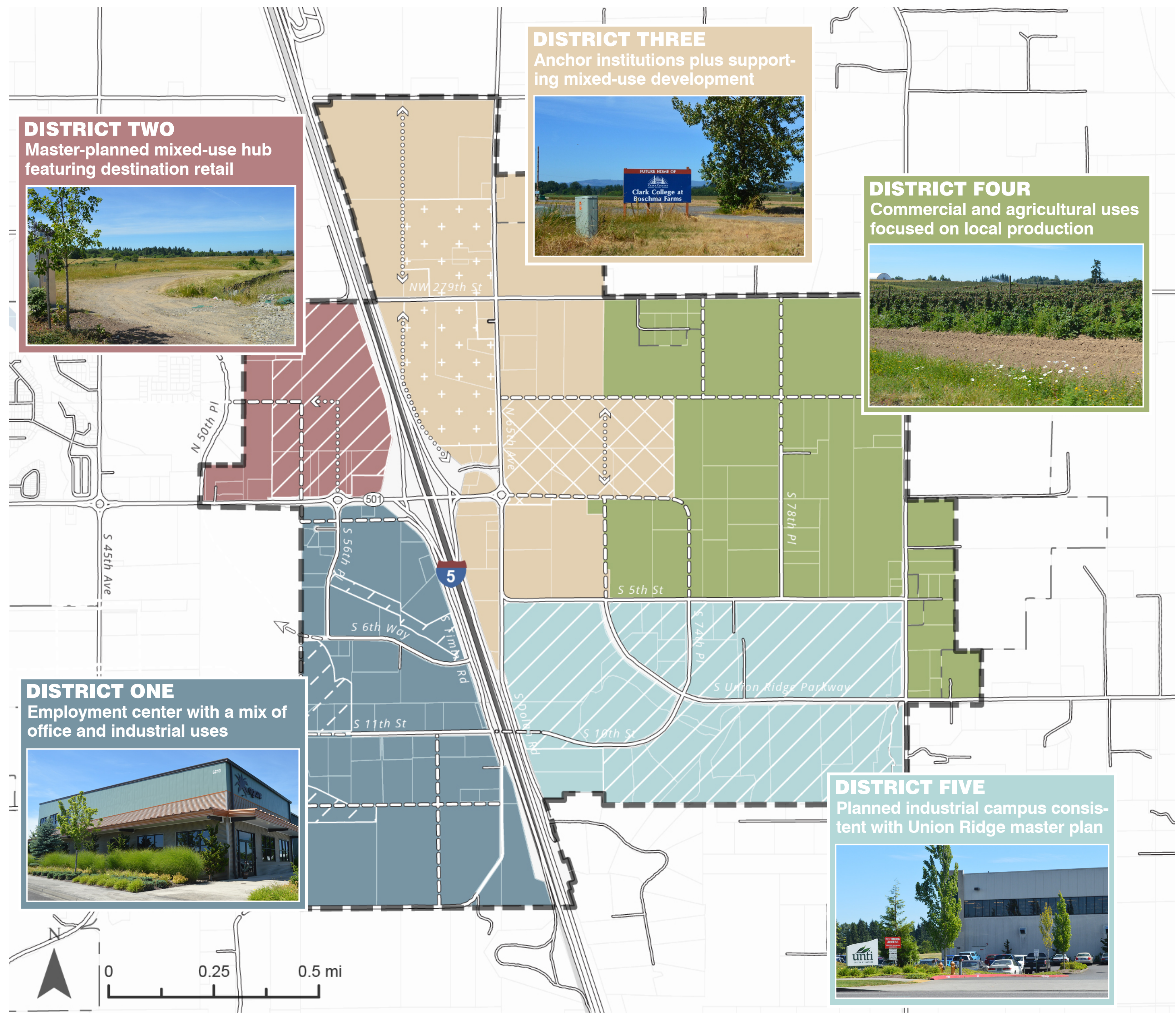


RIDGEFIELD JUNCTION SUBAREA PLAN

DRAFT CONCEPT DEVELOPMENT



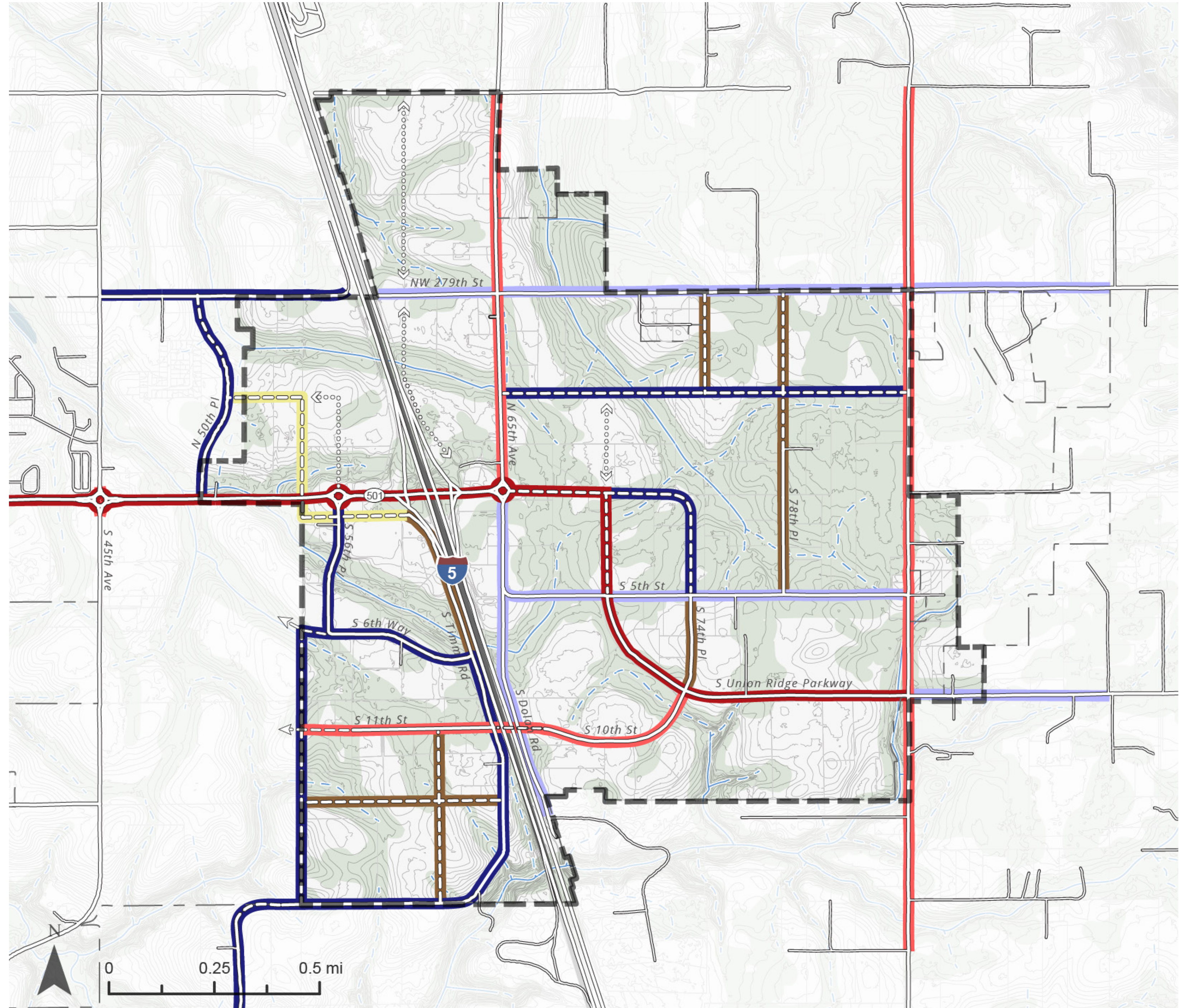
PROPOSED DISTRICTS



The Ridgefield Junction subarea is a large portion of the city - about 1,500 acres - and already has some distinctive areas that created the opportunity to divide the area into five different districts.

Districts One and Five are primarily industrial; whereas Districts Two and Three would support concentrations of retail and office development. District Four, which is most greatly impacted by critical areas, is envisioned to have lower levels of development and could continue to support agricultural activities.

PROPOSED ROAD NETWORK AND CLASSIFICATIONS



The intent of the proposed road network is to facilitate circulation throughout the subarea. New roads in Districts One and Four create more land appropriate for industrial development while those in District Three will improve access for major institutional users like Clark College and PeaceHealth.

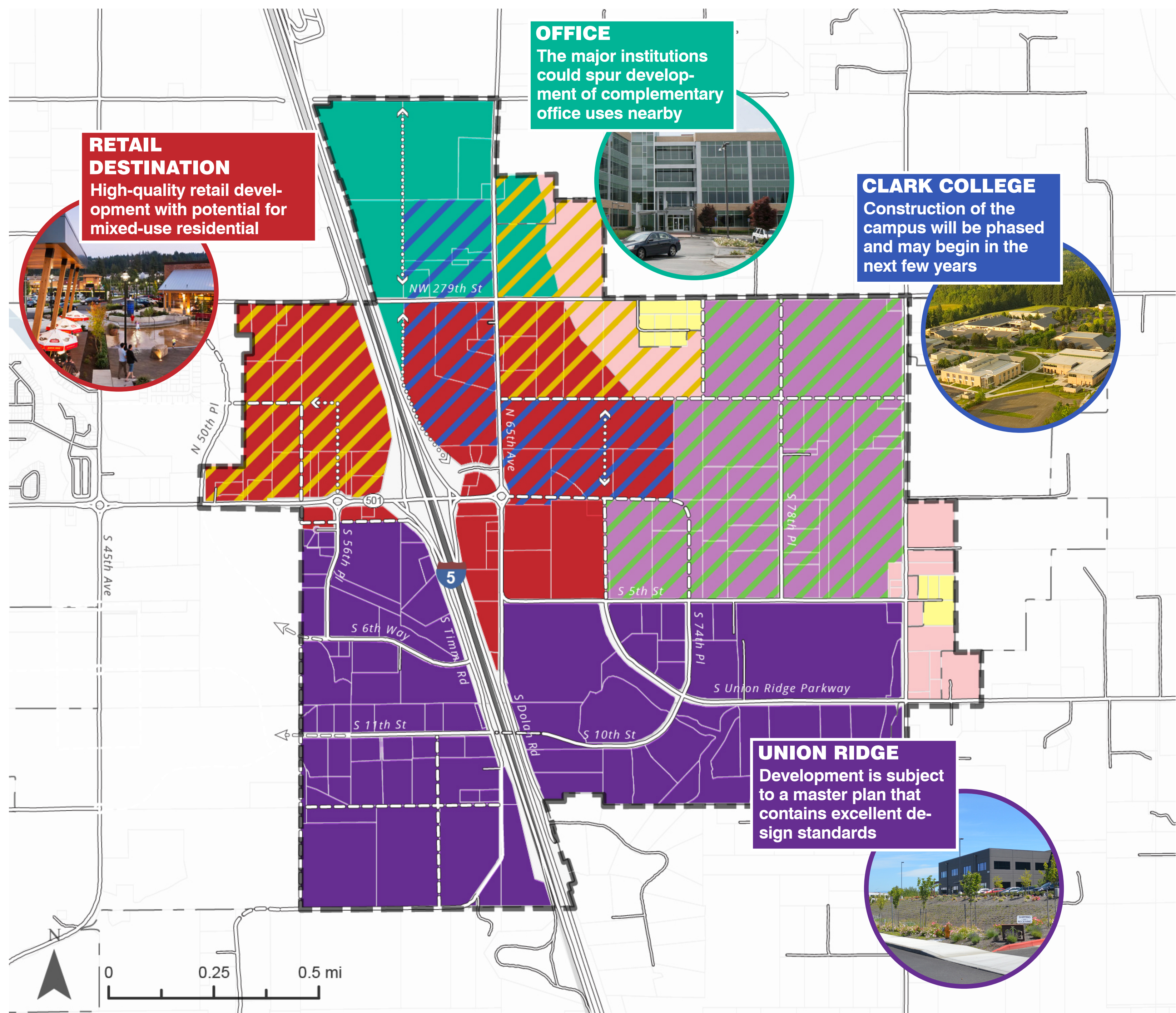
Roads labelled as “recommended connections” acknowledge that some sites are subject to master plans, and exact road alignments would be determined as those designs are developed. The city’s existing road classifications are assigned as appropriate for the proposed roads to ensure compatibility with envisioned land uses and associated traffic patterns.

RIDGEFIELD JUNCTION SUBAREA PLAN

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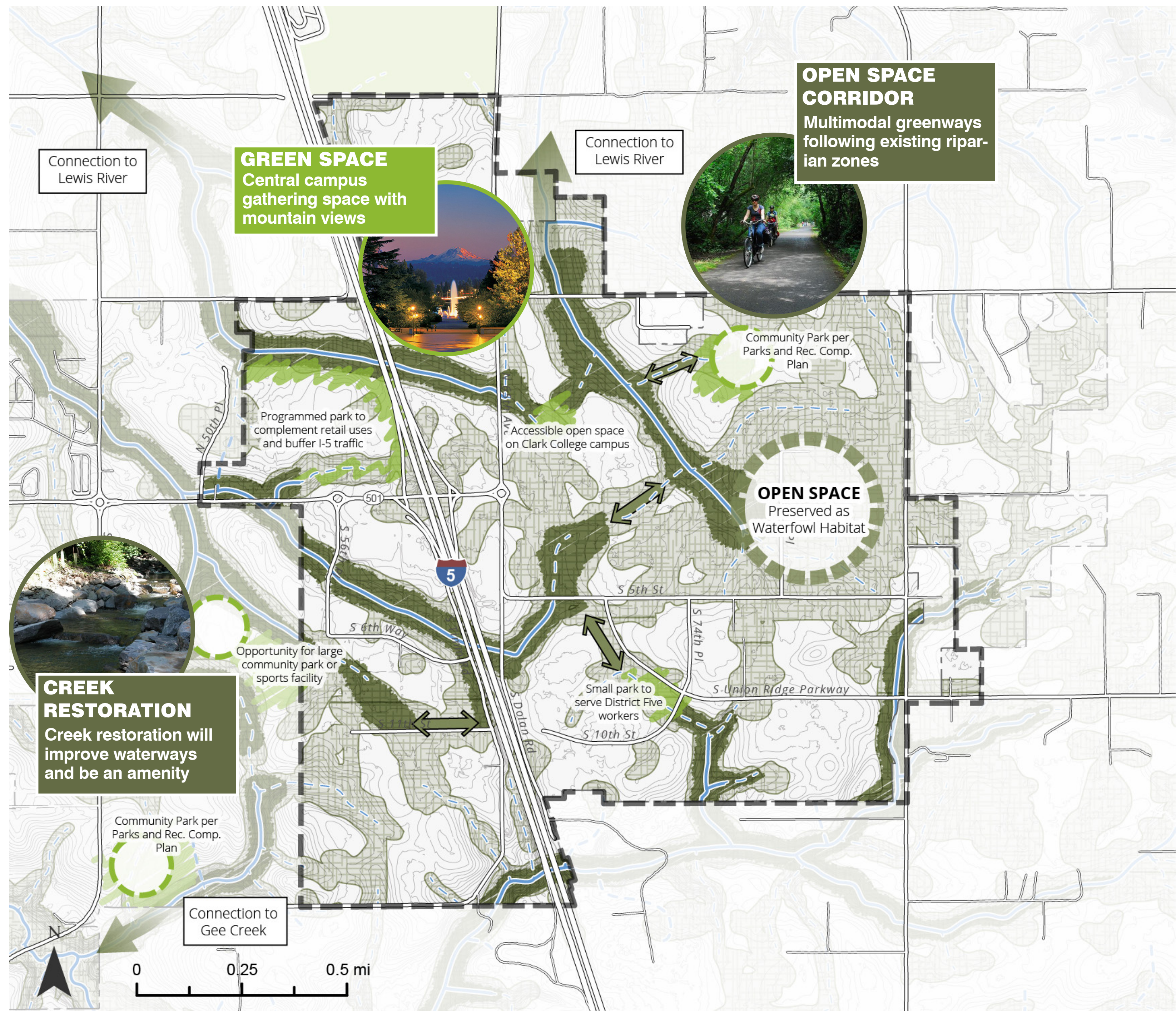


PROPOSED LAND USE



- Legend**
- Existing Roads
 - Proposed Roads
 - Recommended Connection
 - General Commercial
 - Neighborhood Commercial
 - Commercial activities, including retail and office, that meet local and regional demand
 - Office
 - Business and office uses with complementary retail uses
 - Industrial
 - Light Industrial
 - Industrial and manufacturing uses with limited retail uses
 - High Density Residential
 - Low Density Residential
 - Existing single-use residential and recommended areas with potential for higher density mixed-use residential uses
 - Institution
 - Recognizes the unique needs of major institutional users and offers greater flexibility in allowable uses
 - Agriculture & Production
 - Supports agricultural activities alongside compatible light industrial uses
 - Study Area Boundary
 - City Boundary

PROPOSED OPEN SPACE NETWORK



- Ridgefield values a robust network of public parks and open spaces, as well as a legacy of environmental sensitivity. The framework for the Junction unites these values in an open space system that builds on existing critical areas. While all such areas are protected from intensive development, those with the greatest aesthetic and environmental significance are linked as a series of naturalistic corridors (dark green) that feature trails and restored ecological systems. At key nodes in this open space system, programmed public parks (light green) are suggested as neighborhood amenities, recreation centers and gateways to the larger open space network. These open spaces will connect to similar corridors in adjacent subareas to facilitate non-motorized transportation and recreation.
- Notably, critical habitat for Sand Hill Cranes is protected in District Four, which offers a unique synergy with the Ridgefield National Wildlife Refuge on the Columbia River.
- Legend**
- Existing Roads
 - Proposed Roads
 - Recommended Connection
 - Programmed Park or Open Space
 - Natural or Riparian Corridor
 - Non-Natural Linkage
 - Approx. Location of Open Space
 - Non-Fish Bearing Stream
 - Fish Bearing Stream
 - Critical Areas
 - Contours - 4 ft
 - Study Area Boundary
 - City Boundary