



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, June 12, 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. PROCLAMATION

- 1. Juneteenth Freedom Celebration**

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.

IV. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the May 22, 2025 & June 5, 2025 Meeting**

V. BUSINESS

- 1. First Reading of Ordinance No. 1455 - 2025 Budget Amendment - Kirk Johnson, Finance Director**
- 2. First Reading of Ordinance No. 1456 - Amending Ridgefield Municipal Code 2.12.030 - Planning Commission Qualifications - Lee Knottnerus, Deputy City Manager**
- 3. Approval of Resolution No. 664 - Kelly Property Intent to Annex - Claire Lust, Community Development Director**
- 4. Approval of Resolution No. 666 - Set Hearing Date for Right-of-Way Vacation Request, South Side of N 1st Circle West of N 65th Avenue - Chuck Green, Public Works Director**

VI. PUBLIC HEARING/BUSINESS

- 1. Public Hearing and First Reading of Ordinance No. 1454 - Approving an Updated Transportation Capital Facilities Plan and Amending Chapter 18.070 of the Ridgefield Municipal Code by Adopting an Updated Transportation Impact Fee Project List and Updated Transportation Impact Fees - Chuck Green, Public Works Director**

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.

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

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

IX. ADJOURN

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 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. June 12, 2025 Claims Report

City of Ridgefield

Claims Payment Report

For Approval on:

June 12th, 2025

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ADVANCED EXCAVATING SPECIALISTS LLC	2066	23035-14	Public Works	Pioneer Extension/Roundabout - Kittleson Eletrical Refund	2,706.32
ADVANCED EXCAVATING SPECIALISTS LLC Total					2,706.32
AETTA ARCHITECTS PC	3569	21001-42	Public Works	04.2025 Ridgefield Recreation & Community Center	6,360.12
		24043-7	Public Works	04.2025 YMCA Site Plan	126,144.92
AETTA ARCHITECTS PC Total					132,505.04
AIRGAS USA LLC	17	5517128798	Genl Govt/Facilities	07.2025-06.2026 Oxygen & Acetylene Cylinder Lease	41.14
			Public Works	07.2025-06.2026 Oxygen & Acetylene Cylinder Lease	759.07
AIRGAS USA LLC Total					800.21
AKS ENGINEERING & FORESTRY LLC	3908	11586-04	Public Works	04.2025 Hall & Elm Improvements	12,747.50
AKS ENGINEERING & FORESTRY LLC Total					12,747.50
AMERICAN LEAK DETECTION INC.	4109	439309	Public Works	Splash Pad Additional Leak Detection Services	1,200.00
AMERICAN LEAK DETECTION INC. Total					1,200.00
APHIDOIDEA LLC	3905	1048	Genl Govt/Facilities	Overpass Safety Screen Artwork - Milestone 3	(1,343.50)
			Public Works	Overpass Safety Screen Artwork - Milestone 3	16,786.00
APHIDOIDEA LLC Total					15,442.50
ARBORSCAPE LTD INC	3562	25-52201	Genl Govt/Facilities	City Areas Aborist Assessment	532.63
ARBORSCAPE LTD INC Total					532.63
ARCHAEOLOGICAL INVESTIGATIONS NW INC	1563	11292	Public Works	12.01.2025-05.15.2025 RORC Fieldhouse Archaeological Monitoring	6,091.30
ARCHAEOLOGICAL INVESTIGATIONS NW INC Total					6,091.30
ASSOCIATION OF WASHINGTON CITIES	41	161687	Public Works	2025 GIS Consortium Tier 4 Annual Fee	35,900.00
ASSOCIATION OF WASHINGTON CITIES Total					35,900.00
BACKWOOD BARK	3944	15715	Public Works	05.2025 Storm Dark Hemlock	204.36
BACKWOOD BARK Total					204.36
BACKWOOD BARK	3944	15596	Genl Govt/Facilities Public Works	813 Pioneer Yard Debris Removal	108.70
				05.2025 Storm Dark Hemlock	102.18
				05.2025 Streets Yard Debris Removal	173.92
				05.2025 Parks Yard Debris Removal	76.09
BACKWOOD BARK Total					460.89
BAHAAR TAYLOR	4083	4083-20250612	Public Works	WA Professional Engineering License Renewal - Taylor	25.60
Community Development			WA Professional Engineering License Renewal - Taylor	102.40	
BAHAAR TAYLOR Total					128.00
BLUEROCK VENTURES LLC	4073	1009	Public Works	05.2025 Rec Center Project Management	19,527.50
BLUEROCK VENTURES LLC Total					19,527.50
Bogdanov Irina	UB*01163	(blank)	Genl Govt/Facilities	Refund Check 007204-000 1914 N Falcon Dr	18.12
Bogdanov Irina Total					18.12
BRIDGETOWER OPCO LLC	3585	745783185	Public Works	I-5 South Connector Study	643.70
BRIDGETOWER OPCO LLC Total					643.70
BSK ASSOCIATES	2119	VI01201	Public Works	Coliform Testing	620.00
BSK ASSOCIATES Total					620.00
CANTO INC.	3927	SI11-3760	Information Technology	06.15.2025-06.14.2026 Canto Platform Software	7,989.45
CANTO INC. Total					7,989.45
CASCADE CENTERS INC.	3969	23736	Genl Govt/Facilities	06.2025 Employee Assistance Program	11.00

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CASCADE CENTERS INC.	3969	23736	Public Safety	06.2025 Employee Assistance Program	133.16
			Public Works	06.2025 Employee Assistance Program	205.16
			Community Development	06.2025 Employee Assistance Program	105.26
			Human Resources	06.2025 Employee Assistance Program	15.23
			Administration	06.2025 Employee Assistance Program	35.53
			Finance	06.2025 Employee Assistance Program	38.33
			Executive	06.2025 Employee Assistance Program	6.33
CASCADE CENTERS INC. Total					550.00
CDW LLC	3821	AD97U7Z	Information Technology	Adobe Acrobat Pro Licenses	6,905.49
CDW LLC Total					6,905.49
CFM STRATEGIC COMMUNICATIONS INC.	2551	29167	Genl Govt/Facilities	05.2025 Lobbyist	5,200.00
CFM STRATEGIC COMMUNICATIONS INC. Total					5,200.00
CINTAS CORPORATION NO 2	3497	5272135906	Genl Govt/Facilities	PW Shop Electrolyte Packs	8.09
			Public Works	PW Shop Electrolyte Packs	149.33
CINTAS CORPORATION NO 2 Total					157.42
CITY OF BATTLE GROUND	92	INV00512	Judicial	04.2025 Court Cost/Public Defender	27,699.92
CITY OF BATTLE GROUND Total					27,699.92
CLARK COUNTY	102	CI075992	Judicial	04.2025 Pretrial Supervision	3,135.42
		CI075863	Public Safety	Q1.2025 Additional TER&R	2,724.00
		CI076012	Public Works	03.2025 Whatley Decant Billing	1,915.73
CLARK COUNTY Total					7,775.15
CLARK COUNTY FIRE DISTRICT #5	104	50114	Genl Govt/Facilities	Confined Space Entry - Naramore	5.00
			Public Works	Confined Space Entry - Naramore	95.00
CLARK COUNTY FIRE DISTRICT #5 Total					100.00
CLARK COUNTY TREASURERS OFFICE	554	SIF202505	Genl Govt/Facilities	School Impact Fees	472,640.00
CLARK COUNTY TREASURERS OFFICE Total					472,640.00
COLUMBIAN PUBLISHING CO	116	51830	Public Works	Water Storage Reservoir East	132.00
			Community Development	PLZ-25-0048 Horns Corner Subdivision Land Use	102.60
		51774	Public Works	2025-2045 Transportation Capital Facilities Plan	68.40
		51787	Public Works	Gee Creek Loop Speed Limit	54.00
				Mailboxes Parking Regulations	50.40
			Community Development	Marx Annexation	55.80
COLUMBIAN PUBLISHING CO Total					463.20
COMCAST - EPAY	2271	2271-202505	Public Safety	PD Internet & Phone Services - 101 Mill St. Ste 110	81.16
COMCAST - EPAY Total					81.16
CONFRAME CONSTRUCTION LLC	4049	310	Public Works	RORC Fieldhouse Installation	118,551.16
CONFRAME CONSTRUCTION LLC Total					118,551.16
CONSOR NORTH AMERICA INC.	3949	C240750WA.00-12	Public Works	04.2025 Pioneer Widening Construction Mgmt	113,097.47
		W233613WA.00-14	Public Works	04.2025 Eastside Elevated Water Reservoir	75,439.07
CONSOR NORTH AMERICA INC. Total					188,536.54
CT PUBLISHING LLC	3753	290971	Public Works	Pioneer to Shobert Water Main Replacement	380.80
		2908787	Public Works	Date Chnage: 2025-2045 Transportation Cap Facilities Plan	91.80
CT PUBLISHING LLC Total					472.60
DANI BOWERMAN	4077	4077-20250612A	Public Safety	Extreme Ownership Training Meal Reimb. - Bowerman	22.95
		4077-20250612B	Public Safety	Extreme Ownership Training Meal Reimb - Bowerman	21.39
DANI BOWERMAN Total					44.34

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DANIEL KUNZE	4153	3205	Public Works	City Sprite Landscape Street Trees Replacement	5,054.44
DANIEL KUNZE Total					5,054.44
DAVID AND CATHLEEN STANDAL	1607	21421044	Public Safety	2018 Ford Explorer 63639D - Damage Repairs	5,426.81
		21508477	Public Safety	2023 Ford Explorer 676425D - Damage Repair	1,190.70
DAVID AND CATHLEEN STANDAL Total					6,617.51
DAVID JENSEN	4014	4014-20250606	Public Safety	Public Safety Leadership Meals - Jensen	286.00
DAVID JENSEN Total					286.00
DEPARTMENT OF LICENSING - EPAY	154	RG0001839-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001833-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001840-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001841-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001836-2025	Genl Govt/Facilities	CPL Fees	18.00
		98929544	Community Development	Driving Record - Jennifer Rayne	15.00
		RG0001832-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001838-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001835-2025	Genl Govt/Facilities	CPL Fees	18.00
		RG0001837-2025	Genl Govt/Facilities	CPL Fees	18.00
		98764880	Public Works	Driving Record - Benjamin McMurray	15.00
		RG0001834-2025	Genl Govt/Facilities	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					210.00
ENCORE ONE LLC	3890	646143	Genl Govt/Facilities	05.2025 Janitorial Services - 487 S 56th Pl	33.10
				05.2025 Janitorial Services - 230 Pioneer Street	278.69
				05.2025 Janitorial Services - 101 Mill Street Ste 210	350.00
			Public Safety Public Works Community Development Public Works	05.2025 Janitorial Services - 101 Mill Street Ste 110	681.71
				05.2025 Janitorial Services - 487 S 56th Pl	453.59
				05.2025 Janitorial Services - 487 S 56th Pl	40.55
				05.2025 Janitorial Services - 487 S 56th Pl	156.60
ENCORE ONE LLC Total					1,994.24
EXPRESS SERVICES INC.	4012	32368482	Public Works	05.12.2025-05.19.2025 Temp Services - Sherry Morales	1,373.40
		32334341	Public Works	05.05.2025-05.11.2025 Temp Services - Sherry Morales	1,446.20
		32402615	Public Works	05.19.2025-05.25.2025 Temp Services - Sherry Morales	1,161.30
EXPRESS SERVICES INC. Total					3,980.90
FERGUSON ENTERPRISES INC # 8423	181	1307465	Public Works	OMNI Water Meters	7,620.15
		1308697-3	Public Works	IPERL Water Meters	219.62
FERGUSON ENTERPRISES INC # 8423 Total					7,839.77
GISI MARKETING GROUP	2811	289646	Genl Govt/Facilities	2025 Ridgefield Newsletter Edition 2	4,464.00
GISI MARKETING GROUP Total					4,464.00
GLOBAL SECURITY & SAFETY COMMUNICATIONS INC	3447	4670325	Genl Govt/Facilities	06.2025 PW Bldg Alarm Monitoring Services	6.20
			Public Works	06.2025 PW Bldg Alarm Monitoring Services	114.35
			Community Development	06.2025 PW Bldg Alarm Monitoring Services	7.60
GLOBAL SECURITY & SAFETY COMMUNICATIONS INC. Total					128.15
GRAY AND OSBORNE INC	207	23231.18-4	Community Development	05.2025 Greely Farms Phase 2B PLZ-25-0024	355.75
		23231.11-12	Community Development	05.2025 Quail Ridge Subdivision	537.93
GRAY AND OSBORNE INC Total					893.68
GROUNDWATER SOLUTIONS INC.	2971	00727.001-74	Public Works	04.2025 Hydrological Study	6,252.50
GROUNDWATER SOLUTIONS INC. Total					6,252.50

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H.D. FOWLER CO. INC.	2036	I7006270	Public Works	Water Meter Adapters/Boxes/Gaskets	1,818.99
H.D. FOWLER CO. INC. Total					1,818.99
HAMPTON AUTO GLASS	906	68471	Genl Govt/Facilities	PWOPS 2021 Ford F150 72006D Windshield Repair	5.40
			Public Works	PWOPS 2021 Ford F150 72006D Windshield Repair	38.00
HAMPTON AUTO GLASS Total					43.40
HARPER HOUF PETERSON RIGHELLIS INC.	1678	61122	Public Works	04.2025 51st Roundabout & Pioneer Widening	28,496.25
HARPER HOUF PETERSON RIGHELLIS INC. Total					28,496.25
HAVEN SAFETY SOLUTIONS LLC	4156	503924453	Genl Govt/Facilities	Business License Refund - 503924453	50.00
HAVEN SAFETY SOLUTIONS LLC Total					50.00
HD SUPPLY INC.	3886	INV00711478	Public Works	Hydrant Meter Repair Parts	365.12
		INV00703538	Public Works	Abrams Water Treatment Plant Chlorine Injection Quill	506.25
		INV00710352	Public Works	Hydrant Meter Repair Parts	127.05
HD SUPPLY INC. Total					998.42
HELENA GREEN	3763	52225	Judicial	05.22.2025 Interpreting Services	150.00
HELENA GREEN Total					150.00
HERRON ASSOCIATES LLC	4055	HA-INV00101	Public Works	Ridgefield Street Lights	2,790.00
HERRON ASSOCIATES LLC Total					2,790.00
Hinkley Mercedes	UB*01159	(blank)	Genl Govt/Facilities	Refund Check 011309-000 1910 N 9th Way	87.09
Hinkley Mercedes Total					87.09
HOME DEPOT VISA - EPAY	1805	1353230	Public Works	Park Laundry Fence Project	25.40
		972192	Genl Govt/Facilities	Hammer - PW O&M	4.57
				Cleaning Supplies - PW Shop	1.87
				Tool Bags - PW O&M	5.41
				Zip Ties - Events Trailer	41.90
			Public Works	Hammer - PW O&M	32.15
				Cleaning Supplies - PW Shop	34.57
				Tool Bags - PW O&M	38.07
				Park Laundry Fencing Project	98.25
		6900904	Public Works	Storage Shelving - Water	888.62
				Storage Shelving - Stormwater	888.63
		1353229	Genl Govt/Facilities	Tool Bags - PW O&M	10.83
				813 Pioneer St. Paint	44.53
			Public Works	Tool Bags - PW O&M	76.13
				Park Laundry Fencing Project	20.32
		2372845	Public Works	Park Laundry Fence Project	370.51
HOME DEPOT VISA - EPAY Total					2,581.76
HONEY BUCKETS	223	554887339	Genl Govt/Facilities	05.27.2025-06.23.2025 PW Shop Port-a-Potty	53.92
			Public Works	05.27.2025-06.23.2025 PW Shop Port-a-Potty	995.08
		554869665	Public Works	05.16.2025-06.12.2025 Davis Park Port-a-Potty	373.00
HONEY BUCKETS Total					1,422.00
HYDRAULICS INC	227	SO107090	Genl Govt/Facilities	PW Shop Mini Excavator Cylinder Repair	54.89
			Public Works	PW Shop Mini Excavator Cylinder Repair	1,012.92
HYDRAULICS INC Total					1,067.81
INDUSTRIAL HEARING SERVICE INC.	3975	26325	Genl Govt/Facilities	PW Hearing Test	33.40
			Public Works	PW Hearing Test	616.60
INDUSTRIAL HEARING SERVICE INC. Total					650.00

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J2 BLUE PRINT SUPPLY CO	243	AR167769	Genl Govt/Facilities	Firework Signs Replacements	1,097.87
		AR167414	Community Development	05.2025 Plotter Contract	60.21
		AR167465	Genl Govt/Facilities	City of Ridgefield Maps	348.16
J2 BLUE PRINT SUPPLY CO Total					1,506.24
JACOBS ENGINEERING GROUP INC.	3349	W3X87401-29	Public Works	04.2025 Screen Design/Engineering Services	2,964.08
JACOBS ENGINEERING GROUP INC. Total					2,964.08
JUSTIN TUCKER	3914	1048	Genl Govt/Facilities	2025 State of the City Video Services	45,800.00
JUSTIN TUCKER Total					45,800.00
Kirkland Construction Group	UB*01162	(blank)	Genl Govt/Facilities	Refund Check 016597-000 Hydrant Meter 6625 Pioneer St	32.65
Kirkland Construction Group Total					32.65
Kjorvestad Sonja	UB*01161	(blank)	Genl Govt/Facilities	Refund Check 012352-000 600 N Helens View Dr	55.29
Kjorvestad Sonja Total					55.29
L.N. CURTIS AND SONS	3075	INV947749	Public Safety	Cargo Pants - Gibson	76.09
		INV947753	Public Safety	PD Uniform - Andrew	227.17
		INV947769	Public Safety	PD Uniform - Welty	900.03
L.N. CURTIS AND SONS Total					1,203.29
LEE KNOTTNERUS	1765	1765-20250612	Human Resources	City Council Retreat Mileage Reimb. - Knottnerus	31.92
			Administration	City Council Retreat Mileage Reimb. - Knottnerus	47.88
LEE KNOTTNERUS Total					79.80
Legacy 6 Inc	UB*01156	(blank)	Genl Govt/Facilities	Refund Check 011809-003 Hydrant Meter S Hillhurst Rd & Sevier Rd	343.08
Legacy 6 Inc Total					343.08
LES SCHWAB GROUP HOLDINGS LLC	4006	42600632543	Genl Govt/Facilities	PW CAT Backhoe Tires	58.35
			Public Works	PW CAT Backhoe Tires	1,076.85
		43700048456	Public Safety	2022 Ford Explorer 74571D - Oil Chnage	70.63
		43700047421	Public Safety	2015 Ford Explorer 55294D - Oil Chnage	70.63
LES SCHWAB GROUP HOLDINGS LLC Total					1,276.46
MACKAY AND SPOSITO INC.	899	54919	Public Works	04.2025 Gee Creek Trail Heron to Main	3,139.41
MACKAY AND SPOSITO INC. Total					3,139.41
MACKAY SPOSITO CONSTRUCTORS LLC	4129	54916	Public Works	04.2025 Pioneer Widening and iQ Credit Union Wetlands	7,078.54
MACKAY SPOSITO CONSTRUCTORS LLC Total					7,078.54
MARTA L. OCHOA-RUTUHERFORD	3396	735	Judicial	05.22.2025 Interpreting Services	130.00
		733	Judicial	05.08.2025 Interpreting Services	130.00
MARTA L. OCHOA-RUTUHERFORD Total					260.00
MELISSA M COSGROVE NP LLC	4096	15052	Public Works	DOT Physical/Medical - Julie Swarts	80.75
			Community Development	DOT Physical/Medical - Julie Swarts	4.25
MELISSA M COSGROVE NP LLC Total					85.00
MINUTEMAN PRESS (NORTH) - DO NOT USE	3278	14188	Public Safety	Notary Stamps - Hoots	47.16
MINUTEMAN PRESS (NORTH) - DO NOT USE Total					47.16
Morgan Kristy & Shayne	UB*01157	(blank)	Genl Govt/Facilities	Refund Check 014679-000 2435 S Royal Ct	2.02
Morgan Kristy & Shayne Total					2.02
MOTOROLA SOLUTIONS INC.	301	8282126104	Public Safety	New PD Patrol Vehicle Radio	87.29
		8282125683	Public Safety	New PD Patrol Vehicle Radio	6,905.54
MOTOROLA SOLUTIONS INC. Total					6,992.83
NORTHEAST ELECTRIC LLC	2461	3867-1	Public Works	05.2025 Hillhurst School Zone Safety Imp	9,129.29
		3867	Public Works	05.2025 Hillhurst School Zone Safety Imp	144,496.96
NORTHEAST ELECTRIC LLC Total					153,626.25

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OMNIGO SOFTWARE LLC	3925	I-OS021750	Public Safety	07.2024-07.2025 Digital Evidence Storage Software - Third Year	10,225.24
OMNIGO SOFTWARE LLC Total					10,225.24
ONE CALL CONCEPTS INC.	326	5059105	Public Works	05.2025 Excavating Notifications/Modern Ticket Delivery	286.84
ONE CALL CONCEPTS INC. Total					286.84
ON-HOLD CONCEPTS INC	2217	669597	Information Technology	05.2025 On Hold Music Services	27.95
ON-HOLD CONCEPTS INC Total					27.95
OPENGOV INC	2562	INV19645	Information Technology	2025 Annual Procurement Software Subscription	7,550.03
OPENGOV INC Total					7,550.03
OREGON TEAMSTER EMPLOYERS TRUST	2767	2767-20250526	Genl Govt/Facilities	Health Insurance Underpayment	37,109.89
OREGON TEAMSTER EMPLOYERS TRUST Total					37,109.89
Ott Linda	UB*01160	(blank)	Genl Govt/Facilities	Refund Check 014687-000 1514 S Dusky Dr	10.05
Ott Linda Total					10.05
PACIFIC OFFICE AUTOMATION - LEASE	1564	590255596	Genl Govt/Facilities	05.2025 Copier Lease PW Bldg	24.74
			Public Works	05.2025 Copier Lease PW Bldg	456.32
			Community Development	05.2025 Copier Lease PW Bldg	30.32
		590332218	Genl Govt/Facilities	06.2025 Copier Lease - PW Shop	3.19
			Public Works	06.2025 Copier Lease - PW Shop	58.76
PACIFIC OFFICE AUTOMATION - LEASE Total					573.33
PBS ENGINEERING AND ENVIRONMENTAL LLC	342	71069.009-7103	Public Works	04.2025 S Royle Rd 15th to 5th Way	1,259.75
		24010473-6984	Public Works	04.2025 11th St and S Timm Safety Improvements	4,821.25
		25006826-7286	Public Works	05.2025 Overlook Park Splashpad As-Built Survey	2,351.25
		78346.000-6962	Public Works	04.2025 Hillhurst School Zone Safety Mgmt	2,560.00
PBS ENGINEERING AND ENVIRONMENTAL LLC Total					10,992.25
PNWS-AWWA	1070	1070-2025	Public Works	2025 WWUC Dues	550.00
PNWS-AWWA Total					550.00
PORTLAND ENGINEERING INC	2082	13030	Public Works	05.2025 Q178V Ridgefield Cellular Telemetry	228.27
PORTLAND ENGINEERING INC Total					228.27
POSITIVE CONCEPTS INC.	3131	0258545-IN	Genl Govt/Facilities	Citation Supplies	(14.90)
			Public Safety	Citation Supplies	186.19
POSITIVE CONCEPTS INC. Total					171.29
PUBLIC SAFETY TESTING	354	PSTI25-136	Public Safety	Background Check & Investigation Report	2,526.64
PUBLIC SAFETY TESTING Total					2,526.64
RIDGEFIELD GARDEN CLUB	2495	2495-20250612	Genl Govt/Facilities	2025 Partnership Contribution	1,200.00
RIDGEFIELD GARDEN CLUB Total					1,200.00
RIDGEFIELD SCHOOL DISTRICT 122	378	0378-20250612C	Genl Govt/Facilities	01.2025-04.2025 RACC Operating Expense - Extinguishers	68.29
				01.2025-04.2025 RACC Operating Expense - Wastewater	41.17
				01.2025-04.2025 RACC Operating Expense - Security Monitoring	24.24
				01.2025-04.2025 RACC Operating Expense - Garbage	134.20
				01.2025-04.2025 RACC Operating Expense - Water	381.93
				01.2025-04.2025 RACC Operating Expense - Electricity	2,740.25
				01.2025-04.2025 RACC Operating Expense - Janitorial	2,740.40
			Community Development	01.2025-04.2025 RACC Operating Expense - Extinguishers	122.89
				01.2025-04.2025 RACC Operating Expense - Wastewater	74.09
				01.2025-04.2025 RACC Operating Expense - Security Monitoring	43.61
				01.2025-04.2025 RACC Operating Expense - Garbage	241.51
				01.2025-04.2025 RACC Operating Expense - Water	687.30

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For Approval on:

June 12th, 2025

RIDGEFIELD SCHOOL DISTRICT 122	378	0378-20250612C	Community Development	01.2025-04.2025 RACC Operating Expense - Electricity	4,931.22	
				01.2025-04.2025 RACC Operating Expense - Janitorial	4,931.48	
		0378-20250612B	Genl Govt/Facilities	11.2024 RACC Operating Expense - Wastewater	63.91	
				11.2024 RACC Operating Expense - Electricity	756.75	
				11.2024 RACC Operating Expense - Janitorial	1,399.53	
				11.2024 RACC Operating Expense - Garbage	89.90	
				11.2024 RACC Operating Expense - Water	185.15	
			Community Development	11.2024 RACC Operating Expense - Wastewater	115.01	
				11.2024 RACC Operating Expense - Electricity	1,361.81	
				11.2024 RACC Operating Expense - Janitorial	2,518.54	
				11.2024 RACC Operating Expense - Garbage	161.79	
				11.2024 RACC Operating Expense - Water	333.19	
			0378-20250612A	Public Works	Q4.2024 & Q1.2025 RORC Operational Cost	13,635.54
		RIDGEFIELD SCHOOL DISTRICT 122 Total				
Rodda Ramona	UB*01158	(blank)	Genl Govt/Facilities	Refund Check 013298-000 3815 S 40th PI	17.29	
Rodda Ramona Total					17.29	
SANDRA HOOTS	2163	2163-20250612	Public Safety	Extreme Ownership Training Meal Reimb. - Hoots	43.07	
SANDRA HOOTS Total					43.07	
SARAH SCHNEIDER	3549	3549-20250612	Public Works	01.2025-05.2025 Mileage Reimbursement - Schneider	16.49	
			Finance	01.2025-05.2025 Mileage Reimbursement - Schneider	0.87	
SARAH SCHNEIDER Total					17.36	
SEATTLE DAILY JOURNAL OF COMMERCE	3980	3410486	Public Works	Pioneer to Shobert Water Main Replacement	922.20	
SEATTLE DAILY JOURNAL OF COMMERCE Total					922.20	
SITEONE LANDSCAPE SUPPLY LLC	2951	153434150-001	Public Works	Park Irrigation Parts	124.81	
		153282604-001	Public Works	Parks Irrigation Parts	22.00	
		153247599-001	Public Works	Parks Irrigation Parts	282.21	
		153932602-001	Public Works	Street Tree Stakes	75.16	
SITEONE LANDSCAPE SUPPLY LLC Total					504.18	
SKAMANIA COUNTY SHERIFF'S OFFICE	1554	1554-202504	Public Safety	04.2025 Jail Beds	161.08	
SKAMANIA COUNTY SHERIFF'S OFFICE Total					161.08	
SPRINGBROOK SOFTWARE LLC	3444	INV-020701	Public Works	07.27.2025-07.26.2026 Civic Pay IVR Subscription	5,770.89	
		INV-020428	Public Works	04.2025-03.2026 Civic Pay INV 5K Messages	3,886.03	
SPRINGBROOK SOFTWARE LLC Total					9,656.92	
STEVE STUART	2075	2075-20250612B	Executive	Tour of Eugene YMCA Mileage - Stuart	189.00	
		2075-20250612A	Executive	Tour of Eugene YMCA Meals - Stuart	60.00	
		2075-20250612C	Executive	City Council Retreat Mileage - Stuart	79.80	
STEVE STUART Total					328.80	
SUMMIT CUSTOM HOMES LLC	4157	PLZ-25-0057	Community Development	ADU Permit Refund PLZ-25-0057	500.00	
SUMMIT CUSTOM HOMES LLC Total					500.00	
SYMBOLARTS LLC	1866	530604	Public Safety	PD Badges	1,794.09	
SYMBOLARTS LLC Total					1,794.09	
SYSTEMS FOR PUBLIC SAFETY INC.	1788	48759	Public Safety	Additional Upfitting 2025 Ford Interceptor 79327D	2,049.43	
				Upfitting 2025 Ford Interceptor 79327D	26,144.61	
		49102	Public Safety	Upfitting 2025 Ford Interceptor 79328D	26,138.49	
				Additional Upfitting 2025 Ford Interceptor 79328D	2,055.55	
		49103	Public Safety	Additional Upfitting 2025 Ford Interceptor 79336D	2,055.55	

City of Ridgefield

Claims Payment Report

For Approval on:

June 12th, 2025

SYSTEMS FOR PUBLIC SAFETY INC.	1788	49103	Public Safety	Upfitting 2025 Ford Interceptor 79336D	26,138.49
SYSTEMS FOR PUBLIC SAFETY INC. Total					84,582.12
TAPANI INC	420	C2024-041-4	Public Works	04.2025 I-5 Overpass Safety Screen	163,123.57
TAPANI INC Total					163,123.57
THE MASTERS TOUCH LLC	1786	95600	Public Works	Backflow Letters	328.34
		P95600	Public Works	04.2025 Backflow Letters-Postage	189.06
THE MASTERS TOUCH LLC Total					517.40
THE PARR COMPANY	964	440547	Public Safety	PD Mat Shelving Supplies	24.57
		445439	Public Works	Street Trees Marking Paint	10.86
		457503	Genl Govt/Facilities	Shop Door - 109 Division	49.94
		411439	Public Works	Street Sign Installation Supplies	20.34
THE PARR COMPANY Total					105.71
THE RIDGEFIELD POST 44 THE AMERICAN LEGION	3721	3721-20250612	Genl Govt/Facilities	2025 Partnership Contribution	1,200.00
THE RIDGEFIELD POST 44 THE AMERICAN LEGION Total					1,200.00
TOPCON SOLUTIONS STORE	3421	298847	Community Development	BlueBeam License - Bldg Inspector	159.43
TOPCON SOLUTIONS STORE Total					159.43
TRACY BLEHM	809	0809-20250612	Human Resources	01.2025-04.2025 Mileage Reimbursement - Blehm	81.41
TRACY BLEHM Total					81.41
TRAFFIC SAFETY SUPPLY CO INC.	432	INV080756	Genl Govt/Facilities	Clark College Custom Street Sign	(6.01)
			Public Works	Clark College Custom Street Sign	75.13
		INV080266	Genl Govt/Facilities	Clark College Street Sign Replacement	(5.87)
			Public Works	Clark College Street Sign Replacement	73.37
TRAFFIC SAFETY SUPPLY CO INC. Total					136.62
TRI MOUNTAIN INVESTORS LLC	3866	2025-219	Genl Govt/Facilities	06.2025 101 Mill St Ste 210 - Lease	6,250.00
				04.2025 101 Mill St Ste 210 - Electricity	9.67
				06.2025 101 Mill St Basement - Lease	952.60
				06.2025 101 Mill St Ste 210 - Janitorial	28.17
				04.2025 101 Mill St Ste 210 - Natural Gas	23.58
				04.2025 101 Mill St Ste 210 - Water	6.38
				04.2025 101 Mill St Ste 210 - Sewer	21.27
				06.2025 101 Mill St Basement - Estimated NNN Maint.	320.24
				06.2025 101 Mill St Ste 210 - Estimated NNN Maint.	1,067.46
		2025-218	Public Safety	06.2025 101 Mill St Ste 101 - Lease	31,432.34
				06.2025 101 Mill St Ste 101 - Estimated NNN Maint.	3,032.61
				04.2025 101 Mill St Ste 101 - Water	163.26
				04.2025 101 Mill St Ste 101 - Sewer	61.67
				06.2025101 Mill St Ste 101 - Janitorial	62.83
TRI MOUNTAIN INVESTORS LLC Total					43,432.08
UNIFIRST CORPORATION	3904	2240226936	Genl Govt/Facilities	05.27.2025 PWOPS Uniforms	13.04
				05.27.2025 PW Bldg Floor Mats	2.70
			Public Works	05.27.2025 PWSTW Uniforms	46.63
				05.27.2025 PWOPS Uniforms	91.69
				05.27.2025 PW Bldg Floor Mats	49.78
				05.27.2025 PWWTR Uniforms	41.57
			Community Development	05.27.2025 PWSTW Uniforms	2.45
				05.27.2025 PW Bldg Floor Mats	3.31

City of Ridgefield

Claims Payment Report

For Approval on:

June 12th, 2025

UNIFIRST CORPORATION	3904	2240226936	Community Development	05.27.2025 PWWTR Uniforms	2.19	
		2240224505	Genl Govt/Facilities	05.20.2025 PW Bldg Floor Mats	2.70	
				05.20.2025 PWOPS Uniforms	13.04	
			Public Works	05.20.2025 PW Bldg Floor Mats	49.78	
				05.20.2025 PWWTR Uniforms	40.55	
				05.20.2025 PWSTW Uniforms	46.62	
				05.20.2025 PWOPS Uniforms	91.69	
			Community Development	05.20.2025 PW Bldg Floor Mats	3.31	
				05.20.2025 PWWTR Uniforms	2.13	
				05.20.2025 PWSTW Uniforms	2.45	
		2240221716	Genl Govt/Facilities	05.13.2025 Floor Mats - RACC	4.21	
			Community Development	05.13.2025 Floor Mats - RACC	7.58	
		2240221729	Genl Govt/Facilities	05.13.2025 PW Bldg Floor Mats	2.70	
				05.13.2025 PWOPS Uniforms	13.04	
			Public Works	05.13.2025 PW Bldg Floor Mats	49.78	
				05.13.2025 PWSTW Uniforms	46.62	
				05.13.2025 PWWTR Uniforms	40.55	
				05.13.2025 PWOPS Uniforms	91.69	
			Community Development	05.13.2025 PW Bldg Floor Mats	3.31	
				05.13.2025 PWSTW Uniforms	2.45	
				05.13.2025 PWWTR Uniforms	2.13	
			2240226609	Genl Govt/Facilities	05.27.2025 Floor Mats - RACC	4.21
				Community Development	05.27.2025 Floor Mats - RACC	7.58
			2240221720	Genl Govt/Facilities	05.13.2025 Floor Mats - CH	18.07
			2240224468	Genl Govt/Facilities	05.20.2025 Floor Mats - RACC	4.21
				Community Development	05.20.2025 Floor Mats - RACC	7.58
			2240221724	Public Safety	05.13.2025 Floor Mats - PD	42.32
			2240226616	Public Safety	05.27.2025 Floor Mats - PD	42.32
			2240224474	Genl Govt/Facilities	05.20.2025 Floor Mats - CH	18.07
			2240224484	Public Safety	05.20.2025 Floor Mats - PD	42.32
			2240226612	Genl Govt/Facilities	05.27.2025 Floor Mats - CH	18.07
UNIFIRST CORPORATION Total					974.44	
VALORENCE LLC	4152	INV-1427	Public Safety	Auto Theft Prevention DPM Pole Camera	12,823.53	
				Auto Theft Prevention DP - 5G Peplink Router	1,153.69	
VALORENCE LLC Total					13,977.22	
WA ST CRIMINAL JUSTICE TRAINING COMMISSION	2721	201140847	Public Safety	CDT Lead Instructor - Coblenz	1,150.00	
WA ST CRIMINAL JUSTICE TRAINING COMMISSION Total					1,150.00	
WA STATE DEPARTMENT OF TRANSPORTATION	688	313ATB50513036	Public Works	04.2025 Hillhurst School Zone Safety - Material Evaluation	57.34	
		44JD17340L013	Public Works	03.2025 Overpass Safety Screen Plan Review	6,696.13	
WA STATE DEPARTMENT OF TRANSPORTATION Total					6,753.47	
WA STATE DEPT OF CORRECTIONAL INDUSTRIES	1802	SCC16944	Public Safety	Sergeant's Storage Cabinets	2,162.43	
WA STATE DEPT OF CORRECTIONAL INDUSTRIES Total					2,162.43	
WALLIS ENGINEERING PLLC	464	18054	Public Works	04.2025 Gee Creek Loop Improvements	28,506.35	
		18056	Public Works	04.2025 Downtown Stormwater - Riverview	8,972.11	
				04.2025 Downtown Stormwater - Old Pioneer	9,202.05	
				04.2025 Downtown Stormwater - Lake River	3,287.15	

City of Ridgefield

Claims Payment Report

For Approval on:

June 12th, 2025

WALLIS ENGINEERING PLLC Total					49,967.66
WALTER E. NELSON COMPANY	3553	1944698	Genl Govt/Facilities	Foaming Hand Soap - CH	75.34
WALTER E. NELSON COMPANY Total					75.34
WELLWORKS FOR YOU	3414	37301	Human Resources	05.2025 Wellness Program	793.51
WELLWORKS FOR YOU Total					793.51
WSP USA INC.	3338	40189953	Community Development	04.2025 Comprehensive & System Plan Updates	33,354.14
WSP USA INC. Total					33,354.14
YADON MECHANICAL LLC	4111	12295297	Genl Govt/Facilities	HVAC Service Call - 230 Pioneer	585.31
YADON MECHANICAL LLC Total					585.31
YANO APPRAISAL INC	4160	Y8524	Public Works	907 Pioneer Parcel 069434000/ 069432000 Appraisal	600.00
		Y8524A	Public Works	907 Pioneer Parcel 069436000 Appraisal	600.00
YANO APPRAISAL INC Total					1,200.00
YOUNG LIFE	4159	4159-20250612	Genl Govt/Facilities	2025 Partnership Contribution	1,200.00
YOUNG LIFE Total					1,200.00
ZW USA INC.	3063	763618	Genl Govt/Facilities	Parks/Streets Dog Waste Bags	(151.36)
			Public Works	Parks/Streets Dog Waste Bags	1,891.18
ZW USA INC. Total					1,739.82
Grand Total					1,899,515.66

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 2025

AGENDA ITEM NAME: Approval of Minutes from the May 22, 2025 & June 5, 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. 05-22-2025
2. 06-05-2025 Study Session



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
MAY 22, 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. Pride 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 Meghan Hamilton
AYES:	Mayor Cole, Council Member Wells, Mayor Pro Tem Chipman , Council Member

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the May 8, 2025 & May 15, 2025 Meeting**
3. **Horizontal Curves Safety Project Construction Contract Award**
4. **City Council Board and Committee Assignments**
5. **Approval of Resolution No. 665 - Designation of the Official Newspaper**
6. **Approval to Submit an Application for a Climate Planning Grant**

V. BUSINESS

1. **Motion - Award of P22010-1: 35th Avenue/Gee Creek Plateau Extension Project Environmental Stage Consultant Contract - Chuck Green, Public Works Director**

Staff provided an update on the S 35th Avenue Extension project, which will provide a new connection from South 10th Way to Pioneer Street, replacing the functionally obsolete Bertsinger Road. The project has been in planning since the late 2000s, with an alternatives analysis completed in 2024. Council previously selected two build alternatives for environmental review. A consultant contract with WSP (with PBS as sub-consultant) is proposed for a not-to-exceed amount of \$850,000. Phase 1 will include environmental studies, stakeholder engagement, and identification of a Locally Preferred Alternative. Phase 2 will involve preliminary engineering, permits, and right-of-way planning, with completion targeted by 2030. The project is funded in part by traffic impact fees collected since 2022.

MOTION: MOVED TO APPROVE AWARDING THE CONTRACT FOR THE 35TH AVENUE/GEE CREEK PLATEAU EXTENSION PROJECT ENVIRONMENTAL STAGE CONSULTANT CONTRACT TO WSP FOR AN AMOUNT NOT TO EXCEED \$850,000.

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

2. **Motion - Approval of Ridgfield Heights Phase 4 Final Plat - Claire Lust, Community Development Director**

Staff provided an update on Phase 4 of the Ridgfield Heights project, located east of S 25th Place and north of Phase 3. The project is governed by the Ridgfield Heights Development Agreement (ORD 1201, amended by ORD 1350). Phase 4 proposes 20 single-family lots on 11.65 acres, with lot sizes ranging from 6,077 to 9,951 square feet. A 7.2-acre open space tract (Tract B), owned and maintained by the HOA but open to the public, includes trails, a picnic shelter, and an amphitheater. Staff noted that private site improvements are substantially complete. The applicant will provide performance bonds for incomplete public improvements and Tract B amenities. City Council held a discussion following the staff presentation.

MOTION: MOVED TO APPROVE RIDGEFIELD HEIGHTS PHASE 4 FINAL PLAT 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

3. Motion - Adoption of the Engineering Standards Vol. 3 - Parks, Trails, and Recreation Design and Construction Standards - Corey Crownhart, Park Manager

As part of the City’s ongoing effort to strengthen development standards, Volume III was developed to ensure consistent, high-quality design and construction of parks and recreation infrastructure. The document, created in coordination with City staff, includes seven chapters covering design standards for trails, playgrounds, amenities, signage, landscaping, and maintenance. It was reviewed by the Parks Board on February 12 and by City Council on April 10. The Parks Board recommended adoption on May 6, 2025. City Council conducted a discussion on the proposed standards.

MOTION: COUNCIL MEMBER HAMILTON MOVED TO APPROVE THE ENGINEERING STANDARDS VOLUME 3 - PARKS, TRAILS, AND RECREATION DESIGN AND CONSTRUCTION STANDARDS AS PRESENTED.

SECOND: MAYOR PRO TEM CHIPMAN.

MOTION TO AMEND: COUNCIL MEMBER DAVIS MOVED TO AMEND THE MOTION BY ADDING THE FOLLOWING *"In alignment with the City of Ridgefield’s commitment to safety, accessibility, and leadership in inclusive-design principles, all playgrounds located within Community Parks shall be required to utilize one of the following safety surfacing systems: Pour-in-Place Rubber Surfacing, Rubber Tile Surfacing, Bonded Rubber Mulch. Exceptions to these requirements may be granted at the sole discretion of the City, provided that a compelling reason is demonstrated. Acceptable justification may include, but is not limited to, playgrounds intentionally designed as nature play areas, where alternative surfacing may support environmental education, natural aesthetics, or ecological function. All exceptions must be reviewed and approved by the City prior to final approval."*

SECOND: COUNCIL MEMBER HAMILTON.

PASSED.

ACTION: MOTION TO APPROVE THE ENGINEERING STANDARDS VOLUME 3 - PARKS, TRAILS, AND RECREATION DESIGN AND CONSTRUCTION STANDARDS 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 the Parks, Trails, and Recreation Capital Facilities Plan - Corey Crownhart, Park Manager

As part of the Envision Ridgefield 2045 Comprehensive Plan, the Parks CFP establishes a long-term strategy for park, trail, and recreation investments, including priority projects, cost estimates, and guiding principles to support community growth and quality of life. The final version incorporates input from the Parks Board (March 12) and City Council (April 10), with revisions focused on community needs, geographic equity, and sustainability. The Parks Board formally recommended adoption on May 6, 2025.

MOTION: MOVED TO APPROVE THE PARKS, TRAILS, AND RECREATION CAPITAL FACILITIES PLAN AS

PRESENTED.

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

5. Motion - Approval of Water Conservation Strategy - Ryan Thamert, Utilities & Operations Director

The City developed a Water Conservation Plan to manage demand during planned outages, emergencies, and peak seasonal use that could exceed current system capacity. Although recent infrastructure upgrades have improved the system, peak summer demands have approached its limits. With new capital improvements still over a year away, the plan introduces a phased approach with five levels of conservation measures triggered by system conditions to help reduce peak water use.

MOTION: MOVED TO APPROVE WATER CONSERVATION STRATEGY PLAN AS PRESENTED.

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

VI. 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 \(ridgefieldwa.us\)](#).

VII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Davis attended the C-TRAN meeting, the Ridgefield Junction Neighborhood Association meeting, and participated in Micah's Mini Marathon.

Council Member Favela attended the ECHO meeting, recorded a social media post for the HAWK signal, attended the CCFR meeting, and acknowledged National EMS Week.

Council Member Wells participated in the Hazel Dell Parade with CRWWD, attended the Ridgefield Junction Neighborhood Association meeting, and the City Manager briefing.

Council Member Burkle attended the legislative breakfast session and the Ridgefield Junction Neighborhood Association meeting, and reminded everyone that grapevine trimming is this Friday and volunteers are needed.

Council Member Hamilton attended the Ridgefield Junction Neighborhood Association meeting, met with

MaryKay Lamoureaux, and participated in a tour of the Ridgefield Heights subdivision.

Mayor Pro Tem Chipman attended the legislative breakfast session and the CREDC meeting.

2. Mayor

Mayor Cole acknowledged Memorial Day and reminded everyone that the Memorial Day Ceremony is scheduled for Monday at 10:00 AM at the Ridgefield Cemetery.

3. City Manager

City Manager Steve Stuart reminded everyone that the Raptors' opening day is May 29th and provided a legislative update.

Capital & Engineering Director Chuck Green provided a project update on the Overpass Art project.

Utilities & Operations Director Ryan Thamert shared a photo with Council from the Best Tasting Water contest.

Finance Director Kirk Johnson announced that the City received an Outstanding Achievement Award.

Deputy City Manager Lee Knottnerus provided an update on upcoming events.

VIII. ADJOURN

7:57PM

Julie Ferriss, City Clerk

Matt Cole, Mayor



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
JUNE 5, 2025**

Regular Meeting - 4:00 PM

I. SPECIAL MEETING CALL TO ORDER - 4:00 P.M.

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

- 1. Executive Session Pursuant to RCW 42.30.110(1)(b)) - To consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price.**

4:00 PM – The City Council entered into executive session pursuant to RCW 42.30.110(1)(b), scheduled to conclude at 4:31 PM.

Attendees: City Council, City Manager Steve Stuart, Finance Director Kirk Johnson, and Capital & Engineering Director Chuck Green.

4:31 PM – City Manager Steve Stuart announced an extension of the executive session until 4:36 PM.

4:36 PM – The Mayor reconvened the meeting.

- 2. Discussion and potential action may occur in open session following the executive session.**

MOTION: MOVED TO AUTHORIZE THE CITY MANAGER TO MOVE FORWARD WITH THE PROPERTY PURCHASE AT 907 PIONEER STREET.

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

II. STUDY SESSION

1. Ridgefield Community Recreation Center - Steve Stuart, City Manager

City Manager Steve Stuart provided an update on the Ridgefield Community Recreation Center project.

III. ADJOURN

6:12PM

Julie Ferriss, City Clerk

Matt Cole, Mayor

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 2025

AGENDA ITEM NAME: First Reading of Ordinance No. 1455 - 2025 Budget Amendment

GOVERNING LEGISLATION

Revised Code of Washington Chapter 35A.33 Budgets in Code Cities
City of Ridgefield Financial Policy #07: Budget

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Ordinance No. 1439 pertaining to the 2025 Budget on December 5, 2024.

SUMMARY/BACKGROUND:

The 2025 budget amendment includes \$7,206,700 in new and reappropriated expenditures and the recognition of new revenue in the amount of \$2,739,700 and the use of existing developer share funding in the amount of \$102,790. The budget request includes \$20,000 in ongoing expenses and the balance of the amendment is related to capital or one-time expenses.

The amendment includes a reappropriation of \$3,612,700 in funding for projects that were in process in 2024 and had been expected to be further along in the process by the end of the year. In addition to the expense of \$3.6 million, the amendment reappropriates the receipt of previously recognized funding in the amount of \$1,907,500 mainly related to grant funds. New 2025 funding requests include \$3,594,000, mainly for capital projects and acquisition of equipment and properties. New funding recognition includes a total of \$934,990.

The total fund balance impact for all funds is \$4,467,000, including the General Fund in the amount of \$1,019,800 and the Building and Permitting fund for \$19,500. The balance of the fund impact is in capital funds to support the capital infrastructure projects and acquisition of property.

Refer to the attached exhibit "A" for Ordinance No. 1455, for a list of revenue impacts and appropriation requests.

BUDGET/FINANCIAL IMPACTS:

Please refer to Exhibit "A" attached to Ordinance No.1455 and the presentation for details on the amendment.

RECOMMENDED ACTION OR MOTION:

Staff requests the Council conduct the first reading of Ordinance No. 1455. No action is requested at this time.

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. 2025 Budget Amendment 1
2. 2025 Budget Amendment Exhibit A

ORDINANCE NO. 1455

An Ordinance of the City of Ridgefield, Washington Amending Ordinance No. 1439 Pertaining to the 2025 Budget

WHEREAS, the Ridgefield City Council, at its regular meeting on December 5, 2024, adopted Ordinance No. 1439, which adopted the City of Ridgefield 2025 budget; and

WHEREAS, the City of Ridgefield deems it necessary to adjust its forecast for revenue and appropriate additional expenditures in 2025 to the funds that are identified in the attached Exhibit "A" of the 2024 budget amendment; and

WHEREAS, these expenditures were not anticipated at the time of the adoption of the 2025 budget.

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

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to amend the 2025 budget to account for revenues and expenditures that were not anticipated at the time of adoption.

Section 2. Budget Amendment Adopted. Ordinance No. 1439 and the budget of the City of Ridgefield for fiscal year 2025 shall be amended to include the additional receipt and/or reduction of funds and the additional and/or reduction of expenditures addressing the funds shown in the attached Exhibit "A".

Section 3. Severability. Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid; the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

Section 4. Regulatory Conflicts. All other Ordinances and parts of other Ordinances inconsistent or conflicting with any part of this Ordinance are hereby repealed to the extent of the inconsistency or conflict.

Section 5. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make the 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. Effective date. This ordinance shall be in full force and effect five (5) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON ON THE 23rd DAY OF JUNE, 2025.

Matt Cole,
Mayor

ATTEST:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker,
City Attorney

First Reading:	June 12, 2025
Second Reading	June 23, 2025
Date of Publication:	June 25, 2025
Effective Date:	June 30, 2025



2025 Budget Amendment – Ordinance No. 1455
First Reading June 12, 2025



2025 Budget Amendment – Ordinance No. 1455

2025 Policy Reserves

Fund Balance Source	2025 Reserves	2024 Reserves	% Change	Reserve % to 2025 Budget
General Fund	\$4,165,939	\$4,177,825	(-0.3%)	31%
Community Development (Building Activities)	\$552,158	\$749,600	(-26.3%)	17%
Water Fund	\$1,818,822	\$1,631,738	11.5%	53%
Storm Water Fund	\$975,492	\$766,956	27.19%	53%
Total Policy Reserves (Operating Funds)	\$7,488,501	\$7,326,119	2.2%	
Real Estate Excise Tax (Debt Service GO Bonds)	\$2,350,435	\$2,808,645	(-16.3%)	



2025 Budget Amendment – Ordinance No. 1455

Funding Sources

Fund Source	Amount
General Fund (Includes Street Fund)	\$1,019,800
Community Development (Building Activities)	\$19,500
Real Estate Excise Tax (REET)	\$1,230,710
Park Impact Fee Fund (PIF)	\$377,000
Transportation Benefit District (TBD)	\$25,000
Water System Development Charges (WSDC)	\$1,470,000
Equipment Replacement Fund (ERF)	\$330,000
Grants (Carry Forward Existing Grants)	\$1,366,500
Grants (New Recognition)	\$11,200
Developer Bond	\$850,000
Existing Developer Funding	\$102,790
Partner Funding (CRWWD)	\$500,000
Rental Revenue	\$12,000



2025 Budget Amendment – Ordinance No. 1455

2024 – 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Greely Farms Parkland	Park impact Fees	\$375,000	\$377,000	\$752,000	\$0	Carry forward 2024 budget to purchase Greely Farms parkland. Initial request was to finance over 2 years. Closing was delayed until 2025 and will fund in a single payment.
Royle Rd N 15 th St to 5 th Way	TIB Grant	0	50,000	50,000	121,000	Carry forward for final project work completed in 2025. TIB grant increased to cover additional project expense.
Hillhurst Rd School Zone Safety Project	TIB Grant	22,000	92,000	114,000	98,800	Carry forward 2024 budget to complete project. Carry forward remaining grant funds not expended.
Park Laundry Cleanup	Ecology Grant, Commerce Grant	1,000,000	1,100,000	2,100,000	1,130,000	Carry forward 2024 budget to complete cleanup project. Carry forward remaining grant funding.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Pioneer Widening Sewer Work	CRWWD	\$400,000	\$500,000	\$900,000	\$500,000	Carry forward and increase to budget for change orders related to sewer work in the Pioneer Widening construction budget. Funded by Clark Regional Wastewater District.
Pioneer Widening Water Work	Water SDC	300,000	600,000	900,000	0	Carry forward and increase to budget for change orders related to water work included in the Pioneer Widening construction budget.
Pioneer to Shobert Waterline	Water SDC	950,000	270,000	1,220,000	0	Carry forward \$150,000 expense budget and add additional \$120,000 to cover full design and construction expense.
Purchase 4 Patrol vehicles	Equipment Replace Fund	0	330,000	330,000	0	Carry forward full budget to complete the purchase of 4 hybrid patrol vehicles originally ordered in 2023.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Sander / Deicer Unit	General Fund	\$0	\$96,000	\$96,000	\$0	Carry forward full budget to complete the purchase of the sander unity originally ordered in 2023.
ADA Transition Plan	USDOT Grant, General Fund	0	70,000	70,000	56,000	Carry forward full expense and revenue budget to complete an ADA transition plan. \$56k from a grant \$14k from General Fund transfer for match.
Overlook Park Kiosk	General Fund	0	25,000	25,000	0	Carry forward \$12k in 2024 expense and an additional \$13k for permitting and electrical work. Funded from General fund.
Sanfilippo Boundary Line Adjustment	General Fund	0	25,000	25,000	0	Carry forward full budget from 2024 to complete recording of the purchase and BLA in Abrams Park.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Carry Forward Projects

Project	Funding Source	2025 Existing Budget	2024 Carry Forward	2025 Updated Budget	Revenue	Description
Dev. Cost of Service Study	Building & Permittin g Fees	\$0	\$19,500	\$19,500	\$0	Carry forward of \$19,500 of the 2024 budget to complete the study. Project began in 2024 and was completed in 2025.
Asset Management Project	General Fund	0	16,500	16,500	0	Carry forward of \$16,500 from the 2024 budget for professional service to assist implementation of asset management system.
Farmers Market	WA State Dept. of Ag Grant	0	1,700	1,700	1,700	Carry forward of final budgeted expense and revenue to complete project to assist Ridgefield Farmers Market.
RORC Fieldhouse	General Fund	240,000	40,000	280,000	0	Carry Forward project with increase to expense budget of \$40,000 to complete project. Funded by the General Fund



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Purchase 813 Pioneer St.	REET	\$0	\$488,500	\$488,500	\$77,790	Purchase home on southwest corner of Pioneer and Hillhurst. Land will be required for future intersection improvements.
Purchase 907 Pioneer St.	REET	0	820,000	820,000	0	Purchase home on southeast corner of Pioneer and Hillhurst. Land will be required for future intersection improvements.
Maintenance expense for 813 Pioneer	General Fund	0	10,000	10,000	12,000	Maintenance and repair costs for 813 Pioneer St. Cost is offset by rental income for remaining months of the year.
Maintenance expense for 907 Pioneer	General Fund	0	10,000	10,000	0	Maintenance and repair cost for 907 Pioneer St. Funded from the General Fund.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Splashpad Repairs	Developer Bond, General Fund	\$0	\$1,500,000	\$1,500,000	\$850,000	Potential demolition and repair costs to rebuild splashpad in the event the contractor is unable to repair. Majority paid through performance bond.
Royle Rd South Waterline	Water SDC	0	600,000	600,000	0	Construction project to complete 1 st phase of Royle Rd 19 th St Hillhurst improvements for a new water line.
I-5 South Connector	RTC Grant, General Fund	311,000	0	311,000	(-41,000)	Existing WSDOT grant was not approved to reallocate to this project. Replacing \$42k grant with General Fund match to RTC grant.
Sidewalk Replacement Program	TBD	20,000	25,000	45,000	0	Increase existing budget to cover sidewalk repairs included in Park Laundry cleanup project.



2025 Budget Amendment – Ordinance No. 1455

2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Pioneer & Hillhurst Conceptual Design	Developer Share	\$0	\$25,000	\$25,000	\$25,000	Conceptual design for a potential roundabout at the corner of Pioneer St & Hillhurst Rd. Funded from existing developer share for impacts to the intersection.
Auto Theft Camera Pole	Grant, General Fund	0	15,500	15,500	11,200	Purchase of a mobile auto theft camera pole. 80% of purchase covered by grant funding with a 20% match plus the cost to upgrade to 5G.
Pioneer St. Street Lights Transition	General Fund	0	30,000	30,000	0	Transition of streetlights from WSDOT to City due to transfer of Pioneer St/SR 501. Expense in Street Fund. Funded from a transfer from the General Fund.
Carty Rd. Traffic Study	General Fund	0	25,000	25,000	0	Traffic study to determine developer proportionate share for improvements to Carty Rd. Expense in Street Fund. Funded from a General Fund transfer.



2025 Budget Amendment – Ordinance No. 1455
2024 - 2025 Projects – New Requests

Project	Funding Source	2025 Existing Budget	2025 New Requests	2025 Updated Budget	Revenue	Description
Carty Rd. Programming Study	General Fund	\$0	\$35,000	\$35,000	\$0	Consultant led study to determine a cost estimate and financing plan for infrastructure improvements to Carty Rd. subarea.
WAVE Initiative	General Fund	0	10,000	10,000	0	Initial budget for council initiative for WAVE.
Net Changes			\$7,206,700		\$2,842,490	
Carry Forward			\$3,612,700		\$1,907,500	
New Requests			\$3,594,000		\$934,990	



2024 Budget Amendment – Ordinance No. 1424

Funding	Expense	Revenue
Ongoing Requests	\$20,000	\$12,000
One-Time Requests (New and reappropriated requests)	7,186,700	2,727,700
Developer Share (Existing funding already received from developers)	0	102,790
Transfers to Support Budget Amendment	3,937,710	3,937,710
Fund Balance Impact (Includes fund transfers to support capital projects)	\$4,467,000	



2025 Budget Amendment – Ordinance No. 1455 Fund Balance Impact

Fund	Beginning Fund Balance	Expense	Revenue/ Transfers	Fund Balance Impact	Ending Fund Balance	Policy Reserves
General Fund	\$4,720,677	\$1,044,700	\$24,900	(-\$1,019,800)	\$3,700,877	\$4,165,939
Real Estate Excise Tax (REET)	3,109,118	1,230,710	0	(-1,230,710)	1,878,408	2,350,435
Park Impact Fees (PIF)	823,215	377,000	0	(-377,000)	446,215	0
Transportation Benefit District (TBD)	817,635	25,000	0	(-25,000)	792,635	0
Debt Service	0	-375,000	-375,000	0	0	0
General Capital	3,357,228	5,392,500	5,397,510	5,010	3,362,238	0
Building & Permitting	(-1,315)	19,500	0	(-19,500)	(-20,815)	552,158
Water SDC (WSDC)	2,268,601	1,470,000	0	(-1,470,000)	798,601	0
Equipment Replacement Fund (ERF)	944,603	-330,000	0	(-330,000)	614,603	0





THANK YOU

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
1	Splashpad	-	1,500,000	1,500,000	-	1,500,000	1,500,000	650,000	850,000	(650,000)	General Capital	General Fund, Developer Bond	Demolition and repair expense to rebuild the Overlook Park splashpad.
2	813 Pioneer St Property Purchase	-	488,500	488,500	-	488,500	488,500	410,710	77,790	(488,500)	General Capital	REET, Developer Funding	Purchase of 813 Pioneer St for future intersection improvements to Hillhurst & Pioneer. REET \$410,710, \$77,790 funded through existing developer share for intersection upgrades.
3	813 Pioneer St Maintenance	-	10,000	10,000	-	12,000	12,000	-	12,000	2,000	General fund	General Fund	Maintenance and administrative expense for 813 Pioneer St rental.
4	907 Pioneer St property Purchase	-	820,000	820,000	-	820,000	820,000	820,000	-	(820,000)	General Capital	REET	Purchase of 907 Pioneer St for future intersection improvements to Hillhurst & Pioneer. May be funded from Gen Fund or REET.
5	907 Pioneer St Maintenance	-	10,000	10,000	-	-	-	-	-	(10,000)	General fund	General Fund	Maintenance expense for 907 Pioneer St rental.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
6	Greely Farms Parkland	375,000	-	(375,000)	375,000	-	(375,000)	(375,000)	-	375,000	Debt Service	Park Impact Fees	Remove debt service expense and revenue for final debt payment on Greely Farms parkland. Closing of purchase was delayed to 2025 and will be paid 100% at closing.
7	Greely Farms Parkland	-	752,000	752,000	-	752,000	752,000	752,000	-	(752,000)	General Capital	Park Impact Fees	Carry forward of 2024 budget to purchase Greely Farms parkland. Transfer expense and revenue from debt service fund to General Capital Fund due to delay in closing.
8	RORC Fieldhouse	240,000	280,000	40,000	240,000	280,000	40,000	40,000	-	(40,000)	General Capital	General Fund	Additional expense for change orders related to construction of RORC Fieldhouse.
9	S Royle Rd 15th - 5th Way	-	50,000	50,000	-	121,000	121,000	-	121,000	71,000	General Capital	TIB Grant	Final expenses related to completion of the Royle Rd 15th to 5th Way improvement project. Additional funding provided from TIB for costs incurred on project.
10	i-5 S Connector	311,000	311,000	-	311,000	311,000	-	41,000	(41,000)	(41,000)	General Capital	General Fund	Replace \$41k in grant funding with \$41k General Fund match. City was not successful in transferring previous remaining WSDOT grant to this project.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
11	Sidewalk Replacement Program	20,000	45,000	25,000	20,000	45,000	25,000	25,000	-	(25,000)	General Capital	Transportation Benefit District	Increase expense for sidewalk replacement program to cover sidewalk repairs included in park Laundry Cleanup project.
12	Pioneer & Hillhurst Conceptual Design	-	25,000	25,000	-	-	-	-	25,000	(25,000)	General Capital	Developer Share	Conceptual design for a potential roundabout at the corner of Pioneer St & Hillhurst Rd. Funded from existing developer share for impacts to the intersection.
13	Hillhurst Rd. School Zone Safety Project (HAWK Signal)	22,000	114,000	92,000	17,600	116,400	98,800	-	98,800	6,800	General Capital	TIB Grant	Carry forward expense and full grant amount to complete the project due to delay related to delivery timeline of equipment.
14	Park Laundry Cleanup	1,000,000	2,100,000	1,100,000	1,000,000	2,130,000	1,130,000	-	1,130,000	30,000	General Capital	General Fund, Ecology Grant, Commerce Grant	Carry forward of remaining cost and grant revenues to complete cleanup project.
15	Pioneer Widening - Sewer Work	400,000	900,000	500,000	400,000	900,000	500,000	-	500,000	-	General Capital	Clark Regional Sewer District	Carry forward of funding and increase due to change orders for sewer work associated with the Pioneer Widening Project.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
16	Pioneer Widening - Water Work	300,000	900,000	600,000	300,000	900,000	600,000	600,000	-	(600,000)	Water Utility Capital	Water System Development Charges	Carry forward 2024 expense and additional expense for change orders. Funded from transfer from Water SDC.
17	Pioneer to Shobert Water Line	950,000	1,220,000	270,000	950,000	1,220,000	270,000	270,000	-	(270,000)	Water Utility Capital	Water System Development Charges	Carry forward \$150,000 expense budget and increase of \$120,000 to cover full amount of design and construction expense for project.
18	Royle Rd South Waterline	-	600,000	600,000	-	600,000	600,000	600,000	-	(600,000)	Water Utility Capital	Water System Development Charges	Construction project to complete water line on S Royle Rd from 19th St to Hillhurst.
19	Purchase 4 Patrol Vehicles	-	330,000	330,000	-	-	-	-	-	(330,000)	Equipment Replacement Fund - Public Safety	Equipment Replacement Fund	Carry forward of full budget to complete the purchase and outfitting of 4 hybrid patrol vehicles.
20	Overlook Park Kiosk	-	25,000	25,000	-	-	-	-	-	(25,000)	General Fund Parks	General Fund	Carry forward of \$12,000 in 2024 expense and additional \$13,000 for permitting and electrical work.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
21	Sanfilippo Boundary Line Adjustment	-	25,000	25,000	-	-	-	-	-	(25,000)	General Fund Parks	General Fund	Carry forward of purchase price and settlement amount for closing of a boundary line adjustment for property in Abrams Park.
22	Farmers Market	-	1,700	1,700	-	1,700	1,700	-	1,700	-	General Fund Facilities	WA State Dept. of Agriculture Grant	Carry forward of final expense and grant reimbursement for project to assist Ridgefield Farmers Market.
23	Asset Management	-	16,500	16,500	-	-	-	-	-	(16,500)	General Fund Facilities	General Fund	Carry forward of expense budget for professional service assistance with the asset management software.
24	Sander/Deicer Unit	-	96,000	96,000	-	-	-	-	-	(96,000)	General Fund Facilities	General Fund	Carry forward of expense for sander/deicer unit ordered in 2023 for Hook Truck. Unit was delivered in 2025.
25	Auto Theft Camera Pole	-	15,500	15,500	-	11,200	11,200	-	11,200	(4,300)	General Fund Public Safety	General Fund, Grant	Purchase of a mobile auto theft camera pole. 80% of purchase covered by grant funding with a 20% match plus the cost to upgrade to 5G.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
26	WAVE initiative	-	10,000	10,000	-	-	-	-	-	(10,000)	General Fund City Council	General Fund	Initial budget for council initiative for WAVE.
27	Pioneer St Street Lights Transition	-	30,000	30,000	-	30,000	30,000	30,000	-	(30,000)	Street Fund	General Fund	Transition of streetlights from WSDOT to City due to transfer of Pioneer St/SR 501. Expense in Street Fund. Funded from a transfer from the General Fund.
28	Carty Rd. Traffic Study	-	25,000	25,000	-	25,000	25,000	25,000	-	(25,000)	Street Fund	General Fund	Traffic study to determine developer proportionate share for improvements to Carty Rd. Expense in Street Fund. Funded from a General Fund transfer.
29	Carty Rd. Programming Study	-	35,000	35,000	-	35,000	35,000	35,000	-	(35,000)	Street Fund	General fund	Consultant led study to determine a cost estimate and financing plan for infrastructure improvements to Carty Rd. subarea.
30	ADA Transition Plan	-	70,000	70,000	-	70,000	70,000	14,000	56,000	(14,000)	Street Fund	General Fund, USDOT Grant	Carry forward full expense, grant funding and match transfer from General Fund for the ADA transition plan project. Expense in Street Fund.

Exhibit "A"



2025 Budget Amendment #1

Ordinance # 1455

		Expense			Revenue			Funding Source					
Item No.	Project	Current Expense Budget	New Expense Budget	Net Change	Current Revenue Budget	New Revenue Budget	Net Change	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance/ Developer	Fund Balance Impact	Expense Fund/ Department	Funding Source	Description
31	Development Cost of Service Study	-	19,500	19,500	-	-	-	-	-	(19,500)	Building & Permitting	Building & Permitting Fees	Carry forward of expense budget to complete cost of service study.
		3,618,000	10,824,700	7,206,700	3,613,600	10,368,800	6,755,200	3,937,710	2,842,490	(4,467,000)			

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 2025

AGENDA ITEM NAME: First Reading of Ordinance No. 1456 - Amending Ridgefield Municipal Code
2.12.030 - Planning Commission Qualifications

GOVERNING LEGISLATION

RCW 35.63 - Planning Commissions; RMC 2.12 - Planning Commission; RCW 35.18.060 - Authority to appoint boards and commissions.

PREVIOUS COUNCIL ACTION TAKEN:

Planning Commission established 1966; Rules of Procedure modified on May 23, 2024; RMC 2.12 modified on September 12, 2024.

SUMMARY/BACKGROUND:

The Planning Commission is a seven-member advisory body to the City Council with the responsibility and authority to do research and fact-finding on planning, development and growth issues. State law does not mandate required qualifications for planning commissions. Cities can adopt their own required qualifications, such as residency requirements. Municipalities within Washington typically require commissioners to reside within the city limits or within the city's urban growth area.

Jurisdictions that expand the residency requirement to include the urban growth boundary typically require a majority of the commissioners to live within city limits with an allowance for one or two members of the commission to live within the urban growth area. Reasons for this allowance include:

- The need for specialized expertise such as development, engineering, traffic or land use.
- Representation of a broader community that is potentially affected by future development.
- Provide a membership with varied perspectives, experiences, backgrounds, talents and interests that fosters a commitment to the Ridgefield community.

Ridgefield Planning Commission members are currently required to reside within the Ridgefield city limits. A modification to allow that one member of the commission may live within the urban growth area is proposed.

BUDGET/FINANCIAL IMPACTS:

None.

RECOMMENDED ACTION OR MOTION:

No action required. First reading.

STAFF CONTACT: Lee Knottnerus, Deputy City Manager

ATTACHMENTS:

1. Council Staff Report.PCResidency.June 2025

ORDINANCE NO. 1456

An ordinance of the City of Ridgefield, Washington amending rules related to Qualification Requirements for Members of the Ridgefield Planning Commission

WHEREAS, the Ridgefield Planning Commission was established in 1966 to act as an advisory board for the Ridgefield City Council on matters related to planning, development and growth; and

WHEREAS, the qualification requirements for all seven members of the commission include residing within the Ridgefield city limits; and

WHEREAS, expanding the residency requirement to allow up to one member of the Planning Commission to reside within the urban growth area would provide a sufficient candidate pool for specialized expertise, broader community representation and a membership with varied skills and ideas.

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

Section 1. **Public Interest.** It is in the public interest to allow for specialized expertise, broader community representation and a variety of skills and ideas on the Planning Commission.

Section 2. **Amending RMC Chapter 2.12.030.** The Ridgefield City Council hereby amends RMC section 2.12.030, as set forth in Exhibit A, attached hereto and incorporated by reference, to allow up to one member of the Planning Commission to reside within the urban growth area.

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

Section 4. **Severability.** 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 the 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 5. **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: June 12, 2025

Second Reading/Passage:

Date of Publication:

Effective Date:

Chapter 2.12 PLANNING COMMISSION

2.12.010 Established.

The city council has had under study for a considerable period of time, the problems that have arisen in the growth and planning for growth of the city, as well as the problems that have arisen and will arise concerning subdivision, zoning, building codes, recreation, city streets, general health, safety and welfare of the community, and all of the other problems interrelated and connected to this general area of municipal concern. After continual discussion and thought concerning these problems, the city council believes that it would be in the best interest of the health, welfare and safety of the city that a city planning commission be established under the provisions of RCW 35.63.

(Ord. 216 § 1, 1966).

2.12.020 Created—Membership.

Pursuant to the policy in Section 2.12.010, there is created a city planning commission consisting of seven members to be appointed by the mayor and confirmed by the council.

(Ord. 769 § 1, 2000: Ord. 216 § 2, 1966).

2.12.030 Qualifications.

~~All members~~ Members of the planning commission must reside within the corporate limits of the city of Ridgefield, except that up to one member may reside outside the city limits, provided they reside within the urban growth area as depicted by the Ridgefield comprehensive plan. ~~They~~ All members must be qualified to be electors in the city, but need not be so registered.

(Ord. 645 § 1, 1994: Ord. 216 § 3, 1966).

2.12.040 Positions—Term—Vacancies.

- A. There are created seven positions upon the city planning commission. These positions are numbered one through seven consecutively. The term of office for each appointive member shall be four years. The present terms are as follows:
1. Position one expires December 31, 2002;
 2. Positions two and three expire December 31, 2001;
 3. Positions four and five expire December 31, 2003;
 4. Positions six and seven expire December 31, 2004.
- B. Vacancies occurring otherwise than through the expiration of terms shall be filled for the unexpired term. Members may be removed, by the city manager, with the approval of the council, for inefficiency, neglect of duty, malfeasance in office, no longer meeting the qualification requirements of planning commission members, or three unexcused absences from meetings of the planning commission within a one-year period.

-
- C. The members shall be selected without respect to political affiliations and they shall serve without compensation.
 - D. Prior to taking office, the members shall be sworn to uphold the laws of the state of Washington and the city of Ridgefield.

(Ord. 769 § 2, 2000: Ord. 645 § 2, 1994: Ord. 216 § 4, 1966).

(Ord. No. 1054, § 1, 5-27-2010; Ord. No. 1429, § 2(Exh. A), 9-12-2024)

2.12.050 Duties.

The officers of the commission shall consist of a chair and vice-chair elected from the members of the commission by majority vote. The commission shall biennially elect its chair and vice-chair at a meeting in January of each even-numbered calendar year. The commission shall hold at least one regular meeting in each month for not less than nine months in each year. It shall adopt Robert's Rules of Order, and shall keep a written record of its meetings, resolutions, transactions, findings and determinations, which records shall be a public record, the original of which shall be kept at the clerk's office in City Hall.

Rules of Procedure will be developed and maintained for planning commission. city council will review these rules of procedure on or about every five (5) years or at any time recommended by the commission or city staff. The procedure for review and amendment is:

1. Review by the commission with a recommendation to city council for any or no proposed amendments by a vote of the commission, and
2. Approval of proposed or other amendments by city council.

(Ord. 645 § 3, 1994: Ord. 216 § 5, 1966).

(Ord. No. 1429, § 2(Exh. A), 9-12-2024)

2.12.060 Expenditures.

The expenditures of the city planning commission authorized and established under this chapter, or under RCW 35.63, exclusive of gifts, shall be within the amounts appropriated for the purpose by the council. Within such limits, the commission may employ such employees and expert consultants as are deemed necessary for its work.

(Ord. 216 § 6, 1966).

2.12.070 Powers.

The commission is given the duty, responsibility and authority to act as a research and fact finding agency of the municipality. The commission is granted all of the powers set forth in RCW 35.63.060, the provisions of which are herein adopted by reference.

(Ord. 216 § 7, 1966).

2.12.080 Coordinated plan—Preparation.

The city planning commission is directed to prepare a coordinated plan for the physical development of the municipality. The city council states that it is specifically interested in legislating within the areas set forth by RCW

Sections 35.63.080, 35.63.090, 35.63.100 and 35.63.110, which sections are specifically incorporated herein by reference. Because of this intent, the city planning commission is directed and authorized to at once commence making the studies and formulating recommendations and plans to accomplish those sections.

(Ord. 216 § 8, 1966).

2.12.090 Benefits—Authorization.

The city planning commission is expressly authorized to avail itself of the benefits authorized to it by RCW 35.63.070, which section is incorporated herein by reference.

(Ord. 216 § 9, 1966).

2.12.100 Rights reserved.

In enacting the ordinance codified in this chapter, the council expressly reserves unto itself the right to exercise the powers and authorities set forth in RCW 35.63.120, which section is incorporated herein by reference.

(Ord. 216 § 10, 1966).

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 2025

AGENDA ITEM NAME: Approval of Resolution No. 664 - Kelly Property Intent to Annex

GOVERNING LEGISLATION

RCW 35A.14 - Annexation by Code Cities

PREVIOUS COUNCIL ACTION TAKEN:

None.

SUMMARY/BACKGROUND:

See attached staff report.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

To approve the intent to annex and authorize the applicant to circulate a petition to annex:
"I move to approve Resolution No. 664 as presented."

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Staff Report
2. Applicant's Narrative and Future Development Concept

RESOLUTION NO. 664

A RESOLUTION ACCEPTING A NOTICE OF INTENT TO ANNEX APPROXIMATELY 21.5 ACRES IDENTIFIED AS THE KELLY PROPERTY ANNEXATION AREA LOCATED ADJACENT TO THE BORDER OF THE CITY OF RIDGEFIELD

WHEREAS, a Notice of Intent to Annex was filed with the City of Ridgefield on May 9, 2025 containing signatures representing owners of 100 percent of the assessed valuation of the property in accordance with §35A.14.120 of the Revised Code of Washington; and

WHEREAS, the City Council of the City of Ridgefield has considered a Notice of Intent and 10% petition to annex approximately 21.5 acres consisting of Clark County Assessor's Parcel No. 215857000 located in the Gee Creek Plateau Subarea (referred to as the Kelly Property annexation area) into the City of Ridgefield; and

WHEREAS, the Kelly Property annexation area is designated Urban Low (UL) with an Urban Holding (UH) overlay in the 2016 Ridgefield Urban Area Comprehensive Plan; and

WHEREAS, RDC 18.210.015.A states that the RLD-4, RLD-6, and RLD-8 zoning districts shall implement the UL comprehensive plan designation; and

WHEREAS, the Kelly Property annexation area is designated RLD-4 with a Residential Cluster Overlay in the adopted Gee Creek Plateau Subarea Plan; and

WHEREAS, the City Council of the City of Ridgefield has reviewed said annexation request, and has considered whether to authorize the circulation of a petition for annexation, and, if so, upon what terms; and

WHEREAS, authorizing the circulation of a petition does not bind the City to approve the annexation.

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

-
Section 1. The City Council hereby authorizes the circulation of a petition for annexation for the Kelly Property annexation area.

Section 2. All property within the territory hereby sought to annexed shall assume its proportionate share of the City's indebtedness existing as of the date of annexation and as modified in the future and shall be assessed and taxed at the same rate and at the same basis as property within the City of Ridgefield.

ADOPTED AT THE REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON
THIS 12th DAY OF JUNE, 2025.

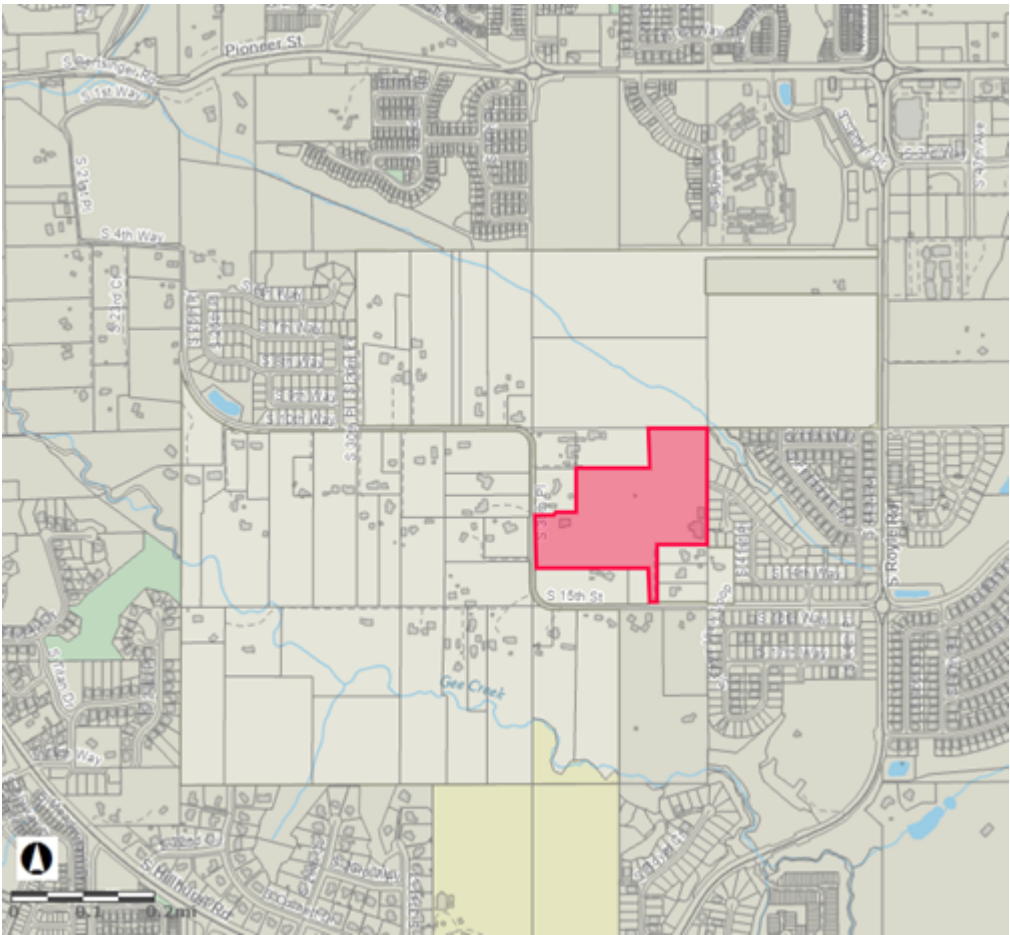
CITY OF RIDGEFIELD

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

Attachment A: Kelly Property 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

Resolution No. 664: Kelly Property Intent to Annex

Staff Report

Files No. MASTER-25-0031, PLZ-25-0055

June 12, 2025

I. Basic Facts

Council date: June 12, 2025

Action requested: Kelly Property Notice of Intent to Annex and Council determination whether to proceed with annexation.

Application date: On May 9, 2025 the City received the Kelly Property Intent to Annex application. On May 21, 2025 staff found the application technically complete.

Applicant: Quail Development LLC. 4501 NE Minnehaha St #200 / Vancouver, WA 98661. Contact: Brandy McEllrath, 360-952-0713, brandy@quailhomes.com

Owner: David D Kelly & Karen M Kelly. 1360 S 38th Ct / Ridgefield, WA 98642. Contact: 360-907-3866, dave@windyhillswinery.com

Property Information: 1346 S 38th Ct / Ridgefield, WA 98642. ADJ Lot 4 SP 2-697, Assessor's #215857015, 21.5 acres

County Zoning: Single Family Residential (R1-6), Urban Holding 10 (UH-10) Overlay

Comprehensive Plan Designation: Urban Low (UL), Urban Holding (UH)

Gee Creek Plateau Subarea Plan Zoning: Residential Low Density 4 (RLD-4), Residential Cluster Overlay

Staff Contact: Claire Lust, Community Development Director. 360.857.5024, claire.lust@ridgefieldwa.us

II. Documents Received

- A. Master land use application
- B. Notice of intent to annex application
- C. Declaration of intent to annex
- D. Narrative
- E. Vicinity map

III. Property Information

The Intent to Annex includes one parcel with frontage on S 35th Place and S 15th Street, accessed via S 38th Court (a private road). The parcel is in the Ridgefield Urban Growth Area (UGA) and is contiguous with the existing Ridgefield City limits to east (Cloverhill PUD) and to the west and south along the adjacent annexed roadway. Therefore, the parcels are eligible for annexation. The property information is as follows:

Property Owner	Legal	Square Feet	Acres	2024 Assessed Taxable Property Value for 2025 Taxes	Site Address
KELLY DAVID D & KELLY KAREN M TRUSTEE	ADJ LOT 4 SP 2-697, Assessor's Parcel #215857015	936,540	21.5	\$1,419,185.00	1346 S 38 th Ct

Figure 1. Vicinity Map

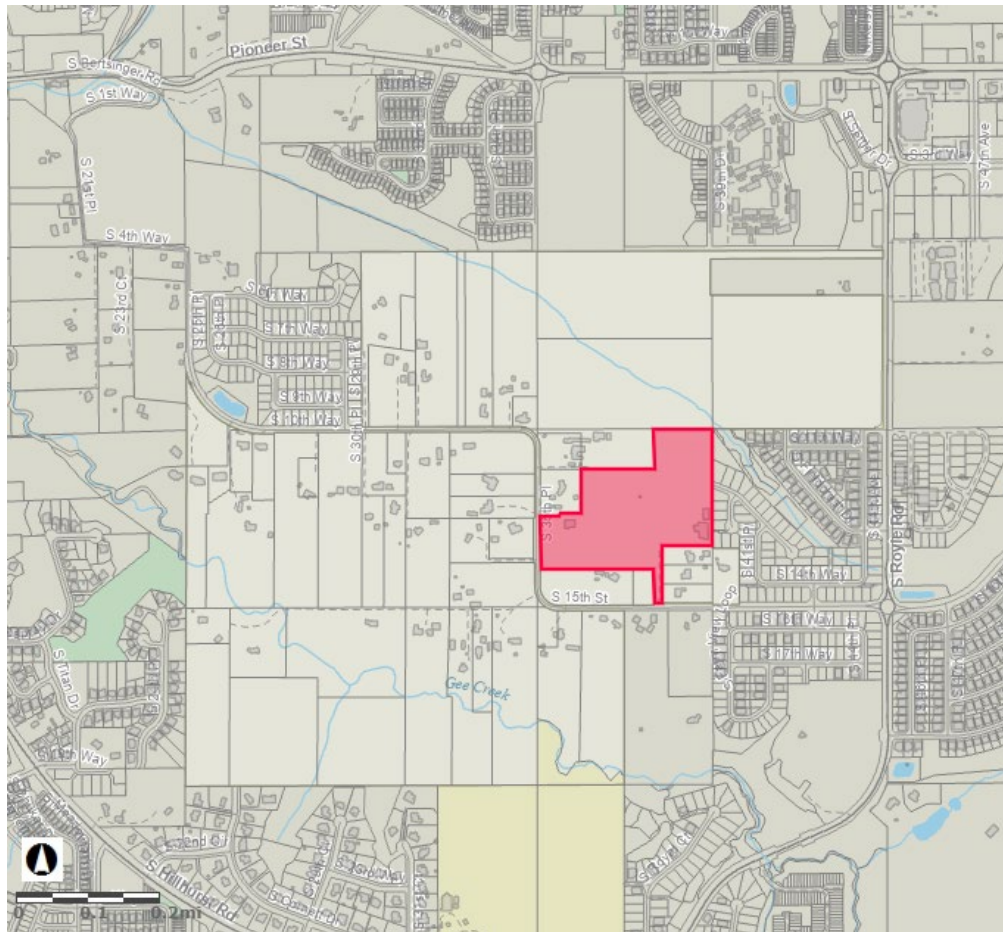
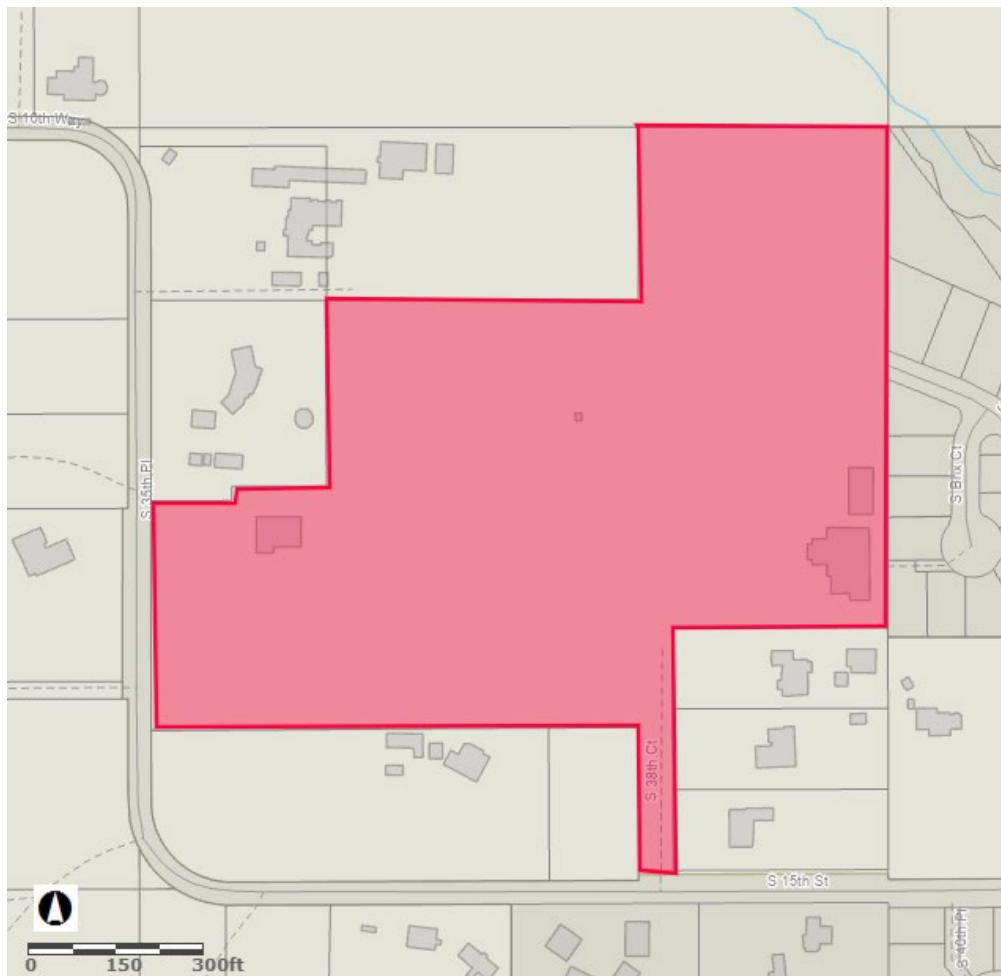


Figure 2. Site Map



IV. Zoning and Development

The comprehensive plan designation on the site is Urban Low (UL). The current Clark County zoning is Single Family Residential (R1-6), with the Urban Holding – 10 (UH-10) overlay. RDC 18.210.015.A states that the city shall designate all newly annexed lands designated for urban low density residential as Residential Low Density 4, 6, or 8. Under the adopted Gee Creek Plateau Subarea Plan, the zoning designation is RLD-4 with a residential cluster overlay. The purpose of the residential cluster overlay is to use flexibility in subdivision design to maintain open space and scenic vistas, within the subdivision and along the adjacent public roadway.

Per the applicant's introductory statement, the intent is to subdivide the western portion of the parcel following annexation. The applicant has provided a conceptual subdivision layout showing 44 single-family residential lots ranging from 7,000 square feet to 12,000 square feet. The subdivision layout is **not** being reviewed as part of the application for annexation. Following adoption of an annexation ordinance, any development proposal for the property will be reviewed through formal land use, engineering, and building permitting processes beginning with a pre-application conference.

The adopting ordinance for annexation would not lift Urban Holding. The UH-10 overlay would remain in place until capital facilities deficiencies have been satisfactorily resolved, typically concurrent with final subdivision plat approval.

V. Direct Petition Method

The direct petition method of annexation (RCW 35A.14.120-150) requires that owners of 10% or more of the land value of the proposed annexation area must sign the Notice of Intent to Annex. Road values are not included in this calculation. The signatures on the Notice of Intent to Annex represent 100% ownership, exceeding the 10% threshold of the Notice of Intent to Annex.

VI. Procedure

At this meeting, City Council will determine:

- **Whether the city will accept or reject the Kelly Property Notice of Intent to Annex;**
 - With an intent to annex, Council also has the option to geographically modify the annexation area. The annexation area Council defines through the intent to annex process may be reduced but not increased through the subsequent petition to annex process.
- Whether the city will require the simultaneous adoption of a proposed zoning regulation, if such a proposal has been prepared and filed (as provided for in RCW 35A.14.330 and RCW 35A.14.340);
- Whether the property, if annexed, will be consistent with the 2016 Ridgefield Urban Area Comprehensive Plan (RUACP);
- Whether the property, if annexed, will be required to assume all or any portion of the city's existing general indebtedness; and
- Whether the property, if annexed, will be supported by the city's Capital Facilities Plan.

Should the Council accept the Notice of Intent to Annex, the Council authorizes the Notice of Petition to Annex to be circulated. The Petition to Annex process is:

- 60% Notice of Petition to Annex: The applicant shall secure the signatures of the property owners holding a minimum of 60% of the total value of the area proposed for annexation;
- Petition to Annex Application: The applicant shall submit a complete Petition to Annex application to the city;
 - Public Services: In the application, the applicant shall demonstrate that there are adequate public services available to serve the annexation area;
 - Survey: In the application, the applicant shall include a survey map and legal description of the entire annexation area including adjacent right-of-way not yet in the City limits.
- Certification of Sufficiency: The City shall send the 60% petition to Clark County for review of legal description and to obtain a Certification of Sufficiency;
- SEPA: The city shall prepare and circulate a SEPA DNS for rezoning the properties consistent with the RUACP;
- Council Hearing: City Council shall conduct a public hearing on the Notice of Petition to Annex;
- Council 2nd reading: City Council shall hold a 2nd reading to determine whether the city will accept or reject the Notice of Petition to Annex;
- 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; and

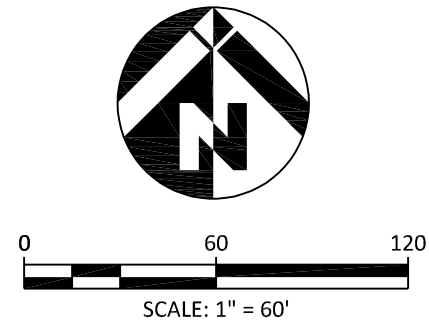
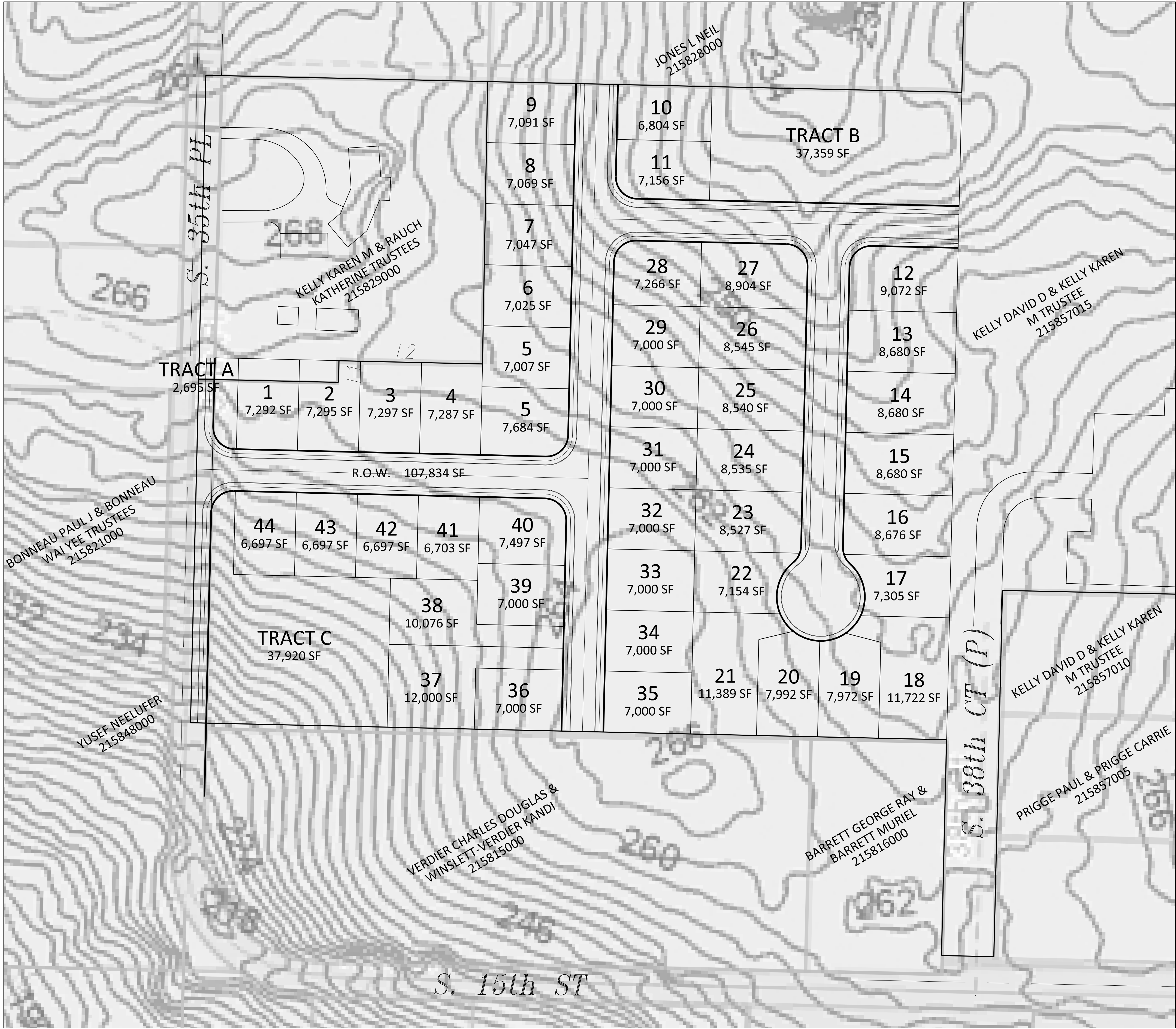
- Census: The City Clerk shall report population increases to census reporting agencies.

Notice of Intent To Annex – Narrative

Parcel 215857-015

21.50Acres

Existing conditions of property include a winery, vineyard and open space. The winery is active with wine sales and events. Future development is planned for the west side of the property. (Conceptual map attached.) Requesting annexation into the City of Ridgefield.



Know what's below.
Call before you dig.

REVISIONS:	
###	
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###	
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JOB NO.: 18596	
DATE: OCTOBER 2024	
SCALE: 1"=60'-0"	
DESIGNED BY: JAN	
DRAWN BY: JAN	
CHECKED BY: CFS	

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 2025

AGENDA ITEM NAME: Approval of Resolution No. 666 - Set Hearing Date for Right-of-Way Vacation Request, South Side of N 1st Circle West of N 65th Avenue

GOVERNING LEGISLATION

RCW 35.79 Streets - Vacation

RMC 12.20.020 - Petition for vacation

PREVIOUS COUNCIL ACTION TAKEN:

Approval for City Manager to sign turnback agreement TB4-0098 with Washington State Department of Transportation to accept right-of-way for former alignment of State Route 501 crossing I-5

SUMMARY/BACKGROUND:

Prior to the interchange reconstruction project completion in 2009, the alignment of State Route 501 ran in a diagonal orientation between N 65th Avenue and Tlmm Road, crossing I-5. The interchange reconstruction project realigned this crossing to its current Pioneer Street alignment, and the street east of I-5 was terminated in a cul-de-sac. The Washington State Department of Transportation (WSDOT) transferred the right-of-way of the former SR 501 alignment to the City in the form of a turnback agreement in 2009. The former SR 501 crossing corridor was redesignated as N 1st Circle by the City and terminates on the east side of I-5.

The current right-of-way along N 1st Circle is 55' on each side of the centerline, reflecting its former designation as a state highway. N 1st Circle is classified as a Local Access A street, with the half-width right-of-way being 24'. This results in an excess right-of-way of approximately 30' and it is that excess that is the subject of this vacation request.

Streets and rights-of-way vacation processes are covered under both statute and City code. The process is generally:

1. Interested parties (generally abutting property owners) can submit a request or petition to the City to vacate the right-of-way abutting their property. That is what has happened in this case.
2. Council considers a resolution initiating the vacation process (this resolution) and sets a date for a public hearing on the matter between 20 and 60 days after the resolution (July 10, 2025 in this case).
3. City staff will then need to post a notice in 3 places around the City, and at the area of the proposed vacation (similar to the land use action posting signs).
4. The City will mail a notice of the public hearing no later than 15 days before the hearing (June 25 in this case).
5. The notice of public hearing also needs to be published in the Newspaper(s) of Record.
6. A public hearing is held and an ordinance would need to be adopted to enact the vacation. The right-of-way to be vacated must also include any utility easements.

7. An appraisal is requested to establish the fair value of the right-of-way to be vacated and establish the compensation from the recipient of the vacated right-of-way before the vacation process is considered completed.
8. Once all of the previous steps are completed, the vacated right-of-way can be recorded with Clark County.

BUDGET/FINANCIAL IMPACTS:

None at this time.

RECOMMENDED ACTION OR MOTION:

Council action is requested on this resolution. A suggested motion is:

"I move to approve Resolution Number 666 to initiate the process to vacate a portion of N 1st Circle to the abutting property owner and set a public hearing date of July 10, 2025 to consider the request."

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. 6325 N 1st Cir Proposed New ROW

RESOLUTION NO. 666

A RESOLUTION OF THE CITY OF RIDGEFIELD, WASHINGTON INITIATING THE PROCESS TO VACATE A PORTION OF N 1st CIRCLE TO THE ABUTTING PROPERTY OWNER AND SETTING A DATE FOR A PUBLIC HEARING

WHEREAS, the City of Ridgefield owns right-of-way along N 1st Circle that was formerly the site of the State Route 501 overpass and interchange with Interstate 5 before the full reconstruction of the interchange was completed in 2009; and

WHEREAS, the Pioneer Street/ I-5 interchange construction project established a new alignment for the interchange overpass; and,

WHEREAS, pursuant to completion of the I-5 Interchange Project the Washington State Department of Transportation in 2009 turned back the right-of-way of the former alignment, now known as N 1st Circle, to the City of Ridgefield; and

WHEREAS, pursuant to RCW 35.79, the City Council may initiate by Resolution a vacation procedure to vacate right of way; and

WHEREAS, a petition request for vacating excess right-of-way along N 1st Circle has been received by the abutting property owner at 6325 N 1st Circle.

NOW THEREFORE, be it resolved by the City Council of the City of Ridgefield, Washington, as follows:

Section 1. Public Interest. The City Council hereby finds that it is in the public interest to initiate this vacation procedure to vacate a portion of N 1st Circle.

Section 2. Street Vacation Initiated. Pursuant to the street vacation request, the City hereby initiates the street vacation procedures set forth in RCW 35.79 to vacate a portion of N 1st Circle described as follows and graphically shown in Exhibit 1:

Right-of-way fronting property located at 6325 N 1st Circle. Length of frontage is 203', width of requested right-of-way vacation 30'. Right-of-way line to be relocated to a point 5' behind the existing sidewalk on the south side of N 1st Circle along the property frontage.

Section 3. Public Hearing. The City Clerk is directed to set a public hearing on no less than 20 days from the effective date of this resolution, or July 10, 2025, on this petition for vacation of a portion of N 1st Circle as set forth in Section 1. Furthermore, the City Clerk shall publish an official notice of public hearing date and shall post notice of the hearing on this petition in three of the most prominent public places of the City and at the of the right of way subject to this petition and to abutting property owners as required by RCW 35.79.020.

Section 4. Effective Date. This Resolution shall be in full force and effect on June 13, 2025.

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

CITY OF RIDGEFIELD

Matt Cole
Mayor

Attest:

Julie Ferriss
City Clerk



EXHIBIT 1 NE 1st Circle



Legend

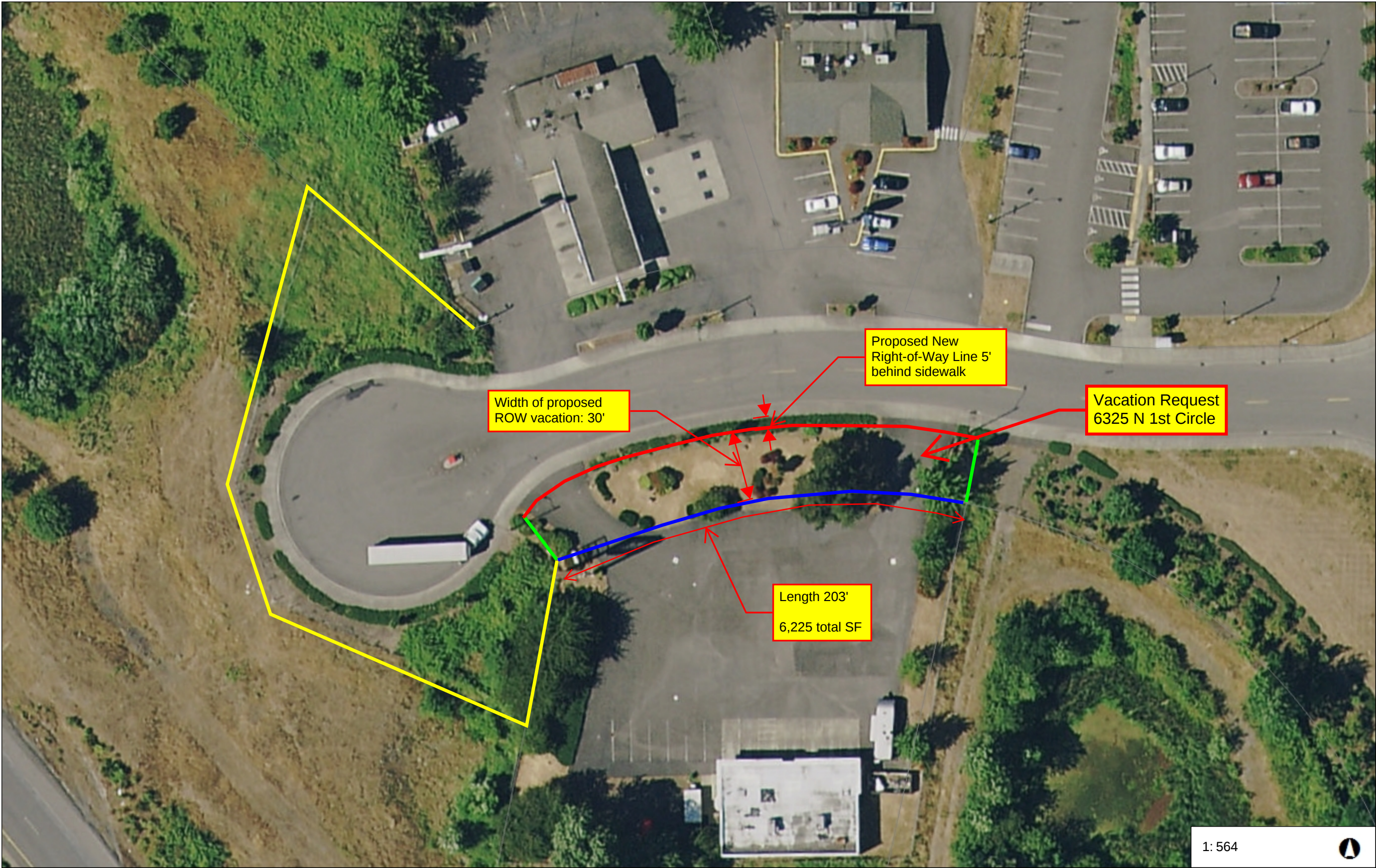
Taxlots

Existing ROW

Proposed New ROW

WSDOT Turnback Lines

Extended Property Lines



1: 564



Notes:

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: June 12, 2025

AGENDA ITEM NAME: Public Hearing and First Reading of Ordinance No. 1454 - Approving an Updated Transportation Capital Facilities Plan and Amending Chapter 18.070 of the Ridgefield Municipal Code by Adopting an Updated Transportation Impact Fee Project List and Updated Transportation Impact Fees

GOVERNING LEGISLATION

RCW 82.02.060: Impact fees—Local ordinances

CW 36.70A.070: Comprehensive plans—Mandatory elements (Capital Facilities Plans).

PREVIOUS COUNCIL ACTION TAKEN:

Approval of the 2016 Comprehensive Plan and Transportation Capital Facilities Plan
Updates to the Transportation Capital Facilities Plan and Traffic Impact Fee Project List in 2018, 2020, 2022 and 2023

SUMMARY/BACKGROUND:

A capital facilities plan (CFP) is a required element of county and city comprehensive plans. The CFP adopted with a comprehensive plan consists of an inventory of existing capital facilities owned by public entities, a forecast of the future needs for such capital facilities, the proposed locations and capacities of expanded or new capital facilities, and at least a six-year plan that will finance such capital facilities within projected funding capacities. In the case of the Transportation CFP, that six-year plan is the Transportation Improvement Program (currently 2025-2030).

The Ridgefield Transportation CFP was adopted with the 2016 Ridgefield Urban Area Comprehensive Plan and has undergone minor modifications to the CFP map and Transportation Impact Fee project list since. As part of the development of the new 2025-2045 Comprehensive Plan, a new 2025-2045 Transportation Capital Facilities Plan will be presented to Council for adoption later in May. That will then be included as a component of the new Comprehensive Plan as well as that plan's Transportation Element.

An important function of the CFP is to identify the location and functional classification of existing and future public streets in the city. The CFP map is used when developments are planned which determines the frontage improvements to be built by developers.

New this year is the inclusion of Multi-Modal Transportation Trails. These are citywide trails with a transportation focus that would be eligible for Transportation Impact Fees due to a 2023 change in state legislation.

Future roadways shown on the CFP are required to be built by developers as projects in the vicinity develop. Such roadways are also eligible to be added to the Transportation Impact Fee (TIF) list and thereby become TIF-creditable. The TIF project list is included with this CFP.

The development of this CFP also included a new lookup table which calculates the appropriate TIF assessment based on specific land uses and trip generation rates. This has been requested by the development community to expedite the TIF calculation and assessment process, making it more predictable and saves the cost of hiring traffic consultants to provide the calculations and TIF estimates for each project. The adopting ordinance also includes direction to staff to incorporate this lookup table into the Engineering Standards.

Highlights of this CFP include:

- Reference to the Ridgefield/ I-5 South Connector project's study area, rather than a specific alignment, to reflect there are several alternatives still under consideration.
- Reference to the S 35th Avenue/Gee Creek Plateau extension project and the two "build" alternatives carried forward by Council late in 2024 into the Environmental Stage of that project, which is currently underway.
- A new reference to a potential new overcrossing of I-5 north of Pioneer Street (either N 10th Street or N 20th Street), which will be the subject of a future study. The companion future overcrossing south of Pioneer Street is noted as the "S 10th/11th Street overcrossing project" and includes consideration of a roundabout at its eastern terminus at Union Ridge Parkway.
- Removal of a few collector links that have been shown to be financially and/or environmentally infeasible.
- Realignment of several collectors to reflect design and built alignments.
- Proposed new TIF overlay subareas for Gee Creek Plateau and Carty Road, each of which would have a separate TIF assessment for new development.

State-Required Elements

Recent legislation now requires new considerations in Comprehensive Planning and Transportation Capital Facilities Planning:

- Multimodal Level-of-Service: consideration of alternative transportation modes such as bicycles and pedestrians, in addition to vehicles
- Climate Change and Resiliency: measures to reduce vehicle miles traveled and Greenhouse Gases, as well as measures to improve human health and safety.

This draft CFP includes several considerations to address these requirements:

- Master planning in Urban Growth Areas to incorporate safe routes to school and recreation, interconnected sidewalk and trail system providing for more direct trips
- Planned, mixed use hubs to internalize trips as well as encourage walking, bicycling and access to transit
- "Transportation trails", eligible for transportation impact fees, providing alternatives to vehicle trips and increase safety for all users and abilities
- Multimodal level-of-service to address levels of traffic stress for bicycles and pedestrians.

TIF Rates

Using statistics from the National Highway Construction Cost Index (FHWA), WSDOT, and others, construction costs increased as much as 80% between 2018 and 2024, while the Consumer Price Index, the basis for annually indexing TIF rates, rose 26% during that same time period. Accounting for increased construction costs, as well as updating costs for future transportation corridors such as the S 35th Avenue/Gee Creek Plateau extension project, S 10th/11 Street overcrossing of I-5, and a potential new overcrossing of I-5 north of Pioneer Street results in the "base 2045" transportation impact fee rate being approximately \$200 per daily trip over the current rate, an approximate 40% increase.

Based on Council input received at the May 1, 2025 Study Session, staff has packaged several options that result in a lower overall TIF rate with tradeoffs regarding the TIF eligibility of certain shorter collectors, reduced TIF shares of transportation trails, and deferral of TIF shares of long term future projects until planning efforts and conceptual cost estimates can be completed.

As a point of comparison, the recent increase in Water System Development Charge rates of almost 50% over a three-year period, approved by Council in late 2024, reflects increases in construction costs of water capital projects experienced in the last ten years which have increased faster than the rate of inflation.

BUDGET/FINANCIAL IMPACTS:

Adoption of this Capital Facilities Plan and updated Transportation Impact Fee project lists will inform new Transportation Impact Fee rates, which will be a separate action by Council.

RECOMMENDED ACTION OR MOTION:

Council is requested to conduct a public hearing on this item and first reading of Ordinance 1454. Council is also requested to provide direction on the Transportation Impact Fee and other policy components of the Capital Facilities Plan to carry forward and incorporate into the second reading of this Ordinance.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Transportation CFP_TIF Update Council 06-12-25
2. Ridgefield Transportation Capital Facilities Plan Draft 6-06-25
3. 2025-2045 Base CFP TIF Table
4. TIF Lookup Table
5. CFP_PlannedProjects

ORDINANCE NO. 1454

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON APPROVING AN UPDATED TRANSPORTATION CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPACT FEE PROJECT LIST, ADOPTING UPDATED TRANSPORTATION IMPACT FEES AND AMENDING CHAPTER 18.070 OF THE RIDGEFIELD MUNICIPAL CODE

WHEREAS, impact fees are authorized for those jurisdictions planning under the Growth Management Act (GMA) and are charges assessed by local governments against new development projects that attempt to recover the cost incurred by government in providing the public facilities required to serve new development; and

WHEREAS, pursuant to the GMA, the City adopted the 2016 Comprehensive Plan which included a Capital Facilities Plan that sets out the long-range plan for the City's transportation system including the transportation projects, forecasts, and potential funding needed to meet the City's long range transportation goals to accommodate growth; and

WHEREAS, the City has previously amended the Capital Facilities Plan by Ordinance No. 1305. to remove the transportation impact fee project list and fee calculation from the City's comprehensive plan and intends by this ordinance to concurrently adopt an updated Transportation Capital Facilities Plan along with a transportation impact fee project list, last updated in 2023 by Ordinance 1397, to give greater flexibility to the City in responding to changes in funding and development; and

WHEREAS, the City Council adopted the Gee Creek Plateau Subarea Plan in 2018 and the Carty Subarea Plan in 2022 and has addressed the transportation capital facilities related to and serving these areas; and

WHEREAS the Capital Facilities Plan and Traffic Impact Fee list have been updated to create separate traffic impact service areas to reflect the transportation projects and impacts specific to these areas; and

WHEREAS, the City has been annually indexing the Transportation Impact Fee rate since 2018; and

WHEREAS, the City's transportation impact fee project list has been developed consistent with the updated Capital Facilities Plan and the City has historically included the transportation impact fee project list and impact fee calculation within the body of the capital facilities plan, although the two lists are statutorily separate; and

WHEREAS, Council held a duly noticed public hearing at their June 12, 2025 regular meeting; and

WHEREAS, the City Council finds that this Transportation Capital Facilities Plan update has been developed consistent with the draft Envision 2045 Comprehensive Plan Update goals and objectives considered by Planning Commission and City Council.

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

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to adopt an updated Transportation Capital Facilities Plan and Transportation Impact Fee Project List, and to amend the formula for calculating impact fees within the City's municipal code.

Section 2. Adoption of Transportation Capital Facilities Plan. The City Council hereby adopts a Transportation Capital Facilities Plan, as set forth in Exhibit A, attached hereto and incorporated fully by this reference, to provide input to the Transportation Element of the 2045 Comprehensive Plan update.

Section 3. Adoption of Transportation Impact Fee Project List. The City Council hereby adopts a Transportation Impact Fee Project List as set forth in Exhibit B, attached hereto and incorporated fully by this reference based on the City's transportation capital facilities plan for purposes of calculation of the Transportation Impact Fee.

Section 4. Updated Citywide Transportation Impact Fees Adopted. That the Citywide Transportation Impact Fee is hereby revised as follows on the basis of the calculations set forth in the Transportation Impact Fee Project List adopted herein and the formula set forth in RMC 18.070.080, with such rates to be annually adjusted as provided for in RMC 19.070.080:

Single Family Per Dwelling Unit: \$XXXXXX
Multi Family Per Dwelling Unit: \$ XXXXX
Commercial Per Average Daily Trip: \$XXXXX

Section 5. New Gee Creek Plateau Transportation Impact Fees Overlay Adopted. That the Gee Creek Plateau Transportation Impact Fee is hereby adopted as follows on the basis of the calculations set forth in the Transportation Impact Fee Project List adopted herein and the formula set forth in RMC 18.070.080, with such rates to be annually adjusted as provided for in RMC 19.070.080; these TIFs will be assessed in addition to the Citywide TIFs as noted in Section 4:

Single Family Per Dwelling Unit: \$10,633.19
Multi Family Per Dwelling Unit: \$6,511.02
Commercial Per Average Daily Trip: \$1,111.11

Section 6. New Carty Road Subarea Transportation Impact Fees Overlay Adopted. That the Carty Road Subarea Transportation Impact Fee is hereby adopted as follows on the basis of the calculations set forth in the Transportation Impact Fee Project List adopted herein and the formula set forth in RMC 18.070.080, with such rates to be annually adjusted as provided for in RMC 19.070.080; these TIFs will be assessed in addition to the Citywide TIFs as noted in Section 4:

Single Family Per Dwelling Unit: \$5,721.12
Multi Family Per Dwelling Unit: \$3,503.21
Commercial Per Average Daily Trip: \$597.83

Section 7. Update Master Fee Schedule: The City Planning Director or Finance Director are hereby directed to update the City's Master Fee Resolution consistent with these fees in Sections 4 through 6 and to annually update such fees for annual inflation adjustments as set forth in RMC 18.070.080.

Section 8. Amending RMC 18.070.080. That Section 18.070.080 is amended as follows:

The impact fee component for streets and roads shall be calculated using the following formula:

$$\text{TIF} = \text{F} \times \text{T} \times \text{I} - \text{A}$$

A. "TIF" means the transportation impact component of the total development impact fee.

B. "F" means the transportation impact fee rate per trip in dollar amounts, for each service area. Such rate shall be established in Transportation traffic Impact Fee Project List by estimating the cost of anticipated growth -related roadway projects divided by the projected number of growth -related trips within a service area. The Transportation traffic Impact Fee Project List shall be established by the City Council from projects set forth in the City's adopted capital facilities plan.

C. "T" means the trips generated by a proposed development and calculated by selecting the appropriate land use from the TIF Lookup Table as set forth in the City's most current adopted Engineering Standards; the land use code from the latest version of the Institute for Transportation Engineers (ITE) Trip Generation Manual; or an approved project -specific traffic transportation impact study prepared by a licensed traffic engineer and approved by the City Engineer. In the absence of a land use designation precisely fitting the development proposal, the planning director or designee shall select the most similar designation and may make appropriate adjustments to the trip equation applicable thereto.

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

E. "I" means an annual inflation adjustment. Transportation impact fee rates shall be updated annually using the following procedures:

1. The planning director shall calculate annual inflation adjustments in the impact fee rates. The impact fees shall not be adjusted for inflation should the index remain unchanged.
2. The annual inflation adjustment shall be equal to the West Region Consumer Price Index (CPI -U) or Construction Cost Index annual change calculated after the first half of the year.
3. The indexed impact fee rates shall be calculated January 1, or as soon thereafter as the latest index information is available, and shall become effective immediately thereafter. A copy of the indexed impact fee rates shall be provided to the city council but the indexed rates shall become effective without further council review, except for subsection (4).
4. The impact fee rates may only be increased three consecutive years without further council review. In the event that the indexed impact fee rates would rise for a fourth

consecutive year if the index were applied, city council shall review the proposed increase during a public hearing at a regularly scheduled meeting to establish a new impact fee rate.

Section 9. TIF Lookup Table. The Public Works Capital & Engineering Director/ City Engineer is hereby directed to bring a Resolution to the Council to revise the City's Engineering Standards to include a new TIF Lookup Table identifying the trips associated with certain land use categories adjusted to local conditions for purposes of calculation of the number of trips generated by a development project."

Section 10. 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 11. 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 12. 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 JUNE, 2025.

Matt Cole, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker, City Attorney

First Reading: June 12, 2025
Second Reading/Passage:
Date of Publication:
Effective Date:



Updates to Transportation Capital Facilities Plan & Impact Fee Program

Public Hearing with City Council
June 12, 2025

Objectives

- Informs Transportation Element of the Comprehensive Plan (Envision 2045)
- Defines future multimodal transportation system capital needs for next 20 years
- Guided by new policies & objectives
- Land use: Council's preferred alternative
- Transportation impact fee update
- Incorporates newer legislation re: climate change, multimodal LOS.

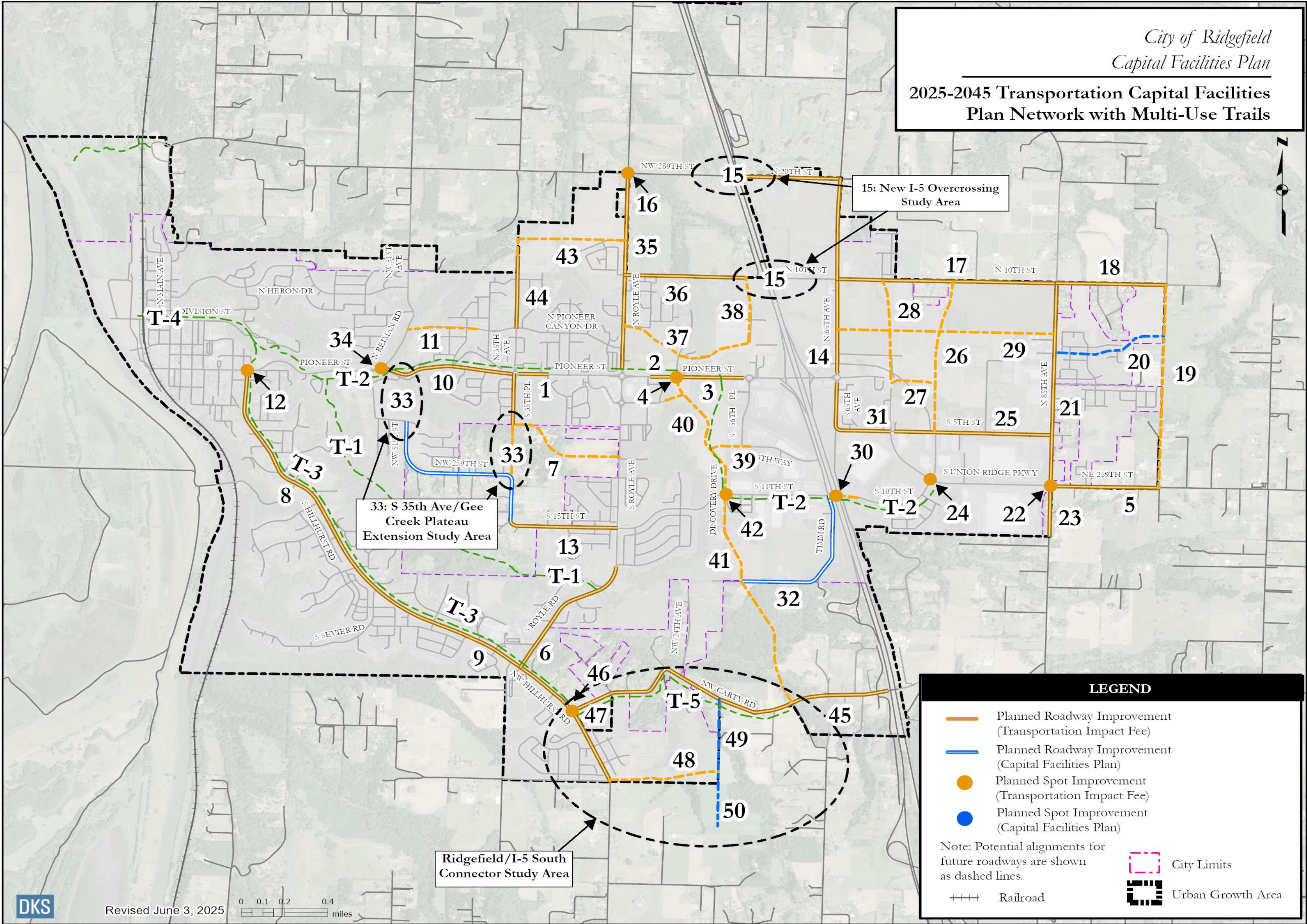
Transportation CFP Policies

1. Implement a Multi-modal Transportation System *which ensures Safety and Security for all users and modes*
2. Enhance Economic Vitality and Quality of Life *through a strong coordination between land use and transportation planning*
3. Enhance Mobility through an *Equitable, Accessible and Sustainable Transportation System*
4. *Ensure the community continues to be engaged in transportation planning and project improvements*

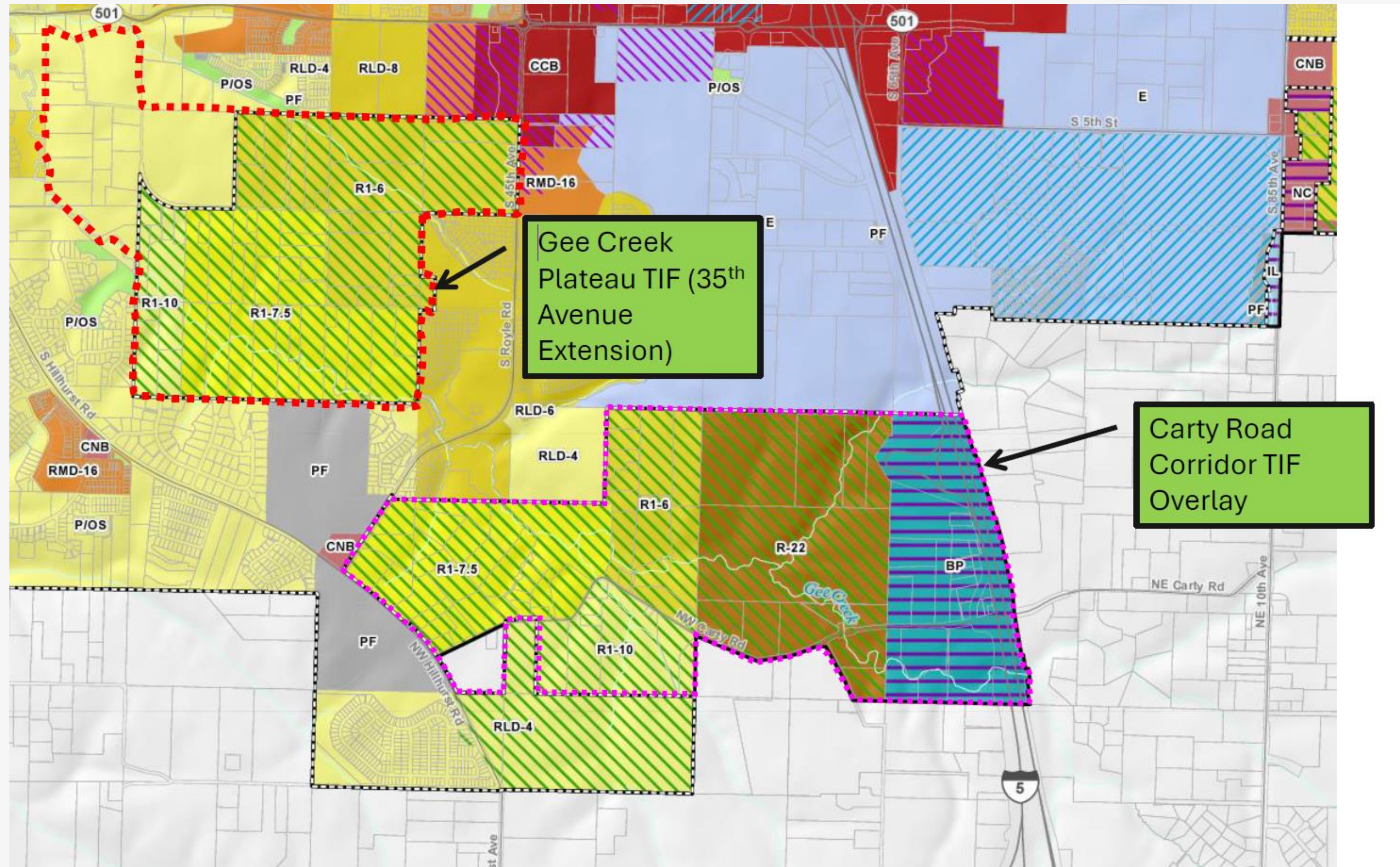
Transportation 2045: New to the CFP

- **Economic Growth (2025-2045)**
 - 8,620 new households, 2,156 new jobs
 - Planning for mixed use growth nodes/hubs,
 - 101,700 new daily trips
- **Major planned corridors**
 - S 35th Avenue/Gee Creek Plateau extension
 - Ridgefield/ I-5 South Connection
 - New I-5 overpasses, north & south of Pioneer
 - Royle Rd North: transportation & water (w/ Cowlitz Tribe, Clark Co., CPU)
- **Multi-modal system**
 - Interconnected, transportation trail system (2023 legislation, TIF eligible)
 - Safe routes to school & recreation in new development planning
 - Climate change: access to EV charging, neighborhood electric vehicles, complete streets
- **Engaging the Community**
 - Council's WAVE initiative
 - Continue and expand involvement in planning & designing projects

Transportation CFP Project Map



Proposed New Transportation Impact Fee Overlay Areas



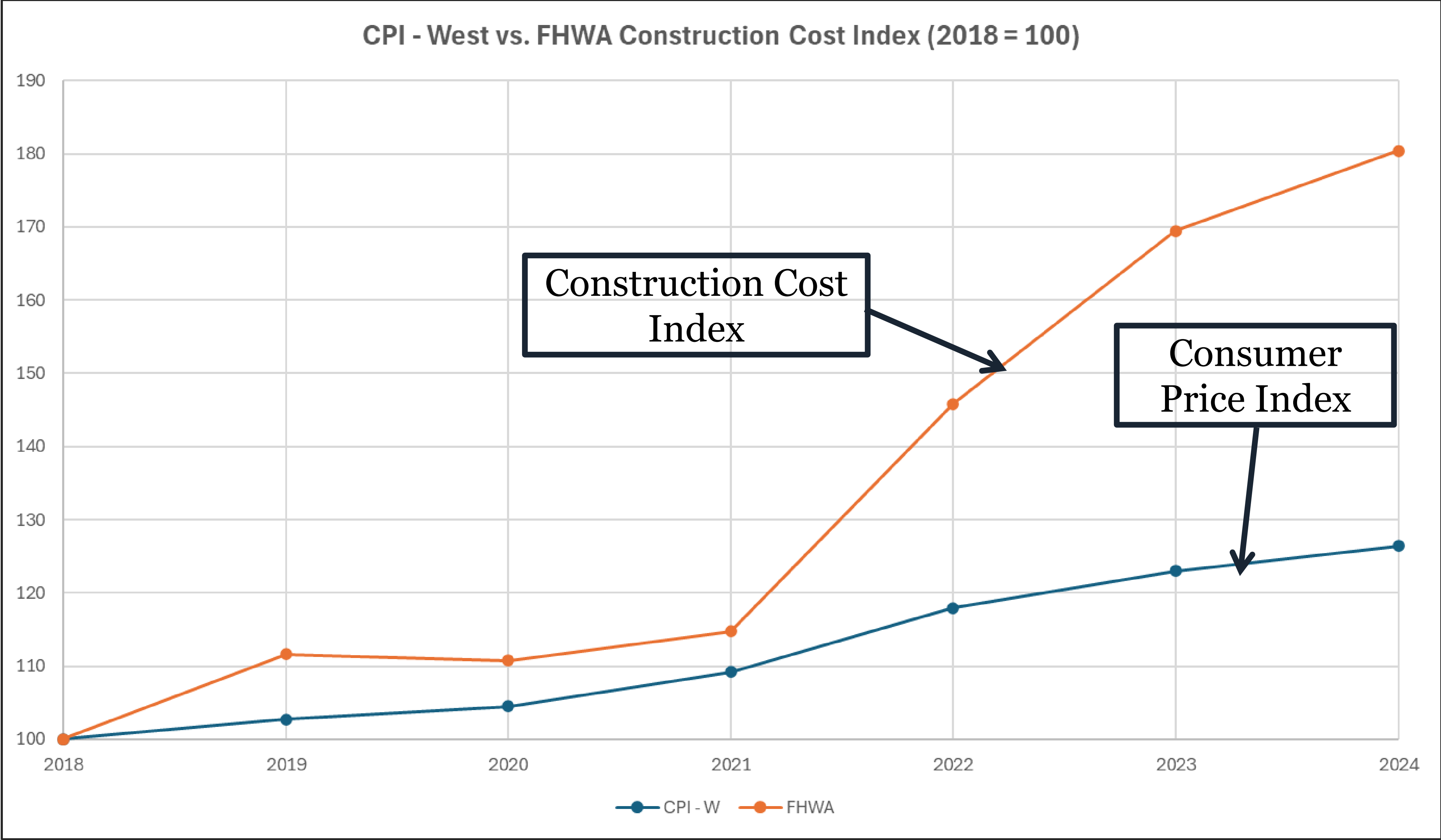
TIF Program Update

- **Project cost shares include:**
 - Private: required developer frontage improvements
 - Public: trips already on the system in 2025, growth outside of City
 - Grants: applied to Public share, developer shares may be used as leverage
 - Transportation Impact Fees: growth pays for new multi-modal capacity.
- **New procedure for CFP cost shares**
 - Will be used for assessing TIFs, TIF credits
 - Public/grant, private and TIF shares by functional class, location, situation
- **New procedure for assessing TIFs for each development:**
 - Lookup table with trips by land use type)
 - Reductions for mixed use, trip internalization (i.e. trips don't use arterials)
 - More predictable and less burdensome process for developers.

Transportation Impact Fees – Cost Considerations

- **Costs for future planned corridors**
 - S 35th Avenue/Gee Creek Plateau extension
 - Ridgefield/ I-5 South Connection
 - New I-5 overpasses, north & south of Pioneer
 - Carty Road Subarea/Corridor
- **Construction Cost Index increased faster than Consumer Price Index, 2018-2024**
 - CPI increased 26%
 - Construction cost index rose 80%
 - TIF indexing has used CPI

New Transportation Impact Fee Overlay Areas



TIFs – Estimating Cost Shares

Procedure to Estimate TIF share	Percentage TIF assumed	Public/ Tax Increment Financing/ Grant Share	Percentage Private Share assumed
1) Principal and Minor Arterials, assume TIF share is percent of traffic growth 2025-2045	30-40%	10%-30% (based on transportation modeling), larger for Tax Increment Financing projects	10%-30% (depends on frontage improvements needed)
2) Collectors < 1 mile or connecting with other shorter collectors (primarily land access for new development, some shifting of traffic from existing routes when completed)	30-40%	0-10% (these are more for specific development areas)	40-60%
3) Collectors > 1 mile connecting to arterials, relieving existing arterials or interchanges	40-50%	10-30% (based on transportation modeling)	30-50%
4) Grants serve to reduce public share			
5) Tax increment financed projects are based on estimated tax revenue from growth assigned to those projects			
6) Neighborhood collectors and below, and collectors only serving 1-2 specific mixed use sites, not eligible for inclusion in TIF network			
*TIF Overlays include: Carty Road, Gee Creek Plateau Extension (separate calculations)			
2025-2045 Daily Trip Growth	101,700		
CALCULATED TIF (Current \$545.81)	\$769.45		
Costs include ROW, permits and construction but not design/soft costs			

CFP Update: “Base” TIF Options

<u>Traffic Impact Fees (City Wide Area)</u>	
Single Family (Per Dwelling Unit)	\$7,363.55 5223
Multi Family (Per Dwelling Unit)	\$4,508.92 319
Commercial (Per Average Daily Trip)	\$769.45 545
<u>Traffic Impact Fees (Gee Creek Plateau Subarea)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$10,633
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$6,511
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$1,111
<u>Traffic Impact Fees (Carty Road Subarea)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$5,721
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$3,503
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$597

Transportation Impact Fees – Options (\$/Daily Trip)

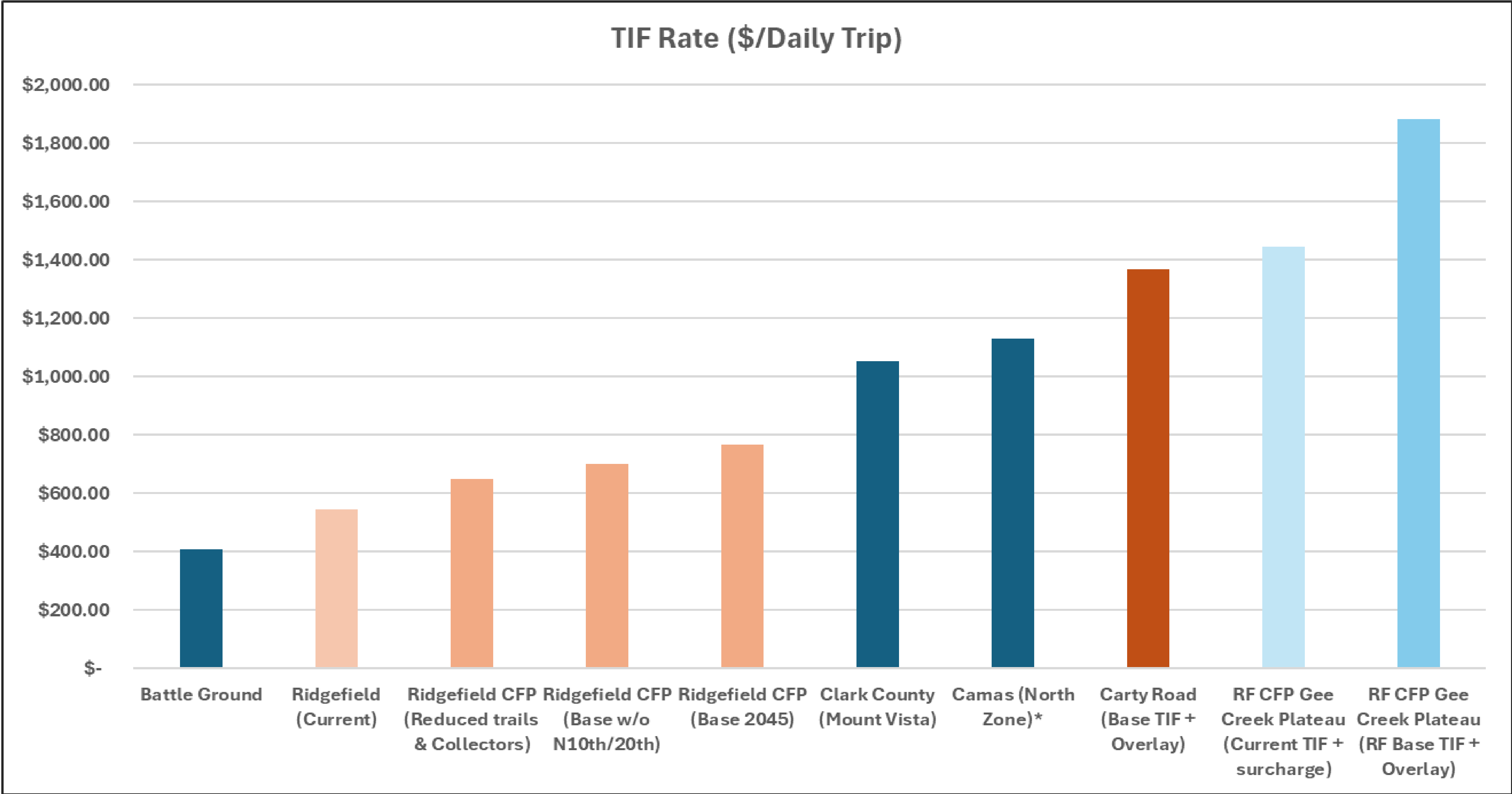
- **Citywide TIF Program**

- Current TIF rate: \$545.81
- “Base” 2025–2045 Rate: \$769.45 (increase \$223.64, 41%)
- Remove TIF share for new N 10th/N20th Crossing: \$703.08
 - (-\$66.37 compared to “base”)
- Reduce trails from 10% to 5% share, all shorter collectors not TIF eligible: \$649.68
 - (-\$119.77 compared to “base”)

- **Proposed TIF Overlay Areas**

- 35th/Gee Creek Plateau Extension: \$1,111.11
 - (current surcharge: \$900.48)
- Carty Road Corridor: \$597.83
- *Plus Citywide TIF*

TIF Rate Options - Comparisons

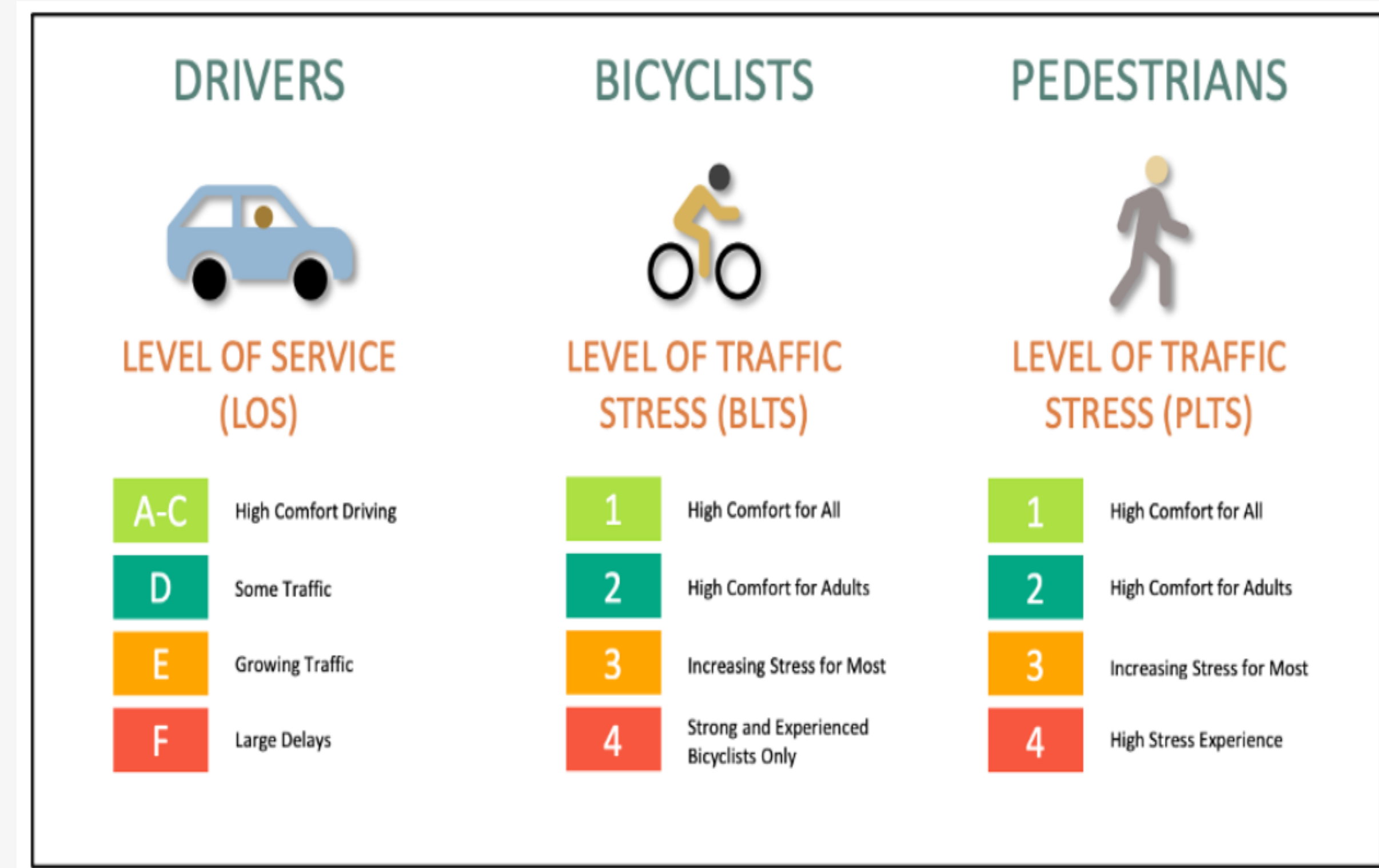


Recent Legislation: New Planning Requirements

- **Multimodal Level of Service (MLOS)**
 - Arterials and transit routes in City
 - Historical LOS focuses on motor vehicles
 - MLOS includes non-motorized, including bikes & pedestrians
 - Draft CFP uses Pedestrian and Bicycle Level of Traffic Stress for MLOS.
- **Climate Change and Resiliency**
 - Reduction in Greenhouse Gases
 - Reduction in vehicle miles traveled (VMT)
 - Human health and safety.

Multimodal Level-of-Service

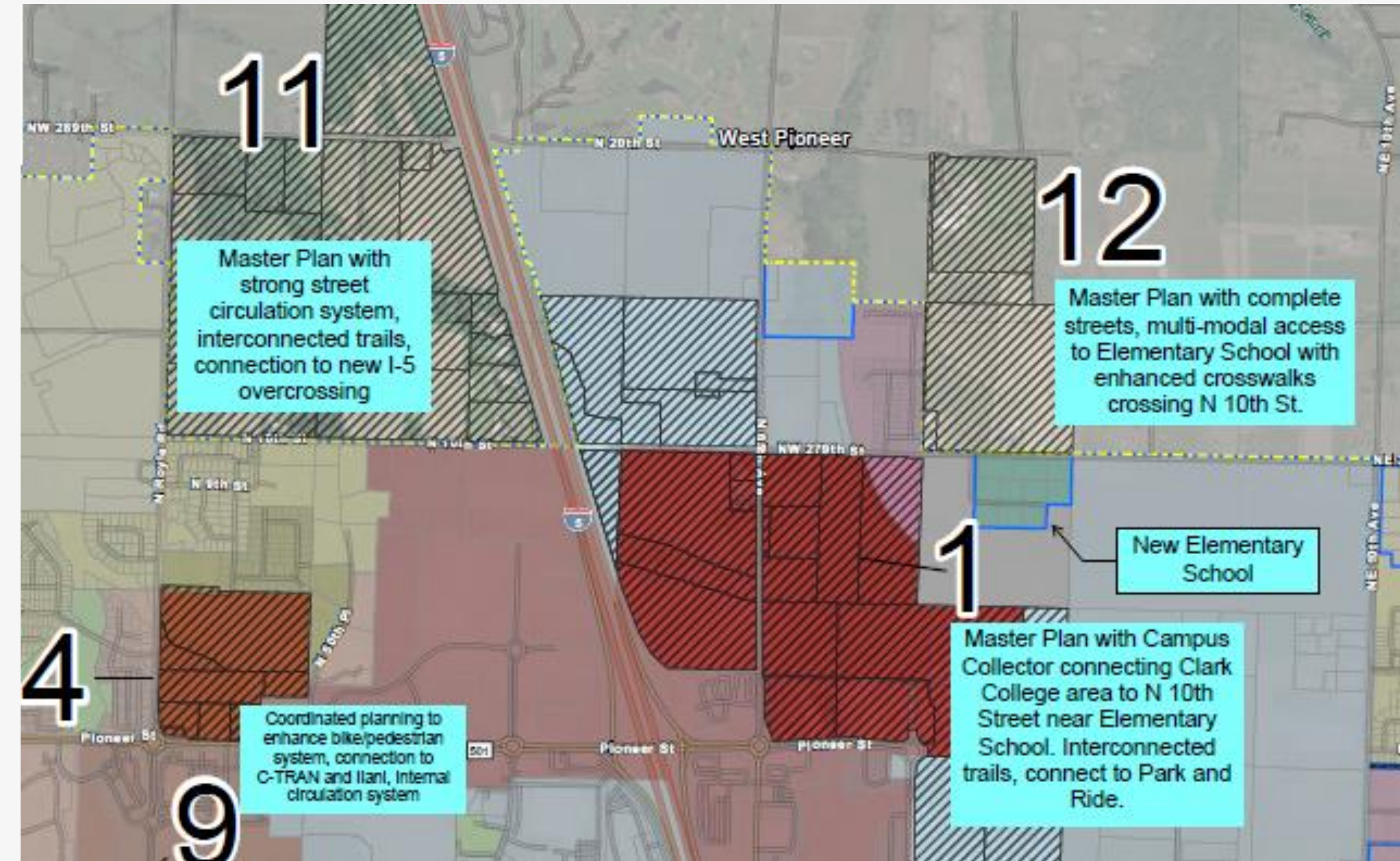
- **Level of Traffic Stress (LTS)**
 - Applied to collectors and arterials
 - Plan for LTS 2 or better
 - Neighborhoods planned for LTS 1.
- **How Applied**
 - Not included in Transportation Concurrency (yet)
 - Factored into Transportation Improvement Program project programming
 - Grant applications.



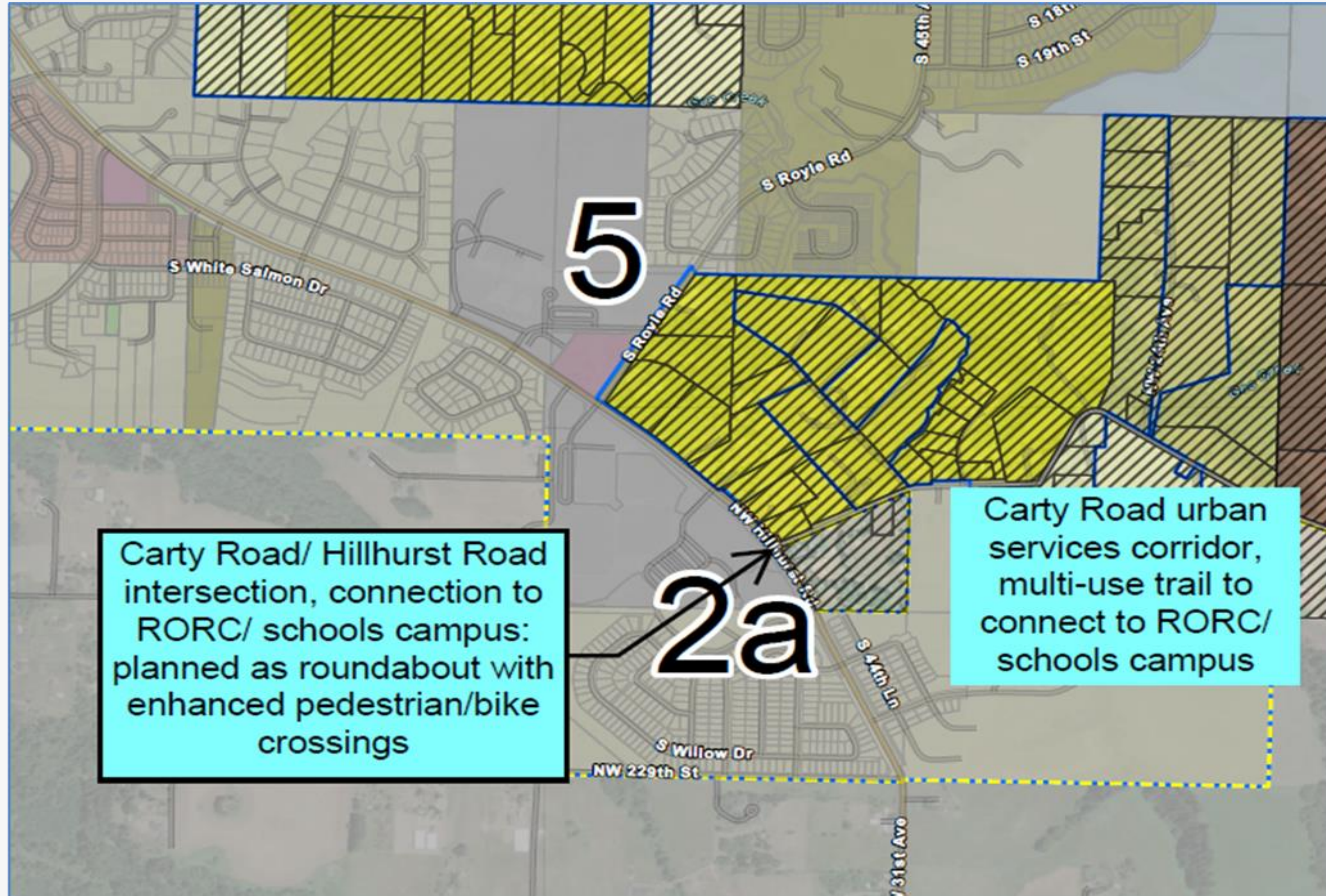
From Streetsblog

Reducing GHG and VMT

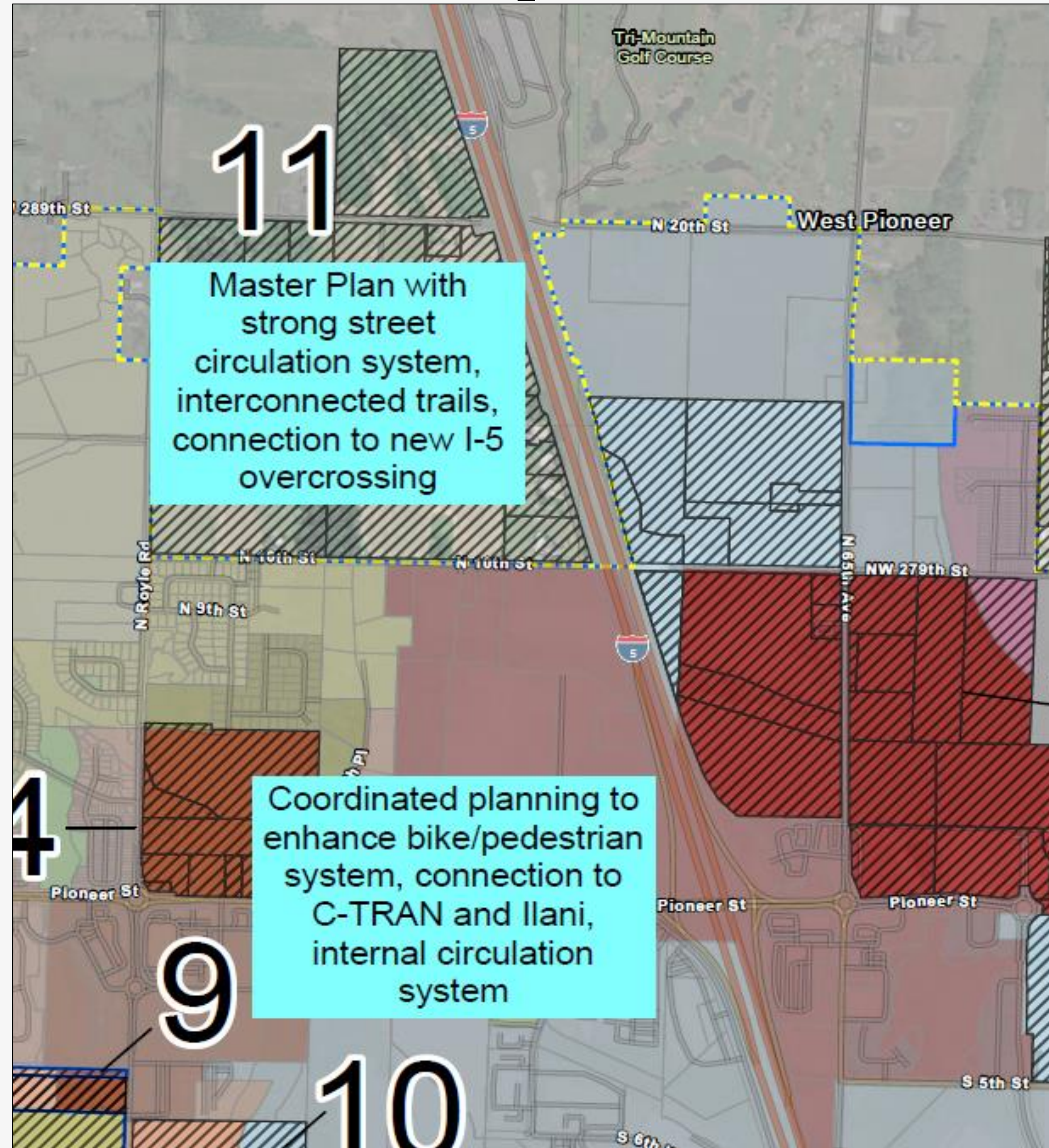
- **Mixed Use Hubs**
 - Services & shopping within walking/ bicycling distance instead of driving
 - Interconnected pathway & trails system.
- **Transportation Trails**
 - Longer-distance trips within City
 - Typically multi-use facilities
 - TIF eligible (5-10% of cost)
 - ENG standards (Vols 1 and 3) emphasize separated pathways (not within street)
 - Five on draft CFP network



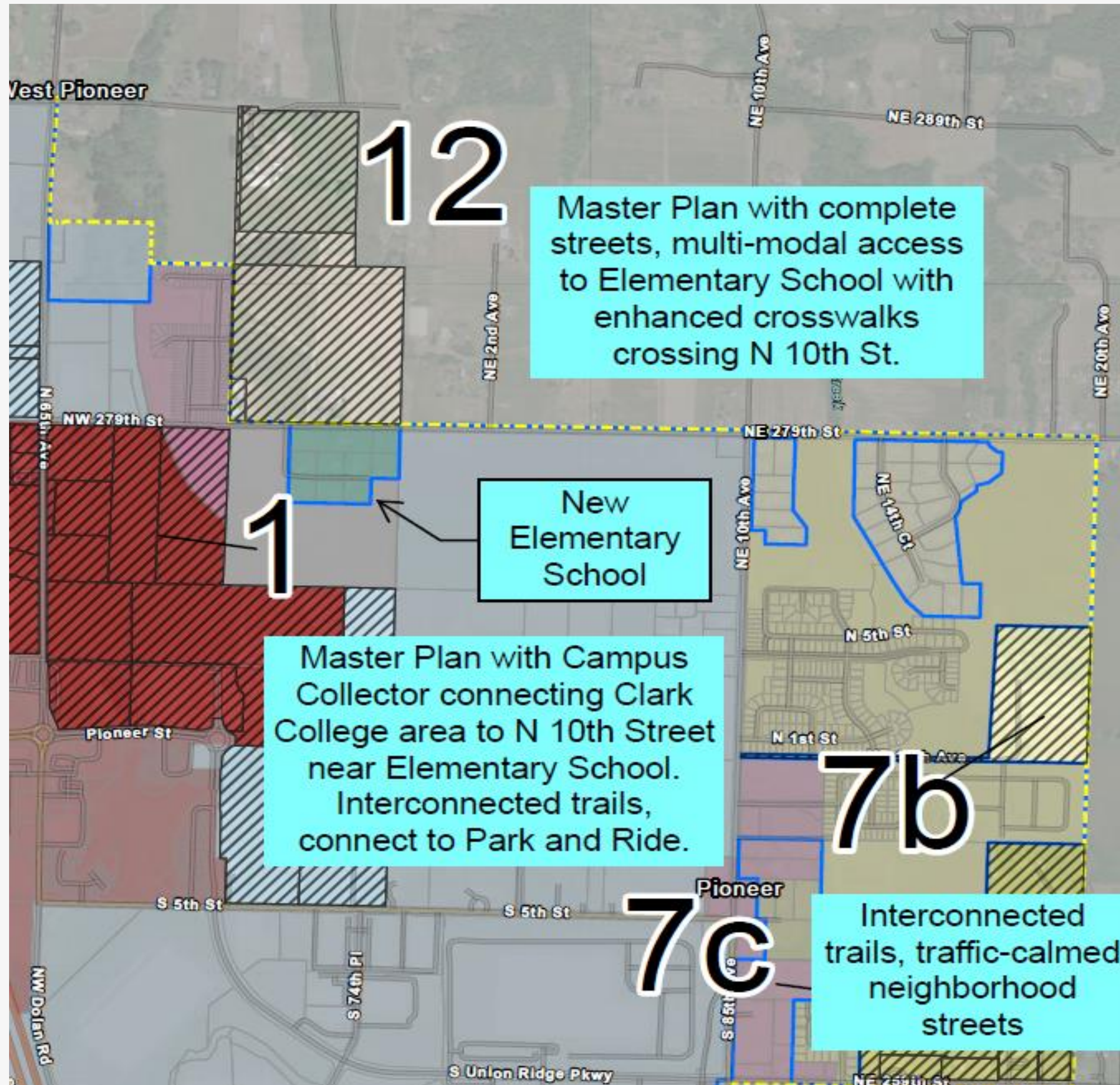
Maul Expansion Area



North Industrial Expansion Area



McCormick Creek Expansion Area



Council Feedback

Principle Alignment

- Do the proposed principles accurately reflect and align with the Council's long-term vision, values, and priorities for the development, sustainability and economic vision of our transportation system and community?

Specific Feedback

- Preference for TIF rate option
- Study areas: Keep as shown? Add? Subtract?
- Growth planning: sustainable growth ideas

Public Hearing and Ordinance

- First reading 6/12/25
- Second reading 6/23/25: incorporate TIF preference
- Incorporate CFP into Comp Plan Update
Transportation Element
- Implementing Ordinances & Codes





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Works/ Capital &
Engineering Director



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City of Ridgefield

2025-2045 Transportation Capital Facilities Plan



May 2025 Draft



Table of Contents

City of Ridgefield..... 1

2025-2045 Transportation Capital Facilities Plan 1

Section 1. Introduction 5

Transportation Capital Facilities Plan..... 5

 CFP Requirements 6

Section 2. Policies and Objectives..... 7

Setting Direction for the Plan..... 7

Developing Policies and Objectives..... 7

Section 3. Ridgefield 2025..... 11

Key Destinations..... 11

Current Facilities and Issues..... 11

 Public Transportation 12

 Pedestrians and Bicyclists 13

 Drivers 17

Section 4. Transportation Standards..... 18

Functional Classification..... 18

Performance Standards..... 22

 Mobility Standards 23

Access Spacing Standards 23

Section 5. Travel Conditions 26

Existing Travel Conditions 26

 Motor Vehicle Operations..... 26

 Safety Evaluation..... 28

Future Travel Conditions 30

 Ridgefield 2045..... 30

Section 6. Project List..... 35

Section 7. Funding..... 41



Current Funding Sources	41
Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.	46
Transportation Impact Fees (TIF)	48
TIF Zone Structure	49
Proposed TIF Overlays	49
Trip Basis	48
TIF Lookup Table	50
Project Cost Shares	51
Trip Generation	51
TIF Rate Calculation	51
Section 8. Climate Change	54
Targeted Growth Strategies	54
Roundabouts	61
Transportation Trails	61

List of Tables

Table 1: Study Intersections	21
Table 2: Street and Access Spacing Standards	25
Table 3: Existing Traffic Conditions	27
Table 4: Intersection Collisions	29
Table 5: Growth 2025-2045, Preferred Land Use Plan	32
Table 6: 2045 PM Future Baseline Peak Hour Intersection Operations	33
Table 7: Transportation Capital Improvements	36
Table 8: Ridgefield Transportation CFP Trip Generation Estimates	52

List of Figures

Figure 1: Existing Transit System	12
Figure 2: Existing Bicycle System with Level of Traffic Stress	15
Figure 3: Existing Pedestrian System with Level of Traffic Stress	16



.....	20
Figure 4: Functional Classification and Study Intersections	20
.....	40
Figure 5: Transportation Capital Improvements	40
Figure 6: Proposed TIF Overlay Districts	50
Figure 7: Targeted Growth Approach	55
Figure 8: Targeted Growth Approach, Maul Area	56
Figure 9: Targeted Growth Approach, North Industrial Area	58
Figure 10: Targeted Growth Approach, McCormick Creek Area	60



Section I. Introduction

Ridgefield has recently been among the fastest growing communities in the State of Washington. The population has surged 85 percent in the last 10 years and more than 15 percent since 2018. The city is tasked with accommodating population and employment growth while maintaining acceptable service levels on its multimodal transportation network. The system must serve regional through traffic, residents, employees and business customers in addition to local growth. With limited funding for transportation improvements, and built and natural environment challenges, the city must balance its investments to ensure that it can develop and maintain the transportation system adequately to serve the city and everyone who travels through it.

Transportation Capital Facilities Plan

The Transportation Capital Facilities Plan (CFP) is a long-range plan that sets the vision for a community's transportation system for the next 20 years. The 2025-2045 CFP prepares Ridgefield for accommodating traffic within its Urban Growth Area (UGA) in the best manner possible over the next twenty years. The Transportation CFP's big picture view allows it to guide the city in developing and maintaining acceptable transportation network performance more efficiently than a piecemeal or unorganized approach.

As the transportation element of the city's Comprehensive Plan, the Transportation CFP embodies the community's vision for an equitable and efficient transportation system. It outlines strategies and projects that are important for protecting and enhancing mobility in Ridgefield through the next 20 years. The Transportation CFP is a collection of current inventory, forecasts, past and current project ideas, decisions, and standards into a single document. The city, Clark County, private developers, and state or federal agencies all have a role in implementing elements of the Transportation CFP.

By setting priorities for available and anticipated funds in the 20-year planning period, the Transportation CFP provides a foundation for budgeting, grant writing, and requiring public improvements with private development. The plan also identifies and advocates for the projects and services that the city would like to implement but cannot reasonably expect to fund.



CFP Requirements

The State of Washington Growth Management Act (GMA) requires the Transportation CFP to include:

- An inventory of multimodal transportation facilities and services.
- A summary of land-use assumptions used in estimating travel forecasts.
- A summary of roadway and multimodal Level of Service (LOS) standards and operations.
- A summary of actions to address existing deficiencies (facilities not meeting level of service standards).
- A traffic and multimodal demand forecast for at least ten years (in this case, twenty years based on the preferred alternative land-use plan).
- A list of transportation system needs to meet current and forecasted demand.
- A finance plan that serves as the basis for the six-year transportation improvement program (TIP).



Section 2. Policies and Objectives

This chapter describes how the CFP was developed. The process involved a formal decision-making structure, community engagement, and a structured technical analysis.

Setting Direction for the Plan

A set of transportation policies, objectives, and performance measures were used to guide the project team in the development, evaluation, and prioritization of solutions that best fit the community and provided the basis for policies to support Plan implementation.

Objectives create manageable steppingstones through which the broad vision statement can be achieved. Each objective is supported by more finite **policies**. In contrast to goals, policies should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. The solutions recommended through the CFP should support the policies and objectives.

Developing Policies and Objectives

The Ridgefield Comprehensive Plan policies and objectives are presented below. Policies required by recent legislation related to Growth Management planning requirements are highlighted with an asterisk.

Policy 1: Implement a Multi-modal Transportation System which ensures Safety and Security for all users and modes

Objectives

- 1-1. Develop and incorporate transportation safety goals in transportation plans, programs and project priorities.
- 1-2. Emphasize measures to promote the safety goals of Target Zero, to reduce or eliminate serious and fatal crashes throughout the City's transportation system by 2035 and in work zones by 2030.
- 1-3. Future improvements to intersections of collectors and arterials should first consider roundabouts and effective transportation management strategies in their plans to promote safety and mobility.



- 1-4. Provide safe and reliable priority routes for snow removal, evacuations, or other major disasters or incidents. Continue to coordinate with Clark Regional Emergency Services Agency (CRESA) and other emergency and first responders during these events.

Policy 2: Enhance Economic Vitality and Quality of Life through a strong coordination between land use and transportation planning

Objectives

- 2-1. Provide strong and continuous coordination between transportation planning and land use/, stormwater management, and utilities that increase opportunities to attract family wage jobs and improve economic competitiveness.
- 2-2. Balance land use and economic development with multimodal considerations and managed access to the collector and arterial system.
- 2-3. Incorporate pedestrian, bicycle, vehicular and emergency vehicle cross-circulation standards for commercial land uses into the City's Engineering Standards and Development Code.
- 2-4. Ensure priority freight corridors, including Pioneer Street and Union Ridge Parkway, are well managed and continue to provide quality levels-of-service connecting to I-5.
- 2-5. Adopt parking standards and plans which maintain neighborhood integrity, promote efficient utilization of limited land, and support desired economic development and growth, especially in the downtown area and waterfront.

Policy 3: Enhance Mobility through an Equitable, Accessible and Sustainable Transportation System

Objectives

- 3-1. Allocate resources using a Council-supported prioritization system, considering benefits to safety, mobility, economic development and quality of life.
- 3-2. Respond to climate change with measures to reduce vehicular travel demand and vehicle miles traveled, such as mixed use and multi-modal communities, low- and zero-emissions alternatives, EV deployment of charging stations around the City, complete streets design, and an interconnected trail system.*



- 3-3. Develop and implement multi-modal level of service standards for the collector and arterial system.*
- 3-4. Develop and implement a vision and standards for Complete Streets and micromobility – golf carts, electronically-assisted modes – to increase mobility for those with mobility limitations and those who choose not to drive.
- 3-5. Prioritize equity in local and regional transportation decision-making to mitigate and eliminate barriers related to access, safety, affordability, and health outcomes experienced by people of color, low-income populations, older adults, people with disabilities, and other historically marginalized communities.
- 3-6. Coordinate with C-TRAN and other transit and paratransit providers in transportation planning, land use planning and project development.
- 3-7. Implement the Multimodal System Plan (2016) and updates to Parks and Trails System in transportation planning and incorporate citywide trails into the transportation impact fee system.
- 3-8. Provide for ongoing coordination with the Ridgefield School District to address traffic and transportation issues in the vicinity of schools and continue to assess funding opportunities such as Safe Routes to School and Bicycle and Pedestrian funding.
- 3-9. Continue to seek outside funding and financing to leverage and optimize the use of City funds, including grants and partnerships with partners including the Cowlitz Indian Tribe, Port of Ridgefield, Clark County and the Regional Transportation Council.

Policy 4: Ensure the community continues to be engaged in transportation planning and project improvements

Objectives

- 4-1. Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- 4-2. Seek additional ways to reach out to and solicit input from underserved members of the community who may not normally attend public meetings and open houses.
- 4-3. Continue to add and keep current project pages on Ridgefield Roundtable.



4-4. Continue to coordinate with City partners, including the Cowlitz Indian Tribe, Washington State Department of Transportation, Clark Cowlitz Fire Rescue, Clark County, C-TRAN and other transportation providers in the area.

*Required by recent legislation related to Growth Management planning requirements.



Section 3. Ridgefield 2025

Ridgefield is located along Interstate 5 (I-5), approximately 20 miles north of downtown Portland. Pioneer Street (SR 501) extends west from I-5 to downtown Ridgefield. New development expected in the city will result in increased traffic, particularly along the major corridors leading to and from I-5.

Key Destinations

The first step in planning an effective transportation system is understanding the key destinations throughout the city. These destinations typically fall into the categories of neighborhoods, employment, shopping, schools, civic buildings, park and recreation, and entertainment. Local key destinations are downtown Ridgefield, the Waterfront and future development by the Port of Ridgefield, Costco and Union Ridge Town Center, Ridgefield Administrative and Civic Center, Ridgefield Junction and business parks on both sides of I-5, Ridgefield Outdoor Recreation Complex, and future growth areas including Gee Creek Plateau and the Carty Road corridor. This Transportation Capital Facilities Plan (CFP) also plans for future key destinations, including the mixed-use hub surrounding Royle Road at Pioneer Street, the Ridgefield Community Center, Ridgefield Corporate Center, and areas included in the Ridgefield Urban Growth Area (UGA) expansions included in the preferred Land Use Plan.

Current Facilities and Issues

This section answers the question “What do We Have Now?” Ridgefield’s existing transportation system includes a range of facilities for people who walk, ride bikes, use transit, or drive. The street system includes the *Old* (Downtown area and west-central Ridgefield), the *New* (built by development or City projects in the past 9-10 years), the *Acquired* (Pioneer Street via 2024’s State Route 501 Route Jurisdiction Transfer), and the *Rural* (Recently annexed areas including Gee Creek Plateau, Carty Road, and areas on the east side of the City). Much of the bicycle and pedestrian system, including trails, have been built by private development. An ADA Transition and Mobility/ Access Plan, scheduled to be completed later in 2025, will identify a program of projects to address gaps, barriers and deficiencies in the accessible mobility system. Besides those built by private development, the City has seen new Electric Vehicles charging stations built at Davis Park and the Ridgefield Park-and-Ride.

Public Transportation

C-TRAN's Route 48 provides service to Ridgefield, with stops on Pioneer Street at 47th Avenue, west of 56th Place, and the Junction Park and Ride on 65th Avenue east of I-5 (see Figure 1). Route 48 connects to the 99th Street Transit Center in Vancouver, with approximately two-hour headways. This route only provides southbound service before noon and northbound trips after noon. C-TRAN's The Current on-demand rideshare is available in Ridgefield, providing door-to-door service for the same cost as a regular bus fare. Passengers can schedule rides online or by calling a phone number¹.

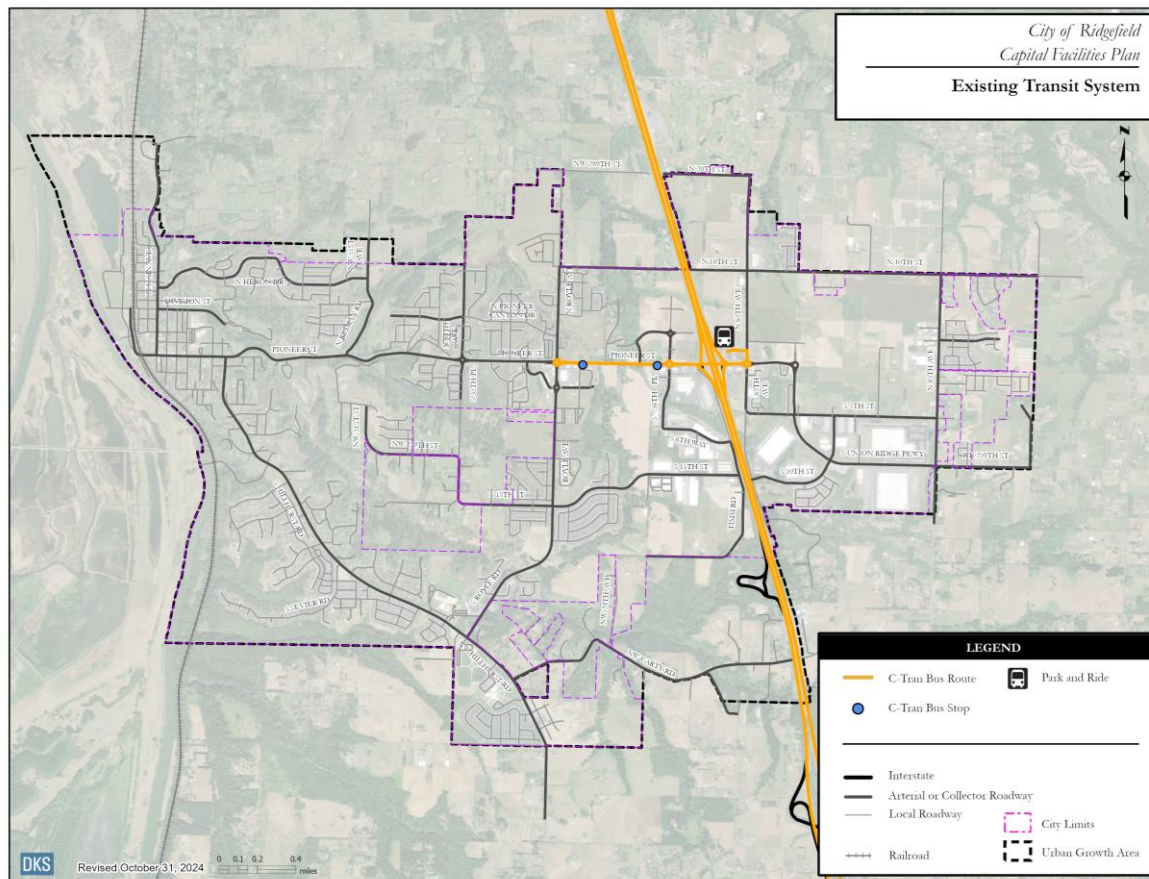


Figure 1: Existing Transit System

¹ <https://c-tran.com/thecurrent>



Pedestrians and Bicyclists

Bicycle and pedestrian facilities were assessed along arterial and collector roadways in the city and shown in Figures 2 and 3. The Ridgefield Multi-modal Transportation Plan (January 2016) was developed to address future needs specific to non-motorized vehicle travel modes. Ridgefield's 2024 Engineering Standards² include requirements for non-motorized uses on streets, such as sidewalks, multi-use and multi-modal trails, and bikeways.

Currently, a 1-mile pedestrian trail exists in Abrams Park, and several other trails extend through the city, including along Gee Creek. Conventional on-street bike lanes exist on portions of Pioneer Street, between Royle Road and 35th Avenue and between Royle Road and 56th Place. The Pioneer Street Widening Project will add multi-use trails on both sides of Pioneer Street from west of Royle Road to 56th Place just west of I-5.

Recent City and developer projects have added bicycle and pedestrian facilities on the Royle Road corridor from S 19th Street to north of Pioneer Street, and on Pioneer Street east of 65th Avenue.

There are also portions with a designated buffer space including near the 35th Avenue roundabout, between 39th Drive and 40th Avenue, and near the transit stop at 47th Avenue. However, gaps in the bike lanes create higher levels of traffic stress along this route particularly considering the higher posted speed limit of 40 miles per hour (MPH) and sight distance limitations.³ While not officially designated bike lanes, the shoulders do provide refuge for bicyclists and pedestrians. Bike lanes are present along portions of Heron Drive, Reiman Road, S 5th Street, Union Ridge Parkway, S. 11th Street, and N 85th Avenue. On other roadways within the city, bicycle users currently share the roadway with motorized traffic.

Intermittent sidewalks exist along portions of Pioneer Street, Hillhurst Road, Reiman Road, 35th Avenue, Royle Road, S 56th Place, Union Ridge Parkway, and 85th Avenue. Sidewalks are also being included in all new developments.

² <https://ridgefieldwa.us/209/Engineering-Construction>

³ Clark County Bike Routes Interactive Map, <https://gis.clark.wa.gov/portal/apps/webappviewer/?id=7acb756876004da7a6207748e82b5111>



The City Council on May 22, 2025 adopted an updated Parks and Trails Capital Facilities Plan. Next year, the City plans on updating the Parks, Recreation, and Open Space Plan⁴ (PROS) Plan (2020). Both plans include consideration of an interconnected trails system to promote active transportation and to reduce vehicle miles traveled.

The City's Multimodal Transportation Plan⁵ (2016) expanded guidance of the development of local transportation projects to further expand the multimodal transportation system and normalize less frequent modes of travel by foot, bicycle, golf cart, or transit. Based on community feedback received at engagement events, key themes included improving access to schools, transit service, downtown circulation/congestion mitigation, and pedestrian and bicycle conditions on Pioneer Street and Hillhurst Road.

Figures 2 and 3 show the existing bicycle and pedestrian systems in Ridgefield. The maps include the respective Level of Traffic Stress (LTS) ratings for each collector and arterial street. LTS is based on the traffic volume, posted speed, and number of lanes of each street segment⁶. LTS 1 indicates a relatively low-stress environment for walking or biking, while LTS 4 indicates a very high-stress environment.

⁴ <https://ridgefieldwa.us/DocumentCenter/View/429/2020-Parks-Rec-Open-Space-Plan-PDF?bidId=>

⁵ <https://ridgefieldwa.us/DocumentCenter/View/428/Multi-Modal-Plan-PDF?bidId=>

⁶ Washinton State Department of Transportation Design Bulletin #2022-01,
<https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf>

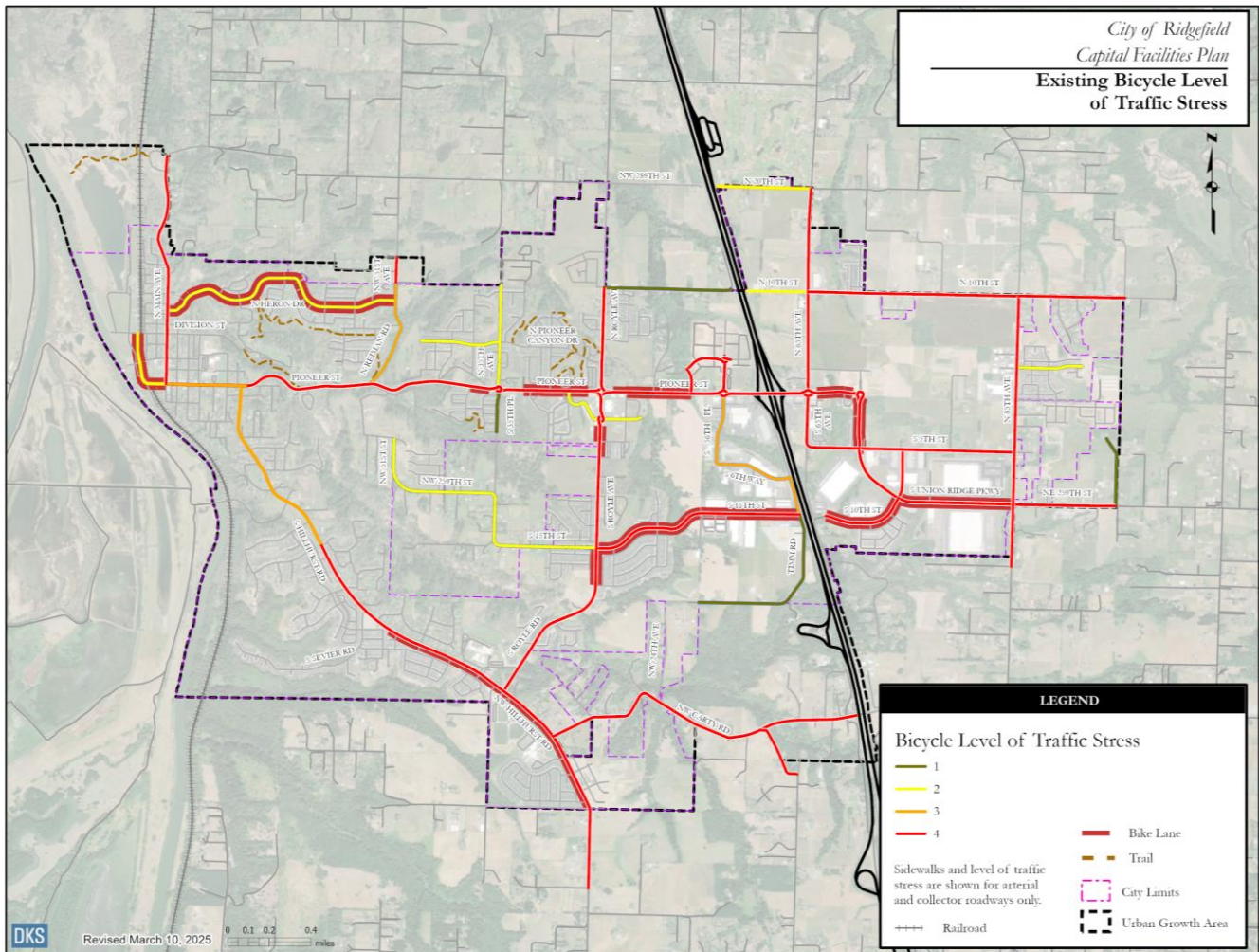


Figure 2: Existing Bicycle System with Level of Traffic Stress

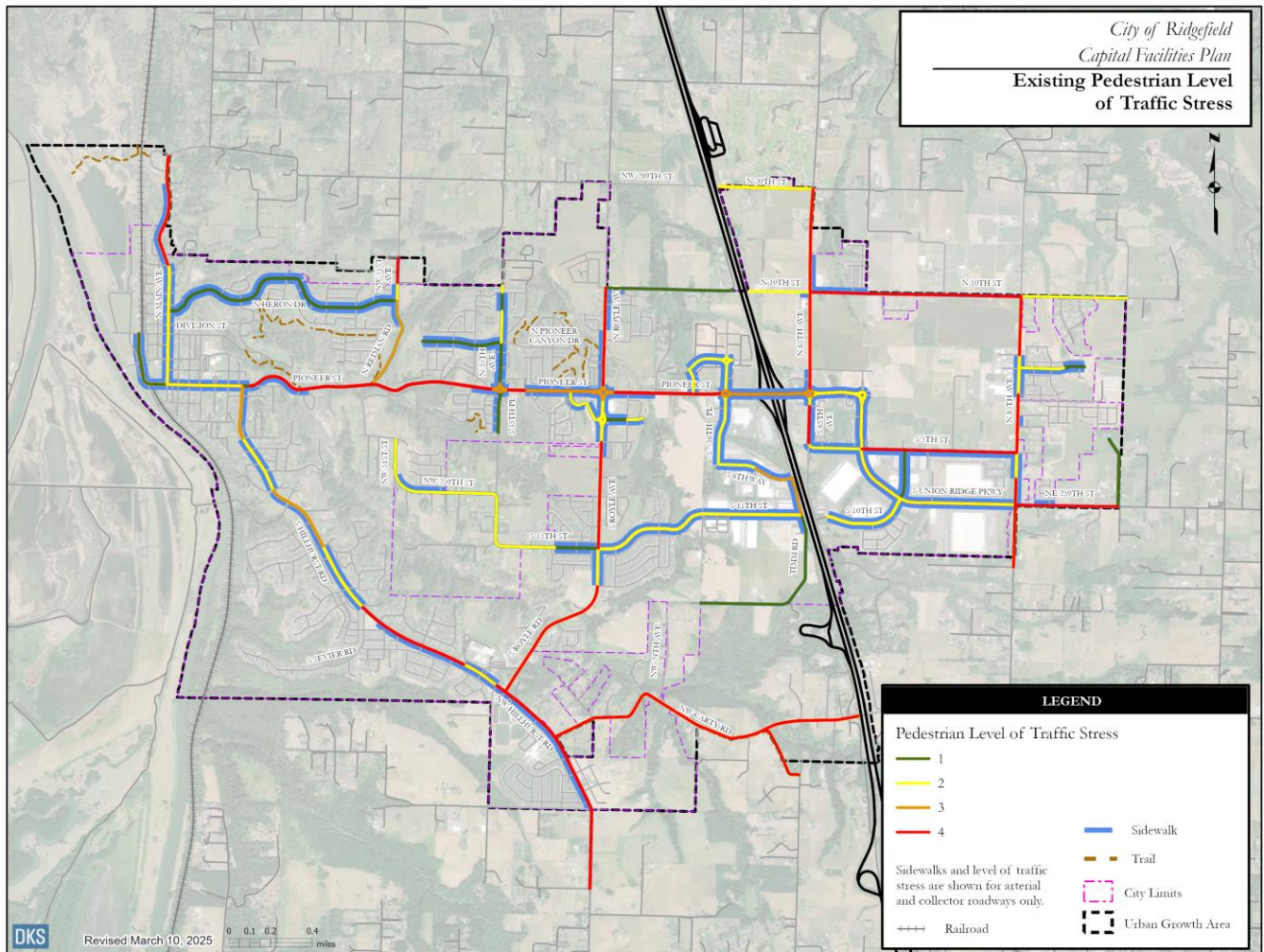


Figure 3: Existing Pedestrian System with Level of Traffic Stress



Drivers

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

The existing street network is made up entirely of two-lane roadways, with the exception of four-lane roadway segments of Pioneer Street and Union Ridge Parkway; the four-lane corridor, when completed, will extend along Pioneer Street and Union Ridge Parkway from 35th Avenue across I-5 to S 10th/11th Street, which will be the eastern terminus of the future S 10th/11th Street overcrossing project. Traffic control on the collector and arterial system is predominantly stop sign controlled or roundabouts. The City currently owns and operates two traffic signals: S Hillhurst Road at S Royle Road, and S Union Ridge Parkway and S 5th Street. Traffic signals at the I-5 ramp intersections with Pioneer are owned and operated by the Washington State Department of Transportation (WSDOT). The highest traffic volumes occur along Pioneer Street, between Royle Road and 65th Avenue.



Section 4. Transportation Standards

The Transportation Capital Facility Plan sets standards and regulations to ensure future development or redevelopment of property is consistent with the city's transportation goals. The following sections summarize the roadway functional classification system, intersection and street mobility standards, and access spacing standards.

Functional Classification

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

- **Principal (Major) Arterial** roadways serve as the main travel routes through the city. These roadways serve the highest volume of motor vehicle traffic and are primarily used for longer distance regional trips.
- **Minor Arterial** roadways connect many parts of the city and serve traffic traveling to and from principal arterial roadways. These roadways provide greater accessibility to neighborhoods, connect to major activity generators, and provide efficient through movement for local traffic.
- **Collector** roadways connect neighborhoods to minor arterials. These roadways serve as major neighborhood routes and generally provide more direct property access or driveways than arterial roadways. The collector roadways are grouped in the following three subcategories: Standard Collector, Scenic Collector, Industrial/Commercial Collector, and Rural Collector. Industrial/Commercial Collectors have slightly wider lanes than Standard Collectors and include a turn lane/median, while Standard Collectors do not include a turn lane/median. Scenic Collectors have a narrow cross-section than Standard Collectors, do not include parking, and only include sidewalks on one side, while the other Collector Types have



sidewalks on both sides⁷. Rural Collectors are found in outlying areas where roads do not meet the standards for the other 0ther Collector types but serve more traffic than a local road.

- **Local** roadways provide more direct access to residences without serving through travel in Ridgefield. These roadways generally are lined with residences and are designed to serve lower volumes of traffic.

Figure 4 shows the functional classification of Ridgefield’s streets, as well as the study intersections analyzed in the CFP. Table 1 lists the study intersections.

⁷ City of Ridgefield Engineering Standards for Public Works Construction, Volume 1 -Design and Planning, May 2017, <https://ridgefieldwa.us/DocumentCenter/View/425/Engineering-Standards-Volume-1-PDF>

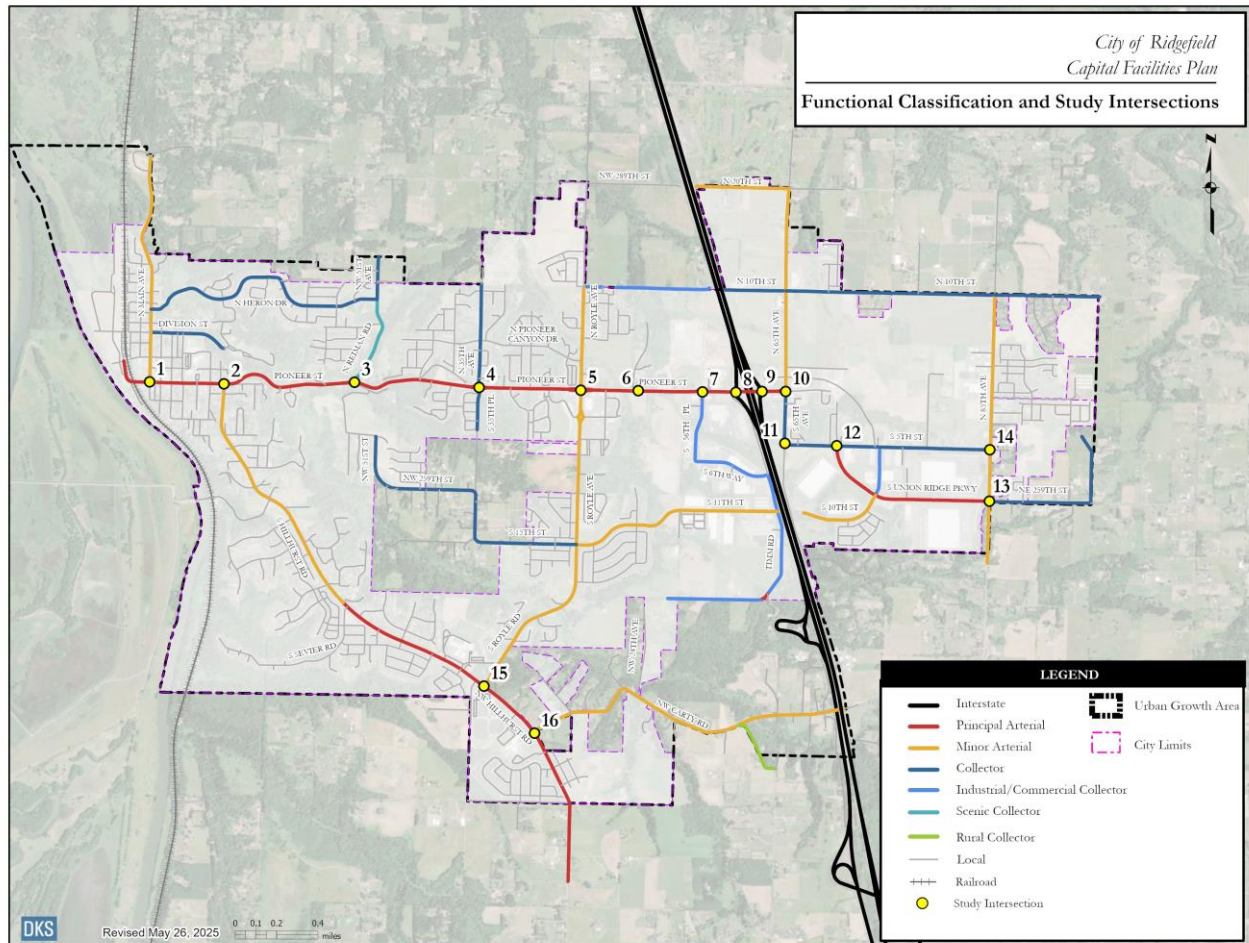


Figure 4: Functional Classification and Study Intersections



Table I: Study Intersections

Intersection	
1	Pioneer Street / Main Avenue
2	Pioneer Street / Hillhurst Road
3	Pioneer Street / Reiman Road
4	Pioneer Street / 35th Avenue
5	Pioneer Street / Royle Road
6	Pioneer Street / 51 st Avenue*
7	Pioneer Street / 56th Place
8	Pioneer Street / I-5 Southbound Ramps
9	Pioneer Street / I-5 Northbound Ramps
10	Pioneer Street/ 65 th Avenue
11	65 th Avenue/5 th Street
12	5th Street/ Union Ridge Parkway
13	Union Ridge Parkway/ 85th Avenue
14	5th Street/ 85th Avenue
15	Royle Road/Hillhurst Road
16	Hillhurst Road/Carty Road



Performance Standards

Transportation standards for intersections and multimodal facilities in Ridgefield provide a metric to assess how well the transportation system is performing. They are the basis for determining operational deficiencies and requiring improvements needed to sustain the transportation system as development and traffic growth occur. Methods used to gauge congestion at intersection and the quality of multimodal facilities are described below.

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.
- **Pedestrian Level of Traffic Stress (LTS) and Bicycle LTS:** A rating given to a road segment or crossing indicating the traffic stress it imposes on pedestrians or bicycles. Levels of traffic stress range from 1 to 4 as follow:
 - LTS 1: Very low traffic stress, suitable for most children and all adults.
 - LTS 2: Low traffic stress, suitable for most adults.
 - LTS 3: Moderate traffic stress, for some adults.
 - LTS 4: High stress, suitable for few adults.



Mobility Standards

All intersections in Ridgefield must operate at or below the adopted mobility standards. Any new development that would cause operations to exceed mobility targets is responsible to provide mitigation, such as improvements to the affected streets and intersections, which could include infrastructure or funding for transportation demand management or alternative transportation modes. The following mobility targets are for streets under the city's jurisdiction.

Signalized Intersections: The intersection as a whole must meet Level of Service (LOS) "D" or better during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m.).

All-way Stop, Two-way Stop, Yield, or Roundabout Controlled Intersections: All movements during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m.) shall be LOS "E" or better.

WSDOT requires a level of service "E" or better for Regionally Significant State Highways (non-HSS) in urban areas⁸. This standard applies to the I-5 ramp intersections on Pioneer Street.

Multimodal Standards

All collector and arterial facilities in Ridgefield must provide a LTS of 2 or better. Facilities that do not meet this standard were identified and included as future transportation projects in the CFP.

Access Spacing Standards

Access management is a broad set of techniques that balance the need to provide efficient, safe, and timely travel with the ability to allow access to individual destinations. Appropriate access management standards and techniques can reduce congestion and accident rates and may lessen the need for construction of additional roadway capacity.

Table 1 identifies the minimum and maximum public street intersection and minimum private access spacing standards for streets in Ridgefield. New streets or redeveloping properties must comply with these standards to the extent practical, as determined by the city. As the opportunity arises through

⁸ Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.



redevelopment, streets not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

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

For other classified arterials and collectors in the city, direct private access onto principal and minor arterials should be minimized or otherwise managed unless no other option exists, while driveway access onto collectors should be managed and spaced appropriately so as not to impede traffic flow or safety. Street and access spacing standards are shown in Table 2.

A new section 2.36, "Commercial Cross Circulation", has been added to the 2024 Engineering Standards to reflect cross-circulation between adjacent commercial developments: "Pedestrian, bicycle and vehicular cross circulation shall be maintained between adjacent commercial developments, especially to reduce or eliminate the use of the City's arterial and collector system for trips between adjacent uses. Access shall be no greater than 750 feet in length away from another access point or public connection unless approved otherwise by the City Engineer. A minimum of one cross connection shall be provided. Cross connections shall be designed to accommodate emergency services.

In the event of a secured site or other instances where providing commercial cross circulation may negatively impact public health and safety, requests to waive or modify this requirement shall be submitted through a design modification for review and action by both the Public Works Director and Community Development Director."



Table 2: Street and Access Spacing Standards⁹

	Principal Arterial	Minor Arterial	Collector	Local
Maximum Block Size (Public Street to Public Street)	N/A	N/A	500 feet*	500 feet*
Minimum Block Size (Public Street to Public Street)	300 feet	300 feet	275 feet	160 feet
Minimum Driveway Spacing (Public Street to Driveway and Driveway to Driveway)	500 feet**	500 feet**	130 feet	None
* If the maximum block size is exceeded, mid-block 15-foot wide pedestrian and bicycle accessways must be provided at spacing no more than 500 feet, unless the connection is impractical due to existing development, topography, environmental constraints, or other factors (as determined by the city engineer).				
** Driveway access should be prohibited, unless no other option is available.				

⁹ 2024 Engineering Standards, adopted October 2024.



Section 5. Travel Conditions

This section summarizes the existing and future travel conditions for the study area.

Existing Travel Conditions

This section summarizes existing travel conditions with an operational analysis of the study intersections and a safety evaluation of the study area.

Motor Vehicle Operations

Motor vehicle operations were evaluated by analyzing the performance of the study intersections. The study intersections are monitored through mobility targets intended to maintain a minimum level of efficiency for motor vehicle travel. Ridgefield mobility targets for intersections are based on level of service (as detailed earlier in this document).

To determine intersection operations, recent turn movement counts were obtained at study intersections during the weekday morning peak period (7 to 9 a.m.), and evening peak period (4 to 6 p.m.). The raw traffic count data is included in the technical appendix.

New traffic counts were not available at all study intersections, so counts used in recent traffic impact analyses (TIAs) were factored to 2024 and calibrated using counts collected in January and March 2024. Please note that for the analysis of existing conditions, the 56th Place roundabout was evaluated without the added trips from the Costco and Union Ridge Town Center development. The 2045 travel conditions account for the trips from that development.

The purpose of the intersection analysis is to determine if the transportation network operates within Ridgefield mobility targets described earlier in this document. Intersections are the focus of the analysis because they are the controlling bottlenecks of traffic flow. The motor vehicle performance evaluation utilized 2000 Highway Capacity Manual methodology¹⁰ for the signalized and unsignalized intersections SIDRA (WSDOT settings) for roundabout intersections. During the peak hours, all study intersections operate well within the adopted mobility standards (see Table 3). The detailed intersection operational analysis is included in the Appendix.

¹⁰ 2000 Highway Capacity Manual, Transportation Research Board, Washington DC, 2000.



Table 3. Existing Traffic Conditions

Intersection			2024 PM Peak		
			Delay (s)	Level of Service	V/C
1	Pioneer Street / Main Avenue	LOS E	8/10	A/A	0.29/0.28
2	Pioneer Street / Hillhurst Road	LOS E	16/11	C/A	0.61/0.22
3	Pioneer Street / Reiman Road	LOS E	9/21	A/C	0.22/0.35
4	Pioneer Street / 35th Avenue	LOS E	12//12	B/B	0.58/0.22
5	Pioneer Street / Royle Road	LOS E	23/19	C/B	0.61/0.66
6	Pioneer Street /Discovery Drive*	LOS E	N/A	N/A	N/A
7	Pioneer Street / 56th Place*	LOS E	48/>300	F/F	1.06/3.12
8	Pioneer Street / I-5 Southbound Ramps	LOS E	21	C	0.93
9	Pioneer Street / I-5 Northbound Ramps	LOS E	C	29	0.79
10	Pioneer Street/ 65 th Avenue	LOS E	11/13	B/B	0.28/0.14
11	65 th Avenue/5 th Street	LOS E	7/8	A/A	0.10/0.13
12	5th Street/ Union Ridge Parkway	LOS D	14	B	0.33
13	Union Ridge Parkway/ 85th Avenue	LOS E	16/19	B/C	0.53/0.41
14	5th Street/ 85th Avenue	LOS E	12/11	B/B	0.43/0.25
15	Royle Road/Hillhurst Road	LOS D	13/10	B/A	0.55
16	Hillhurst Road/Carty Road	LOS E	16/15	C/B**	0.38/0.29
<u>Signalized intersections:</u> LOS = Level of Service of intersection V/C = Volume-to-Capacity Ratio of intersection *Under construction in 2024 **The Hillhurst/Carty intersection experiences periodic LOS E/F conditions for left-turning traffic from Carty Rd onto Pioneer Street during morning and afternoon school hours.			<u>Stop / Roundabout Controlled intersections:</u> Delay shown for worst major/minor street movement LOS = Level of Service for worst major/minor street movement V/C = Volume-to-Capacity Ratio for worst major/minor movement		



Safety Evaluation

Safety of the roadways and intersections in Ridgefield was assessed through historic collision data to identify deficiencies. The data along the roadways and intersections was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist collisions.

Collision data from the past five years (January 2019 through December 2023) was obtained from the Washington State Department of Transportation (WSDOT) for all roadways within Ridgefield. Over the past five years, 413 collisions, or an average of about 83 per year, were identified along roadways in Ridgefield. Of these collisions, 113 occurred along I-5, and 130 on Pioneer Street. The collision data is included in the Appendix.

The severity of the collisions was generally low, with most (83%) involving either property damage only (no injuries) or suspected possible injuries. 33 crashes involved suspected minor injuries, 11 involved suspected serious injuries, and 2 were fatal crashes. Of the one fatalities, one occurred on I-5 northbound and involved speeding that led to a vehicle overturning; the other occurred at the intersection of S 11th Street and S Timm Road and involved alcohol.

Intersection Collisions

Table 4 summarizes the number of collisions at several intersections in Ridgefield. The highest number of crashes occurred at the intersections at Royle Road and Pioneer Street, Pioneer Street and 56th Place, and Pioneer Street and the I-5 northbound ramps.



Table 4: Intersection Collisions

Intersection	Total Crashes (2019 to 2023)	Collision Type					Collision Severity	
		Rear-end	Angle	Pedestrian / Bike	Fixed Object	Other	No Apparent Injury	Injury
Pioneer Street / Main Avenue	0	0	0	0	0	0	0	0
Pioneer Street / Hillhurst Road	2	0	0	0	2	0	2	0
Pioneer Street / Reiman Road	2	0	2	0	0	0	1	1
Pioneer Street / 35th Avenue	6	1	2	0	2	1	6	0
Pioneer Street / Royle Road	26	4	7	1	8	6	19	7
Pioneer Street / 56th Place	14	1	1	0	3	9	10	4
Pioneer Street / I-5 Southbound Ramps	4	1	1	0	0	2	3	1
Pioneer Street / I-5 Northbound Ramps	13	6	3	0	2	2	11	2
Pioneer Street/ 65th Avenue	4	1	0	0	3	1	2	2
5th Street/ Union Ridge Parkway	0	0	0	0	0	0	0	0
Union Ridge Parkway/ 85th Avenue	6	0	4	0	2	0	4	2
5th Street/ 85th Avenue	2	1	1	0	0	0	1	1
10th Street/ 65th Avenue	1	1	0	0	0	0	0	1
10th Street/ 85th Avenue	2	0	1	0	1	0	2	0
N 15th Street (289 th St)/ Royle Road	3	0	2	0	1	0	1	2
S 15 th Street/Royle Road	3	0	2	0	0	1	1	2
Hillhurst Road/ Royle Road	3	0	0	0	2	1	1	2



Future Travel Conditions

The following section summarizes the peak hour transportation operating conditions for the planning horizon year of 2045. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support forecasted traffic growth. If intersection mobility standards are not met, then mitigation measures may be necessary to improve network performance.

Ridgefield 2045

Future land use changes and growth in population, housing, and employment within Ridgefield's UGA will have a significant impact on the existing transportation system and will create new travel demands. These growth projections and how they translate to new trips on the transportation network are key elements of the future conditions and performance analysis.

The Southwest Washington Regional Transportation Council (RTC) travel demand model is the primary tool used to determine future traffic volumes in Ridgefield and the surrounding region. RTC forecasts travel changes in response to future land use and transportation scenarios. This model translates estimated land uses into person trips, selects travel modes and assigns motor vehicle trips to the roadway network. The RTC model is an informational tool to assist with decision making, providing objective and quantitative information exploring the potential impacts of alternative transportation system investments.

Forecasted Population and Employment Growth

Understanding the influence of land uses on the transportation system is a key factor in transportation system planning. The amount of land that is to be developed, the types of land uses, and their proximity to each other have a direct relationship to expected demands on the transportation system.

Forecasted growth for the preferred land use alternative was provided by Clark County as part of the Comprehensive Growth Management Plan update. The base year is 2025 with the planning horizon year of 2045.

Table 5 summarizes baseline and projected future totals for households and employment within the Ridgefield UGA, from which traffic growth estimates were made. These values indicate that growth in employment is expected to outpace residential development, both overall and as a percentage increase. Summaries for the Gee Creek Plateau Subarea and the Carty Road Corridor are also included. New traffic impact fee overlay areas are being considered in this CFP to finance new or improved collector corridors serving those areas.



For the purposes of the table below, >80% AMI household units are estimated to generate 9.4 vehicle trips per day, while those at or below 80% AMI are estimated to generate 7 vehicle trips per day. Trip generation includes household-based trips of multiple purposes, along with deliveries, services, school trips, and other typical weekday trips.

Employment trips are based on an assumed average rate of 20 vehicle trips per day per employee, a rough average based on the Institute of Transportation Engineers' 11th Edition of the Trip Generation Manual.

A trip-linking/chaining rate of 10% (reduction to gross number of trips generated) is assumed for the Ridgefield UGA and the Carty Road corridor, where there are mixes of uses beyond just residential, and 5% for Gee Creek Plateau, as that subarea is all residential. The reduction factor also assumes some pass-by or internalization of trips.

Table 5 provides trip estimates for the entire Ridgefield UGA, as well as the Gee Creek Plateau and Carty Road subareas:



Table 5: Growth 2025-2045, Preferred Land Use Plan

Ridgefield UGA Growth & Trip Generation Estimates				
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)
Households > 80% AMI	3,952	9.4/DU	37,267	33,500
Households ≤ 80% AMI	4,669	7/DU	32,683	29,400
Employment	2,156	20/Employee	43,120	38,800
TOTAL TRIPS			113,070	101,700
Gee Creek Plateau Subarea Growth & Trip Generation Estimates				
Households > 80% AMI	701	9.4/DU	6,730	6,400
Households ≤ 80% AMI	926	7/DU	6,482	6,200
Employment	0	20/Employee	0	0
TOTAL TRIPS			13,212	12,600
Carty Road Corridor (Hillhurst to I-5) Growth & Trip Generation Estimates				
Households > 80% AMI	671	9.4/DU	6,442	5,800
Households ≤ 80% AMI	1,481	7/DU	10,367	9,300
Employment*	373	20/Employee	11,190	10,100
TOTAL TRIPS			27,999	25,200
*Carty jobs includes large County BP annexation area (369 jobs) and Maul expansion with RMUO (4 jobs)				
Source: RTC Travel Demand Model				



Motor Vehicle Operations

Motor vehicle conditions were evaluated during the 2045 evening peak hour at the study intersections, with the future operations shown in Table 6. The operations include the planned and funded projects as a baseline. These projects include building a single-lane roundabout at the 85th Ave/Union Ridge Parkway intersection and building a signal at the Pioneer Street/Hillhurst Road intersection.

Several intersections are expected to fail to meet their mobility targets in 2045. These are:

- Pioneer Street/Reiman Road (southbound approach)
- Pioneer Street/Royle Road (southbound approach)
- Pioneer Street/56th Place
- Pioneer Street/I-5 Southbound Ramps
- Pioneer Street/I-5 Northbound Ramps
- S Hillhurst Road/ NW Carty Road

Table 6: 2045 PM Future Baseline Peak Hour Intersection Operations

Node #	Intersection	Mobility Standard	2045 PM Peak		
			Delay (s)	Level of Service	V/C
1	Pioneer Street / Main Avenue	LOS E	9/10	A/A	0.31/0.25
2	Pioneer Street / Hillhurst Road*	LOS E	11/10	B/B	0.58/0.29
3	Pioneer Street / Reiman Road	LOS E	9/46	A/E	0.05/0.65
4	Pioneer Street / 35th Avenue	LOS E	13/14	B/B	0.80/0.31
5	Pioneer Street / Royle Road	LOS E	31/156	D/ F	0.91/ 1.29
6	Pioneer Street / 51 st Avenue	LOS E	13/19	B/B	0.68/0.55
7	Pioneer Street / 56th Place	LOS E	19/>300	E/ F	0.95/ 3.84
8	Pioneer Street / I-5 Southbound Ramps	LOS E	37	D	1.03
9	Pioneer Street / I-5 Northbound Ramps	LOS E	88	F	1.07
10	Pioneer Street/ 65th Avenue	LOS E	15/12	B/B	0.46/0.37
11	5th Street/ Union Ridge Parkway	LOS E	15	B	0.40



Table 6: 2045 PM Future Baseline Peak Hour Intersection Operations

Node #	Intersection	Mobility Standard	2045 PM Peak		
			Delay (s)	Level of Service	V/C
12	Union Ridge Parkway/ 85th Avenue*	LOS E	16/12	B/B	0.49/0.55
13	5th Street/ 85th Avenue	LOS E	21/12	C/B	0.69/0.42
14	5th Street/65th Avenue	LOS E	12/10	B/A	0.47/0.33
15	Hillhurst Road/ Royle Road	LOS E	21	C	0.76
16	S Hillhurst Road/ NW Carty Road	LOS E		E/ F	

Bold and red indicates value exceeds capacity ($v/c > 1$) or LOS E.

Signalized intersections:

LOS = Level of Service of Intersection

V/C = Volume-to-Capacity Ratio of Intersection

Stop / Roundabout Controlled intersections:

Delay shown for worst major/minor street movement

LOS = Level of Service for worst major/minor street movement

V/C = Volume-to-Capacity Ratio for worst major/minor movement

* Assumed to be roundabout in 2045



Section 6. Project List

The recommended improvements can be seen in Figure 3, with the project numbers corresponding with those in Table 7. While the estimated project costs are shown, the financial responsibility will be shared by the city, private development and potentially other public agency partners, with the cost shares to be sorted out at when a project is programmed. Not all recommended improvements are required to be in place prior to developing land within the UGA. The need to upgrade the existing streets or construct new ones will be driven by the multi-modal access needs of the adjacent properties. The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to agency approval.

The Transportation CFP identifies several transportation projects that will not have funding by 2045, unless additional sources become available. Some of the projects require city funding and resources beyond what would be available in the time frame of this plan. Others are contingent upon future grants, development, or redevelopment.



Table 7: Transportation Capital Improvements

Project ID	Project Description	Project Extents		Estimated Cost (2024 Dollars)	TIF Eligible
		From	To		
1	Widen Pioneer Street (4 lanes)	35th Avenue	Royle Road	\$5,640,000	Yes
2	Widen Pioneer Street (4 lanes)	Royle Road	Discovery Drive (50th Place)	\$6,000,000	Yes
3	Widen Pioneer Street (4 lanes)	Discovery Drive (50th Place)	56th Place	\$8,000,000	Yes
4	Pioneer Street at Discovery Drive roundabout, extend to N Pioneer Canyon Drive	Pioneer Street	N Pioneer Canyon Drive	\$2,500,000	Yes
5	Improve S 10th Street/NE 259th Street to collector road	S 85th Avenue	S 105th Avenue	\$3,500,000	Yes
6	Widen S Royle Road to minor arterial	Hillhurst Road	S 19th Street	\$13,800,000	Yes
7	Build new east-west collector roadway west of Royle (S 3rd/6th Way)	S 35th Ave	S Royle	\$4,000,000	No
8	Widen Hillhurst Road to minor arterial	Pioneer Street	Sevier Road	\$7,500,000	Yes
9	Complete Hillhurst Road to principal arterial	Sevier Road	UGA/NW 229th Street	\$1,800,000	Yes
10	Replace and improve Pioneer Street through Slide Area	Reiman Road	35th Avenue	\$8,000,000	Yes
11	Build Pioneer Canyon Dr as collector with bridge over canyon (2 lanes)	32nd Avenue	Reiman Road	\$8,000,000	Yes
12	Construct roundabout at Pioneer Street and Hillhurst Road (9th Avenue)	-	-	\$2,000,000	Yes
13	Build S 15th Street to Collector	S Royle Road (45th Avenue)	S 35th Avenue	\$2,000,000	Yes
14	Widen N 65th Avenue to minor arterial	Pioneer Street	N 20th Street (NW 289th Street)	\$11,000,000	Yes



15	Build new Minor Arterial overpass over I-5 (NE 279th/N 10th or NE 289th/N 20th)	N Royle Road	N 65th Avenue	\$22,500,000	Yes
16	New Roundabout, NW 289th Street/N 20th Street at N Royle Rd.	UGA/N 43rd Ave	N Royle Rd.	\$4,500,000	Yes
17	Widen N 10th Street/NE 279th Street to collector	N 65th Avenue	N 85th Avenue	\$7,100,000	Yes
18	Widen N 10th Street/NE 279th Street to collector	N 85th Avenue	N 105th Avenue	\$3,500,000	Yes
19	Build new 105th Avenue collector	NE 259th Street/ S 10th Street	NE 279th Street/ N 10th Street	\$7,000,000	Yes
20	Build new east-west collector roadway (N 4th Street)	N 85th Avenue	N 105th Avenue	\$1,500,000	No
21	Widen 85th Avenue to minor arterial	S Union Ridge Pkwy/S 10th Street	NE 279th Street	\$7,700,000	Yes
22	Build a signal or roundabout at Union Ridge Parkway and 85th Avenue	-	-	\$2,500,000	Yes
23	Widen S 85th Avenue to minor arterial (3 lanes)	S 10th St.NE 259th Street	UGA	\$1,900,000	Yes
24	Build a roundabout at Union Ridge Parkway and S 10th/11th Street crossing corridor	-	-	\$2,500,000	Yes
25	Widen S 5th Street to collector (2 lanes)	Union Ridge Parkway	N 85th Avenue	\$5,300,000	Yes
26	Extend 74th Place as new north-south Industrial/Commercial collector roadway	S 5th Street	N 10th Street/NE 279th Street	\$4,200,000	Yes
27	New east-west Commercial/Industrial collector (extension of Pioneer Street)	Union Ridge Parkway	N 74th Place Collector Extension	\$1,700,000	Yes
28	New North-South "Campus Collector" (Union Ridge Parkway)	Pioneer Street	N 10th Street/NE 279th Street	\$3,400,000	Yes
29	Build new east-west industrial/commercial collector	N 65th Avenue	N 85th Avenue	\$7,900,000	Yes



30	Build S 10th/11th Street overcrossing over I-5	Timm Road	Union Ridge Parkway	\$18,000,000	Yes
31	Widen S 65th Avenue/ S 5th Street to collector	Pioneer Street	Union Ridge Parkway	\$2,000,000	Yes
32	Widen Timm Road/ S 20th Way to industrial/commercial collector	S 11th Street	Discovery Drive (50th Place)	\$7,300,000	No
33	S 35th Avenue/Gee Creek Plateau Extension	Pioneer Street	S 15th Street/Gee Creek east-west collector	\$40,000,000	Yes
34	Pioneer Street at Bertsinger/Reiman Road roundabout	-	-	\$3,000,000	Yes
35	Widen N Royle Road to minor arterial	Pioneer Street	N 20th Street/ NW 289th Street	\$5,600,000	Yes
36	Widen N 10th St to industrial/commercial collector	Royle Road	N 56th Place	\$4,400,000	Yes
37	Extend Pioneer Canyon Drive as collector	Discovery Drive (50th Place)	N Royle Road	\$6,913,000	Yes
38	Extend N 56th Place as industrial/commercial collector	Pioneer Canyon Drive	N 10th Street	\$3,600,000	Yes
39	Build S. 6th Way as industrial/commercial collector	S 56th Place	S Discovery Drive	\$2,000,000	Yes
40	Build S Discovery Drive (50th Avenue) as minor arterial	Pioneer Street	S Wells Drive/S 11th Street	\$9,000,000	Yes
41	Build S Discovery Drive as minor arterial	S Wells Drive/S 11th Street	S 20th Way	\$3,400,000	Yes
42	Construct roundabout at S Wells Drive/ S 11th Street and Discovery Drive	-	-	\$2,000,000	Yes
43	Build N 13th Street/east-west collector road	N 35th Avenue	Royle Road	\$9,150,000	Yes
44	Complete N 35th Avenue as collector road	Pioneer Canyon Drive	N 13th Street/east-west collector road	\$1,200,000	Yes



45	Upgrade Carty Road to Carty Road Subarea collector standard	Hillhurst Road	I-5	\$25,000,000	Yes
46	Upgrade Carty Road at Hillhurst Road intersection to roundabout or signal	-	-	\$2,500,000	Yes
47	Build new east-west collector/NW 229th Street	Hillhurst Road	new rural minor collector roadway	\$4,300,000	Yes
48	Build new north-south rural minor collector roadway outside UGA (2 lanes)	Carty Road	New east-west collector/NW 229th Street	\$2,500,000	No
49	South Ridgefield Connection/NW 219th Street extension as rural major collector outside UGA	I-5	South UGA/Hillhurst Road at NW 229th Street	\$40,000,000	No
50	Upgrade Gee Creek Plateau Collector (S 25th Place/S 10th Way/S 35th Place)	S 4th Way	S 15th Street	\$6,000,000	No
T-1	Gee Creek Multi-modal transportation trail	S Royle Road	Pioneer Street/ Abrams Park	\$10,000,000	Yes
T-2	Pioneer Street/Union Ridge Multi-modal transportation trail (minus costs included in #1, #2, #3, #30, #40)	Hillhurst Road	Union Ridge Parkway	\$5,000,000	Yes
T-3	Hillhurst Multi-Modal Trail/Golf Cart lanes	Pioneer Street	Ridgefield Outdoor Recreation Complex	\$5,150,000	Yes
T-4	Division Street multi-modal transportation trail/BNSF overpass	Abrams Park	Waterfront	\$15,000,000	Yes
T-5	Carty Road Multi-modal trail (cost included in #46)	Hillhurst Road	Discovery Drive (50th Place)	N/A	Yes
Total Project Costs				\$399,953,000	
Total TIF Eligible Project Costs				\$338,653,000	
Total Non-TIF Eligible Project Costs				\$61,300,000	

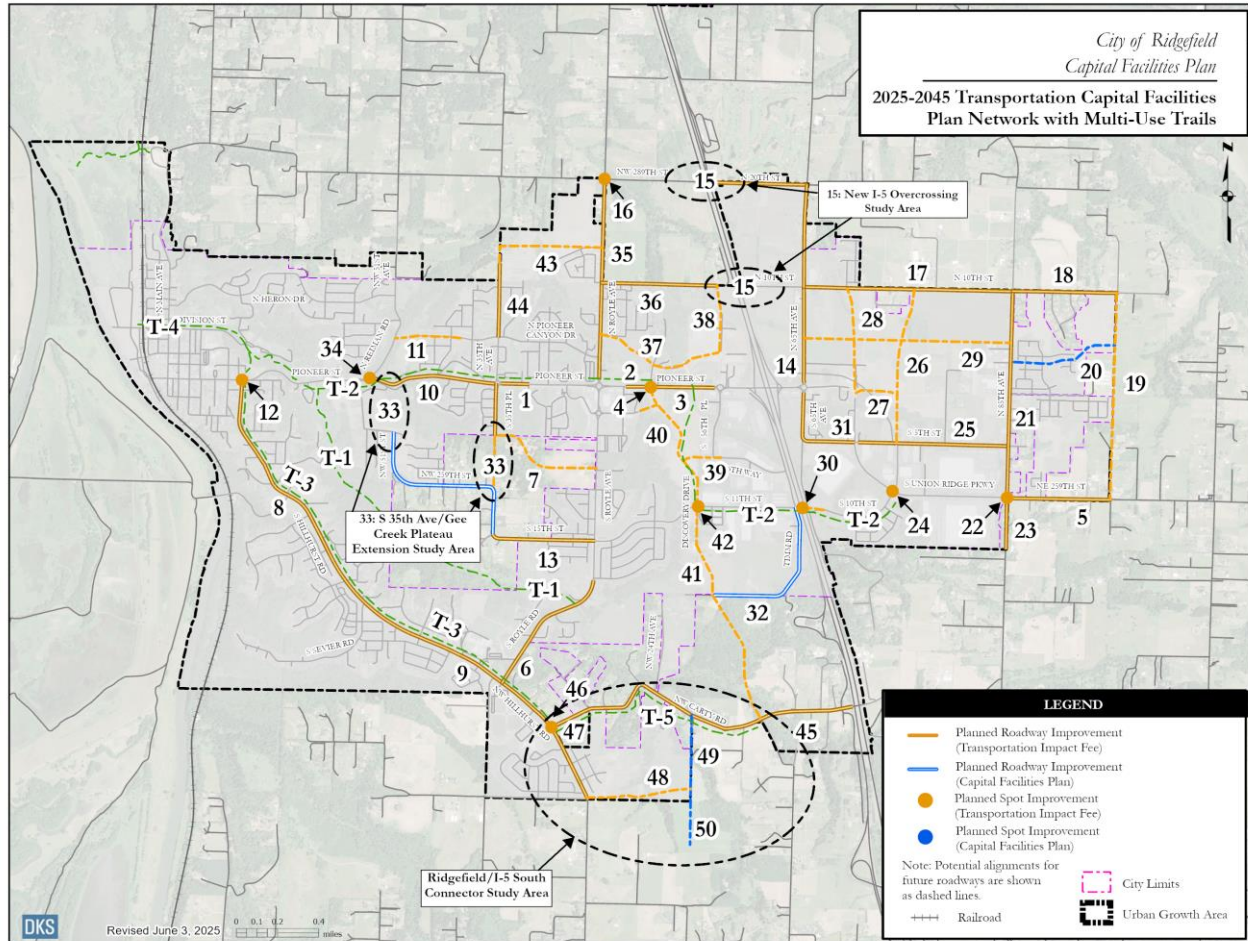


Figure 5: Transportation Capital Improvements



Section 7. Funding

This section details the future transportation funding to help prioritize city investments in the transportation system to meet identified needs over the next 20 years.

Current Funding Sources

The city uses a variety of funding sources for transportation infrastructure, as summarized below.

■ Federal

The federal gas taxes and other transportation fees and taxes are the major federal revenue sources for transportation grants used by the city. The Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015, providing transportation funding for fiscal years 2016 to 2020. In late September 2021, the FAST Act was extended for another year through 2023. In Addition, the Congress approved an additional transportation bill and on November 15, 2021, the President signed into law a \$1.2 trillion bill that reauthorizes the nation's surface infrastructure, which provides additional billions of dollars into existing and new programs to support transportation and many other programs outside of transportation called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). The IIJA includes approximately \$567.5 billion in new transportation funding over the 2023-2026 federal fiscal years.

- Locally, the federal transportation funds that are apportioned to Washington state are divided among Regional Transportation Planning Organizations including the Southwest Washington Regional Transportation Council (RTC) which selects projects for funding. For additional details, see: <https://policy.transportation.org/surface-reauthorization/>. The most recent, approved RTC Transportation Improvement Program can be found here: https://rtc.wa.gov/reports/tip/TIP2025-2028_Final.pdf.
- The FAST and MAP-21 programs focus on preserving the pavements and bridges of the National Highway System. The National Highway System (NHS) consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials.
- The Infrastructure Investment and Jobs Act includes higher funding levels in existing programs for reconstruction projects and the creation of many new programs to support safety improvements, bridges repair/replacements, barrier/culverts enhancements, and other grants



distributed through FHWA and WSDOT.

- **Surface Transportation Block Grant Program (STBG):** The FAST Act converted the longstanding Surface Transportation Program into the Surface Transportation Block Grant Program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program provides flexible funding that may be used for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel on any public road. This includes improvements to roads, pedestrian and bicycle infrastructure, and transit capital projects.

In 2024, Ridgefield was designated as a Small City Urban Area by actions of the Regional Transportation Council. With this action, the Ridgefield federally-designated urban area (primarily the Ridgefield Urban Growth Area) is now eligible for its own funding for the Carbon Reduction Program (CRP) and the Surface Transportation Block Grant (STBG) Program. Between the two programs, Ridgefield has an allocation target of approximately \$800,000 over a five-year period.

- **STP-Bridge Program (STP-Bridge):** Bridges located on the National Highway System (NHS) are eligible for funding under the National Highway Performance (NHPP). However, that leaves the majority of local agency bridges on federally classified, non-NHS roads without dedicated funding.
- **Congestion Mitigation and Air Quality (CMAQ):** The CMAQ program provides funding for transportation projects and programs to help meet National Air Quality Standards specified in the Clean Air Act. Funding is available to projects that reduce congestion and/or improve air quality. Bicycle and pedestrian facilities as well as travel demand management projects are eligible for CMAQ funds.
- **Highway Safety Improvement Program (HSIP):** This program began in 2006 under MAP-21 and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports to the Federal Government describing at least 5% of the state's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. HSIP funds can be targeted to programs addressing: 1) Railway/Highway Crossings, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadways.



- The City's Local Road Safety Plan developed by the Regional Transportation Council provided the background to apply for HSIP projects in 2022. Recently awarded HSIP funds for projects in this TIP were awarded for:
 - Systemic Horizontal Curves Safety Improvements
 - S. Timm Road at S. 11th Street intersection improvements.
- The National Highway Freight Program (NHFP): The National Highway Freight Program was established by Congress in the 2015 Fast Act as a federal-aid highway formula program to improve the efficient movement of freight. Per federal law, the Washington State Department of Transportation (WSDOT) determines how the federal NHFP funds will be used for local projects in Washington state.
- Transportation Alternatives Program (TAP): The Transportation Alternatives Program (TAP) combines previously separate grant programs for Transportation Enhancement, Safe Routes to Schools, recreational trails, and scenic byways.
- Safe Routes to School Program (SRTS): This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS funding may be either state or federal in nature. A new call for projects will occur in early 2024.
- Federal Emergency Management Agency (FEMA): The Federal Emergency Management Agency grants support a broad scope of activities and may be used to recover from state or federally declared disasters and mitigate hazards. Ridgefield pursues grants from FEMA to assist with damage caused by severe storms.
- Federal Lands Access Program (FLAP): The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.



Current FLAP funded projects include:

- Gee Creek North Trail Project, Heron Drive to Main Avenue
- Safe Streets for All Users (SS4A): Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.

The City partnered with the Cowlitz Indian Tribe and Clark County (through the Commission on Aging) to apply for and receive a SS4A grant to complete an ADA Transition and Mobility/Access to Services plan for the City. Also see the section on the Cowlitz Indian Tribe partnership for another partnership project for which grant applications are being discussed and developed.

State

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 49.4 cents per gallon, is shared among the cities, counties, and the State Department of Transportation. This includes dedicating a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB).

- Transportation Improvement Board (TIB): The Washington State Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The Transportation Improvement Board is an independent state agency that distributes and manages street construction and maintenance grants to cities and urban counties throughout Washington State.

Three cents of the statewide gas tax provide revenue for TIB's grant programs. TIB requires multi-agency planning and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

The City of Ridgefield competes with other jurisdictions in Washington State for funds from several TIB grant programs including urban arterial; urban sidewalk; and complete street programs. The current Royle Road improvements, S 15th Street to S 5th Way, received a TIB grant.

Urban Arterial Program (UAP): To qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is a minimum of 20%. Funds are distributed across five regions based on arterial lane miles and population.



Urban Sidewalk Program (SP): This program provides funding for pedestrian projects that improve pedestrian access and mobility. The selection criteria include safety, pedestrian generators, convenience, public support, and project cost.

- Complete Streets: The Complete Streets program is a funding opportunity for local governments that have an adopted complete streets ordinance. TIB approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities. The City has an adopted Complete Streets policy and ordinance and is thus eligible to submit for grants under this program. The Hillhurst School Zone Pedestrian and Bike Safety Project received a TIB Complete Streets grant and will be completed in 2025.
- Pedestrian and Bicycle Program (Ped-Bike): This program strives to reduce pedestrian and bicycle collisions, enhancing safety and mobility for people who choose to walk or bike. Grant awards under this program may utilize state or federal funds at the discretion of WSDOT when awards are announced. The next round of grant applications will begin in the spring of 2024.
- Community Economic Revitalization Board (CERB): This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.
- Public Works Fund (PWF): Created by the 1985 State Legislature and formerly known as the Public Works Trust Fund, the mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The board is authorized to loan money to counties, cities, and special purpose districts to finance the repair, replacement, or creation of domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:
- Public Works Fund (PWF) Construction Loan Program: The PWF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The City has received awards under this program for the following projects:



- Gee Creek Loop storm drainage improvements, enhanced pedestrian crossing (of SR 501/ Pioneer Street) and pavement repairs
- Downtown Stormwater and Water Improvements, including Old Pioneer Way, Riverview Drive and Lake River Outfall. Because these are not transportation projects, they are not included in this TIP.
- **Public Works Fund (PWF) Pre-Construction Loan Program:** The PWF Preconstruction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium. The City has received Pre-Construction loan financing for completion of design, permitting and right-of-way acquisition for the South Royle Road, S 19th Street to Hillhurst Road project.
- **State Capital Funding:** this is funding allocated by the State Legislature under a number of non-transportation, capital project funding categories. One of the categories that the City seeks funding from is Local and Community Projects. The 2025 Legislature approved \$1,545,000 toward the Pioneer Street Slide Alleviation project, which will be available for the 2025-2027 biennium.

Miscellaneous Grants and General Fund Transfers

The city receives grant money, general fund transfers, and other monies. This revenue could be available on a project-specific basis, but none will be assumed for funding the Transportation CFP.

Local

Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.

- **Transportation Impact Fees (TIF):** New real- estate developments and re- developments are assessed transportation impact fees based on their impact to the transportation system. To be eligible for TIF funding, a project must be listed in the City's 20- Year Transportation Capital Facilities Plan's Traffic Impact Fee project list, which is being updated with this CFP.
- **Real Estate Excise Taxes (REET II):** A portion of excise tax collected by the City when property is sold may be dedicated to specific improvement projects with the approval of the City Council. The REET II funding is based upon RCW 82.46.035.



- **Tax Increment Area (TIA):** The City of Ridgefield adopted Ordinance No. 1410 on November 2, 2023 designating the Ridgefield Tax Increment Area (TIA) to support the development of Ridgefield as a regional employment center. The Ridgefield TIA includes developable land suitable for commercial and employment land uses. The TIA serves as an investment in critical infrastructure for future development of living-wage employment and desired services. The City will form a separate fund dedicated to the tax allocation revenues the increment area generates. Bonds will be generated to cover the costs of eligible improvements. Transportation projects eligible for TIA financing include:
 - Pioneer Widening, 50th Avenue Roundabout and N 50th/51st Avenue (Discovery Drive)
 - South 10/11th Street Corridor and I-5 overpass
 - Royle Road corridor
 - Pioneer Canyon Drive
 - N 56th Ave north of Pioneer Street/ SR 501
 - Discovery Drive (also known as S 50th/51st Ave)
 - New east-west collector south of Pioneer (SR 501)
 - Build new north-south connector east of I-5 (Union Ridge Parkway extension).
- **Transportation Benefit District (TBD):** in November 2021, Ridgefield voters approved a ten-year 0.2% sales tax to pay costs associated with pavement preservation projects identified in the Six Year Transportation Improvement Program. The tax was effective April 1, 2022. Revenue from the TBD is annually programmed for pavement management and reconstruction, striping and pavement markings, sidewalks, traffic calming and matching funds for grants involving pavement reconstruction.
- **Frontage Improvement Funding Contribution Agreements (Developer):** A developer may enter into a frontage improvement agreement with or provide financial contributions to the city where the developer pays the city for improvements in lieu of constructing the improvements. In cases where the development abuts a proposed road improvement project, it is often beneficial for the City to construct the improvements as part of the capital project.



Transportation Impact Fees (TIF)

The TIF structure for Ridgefield is designed to determine the fair share of improvement costs that may be charged for new development. Traffic impact fees are therefore only paid by new developments or redevelopment which would add trips compared to its current use. For the purposes of Ridgefield's traffic impact fee program, the bounds of the Ridgefield UGA are also the bounds of the traffic impact fee service area.

In simple terms, the TIF rate is determined by dividing the cost of all necessary improvements required by growth by the number of new trips generated by that growth. The TIF eligible projects (shown in Table 6) are those that are triggered by future growth and expected to be completed within the next 20 years. The non-TIF eligible projects are projects needed in the long-term (7 to 20 years) that are not triggered by growth or those located in the unincorporated UGA.

Criteria for TIF eligible roadways were established as follows:

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

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

To help keep the TIF rate "affordable", the parts of the improvements on the TIF program that are TIF-eligible include the **curb-to-curb** "core" roadway section, including travel lanes, stormwater costs, right-of-way costs, bike lane costs and environmental impact mitigation. Frontage improvements that would be required of a development, including landscaping, and sidewalks are not included in TIF calculation. The costs of frontage improvements will be borne by the adjacent development. The portion of collectors and arterials eligible for inclusion on the TIF list that is over and above what would be needed for development local access is the TIF share.

Trip Basis

The Ridgefield TIF implements a daily trip system. Average Daily Trips are used to calculate the TIF Fee. The advantages of using Daily trips are:



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

TIF Zone Structure

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

Proposed TIF Overlays

Recent subarea plans have included long-term plans for major transportation investments in the primary corridor serving each of the Gee Creek Plateau and Carty Road subareas.

For Gee Creek Plateau, a new corridor called the 35th Avenue/Gee Creek Plateau Extension is planned and is considered reasonably funded to provide for multimodal transportation between Gee Creek Plateau and Pioneer Street. That corridor is now entering the environmental review stage which will culminate in selection of a preferred alternative which will include a funding plan. A special TIF surcharge has been placed on prior development approvals including Ridgefield Heights and Ridgefield Farm in the amount of \$8,464.54 per dwelling unit, or \$900.48 per daily trip. This CFP includes updated planning-level cost estimates for the new corridor which are higher than what was contained in previous CFPs. The proposed TIF overlay assessment for the Gee Creek Plateau Subarea is \$1,111.11 per daily trip.

For the Carty Road corridor, the recent Carty Road Subarea Plan included a special Collector cross section for Carty Road with a Multi-Purpose Trail to be included on the south side of the roadway. The Carty Road TIF Overlay district would extend from S Hillhurst Road on the west end (including a roundabout at the Hillhurst/Carty intersection) east to I-5, encompassing the area contained within the Urban Holding district (to become ULD-4 when urban services and infrastructure are provided) and future annexation areas encompassing multi-family and business park zoning. The proposed TIF overlay assessment for the Carty Road corridor is \$546.63 per daily trip.

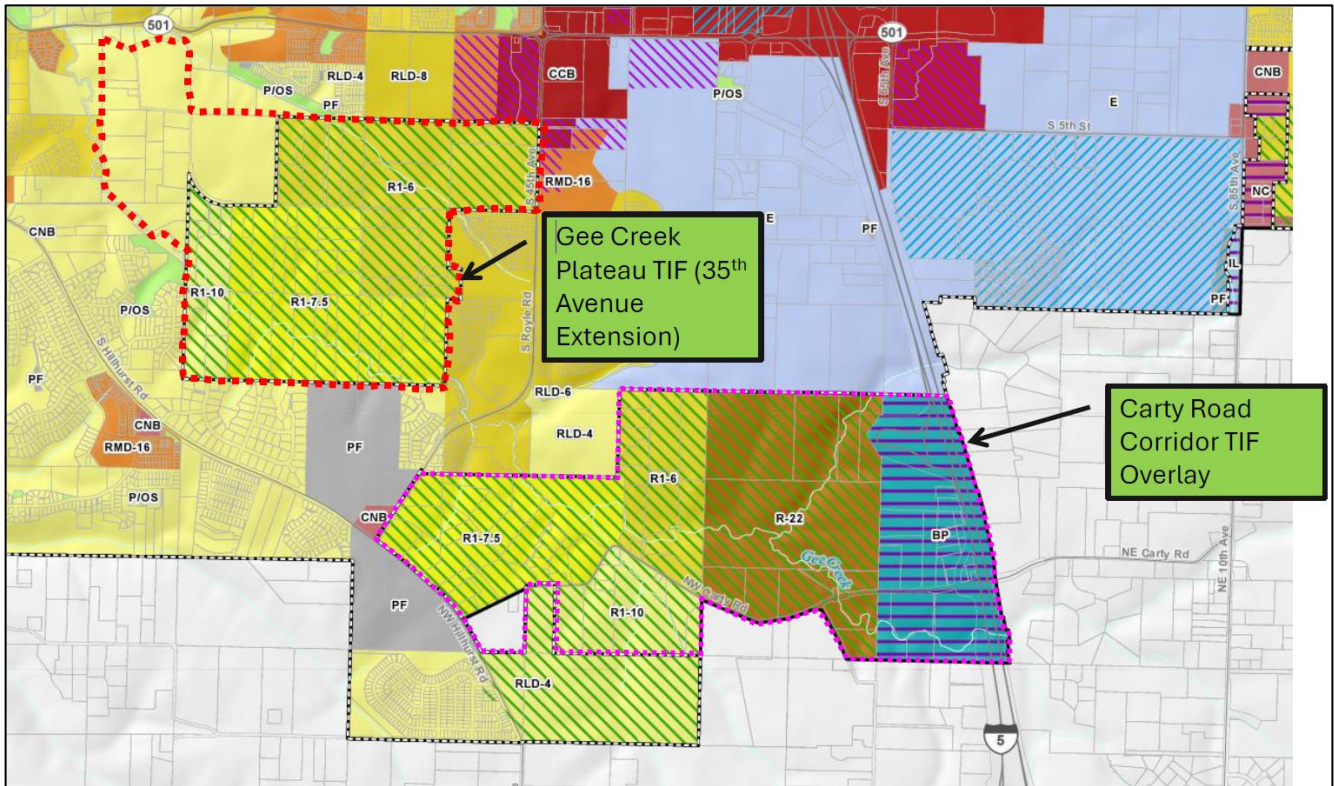


Figure 6: Proposed TIF Overlay Districts

TIF Lookup Table

A review of other jurisdictions around Washington state indicates that they have adopted TIF “lookup tables” of rates by land use type, which provides front-end clarity to estimate TIF rates and costs. For this CFP, a lookup table has been developed using tables from Bellingham and Kennewick, among others.

Included in this table is a “Mixed Use Environment Trip Reduction Factor”. It adjusts ITE Trip Generation Manual trip rates using the ITE Trip Generation Handbook, 3rd Edition, and other case studies, to provide reductions for pass-by, mixed use, internal trips, and/or trips not using the collector/arterial system included in the TIF list of projects. A development proposal can simply look up their proposed use(s), find the corresponding trip rate(s), and estimate their TIF assessment accordingly.



Project Cost Shares

Total project construction costs were estimated using 2024 construction dollars. The project table splits cost responsibility by the following:

- Private: required frontage improvements for developers
- Public: trips already on the system in 2025, growth outside of City
- Grants: typically applied to Public share, developer shares may be used as leverage for larger projects
- Transportation Impact Fees: growth paying for new multi-modal transportation capacity.

The TIF share of costs is based on the curb-to-curb “core road” for each functional classification, minus the private share of what the developer would be required to build anyway if it were a local access facility (i.e. if it were only serving their development).

Trip Generation

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

TIF Rate Calculation

It is forecasted that between 2025 and the planning horizon year 2045, there will be an increase of approximately 101,700 net new daily motor vehicle trips over current traffic volumes within the Ridgefield urban growth area. Table 8 shows the proposed TIF assessment rates based on the trip generation estimates and project lists contained in this CFP for the Ridgefield UGA as a whole as well as the two proposed TIF Overlay Districts.



Table 8: Ridgefield Transportation CFP Trip Generation Estimates

Based on 2025-2045 Growth

Ridgefield UGA Growth						
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)	TIF Project Costs	TIF Rate (\$/Daily Trip)
Households > 80% AMI	3,952	9.4/DU	37,267	33,500		
Households ≤ 80% AMI	4,669	7/DU	32,683	29,400		
Employment	2,156	20/Employee	43,120	38,800		
TOTAL TRIPS			113,070	101,700	\$78,253,200	\$769.45
Current:						\$545.81
Reduce trails from 10% to 5% TIF share:						\$752.17
Reduce trails from 10% to 5% TIF share; shorter collectors not TIF eligible:						\$649.68
Gee Creek Plateau Subarea						
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)	TIF Project Costs	TIF Rate (\$/Daily Trip)
Households > 80% AMI	701	9.4/DU	6,730	6,400		
Households ≤ 80% AMI	926	7/DU	6,482	6,200		
Employment	0	20/Employee	0	0		
TOTAL TRIPS			13,212	12,600	\$14,000,000	\$1,111.11
Current:						\$900.48
Carty Road Corridor (Hillhurst to I-5)						
	Number Units	Weekday trips/unit (ITE)*	Gross Trip Generation	Net Trips (with 10% reduction)	TIF Project Costs	TIF Rate (\$/Daily Trip)



Table 8: Ridgefield Transportation CFP Trip Generation Estimates

Households > 80% AMI	671	9.4/DU	6,442	5,800		
Households ≤ 80% AMI	1,481	7/DU	10,367	9,300		
Employment*	373	20/Employee	11,190	10,100		
TOTAL TRIPS			27,999	25,200	\$13,750,000	\$545.63
					Current:	N/A

*Carty jobs includes large County BP annexation area (369 jobs) and Maul expansion with RMUO (4 jobs).

ITE 11th Edition, Trip Generation Manual. Fitted curve rate used when available.

The proposed TIF rates and fee structure is shown below:

<u>Traffic Impact Fees (City Wide Area)</u>	
Single Family (Per Dwelling Unit)	\$7,363.55 5223
Multi Family (Per Dwelling Unit)	\$4,508.92 349
Commercial (Per Average Daily Trip)	\$769.45 545
<u>Traffic Impact Fees (Gee Creek Plateau Subarea)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$10,633
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$6,511
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$1,111
<u>Traffic Impact Fees (Carty Road Subarea)</u>	
Single Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$5,721
Multi Family (Per Dwelling Unit) (In addition to City Wide Area TIF)	\$3,503
Commercial (Per Average Daily Trip) (In addition to City Wide Area TIF)	\$597



Section 8. Climate Change

Recent legislation has included requirements for consideration of Climate Change in developing transportation plans. These include strategies to reduce greenhouse gas emissions, reduce vehicle miles traveled, as well as assess human health and safety.

The policies, objectives and strategies under which this Transportation CFP has been developed guide the projects, plans and programs included here. Additional strategies are included below for parcels contained in the UGA expansion areas as part of the City's Targeted Growth approach included with the Preferred Land Use alternative.

Targeted Growth Strategies

Figure 6 below shows the Targeted Growth Approach areas in the land use plan. Areas 2a, 11 and 12 are the UGA expansion areas included. Areas 4, 9 and 10 are mixed use nodes or hubs where master planning is either underway or will be requested as part of development proposals in these areas. The other areas are within the current Ridgefield UGA but not yet annexed into the City.

UGA Expansion Areas

The three expansion areas are:

- Maul (2a)
- North Industrial Area (11)
- West of McCormick Creek (12).

Targeted Growth Approach

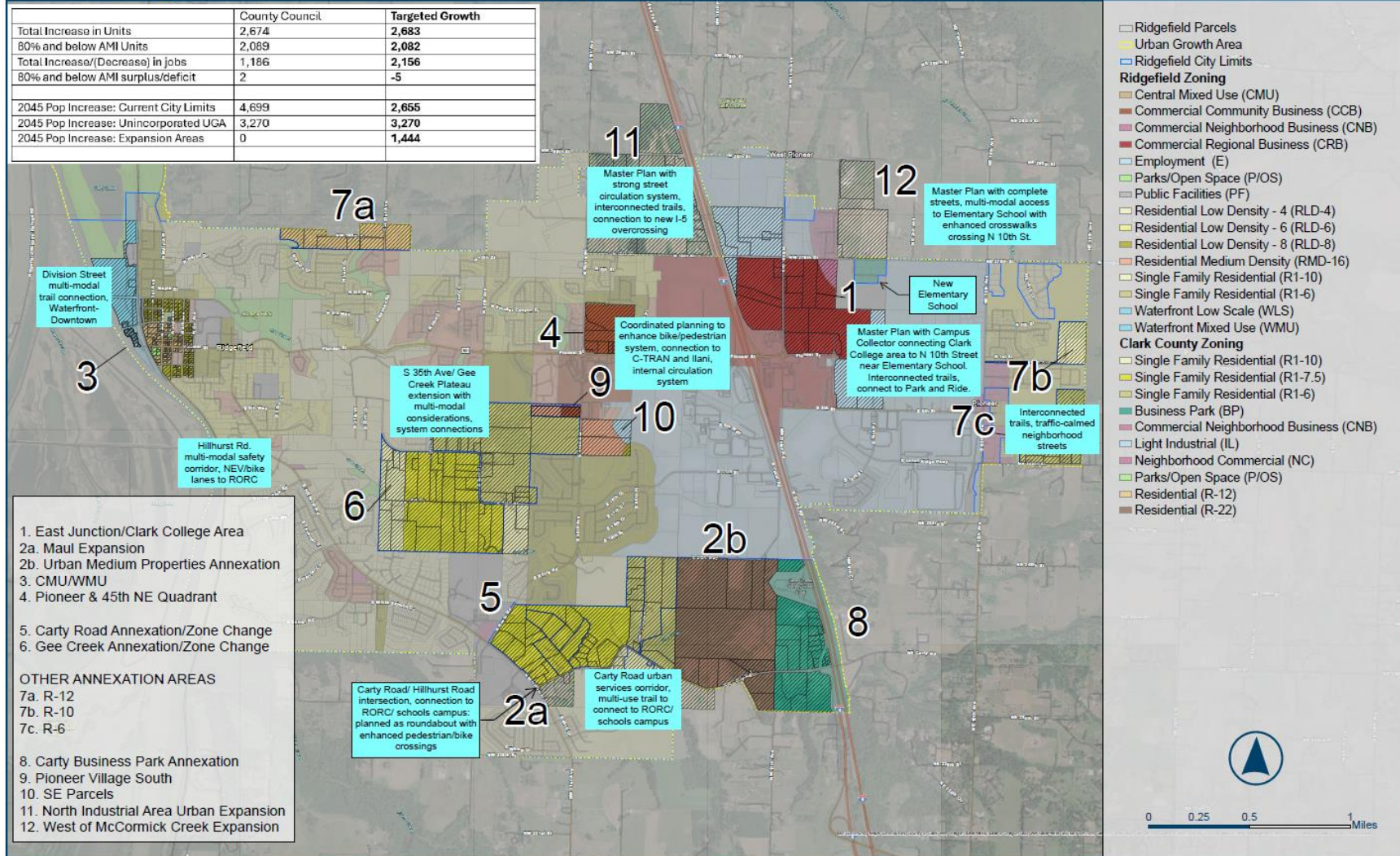


Figure 7: Targeted Growth Approach

Maul

The Maul area is nestled between residential areas on the east, north and south, and the Sunset Ridge/View Ridge schools campus and Ridgefield Outdoor Recreation Complex on the west. There are a variety of considerations for this area, including a new fire station, housing, etc. The property has access to Carty Rd. and S Hillhurst Rd, which will have bicycle and pedestrian facilities along those routes. An enhanced crosswalk crossing Hillhurst was just completed on the north side of the Sanderling Park subdivision connecting to the Schools/RORC campus. What is developed in the Maul site should have safe and direct bicycle and pedestrian connections to encourage non-vehicular modes.

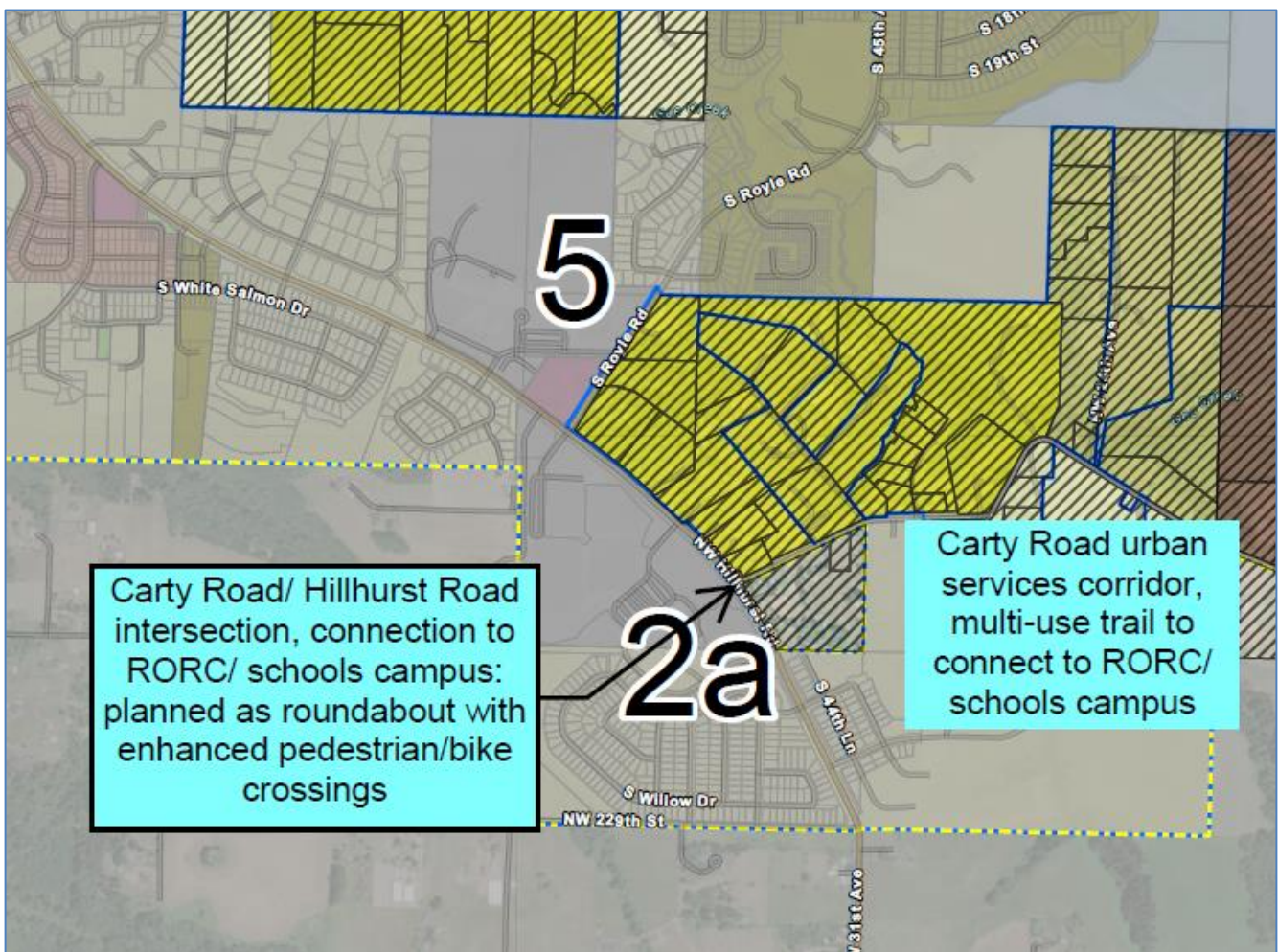


Figure 8: Targeted Growth Approach, Maul Area



North Industrial Area

The north industrial area is planned for a mix of uses. It is bounded by N 10th Street on the south, N 20th Street/NW 289th Street on the north, N Royle Road on the west, and I-5 on the east. This CFP includes planning for a new I-5 overcrossing at either N 10th Street or N 20th Street with a multi-modal trail included.

This area should be master planned prior to individual site plan development proposals in order to encourage the use of active and non-vehicular travel modes within and for trips into and out of this expansion area. Additionally, with the C-TRAN transit route (#48) running north-south on N Royle/NW 31st Avenue between the Ridgefield UGA and the area around Ilani Casino, walk and bicycle connections to transit stops along that corridor should be included in the master planning, with an emphasis on direct and safe routes to and from those stops.

The master planning of the expansion area should also include consideration of local traffic circulation and connections to the Costco/Union Ridge Town Center to the south, and Paradise Pointe and other residential areas to the west. Additionally, master planning should include planning for an interconnected bicycle and pedestrian trail system (or included with street construction) that would be implemented as the area develops.

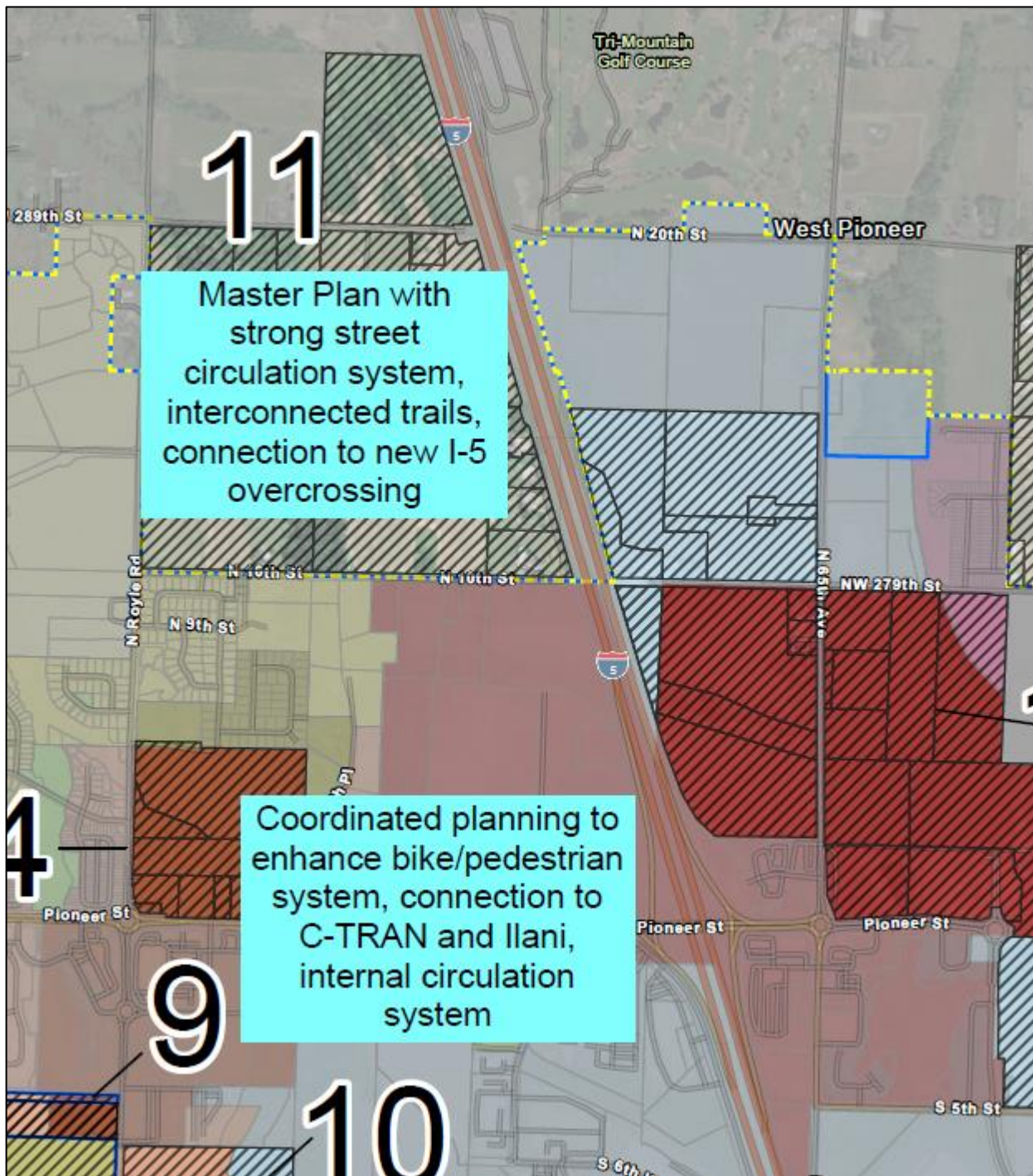


Figure 9: Targeted Growth Approach, North Industrial Area



McCormick Creek Area

This proposed UGA expansion area is primarily residential. It will be bounded by a variety of residential uses to the east, south and west, and rural uses to the north. On the south side, it abuts N 10th Street (NE 279th Street), with the new Ridgefield School District Elementary School contiguous on the south side of N 10th Street.

In the proximity to this expansion area is the Clark College Advanced Manufacturing Center and future phases of Clark College campus expansion. A planned north-south “Campus Collector” will have its northern terminus at N 10th Street in the vicinity of this expansion area. The planned collector should include either multi-purpose trails within the corridor or dedicated bike lanes and wide sidewalks in order to encourage use of non-vehicular modes, to reduce vehicle miles traveled and greenhouse gas emissions.

The Elementary School is being planned for an enhanced crossing of N 10th Street (Rectangular Rapid Flashing Beacons of RRFB with enhanced signage and markings). Experience in Ridgefield (and elsewhere) clearly shows that schools and on-campus recreation facilities and classrooms are increasingly utilized during non-school hours (after school/evenings and weekends, especially)

The McCormick Creek expansion area should be master planned to provide an interconnected and direct multi-modal trail system to this crossing, encouraging the safe use of walking, bicycling and ADA accessible routes to travel to and from the Elementary School and eventually, the expanded Clark College campus.

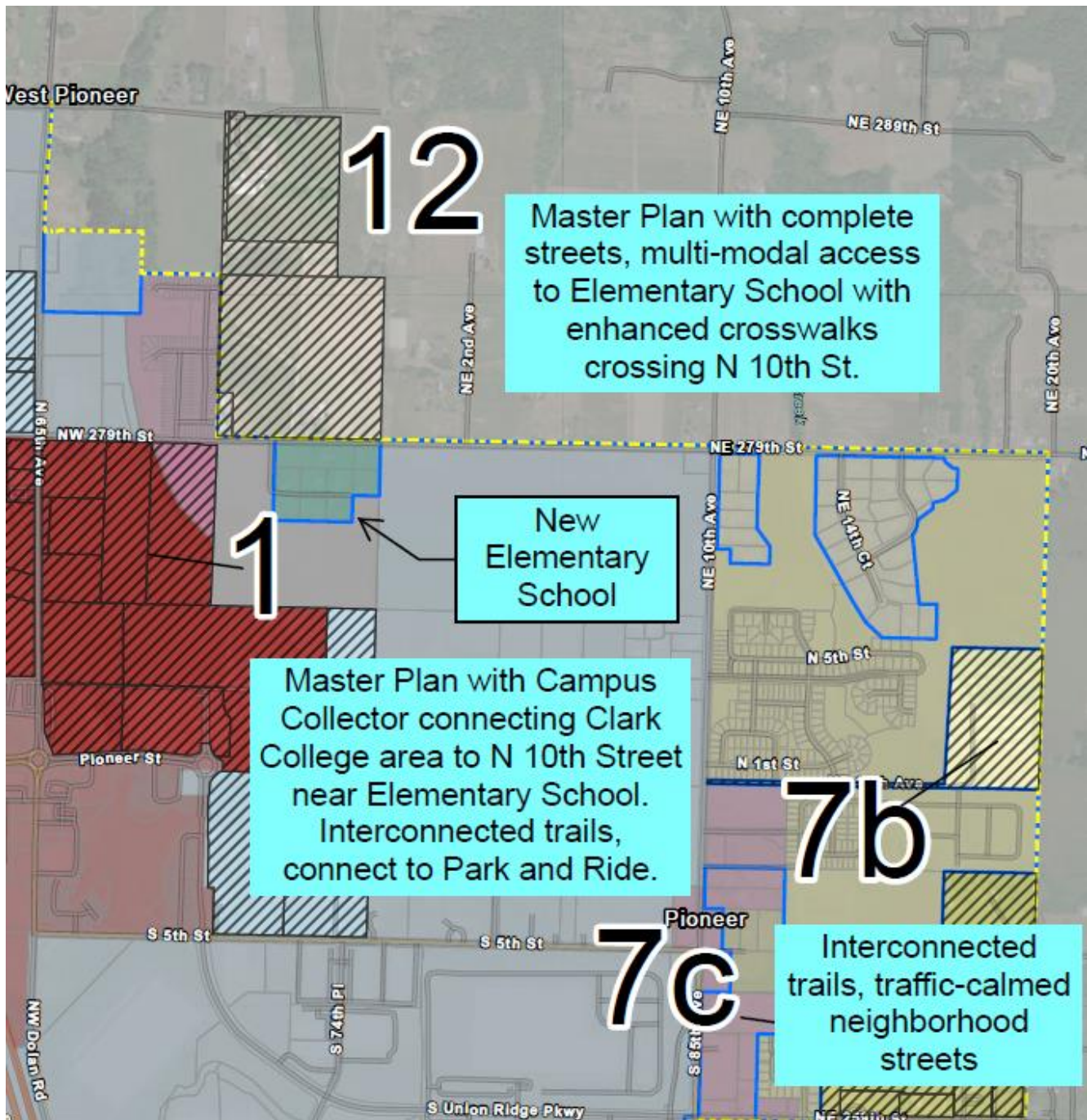


Figure 10: Targeted Growth Approach, McCormick Creek Area



Roundabouts

This Transportation CFP is the first being planned under Transportation Policy 1-3: “Future improvements to intersections of collectors and arterials should first consider roundabouts and effective transportation management strategies in their plans to promote safety and mobility.”

Roundabouts have been shown to provide a high level of mobility and vehicle operations levels-of-service, increasing efficiency and reducing Greenhouse Gas emissions. Additionally, with a reduced number of potential conflict points, they have continually demonstrated a high level of increased safety for all users.

For future project planning and design purposes, this CFP identifies a list of intersections where future projects will first consider roundabouts as part of the Intersection Control Evaluation, a part of the design process. Roundabouts will be the first consideration, with other traffic control such as signals and all-way stop control being secondary in priority.

The figure below shows the current, under-construction, and planned roundabouts included in this CFP.

Transportation Trails

State statutes regarding ability to assess impact fees are found in RCW 82.02.090, Impact fees. In 2023, the Legislature clarified eligibility of projects for which impact fees can be assessed and used to include certain trails serving transportation functions: “The legislature finds that increasing numbers of people are utilizing transportation and commuting options that do not primarily involve the use of public roadways. These options include trails designed to allow for transportation and commuting without the use of motorized transport. These transportation and commuting options provide numerous benefits, including a reduction in greenhouse gas emissions and enhanced connection between communities and job centers. The continued expansion of these options requires the construction and use of public facilities for pedestrians and bicyclists.”

This CFP includes five Transportation Trails which are deemed TIF eligible, in order to encourage use of non-vehicular travel modes to reduce Greenhouse gas emissions as well as vehicle miles traveled (VMT). These are:

- T-1: Gee Creek Multimodal Transportation Trail
- T-2: Pioneer Street/Union Ridge Multi-modal transportation trail
- T-3: Hillhurst Multi-Modal Trail/Golf Cart (Neighborhood Electric Vehicle) lanes
- T-4: Division Street multi-modal transportation trail/BNSF overpass
- T-5: Carty Road Multi-modal trail (part of the Carty Road corridor improvements).

Ridgefield 2025-2045 Transportation Capital Facilities Plan
Project Tables with Transportation Impact Fee Shares

	A	B	C	D	E	I	J	K	L	M	N	O	P
1	Project ID	Description	From	To	TIF Eligible?	Total Project Cost	Grant Percent	TIF Overlay Percent*	Tax Increment Area Percent	Public Share Percent	TIF Percent	Private Share Percent	Total
2	1	Widen Pioneer Street (4 lanes)	35th Ave.	Royle Road	Yes	\$5,640,000	0%	0%	80%	0%	20%	0%	100%
3	2	Widen Pioneer Street (4 lanes)	Royle Road	Discovery Drive (50th Place)	Yes	\$6,000,000	0%	0%	80%	0%	20%	0%	100%
4	3	Widen Pioneer Street (4 lanes)	Discovery Drive (50th Place)	56th Place	Yes	\$8,000,000	0%	0%	80%	0%	20%	0%	100%
5	4	Pioneer Street at Discovery Drive roundabout, extend to N Pioneer Canyon Drive	Pioneer Street	N Pioneer Canyon Drive	Yes	\$2,500,000	0%	0%	80%	0%	20%	0%	100%
6	5	Improve S 10th Street/NE 259th Street to collector road	S 85th Avenue	S 105th Avenue	Yes	\$3,500,000	0%	0%	0%	30%	30%	40%	100%
7	6	Widen S Royle Road to minor arterial	Hillhurst Road	S 19th Street	Yes	\$13,800,000	40%	0%	0%	35%	25%	0%	100%
8	7	Build new east-west collector roadway west of Royle (S 3rd/6th Way)	S 35th Ave	S Royle	No	\$4,000,000	0%	0%	0%	0%	0%	100%	100%
9	8	Widen Hillhurst Road to minor arterial	Pioneer Street	Sevier Road	Yes	\$7,500,000	20%	0%	0%	20%	30%	30%	100%
10	9	Complete Hillhurst Road to principal arterial	Sevier Road	UGA/NW 229th Street	Yes	\$1,800,000	0%	0%	0%	20%	35%	45%	100%
11	10	Replace and improve Pioneer Street through Slide Area	Reiman Road	35th Avenue	Yes	\$8,000,000	30%	0%	0%	70%	0%	0%	100%
12	11	Build Pioneer Canyon Dr as collector with bridge over canyon (2 lanes)	32nd Avenue	Reiman Road	Yes	\$8,000,000	0%	0%	0%	30%	40%	30%	100%
13	12	Construct roundabout at Pioneer Street and Hillhurst Road (9th Avenue)			Yes	\$2,000,000	0%	30%	0%	30%	40%	0%	100%
14	13	Build S 15th Street to Collector	S Royle Road (45th Avenue)	S 35th Avenue	Yes	\$2,000,000	0%	0%	0%	30%	30%	40%	100%
15	14	Widen N 65th Avenue to minor arterial	Pioneer Street	N 20th Street (NW 289th Street)	Yes	\$11,000,000	0%	0%	0%	30%	30%	40%	100%
16	15	Build new Minor Arterial overpass over I-5 (NE 279th/N 10th or NE 289th/N 20th)	N Royle Road	N 65th Avenue	Yes	\$22,500,000	20%	0%	0%	30%	30%	20%	100%
17	16	New Roundabout, NW 289th Street/N 20th Street at N Royle Rd.	UGA/N 43rd Ave	N Royle Rd.	Yes	\$4,500,000	30%	0%	0%	20%	40%	10%	100%
18	17	Widen N 10th Street/NE 279th Street to collector	N 65th Avenue	N 85th Avenue	Yes	\$7,100,000	0%	0%	0%	10%	30%	60%	100%
19	18	Widen N 10th Street/NE 279th Street to collector	N 85th Avenue	N 105th Avenue	Yes	\$3,500,000	0%	0%	0%	10%	30%	60%	100%
20	19	Build new 105th Avenue collector	NE 259th Street/ S 10th Street	NE 279th Street/ N 10th Street	Yes	\$7,000,000	0%	0%	0%	10%	30%	60%	100%
21	20	Build new east-west collector roadway (N 4th Street)	N 85th Avenue	N 105th Avenue	No	\$1,500,000	0%	0%	0%	0%	0%	100%	100%
22	21	Widen 85th Avenue to minor arterial	S Union Ridge Pkwy/S 10th Street	NE 279th Street	Yes	\$7,700,000	0%	0%	0%	30%	30%	40%	100%
23	22	Build a signal or roundabout at Union Ridge Parkway and 85th Avenue	-	-	Yes	\$2,500,000	0%	0%	0%	40%	60%	0%	100%
24	23	Widen S 85th Avenue to minor arterial (3 lanes)	S 10th St.NE 259th Street	UGA	Yes	\$1,900,000	0%	0%	0%	30%	30%	40%	100%
25	24	Build a roundabout at Union Ridge Parkway and S 10th/11th Street crossing corridor	-	-	Yes	\$2,500,000	20%	0%	30%	20%	30%	0%	100%
26	25	Widen S 5th Street to collector (2 lanes)	Union Ridge Parkway	N 85th Avenue	Yes	\$5,300,000	0%	0%	0%	20%	30%	50%	100%
27	26	Extend 74th Place as new north-south Industrial/Commercial collector roadway	S 5th Street	N 10th Street/NE 279th Street	Yes	\$4,200,000	0%	0%	0%	10%	30%	60%	100%
28	27	New east-west Commercial/Industrial collector (extension of Pioneer Street)	Union Ridge Parkway	N 74th Place Collector Extension	Yes	\$1,700,000	0%	0%	0%	10%	40%	50%	100%
29	28	New North-South "Campus Collector" (Union Ridge Parkway)	Pioneer Street	N 10th Street/NE 279th Street	Yes	\$3,400,000	20%	0%	0%	10%	20%	50%	100%
30	29	Build new east-west industrial/commercial collector	N 65th Avenue	N 85th Avenue	Yes	\$7,900,000	0%	0%	0%	10%	30%	60%	100%
31	30	Build S 10th/11th Street overcrossing over I-5	Timm Road	Union Ridge Parkway	Yes	\$18,000,000	30%	0%	30%	20%	20%	0%	100%
32	31	Widen S 65th Avenue/ S 5th Street to collector	Pioneer Street	Union Ridge Parkway	Yes	\$2,000,000	0%	0%	0%	10%	30%	60%	100%
33	32	Widen Timm Road/ S 20th Way to industrial/commercial collector	S 11th Street	Discovery Drive (50th Place)	No	\$7,300,000	0%	0%	0%	0%	0%	100%	100%
34	33	S 35th Avenue/Gee Creek Plateau Extension	Pioneer Street	S 15th Street/Gee Creek east-west collector	Yes	\$40,000,000	25%	35%	0%	30%	0%	10%	100%
35	34	Pioneer Street at Bertsinger/Reiman Road roundabout			Yes	\$3,000,000	0%	0%	0%	50%	50%	0%	100%
36	35	Widen N Royle Road to minor arterial	Pioneer Street	N 20th Street/ NW 289th Street	Yes	\$5,600,000	0%	0%	0%	30%	30%	40%	100%
37	36	Widen N 10th St to industrial/commercial collector	Royle Road	N 56th Place	Yes	\$4,400,000	0%	0%	0%	10%	30%	60%	100%
38	37	Extend Pioneer Canyon Drive as collector	Discovery Drive (50th Place)	N Royle Road	Yes	\$6,913,000	0%	0%	0%	20%	40%	40%	100%
39	38	Extend N 56th Place as industrial/commercial collector	Pioneer Canyon Drive	N 10th Street	Yes	\$3,600,000	0%	0%	0%	10%	40%	50%	100%
40	39	Build S. 6th Way as industrial/commercial collector	S 56th Place	S Discovery Drive	Yes	\$2,000,000	0%	0%	0%	10%	40%	50%	100%
41	40	Build S Discovery Drive (50th Avenue) as minor arterial	Pioneer Street	S Wells Drive/S 11th Street	Yes	\$9,000,000	0%	0%	0%	20%	40%	40%	100%
42	41	Build S Discovery Drive as minor arterial	S Wells Drive/S 11th Street	S 20th Way	Yes	\$3,400,000	0%	0%	0%	20%	30%	50%	100%
43	42	Construct roundabout at S Wells Drive/ S 11th Street and Discovery Drive			Yes	\$2,000,000	20%	0%	0%	40%	30%	10%	100%
44	43	Build N 13th Street/east-west collector road	N 35th Avenue	Royle Road	Yes	\$9,150,000	0%	0%	0%	0%	50%	50%	100%
45	44	Complete N 35th Avenue as collector road	Pioneer Canyon Drive	N 13th Street/ east-west collector road	Yes	\$1,200,000	0%	0%	0%	0%	70%	30%	100%
46	45	Upgrade Carty Road to Carty Road Subarea collector standard	Hillhurst Road	I-5	Yes	\$25,000,000	0%	50%	0%	10%	10%	30%	100%
47	46	Upgrade Carty Road at Hillhurst Road intersection to roundabout or signal			Yes	\$2,500,000	20%	50%	0%	10%	20%	0%	100%
48	47	Build new east-west collector/NW 229th Street	Hillhurst Road	New rural minor collector roadway	Yes	\$4,300,000	0%	0%	0%	0%	50%	50%	100%
49	48	Build new north-south rural minor collector roadway outside UGA (2 lanes)	Carty Road	New east-west collector/NW 229th Street	No	\$2,500,000	0%	0%	0%	0%	0%	100%	100%
50	49	South Ridgefield Connection/NW 219th Street extension as rural major collector	I-5	South UGA/Hillhurst Road at NW 229th Street	No	\$40,000,000	30%	0%	0%	70%	0%	0%	100%
51	50	Upgrade Gee Creek Plateau Collector (S 25th Place/S 10th Way/S 35th Place)	S 4th Way	S 15th Street	No	\$6,000,000	0%	0%	0%	0%	0%	100%	100%
52	T-1	Gee Creek Multi-modal transportation trail	S Royle Road	Pioneer Street/ Abrams Park	Yes	\$10,000,000	30%	0%	0%	60%	10%	0%	100%
53	T-2	Pioneer Street/Union Ridge Multi-modal transportation trail (minus costs included)	Hillhurst Road	Union Ridge Parkway	Yes	\$5,000,000	25%	0%	0%	65%	10%	0%	100%
54	T-3	Hillhurst Multi-Modal Trail/Golf Cart lanes	Pioneer Street	Ridgefield Outdoor Recreation Complex	Yes	\$5,150,000	25%	0%	0%	65%	10%	0%	100%
55	T-4	Division Street multi-modal transportation trail/BNSF overpass	Abrams Park	Waterfront	Yes	\$15,000,000	30%	0%	0%	60%	10%	0%	100%
56	T-5	Carty Road Multi-modal trail (cost included in #45)	Hillhurst Road	Discovery Drive (50th Place)	Yes	N/A	0%	0%	0%	0%	0%	0%	0%
57	TOTALS					\$399,953,000	\$54,787,500	\$28,350,000	\$23,862,000	\$113,800,100	\$78,253,200	\$100,900,200	

2025-2045 Transportation Capital Facilities Plan
Trip Generation/Impact Fee Rate Lookup Table

	A	B	C	D	E	F	G	H
						ITE Daily Trip Rate (1)		
	Land Use Group	ITE Land Use Code	ITE Land Use Category	Unadjusted	Reduction Factor (2)	Net Trip Rate in Mixed-Use Land Use Environment (2)	Trip Basis	Notes
1	Industrial	110	Light Industrial	4.87	20%	3.90	Per 1,000 GFA	
2		130	Industrial Park	3.37	20%	2.70	Per 1,000 GFA	
3		140	Manufacturing	4.75	0%	4.75	Per 1,000 GFA	
4		150	Warehouse	1.71	0%	1.71	Per 1,000 GFA	
5		151	Mini-warehouse/self storage	1.45	0%	1.45	Per 1,000 GFA	
6		154	High-Cube Transit and Storage WH	1.4	10%	1.26	Per 1,000 GFA	
7		155	High-Cube Fulfillment Center WH	1.81	10%	1.63	Per 1,000 GFA	Reduction if these facilities have on-site break and meal facilities
8		156	High-Cube Parcel Hub WH	4.63	10%	4.17	Per 1,000 GFA	Reduction if these facilities have on-site break and meal facilities
9		157	High-Cube Cold Storage WH	2.12	10%	1.91	Per 1,000 GFA	Reduction if these facilities have on-site break and meal facilities
10		160	Data Center	0.99	10%	0.89	Per 1,000 GFA	Reduction if these facilities have on-site break and meal facilities
11	Residential	170	Utility	12.29	10%	11.06	Per 1,000 GFA	Reduction if these facilities have on-site break and meal facilities
12		180	Specialty Trade Contractor	9.82	10%	8.84	Per 1,000 GFA	Reduction if these facilities have on-site break and meal facilities
13								
14								
15								
16								
17		210	Single Family Detached House	9.43	25%	7.07	Per Dwelling Unit	Reduction factor assumes blend of residential, office, restaurants and retail
18		215	Single Family Attached: Duplex, Triplex, Townhome	7.2	25%	5.40	Per Dwelling Unit	
19		220	1-2 Story Multifamily Apts/AIU	6.74	25%	5.06	Per Dwelling Unit	
20		221	3-10 Story Multifamily Apts/Condo	4.54	25%	3.41	Per Dwelling Unit	
21		222	10+ Story Multifamily Apts/Condo	4.54	25%	3.41	Per Dwelling Unit	
22	Residential	223	Income-Restricted Affordable Housing	4.40	25%	3.30	Per Dwelling Unit	Based on research by Green
23		225	Off-Campus Student 1-2 Story	3.57	25%	2.68	Per Dwelling Unit	
24		226	Off-Campus Student 3-10 Story	2.57	25%	1.93	Per Dwelling Unit	Only 3 case studies
25		227	Off-Campus Student 10+ Story	0.01	25%	0.08	Per Dwelling Unit	Peak hour converted to daily (x10), Only 3 case studies
26		230	1-2 Story w/ Ground-floor Commercial	3.44	25%	2.58	Per Dwelling Unit	Only 1 case study
27		231	3-10 Story w/ Ground-floor Comm.	0.22	25%	1.65	Per Dwelling Unit	Peak hour converted to daily (x10), Only 5 case studies
28		232	10+ Story w/ Ground-floor Comm.	0.31	25%	2.33	Per Dwelling Unit	Peak hour converted to daily (x10), Only 3 case studies
29		240	Mobile Home Park	7.12	25%	5.34	Per Dwelling Unit	
30		251	Senior Adult Housing - Single-family	4.31	25%	3.23	Per Dwelling Unit	
31		252	Senior Adult Housing - Multifamily	3.24	25%	2.43	Per Dwelling Unit	
32	Lodging	253	Congregate Care Facility	2.21	25%	1.66	Per Dwelling Unit	Only 4 case studies
33		254	Assisted Living	2.6	25%	1.95	Per Dwelling Unit	Only 2 case studies
34		255	Continuing Care Retirement Commun.	2.47	25%	1.85	Per Dwelling Unit	
35		260	Recreational Homes	3.55	25%	2.66	Per Dwelling Unit	
36		265	Timeshare	8.63	25%	6.47	Per Dwelling Unit	
37		270	Residential Planned Unit Development	7.31	25%	5.48	Per Dwelling Unit	
38			Supportive Housing					
39		TBD	Cottage Homes (Downtown)	6.58	N/A	6.58	Per Dwelling Unit	Downtown rate factors in vehicular trip reductions
40		TBD	Cottage Homes (Non-Downtown)	9.4	25%	7.05	Per Dwelling Unit	
41								
42	Lodging	310	Hotel	7.99	20%	6.39	Per Room	Reduction factor assumes blend of office, restaurants and retail
43		311	All Suites Hotel	4.4	20%	3.52	Per Room	Reduction factor assumes blend of office, restaurants and retail
44		312	Business Hotel	4.02	20%	3.22	Per Room	Reduction factor assumes blend of office, restaurants and retail
45		320	Motel	3.35	20%	2.68	Per Room	Reduction factor assumes blend of office, restaurants and retail
46		330	Resort Hotel	0.32	20%	0.26	Per Room	Peak hour; Reduction factor assumes on-site meals, business center, activities
47	Recreation	411	Public Park	38.5	0	38.50	Per acre	Based on research by Green
48		416	Campground/Rec Vehicle Park	0.21		2.10	Per 1,000 square feet	Peak hour converted to daily (x10), only 4 case studies
49		420	Marina	2.41		2.41	Per berth	Only 2 case studies
50		430	Golf Course	30.38		30.38	Holes	Only 4 case studies
51		431	Miniature Golf Course	0.33		3.30	Holes	Peak hour converted to daily (x10), only 1 case study
52		432	Golf Driving Range	13.65		13.65	Tees/ Driving Positions	Only 1 case study
53		433	Bathing Caves	2.22		22.20	Number of cages	Peak hour converted to daily (x10), only 3 case studies
54		434	Rock Climbing Gym	1.4		14.00	Per 1,000 square feet	Peak hour converted to daily (x10), only 1 case study
55		435	Multipurpose Recreational Facility	3.58		35.80	Per 1,000 square feet	Peak hour converted to daily (x10), only 3 case studies
56		436	Trampoline Park	1.5		15.00	Per 1,000 square feet	Peak hour converted to daily (x10), only 3 case studies
57	Recreation	437	Bowling Alley	1.48		14.80	Number of lanes	Peak hour converted to daily (x10), only 1 case study
58						0.00		
59		445	Movie Theater	78.09		78.09	Per 1,000 square feet	Only 1 case study
60		462	Professional Baseball Stadium	1.24		1.24	Attendees	Only 2 case studies
61		465	Ice Skating Rink	45.17		451.70	Rinks	Peak hour converted to daily (x10), only 3 case studies
62		470	Bingo Hall	0.48		4.80	Seats	Peak hour converted to daily (x10), only 1 case study
63		480	Amusement Park	0.5		5.00	Employees	Peak hour converted to daily (x10), only 1 case study
64		482	Water Slide Park	16.7		16.70	Employees	Saturday, only 1 case study
65		488	Soccer Complex	71.33		71.33	Fields	Only 3 case studies
66		490	Tennis/Pickleball Courts	30.32		30.32	Per court/field	Only 2 case studies
67	Public Education	491	Racquet/Tennis Club	27.71	25%	20.78	Tennis Courts	Only 2 case studies; estimated reduction
68		492	Health/Fitness Club	3.45	25%	2.59	Per 1,000 square feet	Estimated reduction
69		493	Athletic Club	6.29	25%	4.72	Per 1,000 square feet	Only 3 case studies; estimated reduction
70		495	Recreational Community	28.82	25%	21.62	Per 1,000 square feet	Only 4 case studies; estimated reduction
71		TBD	Shooting Range			0.00	Per 1,000 square feet	
72		TBD	Community Center/YMCA			0.00	Per 1,000 square feet	
73								
74								
75								
76		566	Cemetery	6.02		6.02	Acres	Only 5 case studies
77	Institutional	571	Adult Detention Facility	0.98		0.98	Number of beds	
78		575	Fire and Rescue Station	0.48		4.80	Per 1,000 GFA or Exempt	Peak hour converted to daily (x10), only 3 case studies
79		580	Museum	0.18		1.80	Per 1,000 GFA or Exempt	Peak hour converted to daily (x10), only 1 case study
80		590	Library	72.05		72.05	Per 1,000 GFA or Exempt	
81	Public Education	520	Public Elementary School	2.27		2.27	Per student	
82		522	Middle School	2.1		2.10	Per student	
83		525	High School	1.94		1.94	Per student	
84		528	School District Office	0.05		0.05	Per student	
85		535	Charter Elementary School	1.85		1.85	Per student	Only 1 case study
86		538	Charter School	0.73		7.30	Per student	Peak hour converted to daily (x10), only 4 case studies
87		540	Community College (Clark College)	1.15		1.15	Per student & staff/faculty	
88		550	University/College	1.56		1.56	Per student	
89								
90								
91	Institutional	530	Private School K-8	4.11		4.11	Per student	Only 1 case study
92		532	Private School K-12	2.48		2.48	Per student	Only 2 case studies

2025-2045 Transportation Capital Facilities Plan
Trip Generation/Impact Fee Rate Lookup Table

A	B	C	D	E	F	G	H
	ITE Land Use Code	ITE Land Use Category	Unadjusted	Reduction Factor (2)	ITE Daily Trip Rate (1) Mixed-Use Land Use Environment (2)	Trip Basis	Notes
93	534	Private High School	2.17		2.17	Per student	Only 3 case studies
94	560, 561, 562	Religious Services Facility	7.6		7.60	Per 1,000 GFA	Only 5 case studies
95	565	Day Care Center/ Preschool	4.9		4.90	Per 1,000 GFA	
96	565	Day Care Center/ Preschool	4.09		4.09	Per student	
97							
98	710	General Multi Use Office > 10K SF	10.84	20%	8.67	Per 1,000 GFA	Only 3 case studies
99	712	General Multi Use Office < 10K SF	14.30	20%	11.51	Per 1,000 GFA	
100	714	Corporate Headquarters Building	7.95	20%	6.36	Per 1,000 GFA	
101	715	General Single Tenant Office < 10K SF	13.07	20%	10.46	Per 1,000 GFA	
102	730	Government Office Building	22.59	20%	18.07	Per 1,000 GFA	
103	731	State Motor Vehicles Dept	0.20	20%	1.60	Daily Customers	Peak hour converted to daily (x10)
104	732	United States Post Office	103.94	20%	83.15	Per 1,000 GFA OR Exempt; reduction factor for door-to-door mail delivery (non-vehicular)	
105	750	Office Park	11.07	20%	8.86	Per 1,000 GFA	
106	760	Research and Development Center	11.08	20%	8.86	Per 1,000 GFA	
107	770	Business Park	12.44	20%		Per 1,000 GFA	
108							
109		Medical/Dental Office - Stand Alone (Mountaineer)	36		36.00	Per 1,000 GFA OR Per Chair	
110	610	Hospital Medical Offices/Facilities	22.32		22.32	Beds	Only 3 case studies
111	620	Nursing Home	3.06		3.06	Beds	
112	630	Clinic	37.6		37.60	Per 1,000 GFA	
113	640	Animal Hospital/ Veterinary Clinic	21.5		21.50	Per 1,000 GFA	Only 3 case studies
114	650	Free-Standing Emergency Room	24.94		24.94	Per 1,000 GFA	Only 4 case studies
115	TBD	Physical Therapy (Ridgefield PT)	10	10%	9.00	Per Treatment Room	
116	TBD	Specialty Dental: Periodontics, Endodontics, Orthodontics	15	10%	13.50	Per Treatment Room with One Exam Room	
117							
118	810	Tractor Supply Store	1.4		14.00	Per 1,000 GFA	Peak hour converted to daily (x10)
119	811	Construction Equipment Rental Store	0.99		9.90	Per 1,000 GFA	Peak hour converted to daily (x10), only 3 case studies
120	812	Building Materials and Lumber Store	17.05		17.05	Per 1,000 GFA	
121	813	Free-standing Discount Superstore	50.52	29%	35.87	Per 1,000 GFA	
122	814	Variety Store	63.66		63.66	Per 1,000 GFA	
123	815	Free-standing Discount Store	53.87	17%	44.71	Per 1,000 GFA	
124	816	Hardware/Paint Store	6.07	26%	5.97	Per 1,000 GFA	
125	817	Nursery (Garden Center)	68.1		68.10	Per 1,000 GFA	Only 5 case studies
126	818	Nursery (Wholesale)	5.24		52.40	Per 1,000 GFA	Peak hour converted to daily (x10), only 5 case studies
127	820	Shopping Center > 150,000 SF	37.01	34%	24.43	Per 1,000 GFA	
128	821	Retail Plaza w/o Grocery 40-150K SF	94.49		94.49	Per 1,000 GFA	Only 4 case studies
129	822	Commercial Strip Retail < 40K SF	54.45		54.45	Per 1,000 GFA	
130	823	Factory Outlet Center	26.59		26.59	Per 1,000 GFA	
131	850	Full Service Supermarket	93.84	36%	60.06	Per 1,000 GFA	
132	851	Convenience market-24 hr	762.28	51%	373.52	Per 1,000 GFA	
133	857	Discount Club	42.46	37%	26.75	Per 1,000 GFA	
134	858	Farmers Market	17.984		179.84	Acres	Peak hour converted to daily (x10), only 2 case studies
135	860	Wholesale Market	1.76		17.60	Per 1,000 GFA	Peak hour converted to daily (x10), only 2 case studies
136	861	Sporting Goods Superstore	23.78		23.78	Per 1,000 GFA	
137	862	Home Improvement Superstore	39.74	42%	17.83	Per 1,000 GFA	
138	863	Electronics Superstore	41.05	0%	41.05	Per 1,000 GFA	
139	864	Toy/Children's Superstore	5		50.00	Per 1,000 GFA	peak hour * 10 = daily
140	865	Baby Superstore	1.82		18.20	Per 1,000 GFA	peak hour * 10 = daily
141	866	Pet Supply Superstore	3.5		35.00	Per 1,000 GFA	peak hour * 10 = daily
142	867	Office Supply Superstore	2.77		27.70	Per 1,000 GFA	peak hour * 10 = daily
143	868	Book Superstore	143.6		143.60	Per 1,000 GFA	
144	869	Discount Home Furnishing Superstore	20		20.00	Per 1,000 GFA	
145	872	Bed and Linen Superstore	2.22		22.20	Per 1,000 GFA	peak hour * 10 = daily
146	875	Department Store	22.88		22.88	Per 1,000 GFA	
147	876	Apparel Store	66.4		66.40	Per 1,000 GFA	
148	879	Arts and Crafts Store	56.55		56.55	Per 1,000 GFA	
149	880	Pharmacy/Drug Store w/o Drive-Up	90.66	53%	42.34	Per 1,000 GFA	
150	881	Pharmacy/Drug Store w/Drive-Up	108.4	49%	55.28	Per 1,000 GFA	
151	890	Furniture Store	6.3	53%	2.96	Per 1,000 GFA	
152	895	Beverage Container Recycling Depot	10.1		101.00	Per 1,000 GFA	peak hour * 10 = daily
153	897	Medical Equipment Store	6		6.00	Per 1,000 GFA	
154	899	Liquor Store	107.21		107.21	Per 1,000 GFA	
155	911	Walk-in Bank	12.13		121.30	Per 1,000 GFA	peak hour * 10 = daily
156	912	Bank with Drive Thru Teller/ ATM	100.35	29%	71.25	Per 1,000 GFA	
157	918	Hair/Nail Salon	1.21		12.10	Per 1,000 GFA	peak hour * 10 = daily
158	920	Copy, Print, and Express Ship Store	2.78		27.80	Per 1,000 GFA	peak hour * 10 = daily
159					0.00		
160		Food and Alcohol Service					
161	926	Food Cart Pod (Downtown)	30	0%	30.00	Per food cart	Case studies from research
162	926	Food Cart Pod (Non-Downtown)	70	25%	52.50	Per food cart	Case studies from research
163	930	Fast Casual Restaurant	97		97.00	Per 1,000 GFA	
164	931	Fine Dining Restaurant/Brewpub	84	44%	47.04	Per 1,000 GFA	
165	932	High Turnover Restaurant	107	43%	60.99	Per 1,000 GFA	
166	933	Fast Food w/o Drive-Thru	450		450.00	Per 1,000 GFA	
167	934	Fast Food w/Drive-Thru	467	49%	238.17	Per 1,000 GFA	
168	935	Fast Food w/ DT Wdw No Indoor Seating	43		43.00	Per number of drive-thru lanes	
169	936	Coffee/Donut w/ no DT Window	93		93.00	Per 1,000 GFA	
170	937	Coffee Shop w/Drive Thru	534		534.00	Per 1,000 GFA	
171	938	Coffee Shop w/Drive Thru No Seating	179	89%	159.69	Per number of drive-thru lanes	
172	970	Wine Tasting Room/ Wine Bar	46		46.00	Per 1,000 GFA	
173	971	Brewery Taproom No kitchen	62		62.00	Per 1,000 GFA	
174	975	Drinking Place	114		114.00	Per 1,000 GFA	
175	TBD	Neighborhood Pub/Eatery (Mahoney's)			0.00	Per 1,000 GFA. Awaiting data from Mahoney's to assess.	
176	TBD	Pizza Delivery Restaurant (Domino's)	120		120.00	Per 1,000 GFA (Study 2024)	
177	840	Automobile Sales New	36		36.00	Per 1,000 GFA	

	A	B	C	D	E	F	G	H
1						ITE Daily Trip Rate (1)		
2	Land Use Group	ITE Land Use Code	ITE Land Use Category	Unadjusted	Reduction Factor (2)	Net Trip Rate In Mixed-Use Land Use Environment (2)	Trip Basis	Notes
178	Automotive Retail Services	841	Automobile Sales Used	27		27.00	Per 1,000 GFA	
179		842	Recreational Vehicle Sales	5		5.00	Per 1,000 GFA	
180		843	Automobile Parts Sales	55	0	55.00	Per 1,000 GFA	
181		848	Tire Store	28	28%	20.16	Per 1,000 GFA	
182		849	Tire Superstore	20		20.00	Per 1,000 GFA	
183		941	Quick Lubrication Vehicle Stop	69.57		69.57	Per 1,000 GFA	
184		942	Auto Care Center	23.72		23.72	Per 1,000 GFA (Saturday rate)	
185		943	Automobile Parts & Service Center	16.6		16.60	Per 1,000 GFA	
186		944	Gas Station	172	58%	72.24	Per pump/ fueling position	
187		945	Gas Station w/Convenience Market	265	56%	116.60	Per pump/ fueling position	
188			Gas Station w/Convenience Market & Car Wash (RF Gateway)	446	75%	109.00	Per KSF	
189		947	Self-Service Car Wash	108		108.00	Per wash/stall	
190		948	Automated Car Wash (Wash Kings)	38		38.00	Per 1,000 GFA	Revised per Green email 2024
191		949	Car Wash and Detail Center	156.2		156.20	Per wash/stall	
192								
193								
194								
195								(1) Using ITE Trip Generation Manual, 11th Edition (2) "Mixed Use Environment Trip Reduction Factor": Based on ITE Trip Generation Handbook, 3rd Edition, and other case studies: reductions for pass-by, mixed use, internal trips, and/or trips not using the collector/arterial system included in the TIF list of projects.
196								"Supportive housing" in this case is defined as "subsidized, leased housing with no limit on length of stay, paired with on-site or off-site voluntary services designed to support a person living with a disability to be a successful tenant in a housing arrangement, improve the resident's health status, and connect residents of the housing with community-based health care, treatment, and employment services." [1]
197								
198								
199								[1] ENGROSSED SECOND SUBSTITUTE HOUSE BILL 1923, Washington State Legislature, signed into law on May 9, 2019.
200								
201								Possible future consideration for exemption for Public Facilities
202								ITE has peak hour rate only, multiplied by 10 to convert to daily trips.

2025-2045 Transportation Capital Facilities
Plan Network with Multi-Use Trails

