



CITY OF  
**RIDGEFIELD**

2016 Update

# City of **RIDGEFIELD** Comprehensive Plan

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# ACTION PLAN

## INTRODUCTION

The 2016 Update to the Ridgefield Comprehensive Plan outlines direction and policies to accommodate a 2035 population of 25,494 total residents and 8,708 new jobs, consistent with the City vision to develop a regional employment center, quality neighborhoods, and a complete community while protecting environmental resources and managing growth. New infrastructure will be vital to achieving these goals, by providing water, sewer, transportation, parks, school and general government facilities to serve growth at the same level of service that the City and its partners currently provide. Managing infrastructure development to coincide with growth will ensure that new development is adequately served and does not become a burden on existing development, and that financing plans are in place to fund needed system expansion.

Individual Capital Facilities Plan (CFPs) have been developed for each type of infrastructure, and the priority projects are summarized here in two categories: short-term and long-term projects. Short-term projects have been identified as priorities for Years 1-6 of the plan, for development between 2016-2021. Long-term projects have been identified as needs within the plan's 20-year timeframe to serve the full build-out, but exact timing is less certain. Exact timing for both short- and long-term projects will be driven by development needs and availability of funding, and may differ slightly from projected years. The City is committed to keeping pace with development to provide all necessary infrastructure in order to implement the 2016 Comprehensive Plan.

## SERVICE PROVIDER OVERVIEW

**Water:** Water services are provided by the City of Ridgefield and capital project needs for source, storage, distribution and service projects have been forecasted for the next 20 years.

**Sewer:** Clark Regional Wastewater District (CRWWD) assumed responsibility as the sewer provider for Ridgefield city limits and UGA in 2014. CRWWD has adopted Ridgefield's 2013 General Sewer Plan including the capital facilities component. In 2016, CRWWD is working to complete a revised General Sewer Plan with a capital facilities component that will encompass the District's entire service area including Ridgefield. Project details are not yet available and are not included here.

**Transportation:** The City of Ridgefield provides transportation infrastructure, in coordination with the Washington State Department of Transportation (WSDOT) who manages state highways. The Transportation CFP details projects needed for the next 20 years. Projects are development-driven and are not broken down into short- and long-range projects.

**Parks:** The City of Ridgefield develops and manages parks, trails and recreational amenities. Parks projects are detailed fully in the Parks and Recreation Comprehensive Plan and the Parks CFP for projects in the 2016-2021 timeframe.

**General Facilities:** General facilities meet the needs of the City government and the police department to provide day-to-day and emergency government services. All general facilities projects are presented as part of the 20-year capital facilities program and none are prioritized for development within the next six years.

**Schools:** The Ridgefield School District No. 112 serves the City of Ridgefield and the UGA. The Schools CFP details projected enrollment and general capacity needs, but specific project details are not yet available and are not included here.

**Fire:** Clark County Fire & Rescue (CCF&R) provides emergency and fire fighting services within the City of Ridgefield and the UGA. CCF&R is in the midst of a reorganization and is developing a revised CFP; project details are not yet available and are not included here.

## SHORT-TERM PROJECTS (YEARS 1-6)

### Water Capital Improvement Projects (2016-2020)

No.	Description	Cost
SO-1	Equip Junction Well	\$1,213,890
SO-2	Replace Well No. 7	\$271,000
SO-3	Conduct Hydrogeologic Study	\$56,807
SO-4	Obtain Additional Water Rights	\$1,420,182
SO-5	Drill 2 New Wells (West of S. Hillhurst)	\$5,269,500
ST-1	Junction Reservoir	\$1,938,000
D-1	Mill Street – Railroad Avenue to West	\$98,771
D-7	Mill Street – Main to N. 5th Avenue	\$188,942
D-9	45th Avenue – Pioneer to N. 10th Street	\$74,794
D-12	N. 65th Avenue – Pioneer to NW 279th Street	\$153,593
D-13	Future Street – NW 279th to NW 289th Street	\$128,795
D-18	Cemetery Booster Station Upgrade	\$395,567
D-32	High Priority Minor Distribution System Improvements	\$594,431
SU-1	Hydrant Replacement Program	\$85,211
SU-2	Water Meter Replacement Program	\$284,036
<b>Total</b>		<b>\$12,173,519</b>

### Transportation Capital Facilities Projects

Segment ID	Segment	From	To
T1	SR 501/Pioneer Street at 9th Avenue/Hillhurst	Signal or roundabout	–
T2	Replace SR 501/Pioneer Street bridge over Gee Creek		
T3	Widen SR 501/Pioneer Street (3 lanes)	Reiman Road	35th Avenue Roundabout
T4	SR 501/Pioneer Street at 35th Avenue, 2-lane roundabout	Roundabout	–
T5	Widen SR 501/Pioneer Street (4 lanes)	35th Avenue Roundabout	45th Avenue Roundabout
T6	SR 501/Pioneer Street at 45th Avenue, 2-lane roundabout	Roundabout	–
T7	SR 501/Pioneer Street at 51st Avenue, 2-lane roundabout	Roundabout	–
T8a	Widen SR 501/Pioneer Street (4 lanes)	45th Avenue Roundabout	51st Avenue
T8b	Widen SR 501/Pioneer Street (4 lanes)	51st Avenue	56th Avenue
T9a	Ridgefield Interchange Project Phase 1 (includes SR 501/Pioneer Street and Ramp Widening)	56th Place	65th Avenue

### Transportation Capital Facilities Projects (cont.)

Segment ID	Segment	From	To
T9b	Ridgefield Interchange Project Phase 2 (remainder of Pioneer Street widening plus roundabouts at 56th Place and at 65th Avenue)	56th Place	65th Avenue
T10	Pioneer Street/Union Ridge Parkway (4 lanes)	66th Avenue Roundabout	S 5th Street
T11	Extend SR 501/Pioneer Street to Port of Ridgefield	Division Street	Main Street
T12	Build S 51st Avenue (3 lanes) upgrade to minor arterial	SR 501/Pioneer Street	S 20th Way
T13	Rebuild S 25th Place	S 10th Way	S 4th Way
T14	Rebuild S 10th Way	S 35th Place	S 25th Place
T15	Widen Hillhurst Road	SR 501/Pioneer Street	Sevier Road
T16a	Widen N 20th Street (NW 289th Street) to 3 lanes	I-5	65th Avenue (NW 11th Avenue)
T16b*	N 20th Street (NW 289th Street) overcrossing over I-5		
T17a	Build N 10th Street	35th Avenue	N 45th Avenue
T17b	Build N 10th Street	35th Avenue	Reiman Road
T18	Widen 45th Ave (3 lanes)	S 15th Street	N 10th Street
T19	Rebuild S 35th Ave (2-lane collector)	S 10th Way	S 15th Street
T20	Rebuild S 15th Street (2 lanes)	S 45th Avenue	S 35th Avenue
T21a	Build S 15th St (3 lanes), not including I-5 overpass	Union Ridge Parkway	S 45th Avenue
T21b	Build S 15th St overcrossing over I-5 (3 lanes)	Timm Road	Dolan Road/65th Ave
T21c	Extend S 10th Street	S 10th Street	I-5 overpass
T22	Widen S Royle Road	Hillhurst Road	S. 15th Street
T23	Widen Intersection of Hillhurst Road & S. Royle Road	Turn lanes plus signal or roundabout	-
T24	Carty Road – upgrade to minor arterial	Hillhurst Road	UGB/I-5
T25*	Hillhurst Road, upgrade to 5-lane principal	Sevier Road	219th St. extension
T26*	NW 219th Street Extension	I-5	NW 31st/Hillhurst
T27	Widen N 65th (NW 11th) (3 lanes), upgrade to minor arterial	SR 501/Pioneer Street	N. 20th St (NW 289th St.)
T28	Widen 85th Avenue (NE 10th Avenue)	S. 5th Street	N. 10th Street (NE 279th St)
T29	Widen S. 85th Avenue	NE 259th Street	S 5th Street
N1	Upgrade Main Avenue	Depot Street	North UGB
N2	Widen Reiman Road	SR 501/Pioneer Street	North UGB
N3a	Widen N 10th St (279th Street: Industrial local)	east side of I-5	N 65th Avenue

## Transportation Capital Facilities Projects (cont.)

Segment ID	Segment	From	To
N3b	Widen N 10th St (3 lanes)	N 45th Avenue	N 51st Ave
N3c	N. 10th Street (NE 279th Street), upgrade to collector	N 65th Avenue	N 85th Avenue
N4	Widen N 35th Avenue (2 lanes)	SR 501/Pioneer Street	N 10th Street
N5	Build N 5th Street	N 45th Avenue	N 56th Place
N6	Build N 51st Avenue (3 lanes)	SR 501/Pioneer Street	N 10th Street
N7	Build N 56th Avenue (3 lanes)	SR 501/Pioneer Street	N 5th Street
N8	Close Bertsinger Rd, convert to pathway	SR 501/Pioneer Street	S 1st Way
N9	Extend S 6th Way (3 lanes)	S 56th Place	S 5th Street extension
N10	Widen Timm Road	S 11th St.	S 20th Way
N11	Widen S 20th Way (3 lanes)	Timm Road	S 51st Avenue
N12	Construct NB auxiliary lane along I-5	219th Street	SR-501
N13	Construct SB auxiliary lane along I-5	SR 501/Pioneer Street	219th Street
N14	N. 10th Street (NE 279th Street), upgrade to collector	N 85th Avenue	105th Ave (NE 20th Avenue)
N15	East-side mixed use area internal industrial/commercial collectors	65th Avenue and S. 5th St.	85th Ave. and N 10th St.
N16	Build 105th Ave (NE 20th Avenue) as collector	N. 10th Street (NE 279th Street)	S. 10th Street (NE 259th Street)
N17	Widen S 65th (NW 11th) (3 lanes), upgrade to minor arterial	SR 501/Pioneer Street	S 5th Street
N18a	Widen S 5th Street	Union Ridge Parkway	S. 85th Avenue (NE 10th Avenue)
N18b	Widen S 5th Street	65th Avenue	Union Ridge Parkway
N19	Build Union Ridge Parkway (3 lanes)	S. 10th Street	S. 85th Avenue
N20	S. 10th Street (NE 259th Street), upgrade to collector	S. 85th Avenue (NE 10th Avenue)	105th Avenue (NE 20th Ave)
N21	Build South 35th Avenue	SR 501/Pioneer Street	S 15th Street
N22*	S. 51st Avenue, new minor arterial	S 20th Way	NW 219th Street
N23	S. 3rd/5th Street, new Ind/Comm Collector	S 45th Avenue	S 35th Place
N24	Ridgefield Park and Ride	N 65th Avenue	–
N25	Build S 15th Street	S 45th Avenue	S 51st Avenue
N26	Extend Division Street	SR 501/Pioneer Street	N Abrams Park Road
N27	Extend S 20th Way	S 20th Way	NW 24th Avenue

\*Partially or fully outside Urban Growth Area Boundary

### Parks Capital Facilities Plan (2016-2021)

ID#	Project	Description	Total	Funding Sources	Year
CP-1d	Abrams Park	Implement Master Plan improvements	\$500,000	PIF, Grant, REET, TBD	
CP-9a	Community Park Acquisition	Acquire 8.6 acres (Gap Area A)	\$3,000,000	PIF, Grant, REET	2016
CP-9d	Community Park w/ Sports Complex	Design and construct sports complex	\$7,000,000	PIF, Grant, GF, REET, TBD	2017-2018
NP-12a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area F)	\$350,000	PIF, Grant, REET	2020
NP-13a	Neighborhood Park Acquisition	Acquire 3-4 acres (Gap Area G)	\$400,000	PIF, Grant, REET	2016, 2021
NP-13d	Neighborhood Park Development	Design and construct Phase 1 park development	\$30,000	PIF	2016
NP-6d	Neighborhood Park Development	Implement Phase 1 park development	\$432,000	PIF, Grant, REET	2020
SU-2d	Waterfront Park	Design and construct urban waterfront park with non-motorized boat access	\$2,000,000	REET, GF, TBD	2017
T-1a	Gee Creek Trail	Secure trail access (Heron Drive to Refuge)	\$137,000	PIF, REET	2017-2018
T-1d	Gee Creek Trail	Design and construct trail segment (Abrams Park to Refuge)	\$633,000	PIF, REET, Grant	2016
T-2a	Gee Creek Trail	Secure trail access rights (Abrams Park to RHS)	\$120,000	PIF, REET	2019
T-2d	Gee Creek Trail	Design and construct trail segment (Abrams Park to Osprey Pointe)	\$525,000	PIF, REET, Grant	2021
T-17a	Commerce Center Loop Trail	Secure trail access rights across Port properties	\$10,000	REET, GF, TBD	2017
T-17d	Commerce Center Loop Trail	Design and construct trail loop	\$800,000	GF, REET	2021
-	Minor Repairs and Renovations		\$53,000	GF, REET	Ongoing
-	ADA Compliance Upgrades		\$61,500	REET, GF, TBD	Ongoing
<b>Total</b>			<b>\$16,051,500</b>		

## LONG-TERM PROJECTS (YEARS 7-20)

### Water Capital Improvement Projects (2021-2035)

No.	Description	Cost	Timeframe
SO-8	Drill 2 New Wells near Railroad Avenue	\$4,771,000	2026-2030
ST-2	New Heron Ridge/Bellwood Reservoir	\$4,199,100	2021-2025
ST-4	New 10th Avenue Reservoir	\$4,478,000	2026-2030
D-2	Royle Road – High School to Gee Creek	\$374,189	2021-2025
D-3	45th Avenue – Gee Creek to Pioneer Street	\$222,163	2021-2025
D-10	NW 279th Street – N. 45th to 65th Avenue	\$231,121	2026-2030
D-11	NW 279th Street Boring	\$305,480	2026-2030
D-14	Bertsinger Road – Pioneer to 45th Avenue	\$534,192	2026-2035
D-15	Future Street – S. 45th Avenue to 11th Street	\$161,684	2021-2025
D-17	East Side of I-5 – S. Dolan Road to S. 6th Way	\$118,031	2021-2025
D-21	NW 51st Avenue – Heron Dr to NW 281st Street	\$38,811	2021-2025
D-23	Future Street to NW Carty Road	\$307,408	2021-2025
D-25	S 5th Street – NE 10th to NE 20th Avenue	\$178,566	2031-2035
D-27	Future Road – NE 259th to NE 279th Street	\$291,517	2031-2035
D-28	Carty Road – Hillhurst Rd to I-5	\$561,880	2026-2030
D-29	Hillhurst Road – NW 219th to Carty Road Loop	\$607,243	2026-2030
D-30	Future Street to New Reservoir	\$137,447	2026-2030
D-31	Future Street – NW 279th Street to S 5th Street	\$219,119	2026-2030
D-33	Minor Distribution System Improvements	\$819,306	2031-2035
<b>Total</b>		<b>\$19,705,997</b>	

### Parks Capital Facilities Plan (2022-2035)

ID#	Project	Description	Total	Funding Sources
NP-4a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area E)	\$350,000	PIF, Grant, REET
NP-11a	Neighborhood Park Acquisition	Acquire 3-4 acres (Gap Area D)	\$550,000	PIF, Grant, REET
NP-16a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area L)	\$450,000	PIF, Grant, REET
NP-5a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area J)	\$400,000	PIF, Grant, REET
CP-11a	Community Park Acquisition	Acquire 20-30 acres (Gap Area C)	\$4,500,000	PIF, Grant, GF, REET, TBD
NP-17a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area M)	\$350,000	PIF, Grant, REET
NP-15a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area I)	\$400,000	PIF, Grant, REET
CP-10a	Community Park Acquisition	Acquire 15-25 acres (Gap Area B)	\$3,500,000	PIF, Grant, GF, REET, TBD
NP-14a	Neighborhood Park Acquisition	Acquire 3-4 acres (Gap Area H)	\$500,000	PIF, Grant, REET
NP-7a	Neighborhood Park Acquisition	Acquire 3-4 acres (Gap Area K)	\$500,000	PIF, Grant, REET
NP-18a	Neighborhood Park Acquisition	Acquire 3-4 acres (Gap Area N)	\$300,000	PIF, Grant, REET
NP-19a	Neighborhood Park Acquisition	Acquire 3-4 acres (Gap Area O)	\$300,000	PIF, Grant, REET
NP-20a	Neighborhood Park Acquisition	Acquire 2-3 acres (Gap Area P)	\$250,000	PIF, Grant, REET
T-20a	McCormick Creek Trail	Secure trail access rights	\$125,000	PIF, Grant, GF, REET
T-18a	NP-6 / Refuge Road Trail	Secure trail access rights (Hillhurst/ Gee Creek to NP-6/Refuge Rd)	\$25,000	PIF, Grant, GF, REET
T-11a	South Fork Gee Creek Trail	Secure trail access rights (RSD to Carty Rd)	\$70,000	PIF, Grant, GF, REET
T-13a	Allen Creek Trail	Secure trail access rights (N 45th Ave to S 56th Pl)	\$120,000	PIF, Grant, GF, REET
T-4a	Cedar Ridge to CP-5 Trail	Secure trail access rights (Cedar Ridge to Royle)	\$75,000	PIF, Grant, GF, REET
T-24a	Reiman to Goldfinch Trail	Secure trail access rights (Reiman to Goldfinch Park)	\$30,000	PIF, Grant, GF, REET
P-2d	Division Street Trail	Develop green street ped/ bike path (Abrams Park to Port of Ridgefield)	\$105,000	REET, GF
NP-4d	Neighborhood Park Development	Park master plan and development (Gap Area E)	\$550,000	PIF, Grant, REET

### Parks Capital Facilities Plan (2022-2035) (cont.)

ID#	Project	Description	Total	Funding Sources
NP-6d	NP-6 Development	Implement Phase 2 park development	\$1,268,000	PIF, Grant, REET
NP-12d	Neighborhood Park Development	Park master plan and development (Gap Area F)	\$600,000	PIF, Grant, REET
CP-1d	Abrams Park	Implement Master Plan improvements and update furnishings	\$4,435,000	REET, GF, TBD
CP-5d	Community Park Development (formerly CP-5)	Implement Phase 1 park development	\$4,000,000	PIF, Grant, REET
NP-1Ad	Davis Park	Add a new restroom building	\$50,000	PIF, REET
NP-2d	Hayden Park	Add restroom per original master plan	\$50,000	REET, GF, TBD
NP-21d	Rose Homestead Park	Provide shade structure near basketball court	\$10,000	REET, GF, TBD
NP-16d	Neighborhood Park Development	Park master plan and development (Gap Area L)	\$650,000	PIF, Grant, REET
T-2d	Gee Creek Trail	Design and construct southern segment (Osprey Pointe to RHS)	\$1,100,000	PIF, REET, Grant, TBD
--	Minor Repairs and Renovations		\$20,700	GF, REET
<b>Total</b>			<b>\$25,633,700</b>	

### General Facilities Capital Facility Plans (2016-2035)

Description	Purpose	Estimated Costs (excluding soft costs)	Anticipated Revenue Sources
1. Public Works Operations/Police East Precinct Facility	Acquire land for a new operations facility that includes space for a Police Department expansion, and complete preliminary design and permitting.	\$1,250,000	Real Estate Excise Tax (REET)/System Development Charges/General Fund
2. New City Hall Planning & Design	Develop space needs analysis and initiate design of a future City Hall	\$100,000	REET
3. Portable Buildings Purchase	Purchase stand-alone portables for future City staff space	\$150,000	REET

# 1. INTRODUCTION

## 1.1 CITY OVERVIEW

Ridgefield's origins can be traced back more than 1,000 years to early Native American settlements that prospered in the area now designated as the Ridgefield National Wildlife Refuge. The area had important ties to the Lewis and Clark Expedition in 1804-1806. After the Civil War, this area was known as Union Ridge and grew rapidly through the second half of the nineteenth century as a trading center. The town of Ridgefield was incorporated in 1909. The area was historically known for its agricultural heritage, reflected today in the Ridgefield High School's Spudder mascot.

Located 10 miles north of Vancouver, Washington and 20 miles north of Portland, Oregon, Ridgefield has easy access to metropolitan amenities yet enough distance to maintain a small-town atmosphere (Figure 1-1). A direct connection to Interstate 5 provides the city with opportunity to grow. The adjacent Ridgefield National Wildlife Refuge, Lake River along the City's western boundary, numerous creeks throughout the city, and pastoral, rolling hills create a distinct natural character.

The city historically grew around Pioneer Street and Main Avenue, today's downtown on the western edge of the city. Growth in the past 20 years has radiated outwards from downtown, spreading south along Hillhurst Road, north of Abrams Park, east along Pioneer Street centered at 45th Avenue, and developing an industrial and commercial node at Pioneer Street and Interstate 5. The city has grown geographically from 0.65 square miles in 1979 to 7.18 square miles today in 2016. Ridgefield is the fastest growing city per capita in the state of Washington, with a 2015 population of 6,400 relative to 1,297 residents in 1990.

## 1.2 VISION

The *Ridgefield Urban Area Comprehensive Plan 2016-2035 (RUACP)* is guided by a vision for how Ridgefield and the surrounding area will grow and develop during the next 20 years. This vision is best described by five principles:

### ***Regional Employment Center***

The first principle of the RUACP is that Ridgefield will become a regional employment center for Clark County and Southwest Washington. Rather than become a "bedroom community," Ridgefield will continue to build a robust economy that provides a wealth of living-wage employment opportunities for residents. Development of the Pioneer Street subarea around Interstate 5 will play an important role in achieving this goal, attracting employers who provide additional high-quality jobs. The Discovery Corridor (see the Economic Development section) will also play an important role in developing Ridgefield as a regional employment center. The City's Capital Facilities Plans for sanitary sewer, water and transportation reflect the community's desire to provide urban services to support economic development and long-term stability.

### ***Quality Neighborhoods***

The second principle of the RUACP is maintenance of Ridgefield's quality residential neighborhoods and the creation of new neighborhoods which reflect these qualities. Desirable pedestrian environments and connectivity, access to schools and parks, and high-quality design are neighborhood characteristics that the City seeks to enhance. The City's Development Code will require adherence to performance standards while allowing the design flexibility necessary for a variety of high-quality neighborhoods; cul-de-sacs, gated communities, homogenous subdivision layout, and repetitive home designs will be discouraged and avoided. The RUACP recognizes that Ridgefield has an obligation to provide housing opportunities for all its citizens, by promoting well-designed multifamily development along transit corridors, in the downtown area and throughout the city.

### ***Complete Community***

The third principle of the RUACP is provision for distinct commercial and mixed-use nodes that provide complementary services for residents to live, work, shop and play in a complete community. Ridgefield's downtown will remain the traditional town center providing a vibrant mix of retail and service opportunities in a historic setting and bolstered by community events. The Port of Ridgefield's waterfront development will bring employment and commercial uses to a unique, environmentally reclaimed site

along Lake River. The 45th & Pioneer and Junction subareas will further develop as nodes for commercial and employment uses to serve surrounding neighborhoods. High-quality design and thoughtful mix of uses that create a sense of place will be required by the City's Development Code. Each node will develop its own character to complement other nodes rather than compete. A multimodal transportation system, including a trail network, will provide circulation within subareas and connections to adjacent neighborhoods.

### **Protection of Critical Areas**

The fourth principle of the RUACP is the protection of critical environmental resource areas as the city develops. The diverse topography and abundance of natural amenities are important aspects of Ridgefield's community identity and play an important role in attracting economic growth. The RUACP recognizes the Ridgefield National Wildlife Refuge as both an environmental and economic asset, which is directly affected by upstream development along Ridgefield's streams and canyons. Conscientious promotion and management of these assets will help Ridgefield maintain its character.

### **Managed Growth**

The fifth principle of the RUACP is careful management of growth. This principle recognizes that the City is the logical provider of key urban services, and that development shall assist in the necessary plan review and infrastructure development costs. Ridgefield has adopted a "pay as you go" philosophy to ensure that urban-level services are provided concurrently with new development. Ridgefield is committed to providing sewer, water, transportation and storm drainage services throughout its urban area.

As annexation occurs and existing development is brought into the City, services must be provided in a timely manner. Annexation to the City must be assured as a condition of connecting to City services. The City's Capital Facilities Plan (CFP) includes detailed programs explaining how growth is supported and paid for.

## **1.3 PLAN OVERVIEW**

This document, the *Ridgefield Urban Area Comprehensive Plan 2016-2035 (RUACP)*, outlines the City's vision for accommodating expected growth through 2035.

The 2016 RUACP builds upon the City's previous Comprehensive Plan approved on December 16, 2004 and August 14, 2008, with subsequent minor updates through 2014. This update provides for an urban growth area sized to accommodate a projected population of 25,494 residents by 2035, with adequate residential and employment land. The plan also adopts capital facilities plan elements to provide infrastructure to support planned growth. A significant addition to the 2016 plan is development of three subarea plans for the 45th & Pioneer subarea, the Junction subarea, and the Downtown/Waterfront subarea.

The jurisdiction of the RUACP includes the land within Ridgefield's city limits as well as unincorporated areas within the Ridgefield Urban Growth Area (RUGA). These unincorporated areas are anticipated to be annexed by the City during the 20-year planning period and will be subject to the Comprehensive Plan at the time of annexation. This plan is intended to enhance community livability, coordinate development, and to smooth the transition of services between the incorporated and unincorporated urban areas as annexation occurs.

## **1.4 PUBLIC INVOLVEMENT**

The RUACP was developed with extensive help from the public and can only be implemented with continued support from the community. The City will continue to work with citizens, stakeholder groups and other government agencies to ensure this plan represents the community's priorities and vision.

The City engaged the public in the plan development process through in-person and phone interviews, stakeholder groups, and online surveys. Five open houses were held during the 2016 Comprehensive Plan development process to provide an opportunity for City staff and planning consultants to discuss the RUACP with the public. Staff provided an overview

of proposed City vision, population projections, proposed land use maps, subarea plans, and capital facilities plans. In turn, interested citizens provided valuable opinions and advice that were incorporated into the RUACP.

The Ridgefield Planning Commission conducted 15 public hearings during the development of the RUACP, and heard from many interested citizens. In addition, the Ridgefield City Council held work sessions and 11 public hearings prior to adoption of the 2016 plan. Public testimony on individual plan elements during early public hearings was recorded and incorporated into development of the draft plan. Public input during the adoption process was considered as the Council deliberated and voted to adopt the RUACP.

## 1.5 LOCAL AND STATE PLANS AND LAWS

### ***Growth Management Act (GMA)***

The Ridgefield Urban Area Comprehensive Plan is consistent with the requirements of the GMA, adopted in 1990 and since amended. The GMA requires counties and cities meeting certain population and growth criteria to adopt and maintain Comprehensive Plans. Among other requirements, plans must ensure that projected growth in urban areas be accommodated through a range of urban densities, that capital facilities keep pace with the growth, and that critical environmental areas be protected.

### ***Community Framework Plan***

The Community Framework Plan, adopted by Clark County and its cities in 1993, updated in 2000 and 2001, and readopted in 2004 and 2007 provides guidance to local jurisdictions on regional land use and service issues. The Ridgefield Urban Area Comprehensive Plan is consistent with the concepts put forward in the Community Framework Plan: that development will occur at varying densities throughout the region, and that more intensive development will occur at various centers or nodes.

### ***Ridgefield Development Code***

Under state law, the direction set by Ridgefield's Comprehensive Plan must be implemented in related City standards contained in the Ridgefield Municipal Code. Title 18 of the Ridgefield Municipal Code

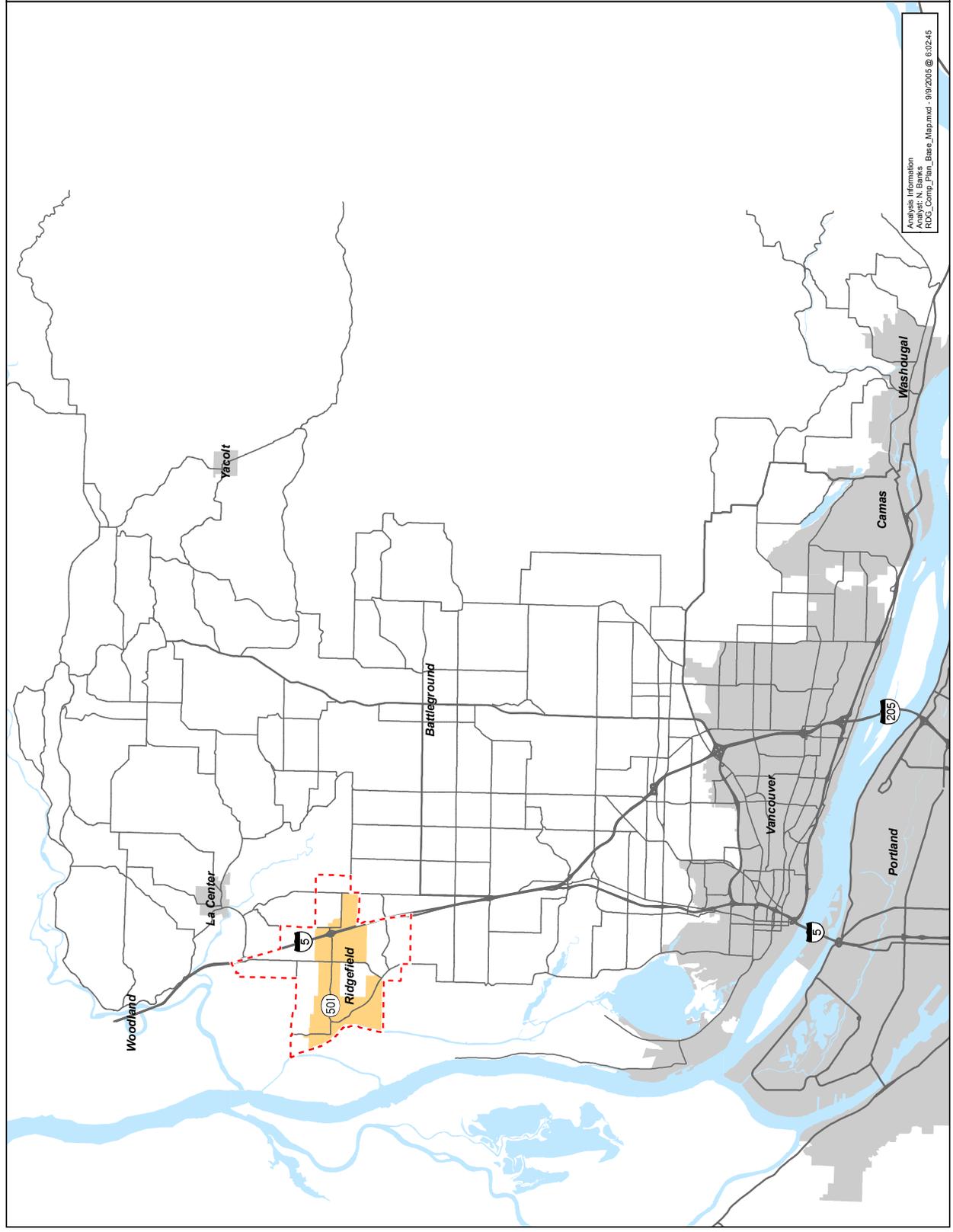
contains the Ridgefield Development Code, and is periodically amended to ensure consistency with the Comprehensive Plan.

## 1.6 PLANS ADOPTED BY REFERENCE

The following plans are adopted with this Comprehensive Plan, by reference:

- Ridgefield Capital Facilities Plan, including specific plans for:
  - transportation, including supporting elements for
    - o Multimodal Transportation Plan
    - o Downtown Circulation Plan
  - water provision
  - parks and recreation
  - general facilities
- Ridgefield Pioneer & 45th Subarea Plan
- Ridgefield Junction Subarea Plan
- Downtown/Waterfront Subarea Plan
- Stormwater Management Comprehensive Plan
- Ridgefield Parks and Recreation Comprehensive Plan
- Clark County Community Framework Plan
- Fort Vancouver Regional Library System Plan
- Metropolitan Transportation Plan
- Port of Ridgefield Comprehensive Scheme of Harbor Improvements
- Ridgefield School District Capital Facilities Plan
- Clark Regional Wastewater District General Sewer Plan, including
  - City of Ridgefield 2013 General Sewer Plan
- Ridgefield Shoreline Management Program

**Figure 1-1**  
Vicinity Map



- Ridgefield
- Other Cities
- Major Roads
- Proposed Ridgefield UGA

N

0.25 0.5 1 Mile

Data Sources: Clark County GIS, Metro



Analysis Information  
Analyst: N. Barks  
RDC\_Comp\_Plan\_Base\_Map.mxd - 9/9/2015 @ 6:02:45

# LAND USE





## 2. LAND USE

### 2.1 RIDGEFIELD'S LAND USE

Ridgefield is a rapidly growing city in north Clark County, with a long history that exemplifies the historical development pattern for many small communities in the Pacific Northwest. Early settlers built a vibrant agricultural and forestry-based economy, followed by growth in the industrial and shipping sectors with the creation of the Interstate 5 junction and the expansion of the Port of Ridgefield. Ridgefield has also been discovered as a desirable residential community for families who participate in the broader regional economy.



Historically and currently, State Route 501, also known as Pioneer Street, has acted as the primary transportation corridor connecting downtown and the Interstate 5 junction. Land uses that have developed along the corridor reflect the developing local economy: Pioneer Street is anchored on the western end by its historic downtown, and on the eastern end by a growing industrial park and other employment uses. The downtown includes a mix of residential, commercial and public uses such as City Hall, the library and schools. Waterfront industrial uses along Lake River adjacent to downtown have been discontinued, and the brownfield sites are poised for redevelopment.

The area near the Interstate 5/Pioneer Street junction, known as the Ridgefield Junction, has experienced and is planned for significant commercial and industrial development. Current land uses are

predominately industrial, with a focus on warehousing and distribution centers that were drawn by Ridgefield's connections to Interstate 5 and trade networks up and down the West Coast. The Ridgefield Junction also includes supporting commercial uses.

Residential land use is clustered along Pioneer Street between downtown and the Junction, along 45th Avenue running north-south, and along Hillhurst Road south of downtown. The oldest neighborhoods are located in downtown, extending north along Main Avenue. There is a unique community of approximately 50 floating homes along Lake River. The majority of residential development has been focused in subdivisions built since 2000 to the east and south of downtown, primarily along Pioneer Street and Hillhurst Road. Residential development slowed briefly during the Great Recession beginning in 2008, but development has since picked up and is expanding outward from existing development, particularly with new homes north of Pioneer Street on 45th Avenue. The primary residential development pattern has been single-family detached or attached development at 4 to 8 units per net acre.

Environmental features have also shaped the development patterns in Ridgefield. Lake River limits expansion to the west. Abrams Park, to the north and east of downtown, has historically contained development, with subsequent development leapfrogging over the park and Gee Creek, which bisects the park. Gee Creek runs diagonally across the city, from the northwest quadrant in a southeasterly direction. Development along Hillhurst Road has expanded along the west side of the creek, but there has been little development to date on the east side of the creek.

The Ridgefield Urban Growth Area (RUGA) includes significant undeveloped or underdeveloped acreage at present. The land is expected to develop during the 20-year planning horizon to accommodate the projected 2035 population of 25,494 persons and 8,708 jobs, as shown in Table 2-1. The RUGA includes sufficient residential and employment acreage to accommodate the projected development, as shown in Table 2-1.

## 2.2 DIRECTION FOR THE FUTURE

Ridgefield is planning for residential and employment growth over the 20-year planning period to create a complete community. Ridgefield’s population is anticipated to grow from approximately 6,400 people in 2015 to over 25,494 people in 2035, with a full range of commercial, employment, and public services to serve the population. Ridgefield has been the fastest growing community per capita in Washington for the past several years, and this rate of growth is anticipated to continue over the planning period.

### 2.2.1 A Balanced Community

The City of Ridgefield will guide development within the UGA to improve the balance of residential, commercial, employment, and public land uses. As Ridgefield is transformed from a small city to a mid-sized city, a complete community will begin to take shape that affords a diversity of residential and non-residential options strategically located throughout

the community, with centralized nodes of activity. The Land Use element provides for adequate residential and employment land to accomplish this strategy in tandem with the policies identified in the Housing and Economic Development elements. This development strategy will result in a strengthened community identity, a greater “sense of place,” improved economic opportunities, increased park and school options, an expanded tax base, and opportunities to reduce the per capita demand for automobile travel. Ridgefield will also pursue development of a mix of housing products, including multifamily and single-family dwellings. The Comprehensive Plan Map shows the locations and intensities of planned land uses within the Ridgefield Urban Growth Area (see Figure 2–1).

The City of Ridgefield provides flexible zoning regulations for a range of quality development. The Comprehensive Plan designations establish the basic land uses and intensities. The zoning districts, which typically provide very specific regulations to regulate development, will also consider the impacts and

**Table 2-1. Ridgefield Urban Growth Area Development Capacity**

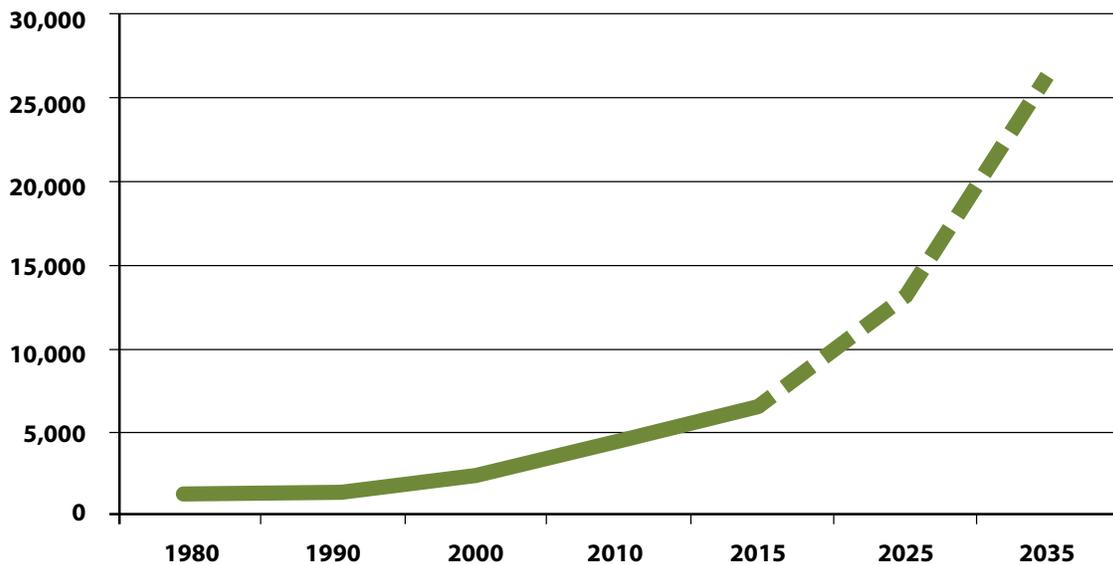
	<b>2035 Target<sup>1</sup></b>	<b>UGA Capacity, Net Acres<sup>2</sup></b>	<b>Development Potential, Housing Units/Jobs<sup>3</sup></b>	<b>UGA Capacity, Housing Units/Jobs</b>	<b>Deficit/ Surplus</b>
<b>Residential</b>	<b>7,178.2 net housing units</b>			<b>7,392 housing units</b>	<b>+214 housing units</b>
Urban Low Density Residential		899.3	6 units/net acre	5,395.8	
Urban Medium/ High Density Residential		157.3	12 units/net acre	1,887.6	
Mixed Use		13.6	8 units/acre	108.8	
<b>Employment</b>	<b>8,708 net jobs</b>			<b>10,419 jobs</b>	<b>+1,711 jobs</b>
Commercial		300.4	20 jobs/net acre	6,008.0	
Industrial/Office		470.1	9 jobs net/acre	4,231.2	
Mixed Use		9.0	20 jobs/net acre	180.0	

<sup>1</sup> Net housing units calculated for net population of 19,094 residents at 2.66 persons per household, derived from 25,494 total residents projected by Clark County Community Planning less Office of Financial Management April 1, 2015 population estimate of 6,400 residents. Employment projection from Clark County Community Planning.

<sup>2</sup> From Clark County Vacant and Buildable Lands Model, including capacity at Port of Ridgefield lands.

<sup>3</sup> Residential densities based on average of minimum and maximum density allowed in applicable Ridgefield zones. Employment density based on Clark County Vacant and Buildable Lands Model.

**Figure 2-1. Historical and Projected Population Growth**



forms of development. This will allow for individual neighborhoods to develop a unique sense of place. Commercial development will be differentiated in downtown compared to the waterfront, compared to the Ridgefield Junction. The adopted subarea plans for downtown, 45th & Pioneer, and the Junction will guide development of these distinct nodes. Likewise residential development will be differentiated to provide a range of products at densities and styles that meet the needs of each neighborhood.

### 2.2.2 Ridgefield Urban Growth Area (RUGA)

One of the main tools for managing growth under Washington’s Growth Management Act is establishing an Urban Growth Area. Land outside Ridgefield’s UGA is rural or resource land. Land inside the RUGA is reserved for urban uses, based on the need for housing, employment, public facilities and open space over a 20-year period. Ridgefield’s intent is to provide urban services and annex land within the UGA in concert with

its ability to provide these services. Table 2-2 shows the acreage dedicated to different land uses in the Ridgefield Urban Growth Area. This data is based on Comprehensive Plan designations, which are mapped in Figure 2-2.

### 2.2.3 Community Design

Good community design is an important element in creating high quality and livable neighborhoods. Most homebuyers are attracted not only to their personal dwelling, but to the character of the

**Table 2-2. Ridgefield Urban Growth Area Land Consumption by Use, 2016**

Land use	Total Acres designated (gross)	Acres vacant and underutilized (gross)
Urban Low Density Residential	3,100.5	2,160.9
Urban Medium/High Density Residential	507.5	328.0
Commercial	559.4	448.5
Mixed Use	75.3	36.1
Office/Industrial	1,360.1	887.8
Parks/Open Space	376.9	n/a
Public Facilities	164.1	n/a
Water	124.9	n/a
<b>Total</b>	<b>6,268.8</b>	<b>3,861.2</b>

Source: Clark County GIS 2016 VBLM.

Figure 2-2

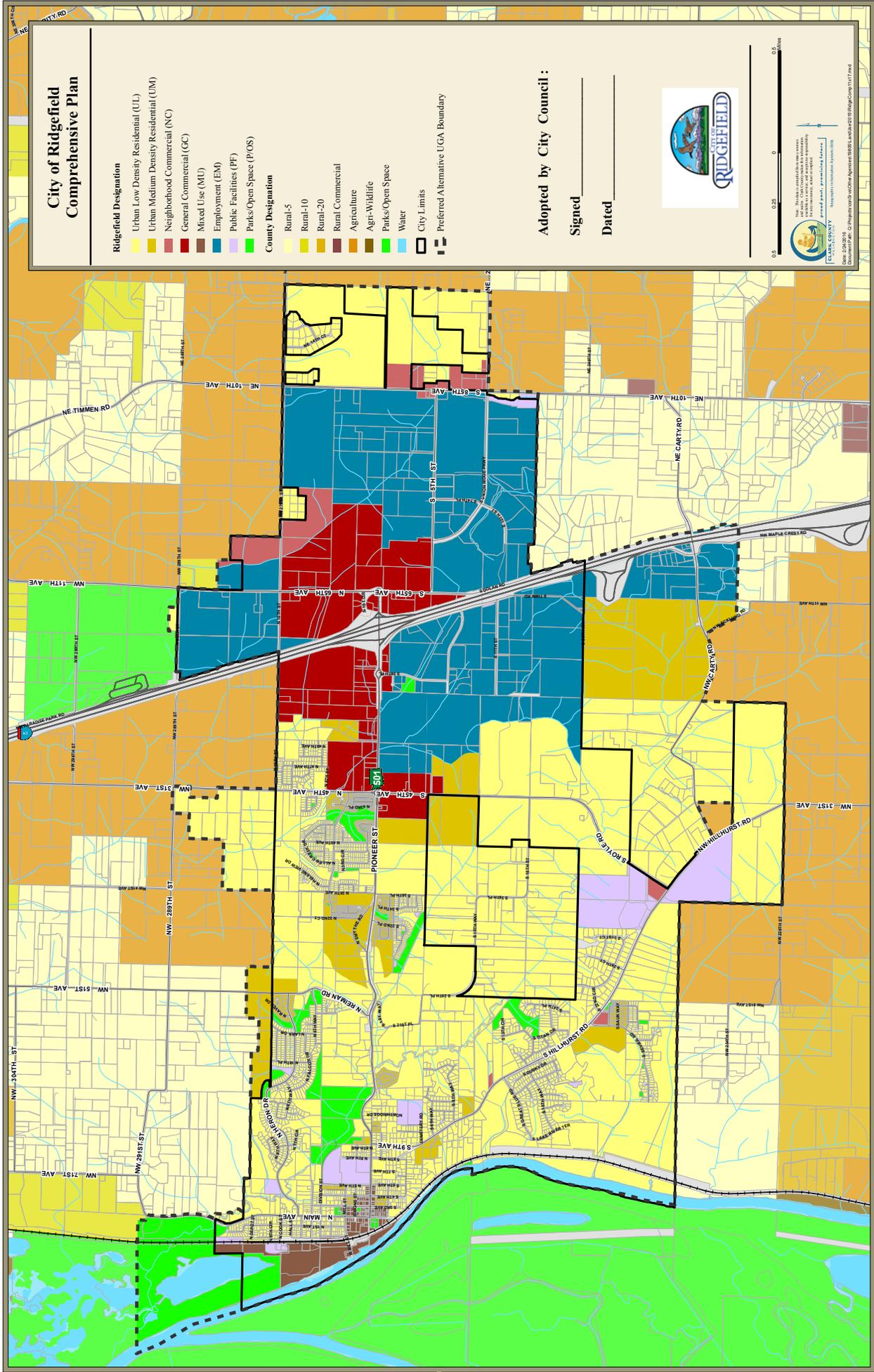
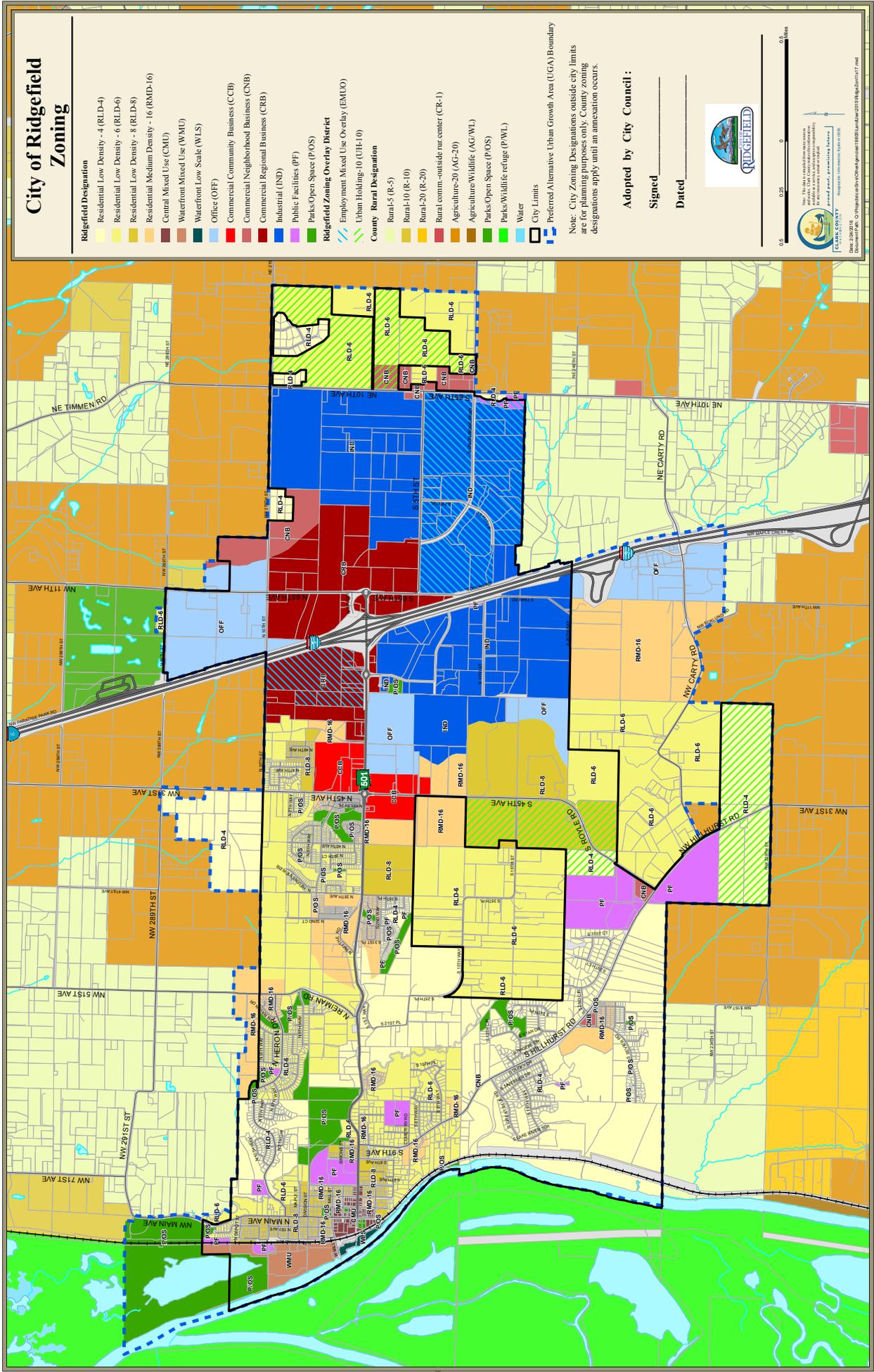


Figure 2-3



\*City zoning within current City limits is in effect. City zoning for properties outside of current City limits but within the UGA boundary shows intended future zoning, however, current County zoning is in effect for these properties until annexation. Intended zoning depicted on this map serves as a long-range planning tool, but actual zoning will be determined at the time of annexation and may differ.

street, neighborhood, and community in which it is located. The main ingredients of good design include development that is acceptable to public perception and comprehension in terms of the size, height, bulk, and/or massing of buildings or other features of the built environment. Further, new subdivisions will be designed to provide attractive areas for pedestrians. Design elements that contribute to a sense of place include structures which are built nearer to the street, front porches, landscaping, convenient walkways, narrower streets, and parking on the street and behind the structures. The City of Ridgefield will continue to explore opportunities for improving and enhancing community design through development regulations and encouraging site master planning that incorporates the design elements identified above.

Ridgefield will work to maintain and improve the quality of existing residential neighborhoods, while encouraging the development of new residential neighborhoods that have distinctive and individual character. The RUACP acknowledges that walkability is a vital component of livable neighborhoods. As

such, amenities such as connectivity, sidewalks and other pedestrian facilities that provide convenient access to schools, grocery stores and parks are encouraged. Flexible development regulations will allow developers to integrate these features into new and existing neighborhoods. Allowing construction of the “corner market” within neighborhoods will foster healthy, connected communities and decrease reliance on motorized transportation to access commercial services. Planning commercial and mixed-use nodes throughout the community, with multimodal connections to nearby neighborhoods, will provide a full range of work, shop and play opportunities. Increasing connectivity and allowing alternative modes of transportation should be viewed as both a transportation issue and an important factor for positive community development.

Shopping and employment centers in Ridgefield will be developed under a hybrid zoning code that incorporates elements of form-based and performance-based zoning. Performance-based zoning sets standards for impacts of land uses such

**Table 2-3. Comprehensive Plan Designations and Implementing Zones**

<b>Plan Designation</b>	<b>Zoning</b>
Urban Low Density Residential (UL)	Residential Low Density (RLD-4, RLD-6, RLD-8)
Urban Medium Density Residential (UM)	Residential Medium Density (RMD-16)
City Center (C)	Central Mixed Use (CMU)
General Commercial (GC)	Community Business (CCB) Regional Business (CRB) Junction Mixed Use (JMU)
Neighborhood Commercial (NC)	Neighborhood Business (CNB)
Mixed Use (MU)	Waterfront Mixed Use (WMU) Waterfront Low Scale (WLS)
Employment (EM)	Office (OFF) Industrial (IND) Industrial Mixed (IM) Employment (EMP)
Public Facilities (PF)	Public Facilities (PF)
Park/Open Space (P/OS)	Public Park/Open Space (P/OS)
<b>Special Overlay Districts</b>	
Lake River View Protection (LRVP)	same
Urban Holding (UH-10)	same
Employment Mixed Use Overlay (EMUO)	same
Pioneer Mixed Use Overlay (PMUO)	same

as noise, vibration, air pollution, stormwater runoff, and solar access. It focuses on land use impacts, not the uses themselves. Form-based zoning, like the principles outlined in the *14 Essential Guidelines for Downtown Ridgefield*, is closely related to performance zoning but focuses primarily on design and physical form. The zoning regulations will guide the development of the built environment in Ridgefield, so that new development helps to frame public spaces, fit into the existing communities, and form distinct neighborhoods.

### 2.2.4 Land Use Designations

Within the UGA, land will be classified according to the following land use designations and overlays, to implement the RUACP planning priorities and provide adequate land for projected residential and employment growth. See Figure 2.2 for the Comprehensive Plan Map. The plan designations will be implemented by the corresponding zones listed in Table 2.3 and mapped in Figure 2.3, Zoning Map. The designations and overlays are intended to achieve the following objectives:

#### **Urban Low Density Residential (UL)**

Provide predominately single family, detached residential opportunities at densities between 4 and 8 units per net acre.

#### **Urban Medium Density Residential (UM)**

Provide for a mix of residential opportunities at higher densities between 8 and 16 units per net acre, including a variety of housing types.

#### **City Center (C)**

Protect and enhance the small-scale, compact and mixed character of the City's historic central core.

#### **General Commercial (GC)**

Provide for business and commercial activities to meet local and regional demand.

#### **Neighborhood Commercial (NC)**

Create opportunities for low-intensity business and service uses to serve proximate residential neighborhoods.

#### **Mixed Use (MU)**

Facilitate a mix of residential and commercial uses to create compact development patterns.

#### **Employment (EP)**

Provide for industrial and office uses serving regional market areas that create significant regional employment opportunities

#### **Public Facilities (PF)**

Provide for essential public uses such as education, medical and infrastructure facilities necessary to serve City or regional residents.

#### **Park/Open Space(P/OS)**

Preserve open land for recreational use and environmental protection.

#### **Special Overlay Districts**

##### **Lake River View Protection (LRVP)**

Preserve and capitalize upon the views from the downtown heights over the waterfront area and onto the wildlife refuge.

##### **Urban Holding (UH-10)**

Limit development until the area can be adequately served by public infrastructure.

##### **Employment Mixed Use Overlay (EMUO)**

Provide for a mix of compatible light industrial, service, office, retail and residential uses.

##### **Pioneer Mixed Use Overlay (PMUO)**

Provide for an interconnected mix of residential, commercial, and office uses to implement the 45th & Pioneer Subarea Plan.

## 2.3 LAND USE POLICIES

### **LU-1 Citywide land supplies**

Establish land supplies and density allowances that are sufficient but not excessive to accommodate adopted long-term City of Ridgefield population, public facilities and employment forecast allocations.

### ***LU-2 Efficient development patterns***

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

### ***LU-3 Infill and redevelopment***

Where compatible with surrounding uses, efficiently use urban land by facilitating infill of smaller undeveloped properties, and redevelopment of existing developed properties. Allow for conversion of existing structures to more intensive uses when appropriate in the zoning district and where designed to be compatible with surrounding uses.

### ***LU-4 Compatible uses***

Facilitate development that minimizes adverse impacts to adjacent areas.

### ***LU-5 Complementary uses***

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

### ***LU-6 Mixed-use development***

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

### ***LU-7 Neighborhood livability***

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

### ***LU-8 Subdivision design***

Facilitate development and implement design standards to address the following in new residential developments:

- Increased visual interest, architectural differentiation, street orientation, and integration with adjacent buildings.
- Improved pedestrian connections and proximity of uses within developments.

- Enhanced sense of identity in neighborhoods.
- Integration of parks, trails and open spaces within developments.

### ***LU-9 Human-scale and accessible development***

Require commercial development that is human-scale and encourages interaction. Elements of human scale include pedestrian access, street front commercial activity, low to mid-range building elevation, and architectural variety at the street level.

### ***LU-10 Commercial development***

Provide incentives and establish regulations that facilitate a range of commercial uses in downtown, the Lake River waterfront, along the Pioneer Street corridor, at the Interstate 5 interchange, and in limited neighborhood settings. Encourage a range of commercial services that meet the needs of residents in the city and across the region. Regulate development to ensure the appropriate mix of uses and scale of development in each distinct commercial area based on surrounding land uses, development potential, and existing scale of development.

### ***LU-11 Industrial development***

Promote light industrial development in the vicinity of the Interstate 5 interchange. Regulate industrial development to maximize job creation potential while minimizing impacts on adjacent land users.

### ***LU-12 Site planning and design***

Facilitate commercial and industrial development by implementing the following design standards for new and redeveloped sites:

- Increase architectural interest and variety while providing a unified treatment of the site.
- Prioritize pedestrian, bicycle and bus access, amenities, and connections within the site.
- Minimize visual and functional dominance of vehicle uses.
- Incorporate landscaping, LID techniques, and green building practices to minimize environmental impacts.
- Provide master planning process for large developments to promote unified development.

### ***LU-13 Downtown design***

Ensure that the existing strengths of Downtown Ridgefield are maintained by:

- Maintaining the comfortable, “Main Street” feeling which includes pedestrian-scale, ground-floor commercial uses, a flexible approach towards intermingling of residential and small-scale commercial and office uses.
- Promoting special events, public spaces and a mix of uses downtown that increase utilization.
- Supporting environmental remediation of brownfield sites to expand land supply.
- Encouraging pedestrian, bicycle and bus access to connect the downtown to surrounding neighborhoods.

### ***LU-14 Waterfront development***

Develop a vibrant waterfront district along Lake River that maximizes opportunity of a former brownfield site by:

- Promoting mix of uses including commercial, office, recreational, and residential.
- Orientating buildings toward the Lake River shoreline.
- Requiring high quality architectural and site design.
- Encouraging pedestrian, bicycle and bus access to connect the waterfront to surrounding neighborhoods.

### ***LU-15 Downtown transition***

Permit limited commercial activity in a transition zone surrounding the existing downtown core to take advantage of central location. Facilitate future expansion of downtown into the transition zone and expansion of the transition zone as warranted.

### ***LU-16 Districts***

Form neighborhood districts to help guide development of unique and distinctive neighborhoods. Development in districts would reflect their topographic, historical, economic, and natural features. Districts may be formed to relate to key amenities, such as parks, natural resources, schools, or commercial activities.

### ***LU-17 Development code***

Adopt clear and objective zoning, environmental and land division standards and regulations that ensure development consistent with the goals and policies of this plan. City, County and special district regulations shall be consistent with and adequate to carry out the provisions of the Ridgefield Urban Area Comprehensive Plan. The comprehensive land use designations and implementing zoning districts are listed in Table 2-3. Amend development code on a regular basis to ensure it reflects evolving city priorities and development trends.

### ***LU-18 Land use reassessment***

Assure consistency of overall land use and capital facilities plans by reevaluating Ridgefield’s land use plan when necessary to ensure adequate funding to provide necessary public facilities and services to implement the plan.

### ***LU-19 Property rights***

Ensure that property owners within the Ridgefield Urban Growth Area (RUGA) enjoy the right to use their property in ways consistent with public policy. City land use decisions shall not deny an owner of all reasonable investment-backed expectations in their property resulting in an unconstitutional ‘taking’ of private property for public use. Critical areas regulations shall ensure an owner of a reasonable use of their property.



# HISTORIC PRESERVATION





## 3. HISTORIC PRESERVATION

### 3.1 CURRENT CONDITIONS

Historic and cultural resources in Ridgefield are rooted in a rich and colorful history that dates back thousands of years. The historical record of the county includes the formation of the region's unique landscape, settlement of the region by Native American groups, exploration by European nations, location as headquarters for the Hudson's Bay Company Columbia District trade networks, destination for thousands who took the Oregon Trail, and location as an industrial center, first for pulp and paper, then aluminum and shipbuilding, and now high-tech industries.

Inhabited by native peoples for centuries, Euroamerican families began to settle in the area in the middle 1800s. After the Civil War, the area built up rapidly, and became known as Union Ridge. The post office was established in September of 1865 in the home and small trading post of the first postmaster, Asa Richardson. Commerce became more established in 1882 when Stephen Shobert and J.J. Thompson opened the first store. Following the 1890 name change to "Ridgefield," people decided to incorporate as the City of Ridgefield in a 1909 special election.

Ridgefield is a community whose heritage is deeply connected to the water and the land. As the gateway to the Ridgefield National Wildlife Refuge and a key entry point to the Columbia River, Ridgefield offers unparalleled access to prime examples of the Pacific Northwest way of life. Knowledge of Ridgefield's history can provide a context in which to understand current growth and development trends, and to affirm a sense of continuity and community.

#### **Historic Preservation**

Ridgefield participates in national, state and local historic preservation efforts. The National Historic Preservation Act of 1966 authorized the creation of the National Register of Historic Places as a means of recognizing sites and structures associated with significant people or events in our nation's history. Washington State Department of Archaeology and Historic Preservation (DAHP) manages the Washington Heritage Register and the Heritage Barn Register. Ridgefield also participates in the Clark County

Historic Preservation program and, with it, the Clark County Heritage Register. The national, state and the local historic registers provide protections for historic properties and valuable assistance for their rehabilitation.

The State Historic Preservation Officer (SHPO) functions established by the National Historic Preservation Act are performed by DAHP. DAHP maintains records of all historic resource inventories and sites and acts as liaison between local agencies and the federal government. DAHP is also responsible for reviewing proposed federal projects for their potential impact on historic and archaeological resource.

The City completed an inventory of historic resources in downtown Ridgefield in 2010. The study identified several individual resources but concluded that while there are many buildings within downtown which contribute to understanding the history of Ridgefield, there are not sufficient numbers of buildings with a high enough level of architectural integrity close enough together to form an historic district. Many



historic buildings have been altered with typical character-changing alterations, such as window and storefront replacements and application of siding over historic material. In addition to the listed historic resources, the study identified several properties that are likely eligible for the local or national registers included in Table 3-1. The study also found that residential areas near downtown have strong potential for historic district eligibility.

**Archaeology**

The region has a pattern of settlement during both prehistoric and historic periods. Previous investigations have uncovered artifacts from early pioneer settlers as well as prehistoric artifacts like Native American tools. DAHP has developed a statewide predictive model of archaeological resources, which shows a high to moderate-high likelihood of archaeological resources throughout most of the RUGA, particularly centered in the downtown and Interstate 5 junction areas. The City works with DAHP to protect archaeological resources during site development.

The most significant known archaeological resources in Ridgefield are associated with the Cathlapotle site. When the Corps of Discovery stopped in Ridgefield in November of 1805, they found a prosperous village called by fur traders “Cathlapotle.” The village consisted of what is now the Ridgefield National Wildlife Reserve. “I counted 14 houses,” Clark wrote in his diary. There were nearly 1,000 Native Americans living in the village, with nearly 20,000 people in southwest Washington. Lewis and Clark returned to the village in March 1806.

Cathlapotle is one of the few archaeological sites on the Lower Columbia River that has withstood the ravages of flooding, looting, and development. A decade of archaeological research—the result of a partnership between the U.S. Fish and Wildlife Service, the Chinook Tribe, and Portland State University—has produced a wealth of information about the Chinookan people who lived on the river long before Lewis and Clark first observed Cathlapotle in 1805.

Research has culminated in construction of the full-scale restoration Cathlapotle Plankhouse on the site. The Chinookan Plankhouse at the Refuge serves as an outdoor classroom for interpreting the rich natural and cultural heritage preserved on the Ridgefield National Wildlife Refuge at the Cathlapotle site. The Plankhouse is a significant attraction for residents and tourists alike that contributes to understanding of the area’s archaeological heritage.

**3.2 DIRECTION FOR THE FUTURE**

Ridgefield has unequalled historic assets in its downtown. No other place in north Clark County has such a diverse array of historic buildings. Additionally, the community character of the downtown has been very well preserved. It is vitally important to the future of Ridgefield that the downtown maintains its historic sense of place. This can be achieved by appropriate rehabilitation of the vintage buildings and by mindful development of vacant sites. The report, *14 Essential Guidelines for Downtown Ridgefield*, will be studied and applied during the development review of new construction, alterations, and street design.

**Table 3-1. Designated & Potential Historic Resources**

William Henry Shobert House	Listed on National, State Register
Kapus Farm	Listed on County Register
Jefferson Davis Highway Marker	Listed on County Register
Dr. Ralph and Florence Stryker House	Listed on County Register
104 N Main Avenue, used as Ridgefield Hardware Store	Potential resource
304 Pioneer Street, used as RSD Maintenance Shop	Potential resource
113 S Main Street, historic Union Ridge Church	Potential resource
230 Pioneer Street, historic use as Ridgefield State Bank and current use as City Hall	Potential resource

Ridgefield has joined with Clark County and the State of Washington to participate in a historic preservation program. This program can provide design assistance to property owners, as well as an understanding of the significant tax benefits of historic preservation. Ridgefield has the opportunity to leverage County and State resources to its own benefit.

### **3.3 POLICIES**

#### ***HP-1 Partnerships for historic preservation***

Partner with Washington State Department of Archaeology and Historic Preservation and Clark County to provide a strong historic and archeological preservation program.

#### ***HP-2 Identify and protect resources***

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance. Incorporate review of potential historical or archaeological significance into land development process. Provide information to owners of historic properties on how to apply for designation on the Clark County Heritage Register, Washington Heritage Register, or the National Register of Historic Places and encourage owners to participate.

#### ***HP-3 Education and information programs***

Raise public awareness of cultural resources by creating educational and interpretive projects that highlight sites included or eligible for inclusion on the Clark County Heritage Register, Washington Heritage Register, or the National Register of Historic Places. Interpretive elements could include:

- Guided and self-guided tours which highlight cultural and historic resources in Ridgefield.
- Historic plaques or other signage.
- Events with a historical component.

#### ***HP-4 Rehabilitate historic structures***

Promote preservation of historic structures through rehabilitation and adaptive reuse and discourage demolition of historic structures, particularly in the downtown area. Provide assistance to developers, landowners, and the construction trade regarding appropriate re-use and rehabilitation of identified

historic sites and buildings. Assist property owners with obtaining grants and receiving available tax incentives for re-use and rehabilitation of identified historic sites and buildings.

#### ***HP-5 Downtown historic resources***

Explore options to commemorate the core historic area and individual historic resources in downtown. Partner with downtown organizations, business owners and property owners to develop strategies to preserve and promote downtown's historical resources. Incorporate historic resources into downtown identity, planning and redevelopment efforts. Consider regulatory approaches such as a historic preservation overlay zone to protect resources, as well as design standards for new and rehabilitated buildings in downtown to ensure compatibility with the existing historic character.



# **ECONOMIC DEVELOPMENT**





## 4. ECONOMIC DEVELOPMENT

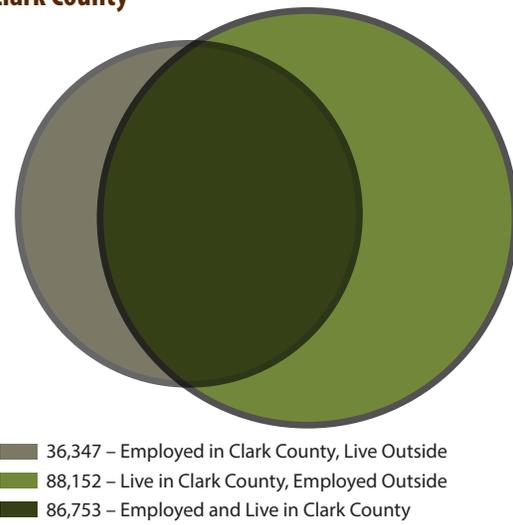
Economic development is essential to Ridgefield’s ability to sustain itself. Economic development helps to establish a balance of residential and employment opportunities, the basic elements of a complete community. A strong and diverse economy provides employment and a tax base that supports public services and a livable community. A diverse economic base also provides a variety of retail and service opportunities allowing residents to meet their needs locally. The City also recognizes that the provision of quality public education enhances economic development. Although most economic activity is in the private sector, the City of Ridgefield’s role is to establish parameters that help private markets flourish, provide support, and encourage beneficial economic development projects.

### 4.1 CURRENT CONDITIONS

#### 4.1.1 Regional Conditions

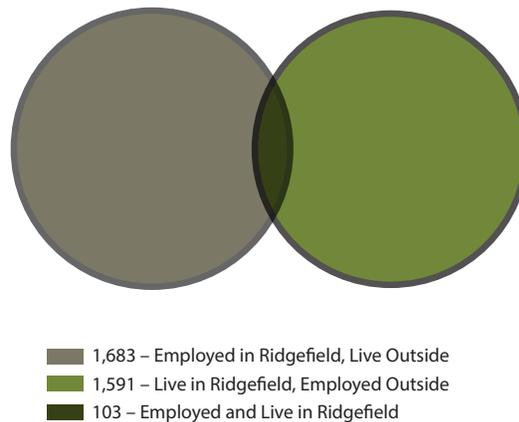
The City of Ridgefield’s economic vitality is coupled with the broader regional economy for Clark County and the Portland Metropolitan Area. Some of the original industries in the region were agriculture and timber, with cheap power from damming the Columbia River spurring industrialization in the late 1930s. By the 1970s, the County began to attract investment in electronics, which remains one of the most important industries today. Other major industrial sectors in Clark County include healthcare and social assistance, professional and

**Figure 4-1. Inflow and Outflow of Workers – Clark County**



Source: 2013 U.S. Census LEHD

**– Ridgefield**



Source: 2013 U.S. Census LEHD

**Table 4-1. Primary Employment Sectors and Leading Employers in Clark County**

Employment sector	Number of employees	Leading employers	Number of employees
Government and education	24,000	Bonneville Power Administration	2,723
Healthcare and social assistance	23,600	PeaceHealth Southwest Washington Medical Center	2,500
Professional and business services	18,100	Evergreen Public Schools	2,473
Retail trade	17,200	Vancouver Public Schools	2,341
Leisure and hospitality	14,000	Clark County, Washington	1,650
Manufacturing	13,100	Fred Meyer Stores, Inc.	1,601

Source: 2016 Washington State Employment Security Department

**Table 4-2. Place of Home and Work for Ridgefield Residents and Employees**

Ridgefield Residents		Ridgefield Employees	
Work Location	Percent	Home Location	Percent
Vancouver, WA	24.3%	Vancouver, WA	19.7%
Portland, OR	19.6%	Ridgefield, WA	5.8%
Ridgefield, WA	6.1%	Battleground, WA	4.1%
Seattle, WA	3.0%	Hazel Dell, WA	3.8%
Salmon Creek, WA	2.5%	Mount Vista, WA	3.3%
Mount Vista, WA	2.4%	Orchards, WA	3.1%
Hazel Dell, WA	2.1%	Portland, OR	4.0%
All others	40.0%	All others	57.4%

Source: 2013 U.S. Census LEHD

**Table 4-3. Top Employers in Ridgefield**

Employer	Employees
Ridgefield School District	360
Allied Industrial Group	242
Pacific Power Products	231
UNFI	210
Corwin Beverage	125

Source: City of Ridgefield Finance Department

business services, retail trade, leisure and hospitality, manufacturing, and government and education.

The County economy has generally recovered from the recession, but wages remain below state averages. The 2015 unemployment rate was 6.5%, according to the Washington State Employment Security Department, similar to the state average. Nonfarm employment growth has outpaced the state and the nation over the past 20 years, excepting a dip during the recession. However, median hourly wage for jobs in Clark County in 2014 was \$20.32, about 10% below the state median. Median wages have grown only 1.3% since 2002, whereas average wage for the top 10% of jobs has risen by 17% in the same time period. The 2014 average annual wage of \$46,330 is also below the state and national averages.

As part of the Portland Metropolitan Area, there is significant movement of workers between jurisdictions. One-third of the County's labor force, over 50,000 workers, commutes to Portland on a daily

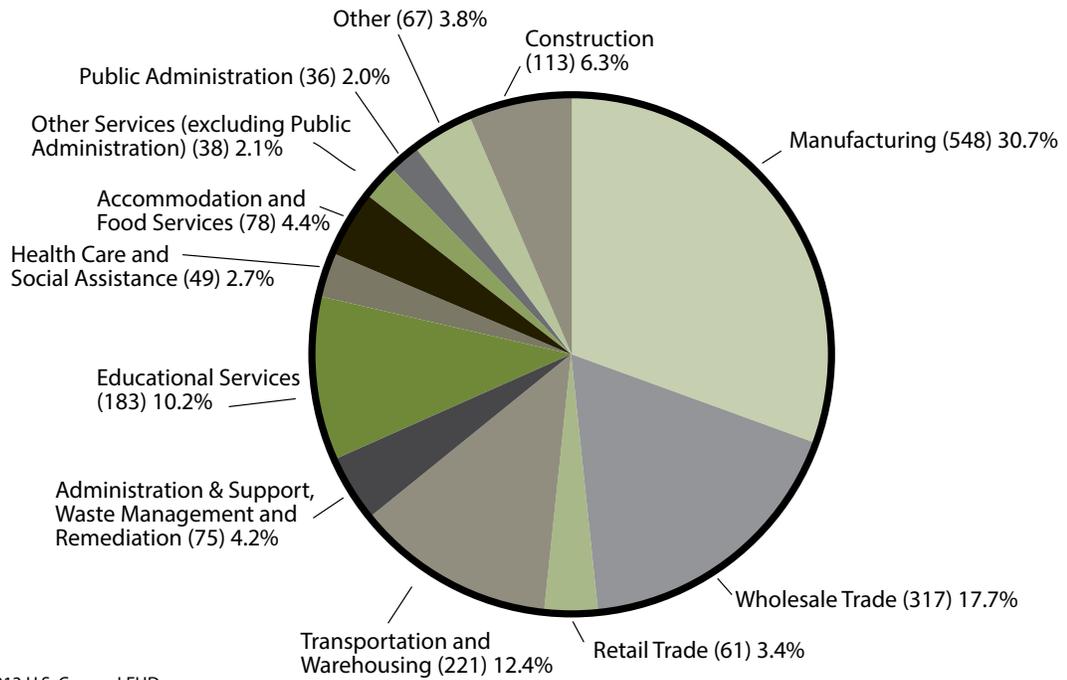
basis, while only 11,000 commute in the opposite direction. There are significantly more workers in Clark County than available jobs, with 174,905 residents and 123,100 total jobs, resulting in net outward migration, illustrated in Figure 4-1. Within the County, approximately half of the residents work in one of the County's jurisdictions but there is significant movement between jurisdictions. Ridgefield workers exemplify this pattern, with approximately half of all residents employed within Clark County but only 6.1% employed in Ridgefield itself. Ridgefield has a more balanced inflow and outflow of workers, with 1,786 jobs in the city and 1,694 employed residents, as shown in Figure 4-1.

#### 4.1.2 Local Conditions

Ridgefield has developed a growing job base built primarily in the manufacturing, wholesale trade, and transportation and distribution sectors. There were a total of 1,768 jobs reported in Ridgefield in 2013. Ridgefield has been underrepresented in professional service, health care and retail-related employment, shown in Figure 4-2. The top employers in the area are industrial firms and public sector jobs, led by the Ridgefield School District. (See Table 4-3.)

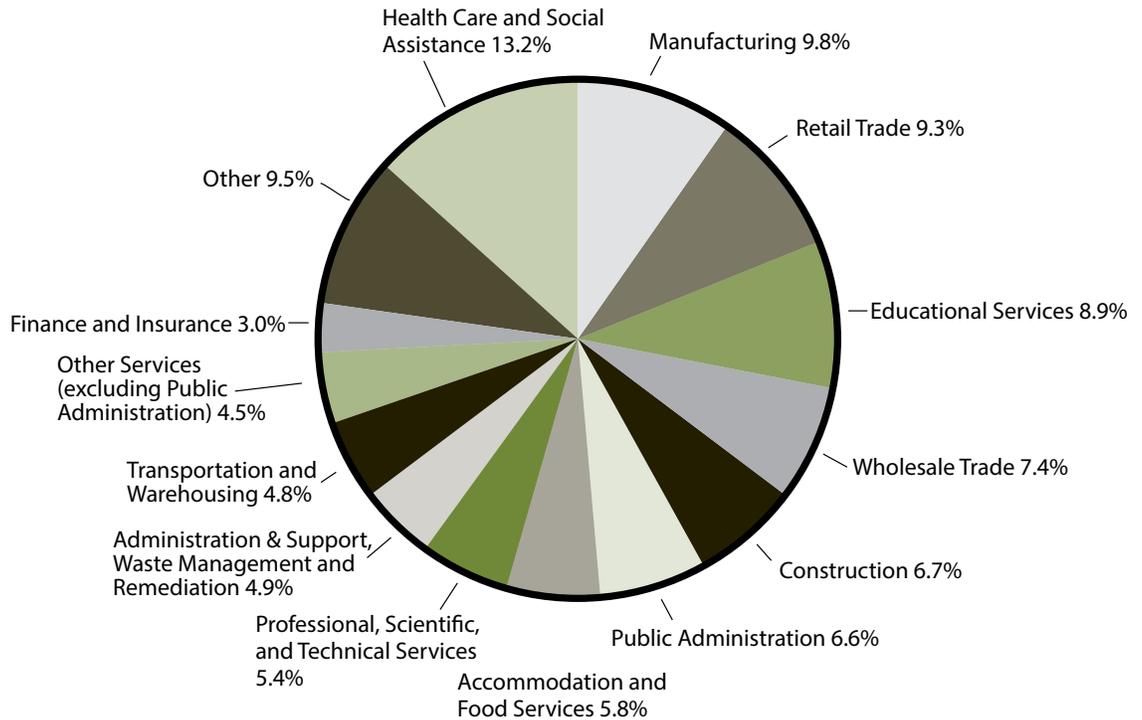
Almost half of jobs in Ridgefield provide mid-level wages, and there are fewer low-wage and high-wage jobs in the city relative to Clark County as a whole. (See Table 4-4.) Middle-income wages reflect the relatively high percentage of industrial jobs, which tend to report close to median wages. The lower prevalence of low-income jobs is likely related to low retail employment in Ridgefield.

**Figure 4-2. Ridgefield Jobs by Sector**



Source: 2013 U.S. Census LEHD

**Figure 4-3. Employment Sectors for Ridgefield Residents**



Source: 2013 U.S. Census LEHD

Ridgefield has pursued family-wage jobs, defined as jobs with wages equal to 125% of the County median annual wage and a comprehensive benefits package. As of 2014, a family-wage job would provide a \$57,912 annual salary or \$4,826 monthly salary plus benefits. Based on limited wage data available, a portion of the 36.2% of workers in Ridgefield who earn more than \$3,333 per month are earning a family wage.

Ridgefield residents, 94% of whom work outside of the city, generally report higher wages and are concentrated in different fields than employees working in Ridgefield but living outside of the city. Primary employment sectors for Ridgefield residents are health care and social assistance, manufacturing, and retail trade, but there is significant diversity in employment sectors with no predominate concentrations, as shown in Figure 4-3. Nearly double the number of Ridgefield residents report monthly

earnings above \$3,333 relative to employees who work in Ridgefield, as shown in Table 4-5, suggesting Ridgefield residents must travel outside of the community to secure higher paying jobs. Median earnings for workers living in Ridgefield were \$47,393 in 2014 according to the U.S. Census, compared to \$32,671 for workers living in Clark County generally.

## 4.2 DIRECTION FOR THE FUTURE

This plan is intended to increase jobs, particularly family-wage jobs that provide an adequate income to live decently and raise a family in Ridgefield. This requires a wage and benefits package that takes into account the area-specific cost of living, as well as the basic expenses involved in supporting a family. The Economic Development element is also intended to reduce the number of residents who commute long distances to work. A sound economy will also provide revenues for the City to support facilities and services desired by residents, including parks, trails,

**Table 4-4. Distribution of Earnings for Workers, Based on Job Location**

	Ridgefield	Clark County
\$1,250 per month or less	15.0%	19.5%
\$1,251 to \$3,333 per month	48.8%	37.2%
More than \$3,333 per month	36.2%	43.3%

Source: 2013 U.S. Census LEHD

**Table 4-5. Distribution of Earnings for Workers Living in Ridgefield**

\$1,250 per month or less	17.1%
\$1,251 to \$3,333 per month	25.4%
More than \$3,333 per month	57.4%
Median worker earnings	\$47,393

Source: 2013 U.S. Census LEHD, 2014 U.S. Census American Community Survey

**Table 4-6. Land Capacity for Employment Growth**

	UGA Capacity, Gross Acres <sup>1</sup>	Development Potential, Jobs <sup>2</sup>	UGA Capacity, Jobs
Commercial	448.6	20 jobs/net acre	6,008.0
Industrial/Office	887.8	9 jobs net/acre	4,231.2
Mixed Use	14.4	20 jobs/net acre	180.0
Total	1,350.8 acres		10,419 jobs

<sup>1</sup> From Clark County Vacant and Buildable Lands Model, including capacity at Port of Ridgefield lands.

<sup>2</sup> Employment density based on Clark County Vacant and Buildable Lands Model.

**Table 4-7. Existing and Projected Jobs to Household Ratios**

Year	Households	Jobs	Jobs per Household Ratio
2014	2,001 <sup>1</sup>	1,786 <sup>3</sup>	0.89:1
2035	9,407 <sup>2</sup>	10,494 <sup>4</sup>	1.12:1

<sup>1</sup> Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

<sup>2</sup> Source: 2014 housing units plus 228 building permits issued in 2015 plus 7,178 new housing units projected by 2035 per Clark County Issue Paper 4.2

<sup>3</sup> Source: 2013 LEHD Origin-Destination Employment Statistics

<sup>4</sup> Source: 2013 jobs plus 8,708 new jobs forecast by 2035 per Clark County Issue Paper 4.2

police protection, fire protection, and public schools. A diverse economy will provide a range of retail and service opportunities in Ridgefield that allow residents to meet their needs locally.

### 4.2.1 Employment Capacity

Ridgefield has sizable acreage reserved for future economic growth in the UGA, with capacity to accommodate jobs in excess of the 2035 employment projection. In total, employment acreage is projected to accommodate 10,419 jobs, well above the 8,708 jobs projected by 2035. Designated employment acreage is generally located in the eastern half of the city, with the largest concentration on either side of I-5 at the Ridgefield Junction, to take advantage of transportation access. (See Figure 2-1, Comprehensive Plan Map.)

Acreage is split approximately two-thirds industrial/office lands and one-third for commercial development, and projected jobs are projected at 60% commercial and 40% industrial/office because of the differing jobs per acre projections for each type of development. (See Table 4-6.)

### 4.2.2 Balanced Job Growth

The City is adopting the Clark County goal of providing one local job per household. As shown in Table 4-7, the City currently has a ratio of 0.89 jobs per household, but has sufficient capacity to provide 1.12 jobs per household by 2035 with careful implementation of

this plan. Providing land and public services that are adequate for job growth are important parts of this strategy. The City must be a good steward of land designated for job growth, which includes using the land efficiently and limiting conversion to non-employment uses. The City must also ensure the timely permitting of businesses that support family-wage jobs and other priority economic development projects. Further, special attention will be paid to attracting and retaining small- to mid-sized businesses with high growth potential.

### 4.2.3 Job Recruitment

Ridgefield will work to attract more employers in high-paying sectors to provide family-wage jobs and jobs in fields where Ridgefield residents are already employed, in an effort to increase the number of employees who both live and work in Ridgefield. Table 4-8 below shows employment sectors with average wages higher than the County overall average wage of \$46,330. Ridgefield has succeeded in attracting industrial jobs in sectors like manufacturing, wholesale trade, and transportation and warehousing, and will continue to target these types of businesses to build off the existing industrial hub exemplified by employers such as UNFI and Dollar Tree. Ridgefield will also work to diversify its employment base to include more white-collar sectors, including finance and insurance, professional and technical services, and management. There are relative few of these

**Table 4-8. Sectors for Employer Recruitment Relative to Current Ridgefield Presence**

Employment Sector	Median Wage	Current percentage of Ridgefield residents employed in sector	Current percentage of Ridgefield workers employed in sector
Construction	\$50,729	6.7%	6.3%
Manufacturing	\$55,481	9.8%	30.7%
Wholesale Trade	\$72,913	7.4%	17.7%
Transportation & Warehousing	\$49,062	4.8%	12.4%
Information	\$55,972	1.9%	0.2%
Finance & Insurance	\$74,072	3.0%	0.6%
Professional & Technical Services	\$72,725	5.4%	1.1%
Management	\$94,318	1.7%	0.0%
Public Administration	\$51,498	6.6%	2.0%

Source: 2013 U.S. Census LEHD, 2014 Quarterly Census of Employment and Wages

types of firms in Ridgefield at present, but there are a number of Ridgefield residents engaged in these sectors. For example, the recent announcement by the Washington Department of Fish & Wildlife to relocate approximately 100 workers to a new Port of Ridgefield facility will help to add well-paying public administration jobs.

#### 4.2.4 Regional Employment Center

Ridgefield will participate in the creation of a regional employment center at the Pioneer Street and Interstate 5 interchange as part of the Discovery Corridor. The Discovery Corridor is an economic development initiative that the Port of Ridgefield has developed and that the Port and the City of Ridgefield have advanced in partnership with other Clark County agencies and organizations. It is envisioned that the Discovery Corridor will be developed to establish a vibrant industrial base in central Clark County.

#### 4.2.5 Partnerships

Ridgefield's contribution to economic development extends beyond the policies of the Comprehensive Plan. The City has staff and elected officials dedicated to economic development. The City works with groups such as the Ridgefield Business Association, the Ridgefield Junction Neighborhood Association, Ridgefield Main Street, and the Port of Ridgefield. The City also partners with regional groups such as the Columbia River Economic Development Council.

#### 4.2.6 Complementary Subarea Development

The City will pursue development of three distinct subareas throughout the city, each with a complementary vision and development focus.

**Downtown/Waterfront:** A healthy downtown that provides a setting for mutually supportive businesses and community events is essential to a livable community. Ridgefield will also partner with the Port of Ridgefield to spur development at the newly remediated Lake River waterfront, which provides a unique opportunity for waterfront mixed-use development. Ridgefield will support existing businesses and encourage them to expand by providing information resources and completing economic development-oriented public projects.

**45th & Pioneer:** The 730-acre node at 45th & Pioneer will focus around commercial and mixed-use development to serve residential neighborhoods with complementary employment development at the perimeter. The guiding principles for the area are to create appropriately scaled and attractive development within a walkable community with multimodal connections, and provide flexibility to adapt to changing economic development opportunities over time.

**Ridgefield Junction:** The vision for the Junction area, over 1,000 acres centered around the junction of Interstate 5 and Pioneer Street, is for a mixed-use destination that provides an attractive, distinctive gateway to Ridgefield and serves as an important employment and commerce center for the city and region. Key institutions and industrial anchors will be the foundation for the Junction's vitality, and new development will reinforce Ridgefield's aesthetic appeal and capitalize on its scenic setting.

### 4.3 POLICIES

#### ***EC-1 Discovery Corridor***

Implement the Discovery Corridor concept along both sides of Interstate 5.

- Coordinate with project partners including Port of Ridgefield and Columbia River Economic Development Commission. (CREDC)
- Recruit information technology companies.
- Plan for and construct needed infrastructure.
- Assist businesses in the development review process to obtain needed permits fairly and efficiently.

#### ***EC-2 Local job creation***

Support businesses to create jobs at a ratio of one job per household ratio by providing adequate land capacity and developing an efficient regulatory environment, including development review. Prioritize creation of family wage jobs, including employment in employment sectors with higher than average median wages. Pursue employers in sectors that currently employ many Ridgefield residents outside the city in order to increase the number of people who both live and work in Ridgefield.

### ***EC-3 Downtown***

Support continued renaissance of Ridgefield's downtown by:

- Sponsoring community events in downtown.
- Partnering with business and community groups, providing organizational support to help develop such groups.
- Developing a long-term parking plan.
- Inventorying existing infrastructure and identifying improvement plans for downtown infrastructure.
- Implementing the Downtown/Waterfront Subarea Plan.

### ***EC-4 Community retail***

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

### ***EC-5 Public revenue enhancement***

Promote development that encourages revenue generation for public services.

### ***EC-6 Employment capacity***

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

### ***EC-7 Support emerging businesses***

Attract and retain small- to mid-sized businesses with high growth potential.

### ***EC-8 Ridgefield Junction***

Implement the Junction Subarea Plan to create commercial, industrial and institutional employment opportunities that serve local and regional needs.

### ***EC-9 45th & Pioneer***

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



# HOUSING





## 5. HOUSING

Adequate, safe, affordable and diverse housing options for all residents are essential to the health of a community. This element presents an evaluation of the current housing needs for Ridgefield and an estimate of what will be needed over the next 20 years, based on projected growth.

### 5.1 CURRENT CONDITIONS

#### 5.1.1 Population & Housing Growth

Ridgefield’s 2015 population is 6,400. Ridgefield population has grown steadily since 2000, more than doubling between 2000 and 2010 with notable growth spikes between 2004 and 2008, as shown in Table 5-1. Annual growth from 2013 to present has averaged between 6 and 8 percent, making Ridgefield the fastest growing city in Washington per capita.

**Table 5-1. Annual Population Growth & Building Permit Issuance**

	Population	Annual Growth Rate	Building Permits Issued
2000	2,147	4.89%	–
2001	2,183	1.68%	–
2002	2,190	0.32%	–
2003	2,243	2.42%	15
2004	2,280	1.65%	206
2005	2,735	19.96%	313
2006	3,392	24.02%	188
2007	3,837	13.12%	71
2008	4,232	10.29%	34
2009	4,552	7.56%	27
2010	4,763	8.29%	79
2011	4,975	4.45%	65
2012	5,210	4.72%	122
2013	5,545	6.43%	165
2014	6,035	8.84%	104
2015	6,400	6.05%	228

Source: US Census and Washington State Office of Financial Management and City of Ridgefield

The City has seen significant new construction of homes in the past 10 years to keep up with growing population. Because of historically low vacancy rates, reported at 4.0% for homeowners and 0% for rentals in 2014 U.S. Census data, new construction has been needed to provide housing for the majority of new residents. New residential building permitting history supports this finding, as shown in Table 5-1, with increases in home building tied to surges in population.

#### 5.1.2 Household Characteristics

A household is defined as the person or group of persons who live in one housing unit, whether related or not, headed by a householder. A single person living in an apartment and a family living in a house are both considered households.

Ridgefield households tend to be families with children headed by middle-aged householders with relatively high incomes who own their own homes, as shown in Table 5-2. Ridgefield has fewer households headed by persons 65 years or older, fewer renters, and fewer individuals living alone compared to Clark County. Average household size in Ridgefield is 2.96 persons, compared to 2.71 persons across the County, which reflects the greater percentage of families in Ridgefield.<sup>1</sup> Ridgefield homeowners are relatively new to their homes, with over 80% having moved to their homes since 2000, but those rates are similar to the County as a whole.

#### 5.1.3 Housing Stock

It is important to provide a variety of housing types to accommodate the community’s diverse needs. Younger people often rent apartments, families generally desire homes, and retirees increasingly prefer to move into condominiums or apartments. As the “Baby Boom” generation ages during the next 20 years, there is likely to be a greater need and demand for smaller units, retirement homes, and assisted living.

The predominant type of housing in Ridgefield is single-family detached dwellings. A total of 92.7% of homes in Ridgefield in 2014 are single-family detached

<sup>1</sup> This plan uses 2.66 persons per household to calculate future occupancy based on the adopted Clark County planning assumption, rather than historical household size.

homes, as shown in Table 5-3, and that percentage has steadily increased from 79.8% since 1990 even as the absolute number of multifamily homes, including single-family attached housing like townhomes, has slightly increased<sup>2</sup>.

Homes in Ridgefield are some of the most expensive in Clark County, attracting homeowners with median incomes well above the County average. As shown in Table 5-4, median monthly housing costs in Ridgefield, whether mortgage payment or rent, are some of the highest in the County. Rents in Ridgefield are the highest in the County, likely due to the prevalence of single-family detached housing stock as the only available rentals with relatively high costs.

<sup>2</sup> There are an additional 50 floating homes moored on Lake River that provide an alternative to single-family homes that were not included in the Census Bureau data shown in Table 5-3.

### 5.1.4 Housing Affordability

Homes in Ridgefield are generally affordable for the current residents, however, this may reflect some self-selection bias as households with higher incomes choose to live in Ridgefield and households with lower incomes are unable to find suitable housing in the city. The US Department of Housing and Urban Development (HUD) has established a general guideline that housing costs, whether mortgage or rent, should not exceed more than 30% of the household income. As shown in Table 5-5, a total of 19.9% of households in Ridgefield pay more than 30% of their household income towards housing costs. Homeowners with a mortgage are the most likely to be burdened by higher monthly housing costs, with nearly one in four households paying more than 30%

**Table 5-2. Ridgefield Household Characteristics**

	Ridgefield	Clark County
Ages	7.5% headed by person 15-34 years old	18.1% headed by person 15-34 years old
	83.1% headed by person 35-64 years old	60.4% headed by person 35-64 years old
	9.6% headed by person 65 years or older	21.4% headed by person 65 years or older
Incomes	\$91,205 median household income	\$59,551 median household income
Size	2.96 average persons per household	2.71 average persons per household
Family composition	47.7% households with children	35.0% households with children
	36.7% multiple person households with no children	40.9% multiple person households with no children
	15.6% households living alone	24.1% households living alone
Ownership	78.9% owner-occupied	64.9% owner-occupied
	21.1% renter-occupied	35.1% renter-occupied
Tenancy	34.8% moved in 2010 or later	26.5% moved in 2010 or later
	46.1% moved in 2000 to 2009	46.1% moved in 2000 to 2009
	19.1% moved before 2000	27.4% moved before 2000

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

**Table 5-3. Housing Stock in Ridgefield, 1990 to present**

Type	1990	2000	2010	2014
Single-family	363 79.8%	676 85.1%	1,408 92.0%	1,855 92.7%
Multifamily	54	83	72	112
Mobile home	38	35	51	34
Total	455	794	1,531	2,001

Source: U.S. Census Bureau

of their income for housing and only one in ten renters and homeowners without a mortgage paying more than 30% of their monthly income towards housing. High median household incomes of \$91,205 (2014) likely explain the relatively low prevalence of housing-cost-burdened households in Ridgefield, despite the high housing costs and home values compared to Clark County as a whole.

However, high housing costs in Ridgefield likely exclude many people who work in Ridgefield from obtaining housing in the city, because average wages among workers cannot cover average housing costs. To afford the median monthly housing costs of \$1,724 for homes with a mortgage, households would have to earn \$5,747 monthly, or earn \$4,513 monthly to afford the median rent of \$1,354. However, 63.8% of workers in Ridgefield make less than \$3,333 per month, as reported in the 2013 LEHD data, meaning most housing in Ridgefield is out of reach for those workers. There is a relative shortage of less expensive housing that would be affordable to Ridgefield workers, with only 18.4% of housing units in Ridgefield that are affordable for those workers based on median wages.

## 5.2 DIRECTION FOR THE FUTURE

Consistent with adopted Clark County policy, the City shall ensure through its comprehensive plan designations and development regulations that no more than 75% of all housing units shall be of a single type, e.g. single-family detached housing. Some vacant land zoned residential will be zoned for medium density residential development, including apartments, plexes and townhouses. Additional products such as cottage housing and accessory dwelling units (ADUs) will be allowed in the residential zones to provide greater variety, as well as alternatives to stick-built housing including manufactured homes and floating homes.

Past growth in Ridgefield has been primarily driven by new single-family homes. While it is anticipated that single-family dwellings will continue to constitute the majority of new construction, the City will encourage construction of multifamily dwellings both to accommodate the anticipated population growth at higher densities, thereby discouraging sprawl, and to provide greater variety of housing types at a variety of price points. The City will also pursue opportunities

**Table 5-4. Median Home Prices in Clark County**

	Ridgefield	Battle Ground	Camas	La Center	Vancouver	Washougal	Clark County
Median House Value	\$283,200	\$162,600	\$294,600	\$243,700	\$196,700	\$218,300	\$228,400
Median Monthly Mortgage	\$1,724	\$1,093	\$2,064	\$1,697	\$1,532	\$1,680	\$1,667
Median Monthly Rent	\$1,354	\$626	\$1,058	\$1,335	\$923	\$1,035	\$963

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

**Table 5-5. Monthly Housing Costs as Percentage of Household Income in Ridgefield**

Monthly housing costs	Homeowners with a mortgage	Homeowners without a mortgage	Renters
	70.2% of households	10.4% of households	19.4% of households
Less than 20%	31.6%	84.3%	32.1%
20 to 29.9%	34.7%	6.5%	56.0%
30% or more	23.7%	9.2%	11.9%

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

for mixed-use development in central nodes like downtown, 45th and Pioneer, and the Ridgefield Junction to provide greater variety of housing products.

The UGA includes 2,510.5 gross acres of residential land with capacity for 7,392 new residences, which is sufficient to house the forecasted 2035 population of 25,494. (See Table 2-1 and Table 5-6.) There are distinct areas designated for low-density residential, medium/high-density residential, and mixed use residential. Together the designated residential acres provide capacity for 73% of new homes in the low-density residential areas, assumed to be primarily single-family homes at 4 to 8 units per acre, 25.5% of new homes in medium/high-density residential areas, assumed to be built out as multifamily housing at 8 to 16 units per acre, and 1.6% of new units to be built in mixed-use areas as apartments at 0 to 16 units per acre, which will allow the City to exceed its targeted 75/25 split.<sup>3</sup>

### 5.3 HOUSING POLICIES

#### HO-1 Accommodate growth

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

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

#### HO-2 Residential development density

Encourage a mix of single family and multifamily housing that achieves an overall goal of 6 units per net acre. 6 units per acre is approximately 7000-square-foot lots. However, the goal is to have a variety

<sup>3</sup> The County's Vacant and Buildable Lands Model identifies only 21.7 acres of mixed-use residential land, however, additional mixed-use residential development is anticipated through optional overlay zones and master plans that is not captured in the County's model. Any additional mixed-use development would further increase the non-single-family unit share to exceed the 75/25 split.

**Table 5-6. UGA Residential Capacity**

	UGA Capacity, Gross Acres	UGA Capacity, Housing Units	Percentage of Capacity
Low Density Residential	2,160.9	5,395.8	73.0%
Medium/ High Density Residential	328.0	1887.6	25.5%
Mixed Use	21.7	108.8	1.6%
<b>Total</b>	<b>2,510.5</b>	<b>7,392.2</b>	

Source: Clark County GIS 2016 VBLM

of housing options so that more dense development of townhomes and apartments balances with some large-lot, single-family residences.

#### HO-3 Multifamily development

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

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

neighborhoods that attract residents with a variety of income levels.

#### ***HO-4 Affordability***

Encourage innovative housing policies, regulations and practices to provide affordable housing. Provide secure funding mechanisms and programs for housing targeted at households below the median area income.

#### ***HO-5 Housing/employment balance***

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

#### ***HO-6 Housing variety***

Allow a variety of housing types to meet needs of households of varying sizes, income levels and preferences. Create regulations that allow alternatives to single-family detached housing such as attached housing, townhomes, cottage or cluster housing, accessory dwelling units, manufactured housing, floating homes, housing in multiuse projects, and other innovative housing types.

- Regulate manufactured housing in the same manner as traditional stick-built housing and allow in all zones where single-family detached housing is allowed.
- Allow accessory dwelling units in Urban Low Density Residential (UL) areas.
- Develop and enforce regulations for floating homes to ensure that unique waterfront residential option is maintained and minimizes environmental impacts.

#### ***HO-7 Housing options for older adults***

Provide for a variety of residential options for older adults in the community including aging in place, assisted living facilities, and age-restricted senior communities. Strategies include:

- Promote Universal Design and visitability

standards to create new housing stock that allows aging in place.

- Review development regulations to address types of housing options allowed and permitting requirements for new construction and accessibility modifications to existing development.
- Recruit developers and offer incentives for creation of new senior-oriented residential options.

#### ***HO-8 Housing for special needs***

Encourage self-determination and independence among individuals with special needs. City development regulations shall treat households with special needs equivalent to the general population and shall not discriminate against these households. Land use regulations shall address only land use impacts (traffic, noise, appearance, etc.) of housing for people with special needs, without consideration for the special circumstances of special needs households.

#### ***HO-9 Infill***

Actively support residential rehabilitation and infill. Incentives such as reduction of System Development Charges (SDC) and Traffic Impact Fees (TIF) for infill projects can ease the financial burden of such developments enough to make these profitable and attractive for developers. The City can also actively seek grants and funding from State and Federal sources to partially subsidize development or redevelopment of infill lots.

#### ***HO-10 Residential design***

Require high quality design and architectural differentiation for residential development to create desirable and unique neighborhoods. Develop regulations that address new construction and infill development.



# **ENVIRONMENT**

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## 6. ENVIRONMENT

People have long been attracted to the Ridgefield area because of its high quality natural environment. The City of Ridgefield recognizes the importance of the natural environment in contributing to economic development, community livability, and quality of life. This element describes many of the functions and values of Ridgefield's natural environment. Most importantly, it establishes policies that protect and enhance the environment for present and future generations while supporting economic development.

The natural environment consists of many interrelated components:

- geological resources (earth, soil, minerals, etc.)
- biological (living things, plants, animals, microorganisms, people, etc)
- hydrological resources (groundwater, surface water, streams, etc.)
- atmospheric resources (air)

The quality of the environment is determined by the individual integrity of these components and how well they interact with each other. In turn, the quality of life that Ridgefield offers is affected greatly by the health of its natural environment. Human activities are the primary cause of environmental degradation to environmental resources, which contributes to serious long-term economic and social problems. The City of Ridgefield is committed to avoiding, minimizing, and mitigating harmful environmental impacts to the greatest practicable extent while supporting the City's land use and economic development policies.

### 6.1 CURRENT CONDITIONS

#### 6.1.1 The Land

Ridgefield enjoys gently rolling topography, shaped by water erosion associated with numerous creeks in the area that created a series of canyons and ridges. The Columbia River has sculpted much of Ridgefield's western topography by depositing clay, silt, sand, and gravel onto its banks over tens of thousands of years, creating a series of rolling alluvial terraces rising step-like from the banks of the river. The Columbia has also sculpted the lakes, sloughs, and islands that currently make up the Ridgefield National Wildlife Refuge,

including Lake River along the City's western border. Some steep slopes are found along the banks of Lake River and along the creek canyons.

#### 6.1.2 Fish and Wildlife Habitat

Although it is a thriving small city, Ridgefield has a variety of riparian and terrestrial habitats providing protection for native species. The city is located along the Pacific Flyway and attracts hundreds of thousands of migrating birds including geese, swans, and sandhill cranes. The Ridgefield National Wildlife Refuge, created in 1965, encompasses over 5,000 acres of habitat area on the city's western boundary originally designated for wintering habitat for migratory birds.

The city celebrates its wildlife connection at the annual Bird Fest, which draws visitors from many states and foreign countries during the height of fall bird migration.

The Columbia River, Lake River, and smaller creeks are home to salmon and trout. The Washington Department of Fish and Wildlife (WDFW) has classified certain important fish and wildlife habitats and species as "priority habitats" and "priority species" to ensure they are considered in land use planning and management. Many of the priority habitats in the Ridgefield area are wetlands and riparian areas, those areas adjacent to streams, rivers and lakes. There are many threatened and endangered plant and animal species in Clark County. The Washington Department of Fish and Wildlife maintains an updated list of these species. See Table 6-1 for a list of selected species.

The federal Endangered Species Act (ESA) prohibits harming threatened and endangered species or their habitats. The threatened and endangered salmon species that occur in the Columbia Basin migrate along Ridgefield's shore, travelling down the Columbia River as juveniles, and up the river as adults.

Trees contribute to air and water quality, conserve energy by providing shade, contribute to the aesthetic environment, and provide habitat for many species. Ridgefield's landscape is a reflection of the City's effort to preserve existing trees and other vegetation and to add new vegetation.

The UGA contains oak woodlands which are designated as priority habitats by the Washington Department of Fish and Wildlife, which contain stands

of Oregon White Oak, the only oak native to the area. There is also bountiful Douglas Fir forestland, which is not designated as priority habitat but does support sensitive native species. Protection of these native landscapes is important.

### 6.1.3 Water Quality

Portions of the urban growth area fall within two watersheds, West Slope and the East Fork Lewis River watersheds. Subwatersheds from west to east include Flume Creek, Gee Creek, Allen Canyon Creek, and McCormick Creek. The Gee Creek subwatershed is the largest within the city, encompassing over 3,000 acres within the RUGA and a total of 12,000 acres. Gee Creek is a 4th-order tributary of the Columbia River over 11.5 miles long, flowing roughly southeast to northwest across the RUGA.

An inevitable part of urbanization is the replacement of some portions of the forests, grasslands and wetlands with impervious surfaces, such as roads, sidewalks, parking lots, and roofs. Increasing the amount of impervious surface increases potential flooding and impacts groundwater recharge. Urban stormwater also carries toxic substances and bacteria, which can damage groundwater, lakes, rivers, and streams if not properly managed. Soil from erosion and fertilizers contribute phosphorus and nitrogen, both of which cause excess growth of plants and microscopic animals. The organisms use oxygen from the water, reducing the amount available for salmon and other native animals. Toxic metals from street runoff cling to soil particles that can be carried into the

water bodies. Other pollutants, such as motor oil, are undoubtedly transported by stormwater.

Stream health in Ridgefield’s watersheds has been poor in recent years. The *2010 Clark County Stream Health Report* rated the Gee Creek and McCormick Creek subwatersheds as poor based on water quality, biological health, and flow metrics. Ongoing efforts to improve water quality across the County include the Watersheds Steward program administered by Washington State University Vancouver, which sponsors group projects such as habitat restoration plantings, and individual efforts like rain gardens.

The City of Ridgefield works to limit adverse impacts caused by urban stormwater runoff. The City has adopted engineering standards that are consistent with the *1992 Puget Sound Water Quality Manual* and implements engineering best management practices.

### 6.1.4 Air Quality

An airshed is defined as “a body of air bounded by topographical and/or meteorological features in which a contaminant, once emitted, is contained.” Ridgefield is within the airshed bounded on the south by Eugene, Oregon, on the north by Chehalis, Washington, on the west by the Coast Range, and on the east by the Cascade Mountains.

Air quality in the airshed is generally good and has improved since the late 1990s when the area was under heightened federal management to reduce ozone and carbon monoxide. Today air pollution related to carbon monoxide, nitrogen oxide, ozone, sulfur oxides and particulate matter that generally contribute to “smog” have generally declined under state and federal regulations. However, air toxics have been less monitored and less regulated, according to a 2013 City Club of Portland report, and are present in greater concentrations that are linked to health impacts.

Motor vehicles are the largest producer of air pollution, but other combustion engines, such as lawn mowers and those associated with industry, all contribute. Additional sources include residential wood stoves and outdoor burning. The *Regional Transportation Plan* (2014) for Clark County includes a variety of strategies to reduce mobile source emissions associated with

**Table 6-1. Selected Federal and State Species of Concern**

Water howellia	Federal threated species
Columbian white-tailed deer	Federal endangered species
Sandhill crane	State endangered species
Purple martin	State candidate species
Western pond turtle	State endangered species
Coastal cutthroat trout	Federal species of concern
Rainbow trout	Federal threatened species
Coho salmon	Federal threatened species
Steelhead salmon	Federal threatened species
Chinook salmon	Federal threatened species
Chum salmon	Federal threatened species

motor vehicles, including increasing alternative transportation modes, travel demand management, and transportation systems management programs. The Southwest Washington Clean Air Agency (SWCAA) monitors air quality for ozone, carbon monoxide and fine particulates that contribute to smog and enforces regulations requiring industries to reduce emissions. The region has an excellent record of compliance with SWCAA for air pollution, but little monitoring has been done on air toxics.

### 6.1.5 Hazard Areas

Hazard areas in Ridgefield that have the potential to threaten public health and safety are floodplains, steep and unstable slopes, and unconsolidated soils (topsoil and other loose material). The Federal Emergency Management Agency (FEMA) has mapped the floodplains for the Columbia River, and provides guidelines to ensure that development in or near these areas does not pose a risk to upstream or downstream neighbors or to important natural functions. The Washington State Department of Natural Resources (DNR) has mapped areas with steep and unstable slopes, which pose potential landslide hazards, and areas with potential for earthquakes. Steep slopes occur along parts of the Columbia River, Gee Creek, Lake River, and other creek basins. Areas with unconsolidated soils, the most likely to be damaged by earthquakes, are found in the floodplains and in lowlands.

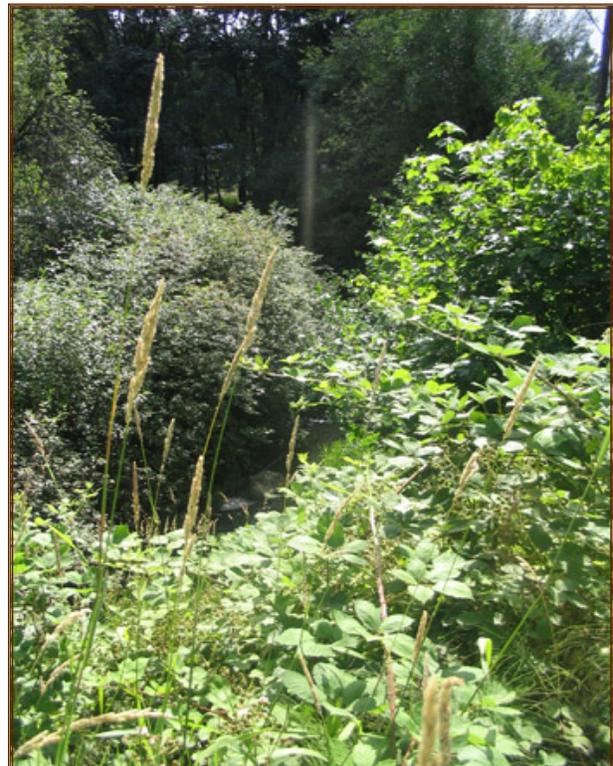
### 6.1.6 Ridgefield National Wildlife Refuge

The Ridgefield National Wildlife Refuge (NWR) is comprised of five management units that total 5,148 acres of pristine marshes, grasslands and wildlife habitat. Preservation of the natural Columbia River floodplain is a management objective of the Carty, Roth and Ridgeport Dairy units. The River "S" and Bachelor Island units are managed to maximize habitat for waterfowl and other wetland wildlife. Dusky Canada geese, sandhill cranes, shorebirds and a wide variety of songbirds stop on the refuge during spring and fall migrations. Visitors to this area have numerous opportunities for wildlife observation.

### 6.1.7 State and Federal Environmental Regulations

Many of Ridgefield's environmental decisions are influenced by state and federal regulations, including the State of Washington's Growth Management Act of 1990 (GMA), the state Shoreline Management Act (SMA) in 1971, the federal Clean Water Act of 1972 (CWA), the state Water Pollution Control Act (WPCA) in 1973, the federal Endangered Species Act of 1973 (ESA), and the federal (1990) and state (1991) Clean Air Acts (CAA). The City has adopted State Environmental Policy Act (SEPA) rules that are implemented through the City's Development code. ESA prohibits harm, including habitat degradation, to threatened and endangered species. The Clean Air Acts (CAA) regulate air quality at the regional level.

The GMA requires the City to designate and protect critical areas such as wetlands, fish and wildlife habitat, aquifers (groundwater), and geologically hazardous areas such as steep slopes and areas that flood frequently. The GMA also requires the City to protect the functions of these areas that are beneficial to the environment and to public health and safety. The Shoreline Management Act (SMA) requires local governments to protect shoreline functions, including



environmental functions such as fish and wildlife habitat, by adoption of a Shoreline Management Program. The City adopted the *2012 Ridgefield Shoreline Master Program* designating shorelands, regulating uses within shorelands, and establishing procedures for reviewing shorelines proposals. The CWA requires that pollution of lakes, streams and rivers be controlled so these bodies of water are safe for swimming and fishing.

### 6.1.8 Local Environmental Regulations

In addition to the protection provided by the State Environmental Policy Act (SEPA), the City adopted a Critical Areas Ordinance, consistent with Best Available Science, to protect wetlands and shorelines, water bodies, groundwater and surface water, fish and wildlife habitats, and trees and other vegetation. The regulations include a requirement that floodplains and steep terrain be evaluated for potential hazards. Implementation of the regulations includes development review, inspection, enforcement and education. Critical area regulations require that development avoid, minimize and mitigate impacts to sensitive environmental areas, in that order, and at times prohibits development unless projects can be designed to result in “no net loss” of critical area functions and values. Regulations are balanced to allow reasonable use of properties to prevent complete loss of development potential.

## 6.2 DIRECTION FOR THE FUTURE

By integrating the natural and built environments, Ridgefield will create a sustainable urban environment with clean air and water, habitat for fish and wildlife, and comfortable and secure places for people to live and work. Ridgefield is committed to protecting and enhancing the environment as the City meets its other community, economic development, and housing and infrastructure goals.

Ridgefield will seek to balance various goals, not just make tradeoffs, and identify ways to meet multiple objectives. The goals are to preserve healthy ecological communities with rich biodiversity and to protect public health and safety. The following discussion sets the framework for the policies at the end of the element.



### **Wildlife Habitats**

Ridgefield will protect priority habitats, locally important habitats, and priority species. Ridgefield will work with others in the region to develop and implement recovery plans for threatened salmon species.

### **Endangered Species**

Ridgefield will avoid harming ESA-listed species and their habitats. The City will work with local, county, state and federal jurisdictions to plan and implement region-wide actions.

### **Stream Health**

Ridgefield will work to monitor, manage and improve the health of streams in its watersheds to improve water quality, biological health, and stream flow. The City will work with partners at Clark County Environmental Services and the local Watershed Stewards program.

### ***Shoreline Management***

Ridgefield will continue to implement and periodically update its Shoreline Management Program to protect shoreline resources, the environment, water-dependent and water-related economic development, and public access and recreation.

### ***Public Health and Safety***

Ridgefield will help protect public health and safety from flooding, landslides, and earthquakes. Maintaining clean groundwater and improving the quality of surface water will also protect public health and safety. Managing development in geologically hazardous areas and floodplains will protect public health and safety. Ridgefield will work with state and federal regulatory agencies to achieve compliance in a way that is resource-wise, both in terms of financial and environmental resources.

### ***Sustainability***

Ridgefield will provide for the needs of its residents without sacrificing the needs of future generations. The City will consider economics and the environment as it manages water, energy, land and natural resources. Ridgefield will promote sustainable public and private development practices and patterns, building design, water-use reduction, and waste reduction. The City will incorporate environmentally friendly, green building principles and practices into the design, construction, and operation of City facilities, City-funded projects, and infrastructure to the fullest extent possible, consistent with wise management of scarce public financial resources.

### ***Coordination***

Other agencies, the private sector, citizens, and each City department will coordinate with one another and with others to be efficient and consistent.

### ***Implementation***

Environmental protection and enhancement, based on the "Best Available Science," as defined in the GMA, will be important factors in Ridgefield's land use planning, zoning and development regulations. Development that cannot reasonably avoid critical areas will include mitigation of potential impacts to prevent material loss of environmental function. The GMA requires critical area regulations to be updated as necessary

to maintain consistency with state law. As part of that review, the City will strive to make environmental regulations clear and understandable to provide consistent environmental protection and to streamline the development review process.

Incentives, education, acquisition, and restoration are also important tools in achieving environmental quality. Ridgefield will seek ways to provide incentives for protecting and enhancing the environment. The City will continue to protect and restore sensitive areas. The City's own operations will reflect environmental stewardship.

Protecting air and water quality and vegetation will help protect habitats for fish, wildlife, and people. Transportation choices will help protect air quality. Source control to keep pollutants out of the environment and water treatment to remove pollutants from the water will protect groundwater and surface water quality. Water conservation and innovative substitutions for impervious surfaces will protect the quantity of groundwater. Surface water management will help reduce the impacts of development on surface water quality and quantity. Preserving and planting native plants and removing invasive plant species will help protect and enhance vegetation.

## **6.3 POLICIES**

### ***EN-1 Environmental protection***

Protect, sustain, and provide for healthy and diverse ecosystems.

### ***EN-2 Stewardship***

Demonstrate and promote environmental stewardship and education.

### ***EN-3 Restoration and enhancement***

Promote and facilitate ecosystem restoration and enhancement.

### ***EN-4 Environmental coordination***

Coordinate environmental policies and programs. Explore opportunities to consolidate environmental regulations. Partner with other environmental agencies include Clark County Department of Environmental Services, Washington State Department

of Ecology, Washington State Department of Fish and Wildlife, and U.S. Fish and Wildlife Service to address issues that cross jurisdictional boundaries.

#### ***EN-5 Habitat***

Protect riparian areas, wetlands, and other fish and wildlife habitat. Link fish and wildlife habitat areas to form contiguous networks. Support sustainable fish and wildlife populations.

#### ***EN-6 Endangered species***

Protect habitat for listed species and facilitate recovery. Encourage and support actions that protect other species from becoming listed.

#### ***EN-7 Water quality and quantity***

Protect and enhance surface, stormwater, and groundwater quality. Ensure adequate water supplies and promote wise use and conservation of water resources.

#### ***EN-8 Flooding***

Maintain consistency with Federal Emergency Management Agency (FEMA) guidelines when adopting or implementing policies or regulations that relate to flooding, groundwater recharge, wetlands, waters of the state or waters of the US.

#### ***EN-9 Shorelines***

Protect shorelines of the state by implementing the City's adopted Shoreline Master Program and the Shoreline Management Act (RCW 90.58).

#### ***EN-10 Trees and other vegetation***

Conserve tree and plant cover, particularly native species, throughout Ridgefield. Require street tree plantings and minimum landscaping standards for new development. Promote planting using native vegetation.

#### ***EN-11 Air quality***

Protect and enhance air quality, in coordination with local and regional agencies and organizations.

#### ***EN-12 Hazard areas***

Manage development in geologically hazardous areas and floodplains to protect public health and safety.

#### ***EN-13 Density transfers***

Encourage the use of density transfers in residential zones from protected critical areas and designated open space to buildable areas. Ensure properties receiving density are developed at an appropriate scale and maintain compatibility with surrounding development.

#### ***EN-14 Sustainability***

Facilitate use of water, energy, land, and natural resources to provide for current needs without sacrificing the needs of future generations. Incorporate green building principles and practices into the design construction, and operation of all City facilities, City-funded projects, and infrastructure to the fullest extent possible, consistent with wise management of scarce public financial resources, using a building life-cycle cost approach. Consider implementation of a sustainability initiative to review City's operations with a focus on purchasing, energy efficiency, recycling, and other practices.

#### ***EN-15 Building Practices***

Encourage the use of green building principles and practices for private development. Promote sustainable public and private development practices and patterns, building design, water-use reduction, and waste reduction. Develop a system of regulatory approaches and incentives to encourage green building, including reduced fees, streamlined permitting, and more. Engage green building experts, builders, and members of the development community in program development. Provide educational and informational materials for the public on the green building program. Provide additional staff training and resources as needed to implement the program.

#### ***EN-16 Environmental-focused economic development***

Emphasize environmental assets as part of economic development initiatives, including developing businesses, services and events that cater to visitors accessing the National Wildlife Refuge and Lake River. Work with developers to protect and create environmental amenities in residential developments that increase desirability of neighborhoods.

# PUBLIC FACILITIES





## 7. PUBLIC FACILITIES

### 7.1 CURRENT CONDITIONS

Urban communities must be supported by a range of public services and facilities, including transportation, water, sanitary sewer, stormwater, parks, fire and emergency, police, solid waste, schools, libraries, electricity, and telecommunications. This element describes the current status of Ridgefield’s public facilities and services and how they will be expanded to accommodate growth that is projected to occur over the next 20 years. The information in this element is closely linked to the Ridgefield Capital Facilities Plans, separate plans for each facility with current lists of capital facilities projects that will be needed in the next six years.

The 1990 Growth Management Act (GMA) requires growth to occur first in developed areas already served by public services and utilities, and second in undeveloped areas needing new services. Public services must be provided in a timely and efficient manner to support planned growth and existing users. Extension of urban services must be coordinated with adopted land use and growth plans, and capital facility investments should be targeted and cost-effective.

This element focuses on infrastructure provision within city limits and areas in the unincorporated RUGA planned for services by City providers, such as, water, stormwater, and police services. As required by GMA, this element includes a policy requiring that land use plans be revisited if probable funding falls short of meeting those needs. The analyses in this element focus on the first six years of the planning period. Infrastructure and service needs for the 20-year planning period are more speculative, so the review is more generalized. The review is limited to capital facilities and major physical infrastructure related to growth, not all government services. The information in this element is drawn from specific service area plans, such as the service provider capital plans and budgets. For more detail, please consult these plans and the individual Ridgefield Capital Facilities Plans.

Services are provided by the City of Ridgefield, Clark Regional Wastewater District, Clark County, and private utilities or service districts, as detailed in

Table 7-1. Some providers serve areas within the city limits, while others have larger, regional service areas. The City coordinates with providers and considers how service area boundaries may change, for example, through annexation. Local capital facilities projects are financed and constructed through a variety of local, state and, in some cases, federal sources.

The following services will be reviewed in detail herein.

- Water
- Sewer
- Stormwater
- Parks
- Fire and emergency services
- Law enforcement
- Solid waste
- Education
- Libraries
- General government and police
- Siting of Essential Public Facilities

For more detail, please refer to the individual Ridgefield Capital Facilities Plans which are adopted by reference. The CFPs for individual services will include a full list of existing facilities, their locations, and all other data that meets the requirements of the County-Wide Planning Policies, RCW 36.70A.070(3), and WAC 365-195-315. Additionally, some services are planned by other agencies, including the Ridgefield School District, Clark County Fire & Rescue, etc. Each of their respective plans is also adopted by reference.

### 7.2 DIRECTION FOR THE FUTURE

Providing adequate services to accommodate increasing service demands with limited funding sources is one of the central challenges facing the City as it implements the Ridgefield Urban Area Comprehensive Plan. The City and all of its partners are committed to providing robust services to Ridgefield’s residents and businesses. This will help to ensure a high quality of life and sustainable growth. Refer to the specific sections of this Public Facilities Element for visions and policies associated with each service.

**Table 7-1. Ridgefield Facilities/Service Providers**

<b>Facility/Service</b>	<b>Provider(s)</b>
Transportation	City of Ridgefield (incorporated areas) Clark County (unincorporated area) Washington Department of Transportation Burlington Northern Santa Fe Railroad
Water	City of Ridgefield (incorporated areas) Clark Public Utilities (unincorporated areas))
Sanitary Sewer	Clark Regional Wastewater District
Stormwater Management	City of Ridgefield
Parks and Recreation	City of Ridgefield Clark County Washington State U.S. Fish and Wildlife Service Ridgefield School District
Emergency Services	City of Ridgefield Police Department Clark County Sheriff Washington State Highway Patrol Clark County Fire & Rescue Private ambulance services
Solid Waste	Waste Connections, Inc. Columbia Resource Company
Education	Ridgefield School District
Library	Fort Vancouver Regional Library System
Natural Gas	Northwest Natural
Electrical Power	Clark Public Utilities
Telecommunications	Frontier Communications CenturyLink Various wireless and fiber optic providers

The GMA requires that communities “ensure that facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established standards” (RCW 36.70A.020.12). This concept is identified as “concurrency” and requires local governments to adopt level-of-service (LOS) standards and to test individual land use proposals to ensure they will not exceed those standards. Proposed developments that would cause these standards to be exceeded cannot be approved unless necessary mitigation is provided. For example, the established level-of-service standard

for water production is 225 gpd for residential units, with adequate transmission and storage capacity. If this water capacity is not available or cannot be transmitted to a proposed development, additional capacity, transmission or storage facilities will be required prior to any development.

### **7.3 POLICIES**

The City of Ridgefield adopts the following overarching public facilities policies in order to provide adequate transportation, sewer, water, and other capital facilities, parks, public schools and public facilities in a cost-effective manner. These policies are

consistent with and implement policy sections 6.0, 7.0, and 8.0 of the Community Framework Plan, adopted by Clark County and local jurisdictions, and planning policies 36.70.A.020(3), (9), and (12) of the Washington Growth Management Act. Refer to the specific sections of this Public Facilities Chapter for visions and policies regarding each service.

***PF-1 Provide service***

Consider water, sewer, police, transportation, fire, schools, stormwater management, parks and trails as necessary public facilities and services. Ensure that facilities are sufficient to support planned development.

***PF-2 Service standards***

Establish service standards or planning assumptions for estimating needed public facilities, based on service capabilities, local land use designations and nationally recognized standards.

***PF-3 Impact fees and system development charges***

Maintain and amend as necessary traffic, park, and school impact fees and water system development charges, to ensure that new development pays a reasonable, proportionate share of the new public infrastructure costs. Work with Clark Regional Waste Water to maintain and amend sewer system development charges.

***PF-4 Budget conformity***

The City shall ensure that all budget decisions relating to public facilities are made in conformance with the adopted Comprehensive Plan.

***PF-5 Reassessment of assumptions***

In the event that budget projections for capital expenditures fail to meet the forecasted demand the City shall reassess the land use element of the plan, the population and employment projections, the CFP level-of-service standards, or a combination thereof.

**7.4 WATER RESOURCES**

**7.4.1 Current Conditions**

Ridgefield, and the rest of Clark County, relies almost entirely on groundwater aquifers for public and private water use. In the past, the location and

development of productive groundwater sources has been a significant problem for county water purveyors because of state limitations on new water rights and requirements to maintain sufficient groundwater supply. Washington state law requires all water service providers to work with the Department of Ecology before constructing a well or withdrawing any groundwater from a well and to obtain a water rights permit. Unfortunately, the issuance of new water rights permits has been extremely limited since 1991. Water service purveyors have undertaken extensive planning efforts to ensure that groundwater use is consistent with region-wide watershed management programs and salmon recovery efforts while providing adequate water supply to meet the county's projected growth. It is hoped that through sharing of groundwater resources, a sufficient groundwater supply can be sustained for the expected growth in demand while continuing to reduce impacts to watersheds considered essential to endangered salmon species.

The City of Ridgefield has four active wells with a total pumping capacity of 1,165 gallons per minute (gpm) plus an intertie agreement with Clark Public Utilities. The intertie provides additional water resources from outside of the area, during times of peak demand. In 2012, the City was issued a new water right for 400 gpm instantaneous and 483 acre-feet of annual withdrawal from the City's existing Junction Well. In September of 2015, construction began on the Junction Well Improvement and 1.0 MG Reservoir Project to expand the existing Junction Well. Upon completion of this project, the City's source capacity will increase by 400 gpm, increasing total pumping capacity to 1,565 gpm. In total, the City currently has water rights for 2,275 gpm of instantaneous withdrawal and 1,445 acre-feet of annual withdrawal which will allow future development of additional sources.

There are two water reservoirs in Ridgefield with a total storage capacity of 1.0 million gallons. The Junction Well Improvement and 1.0 MG Reservoir Project will construct a 1.0 million gallon reservoir. Upon completion of this project, total storage capacity will increase to 2.0 million gallons. Water is brought from source facilities and reservoirs to residences and businesses via approximately 214,450 feet of water mains.

### 7.4.2 Fire Flows

A water system is required to have a supply, storage, and distribution system grid with sufficient capacity to provide firefighting needs while maintaining maximum daily flows to residential and commercial customers. Because firefighting requires a large amount of water in a short time, fire flow requirements typically determine the minimum size of water lines needed to serve an area, as well as the amount of storage needed.

The City of Ridgefield’s water delivery system provides fire hydrants and water distribution mains in neighborhoods and business areas throughout the water service area. Development approval requires new water mains and hydrants to serve new buildings, per the latest adopted version of the International Fire Code and the Ridgefield Municipal Code.

The City has adopted fire flow standards in accordance with the Clark County Coordinated Water System Plan. In addition, to promote development in the Junction area, the City has a long-term planning

objective of providing a fire flow of 3,000 gpm for 180 minutes in industrially zoned areas. Construction of the 1.0 MG Junction Reservoir will satisfy the duration requirement associated with this objective.

### 7.4.3 Direction for the Future

The City of Ridgefield and Clark Public Utilities will continue to participate in a water resource management program designed to sustainably meet water needs. The program goal is to ensure that municipal water purveyors such as Ridgefield have access to water resources to meet projected water needs of a growing population and pursue economic development opportunities consistent with adopted land use plans, while maintaining in-stream flows to protect fish habitat. Ridgefield is part of the water resource management program for the Lewis River, Salmon Creek, and Washougal River (Water Resource Inventory Areas 27 and 28) subject to the planning and management requirements of WAC 173-527 and 173-528.

The City of Ridgefield and Clark Public Utilities have completed a 20-year Water System Plan which identifies existing inventory, forecasts future water supply needs, and provides revenue sources to fund capital improvements to meet the requirements of the GMA RCW 36.70A.070(3)(a)(b). These Water System Plans outline the strategy for serving anticipated population growth with a clean, reliable, and adequate water supply.

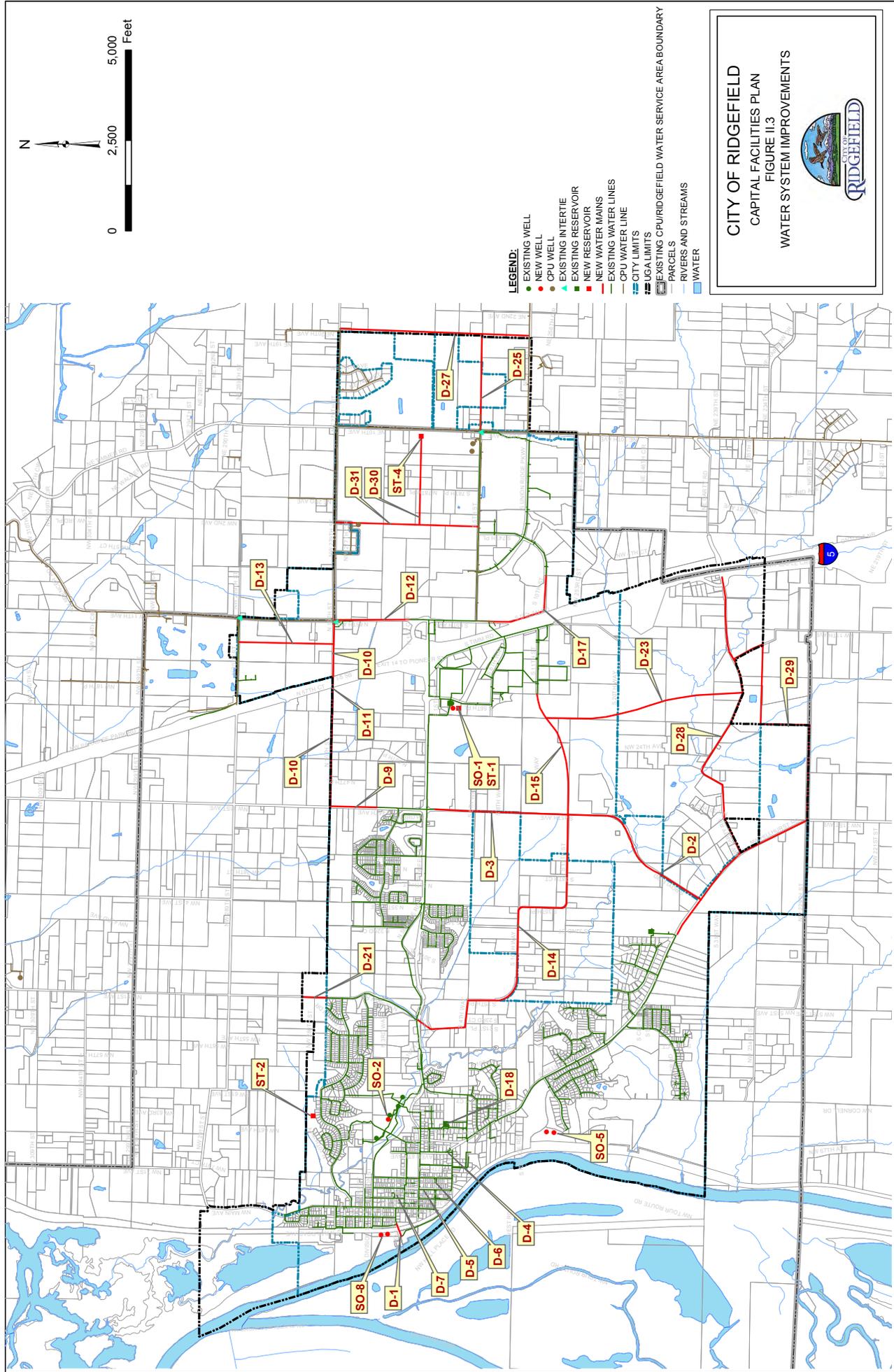
Clark County has established a Water Utility Coordinating Committee (WUCC) as a standing committee made up of representatives from each water purveyor, fire protection agencies, and the Department of Health (DOH). The WUCC updates water utility design standards, establishes procedures for resolving conflicts between water purveyors and updates the Coordinated Water System Plan (CWSP). The City of Ridgefield and Clark Public Utilities will continue to collaborate with other regional water providers to ensure that service plans and use of scarce water resources are coordinated.

The CWSP fulfills the regulatory requirements as prescribed in WAC 248-56, Public Water System Coordination Act. The CWSP serves as the Regional Supplement for State-approved Clark County water

**Table 7-2. Existing Water System Facilities (2015)**

Type	Facility	Capacity/Size
Source	Well 7 (Abrams Park)	300 gpm
	Well 8 (Abrams Park)	300 gpm
	Well 9 (Abrams Park)	300 gpm
	Well 10 (Abrams Park)	165 gpm
	Junction Well (online 2016)	400 gpm
	<b>Source Total</b>	<b>1,565 gpm</b>
Treatment	Sodium Hypochlorite Injection System (Abrams Park)	
	Iron and Manganese Treatment System (Junction)	
Storage	Cemetery Reservoir	400,000 gal
	High School Reservoir	600,000 gal
	Junction Reservoir (online 2016)	1,000,000 gal
	<b>Storage Total</b>	<b>2,000,000 gal</b>
Distribution	Steel, PVC, and Ductile Iron Water Mains, 2 inch to 16 inch	214,450 ft

Figure 7-1



purveyors' individual water system plans, which are on file at WDOE, and together with the petition for Reservation of Public Waters, fulfill the requirements under WAC 173-590 relating to the reservation of water for future public water supply. The City of Ridgefield and Clark Public Utilities will implement the CWSP through their Water System Plans.

The City of Ridgefield's 2013 Water System Plan Update evaluated the City's projected future water demands based on projected growth in population and employment. The Plan evaluated the City's existing water system facilities and identified needed improvements to provide water service to the Ridgefield Urban Growth Area for the six-year and 20-year planning horizons. Proposed improvements include source improvements (new wells, water rights and treatment systems), improvements to existing booster stations, new water storage facilities, and pipeline extensions and upgrades.

Continued growth in the water system will require the City of Ridgefield to develop additional water resources or work with Clark Public Utilities on the development of regional water resources. There are also jurisdictional issues which need to be addressed as Ridgefield annexes into areas currently served by Clark Public Utilities. The City has developed water infrastructure improvement plans, revenue estimates, and costs estimates for a six-year and a 20-year planning horizon. A detailed description of planned capital improvement projects is provided in the updated Water Capital Facilities Plan. Table 7-3 summarizes the estimated cost of planned projects and projected revenues during the next six years

needed to maintain or improve the level-of-service for Ridgefield water customers.

#### 7.4.4 Policies

##### ***PF-W-1 Provide water***

Provide safe, clean, quality drinking water to every Ridgefield home, business, public facility and industry. Provide water pressures and volumes necessary to support fire suppression hydrants and sprinkler systems. Ensure that the infrastructure to support water service is in place prior to new development. Encourage existing development using private wells to connect to public water as soon as available.

##### ***PF-W-2 Water service area***

Provide water service within the RUGA and restrict provision of urban services outside the RUGA.

##### ***PF-W-3 Responsibility for system***

Maintain sole responsibility for provision of water within the RUGA.

##### ***PF-W-4 Private systems***

Work with Clark County to eliminate private water systems within the RUGA over time. The city will additionally coordinate with Clark County and the Washington State Department of Health to ensure that existing wells are properly decommissioned when they are taken out of service.

##### ***PF-W-5 Integrate systems***

Design all water facilities within the RUGA to City standards, and make provisions for the eventual integration of facilities into City systems. The City

**Table 7-3. Summary of Ridgefield Water Service Capital Facilities Plans for 2016 – 2020**

<b>Capital Facility Project Type</b>	<b>Number of Projects</b>	<b>Cost (Millions, in 2010 dollars)</b>	<b>Revenue Sources</b>
Reservoirs and Booster Stations	2	\$2.13	DWSRF Loan
Distribution and Transmission	6	\$2.33	Rates and Fees
Source of Supply	5	\$8.23	DWSRF Loan, Rates and Fees
System Upkeep	2	\$0.37	Rates and Fees
<b>TOTAL</b>	<b>15</b>	<b>\$12.17</b>	

will work with property owners to annex properties requiring City services in the near term (i.e. within 6 years), in accordance with the City's Capital Facilities Plan.

#### ***PF-W-6 Water connection required***

Connect all new construction within the RUGA to the City's water system concurrent or subsequent to annexation, except for single-family residences on lots existing at the time of adoption of the Ridgefield Urban Area Comprehensive Plan that cannot reasonably hook up to the City water system.

#### ***PF-W-7 Protect groundwater***

Coordinate with Clark County to develop groundwater protection mechanisms which protect well heads, reduce the risk of accidental groundwater contamination and encourage the conservation of groundwater.

## **7.5 SANITARY SEWER**

### **7.5.1 Current Conditions**

Sanitary sewer systems consist of neighborhood sewer lines that take waste from pipes serving individual properties, trunk lines that collect waste from these lines within individual drainage basins, and interceptors that receive flow from several drainage basins and route it to treatment facilities. Pump stations and force mains augment the system. In 2014 the Clark Regional Wastewater District (District) took over ownership and operation of the City's sanitary sewer service. With the City of Ridgefield, the District now maintains more than 46 miles of sewer collection system including gravity sewers and force mains. The District also owns and maintains 11 sewer lift stations in the City of Ridgefield.

The existing sewer system meets all federal and state standards and has adequate capacity for existing demand. The sanitary sewer system is monitored by instrumentation, computer modeling, and tracking development trends so that sewer projects can be implemented before the mains reach capacity. Preventive maintenance keeps problem areas clean to minimize blockages.

Wastewater is currently treated at the Ridgefield Wastewater Treatment Plant (WWTP). Owned by the

Discovery Clean Water Alliance (Alliance), a regional sewer utility formed by the County, the District and the Cities of Ridgefield and Battleground, the WWTP is operated under contract by the City. The WWTP provides physical and biological treatment of wastewater prior to discharge to an outfall in Lake River. Biosolids generated from the wastewater treatment process are hauled to the Salmon Creek Treatment Plant for further treatment and disposal. The City's existing WWTP has a permitted capacity of 0.70 million gallons per day (MGD) maximum month, and the current maximum month flow was 0.45 MGD for 2015.

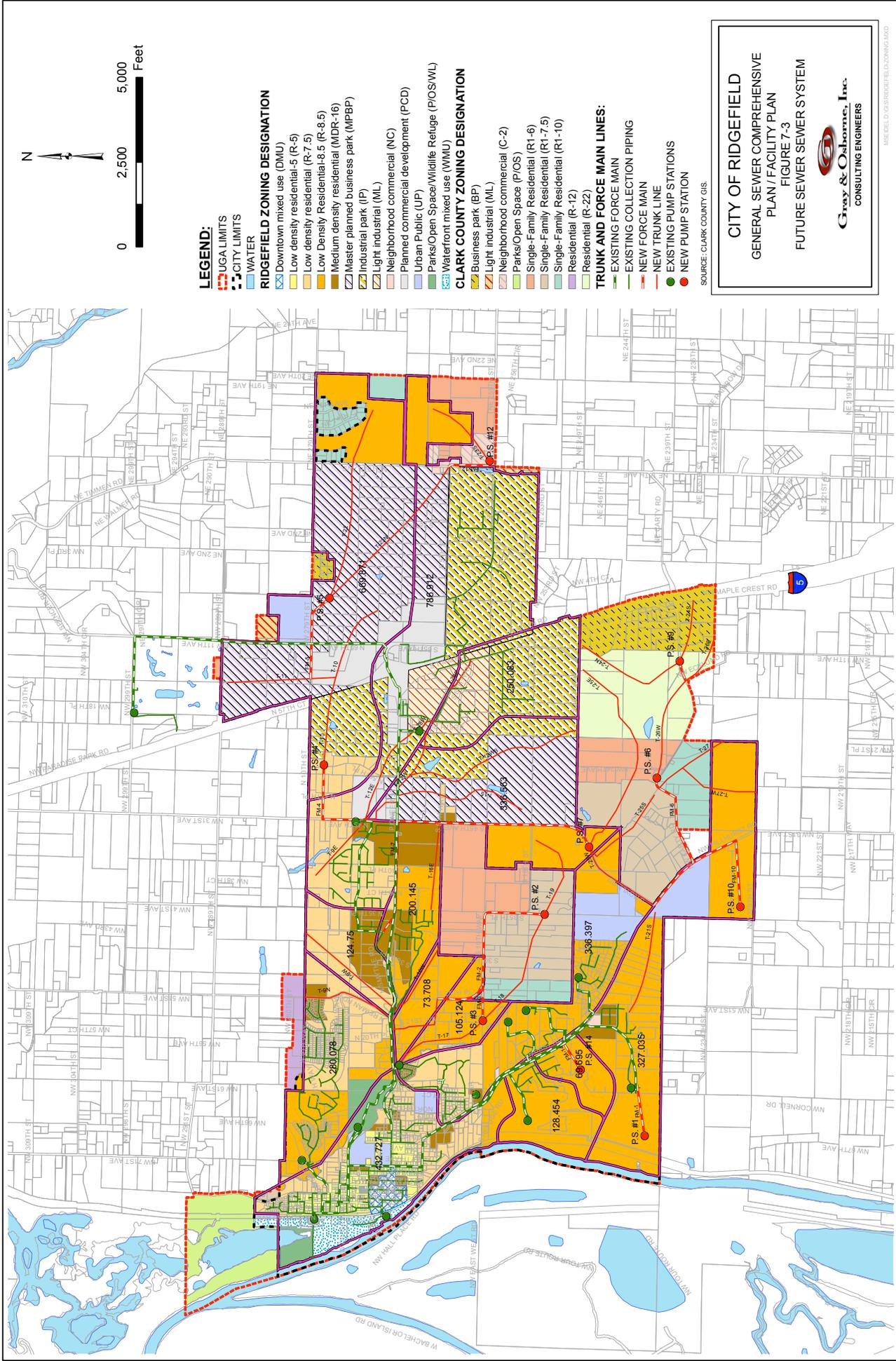
The District recently completed Phase 1 of the Discovery Corridor Wastewater Transmission System Project (DCWTS). The DCWTS will increase overall capacity for the Ridgefield area to serve future development and relieve pressure on the WWTP. The project included upgrades to the existing Pioneer Canyon Pump Station in the City, along with construction of the new Neil Kimsey Regional Pump Station to reroute wastewater from the WWTP to the Salmon Creek Treatment Plant via a new wastewater conveyance pipeline. The Phase 1 capacity of Pioneer Canyon Pump station is now 2.1 MGD under peak hour flow.

There are numerous onsite sewage treatment or septic systems in the Ridgefield area. Because many of the systems are more than 20 years old and reaching the end of their expected life spans, failures are increasing. Septic system failures may go undetected, allowing contamination of nearby streams, lakes, or shallow drinking water wells. Septic systems can also cause an increase in nitrates in groundwater. The City of Ridgefield and the District support elimination of septic tanks in the RUGA, and seek to help homeowners eliminate unreliable septic systems. The District Septic Elimination Program and other local facility programs support septic conversion.

### **7.5.2 Direction for the Future**

Planning for adequate sewage treatment capacity is very important to Ridgefield. It is critical to water quality as well as economic development. While new construction will always provide its own service lines, and sometimes provides pump stations, it is the responsibility of the District to work with the City to

Figure 7-2



plan trunk lines and the Alliance to provide adequate treatment plant capacity. The City and the District coordinate sewer projects with other projects so that, for example, utilities in new roadways are placed during construction.

The Ridgefield General Sewer Plan was adopted by the District in August 2013. This Plan was developed to ensure that the network of pipes, manholes, pumps, and other physical facilities are adequate to service the 20 years of growth in the RUGA. The District has developed infrastructure improvement plans, revenue estimates, and costs for the six-year and 20-year planning horizons (Figure 7-2). The District is currently developing an updated General Sewer Plan that outlines plans to serve the entire RUGA, building on the City's previous sewer plan.

The City will continue to work with the District and the Alliance, the regional sewer utility, to implement a regional sewer framework to provide a governance and financial structure for a regional sewer utility, to plan for a regional sewer system, and to construct necessary local infrastructure to serve development.

### **7.5.3 Policies**

#### ***PF-S-1 Provide sewer service***

Provide sewers and sewer service to every Ridgefield home, business, public facility and industry. Encourage existing development using septic systems to connect to public sewer as soon as available. Ensure that the infrastructure to support sewer service is in place prior to new development

#### ***PF-S-2 Sewer service area***

Provide sewer service within the RUGA and restrict provision of urban services outside the RUGA. Require all utilities within the RUGA to be designed to District standards.

#### ***PF-S-3 Responsibility for system***

Clark Regional shall maintain sole responsibility for provision of sanitary sewer service within the RUGA.

#### ***PF-S-4 Private systems***

Discourage construction of new private sewer systems and work with Clark County to eliminate existing private sewer systems within the RUGA to minimize environmental contamination and health risks.

#### ***PF-S-5 Requirement for sewer connection***

All new construction within the RUGA shall be required to connect to the Clark Regional sanitary sewer system, except for single-family residences on lots existing at the time of adoption of the Ridgefield Urban Area Comprehensive Plan that cannot reasonably hook up to the regional sewer system.

#### ***PF-S-6 Efficiency***

The District is committed to operating an efficient and reliable network of sewers given the existing topography in Ridgefield. Of necessity, this will include gravity mains and lift stations with force mains, when needed. Factors such as sustainability, environmental protection and accessibility are balanced with efficiency in determining the appropriate type of sewer line for a specific area.

## **7.6 STORMWATER MANAGEMENT**

### **7.6.1 Current Conditions**

Mismanaged stormwater runoff from streets and buildings can pollute lakes, streams, rivers and groundwater and may cause erosion, flooding and other safety hazards. Because it picks up nutrients, metals, oil and grease and other forms of pollution, untreated stormwater can threaten drinking water, plants and animals that live in surface waters, and water-related recreation.

The City of Ridgefield's goal is to maintain or improve surface and groundwater quality by managing stormwater. Increased urbanization can make this goal difficult to meet. An increase in the amount of impervious surfaces, such as roadways, parking lots, driveways, and sidewalks, increases the amount of runoff, and the potential for it to carry pollutants from erosion or chemical contamination to surface waters.

Before it was fully understood how rainfall can replenish the supply of groundwater, stormwater runoff in most cities was collected in storm drainage pipes and sent to sewage treatment plants or large water bodies. Most of the older neighborhoods in Ridgefield dispose of stormwater this way. Ridgefield's current approach to stormwater management is to require property owners to retain stormwater on site and treat it, usually by running it through vegetated

areas where plants filter out and absorb pollutants prior to its release into the ground or nearby surface water. This approach also reduces the risk of flooding along streams by regulating flow into streams during storms.

Federal and state regulations govern stormwater management under the federal Clean Water Act of 1972, administered in Washington by the Department of Ecology. Ecology issues National Pollutant Discharge Elimination Systems (NPDES) permits to municipal stormwater systems, industrial users, and construction sites. All construction sites over one acre in the city must obtain a construction NPDES permit. The City does not currently require an NPDES permit for its stormwater system because the population is less than 10,000.

Local stormwater regulations require compliance with the 1992 Puget Sound Manual for stormwater management and require participation in a monthly stormwater utility.

## 7.6.2 Direction for the Future

Ridgefield's stormwater management goal is to safely pass floodwaters and drainage in a manner that improves the community and the environment. The objectives of the program and associated regulations are to:

- Protect surface and groundwater from contamination.
- Protect people and property from flood damage.
- Protect aquatic life.
- Provide recreation opportunities, community aesthetics, and good neighbor facilities.
- Protect and enhance riparian and habitat areas.

Ridgefield will work with private property owners to enhance the functioning of floodplains and riparian areas throughout the City and RUGA. Increased planting of native vegetation and removal of impervious surfaces will also enhance stormwater management. Ridgefield will encourage the use of Low Impact Development (LID) techniques to manage stormwater.

As the City grows and surpasses the 10,000 population mark, the City will be required to come

into compliance with the NPDES Phase II permitting requirements. The City aims to achieve a smooth transition by updating local stormwater regulations, evaluating adequacy of existing facilities and funding sources, and educating developers about how the new regulations will influence development.

## 7.6.3 Policies

### ***PF-ST-1 Stormwater management***

Manage storm water to safely collect, treat, and discharge run-off, maintain and improve water quality of receiving streams, lakes, and wetlands, protect and enhance fish and wildlife habitat, promote recreational opportunities, and enhance community aesthetics.

### ***PF-ST-2 New construction***

All new development shall be designed consistent with the City's long-range stormwater management plans and programs, and shall only be permitted consistent with the following provisions:

- Control off-site water quality and quantity impacts through appropriate design.
- Require the use of source control and treatment best management practices.
- Prioritize the use of infiltration, with appropriate water quality precautions.
- Protect stream channels and wetlands.
- Require erosion and sediment controls for excavation, new development and redevelopment projects.
- Encourage use of Low Impact Development (LID) techniques.

### ***PF-ST-3 Regional consistency***

Implement the provisions of the policy above (PF-ST-2) in accordance with the Stormwater Management Manual for the Puget Sound Basin, the Stormwater Management Manual for Western Washington, the Clark County Stormwater Manual, or equally effective standards approved by the City Engineer.

### ***PF-ST-4 State permitting transition***

Prepare for a smooth transition to NPDES Phase II permitting for the municipal stormwater system by updating local stormwater regulations, evaluating

adequacy of existing facilities and funding sources, and educating the development community about the benefits and requirements of the new regulations.

#### ***PF-ST-5 Groundwater protection***

Develop groundwater protection mechanisms which protect well heads, reduce the risk of accidental groundwater contamination and encourage the conservation of groundwater.

## **7.7 FIRE AND EMERGENCY SERVICES**

### **7.7.1 Current Conditions**

Clark County Fire & Rescue (CCF&R) provides fire protection and emergency services within the city limits and the unincorporated area within the Ridgefield UGA. CCF&R is a combination district serving 155 square miles in northern Clark County including the cities of Ridgefield, La Center, Woodland, and unincorporated areas. The district responded to over 5,000 calls across its service area in 2014, the last year data were available. Approximately 6% of calls, over 300 per year on average, are for service within Ridgefield. CCF&R provides emergency medical services, fire suppression, limited technical rescue, hazardous materials response at the operational level and marine-based firefighting and water rescue.

There are three fire stations in Ridgefield: staffed Station 24 in downtown Ridgefield, Station 21 in the Ridgefield Junction area east of Interstate 5 covered by volunteer staffing that also includes the district headquarters, and the unmanned Boathouse 24 on Lake River with the district's fire boat.

Clark County Fire & Rescue is regularly assessed by the Washington Surveying and Ratings Bureau (WSRB). WSRB evaluates all Washington communities for their fire protection/suppression capability using a schedule approved by the Washington State Office of the Insurance Commissioner. WSRB assigns each community a Protection Class of 1 through 10, where 1 indicates exemplary fire protection capabilities, and 10 indicates the capabilities, if any, are insufficient for insurance credit. As of 2015, Ridgefield and the surrounding areas scored a 4. The benefits of these ratings are passed down to residents by having low insurance premiums and quality emergency services.

### **7.7.2 Direction for the Future**

CCF&R has identified priorities for future equipment and staffing to maintain emergency response times as the city grows. The downtown Ridgefield Station 24 is aging and is in need of rehab or replacement. Ongoing replacement of fire apparatus and equipment will be needed, including replacement of ladder trucks with higher ladders to fight fires at larger commercial construction anticipated in the future. CCF&R has also prioritized increasing staffing levels to three-person companies for each apparatus.

As the city grows, the number and type of calls will be influenced by several factors: increases in population and density, number of aging structures that have not had ongoing maintenance, lower income levels that restrict the ability of residents and owners to maintain and repair their homes and businesses, number of senior, nursing and skilled care facilities, and increasing age of the baby boomer generation. The need for additional response units (engines, trucks, etc.) is based on the many of these factors and on the number of emergency calls per response.

### **7.7.3 Policies**

#### ***PF-F-1 Fire protection***

Coordinate with Clark County Fire & Rescue to provide for a high quality fire and emergency services, including locating facilities, establishing emergency routes, and maintain adequate water supplies for fire flows.

#### ***PF-F-2 Fire prevention***

Coordinate with Clark County Fire & Rescue as part of long-range planning and development review to minimize fire risk to new development, including site planning and building design. Work with CCF&R to review and update fire codes and inspection policies as needed to emphasize fire protection.

## **7.8 LAW ENFORCEMENT**

### **7.8.1 Current Conditions**

The Ridgefield Police Department (RPD) provides police protection and other law enforcement services within Ridgefield's city limits. The RPD operates out of the police station located downtown and provides a

range of services including:

- Emergency response
- 24-hour patrol
- Traffic enforcement
- Criminal investigations
- Forensics
- Traffic collision investigations

In cooperation with other local agencies, RPD also provides police services related to child abuse, drug enforcement and investigation, and major crimes.

RPD works with a number of partners in the County to provide services in an efficient and cost-effective manner. Clark Regional Emergency Services Agency (CRESA) processes 911 calls, manages radio dispatch, coordinates emergency management, provides oversight of ambulance contracts, and operates and maintains regional radio services. Through interlocal agreements, all jurisdictions in Clark County provide backup to each other in emergencies. The Washington State Patrol has police jurisdiction on state routes in the county, is largely responsible for state facilities, and provides backup for the Clark County Sheriff's Department and local jurisdictions.

The city contracts for jail services with the Clark County Sheriff's Office and for municipal court services through an inter-local agreement with the Battle Ground Municipal Court. RPD also works regionally with the Clark-Vancouver Regional Drug Task Force and Clark County Children's Justice Center.

### **7.8.2 Direction for the Future**

While law enforcement staffing has usually been based on population and average response time to emergency calls, a more realistic measurement of law enforcement staffing is the ratio of discretionary versus non-discretionary time an officer has during their assigned shift. Time spent responding to dispatched calls for service is considered non-discretionary while proactive services are considered discretionary. If a majority of an officer's shift is spent on non-discretionary time with little time for discretionary initiatives, then the demands for law enforcement services are at a level that requires increased staffing. Ridgefield's population has increased rapidly in the past 20 years, and is expected to continue in the

coming years. Responsibility for law enforcement in the RUGA will transfer from the Clark County Sheriff's Department to the RPD as the city continues to grow.

Service standards demand for law-enforcement services are related directly to population and employment. Crime rates are also closely related to population, age distribution, and economic conditions. Additional staffing, equipment, and facilities are needed as the population continues to grow and land is annexed. Plans are based on current activity statistics, census demographic data, and other information. The RPD will need to increase staffing and expand facilities in the coming years to continue meeting the community's demand for law enforcement services.

### **7.8.3 Policy**

#### ***PF-LE-1 Police protection***

Provide for police protection that creates a safe environment to residents and visitors through budget support for expanded facilities, staffing and other operational expenses.

## **7.9 SOLID WASTE FACILITIES AND SERVICES**

### **7.9.1 Current Conditions**

All cities and towns in Clark County have delegated responsibility for solid waste transfer and disposal planning to the County through 2021, including Ridgefield. The adopted Clark County Solid Waste Management Plan (CSWMP) of 2015 is updated regularly and reviewed by the County Solid Waste Advisory Commission. Agreements between Clark County and its cities commit each to the plan and to the plan's waste disposal system. Counties and cities in the State of Washington are required by RCW 70.95 to:

- Prepare and maintain coordinated comprehensive solid waste management plans.
- Determine the nature and extent of various solid waste streams. (For example, from households, industries, offices, etc.)
- Establish management strategies for the handling, utilization, and disposal of solid waste.

- Identify waste reduction, source-separated recycling, and waste separation programs as priority management tools.

Waste Connections of Washington is responsible for managing collection services within the Ridgefield boundaries for both garbage and recyclable materials. The City has established universal compulsory solid waste collection, requiring all residents and business to maintain solid waste service.

There are no permanent solid waste facilities within the City of Ridgefield; facilities are located throughout the County. Clark County and the City of Ridgefield entered into a 10-year contract with Columbia Resource Company (CRC), owned by Waste Connections of Washington, in 2010 to recycle solid-waste materials collected and delivered to transfer and recycling stations, with the remaining non-recycled wastes transported for final disposal to CRC's Finley Buttes Landfill. Waste is compacted into intermodal containers and transported upriver by private barge, then trucked to the landfill.

Over half of the waste generated in the County is recycled or recovered, with the remainder disposed of in landfills. In 2012, the total waste stream for the County was 665,766 tons, of which 359,169 tons were recycled, or 53.9%. Since 2003, pounds per person per day landfilled has declined from 3.40 to 2.94 pounds, similar to the national rate of 2.90 pounds per capita landfill disposal. However, even as the percentage of waste that is recycled has increased, the total waste per capita—recyclable and non-recyclable—has also increased, requiring additional resources to collect, sort, transfer, and convert to a recycled product or landfill. Although the percentage of waste recycled in Clark County has increased from 36% to 54% between 2003 and 2012, total waste generated per person per day has increased from 6.55 pounds to 8.46 pounds over the same period.

Ridgefield has a low residential recycling rate relative to the rest of the County. In 2013, 33 pounds were recycled per single-family household per month in Ridgefield, down from a high of 66 pounds per month in 2006 and below the 50-58 pounds per month per household collected elsewhere in the county.

## 7.9.2 Direction for the Future

Total waste generation is expected to continue to increase in Ridgefield and across the county as the population grows. The County has projected a 1.3% increase in total waste per year, including a 1.6% increase in landfill tonnage and a 2% increase in residential recycling tonnage. At these rates, the County projects an increase from 665,766 tons total waste countywide in 2012 to 789,819 tons in 2034. Ridgefield's total waste generation can be expected to increase at a higher rate due to the higher population growth rate forecasted for the city relative to the county. The County has evaluated the capacity of its transfer stations and landfills and concluded that they can accommodate the projected waste increase through 2034.

The CSWMP establishes several overall goals for waste management over the 2015-2020 timeframe including:

- Increase recycling rate to 55% and the total diversion rate to 70%.
- Reduce per person per day landfilled volumes by 5%.
- Reduce total amount of waste generated per person per day by 5%.

Ridgefield will work with the County towards these goals by implementing the specific objectives of the CSWMP.

## 7.9.3 Policy

### ***PF-SW-1 Solid waste service***

Provide for solid waste service throughout the city by contracting with private waste management companies to provide a variety of solid waste and recycling options, and continue a system of universal compulsory solid waste collection.

### ***PF-SW-2 Waste management***

Implement the Clark County Solid Waste Management Plan. Reduce the total production of waste, increase recycling rate of waste that is produced, and properly manage and dispose of waste that is not recycled. Provide education and outreach to businesses and the public on benefits and opportunities for waste reduction and recycling. Focus on residential recycling rates to improve participation rates similar to the rest of the County.

## 7.10 EDUCATION

### 7.10.1 Current Conditions

#### ***Elementary and Secondary Schools***

The Ridgefield School District (RSD) serves the City of Ridgefield and a large portion of the unincorporated area of Clark County. It spans I-5 and extends from the northern edge of Vancouver to the Lewis River. Population within the RSD service area has been increasing rapidly, and is projected to continue growing. With a 2015 enrollment of 2,458 students, the district is serving nearly 300 students in excess of their 2,159 student capacity and enrollment continues to increase.

Recent construction at RSD facilities in 2014 financed by a \$49-million bond has expanded capacity, the first major upgrade in 20 years. Table 7-4 inventories the existing instructional facilities in the Ridgefield School District; Table 7-5 inventories the non-instructional facilities. In addition to the four permanent schools, the District also uses a fluctuating number of portable classrooms to accommodate enrollment in excess of capacity.

In addition to developed facilities, the department has secured the following sites for future school construction:

- 49.84-acre site at 23800 NW Hillhurst Road.
- 23-acre site at NE 10th Avenue and 239th Street for development as a future elementary school.
- 2,178 sq. ft. piece at 45th Avenue and Pioneer Street.

#### ***Post-Secondary Education***

Clark College is a community college providing a variety of associate degrees, general adult education and preparation for four-year university degrees, with programs in nursing, dental hygiene and industrial arts such as welding and auto maintenance. Founded in 1933, Clark College received its first accreditation in 1936-37 and has been accredited since 1948. The main campus is located on a 101-acre campus in Vancouver's historic Central Park, just east of the I-5 freeway and north of Fort Vancouver Historic Reserve. Classes are also offered at the Washington State University Vancouver branch campus in Salmon Creek

and the Columbia Tech Center satellite campus in east Vancouver.

Clark serves approximately 16,000 students per quarter and enrollment is expected to continue to grow. Clark also runs the Running Start program providing college courses for approximately 1,800 high school students. It is the largest college in the Washington state system of community and technical colleges.

Clark College has acquired land to develop a new satellite campus in Ridgefield. The 69-acre site, located northeast of the Ridgefield I-5 Junction on N 65th Avenue, will be known as Clark College at Boschma Farms. The satellite campus is expected to provide programs in the health care fields, general education, and Running Start.

Washington State University (WSU) Vancouver is a four-year research university. It began offering courses in southwest Washington in 1983 as part of the Southwest Washington Joint Center for Education. In 1989, the University formally established Washington State University Vancouver as a branch campus of the state's land-grant institution. The 351-acre Salmon Creek campus opened in 1996. WSU Vancouver offers bachelor and graduate degrees in nearly 50 fields of study. Students may pursue one of WSU Vancouver's 20 bachelors' and 25 masters' degrees. Enrollment in 2015 was 3,305 students, with more than 190 doctorate faculty.

Additional technical institutes and degree programs in the area include Everest College, Charter College, International Air and Hospitality Academy including the Northwest Renewable Energy Institute, and a branch of Warner Pacific College.

### 7.10.2 Direction for the Future

The Ridgefield School District expects to continue to grow and will therefore need to add new facilities. RSD is Clark County's fastest-growing school district over the past two years and is projected to more than triple in enrollment by 2035 in line with overall projected population increases. The Schools CFP projects a 59% increase in enrollment by 2021, requiring expanded capacity to serve an additional 603 kindergarten through 6th grade students, 339 7th

and 8th grade students, and 532 high school students. RSD is considering a combination of reorganizing and expanding existing facilities and constructing new facilities to accommodate the increased enrollment.

To cover the local share of the new facilities, the district imposes school impact fees, as allowed under the GMA and local implementing ordinances. The maximum allowable impact fee is calculated according to an adopted formula.

As more development takes place in the RUGA, large parcels of land available for schools will become increasingly scarce. The RSD has secured several parcels for future school expansion, and may need to acquire additional land depending on the future facility configuration.

Clark College has announced plans to develop the Boschma Farms campus. The campus will start with one building, housing up to 1,000 students as early as 2020, and grow to include four to six buildings and associated facilities. The Washington State Legislature has committed funds that will be used for campus construction.

### 7.10.3 Policies

#### ***PF-ED-1 Provide quality education and adequate facilities***

Work with the RSD to develop and implement policies and regulations that support the District’s mission of providing a quality public education. Provide an adequate supply of kindergarten through 12th grade public schools and facilities that keep pace with population growth to avoid overcrowding and to enhance the educational opportunities for our children.

#### ***PF-ED-2 Coordination***

Coordinate with RSD on capital facilities planning efforts and facilities plans. The City will also notify and coordinate with the RSD in the review of plan amendments or developments involving five acres or more of residential land or 25 or more residential units.

#### ***PF-ED-3 Site selection***

Assist the Ridgefield School District in selecting appropriate sites for new school facilities, in locations that enhance neighborhoods and urban districts.

**Table 7-4. Ridgefield School District Instructional Facilities**

School	Type	Location	Campus Acres	Building Sq. Ft.	Capacity
South Ridge	Elementary School	502 NW 199th St	40	59,687	525
Union Ridge	Elementary School	330 N 5th St	11.8	81,533	700
View Ridge	Middle School	510 Pioneer St	9.0	44,079	297
Ridgefield High School	High School	2630 S Hillhurst Rd	60	137,395	637
<b>Total</b>			<b>120.8</b>	<b>322,694</b>	<b>2,159</b>

**Table 7-5. Support Facilities**

Type	Description	Location
Administrative Offices	Portable at High School campus with 1,848 sq. ft.	2724 S Hillhurst Rd
Maintenance Department	10,000 sq. ft.	304 Pioneer St
SW Washington Child Care Consortium	2-classroom portable at South Ridge campus	509 NW 199th St
Paradise Point Transportation Center (co-owner as part of KWRL Transportation Cooperative)	Bus barn for 40+ school buses	Paradise Point Rd

**PF-ED-4 Double use of facilities**

Pursue an intergovernmental agreement with the Ridgefield School District to formally allow Ridgefield citizens access to RSD recreational and educational facilities.

**PF-ED-5 Post-secondary education**

Facilitate development of post-secondary education facilities within the City as part of providing quality public education to the community, developing partnerships with major employers seeking trained employees, and providing employment opportunities.

**7.11 LIBRARY SERVICES**

**7.11.1 Current Conditions**

Ridgefield is part of the Fort Vancouver Regional Library District (FVRL or District) provides library services in four counties in southwestern Washington (Clark, Skamania, Klickitat, Cowlitz). FVRL serves a total population of 464,240 and an area of 4,200 square miles, with a collection of 751,470 volumes. FVRL’s service area includes the RUGA. The District has 15 libraries across four counties, anchored by the 83,000-square-foot Vancouver Community Library recently completed in 2011.

The Ridgefield Community Library is located in the heart of downtown Ridgefield, and is an integral part of the community. The Ridgefield Library, originally an independent entity before merging with FVRL, has served the community since 1914. The current library is located in the Ridgefield Community Center, covers 2,055 square feet and has a circulation of 63,234 volumes and 62,010 library visits as of 2013.

**7.11.2 Direction for the Future**

As Ridgefield continues to grow, a larger library facility will be needed to fulfill community needs for materials and facilities. FVRL identified Ridgefield as a priority for development of a new and/or expanded library facility, and is working to complete design and secure funding for facility development.

FVRL has also identified a broad range of projects to expand library programs and services across the district. Potential projects fall into three categories: enhancing existing facilities, expanding services to

underserved areas, and rethinking how library services are delivered, including access to new technology.

**7.11.3 Policy**

**PF-L-1 High quality libraries**

The City of Ridgefield will continue to partner with the Fort Vancouver Regional Library District to provide high quality library services to residents of the city and surrounding areas.

**PF-L-2 Site selection and development**

Assist the Fort Vancouver Regional Library District in selecting appropriate site(s) for new or expanded library facilities, in locations that enhance neighborhoods and urban districts, and developing new facilities. Explore partnering with FVRL to develop joint city-library facilities.

**7.12 PRIVATE UTILITIES**

**7.12.1 Electricity**

Electric service throughout Clark County is provided by Clark Public Utilities (CPU), a customer-owned public utility district. About half of the power the utility sells its customers is purchased from the Bonneville Power Administration, a federal agency that markets power generated at federal dams in the Pacific Northwest. Additional power is generated at the River Road Generating Plant, a combined-cycle combustion turbine that uses natural gas to produce electricity, and obtained from a small hydroelectric facility and wind generation facility.

The CPU system consists of more than 100 miles of high-voltage transmission lines (69,000 and 115,000 volts), 54 substations/switching stations, about 6,500 miles of overhead and underground distribution lines, and 59,352 utility poles. The facilities serve about 192,000 customers. CPU routinely reviews the county’s growth plans and coordinates the construction of new electrical facilities with those plans. Major electrical facilities are in place to serve existing utility customers; however, additional substations, transmission lines and distribution facilities will be required to meet the needs of new customers. It should be noted that state law requires utilities to provide electricity to all who request it.

The utility believes it has adequate supplies of electricity to meet anticipated customer demands. Utility officials routinely prepare projections of future demand for electricity and review available supplies. When projections show that demand for electricity will exceed the available supply, the utility will conduct extensive evaluations of the available options. The major options are to build additional electrical generating capacity, purchase additional supplies of electricity, or expand electricity conservation programs to reduce demand for power. Any one or a combination of the options could be selected.

### 7.12.2 Natural Gas

Granted its service territory by the Washington Utilities and Transportation Commission, NW Natural Gas is the sole purveyor of natural gas in Clark County. The company serves over 50,000 residential, commercial and industrial gas customers in the county. Its customer base has grown rapidly over the past 10 years, reflecting a strong preference by builders for natural gas heating in new homes as the county's residential population increases.

Despite historic fluctuations in energy prices, as the local distribution company of natural gas, NW Natural anticipates continued strong growth in customer additions in Clark County and is planning for future infrastructure construction and maintenance to serve the expected need. Additional distribution lines will be constructed on an as-needed basis in accordance with local, state and federal regulations and codes covering land use and safety issues.

Public safety has been the number one consideration in the siting and construction of new pipelines, as reflected by natural gas's superior safety record in the pipeline industry. The growth of new development and housing subdivisions in the county to be served by natural gas will only increase the need for stringent adherence to safety and maintenance standards for the building and operation of transmission and distribution lines.

### 7.12.3 Telecommunications

The telecommunications industry is currently in the midst of tremendous advances in technology. Cellular and optical fiber technologies are transforming the way service is delivered. In addition, the physical

barriers that separate data, video, and voice technologies are rapidly disappearing. Since the breakup of AT&T in 1984, new technology and new providers have entered the market at a rapid pace and have fostered a competitive industry. New fiber optic technology in particular promises future opportunities for high-speed data transmission that would be a significant boost for economic development.

Many telecommunication companies provide landline and cellular service to Ridgefield residents. These include CenturyLink, Frontier Communications, AT&T, Sprint, and Verizon. Comcast provides cable television and internet access. Because of the rapid change in this industry, there may be service providers not mentioned herein that provide service in the Ridgefield area.

### 7.12.4 Policy

#### ***PF-PU-1 Quality Service***

Assist in providing quality and reliable private utilities and service options to the Ridgefield residents and business operators, through partnering, licensing, and negotiations with utility companies.

## 7.13 ESSENTIAL PUBLIC FACILITIES

### 7.13.1 Current Conditions

RCW 36.70A.200 states that essential public facilities (EPFs) are facilities that are typically difficult to site but that provide a broader state or local benefit. Essential public facilities (EPF) can be government owned and operated facilities, or privately owned facilities that are regulated by public entities. Types of EPFs includes:

- airports
- state education facilities
- state or regional transportation facilities
- state and local correctional facilities
- solid waste handling facilities
- regional parks/trails
- in-patient facilities, including substance abuse facilities, mental health facilities, and group homes
- transportation facilities of state-wide significance

defined according to RCW 47.06.140

- secure community transition facilities
- hospitals and medical clinics

These facilities are typically difficult to locate because of perceived or real environmental, economic, or social costs. Facility size, location and adverse impacts such as noise, odor, pollution generation, traffic impacts, aesthetics, and health and safety concerns are examples of some of the characteristics that make essential public facilities difficult to site. Experience shows that there is often public opposition when jurisdictions or service providers consider new locations for essential public facilities. However, RCW 36.70A.200(2)(5) states that, “No local comprehensive plan or development regulation may preclude the siting of essential public facilities.”

The only EPFs currently in Ridgefield are state highways, including Interstate 5. Refer to the transportation section for further discussion of these facilities.

### **7.13.2 Direction for the Future**

The process for siting essential public facilities (EPFs) depends on whether the facility is a state-wide EPF like a university or prison, a local, or a regional EPF. The state-wide process will be managed by a board or council comprised of representatives from state and local agencies. Local or regional facilities would be sited by local governments using the existing GMA process. A public facility siting negotiation process may be recommended if the GMA process does not provide a definite result. The negotiation process would include representatives from jurisdictions where the facility may be located or wherein the impacts of the facility would be manifest. The

facility siting committee would seek to negotiate a resolution to the siting issues with assistance from the State Office of Dispute Resolution, if it is available. If an agreement is reached, each legislative body represented on the committee would have to ratify the agreement. If an agreement cannot be reached, the State oversight body would be presented with the proposals from each party. The oversight body would select the proposal it determines is most consistent with state policy.

### **7.13.3 Policies**

#### ***PF-EPF-1 Essential public facilities***

Adopt policies and regulations, to identify future needs for regional and statewide facilities, such as airports, state education facilities, state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities. No other Comprehensive Plan policy may preclude the siting of essential public facilities.

#### ***PF-EPF-2 Identify future needs***

Coordinate with Clark County, the state, and special districts to identify future needs for regional and statewide facilities.

# **TRANSPORTATION**





## 8. TRANSPORTATION

The transportation system is part of everyday life. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, and to connect people to the services they need.

Ridgefield's transportation system has a variety of components, including state highways managed by Washington State Department of Transportation (WSDOT), local streets, sidewalks, bike facilities, transit and pedestrian trails. Regional coordination and consistency are integral to Ridgefield's transportation program. Regional partnerships are maintained with Clark County, the Southwest Washington Regional Transportation Council (RTC), C-TRAN (regional transit agency), WSDOT, the Port of Ridgefield, and other cities in Clark County.

These relationships are formalized through active participation in the RTC, which serves as the area's federally designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO). The RTC maintains and runs the traffic modeling for all jurisdictions in Clark County, based on a common land use geographic information system. This ensures consistency in land use and transportation planning among neighboring jurisdictions. RTC, as the regional RTPO, certifies Ridgefield's transportation element for consistency with the regional plan and with the plan of each jurisdiction responsible for transportation planning within Clark County.

### 8.1 CURRENT CONDITIONS

Before a local government can adequately plan for its future, it must assess the capability of its existing transportation system to serve current demand. It is therefore necessary to determine existing levels of service and to identify existing deficiencies of the transportation system.

#### 8.1.1 Roadway Functional Classification

The functional classification of a roadway (shown in Figure 8-1) determines the level of mobility for all travel modes for anticipated level of access and usage. The functional classification system recognizes that

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

Ridgefield's roadways are classified as several types of arterials, collectors and local streets. Designated principal arterials, such as Pioneer Street/SR 501, serve regional trips and provide the main routes of access into and out of the city. Minor arterials such as N Main Avenue and 45th Avenue serve trips within the region and connect to the principal arterial system. See Table 8-1 for a full breakdown of road segments by classification.

The collector roadways have been grouped in the following three subcategories: standard collector, scenic collector, and commercial/industrial collector.

- Standard collectors are designed to provide primary access to commercial and residential areas.
- Commercial/industrial collectors will primarily serve employment and retail areas, and will be designed to accommodate truck movements.
- There is only one scenic collector, Reiman Road. Although classified as a collector, the roadside environment and topography constrain the ability to widen Reiman Road. Maintaining a narrower roadway width will help preserve the rural and scenic nature of the roadway. As other roadways are improved or constructed, it is expected that through traffic will be directed to the north via 35th and 45th Avenues, instead of Reiman Road.

All remaining roadways in the UGA are classified as local streets.

Several roadways noted in Figure 8-1 are not under Ridgefield's jurisdiction at this time. These roadways are nevertheless considered important to transportation access to and circulation within the City. The City supports efforts to include the N 20th

Street/NW 289th Street minor arterial crossing over I-5, the NW 219th Street extension from the Interstate 5/SR-502 interchange west to NW 31st Avenue/Hillhurst Road, and the S 51st Avenue extension to the NW 219th Street extension (which is in the County's Arterial Atlas).

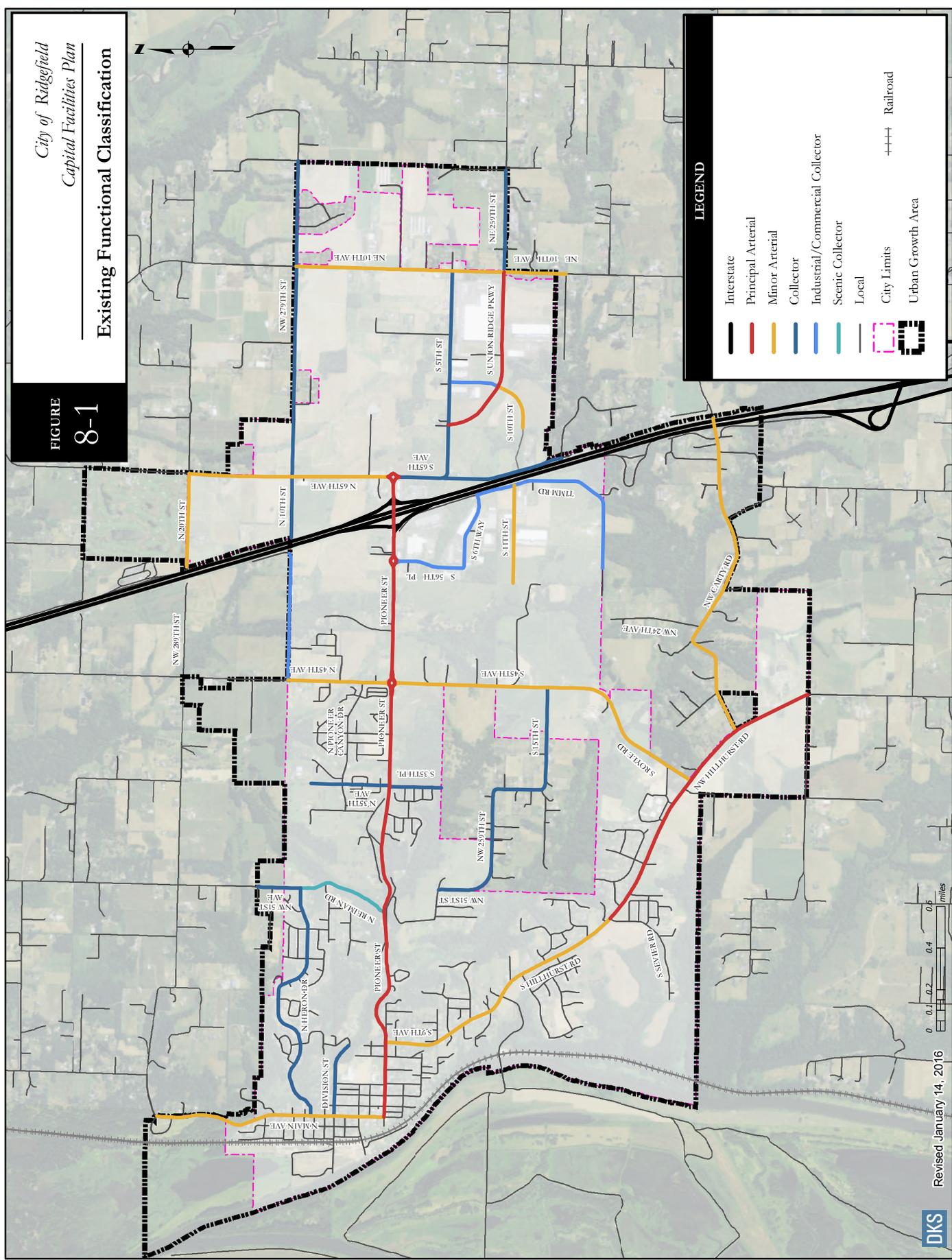
These functional classification designations and corresponding design standards are compatible between the City and County to allow the facilities to blend and function well (i.e., the sidewalks align, lanes are of similar width and configuration, etc.). Design standards for these facilities are illustrated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

**Table 8-1. Arterial and Collector Roadways**

Classification	Road	Segment
Principal Arterials	Pioneer Street/SR 501	All
	Union Ridge Parkway	All
Minor Arterials	S Hillhurst Road	South of Sevier Road
	S Hillhurst Road	North of Sevier Road
	N Main Avenue	Pioneer Street/SR 501 to NW 291st Street
	Royle Road – 45th Avenue	S Hillhurst Road to N 10th Street
	N 20th Street/NW 289th Street	N 65th Avenue to Interstate 5
	N 65th Avenue	Pioneer Street/SR 501 to N 20th Street/NW 289th Street
	S 10th Street	Union Ridge Parkway to the existing terminus (east of Dolan Road)
	S 11th Street	Timm Road to the existing terminus (east of 45th Avenue)
	NW Carty Road	Hillhurst Road to Interstate 5
	NE 10th Avenue/85th Avenue from	N 10th Street/NW 279th Street to NE 253rd Street
Standard Collectors	Heron Drive	All
	35th Place – 35th Avenue	North terminus (north of Pioneer Canyon Drive) to S 5th Way
	NW 51st Avenue	Heron Drive to NW 280th Street
	Division Street	N Main Avenue to Abrams Park Road
	NW 51st Avenue – NW 259th Street – NW 41st Avenue – S 15th Street	S 4th Way to S 45th Avenue
	N 10th Street/NW 279th Street	Interstate 5 to NE 19th Avenue
	S 65th Avenue – Dolan Road	Pioneer Street/SR 501 to NW 253rd Street
	S 5th Street	S 65th Avenue to NE 10th Avenue/85th Avenue
	NE 259th Street	NE 10th Avenue/85th Avenue to NE 20th Avenue
	Commercial/Industrial Collectors	N 10th Street
S 56th Place – S 6th Way – Timm Road		Pioneer Street/SR 501 to the existing terminus (east of NW 24th Avenue)
NW 24th Avenue		NW Carty Road to the existing terminus (west of Timm Road).
Scenic Collector	Reiman Road	Pioneer Street/SR-501 to Heron Drive

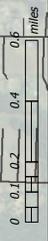
Existing Functional Classification

FIGURE  
8-1



LEGEND

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Industrial/Commercial Collector
- Scenic Collector
- Local
- City Limits
- Urban Growth Area
- Railroad



Revised January 14, 2016



the City of Ridgefield Engineering Standards, Chapter 2 – Streets.

### 8.1.2 Roadway Inventory

An inventory of the existing arterial and collector street system was prepared using information obtained from the City, Clark County and field investigations. The existing traffic control, lane configurations, and traffic volumes at study intersections are shown in Figure 8–2.

The existing street network is made up entirely of two-lane roadways, with the exception of the four-lane roadway segments of Pioneer Street/SR 501 east of S 56th Place, and Union Ridge Parkway between S 5th Street and S 10th Street. Traffic control is presently provided by posted stop sign control at the minor street approach to most intersections. Traffic signals exist at the northbound and southbound Interstate 5 ramp terminal intersections along Pioneer Street/SR 501. Roundabouts have been installed at primary intersections along Pioneer Street/SR 501, at 45th Avenue, 56th Place, and 65th Avenue. The highest traffic volumes occur along Pioneer Street/SR 501, between 45th Avenue and Interstate 5.

### 8.1.3 Traffic Capacity

Intersection capacity analyses was reviewed for the evening peak hour at study intersections using a Synchro traffic analysis model. The capacity analyses was conducted using the methodology of the 2000 Highway Capacity Manual (HCM). The HCM contains guidelines and computational procedures for computing the capacity and quality of service for various highway facilities, including freeways, signalized and unsignalized intersections, and rural highways. Synchro is a software package that employs the HCM guidelines and is used to assess roadway capacity. The use of Synchro allowed assessment of the existing transportation infrastructure and identification of potential future improvement needs.

### 8.1.4 Level of Service Standards

Mobility targets for streets and intersections in Ridgefield provide a metric to assess the impacts of new development on the existing transportation system. They are the basis for requiring improvements needed to sustain the transportation system as

growth and development occur.

Both Ridgefield and the Washington State Department of Transportation (WSDOT) use level of service (LOS) as the method to gauge intersection operations. LOS is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and demand exceeds capacity, typically resulting in long queues and delays.

The LOS standard used for the Capital Facilities Plan is “D”, except at unsignalized intersections that do not meet signal warrants or where a signal is not desired, where the LOS standard is “E”. This is consistent with the City’s adopted concurrency policy.

WSDOT requires a level of service “E” or better for Regionally Significant State Highways (non-HSS) in urban areas<sup>1</sup>, including Pioneer Street/SR 501.

The Volume/Capacity (V/C) ratio ranges in Table 8-2 were developed based on HCM methodology in determining mid-block roadway LOS performance. The V/C ratio represents the actual volume of traffic traveling on the roadway divided by the volume capacity of that roadway. Capacity is defined as the maximum rate of flow that can be accommodated on a particular roadway segment.

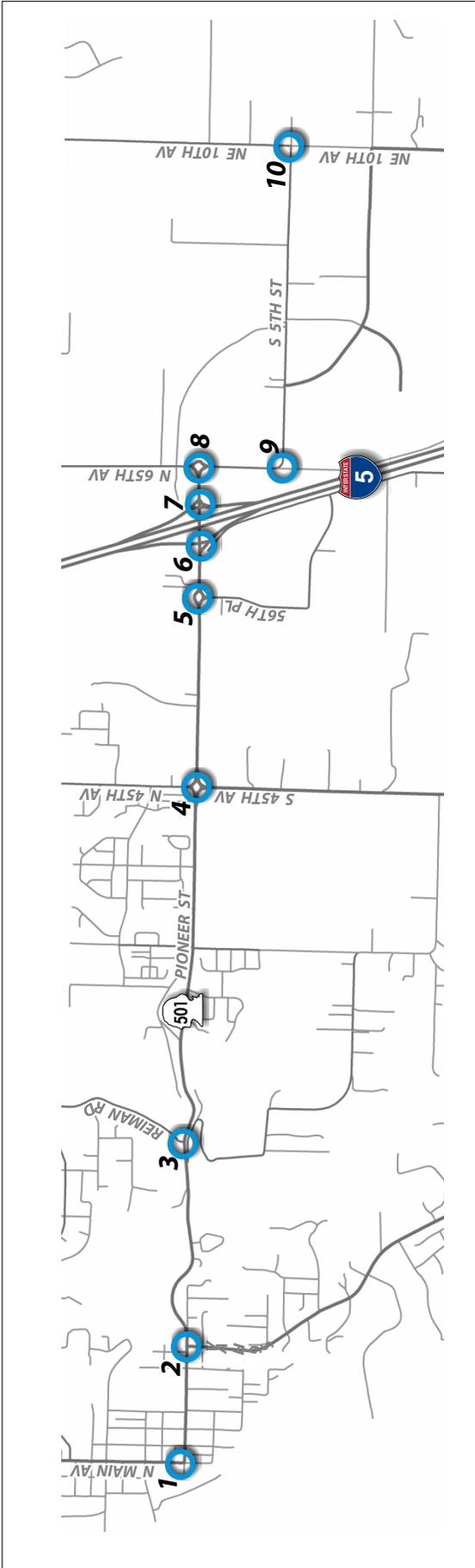
Table 8–3 summarizes the LOS for existing conditions (2015). All of the intersections operate at LOS C or better.

### 8.1.5 Collision History

The most recent five years (2010 – 2014) of available collision data for Pioneer Street/SR 501 was obtained from WSDOT and used to evaluate the collision history<sup>2</sup>. As indicated in Table 8-4, the segments of Pioneer Street between 9th Avenue and Reiman Road, Reiman Road and 35th Avenue, 45th Avenue and 56th Place, and 56th Place and 65th Avenue experienced the most collisions with 11 to 14 collisions along each

<sup>1</sup> Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.

<sup>2</sup> WSDOT reported collisions for January 1, 2010 through December 31, 2014.



1. Pioneer St. (SR501) @ Main St.	2. Pioneer St. (SR501) @ 9th Ave.	3. Pioneer St. (SR501) @ Reiman Rd.	4. Pioneer St. (SR501) @ 45th Ave.	5. Pioneer St. (SR501) @ 56th Pl.
6. Pioneer St. (SR501) @ I-5 Southbound Ramp	7. Pioneer St. (SR501) @ I-5 Northbound Ramp	8. Pioneer St. (SR501) @ 65th Ave.	9. 65th Ave. @ S. 5th St.	10. S. 5th St. @ NE 10th Ave. / 264th St.

**LEGEND**

- # - Study Intersection
- Traffic Signal
- Lane Configuration
- Stop Sign
- Yield Sign
- Driveaway

0000 - PM Peak Hour Traffic Volumes

- Volume Turn Movement

**DKS**

No Scale

**Figure 8-2**

## Existing Conditions

of these segments. The intersection of Pioneer Street/ SR 501 and the I-5 Southbound ramps experienced six accidents, while five accidents were recorded at the intersection of Pioneer Street and 56th Place.

### 8.1.6 Transit

Transit service for Ridgefield is provided by C-TRAN’s “Connector” service (see Figure 8-3). The Connector serves Ridgefield with fully accessible dial-a-ride reservation-based service and scheduled stop service at designated stops with no reservation required. Fixed route service is provided from Ridgefield City

Center to the 99th Street Transit Center in Vancouver. Buses leave Ridgefield City Center twice during weekday mornings for the 99th Street Transit Center, and return three times during weekday evenings. Midday service is also provided, with one bus arriving, and one leaving for the 99th Street Transit Center during weekday afternoons. The Connector bus service is not available on weekends. A park-and-ride facility is located near the N 65th Avenue/N 1st Circle intersection.

### 8.1.7 Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities were inventoried along arterial and collector roadways in the City, and shown in Figure 8-3. The City of Ridgefield Engineering Standards identify the requirements for non-motorized uses on streets, such as sidewalks, trails, and bikeways. Five miles of off-street trails have been built throughout the city, including loops through new residential developments and several sections along Gee Creek and in Abrams Park. Bike lanes are present along portions of Heron Drive, Reiman Road, S 5th Street, Union Ridge Parkway, S 11th Street, and

**Table 8-2. Level-of-service (LOS) Categories**

LOS	Volume/Capacity Ratio
A	Less than or equal to 0.3
B	Less than or equal to 0.5
C	Less than or equal to 0.75
D	Less than or equal to 0.90
E	Less than or equal to 1.0
F	Greater than 1.0

**Table 8-3. Selected Intersection LOS Summary (PM Peak)**

Intersection	LOS	Delay (sec/vehicle)
Pioneer Street/Main Street	A	7.9
Pioneer Avenue/9th Avenue	C	20.7
Pioneer Street/Reiman Road	B	13.7
SR 501/45th Avenue (roundabout)	C	v/c = 0.45
SR 501/56th Place (roundabout)	A	v/c = 0.47
SR 501/I-5 Southbound Ramp (signalized)	B	12.4
SR 501/I-5 Northbound Ramp (signalized)	B	15.6
Pioneer Street/65th Avenue (roundabout)	A	v/c = 0.38
65th Avenue/S. 5th Street	B	10.3
S. 5th Street/NE 10th Avenue/264th St.	B	11.5

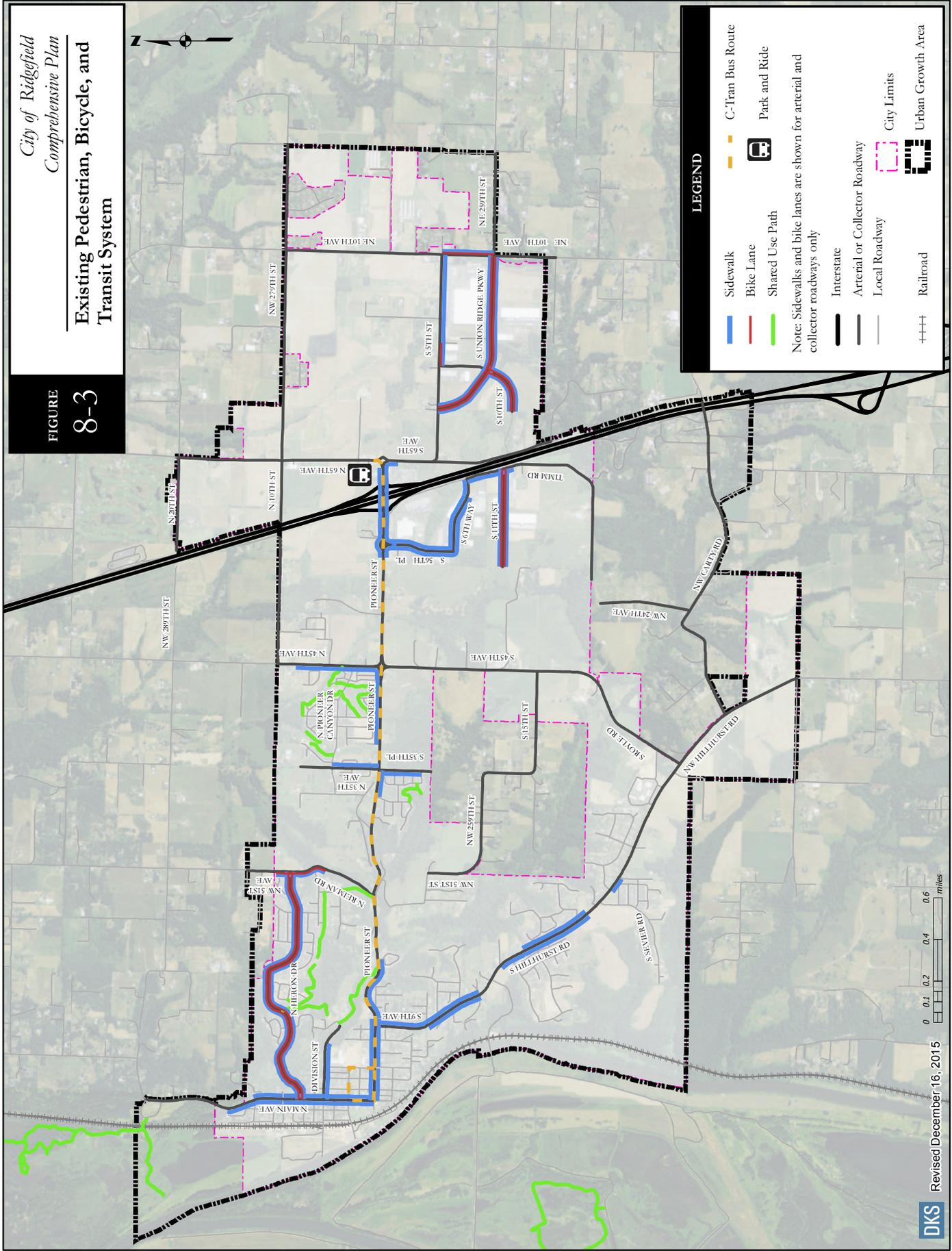
Note: Estimated traffic from recently -approved, but not yet constructed, development proposals will result in lowered LOS.

**Table 8-4. Collision Summary**

Segment	Number of Accidents
Pioneer Street Between Main Avenue and 5th Avenue (Downtown)	7
Pioneer Street Between 5th Avenue and 9th Avenue	7
Pioneer Street Between 9th Avenue and Reiman Road	13
Pioneer Street Between Reiman Road and 35th Avenue	12
Pioneer Street Between 35th Avenue and 45th Avenue	6
Pioneer Street Between 45th Avenue and 56th Place	11
Pioneer Street/SR 501 Between 56th Place and 65th Avenue	14
65th Avenue Between N 10th Street and S 10th Street	7

Existing Pedestrian, Bicycle, and  
Transit System

FIGURE  
8-3



N 85th Avenue. A combination of bike lanes and striped shoulders exist along sections of Pioneer Street/SR 501; the shoulders provide refuge for bicyclists and pedestrians although not officially designated bike lanes because of their narrow width. On other roadways within the city, bicycle users currently share the roadway with motorized traffic.

Sidewalks are primarily located in downtown and in newly developed areas. There are sidewalk segments along portions of Pioneer Street/SR 501, Main Avenue, Hillhurst Road, Heron Drive, Reiman Road, 35th Avenue, 45th Avenue, S 56th Place, S 5th Way, Timm Road, Union Ridge Parkway, and S 5th Street. Sidewalks are generally required for all new developments, allowing build-out of the sidewalk network over time.

## 8.2 DIRECTION FOR THE FUTURE

Basic transportation access to obtain goods and services and engage in social activities is an essential need that must be met. Motorists, pedestrians, bicyclists and transit riders should all be able to use the transportation system in a safe, efficient, and uniform way. Through coordination with Clark County, C-TRAN, and RTC, Ridgefield will develop a multimodal transportation system that safely, attractively and efficiently serves planned land uses within the UGA.

Most people who live in Ridgefield view the community's streets as more than simply concrete and asphalt. Streets affect the way people live, work, and play. Streets should be viewed as part of a dynamic, integrated land use and transportation system. Street treatments—paving type, sidewalks, lighting, street trees, signs, and furniture such as benches and trash cans—should address the needs of regular users and the surrounding area.



Connected, continuous street systems make daily activities easier to accomplish. Ridgefield's early development was based on a grid street system. As development moved out, a grid based on major corridors was established, but many of the connections have not been completed. In many areas, connectivity for auto travel, pedestrians, and bicyclists needs improvement.

The City's roadway system will be improved to serve development within these new urban areas and infill development. The Proposed Roadway Functional Classification map illustrates how the transportation system will be improved to serve new development (Figure 8-4).

### 8.2.1 Land Use/Transportation Linkage

The regional transportation planning model (EMME/2, conversion to VISUM underway) developed and maintained by the Southwest Washington Regional Transportation Council (RTC) was used to analyze the City of Ridgefield transportation network. RTC provided a special sensitivity model run of the Ridgefield area which included the proposed land use assumptions provided by the City of Ridgefield.

After initial calibration of the existing conditions, future travel demand was generated through the standard trip distribution and traffic assignment process. The year 2035 is the planning horizon year for this modeling.

The transportation planning model links the demand for travel generated by land use to the transportation system performance (i.e., level of service). An important function of the model is its ability to analyze future development scenarios in terms of traffic impacts. This capability requires a model structure that incorporates trip generation based on land use characteristics, allowing the impact of different levels of development and different distributions of development to be tested. The orientation of the model is strategic, not operational. Information from the demand model was input to the Synchro/SimTraffic operational model, which was used to address detailed operational issues such as intersection geometrics or traffic control such as roundabouts or traffic signals. The model is designed



to provide peak period roadway traffic volumes given specific land use scenarios.

The land use data used as a basis for estimating future traffic volumes was developed in consultation with City, County and RTC planning staff. This data is consistent with local land development expectations and County population control totals.

As mentioned earlier, RTC provided a special sensitivity model run of the Ridgefield area which included the proposed land use assumptions for the Ridgefield area. The prior 2010 Comprehensive Plan was based on Year 2024 traffic modeling using traffic analysis and travel demand modeling provided by the RTC. For the 2015 Comprehensive Plan update, the population and land use forecasts previously analyzed for Year 2024 were compared to the current Year 2035 model data to determine anticipated changes in growth and potential revisions to the transportation system needs. Residential and employment growth forecasts for Year 2035 are lower than previous Year 2024 forecasts, meaning that the traffic analysis and identified deficiencies from the 2010 Comprehensive Plan are sufficient to evaluate future roadway and intersection capacity needs.

### **8.2.2 Required Transportation Facilities**

With the existing transportation system, deficiencies appeared along Pioneer Street/SR-501 between 35th Avenue and 65th Avenue, and at the Pioneer Street/SR 501 and Interstate 5 interchange. Additionally, several intersection deficiencies were identified along several of the UGA's arterial and collector facilities.

To maintain the current plan's level-of-service minimum standard, the City needs to construct new roads and intersection improvements as shown in Figure 8-5. Planning-level cost estimates were developed for the new facilities based on the improvement needed.

To balance the cost of roadway improvements with the affordability of the Traffic Impact Fee (TIF) rate per trip, a modified TIF program is recommended. Roadways that are classified as minor arterials, principal arterials, as well as Pioneer Street/SR 501 would be eligible to be included on the program. Certain collector facilities which serve to transport trips sub-regionally between

areas of the City are also included. These are roads that carry regional trips and will serve the majority of trips to and from Ridgefield – they are the gateways to and major traffic carriers within the city.

### **8.2.3 Commute Trip Reduction**

Rather than provide new roadway capacity to mitigate the impacts of urban growth, there are also strategies for reducing the number of new trips that are generated. The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, incorporating it into the Washington Clean Air Act. The goals of the program are to reduce traffic congestion, air pollution, and petroleum consumption through employer-based programs that decrease the number of commute trips. By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR Program removes nearly 14,500 vehicles from roadways statewide every morning. Statewide the program reduces greenhouse gas emissions by about 14,700 tons each year and from gasoline consumption by 1.6 million gallons a year.

The CTR Program can be implemented in the Ridgefield area as major employers are established. Employers must participate in CTR if they have 100 or more full-time employees at a single worksite who begin their scheduled workday between 6:00-9:00 am. Most construction and seasonal agricultural workers are exempted. Results will be achieved through collaboration between Ridgefield, the regional Clark County Commute Trip Reduction Office, other Clark County cities, employers, and WSDOT. Established programs, incentive options, and promotional campaigns make collaboration an efficient method of administering this program on a county-wide basis.

Future direction for the program may expand trip reduction to non-commute trips as well. Ridgefield can be better positioned to reduce all types of vehicle trips by investing in and building multimodal transportation options.

### **8.2.4 Capital Cost and Projected Revenue**

The Capital Facilities Plan summarizes the total estimated capital cost to provide roadway improvements for the UGA. Construction costs from the 2010 update have been adjusted based on the

construction cost index to account for increases in construction costs due to changes in material and labor costs. The revised CFP also establishes indexing for the TIF rate to keep pace with construction cost increases. The CFP concludes that the City will have adequate financial resources to serve the proposed UGA. Because facilities must be constructed prior to the City collecting the TIF revenue, some of these improvements may need to be financed with loans or bonds.

### 8.2.5 Complete Streets

Ridgefield envisions a transportation system that encourages healthy, active living, promotes transportation options and independent mobility, increases community safety, reduces environmental impact, and supports greater social interaction and community identity. The system will provide safe and convenient travel along and across streets through a comprehensive, integrated transportation network for motorists, pedestrians, bicyclists, and public transportation riders.

The City is planning for a multimodal transportation system as an integral part of the transportation network. The City adopted the 2015 *Multimodal Transportation Plan* as an element of the Transportation CFP. The Multimodal Plan outlines plans for future pedestrian, bicycle, and golf cart infrastructure. The Multimodal Plan also incorporates the Trail System Plan adopted as part of the *Ridgefield Parks and Recreation Comprehensive Plan*, designating a hierarchy of potential trail corridors in the Ridgefield area, including regional multimodal trails and local pedestrian trails. Planned on-street facilities include sidewalks and on-street bike facilities along primary routes such as Pioneer Street/SR 501, S Hillhurst Road, and 45th Avenue, and off-street trails following natural topography such as the Gee Creek, Allen Canyon Creek and McCormick Creek Trails.

Clark County in September 2010 adopted a countywide Bicycle and Pedestrian Master Plan<sup>3</sup> that identified priority pedestrian and bicycle facility improvements, both on-road and off-road. The on-road portion identified NE 10th Avenue/85th

Avenue as a priority north-south on-road corridor. It also recognized a few of Ridgefield's local off-road trails, including Gee Creek and Pioneer Canyon, as recreational trail priorities.

### 8.3 KEY CHANGES FROM THE 2010 TRANSPORTATION PLAN

There are several noticeable changes that have occurred in the Ridgefield 2015 Transportation Plan update as compared to the 2010 Plan. These include:

- Inclusion of the completed improvements at the SR 501/Interstate 5 interchange, and construction of roundabouts at the SR 501/56th Place and Pioneer Street/65th Avenue intersections.
- Inclusion of the street system recommendations from the recently completed 45th & Pioneer, and Ridgefield Junction subarea plans. This includes updated alignments for proposed streets, and a proposed extension of S 15th Street between S 45th Avenue and S 11th Street (Project N24).
- Downgrading Bertsinger Road, S 21st Place and S 4th Way from collector to local streets.
- Inclusion of the street system recommendations from the recently completed Downtown Circulation Plan. This includes upgrading Division Street between N Main Avenue and Abrams Park Road from a local street to a collector and adding a project (project N25) that would extend Division Street between Pioneer Street/SR 501 and Abrams Park Road.

### 8.4 POLICIES

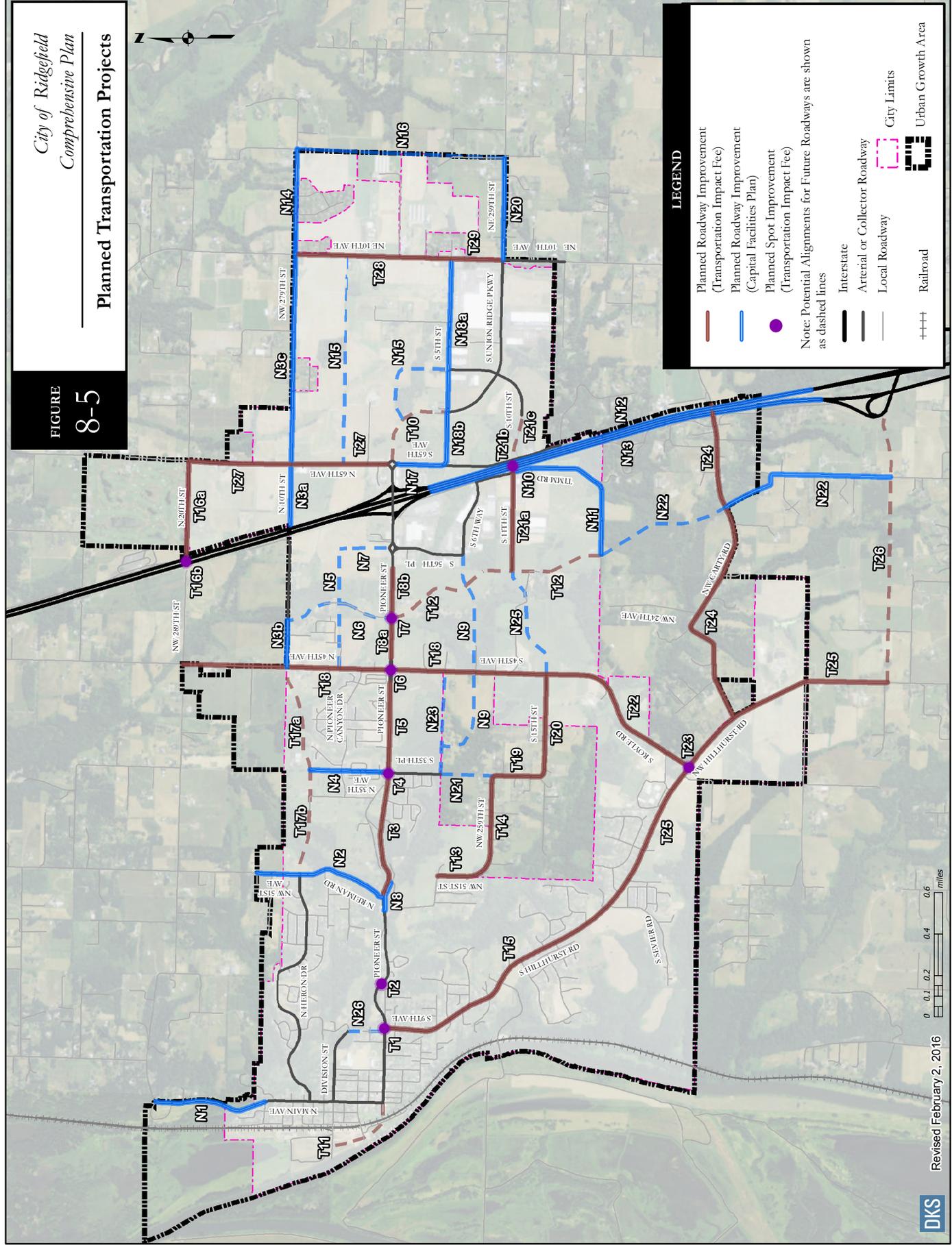
#### **TR-1 Transportation options**

Develop and maintain an interconnected and overlapping multimodal transportation system with excellent roadways for automobiles and freight, pedestrian walkways, bicycle facilities, and transit service. Include support programs such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program. Work toward completing and sustaining individual components and programs to ensure success of the entire system.

<sup>3</sup> [http://www.co.clark.wa.us/Planning/bikeandped/documents/10-09\\_BPMP-withoutAppendices.pdf](http://www.co.clark.wa.us/Planning/bikeandped/documents/10-09_BPMP-withoutAppendices.pdf)

Planned Transportation Projects

FIGURE  
8-5



LEGEND

- Planned Roadway Improvement (Transportation Impact Fee)
- Planned Roadway Improvement (Capital Facilities Plan)
- Planned Spot Improvement (Transportation Impact Fee)
- Potential Alignments for Future Roadways are shown as dashed lines
- Interstate
- Arterial or Collector Roadway
- Local Roadway
- Railroad
- City Limits
- Urban Growth Area

Revised February 2, 2016



### ***TR-2 Transportation safety***

Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. Allocate City capital resources to high risk and collision locations for motorists, bicyclists, and pedestrians.

### ***TR-3 Land use and transportation integration***

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

### ***TR-4 Transportation finance***

Develop recurring and dedicated funding for a complete transportation program, including capital improvements, system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, fee-based funding sources, impact fees, and assistance from state and federal government as appropriate.

Identify additional funding streams for Complete Streets funding (e.g. Washington State Complete Streets Grant Program) and implementation strategies to retrofit existing streets to include Complete Streets infrastructure.

### ***TR-5 System balance***

Allocate resources using a cost-benefit approach to improve the transportation system. Benefits considered should include safety improvements that benefit all modes, and provide street design features that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders.

### ***TR-6 Transportation system efficiency***

Invest in and improve efficiency of the transportation system with multimodal design, advanced traffic management and operations technologies, demand management strategies and transit service.

### ***TR-7 Service standards***

Maintain LOS "D", except at unsignalized intersections that do not meet the requirements for use of signals or where a signal is not desired, where the planned LOS is "E". For Pioneer Street/SR 501, maintain LOS D or a mutually-agreed-upon LOS between the City of Ridgefield and WSDOT. Consider establishing transit, bicycle and pedestrian levels of service standards.

### ***TR-8 Transportation circulation and system connectivity***

Develop a transportation grid based on reasonable block lengths that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to and from each location, to facilitate emergency vehicle access, avoid overloading arterial streets, and reduce "out-of-direction" travel. In cases where vehicle connectivity is not provided, prioritize pedestrian connectivity. Close gaps and complete system connections through the development and capital improvement processes.

### ***TR-9 Livable streets***

Design streets to manage vehicular traffic, and to provide safe and comfortable routes for walking, bicycling, and public transportation, encourage livability, increase use of alternate modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users.

### ***TR-10 Neighborhood streets***

Develop neighborhood street patterns and facility designs during development of new neighborhoods that promote connectivity and safety. Protect and enhance existing neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming devices, education, and law enforcement. Work with and educate residents on neighborhood traffic management options to develop consensus around new initiatives.

### ***TR-11 Design innovation***

Encourage the use of innovative traffic management strategies such as roundabouts, road diets, center turn lanes, raised medians, physical separations between vehicular traffic and other users, or other strategies where prudent, feasible, and cost-effective.

### ***TR-12 Vehicle miles traveled reduction***

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

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

### ***TR-13 Transportation to serve economic development***

In order to support the continued economic vitality of Ridgefield, major transportation system investments should facilitate freight mobility, job creation, regional competitive position, and revenue growth. Coordinate with the Port of Ridgefield, the affected rail companies and the county to ensure adequate rail, port and freight transportation facilities are available regionally. Ensure freight transportation facilities are well managed near the downtown core and the Pioneer Street and Interstate 5 interchange.

### ***TR-14 Downtown transportation***

Downtown is a high need area for bicycle and pedestrian facilities. Promote the pedestrian-oriented character of Downtown Ridgefield as follows:

- Implement coordinated urban design for new and remodeled development which encourages and supports alternative means of travel.

- Construct sidewalks to fill in missing gaps within downtown and to link downtown to residential neighborhoods.
- Develop attractive streetscapes in downtown by adding street furniture, planning street trees where adequate right-of-way exists, and requiring building façade design that interacts with the street.
- Develop bicycle facilities including shared streets, off-street bicycle paths in open space corridors, and on-street bicycle lanes within downtown to link downtown to residential neighborhoods. Provide for bicycle parking conveniently located in downtown.
- Provide attractive and functional bus stops.
- Develop district parking strategies, such as establishing a downtown parking district to provide attractive and functional public parking, revising off-street parking requirements for individual businesses, and managing on-street parking.
- Encourage residential urban infill near downtown to increase population served by downtown transportation amenities.

### ***TR-15 Transit service***

Coordinate with C-TRAN to provide expanded transit service as the city develops. Develop a transit master plan that anticipates long-term transit routes and required transit support facilities such as bus stops and turnout lanes. Integrate design of future transit facilities into roadway and site design requirements, and develop site design and parking standards for major developments that encourage use of transit.

### ***TR-16 Pedestrian facilities***

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

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

- Inventory missing gaps in existing sidewalk network, and develop schedule for improvements to complete sidewalk network.

**TR-17 Bicycle facilities**

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

- Identify a priority bicycle network throughout the city, inventory missing gaps for bicycle facilities along those routes, and develop a schedule for improvements to complete the bicycle network.
- Provide bicycle lanes along arterial and collector streets, to reduce hazards to bicyclists and other road users. Require construction of bicycle lanes on new street sections, and identify opportunities to retrofit existing streets where possible.
- Explore innovative bicycle infrastructure treatments such as sharrows, neighborhood greenways, buffered bike lanes, and protected bike lanes.

**TR-18 Trail systems**

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

**TR-19 Access management**

Maximize distance between and minimize the number of curb cuts to increase traffic safety and visibility, and to minimize congestion. Minimize new direct driveway access to arterial streets and encourage access to local streets wherever possible, except where consistent with City engineering standards regarding street and intersection spacing. Develop an access management plan for primary arterials such as Pioneer Street/SR 501, Union Ridge Parkway, Hillhurst Road, 65th Avenue, and 45th Avenue. Additional access management techniques will be identified.

**TR-20 Parking standards**

Adopt coordinated parking standards for on-street and off-street parking which maintain neighborhood integrity, promote efficient utilization of limited land, and support desired economic development and growth.

**TR-21 Transportation regional and metropolitan coordination**

Coordinate Ridgefield’s transportation plans, policies, and programs with those of other jurisdictions serving the Clark County area to ensure a seamless transportation system. Focus particularly on cooperation with the Southwest Washington Regional Transportation Council, Washington State Department of Transportation, Clark County and C-TRAN.

**TR-22 Urban to rural connections**

Coordinate with Clark County in developing a collector street master plan, which identifies the general location of planned minor collector streets for the urban growth area and the urban reserve area. Compliance with this plan shall be required for development approval for both urban and rural developments. In rural areas within Ridgefield’s urban reserve (outside the RUGA), and in unincorporated areas within the RUGA, new residential development shall not cause LOS C to be exceeded for any County collector street or arterial street.

**TR-23 Support Safe Routes to Schools Programs**

Work with Ridgefield School District and advocates to obtain Safe Routes to School funding to implement educational programs, and capital improvements. Encourage educational programs that teach students safe walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving.

**TR-24 ADA accessibility**

Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities.



# PARKS





## 9. PARKS AND RECREATION

### 9.1 CURRENT CONDITIONS

The City of Ridgefield is responsible for managing all parks, trails, greenways, and other park and recreation facilities in the City of Ridgefield. The City also manages a Park Impact Fee program. Regional parks are provided by a host of other agencies including the State, Clark County Parks and Recreation, and others. The U.S. Fish and Wildlife Service manages the Ridgefield National Wildlife Refuge, which is an important local resource.

The City adopted the most recent version of the *Ridgefield Parks and Recreation Comprehensive Plan* in 2014, to guide development of parks and trails across the RUGA.

### 9.2 DIRECTION FOR THE FUTURE

The City of Ridgefield prides itself on its great parks. The City is fully committed to providing recreational and natural spaces to its growing population. Park acquisition and development will be City priorities for the future. Many new parks will be sited in currently undeveloped areas planned for future residential development. The City will also work to develop new parks in currently underserved neighborhoods. Planned park and trail facilities are discussed in full in the *Parks and Recreation Comprehensive Plan* and the *Parks Capital Facilities Plan*, adopted by reference. The documents include projected needs for additional parks, and a discussion of the types of recreational opportunities that these should include. There is also an established level-of-service for parks, cost estimates, and revenue projections.

In addition to City-owned parks, the City will continue partnerships with Clark County, the State, and the US Fish and Wildlife Service to develop regional resources.

### 9.3 POLICIES

#### **P-1 Provide parks**

Ensure that park land is acquired, developed, and maintained in an economically efficient way to meet the needs of existing and future residents.



#### **P-2 Local trail system**

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

#### **P-3 Regional trail system**

Coordinate with Clark County, U.S. Fish and Wildlife Service, and other applicable jurisdictions to provide regional trail access and to provide regional trail access and encourage the continuity of trail corridors within and outside the UGA.

#### **P-4 Parks service standards**

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

#### **P-5 Facility siting**

Prioritize acquisition of land for identified parks and trails during periods of urban growth to ensure facilities are secured prior to development. Site park and trail facilities within developing neighborhoods through the land development process to ensure future residents have access to recreation facilities.

#### **P-6 Parks funding**

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

**P-7 Community involvement & information**

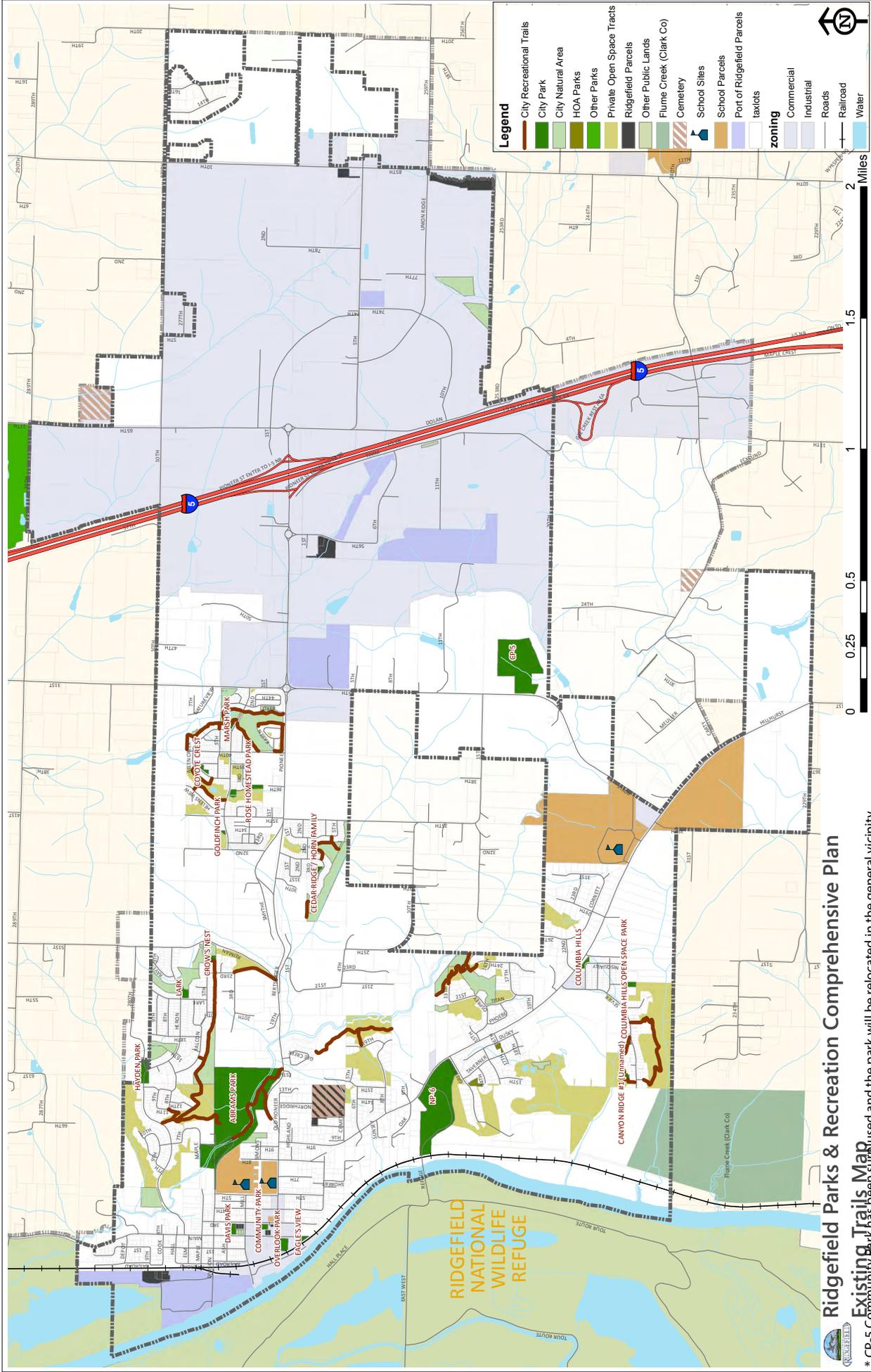
Encourage and support public involvement in park and recreation issues by providing information about the park system and education on the uses and benefits of parks, open spaces, habitat protection, and recreational services.

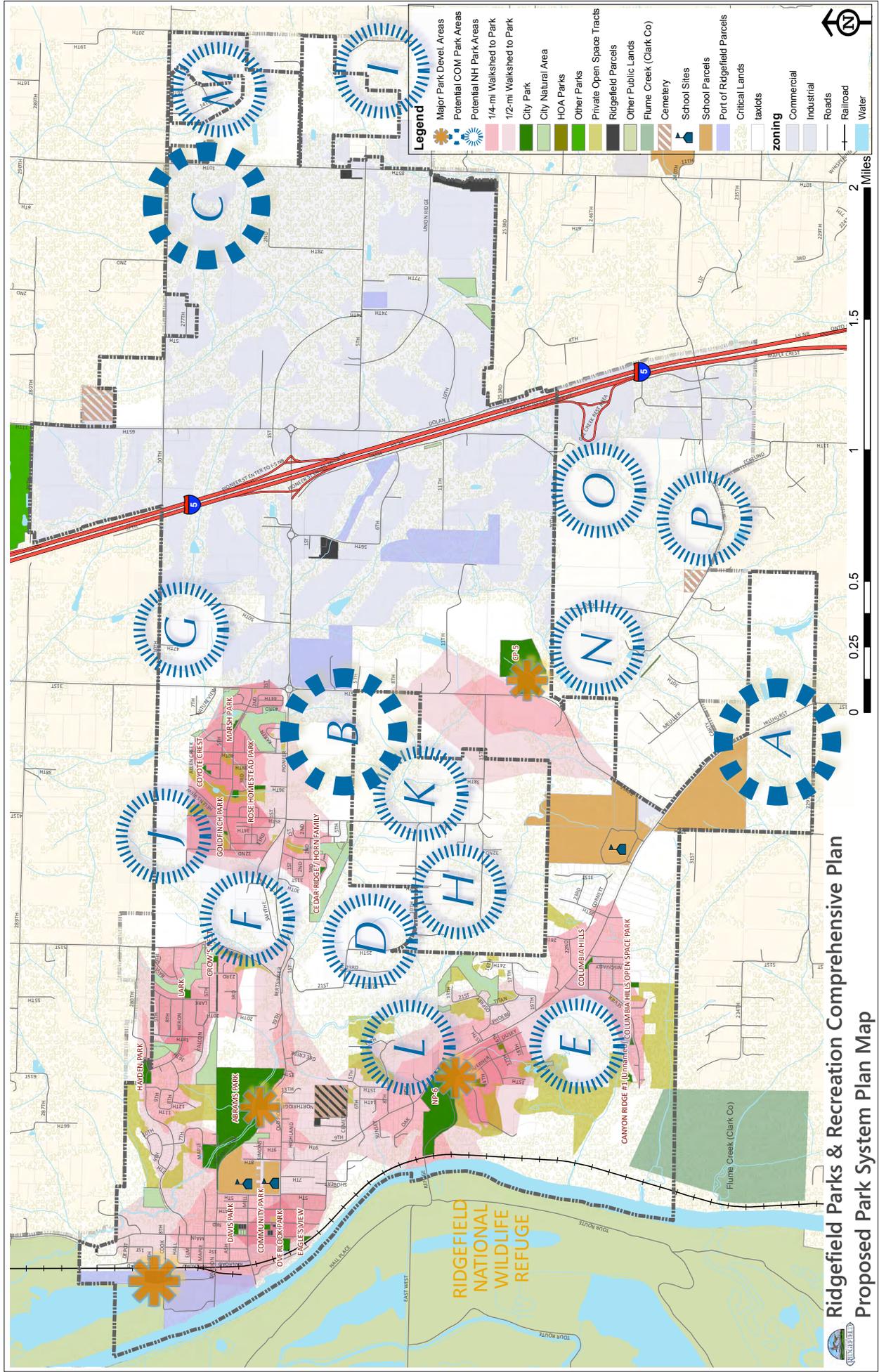
**P-8 Parks Plan implementation**

Implement the identified goals and policies of the 2014 *Ridgefield Parks and Recreation Comprehensive Plan* and subsequent updates, including facility siting, design, maintenance and operations, programming, partnerships, and administration and management.

**Table 9-1. Ridgefield Existing Parks, Trails and Open Space**

Facility	Size (acres)	Notes
<b>Community Parks</b>	<b>40.97 acres total</b>	
<b>Abrams Park</b>	40.97	Softball and soccer fields, group picnic shelter, covered bandstand, stream, trails, and restrooms
<b>Neighborhood Parks</b>	<b>24.19 acres total</b>	
<b>Canterbury Trails</b>	1.00	Undeveloped
<b>Davis Park</b>	0.48	Picnic tables, playground equipment, and open space
<b>Hayden Park</b>	1.36	Playground equipment, basketball, picnic tables, and open space
<b>NP-6</b>	20.26	Undeveloped
<b>Rose Homestead Park</b>	1.09	Basketball, picnic tables, and open space
<b>Special Facilities</b>	<b>1.53 acres total</b>	
<b>Community Park</b>	0.37	Basketball, benches, gazebo, and skate park
<b>Overlook Park</b>	1.16	Stage, restrooms, public art, and open space
<b>Pocket Parks (various properties)</b>	<b>4.50 acres total</b>	
<b>Greenways (various properties)</b>	<b>72.66 acres total</b>	
<b>Trails (various properties)</b>	<b>5.01 miles total</b>	
<b>Regional Resources within or bordering Ridgefield</b>		
<b>Ridgefield Cemetery</b>	9.8	Owned by City of Ridgefield
<b>Ridgefield National Wildlife Refuge</b>	5,150	Owned by U.S. Fish and Wildlife Service Carty Unit: Trails, fishing, Cathlapotle Plankhouse, historic site, restrooms, outdoor education, and interpretive unit River S Unit: Driving route, walking trail, waterfowl hunting, visitor contact, restrooms, fishing
<b>Boat Launch</b>	0.2	Owned by Port of Ridgefield
<b>Kayak Launch</b>	0.1	Owned by Port of Ridgefield
<b>Flume Creek Conservation Area</b>	160	Owned by Clark County
<b>Tri-Mountain Golf Course</b>	132	Owned by Clark County
<b>Lewis River to Vancouver Lake Water Trail</b>	32 miles	Paddling route in Clark County that includes approximately 3 miles along Lake River on the City's western boundary





## Ridgefield Parks & Recreation Comprehensive Plan Proposed Park System Plan Map

\* CP-5 Community Park has been supplused and the park will be relocated in the general vicinity.





# ANNEXATION





## 10. ANNEXATION

### 10.1 CURRENT CONDITIONS

Annexation may occur through various means under state statute and local regulations. The State of Washington's Growth Management Act of 1990 (GMA) requires counties to establish 20-year Urban Growth Area (UGA) boundaries to accommodate for projected growth, and encourages cities to annex lands within the UGA and provide urban-level services to these areas. Lands outside the UGA cannot be annexed. The Community Framework Plan adopted by Clark County, Ridgefield, and other local cities also encourages annexation of lands in the UGA. The Community Framework Plan establishes County support for such annexations.

Annexations can be initiated by property owners or cities. When an annexation is initiated by a city, local support is required through an election or petitions. The most common method of annexing unincorporated territory both in Ridgefield and in cities across the state is the 60 percent petition method, consistent with RCW 35A.14.120. Such an annexation is initiated by petition of the owners of at least 60 percent of the property value in the proposed annexation area, computed according to the assessed valuation of the property for general taxation purposes. The petition then comes to City Council for review and approval.

The election method requires approval of the majority of voters in the annexation area, or 60 percent, if the proposal includes the assumption of indebtedness. Other methods for municipal annexation are available for specific circumstances but are rarely applicable.

### 10.2 DIRECTION FOR THE FUTURE

The City of Ridgefield supports annexation to provide a full range of urban services and efficiencies to developing and developed urban areas. The City will work closely with the community, Clark County, and service providers to determine annexation issues that exist in specific areas, and to develop and implement annexation plans. Larger annexations will be generally

preferable because of service efficiencies, and to keep neighborhoods and communities intact.

Because Ridgefield has established a UGA to identify future annexation territory, the annexation issue will not be so much whether to annex as when to annex. Ultimately, the City will annex to the limits of the UGA. The timing of that expansion will depend on a number of factors, including property owners' interest to become part of the city, population growth within the UGA, and the City's ability to provide urban-level services in that area.

### 10.3 ANNEXATION POLICIES

The City of Ridgefield adopts the following policies to ensure orderly urban transition and efficient delivery of urban services. These policies are consistent with and implement Policy Section 11.0 of the Community Framework Plan, adopted by Clark County and local jurisdictions, and planning goals 36.70A.020(1), (2), (11) and (12) of the Washington Growth Management Act.

#### ***A-1 Coordination with Clark County***

Work with Clark County to facilitate future annexation of lands within the unincorporated RUGA, to facilitate infrastructure maintenance prior to annexation, and to manage development to be compatible with future urban-level development prior to annexation.

#### ***A-2 Annexation before service extensions***

To receive City-provided urban services, developing or developed unincorporated areas should annex or commit to annexation.

#### ***A-3 Responsive annexation timelines***

Annexation timelines should be responsive to the interests of citizens and Ridgefield's ability to provide services.

#### ***A-4 Large annexations encouraged***

Annexation of large areas, preferably master-planned, are encouraged, although individual property owners should not be prevented from pursuing annexation. Annexations should include both sides of streets and roads, including rights-of-way.

***A-5 Service transition***

Explore creative ways to facilitate the transition of government services, particularly public safety, transportation, parks, utilities, and land use review.

***A-6 Coordination with schools***

The City will coordinate with the Ridgefield School District on annexation requests so that the School District can continue to meet its service standards.

# PUBLIC INVOLVEMENT





# 11. PUBLIC INVOLVEMENT

## 11.1 CURRENT CONDITIONS

Public participation was vital to shape this plan, but will be even more important to implement the plan. That is why the plan concludes with this chapter outlining strategies to continue engaging the community as the city grows, develops, and manages growth.

Successful communities face their challenges collectively and harness the energy of different stakeholders. Without diverse participation in community decision-making, it is all too easy to descend into political gridlock over difficult problems.

The voices of citizens, local business owners and organizations provide the perspective and information that are absolutely essential to effective planning and decision-making regarding issues that will shape our community for generations to come. For this reason, the City has a strong, ongoing program to reach out and partner with all sectors of the community.

The City has found cooperative relationships between members of the community and policy-makers that will continue to be essential if we are to achieve the collective vision and goals described in this Plan. It understands and makes use of effective and tested methods for encouraging citizens to engage at multiple levels as we continue to look for creative solutions to the challenges we all share.

Active participation in civic affairs is an important part of life in Ridgefield, and the City has a long history of providing a forum for citizens to get involved. Our open government policies are essential to ensure residents, business owners, employees and other community members are able to effectively participate in any number of issues.

There are several ways to participate in local government planning and decision-making in Ridgefield:

- Run for City Council or vote in the election.
- Serve on an advisory board such as Planning Commission or Parks Board. These volunteer citizen advisory boards study critical issues and provide careful advice to the City Council.

- Attend Council or advisory board meetings, testify at a public hearing, share your opinion in a letter, or participate in a community workshop or meeting. The City keeps a calendar on their website of such events.
- Partner with the City to help implement the Comprehensive Plan. The City looks for partners from all sectors of the community to be involved in implementation.
- Review and comment on pending land-use development projects that may affect you or your neighborhood.
- Volunteer in one of many City programs aimed at improving the community.

Public outreach is essential, but also challenging. Some key challenges include:

- Our population is more diverse than ever, but our outreach resources are limited.
- Our desire to be responsive to citizen concerns must be balanced with very real legal and fiscal constraints, finite resources, and with our responsibility to make decisions for the overall public good, rather than for the benefit of individuals.
- Citizens, business owners, and local organizations need to understand the land-use development process so they can be involved in a meaningful way.

## 11.2 DIRECTION FOR THE FUTURE

To address these challenges, the City is always looking for new and creative ways to engage the community, including using new technologies, such as social media, online discussion portals and high-quality visual maps. The City strives to create clear, concise and jargon-free information so that people from all walks of life can easily and quickly understand the issues and provide input.

The City aims to engage citizens in the planning process early. Many individuals and neighborhood groups first get involved in response to a development proposal such as a new subdivision or commercial building. The experience can be frustrating because citizen influence over decisions at this stage is

somewhat limited. By participating in comprehensive planning, subarea planning, and development code updates, citizens can help shape the plans and regulations that will apply to future development projects. Participating “upstream” of individual development projects allows for much greater input into the community character and vision.

The City will seek to engage the community in various planning initiatives throughout the 2016-2035 planning horizon. Projects include periodic updates to the comprehensive plan, subarea planning for specific neighborhoods, updates to the development code to create new zones and regulations, specialty regulations such as green building standards, and specialty plans such as parks plans.

### **11.3 PUBLIC INVOLVEMENT POLICIES**

#### ***PI-1 Early and continuous public involvement***

Ensure early and continuous public involvement in the development and amendments of the Ridgefield Urban Area Comprehensive Plan, including plans adopted by reference such as subarea plans, and development regulations in the Ridgefield Development Code to implement the Plan.

#### ***PI-2 Public participation plans***

Develop public participation plans for major projects or decision processes. In addition to public hearings and other formal opportunities for oral and written public comment, use various outreach techniques such as opinion surveys, speakers programs, forums, workshops, open houses, hands-on events, and task forces.

#### ***PI-3 Communication***

Use City publications, mailings, broadcast and print media, social media, City webpage, and other opportunities to inform affected parties about current or proposed City programs or decisions that may

affect them; and opportunities for them to participate in the City decision process. Keep pace with evolving technologies and nontraditional means of communication to expand the reach of notifications.

#### ***PI-4 Facilitate participation***

City shall design public involvement processes and events to ensure maximum participation by widest range of community members by minimizing obstacles to participation. The City shall:

- Provide multiple avenues for community members to participate in planning initiatives.
- Create a welcoming environment at public events to ensure all members of the community feel comfortable to participate.
- Make materials and events accessible to anyone with disabilities or other reasonable requests.

#### ***PI-5 Community organizations***

Encourage and support the creation of neighborhood organizations, business groups, and other groups throughout the Ridgefield Urban Growth Area in order to help citizens effectively participate in City decision-making processes, and to improve communication between the City and affected groups.

## KEY TERMS AND ACRONYMS

Acre	A measure of land area containing 43,560 square feet
Acre, net	An acre of land calculated excluding all unusable spaces (e.g., roads, infrastructure, environmentally sensitive areas)
ADA	Americans with Disabilities Act of 1990
ADU	Accessory dwelling unit
Affordable housing	Housing is considered affordable for a household if it costs no more than 30 percent of the gross monthly income for rent or mortgage payments or up to three times annual income for purchasing a home. This is the standard used by the federal and state governments, and the majority of lending institutions.
Arterial	A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersection, and may have limits on driveway spacing and street intersection spacing.
BNSF	Burlington Northern Santa Fe railroad
Best Available Science (BAS)	Information that is based on existing professional peer-reviewed scientific research and applicable to local conditions. See WAC 365-195-905.
CAA	Clean Air Act, federal and state
Capital facilities	Permanent physical infrastructure, such as roads, sewer and water lines, police and fire stations, schools, parks and government buildings.
CCF&R	Clark County Fire & Rescue
CFP	Capital Facilities Plan
Collector	A street for traffic moving between major or arterial streets and local streets. Collectors generally provide direct access to properties, although they may have limitations on driveway spacing.
CPU	Clark Public Utilities
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
Critical areas	Defined by the Growth Management Act (RCW 36.70A.030[5]) to include wetlands, sensitive fish and wildlife habitat areas, critical recharge areas for groundwater aquifers, and geologically hazardous areas (such as landslide areas, earthquake fault zones, and steep slopes) and floodplains.
CRWWD	Clark Regional Wastewater District
CSWMP	Clark County Solid Waste Management Plan (2015)
CTR	Commute Trip Reduction Law (1991)
C-TRAN	Regional transit agency
CWA	Federal Clean Water Act
CWSP	Coordinated Water System Plan

DAHP	Washington State Department of Archaeology and Historic Preservation
DCWTS	Discovery Corridor Wastewater Transmission System, CRWWD infrastructure initiative to expand sewer capacity
Density	For residential development, density means the number of housing units per acre. For population, density means the number of people per acre or square mile.
Discovery Corridor	The Discovery Corridor is an economic development initiative that the City of Ridgefield has advanced in partnership with other Clark County agencies and organizations to establish a vibrant industrial base in central Clark County.
DNR	Washington State Department of Natural Resources
DOH	Department of Health
EPF	Essential Public Facilities, as defined by WAC 365-196-550
ESA	Endangered Species Act
FEMA	Federal Emergency Management Act
Floodplain	Lowland or relatively flat areas adjoining inland or coastal waters that is subject to a one percent chance of flooding in any given year. Also known as the 100-year floodplain.
FVRLD	Fort Vancouver Regional Library District
GMA	State of Washington Growth Management Act of 1990
Groundwater	Water that exists beneath a land surface or beneath the bed of any stream, lake reservoir or other body of surface waters. It is water in a geological formation or structure that stands, flows, percolates or otherwise moves.
HCM	Highway Capacity Manual (2000)
Household	All persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family in a house are considered a "household."
HUD	US Department of Housing and Urban Development
Impact fee	Fee levied on the developer of a project by a city, county or special district as compensation for the expected effects of that development. The Growth Management Act authorizes imposition of traffic, school, and park impact fees on new development, and sets the conditions under which they may be imposed.
Impervious surface	Surfaces such as roads, sidewalks, parking lots and roofs that impede absorption of stormwater.
LOS	Level of service is an estimate of the quality and performance efficiency of transportation facilities in a community.
MSA	Metropolitan Statistical Area
MGD	Millions of Gallons per Day
MPO	Metropolitan Planning Organization

Multimodal transportation	All non-automobile travel modes, including pedestrian, bicycle, golf cart, and transit systems.
Non-motorized travel	Pedestrian or bicycle modes of transportation
NPDES	National Pollutant Discharge Elimination System, including wastewater and stormwater permitting systems.
NWR	Ridgefield National Wildlife Refuge
RCW	Revised Code of Washington
Riparian areas	Areas adjacent to streams, rivers and lakes
RPD	Ridgefield Police Department
RSD	Ridgefield School District, No. 112
RTC	Regional Transportation Council
RTPO	Regional Transportation Planning Organization
RUACP	Ridgefield Urban Area Comprehensive Plan
RUGA	Ridgefield Urban Growth Area
SDC	System Development Charges
SEPA	State Environmental Policy Act, RCW 41.23C, as amended
SHPO	State Historic Preservation Officer
SMA	Shoreline Management Act, RCW 90.58
SRTS	Safe Routes to Schools
Stormwater	Any flow occurring during or following any form of natural precipitation, and resulting from such precipitation, including snowmelt.
SWCAA	Southwest Washington Clean Air Agency
TIF	Traffic Impact Fee
UGA (Urban growth areas)	Areas designated by a county pursuant to RCW 36.70A where urban growth will be encouraged
VBLM	Clark County Vacant and Buildable Lands Model
V/C	Volume/Capacity Ratio
VMT (Vehicle miles traveled)	Average number of miles traveled by a vehicle in a given area. This is both a measure of trip length, and of dependency on private vehicles.
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WPCA	Water Pollution Control Act, State of Washington
WSRB	Washington Surveying and Ratings Bureau
WSU Vancouver	Washington State University Vancouver Campus
WUCC	Water Utility Coordinating Committee
WWTP	City of Ridgefield's Wastewater Treatment Plant
WSDOT	Washington State Department of Transportation