS, the area proposed to be annexed is contiguous to the city limits; and

WHEREAS, RCW 35A.14.120 provides a direct petition annexation method which requires that prior to circulating a petition for annexation, the initiating party or parties, who shall be the owners of not less than ten percent in value, according to the assessed valuation for general taxation of the property for which annexation is sought, shall notify the legislative body of a charter code city or noncharter code city; and

WHEREAS, on February 27, 2025 the City Council of the City of Ridgefield adopted Resolution No. 659 accepting a notice of intent to annex for the Marx Annexation Area; and

WHEREAS, the City of Ridgefield received a petition to annex for the Mukensnabl Annexation Area and assigned File Nos. MASTER-25-0022 and PLZ-25-0039; and

WHEREAS, the City is designating subject properties Residential Low Density 6 pursuant to RDC 18.210.015.A, and the 2016 Ridgefield Urban Area Comprehensive Plan; and

WHEREAS, the City is placing all newly annexed properties in UH-10 pursuant to RDC 18.210.015.B until certification by the city engineer that identifies capital facilities deficiencies have been satisfactorily resolved, as required in RMC 18.270.060; and

WHEREAS, RCW 35A.14.120 requires that the petition to annex must be signed by the owners of not less than sixty percent in value, according to the assessed valuation for general taxation of the property for which annexation is petitioned; and

WHEREAS, the Marx petition to annex is signed by the owners of 100 percent in assessed value of the property for which annexation is petitioned; and

WHEREAS, the City of Ridgefield requested that the Clark County Assessor's Office certify the petition to annex by direct petition method according to RCW 35A.01.040(4) which requires that a petition signed by property owners be transmitted to the County Assessor for determination of sufficiency; and

WHEREAS, on April 9, 2025, the Clark County Assessor provided to the City of Ridgefield a Certification of Sufficiency for the annexation petition by the direct petition method; and

WHEREAS, RCW 43.21C.222 exempts annexation of territory by a city or town from compliance with

the chapter entitled State Environmental Policy; and

WHEREAS, RCW 35A.14.130 provides that the legislative body of a code city may entertain a petition for annexation and fix a date for a public hearing thereon and cause notice of the hearing to be published in one or more issues of a newspaper of general circulation in the city, and post in three public places within the territory proposed for annexation, and shall specify the time and place of hearing and invite interested persons to appear and voice approval or disapproval of the annexation; and

WHEREAS, the City of Ridgefield met the requirements defined within RCW 35A.14.130 by publishing a notice of public hearing in the Columbian newspaper, posting notice of public hearing at three public places within the territory proposed for annexation, mailing the notice to surrounding property owners, and posting the notice online; and

WHEREAS, on April 18, 2025, the City Council of the City of Ridgefield held and closed a public hearing on the proposed annexation; and

WHEREAS, RCW 35A.14.140 provides that after the public hearing, if the legislative body determines to effect the annexation, then they shall do so by ordinance and file a copy of the ordinance with the board of county commissioners.

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

SECTION 1. Annexation. The City of Ridgefield hereby annexes into the corporate limits of the City of Ridgefield the Marx Annexation Area shown in Exhibit A.

SECTION 2. Zoning. The zoning of the annexed area shall be Residential Low Density 6 with the Urban Holding 10. The Urban Holding 10 overlay shall not be removed until the requirements of RDC 18.210.015.B and 18.270.060 are met.

SECTION 3. City Filing of Certificate with Washington State Office of Financial Management. A Certificate of Annexation shall be filed with the Washington State Office of Financial Management within thirty (30) calendar days of the effective date of this ordinance.

SECTION 4. City Filing with Clark County. A certified copy of the adopted ordinance shall be separately filed with the Board of Clark County Commissioners and the Clark County Department of Assessment and GIS.

SECTION 5. Severability. If any section, sentence, clause or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

SECTION 6. Effective Date. This ordinance shall be in full force and effect thirty (30) calendar days after adoption and publication pursuant to law.

SECTION 7. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 8TH DAY OF MAY, 2025.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss, City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: April 24, 2025

Second reading/Passage: May 8, 2025

Date of Publication:

Effective Date:

EXHIBIT A:

Legal Description and Map of Annexation Area



COMMUNITY DEVELOPMENT DEPARTMENT

510-B Pioneer Street | PO Box 608 | Ridgefield, WA 98642
(360) 887-3908 | Fax: (360) 887-2507 | www.ridgefieldwa.us

Marx Petition to Annex Staff Report

File No. MASTER-25-0022, PLZ-25-0039
April 24, 2025

I. Basic Facts

Petition to annex submitted: March 24, 2025

Technically complete: March 27, 2025

Council hearing: April 24, 2025

Property information:

1. 1920 NE 259th St / Ridgefield, WA 98642. #54 SEC 23 T4N R1E WM, Assessor's #214469000, 10.59 acres.

2. No address. #57 SEC 23 T4N R1E WM, Assessor's #214472000, 0.61 acres.

Applicant: Holt Homes. 1301 SE Tech Center Dr, Ste 150 / Vancouver, WA 98683. Contact: Jared Dusha, 360.787.7285, jaredd@holthomes.com

Applicant's Representative: Michael Andreotti, AKS Engineering & Forestry. 9600 NE 126th Avenue, Suite 2520 / Vancouver, WA 98682, Contact: 360.882.0419, andreottim@aks-eng.com

Property Owner: Robert A Marx & Denise M Marx. 1920 NE 259th St / Ridgefield, WA 98642

County Zoning: Clark County Single-Family Residential (R1-6), Urban Holding 10 (UH-10)

Current Comprehensive Plan Designation: Urban Low (UL), Urban Holding (UH)

Staff Contact: Claire Lust, Community Development Director. 360.857.5024, Claire.Lust@ridgefieldwa.us

II. Property Information

The Petition to Annex includes two residentially-zoned parcels accessed via NE 259th Street: a 10.59-acre developable parcel and a 0.61-acre flagpole parcel providing access (See Figures 1 and 2). The developable parcel is immediately south of Greely Farms Phase 3 and immediately east of Urban Downs II, which are both RLD-6 planned unit developments (PUDs). The parcels are in the Ridgefield Urban Growth Area (UGA) and are contiguous with the existing Ridgefield City limits to north (Greely Farms) and west (Urban Downs II). Therefore, the parcels are eligible for annexation. The property information is in Table 1.

Table 1. Property information

Property Owner	Legal	Square Feet	Acres	2024 Assessed Taxable Property Value for 2025 Taxes	Site Address
Robert & Denise Marx	#54 SEC 23 T4N R1EWM, Assessor's #214469000	461,300	10.59	\$1,034,466.00	1920 NE 259 th St
	#57 SEC 23 T4N R1E WM, Assessor's #214472000	26,572	0.61	\$0.00	No address
Totals		487,872	11.2	\$1,034,466.00	

Figure 1. Vicinity map

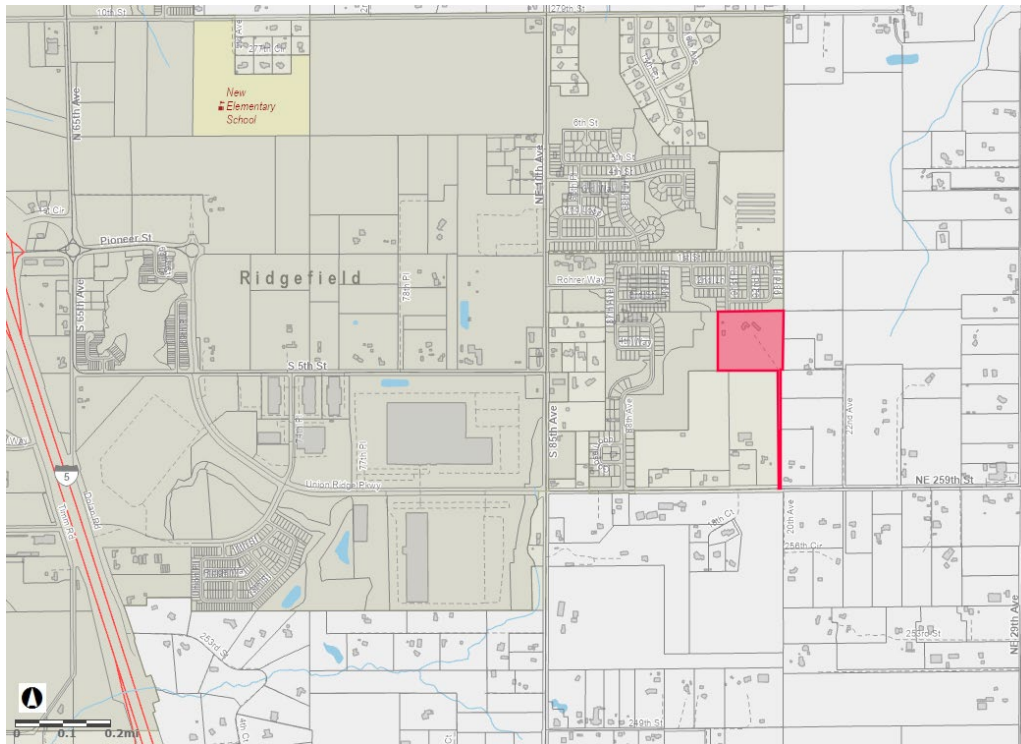
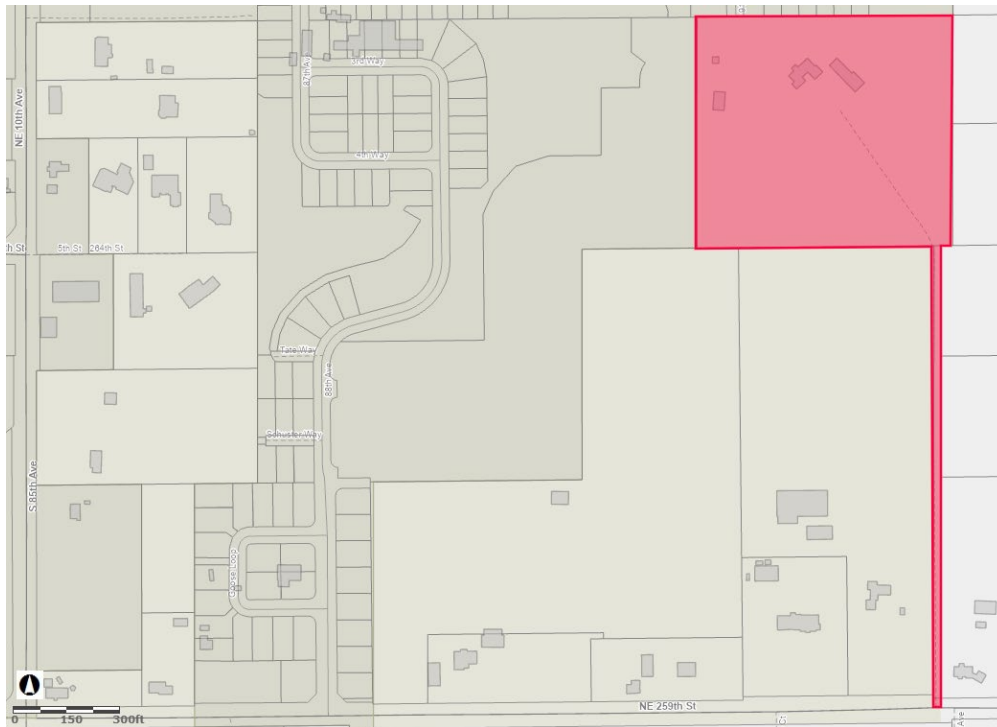


Figure 2. Site map



III. Zoning and Development

Annexation requires concurrent rezoning from the existing Clark County zoning designation to a City zoning designation. Staff finds:

- The County zoning of the proposed annexation area is Single Family Residential R1-6 with the Urban Holding – 10 (UH-10) overlay.
- The 2016 Ridgefield Urban Area Comprehensive Plan designation is Urban Low Density Residential (UL).
- Per RDC 18.210.015.A, the RLD-4, RLD-6, and RLD-8 zoning districts shall implement the UL comprehensive plan designation.
- The adopted 2016-2035 Ridgefield Urban Area Comprehensive Plan assigns RLD-6 zoning to the annexation area.
- Therefore, the proposed City zoning is RLD-6.
- The Urban Holding – 10 (UH-10) overlay shall be assigned until capital facilities deficiencies are adequately resolved. Typically, the UH-10 overlay will be removed from a residential property concurrent with the final subdivision plat.

The applicant's (Holt Homes) narrative is attached. Holt is developing the adjacent Greely Farms subdivision and intends to subdivide the Marx property following annexation. Upon annexation, any proposed development will be subject to the City's land use, engineering, and building review processes beginning with a pre-application conference. The project will vest to the version of the Ridgefield Development Code effective at the time the land use application is found to be technically complete.

IV. Procedure

Intent to Annex

Council adopted resolution No. 659 approving an intent to annex for the Marx property on February 27, 2025.

Direct petition (60 percent petition) method for owner-initiated annexation.

The direct petition method of annexation (RCW 35A.14.120-150) requires that owners of 60 percent or more of the land value of the proposed annexation area must sign the Petition to Annex. Road values are not included in this calculation. Robert and Denise Marx own 100 percent of the land value of the property proposed for annexation and signed the petition. This exceeds the 60 percent threshold of the Petition to Annex.

Certification of sufficiency.

The Clark County Assessor's office reviewed the declaration of petition to annex, survey, and legal description and issued a signed certification of sufficiency on April 9, 2025.

Council hearing.

City Council will hold a public hearing and first ordinance reading for the Marx Petition to Annex on April 24, 2025.

Remaining steps.

- Second ordinance reading: City Council shall hold a second reading and vote to determine whether the city will adopt the Petition to Annex. The second ordinance reading and Council action is tentatively scheduled for May 8, 2025.
- Ordinances: The city shall adopt an ordinance annexing certain lands, adopt a zoning ordinance for the annexed area, and forward the ordinance(s) to the Clark County Assessor's Office, State Department of Revenue, State Department of Commerce, and State Office of Financial Management.
- Census: The City Clerk shall report population increases to census reporting agencies.

4. Land Use Narrative



BEND, OR
2777 NW Lolo Drive
Suite 150
Bend, OR 97703
(541) 317-8429
www.aks-eng.com

KEIZER, OR
3700 River Road N
Suite 1
Keizer, OR 97303
(503) 400-6028

THE DALLES, OR
3775 Crates Way
The Dalles, OR 97058
(541) 296-9177

TUALATIN, OR
12965 SW Herman
Road, Ste 100
Tualatin, OR 97062
(503) 563-6151

KENNEWICK, WA
501 N Quay Street,
Suite C-102
Kennewick, WA 99336
(509) 905-0219

VANCOUVER, WA
9600 NE 126th Avenue
Ste 2520
Vancouver, WA 98682
(360) 882-0419

WHITE SALMON, WA
107 W Jewett, Ste 100
White Salmon, WA
98672
(509) 281-3227

Date: 3/6/2025
To: City of Ridgefield Community Development Department
From: Michael Andreotti, RLA
Project Name: Marx Annexation
AKS Job No.: 11439
Project Site: 1920 NE 259th St, Ridgefield, WA 98642

Subject: Petition to Annex

This memo is written to discuss the proposed petition to annex two properties into the City of Ridgefield (City).

The Applicant is proposing to annex two properties north of NE 259th Street and east of 88th Avenue, into the City of Ridgefield. The properties are identified as Clark County Parcel Numbers 214469-000 and 214472-000 and addressed 1920 NE 259th St, Ridgefield, WA 98642. The total area proposed for annexation is ±11.20 acres and the parcels are within the Ridgefield Urban Growth Area (UGA). The site is bound by the City boundary to the north and west with the Greely Farms Subdivision and Urban Downs Subdivision, respectively.

The proposed annexation is following the 10 percent/60 percent annexation process. This application is the 60 percent Petition to Annex submitted by Holt Homes, who is the contract purchaser of Parcels 214469-000 and 214472-000. Parcel 214469-000 is valued at \$1,034,466, and Parcel 214472-000 is valued at \$0, which represents 100 percent of the total value of the annexation area. The proposed annexation is a logical step for the parcels given that the site is bound by City Limits on two sides with public services available to the site.

The subject site is currently within the Clark County Single Family Residential (R1-6) zoning district, with properties zoned R1-6 to the south, Clark County Agriculture-20 (AG-20) to the east, and City of Ridgefield Residential Low Density – 6 (RLD-6) to the north and west. The applicant requests the parcels be zoned RLD-6 with the proposed annexation. The RLD-6 zoning designation would be consistent with the current zoning designation in the County, as well as being consistent with the neighboring properties to the north and west, which are currently being developed as Greely Farms Subdivision and Urban Downs Subdivision, respectively.

Public services, including water and sewer, are or will be available with the construction of Urban Downs Subdivision to the west and Greely Farms Subdivision to the north. Emergency services, garbage service, and transportation infrastructure are also available to the site. Extension of these public services into the annexation area is not part of a City capital project and would occur with future development of the site. Full right-of-way for NE 259th Street along the ±20-foot site frontage will be annexed to the City. Right-of-way dedication will occur on the entire site frontage of NE 259th Street, with future development. Current access to the site occurs through the “flagpole” from NE 259th Street. A street stub from the Greely Farms subdivision is located along the northern boundary of the site. The Urban Downs subdivision is currently under construction to the west of the subject site and will provide two

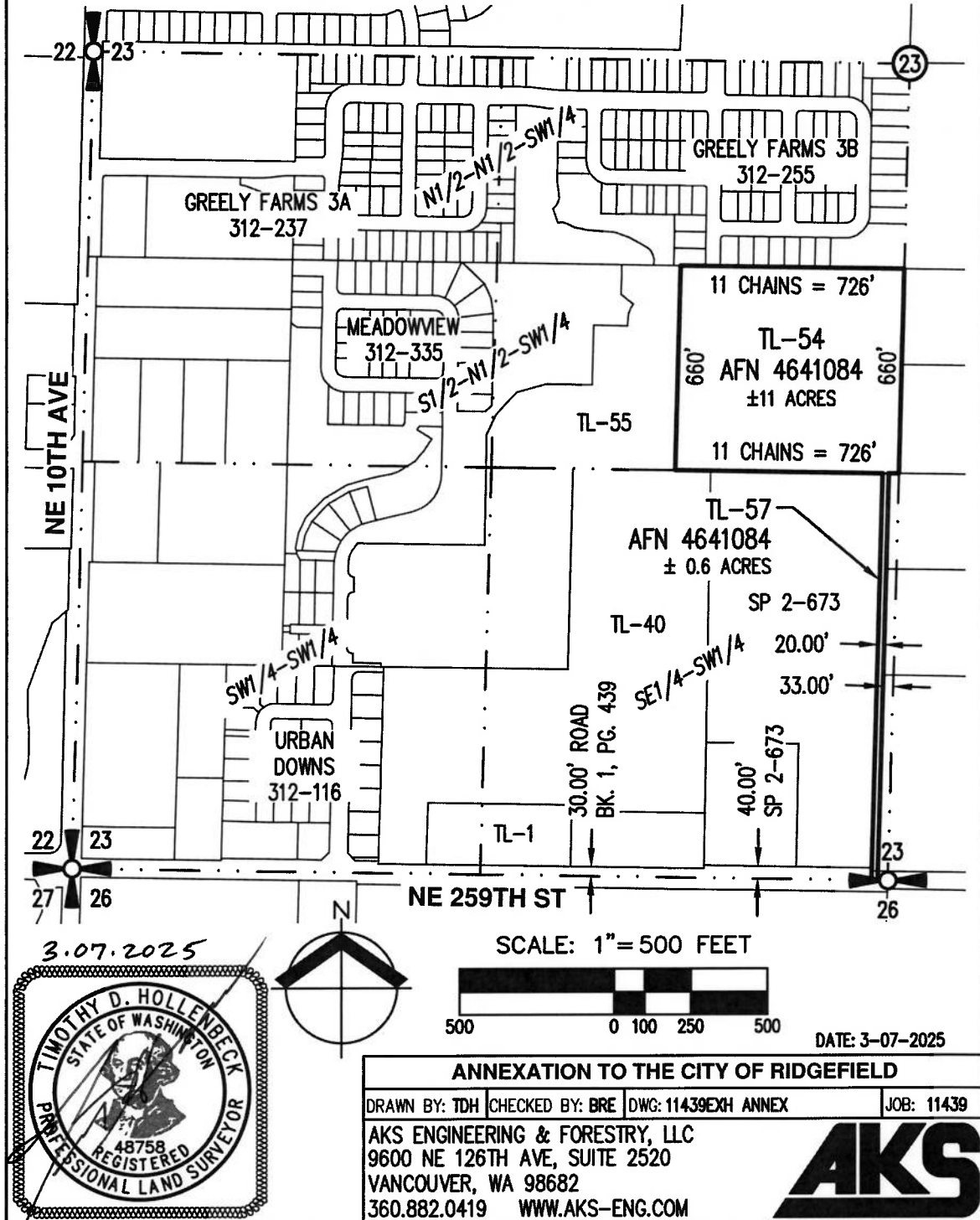
additional street stubs once completed. The Applicant intends to subdivide the parcel following the annexation.

The properties pertinent information is included below:

Property Owner	Legal	Square Feet	Acres	2024 Assessed Taxable Property Value	Site Address
Robert A Marx & Denise M Marx	#54 SEC 23 T4N R1E 10.59A Assessor's #214469-000	461,300 SF	10.59 AC	\$1,034,466	1920 NE 259th ST
Robert A Marx & Denise M Marx	#57 SEC 23 T4N R1EWM .61A Assessor's # 214472-000	26,572 SF	0.61 AC	\$0	No Situs Address

8. Survey

LOCATED IN THE S 1/2 OF THE NE 1/4 OF THE SW 1/4 AND
IN THE SE 1/4 OF THE SW 1/4 OF SEC. 23, T4N, R1E, W.M.,
CLARK COUNTY, WASHINGTON



ANNEXATION TO THE CITY OF RIDGEFIELD			
DRAWN BY: TDH	CHECKED BY: BRE	DWG: 11439EXH ANNEX	JOB: 11439
AKS ENGINEERING & FORESTRY, LLC			
9600 NE 126TH AVE, SUITE 2520			
VANCOUVER, WA 98682			
360.882.0419 WWW.AKS-ENG.COM			



9. Legal Description



AKS ENGINEERING & FORESTRY

9600 NE 126th Avenue, Suite 2520, Vancouver, WA 98682

P: (360) 882-0419 F: (360) 882-0426

AKS Job #11439

OFFICES IN: BEND, OR | KEIZER, OR | THE DALLES, OR | TUALATIN, OR | VANCOUVER, WA | WHITE SALMON, WA

**LEGAL DESCRIPTION
FOR
ANNEXATION TO THE CITY OF RIDGEFIELD, WASHINGTON**

TAX LOT 54 / PARCEL NO. 214469000 & TAX LOT 57 / PARCEL NO. 214472000

That portion of the South Half of the Northeast Quarter of the Southwest Quarter and the Southeast Quarter of the Southwest Quarter of Section 23, Township 4 North, Range 1 East of the Willamette Meridian, Clark County, Washington, described by deed to Robert and Denise Marx, husband and wife, recorded February 10, 2010, under Auditor's File Number 4641084, records of said county, specifically described as follows:

BEGINNING at the southeast corner of the Northeast Quarter of the Southwest Quarter of Section 23, Township 4 North, Range 1 East of the Willamette Meridian, Clark County, Washington;

Thence West 11 chains;

Thence North 660 feet;

Thence East 11 chains;

Thence South 660 feet, more or less, to the POINT OF BEGINNING.

ALSO, the East 20 feet of the following described tract:

BEGINNING at a point 24.46 $\frac{1}{3}$ chains East of the southwest corner of Section 23, Township 4 North, Range 1 East of the Willamette Meridian, Clark County, Washington, said point of beginning being the southeast corner of the school tract;

Thence North 3.165 chains to the northeast corner of said tract;

Thence East 6.50 $\frac{2}{3}$ chains;

Thence North 16.835 chains;

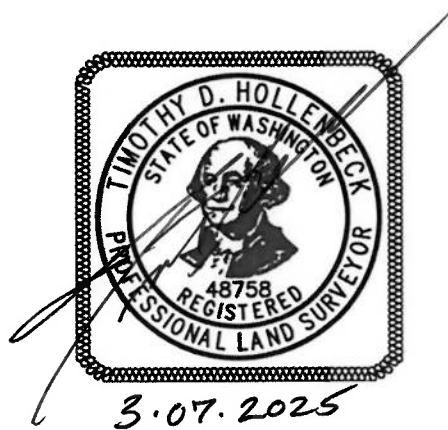
Thence East 8.53 chains to a point 0.50 chains West of the east line of the Southwest Quarter of said Section;

Thence South 20 chains to a point 0.50 chains West of the quarter section corner of the south line of said Section;

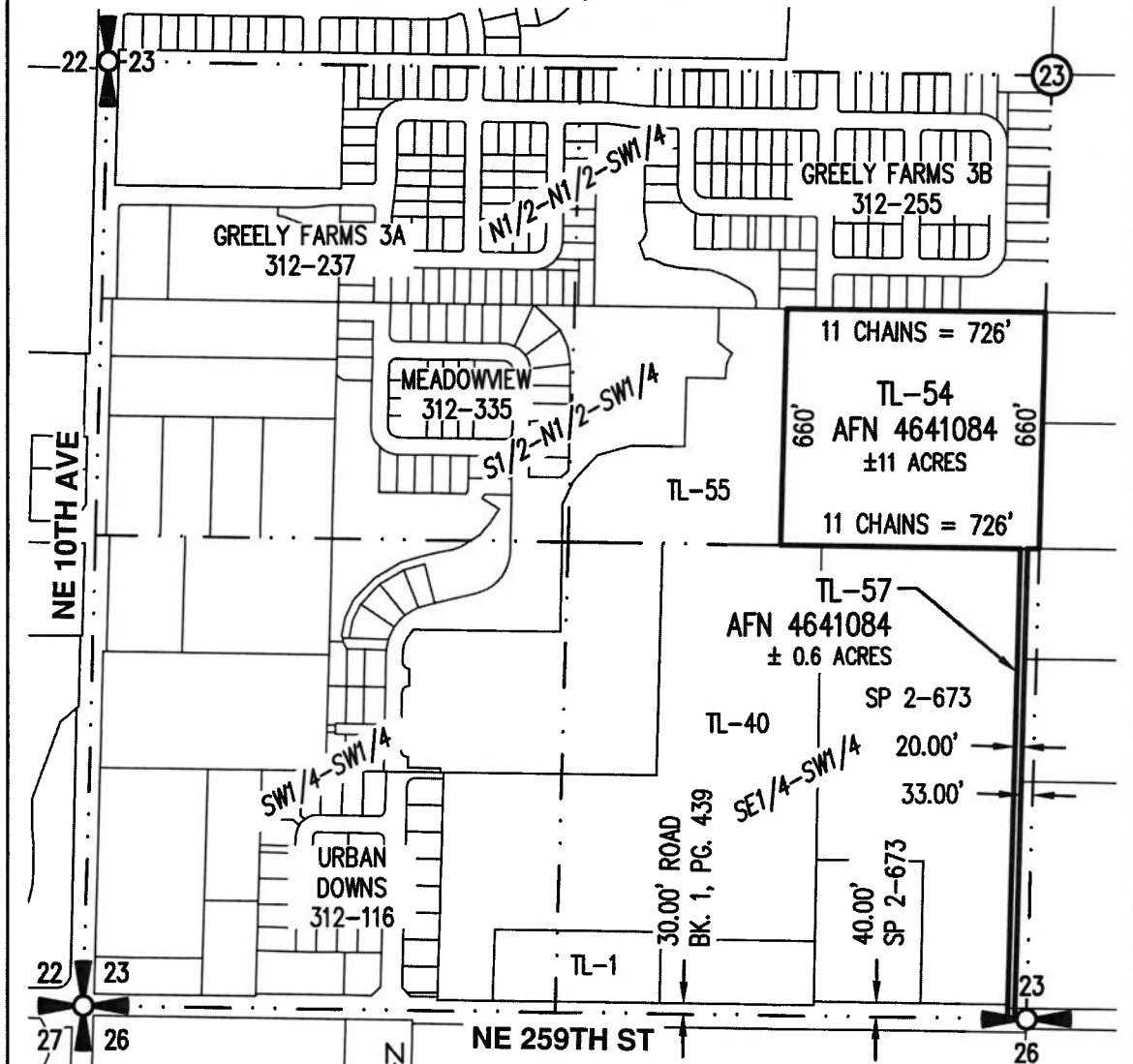
Thence West 15.03 $\frac{2}{3}$ chains to the POINT OF BEGINNING.

EXCEPT any portion thereof lying within Northeast 259th Street.

Contains 11.6 acres, more or less.



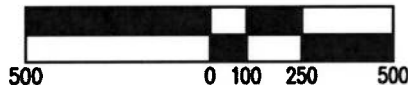
LOCATED IN THE S 1/2 OF THE NE 1/4 OF THE SW 1/4 AND
IN THE SE 1/4 OF THE SW 1/4 OF SEC. 23, T4N, R1E, W.M.,
CLARK COUNTY, WASHINGTON



3.07.2025



SCALE: 1"=500 FEET



DATE: 3-07-2025

ANNEXATION TO THE CITY OF RIDGEFIELD

DRAWN BY: TDH CHECKED BY: BRE DWG: 11439EXH ANNEX JOB: 11439

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, SUITE 2520
VANCOUVER, WA 98682
360.882.0419 WWW.AKS-ENG.COM

