



City of Ridgefield

Ridgefield Junction Subarea Plan



December 2015

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EXECUTIVE SUMMARY

Planning for Sustainable Growth

Increased economic activity in the Portland-Vancouver metropolitan area is spurring substantial growth in surrounding communities, such as Ridgefield. In order to plan for this influx of new residents, the City of Ridgefield has initiated a variety of planning efforts that seek to sustain the livability and aesthetic appeal of the community while also positioning the city to capture a share of the region's anticipated employment growth.

Ridgefield Junction, approximately 1,400 acres flanking the Interstate 5 and Pioneer Street interchange, is envisioned to be the city's employment hub, supporting a variety of industrial and commercial businesses as well as a couple of important institutional landowners - PeaceHealth and Clark College. This subarea plan provides a community-based vision for the Junction, helping the City with long-term planning by providing guidance for future infrastructure investment, zoning regulations and urban design as well as a strategy for implementation.

Community Engagement, Vision and Goals

The consultant team, in collaboration with City of Ridgefield staff, solicited feedback from a variety of stakeholders and the general public during different points in the planning process. Phone interviews, two stakeholder roundtables, a public open house and an online survey gave residents, landowners and business representatives opportunities to shape the plan's vision and goals as well as the design concept. Based on input from stakeholders and City staff, the following vision and goals were developed.

Vision

Ridgefield Junction is 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 are the foundation for the Junction's vitality, and new development reinforces Ridgefield's aesthetic appeal and capitalizes on its scenic setting.

Goals

- Honor Ridgefield's commitment to livability, sustainability and design excellence in new development
- Provide critical infrastructure and amenities for anchor tenants and key institutions
- Develop a range of commercial centers that complements the city's historic downtown
- Create unique gateways and districts in Ridgefield Junction that reflect community character
- Promote opportunities for live/work lifestyles
- Increase and diversify the City's tax base by attracting new development and greater employment

Ridgefield Junction Today

Much of Ridgefield Junction is undeveloped and retains its pastoral character, though the land is largely zoned for employment-generating activities, such as commercial, office and industrial uses. The Junction accounts for around 80% of Ridgefield's total employment capacity, based on Clark County's Vacant Buildable Lands Model analysis. Two major institutions own large tracts of land in the subarea - Clark College is exploring specialty program options for its new campus that will also offer core courses and, nearby, PeaceHealth has a master plan that includes retail, office and light industrial uses.

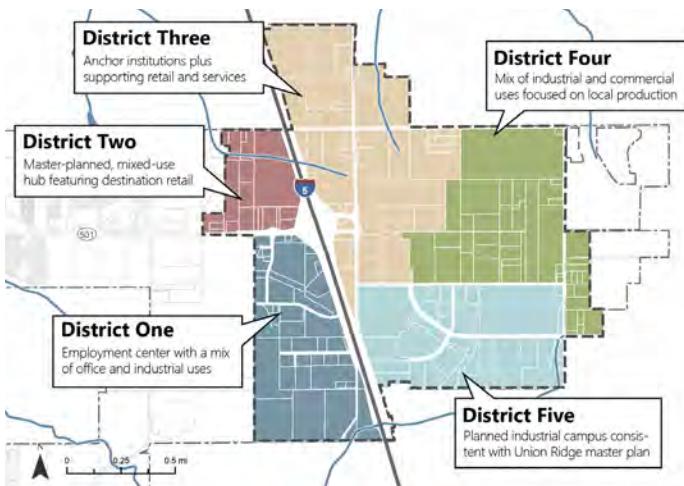
The Union Ridge Master Plan is another important factor in planning for the subarea. Approved by the City as an Employment Mixed Use Overlay (EMUO) district in 2006, the master plan pertains to two separate sets of property, one at the northwest corner of the I-5 and Pioneer interchange (Union Ridge North) and the other at the southeast corner of the subarea (Union Ridge South). The EMUO gives developers more flexibility than permitted under typical zoning regulations, allowing limited residential use on office and industrial zoned lands, for instance. Union Ridge South has experienced substantial industrial and commercial development. However, Union Ridge North is still undeveloped and represents a unique opportunity to create a distinctive presence for Ridgefield along I-5.

Critical areas and their buffers, particularly east of I-5, present both limitations and opportunities for future development in the subarea. In the Parks & Recreation Comprehensive Plan (Parks Plan), a number of stream corridors are proposed to become recreational amenities that will increase multimodal connectivity within Ridgefield. Endangered

migratory waterfowl habitat, located in the eastern portion of the subarea, is likely to impact development potential to those properties. Infrastructure, or the lack thereof, is an additional consideration for future development. The opening of the Discovery Corridor Wastewater Transmission System (currently under construction) will be a much-needed infrastructural upgrade that will support growth in the Junction.

Design Concept & District Identities

The conceptual design framework proposes: an expansion of the road network to facilitate both vehicular and non-motorized circulation and support new development in the Junction; creation of a robust trail and park network that augments the Parks Plan; and the establishment of five districts within the subarea, defined by their primary land use activities and anchor landowners, where applicable.



District One and District Five (Union Ridge South) are home to the current concentrations of industrial activity and are expected to continue in these roles. District Two (Union Ridge North and adjoining parcels) has the potential to serve as a gateway to Ridgefield and, based on community input, the plan envisions a high-quality lifestyle center, hosting a mix of retail, office and residential uses. Building upon the two institutional landowners' plans, District Three will support office and retail activity, with complementary residential development. District Four, which is the most encumbered by critical areas and has the least infrastructure, is designed to attract industrial users and associated businesses interested in local production activities, such as smaller scale manufacturers, breweries, viticulture and urban farming.

Key Implementation Strategies

Realizing the vision for the Junction will require the implementation of a variety of strategies, including updating the comprehensive plan and development code as well as branding and marketing. Below are some of the key implementation strategies:

Policy Updates

- Amend Parks & Recreation Comprehensive Plan to include open spaces and corridors as proposed
- Align comprehensive plan policy with vision and goals of the subarea plan

Proposed New Zones

- Junction Mixed Use (JMU): supports high intensity mixed use development, promotes a pedestrian-friendly environment and contains provisions for public open space in District Three
- Industrial Mixed (IM): supports a variety of uses associated with local production activities (e.g. food processing, urban farming, viticulture, artisan goods production) and creates development that complements Ridgefield's rural character in District Four

Increase Potential for Housing

- Increase maximum residential density above 16 dwelling units per acre to promote vertical mixed use in Junction Mixed Use (JMU), Office (OFF) and Neighborhood Business (CNB) zones
- Allow for horizontal mixed use and cottage housing in the CNB and OFF zones
- Add senior housing as a complementary use in the OFF zone, anticipating PeaceHealth's development; only allow when other amenities become available nearby
- Consider negotiating with Union Ridge to revise existing master plan so that it supports mixed use development in Union Ridge North

Development Regulations and Infrastructure

- Continue high development standards (e.g. building and landscaping requirements) for commercial development
- Support low impact development (LID) techniques to treat stormwater onsite
- Review infrastructure and utility planning to ensure that it can accommodate development as proposed in the subarea plan

INTRODUCTION

RIDGEFIELD JUNCTION

Ridgefield Junction, in the City of Ridgefield, straddles the I-5 interchange at Pioneer Street and is roughly bounded by NW 279th Street at its farthest point north, N 85th Avenue to the east and NW Timm Road to the south; its far western border is about a third of a mile from S 56th Place (Figure 1). It encompasses a mix of commercial and industrially zoned land in contrast to the primarily residential uses that dominate most of the city. Already a hub of industrial and retail activity, this area is anticipated to become an even larger employment center in the city. Future uses in the Junction, such as a new college campus and a medical complex, could be major job generators and would help diversify the city's economic base.

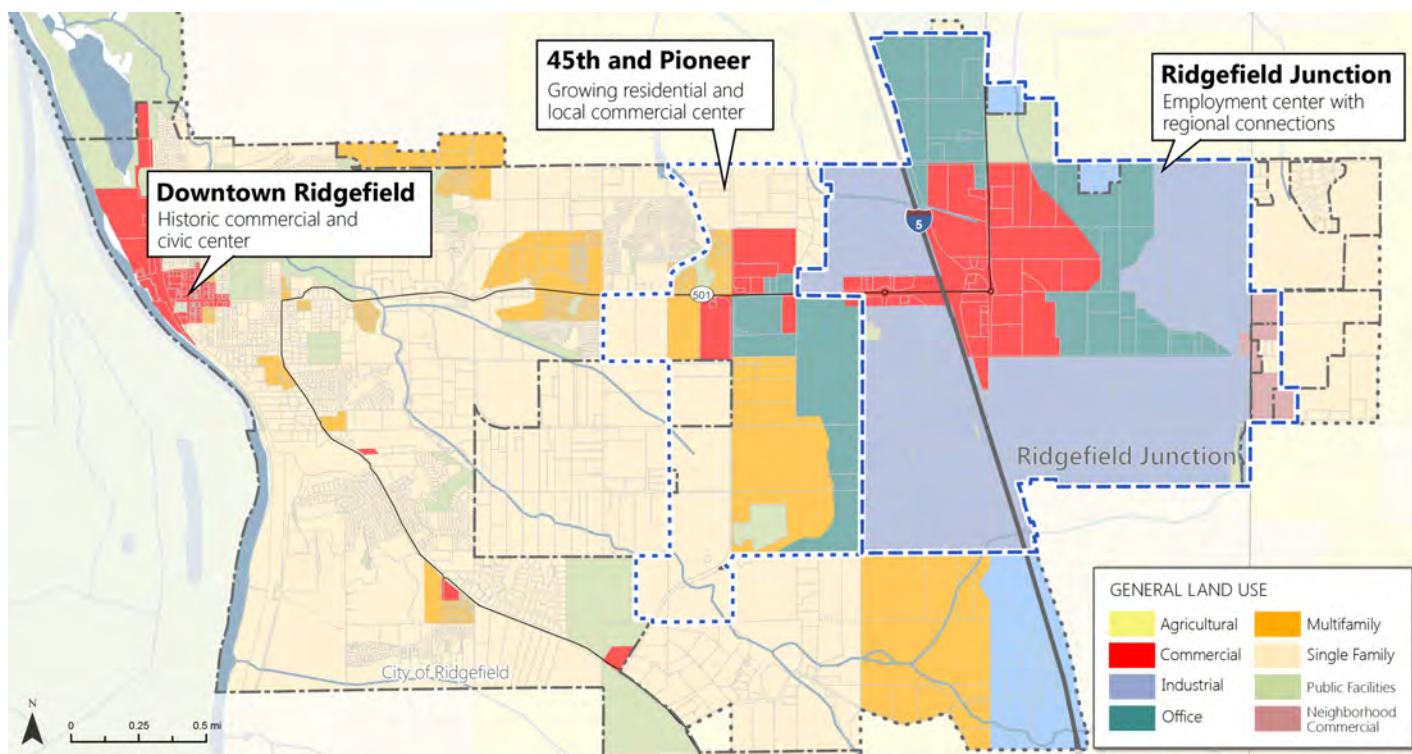
The Portland-Vancouver metro area is currently experiencing rapid growth, and Ridgefield has an opportunity to capture a share of this increase in the region's population and employment. While the city has seen a substantial amount of residential development in recent years, it also hopes to create more high-quality jobs, allowing residents the opportunity to live and work in Ridgefield. Two major institutional land owners – Clark College and PeaceHealth – could be catalysts for major development activity, while other small-

er-scale commercial developments could contribute to the overall vitality of the area.

Other important considerations for development in the Junction are plans for nearby competing commercial centers. A couple of retail/mixed-use projects have been proposed about five miles south near the Clark County Event Center at the Fairgrounds, though plans have stalled since the recession. Closer in proximity to the Junction are ongoing plans for the 134,000 square foot Cowlitz Casino, a little over two miles north along I-5. This development, set to break ground in early 2016, will also feature a hotel and shopping center.

Given current growth trends and its prime location on the I-5 corridor, Ridgefield Junction will inevitably experience an influx of development. Lacking an overall plan for the entire area, new development may occur in a manner incompatible with the community vision for the Junction. This subarea plan will help the City by encouraging and directing new development that will achieve Ridgefield's long-term vision for the Junction.

FIGURE 1. Ridgefield Junction Subarea and City of Ridgefield land use



SUBAREA PLAN PURPOSE

Community Attributes Inc. (CAI), along with its subconsultant MIG/SvR Design, were tasked with leading development of the subarea plan with a focus on further developing the area's identity and potential as an economic engine for the city. The Ridgefield Junction Subarea Plan focuses on further developing the area's identity and potential as an employment and commerce center. The intent of this document is to:

- Provide guidance for future infrastructure investment, zoning regulations and urban design
- Serve as an implementation plan that City leaders and staff can leverage

PLANNING CONTEXT

This plan is one of several ongoing efforts to plan for future growth in Ridgefield. A separate consultant team is conducting a subarea plan for 45th and Pioneer, immediately to the west of the Junction, which is primarily characterized by residential and local commercial uses. The City has another consultant team working on a citywide multimodal plan. In addition, the City has been working in conjunction with an environmental engineering consultant on a plan for properties in its historic downtown and waterfront, both of which have required or will require substantial remediation to be ready for development.

This plan seeks to align with the 2014 Parks & Recreation Comprehensive Plan as well as Ridgefield's current Comprehensive Plan goals, identifying relevant policies to be integrated into the 2016 Comprehensive Plan update to support the subarea plan's vision. Together, these plans will influence future development in the Junction.

PROCESS AND APPROACH

As Ridgefield's primary location for future employment growth, the Ridgefield Junction subarea has the potential to not only serve its local Ridgefield community but also the wider region within Clark County. Thus, this subarea plan involved not only traditional land use planning analysis but also a data-driven design approach to assess local and regional market conditions to formulate its recommendations.

Data-Driven Design

Data-driven design is a process that uses rigorous data analytics to inform physical planning and urban design concepts. A detailed data profile is essential to understand the favorable uses in local market conditions, spatial implications of demographic and economic trends and opportunities for new development. This data profile is the cornerstone of CAI's approach to planning and urban design.

- Assemble a data profile
- Identify goals, opportunities and constraints
- Translate data in design strategies
- Draft action plan to guide implementation

The profile, however, is primarily quantitative and tells only part of the story about Ridgefield, and a more qualitative understanding of the subarea is critical to a comprehensive perspective. Therefore, the data profile is supplemented by outreach to key stakeholders and the community at large.

Public Outreach and Engagement

In partnership with City staff, the consultant team identified stakeholders for Ridgefield Junction and engaged these individuals as well as the general public at key points during the planning and design process. Engagement took several forms, as briefly described below:

- In-depth interviews – individuals identified by City staff as stakeholders were interviewed via phone
- Stakeholder roundtables – City staff invited stakeholders to attend two roundtables to discuss a shared vision and guiding principles for the plan, the existing conditions assessment and proposed design concepts for the subarea
- Public open house – the City hosted a public open house featuring content from all the planning processes underway to inform the community about each project and solicit feedback

METHODOLOGY

A variety of data sources were used in the preparation of this plan, including:

- Clark County Assessor
- Clark County Vacant Buildable Lands Model
- City of Ridgefield Municipal Code
- U.S. Census Bureau American Community Survey
- Washington Employment Security Department
- CoStar
- Hoovers

PLAN LIMITATIONS

This document provides general planning guidelines and recommendations intended to help the City of Ridgefield prepare more specific policy documents. It is not an assessment of land value or development feasibility and does not constitute binding code. The analysis provided applies to a large area and may not be appropriate for decision-making at the parcel level.

To move from this subarea plan to adopted policy, the city will need to gather additional and more detailed data to verify constraints and opportunities presented herein.

COMMUNITY ENGAGEMENT AND VISION

This chapter details the efforts by City staff and the consultant team to engage stakeholders and the general public during the subarea planning process. Ridgefield Junction has a critical role to play in the future of Ridgefield, and this plan is intended to provide the City with guidance on how it should channel public investments and tailor land use and development regulations. Ridgefield residents as well as businesses and land owners in the Junction could potentially be affected by proposed changes. The engagement process offered stakeholders and the public multiple opportunities to provide feedback so the plan could take into account as many perspectives as possible.

PUBLIC ENGAGEMENT

Phone interviews, stakeholder roundtables and comments received during the public open house provided insight into the challenges and opportunities for Ridgefield Junction and the city as a whole as it seeks to accommodate projected growth while retaining Ridgefield's high quality of life and unique character. This section provides a summary of the information gathered from stakeholders through the various engagement techniques and concludes with the vision and guiding principles for the Junction subarea plan.

OVERVIEW

Below is an overview of the outreach and engagement efforts conducted during the subarea planning process.

Phone Interviews – June and July 2015

Key stakeholders, primarily landowners and business representatives, were asked about their vision for the Junction and the opportunities/challenges for various types of land use activities.

Roundtable 1 – August 6, 2015

Based on feedback received during the phone interviews and in response to City input, the consultant team developed an initial vision and goals for the subarea. Stakeholders were invited to a roundtable discussion about the vision and goals, findings from the existing conditions assessment and proposed districts within the subarea.

Roundtable 2 – September 17, 2015

At the second roundtable, stakeholders responded to preliminary design concepts, including circulation, land use activities and open space.

Open House – September 23, 2015

City staff hosted a public open house with presentation materials from the various planning efforts underway. Attendees provided written comments that were shared with the consultant teams.

Online Survey – October 2015

Following the open house, City staff created an online survey that included questions related to each of the planning efforts. Survey results were compiled and shared with each consultant team.

PHONE INTERVIEWS

Conducting in-depth phone interviews with Junction stakeholders was identified as an important first step in the subarea planning process. Interviewees were selected by the City of Ridgefield and all participants represented either landowners and/or businesses located within Ridgefield Junction. Below is a summary of interview feedback, grouped by topic.

Vision

The following remarks relate to both the historical and future vision for the Junction subarea and greater role within the City.

- Interviewees supported the growth of industrial uses in Ridgefield Junction and would like to see those uses continue in the future, which will help the city become an employment center.
- The original intent of the Junction was to act as an industrial base to provide tax revenue for schools and other public investments. Some respondents felt strongly that the Junction should serve as a hub of manufacturing activities that would complement plans for Clark College's proposed advanced manufacturing training center.
- Almost all interviewees would like to see more commercial activity in the Junction and saw the potential for Ridgefield to evolve into a retail center.
- While stakeholders seemed to welcome new development, they were concerned about losing the community's rural character that attracted them to Ridgefield initially.

Land Uses/Economic Activity

The following responses offer perspectives on the type, potential and suitability of various land use categories and/or economic activities.

Retail

- Almost all respondents indicated they would like more retail options at the Junction, specifically a grocery store, shops and restaurants, both full and limited service.
- One stakeholder felt an outlet mall would not be an appropriate type of retail for the area.

Industrial/Office

- Two interviewees expressed an interest in attracting more manufacturing to the Junction, such as food processing and metal fabrication. Creating a concentration of these activities would help foster a neighborhood of businesses with similar needs that can share resources. In contrast to warehousing and distribution activities, manufacturing involves greater employment density and more living wage jobs.
- One interviewee was concerned about housing or retail uses possibly dominating the Junction, weakening its ability to serve as a robust employment center.
- Another felt that promoting more mixed-use office/light industrial uses in the Junction would provide flexibility for developers to respond to market conditions and help attract more high-density development.
- One business representative noted that the company's location was ideal with excellent access to I-5 and no potential for conflicts with residences, which was a problem in their previous location in another city.
- A business located in Union Ridge felt the master plan works well, though development has been slower than expected.
- All business owners and representatives said their current facilities were larger than necessary, so they do not foresee requiring any more property or additional development to expand operations.

Institutional

- Of the two major institutional property owners, Clark College suggested it was more likely than PeaceHealth to develop its land in the short term.
- Clark College's proposed development is intended to be a commuter campus that offers core programs in addition to an advanced manufacturing standalone program that would be unique to Ridgefield.
- The college also envisions establishing a maker space and fermentation school, both of which would have commercial uses.
- Interviewees responded positively to the planned Clark College facility, seeing it as an opportunity to spur additional development, though one person noted the development timeframe on such a project could be very long.

Parks

- A few stakeholders voiced an interest in having more space for active recreation in the Junction.
- One idea was to create a recreation facility that would draw users and visitors from the region, which would attract customers to future retail establishments.
- Another stakeholder would like to see the Junction connected to other parts of the city through a greenbelt/trail system.

Residential

- One stakeholder mentioned the concern amongst current Ridgefield residents about the imminent development of row homes along Pioneer.
- While Clark College would not develop student-type housing, students attending classes in Ridgefield and its WSU Vancouver location might be interested in living in the Junction.
- Another interviewee did not think housing east of I-5 was viable.

Hotel

- A couple of interviewees saw the potential for hospitality activities in the subarea, though they would like to see more than a standard roadside motel.
- Those interested in having a hotel in the Junction felt that higher quality retail and greater density could result in a nicer hotel development.

Transportation and Infrastructure

The following comments summarize transportation and infrastructure concerns expressed by stakeholders.

- While most of those interviewed had no concerns about infrastructure, a few voiced concerns about the capacity of roads and utilities to accommodate expected growth, both residential and commercial. Development will increase trips between downtown and the Junction along Pioneer, which could lead to congestion.
- Interviewees recommended the City explore widening Pioneer and/or providing additional routes between downtown and the Junction.
- Stakeholders mentioned sewer and water have historically been problematic, but no businesses mentioned any problems with either.

Design Elements

Most interviewees had no clear thoughts on what types of design elements they would like to see in the Junction. The following are the few ideas stakeholders mentioned.

- One stakeholder would like building design in the Junction to be distinctive, not generic tilt-up types. The Junction should have a distinct character, conveyed through architecture and urban design that would be apparent from the highway.
- Another suggested there should be strong standards for elements like signs and lighting to create a more unified sense of place.
- Development standards should consider what types of outdoor storage, fencing and building materials are appropriate in the long term.

Business Climate

Several respondents offered perspectives on working with the City, listed below.

- While businesses seem relatively satisfied with the business climate in Ridgefield, a couple of interviewees mentioned it can be difficult for outsiders to gain traction within the community.
- One interviewee mentioned downtown and the Junction business communities feel completely disconnected.
- Interviewees generally viewed the City positively, citing its helpful communication in regards to road construction as well as responsiveness to various issues.
- They also felt the development process was reasonable with no major problems.

Challenges and Opportunities

The following are comments that addressed challenges and opportunities for development in the Junction.

- One stakeholder saw the fragmented ownership in the Junction as a challenge to creating a cohesive plan.
- It was also noted a big box retailer would likely want to locate at the Junction, which might reduce the attractiveness of the area as a gateway.
- One business owner felt the recent adoption of more stringent stormwater regulations at the state level was likely to be cost-prohibitive for many companies looking to develop anywhere in Western Washington.
- Several interviewees suggested the City be more proactive about attracting desired development by taking steps to reduce development time and costs, such as providing utility connections to create “shovel ready” conditions. Such upfront costs can force developers to choose a location that is better prepared to receive development.

STAKEHOLDER AND PUBLIC ENGAGEMENT

Roundtable 1

The first stakeholder roundtable discussion was framed around the existing conditions assessment, draft vision and goals and the proposed districts within the subarea (Figure 2). Below is a summary of key takeaways, considerations and discussion items.

Study Area-wide

- Where can parks and recreation space be located in the Junction?
- What is the role of multifamily housing and what will the character of that housing be?
- Where can assisted/senior housing fit?
- Consider the east/west divide of the City
- Growth on Native American lands to the north will impact the study area

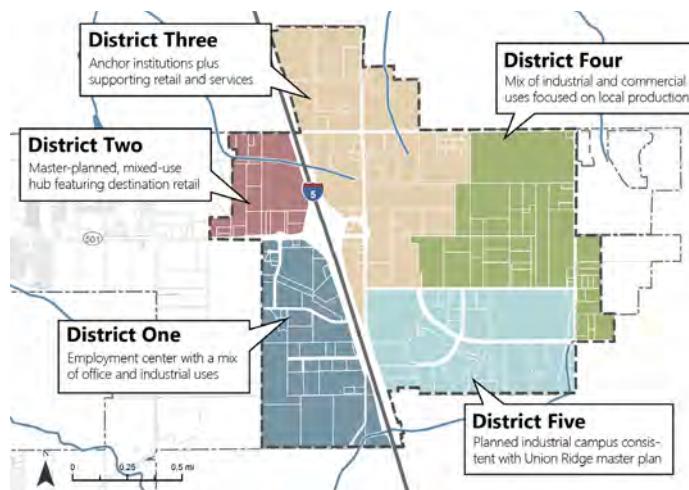
District One

- Support the role of the Port of Ridgefield and its lands
- Continue support of existing businesses and growth of employment in this area

District Two

- This area will define Ridgefield from the freeway
 - Major role for retail but in what form?
 - There is interest from a mix of retail types
 - Desire a high-end character (Bridgeport Village)
 - Limit impacts of uses like car dealerships
- There is a sense of urgency to capture future retail demand
- Where and what types of hotels may develop here

FIGURE 2. Subarea Districts



Ridgefield Junction Subarea Plan – December 2015

District Three

- Support higher density housing around college
- Clark College
 - Large property for the institution's needs
 - Possibility of other uses (retail, housing)
 - Long term need for parks and rec space on campus
 - Potential for mixed use development in long term
- PeaceHealth Property
 - Intent is to maintain their existing land use plan that includes a mix of uses

District Four

- Limited improvements
- This area will be demand-driven
- Required sewer access
- Wetlands are a major factor in this area
- Opportunity for housing to complement adjacent college and major employers
- Density of this area will impact surrounding housing
- Potential for mixing housing with office and other uses

WORKSHEET
Ridgefield Junction Stakeholder Workshop 8/6/2015

Draft Vision
Ridgefield Junction is 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 are the foundation for the Junction's vitality, and new development reinforces Ridgefield's aesthetic appeal and capitalizes on its scenic setting.

Draft Guiding Principles
Rank the following draft guiding principles by importance:

- Create a gateway to Ridgefield reflective of community character
- Develop a premier commercial center that complements the city's historic downtown
- Promote opportunities for live/work lifestyles
- Increase and diversify the tax base
- Provide critical infrastructure and amenities for anchor tenants and key institutions
- Honor Ridgefield's commitment to livability, sustainability and design excellence in new development

Question
What are the top three outcomes that you would like to see result from the Subarea Plan?

Sample worksheet from first stakeholder roundtable

Roundtable 2

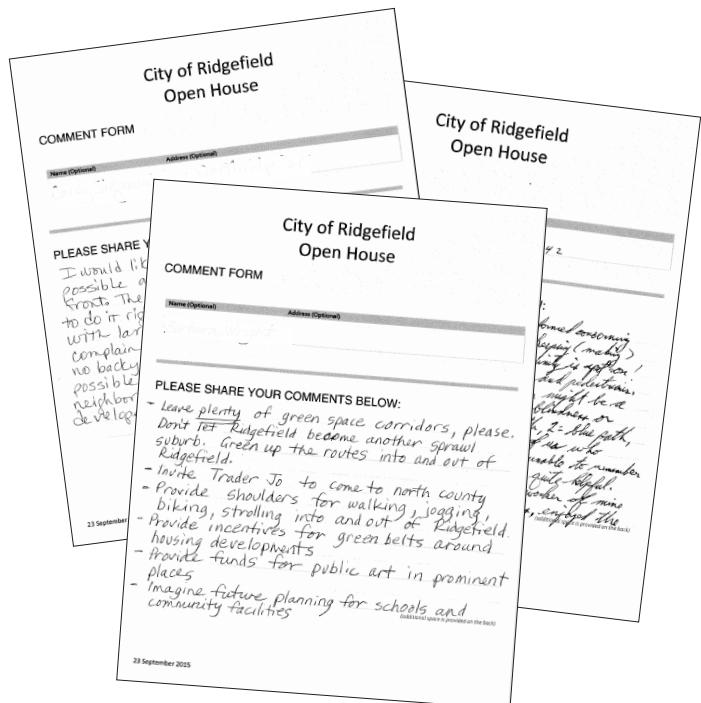
A variety of stakeholders attended the second roundtable to review preliminary design concepts for land use, circulation and open space. There was also continued discussion about the types of uses in proposed districts and the role of the major institutional land owners. Key discussion points relevant to development of the subarea plan included:

- Due to regulations and soil conditions, stormwater management will likely require a great deal of land
- Critical areas as mapped by the County are likely not accurate and provide a very rough approximation; wetland delineation will have to occur on a site-by-site basis to determine the true development constraints
- There has been some interest by landowners in developing housing in the Junction
- Considering potential synergies with proposed Downtown Ridgefield waterfront development
- Maintaining the potential for light industrial uses in District Two and allowing for flexibility
- Including senior housing as a permissible use in the northern portion of District Three; commercial uses are unlikely in this portion of the subarea due to the distance from the interchange
- The most northern portion of PeaceHealth's property (Area C) is slated for research and development uses, though this should be understood as a very long term plan
- Clark College plans to offer core courses at its campus as well as a specialty program, to be determined based on community interest; currently, it is considering an advanced manufacturing program, which would require industrial uses on its property
- While Clark College is seeking community input on its potential program, the City, residents and businesses are looking to the college to decide what type of program it will establish
- District Four still needs infrastructure, so development timeframe is longer term; in the interim, recreation uses are potentially viable
- The City might consider setting up a wetland mitigation bank in District Four, given that it appears to be substantially encumbered by critical areas

Open House

About 100 people attended the City's public open house to learn more about the multiple planning efforts underway, including the downtown circulation plan, citywide multimodal plan and the subarea plans for Ridgefield Junction and 45th and Pioneer. Attendees provided written feedback on a wide range of topics relevant to the Junction subarea plan, summarized below:

- Provide abundant open space corridors and paths for pedestrians and cyclists to connect neighborhoods/points of interest within Ridgefield as well as areas beyond city boundaries
- Prevent sprawl as the city's population grows and ensure new development (housing and commercial) is high-quality with excellent landscaping
- Encourage a grocery store, possibly a specialty grocer, and other general retailers to locate either in the Junction or 45th and Pioneer subareas
- Provide for assisted care facilities and other retirement options so that Ridgefield can be a lifelong community
- Discourage discount, big box retailers
- Improve signage within key points of the Junction to direct more people downtown
- Smaller shops and restaurants should be located downtown to maintain the historic character



Sample of public open house comment sheets received

Online Survey

Following the public open house, City staff developed an online survey to solicit additional community feedback. Responses aligned well with feedback gathered from other community engagement efforts. More than 100 people responded to the survey, which covered the subarea plans for Ridgefield Junction and 45th and Pioneer as well as the downtown circulation plan. Responses to questions regarding the Ridgefield Junction subarea plan are summarized below.

When asked to envision the desired character for the Junction over the next 10 to 20 years, respondents' top three choices (out of the eight options provided) were:

- Fits with small town/rural Ridgefield character
- Convenient to places to shop and work
- High quality of development

When asked to rank a list of 10 planning objectives for the subarea, the weighted average of the responses resulted in the following prioritization:

1. Master planning that both protects and complements wetland/critical areas as an amenity for high-quality development
2. Protection of existing wetlands and other critical areas from development
3. Clear separation and buffering between residential and commercial developments
4. Opportunities for non-auto circulation such as walking and bike trails
5. Opportunities for larger scale retail development
6. Smaller parks clustered near residential and existing natural areas
7. Mixed use neighborhoods with some medium density residential located side by side with neighborhood retail services
8. Single large park area
9. Opportunities for industrial and business park development that complements existing uses
10. Primary reliance on auto circulation within the subarea and to the rest of Ridgefield



Online survey summary excerpts

VISION AND GOALS

The vision and goals for Ridgefield Junction served as a guide for the subarea planning process. Planning and design decisions are informed by the vision, and the goals, which also act as design principles, ultimately become criteria by which design concepts are judged. In addition to influencing the subarea's physical design, the goals serve as Comprehensive Plan policies that guide City investment and other actions. An initial version of the vision and goals was developed based on an understanding of the City's priorities for the Junction as well as stakeholder interview findings. The draft versions were presented at the first stakeholder roundtable and further refined to incorporate the feedback received. Below are the finalized vision and goals.

RIDGEFIELD JUNCTION VISION

Ridgefield Junction is 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 are the foundation for the Junction's vitality, and new development reinforces Ridgefield's aesthetic appeal and capitalizes on its scenic setting.

GOALS



Honor Ridgefield's commitment to livability, sustainability and design excellence in new development



Provide critical infrastructure and amenities for anchor tenants and key institutions



Develop a range of commercial centers that complements the city's historic downtown



Create unique gateways and districts in Ridgefield Junction that reflect community character



Promote opportunities for live/work lifestyles



Increase and diversify the City's tax base by attracting new development and greater employment

EXISTING CONDITIONS

This chapter presents a sophisticated understanding of the Junction, Ridgefield's residents and the city's economy, as well as the greater region in which it participates socially, economically and ecologically. It includes an assessment of planning considerations, such as land use and infrastructure, in relation to market conditions for future residential and industry development in the Ridgefield Junction. Based on this analysis, the chapter concludes with a summary of implications for subarea planning by major land use type.

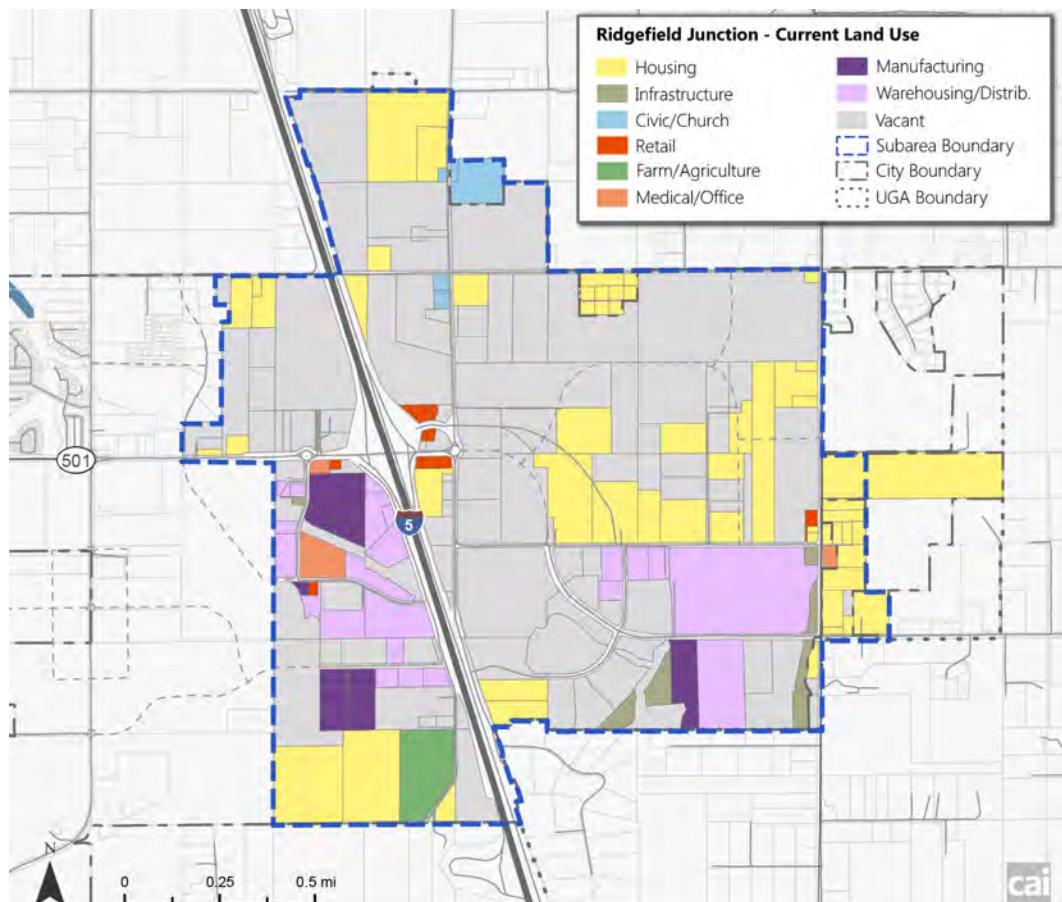
PLANNING OVERVIEW

Ridgefield's land use, development regulations and physical features, such as rolling hills and wetlands, are essential elements to consider when envisioning future development in Ridgefield Junction. This section presents an overview of key factors that influenced development of the subarea's concept plan.

DEVELOPMENT PATTERNS AND LAND USE

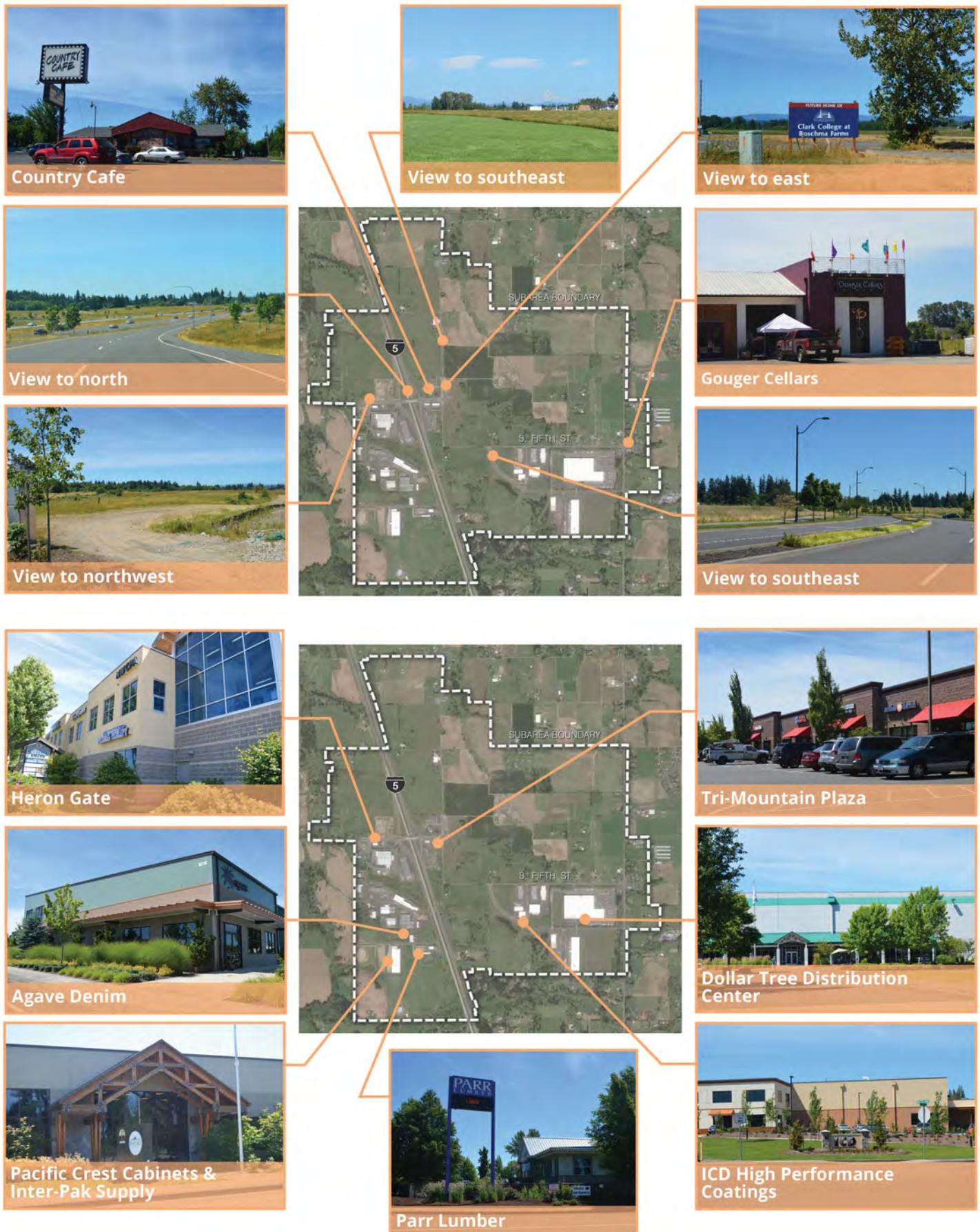
The Ridgefield Junction subarea encompasses approximately 1,400 acres and is currently mostly undeveloped, with agricultural uses dominating in the east. Figure 3 illustrates the current land use by parcel in the Junction. Due to the large amount of agricultural land, it is mostly vacant. Retail uses are located along Pioneer Street and industrial uses are clustered in the southern section of the subarea. Site photos in Figure 4 show the rural, aesthetically appealing character of Ridgefield as well as the range and quality of development, particularly the high-quality industrial buildings and roads.

FIGURE 3. *Current Land Use, 2014*



Source: Clark County, 2015

FIGURE 4. Ridgefield Junction site photos, June 2015



Source: CAI, 2015

ZONING AND DEVELOPMENT REGULATIONS

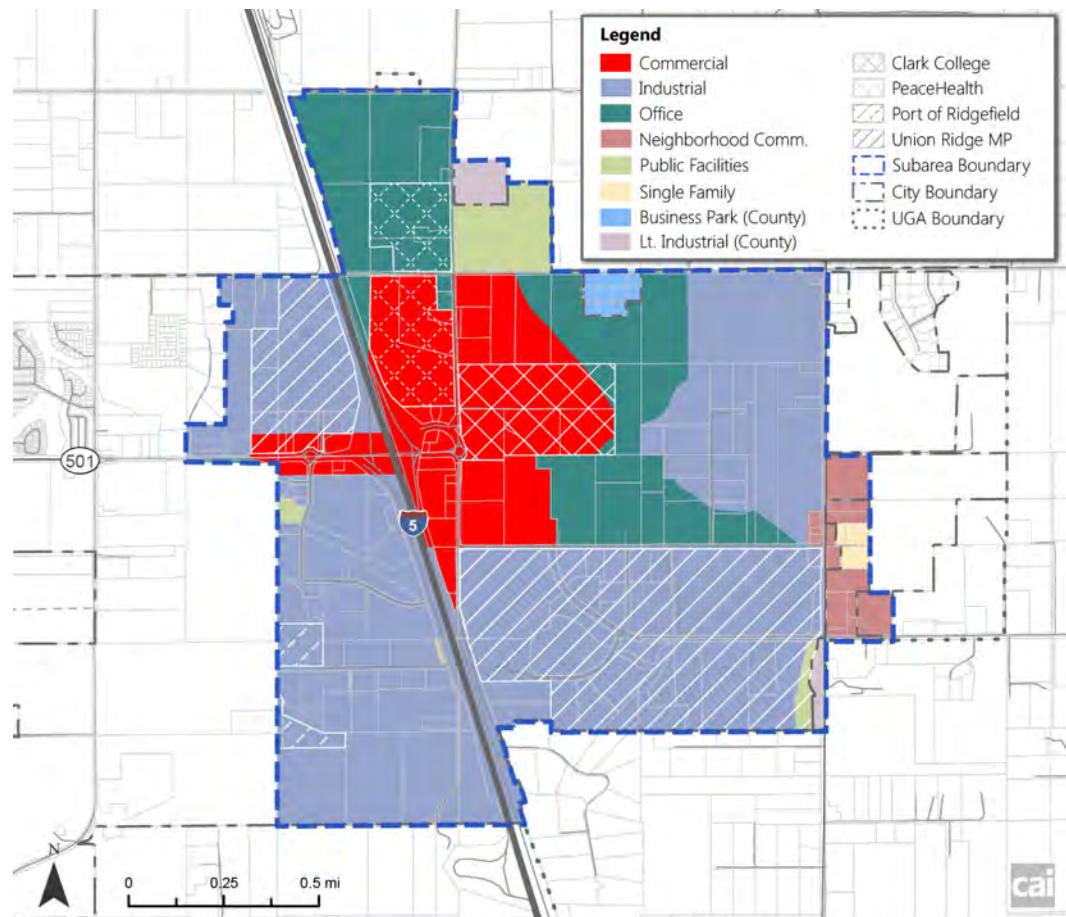
The following section provides a detailed breakdown of the existing regulatory and zoning environment in the Junction study area as well as Comprehensive Plan policy language regarding land uses applicable to the subarea. This includes an overview of critical areas and developable lands as environmental constraints impact the type and intensity of development that can occur. Figure 5 maps the Junction's current land use types as well as the locations of key properties in the subarea, owned by PeaceHealth, Clark College and the Port of Ridgefield. Selected development standards for zoning in the Junction are presented in Figure 6.

Comprehensive Plan Policy

The City of Ridgefield's 2013 Comprehensive Plan broadly supports the City's vision for the Junction, anticipating that the recent improvements to the Interstate 5 interchange at Pioneer Street "will facilitate extensive employment growth in the immediate vicinity and land to the north and south of the interchange." The Comprehensive Plan identifies and describes the objectives of the following land use types in the Junction:

- General Commercial (GC) – provide for business and commercial activities to meet local and regional demand
- Neighborhood Commercial (NC) – create opportunities for low-intensity business service uses to serve proximate residential neighborhoods
- Office Park/Business Park (OP) – provide for business and office uses serving regional market areas with significant employment opportunities supported by limited commercial uses

FIGURE 5. Key Properties and Land Use Types, 2015



Source: Clark County, 2015; City of Ridgefield, CAI, 2015

- Light Industrial (ML) – provide for industrial and manufacturing uses 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

The plan also mentions special overlay districts, including the Employment Mixed Use Overlay (EMUO), which is intended to “provide a mix of compatible light industrial, services, office, retail and residential uses.”

Employment Districts

The vast majority of the Junction’s zoning falls within Ridgefield’s Employment Districts designation, which are the industrial and office zones. The City has identified these as important regional employment resources, with limitations on retail, commercial and residential development (RDC 18.240).

Permitted uses in these two zones are:

- Industrial District (IND) – light manufacturing and processing, wholesale trade and warehousing, research and corporate offices and supporting activities; retail that serves the general public and similar uses with high parking demands are expressly prohibited
- Office District (OFF) – similar to the Industrial District, with the same prohibition on retail; differs in that it has a greater emphasis on employment-intensive uses and restrictions on businesses with high nuisance factors

Commercial Districts

Following the two Employment District zones, commercial zoning is the most prevalent in the Junction. Most of this falls into regional business zoning immediately to the east of I-5 and the Pioneer Street corridor leading to downtown. A much smaller section of community and neighborhood business is located at the far eastern portion of the subarea.

Permitted uses in these three zones are:

- Regional Business (CRB) – mix of business and office uses that serve regional markets and offer significant employment opportunities; zones require access to major transportation corridors, allow for taller buildings and exclude residential uses

- Community Business (CCB) – various business uses, including retail and office, that cater to local and regional markets; also allows limited residential in mixed-use developments
- Neighborhood Business (CNB) – low-intensity neighborhood serving office, business, retail and service uses located on or near arterial streets; also allows limited residential development

Employment Mixed Use Overlay

The City also offers the option of creating a master planned mixed use site through the EMUO. The intent is to create a combination of compatible uses, including light industrial, service, office, retail and residential, in specific areas within the IND and OFF zones to increase employment opportunities. This option makes possible retail and residential uses that would otherwise be prohibited by underlying zoning.

Those seeking an EMUO designation are required to meet certain provisions, as described in RDC 18.240.110. Selected requirements for developing a master plan for EMUO consideration are:

- Minimum of 40 gross acres under ownership or control of applicant
- Multimodal circulation plan
- Noncontiguous parcels are allowed as long as they are 40 gross acres or larger and within a mile of other areas within the master plan
- One residential unit is permitted for every net developable acre in the master plan site unless the units are provided above employment uses, in which case an additional unit per net developable acre is allowed
- Minimum average residential density must be 10 units per net developable acre within the master plan site, with a maximum of 16 units per net developable acre
- Maximum of 20% of net developable acres can be dedicated to commercial uses

Additionally, the City has identified five possible zones within an EMUO – destination retail/high impact commercial, low impact commercial, office, industrial and residential – all of which have associated permitted/conditional uses and development standards. Multifamily housing with commercial uses on the ground floor are either a permitted or conditional use in all zones. EMUO development standards are presented in Figure 7.

FIGURE 6. Selected Ridgefield Zoning and Development Standards, 2015

Zone	Max Height (ft)	Max. Impervious	Max. Residential Density	Setbacks (ft)				
				Front	Side/Rear (OFF/IND)	Side/Rear (residential)	Side/Rear (other)	Side/Rear (ROW)
Office (OFF)	65	90%	16 du/ac*	10	0	20	10	10
Industrial (IND)	65	85%	NP	10	0	20	15	10
Regional Business (CRB)	65 [†]	90%	NP	0 - 10	0	20	0	0
Community Business (CCB)	60	85%	16 du/ac*	0 - 10	0	20	0	0
Neighborhood Business (CNB)	35	85%	16 du/ac*	0 - 10	0	10	0	0
Public Facilities (PF)	35	N/A	NP	20	20	20	20	20
Parks/Open Space (P/OS)	N/A	N/A	NP	10	10	10	10	10

*In the CNB, CCB, and OFF zones, residential uses are allowed conditionally. Residential uses are limited to upper stories and shall achieve a minimum density of 8 dwelling units per acre and a maximum density of 16 dwelling units per acre.

[†]Hospital uses max. height = 180 ft

NP = not permitted

Source: City of Ridgefield, 2015

FIGURE 7. Employment Mixed Use Overlay Development Standards, 2015

Use	Max Height (ft)	Max. Impervious	Residential Density	Setbacks (ft)			Landscape Buffer (ft)	
				Front (Min)	Front (Max)	Side/Rear (Min)	Abuts diff. zone	Abuts same zone
Destination Retail	60	85%	N/A	20	0	0 - 20	20	10
Low Impact Commercial	60	85%	N/A	0	10	0 - 20	0 - 10	10
Office	60	100%	N/A	0 - 20	100	0 - 20	0 - 10	10
Industrial	60	85%	N/A	20	100	0 - 20	20	10
Residential	60	100%	16 du/ac	0 - 10	100	0 - 20	10	10

Source: City of Ridgefield, 2015

Union Ridge Master Plan

The Union Ridge Master Plan, approved in 2006, is currently Ridgefield's only development with an EMUO. Union Ridge has its own development standards and design guidelines as well as an Architectural Review Committee, separate from the City's approval process, to evaluate design proposals. These standards and guidelines are intended to provide the following:

- Create a high-quality business community with a sense of place relating to the Ridgefield Junction area by setting a theme of landscape materials and forms, signage detailing and mixed-use amenities.
- Consistency of landscaping with the overall concept design for Union Ridge while promoting ease of pedestrian movement and vehicular circulation both within the individual parcels and to street and trail systems.
- Development of visual continuity in the massing and proportions of buildings as well as continuity with the scale, color, size and bulk of adjacent buildings and landscaping.
- Conformance of architectural design with the site development concept in terms of horizontal and vertical alignment. Perimeter site presentation, relationship to

view corridors, creation of pedestrian pathways and trails, signage and other related design elements should be of a consistent, high quality, thematic design.

- Ensure the site planning, architectural, landscape architectural and civil engineering design is compatible with the natural landscape character of the Ridgefield vicinity.
- Encourage outdoor recreation and social interaction among Union Ridge users through the development of the Union Ridge open space and pedestrian trail system.
- Allow the assigned retail spaces within Union Ridge to be easily accessed by auto and to provide a pedestrian-oriented, urban style experience when possible.

The master plan is divided into two different sections – one at the northwest corner of the Pioneer and I-5 interchange and the other, much larger area, in the southeastern portion of the Ridgefield Junction subarea. The northwest section is mostly planned for destination retail uses, whereas the larger area in the southeast is mainly planned for office/industrial uses with some destination retail to the west, near I-5.

DEVELOPABLE LANDS

Clark County's Vacant Buildable Lands Model (VBLM) uses generalized zoning and critical areas information to provide an estimate of potential development capacity for its Urban Growth Areas. Figure 8 contains Ridgefield's total development capacity for the three major zoning types generated through the 2014 model assumptions. Due to the large amount of employment-focused zoning in the subarea, the Junction is critical in terms of job capacity for the city, accounting for over 80% of Ridgefield's total employment capacity (Figures 9 and 10).

FIGURE 8. Current Developable Land Capacity (City and UGA), City of Ridgefield, 2014

Land Use	Developable Net Acres	Housing Units / Jobs
Residential	1,046	7,257 units
Commercial	434	8,689 jobs
Industrial	356	3,206 jobs
Employment Subtotals	790	11,895 jobs

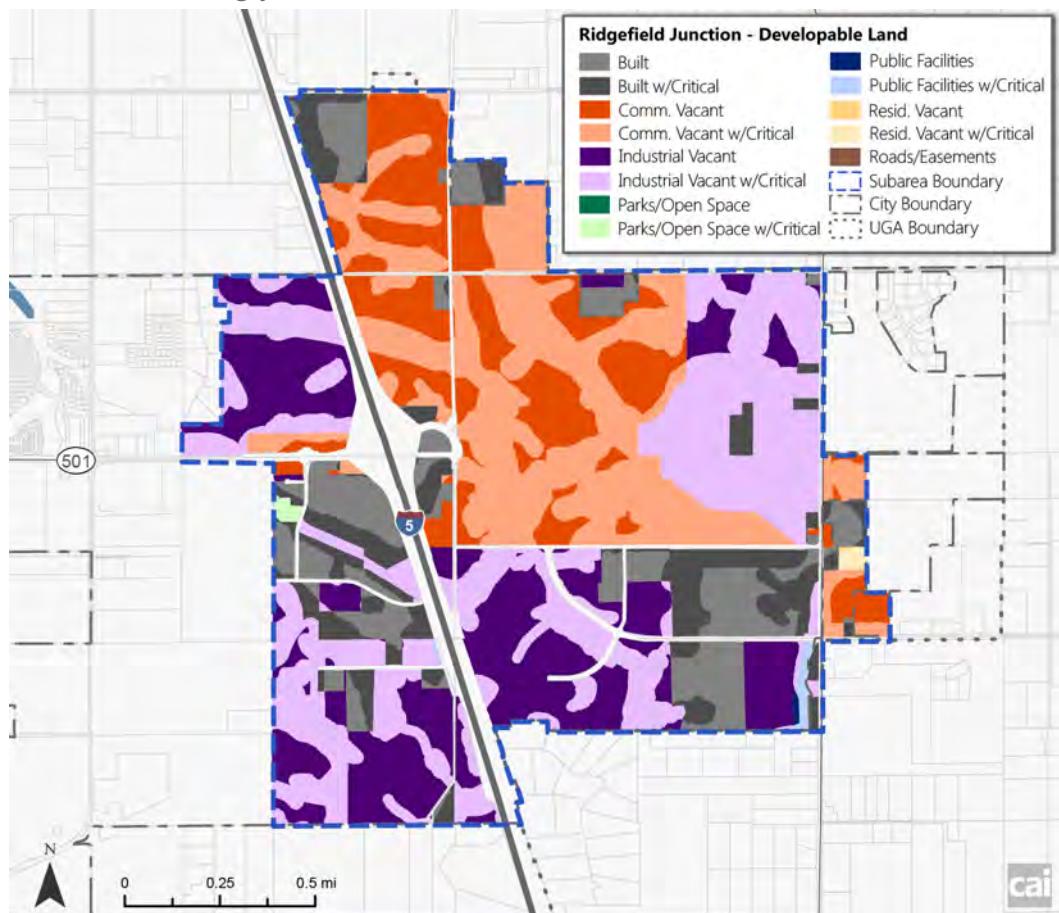
Source: Clark County VBLM, 2014

FIGURE 9. Current Developable Land Capacity Estimate, Ridgefield Junction, 2015 (based on 2014 model)

Land Status/Designation	Developable Net Acres	Employment Capacity
Built w/Critical Areas	0.0	0
Built	0.0	0
Commercial Vacant w/Critical Areas	181.4	3,630
Commercial Vacant	148.7	2,970
Industrial Vacant w/Critical Areas	131.2	1,180
Industrial Vacant	198.6	1,790
Residential Vacant	0.1	0
Residential Vacant w/Critical Areas	1.1	0
Total	661	9,570

Source: Clark County VBLM, 2014; CAI, 2015

FIGURE 10. Ridgefield Junction Vacant and Buildable Lands, 2015



Ridgefield Junction Subarea Plan – December 2015

CRITICAL AREAS

Future development in Ridgefield Junction will be impacted by critical areas and their associated buffers, which, together, are estimated to impact around 788 acres of the subarea, based on Clark County data. The following sections discuss the different types of critical areas in greater detail.

Habitat Areas

Waterways and waterfowl habitat are the major type of critical areas in the subarea which are shown in Figure 11. The predominant buffers are associated with the Washington Department of Fish and Wildlife's identified seasonal bird migratory pattern areas in the agricultural marshlands, and these areas are required to be protected or mitigated, as appropriate. Various wetlands are scattered throughout the area in the low points and near the waterways. Depending on the wetland type, different buffer widths and mitigation schemes are used for proposed development in the area.

Critical Slopes

The topography of the subarea varies from 0-40% slopes. Figure 12 shows the majority of the topography falls in the 5-10% slope range, and the steeper slopes near the waterway corridors.

Soil Type

According to the Soil Survey Geographic Database (SSURGO), the predominant hydrologic soil group in the area is classified as type C-Sandy Clay Loam, with an infiltration rate of 0.05 to 0.15 in/hr. This low infiltration rate is present in flat marsh lands where agriculture is the predominant land use. In areas where water bodies are present, there tends to be soil type D-Clay Silty Loam, which has an infiltration rate of 0 to 0.05 in/hr, allowing water to stay in low points and create ponds for agricultural or ecological functions. Figure 13 shows an approximated soil survey from SSURGO GIS.

FIGURE 11. Ridgefield Junction Habitat Areas, 2015

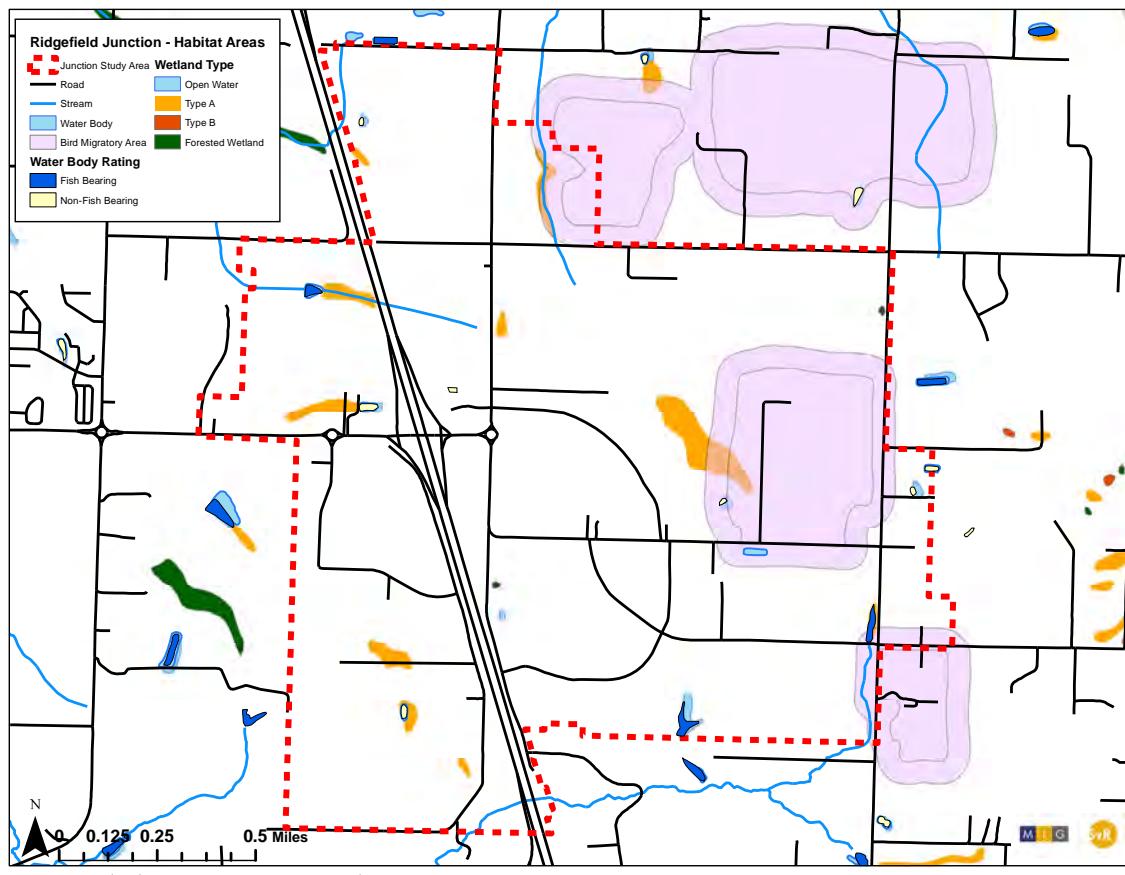
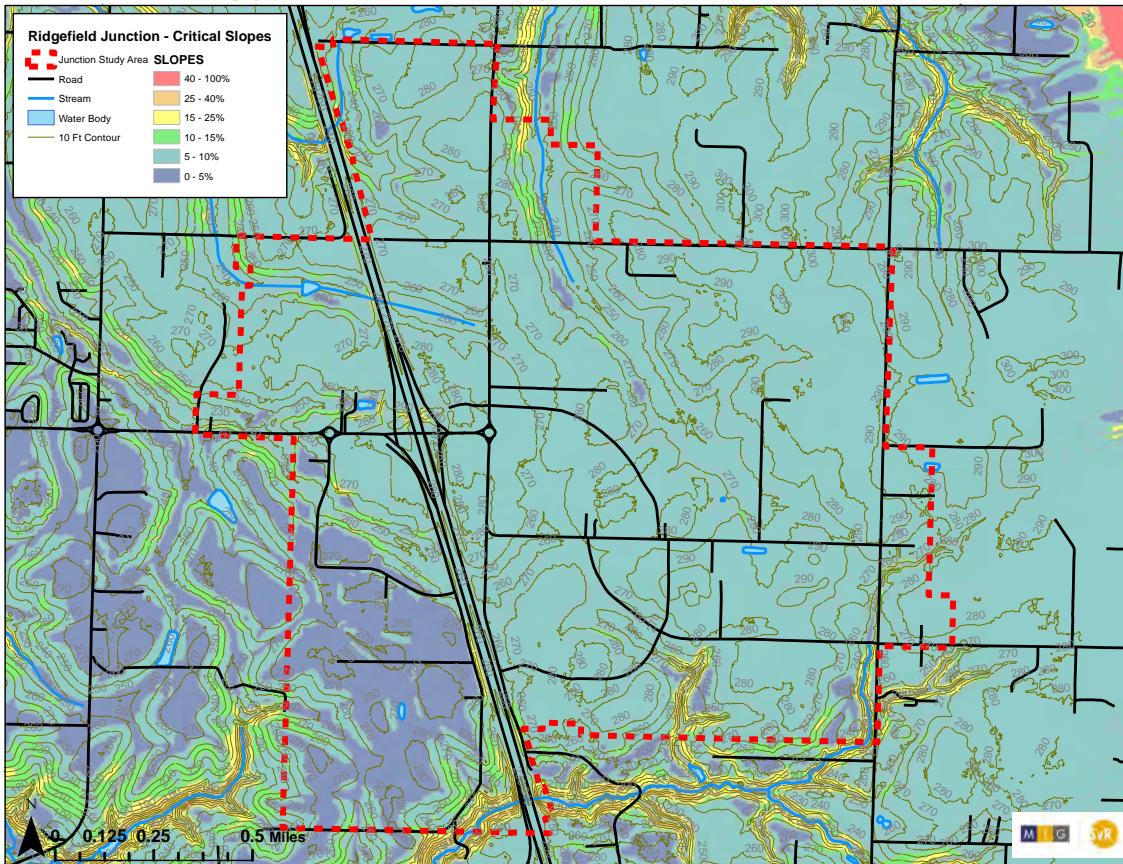
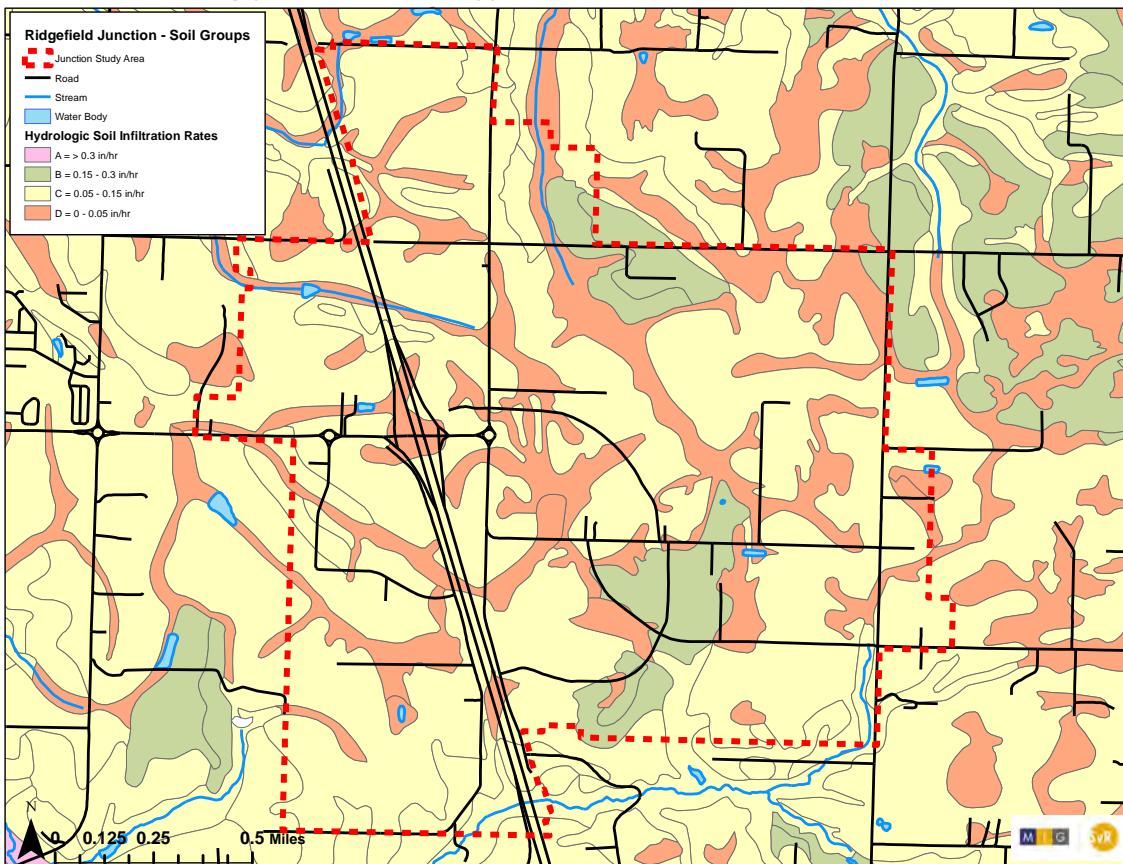


FIGURE 12. Ridgefield Junction Critical Slopes, 2015



Source: Clark County, 2015; MIG | SvR, 2015

FIGURE 13. Ridgefield Junction Soil Types, 2015



Source: Clark County, 2015; MIG | SvR, 2015

UTILITIES AND INFRASTRUCTURE

The following is a brief overview of Ridgefield's existing utilities and infrastructure, along with related planned capital investment projects from the City's capital facilities plans.

Water

Clark County relies on groundwater aquifers as its primary source of potable and non-potable water. Washington State Law requires that all water service providers must work with the Department of Ecology to obtain a water right permit before creating any new water withdrawals from the limited groundwater resources. For Ridgefield Junction, the City of Ridgefield is the water service provider for incorporated areas and Clark Public Utilities for unincorporated areas.

Ridgefield has four wells that serve the entire city at a pumping capacity of 1,165 gallons per minute. However, current development is reaching the limits of existing source capacity. Ridgefield has an intertie agreement with Clark Public Utilities for an additional 1,875 gpm from regional water resources during peak demand. A new well is currently being installed to address the current development demand,

but additional wells and treatment facilities will be needed to accommodate future development.

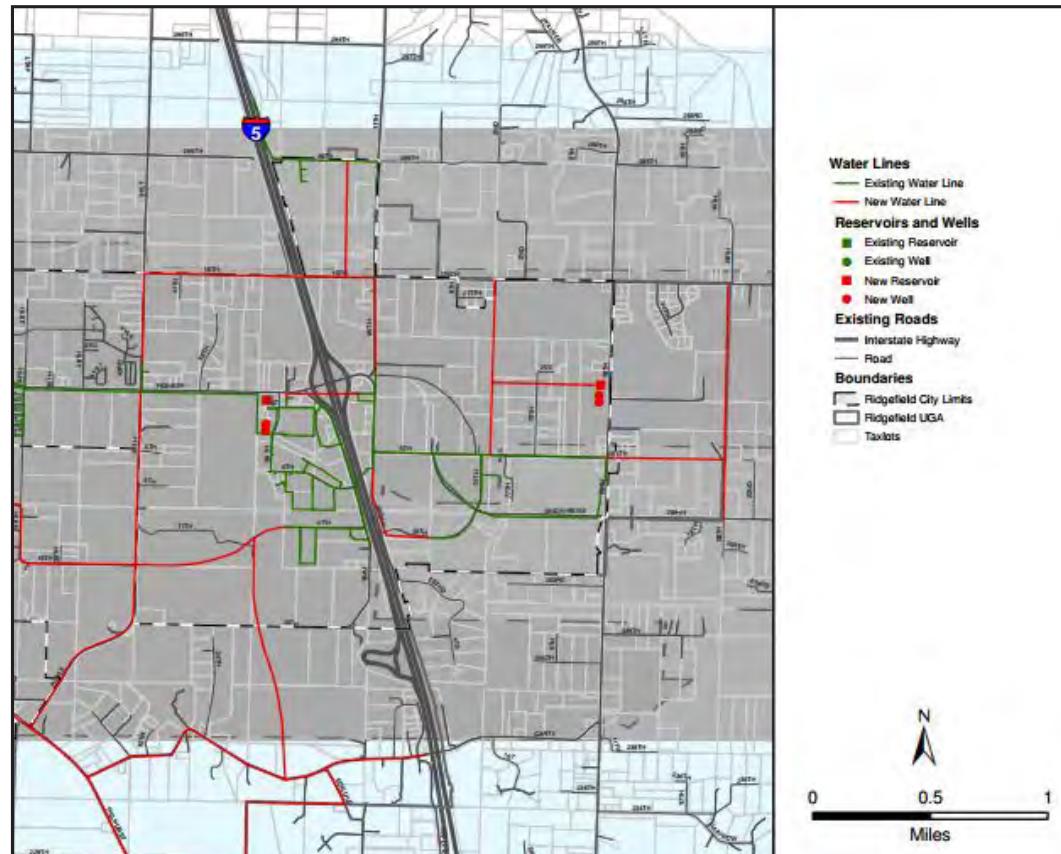
Fireflow is distributed throughout the Junction area by fire hydrants off of the water service mains. A one million gallon reservoir is in construction (as of July 2015) east of I-5 to aid in future development fireflow capacity. Figures 15 and 16 present Ridgefield's current and planned investments in water facilities.

FIGURE 14. Ridgefield Water Service Capital Facilities Plans Summary 2010-2016

Capital Facility Project Type	Number of Projects	Cost (mil, 2010 \$)	Funding Sources
Reservoirs and Booster Stations	1	\$1.82	
Distribution and Transmission	8	\$1.84	
Source of Supply	4	\$6.76	
Total	13	\$10.42	Water rates, connection fees

Source: City of Ridgefield Comprehensive Plan, updated 2013

FIGURE 15. Current and Proposed Water Facilities, 2013



Source: City of Ridgefield Comprehensive Plan, 2013

Wastewater

The City of Ridgefield uses a centralized sewer system in addition to septic systems. All sewer services are provided by the Clark Regional Wastewater District (CRWWD). Existing infrastructure includes gravity pipelines with force mains, which direct sewage to Ridgefield Wastewater Treatment Plant (WWTP). The capacity of Ridgefield WWTP is at 0.7 million gallons per day, but with future growth, additional sewage will be directed to Salmon Creek WWTP via the Discovery Corridor Wastewater Transmission System (DCWTS). Phase 1 of the DCWTS will be online in early 2016 according to CRWWD, see Figure 18 for the different phases of the DCWTS. In the subarea, the DCWTS passes through the west side of the Junction and connects to the I-5 alignment at S 6th Road continuing south toward the Salmon Creek WWTP (Figure 17).

Currently, much of the Junction residential area uses septic systems. Septic systems are vulnerable to failure that can cause contamination of surface waters and groundwater. The City plans to eliminate septic systems with the new installation of the DCTL, and use the Ridgefield WWTP and Salmon Creek WWTP for future development.

FIGURE 17. Discovery Corridor Wastewater Transmission System Project Phasing, 2015



Source: Clark Regional Wastewater District, 2015

FIGURE 16. Discovery Corridor Wastewater Transmission System Location, Ridgefield Junction, 2015



Source: Clark Regional Wastewater District, 2015

Ridgefield Junction Subarea Plan – December 2015

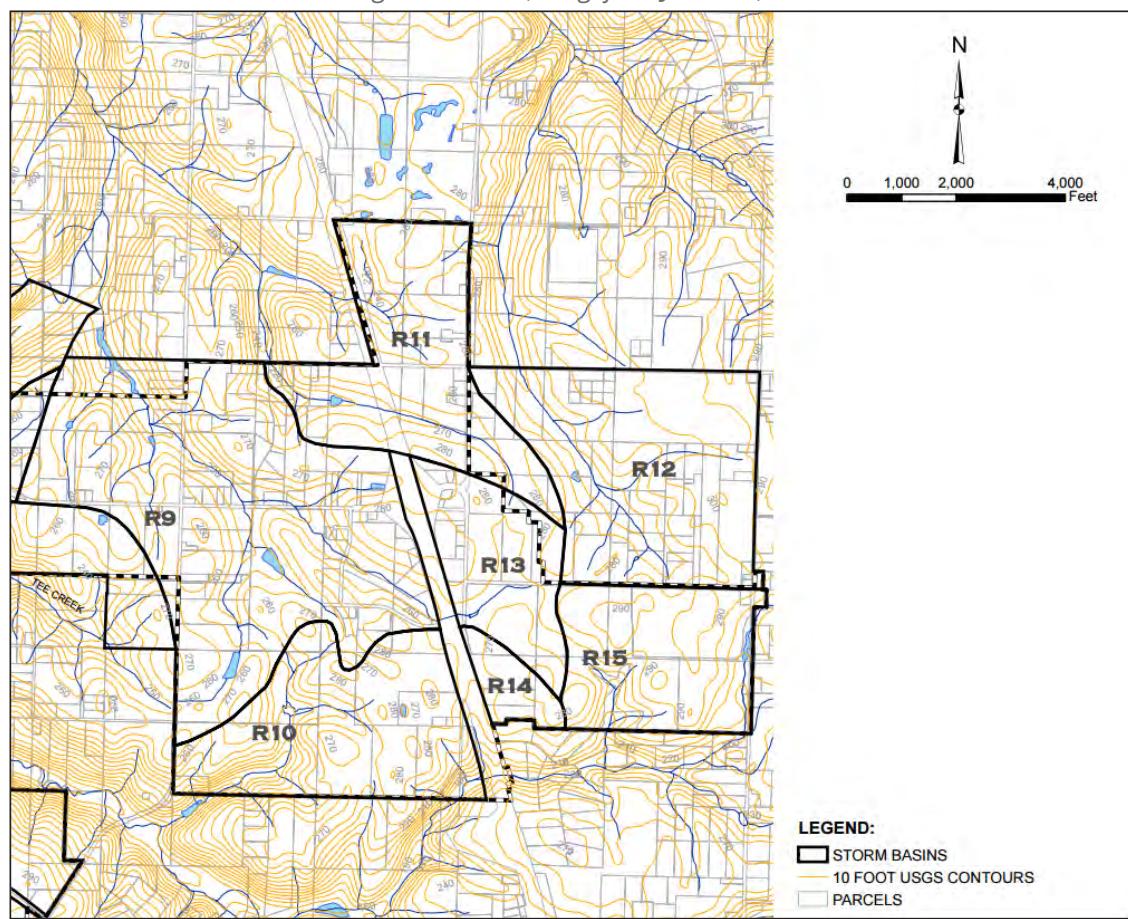
Stormwater

The City of Ridgefield has adopted the Stormwater Management Manual for the Puget Sound Basin and the 2005 Department of Ecology's Western Washington Stormwater Management Manual as its stormwater management guide for all development. In 2008, the City of Ridgefield hired Gray and Osborne Engineers to develop a Comprehensive Stormwater Management Plan. In the plan, there is a map of current stormwater infrastructure, drainage basins and existing and potential problems throughout the City. This plan also provided recommendations for the City's Stormwater Capital Improvement Plan. All of the recommended projects addressed drainage problems in the central core of Ridgefield, near downtown. The City intends to update the 2008 plan in 2016. The City primarily uses a stormwater conveyance system that consists of a combination of open

ditches, hard piped runs, culverts and sheet flow. With projected urban growth, the City will need to meet WA Department of Ecology water quality requirements to protect natural systems by using green stormwater strategies such as infiltration onsite and/or flow control structures.

The topography of the Junction creates different drainage basins, each managed by different stormwater mitigation approaches. Figure 19 shows the subarea's drainage basins. The western portion of the Junction discharges to Lake River. The eastern portion discharges to Gee Creek and then both basins ultimately discharge to the Columbia River. Proper stormwater management protects properties from flood damage and groundwater surcharge, promotes the viability of aquatic life.

FIGURE 18. *Stormwater Regional Basins, Ridgefield Junction, 2008*



Source: Gray & Osborne, 2008

TRANSPORTATION

Motorized

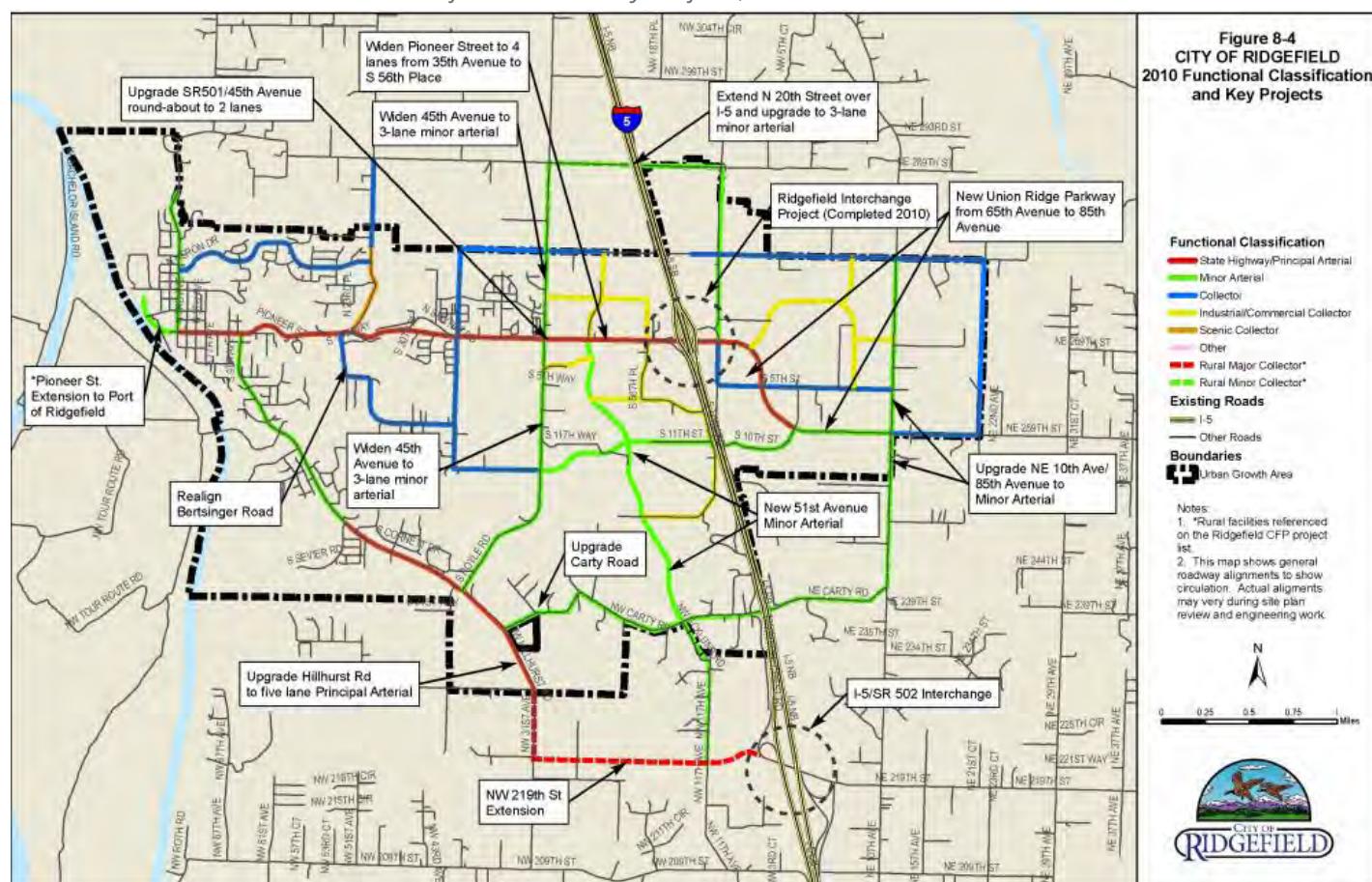
Highways in and around Ridgefield Junction are maintained by Washington State Department of Transportation including I-5 and Pioneer Street/SR-501. Ridgefield's local roads are maintained by Clark County. Programming and planning is conducted by Southwest Washington Regional Transportation Council, and rail freight is maintained by the Port of Ridgefield. Figure 20 shows Ridgefield's most recent functional road classifications and key projects from the Comprehensive Plan. The main arterial off of I-5 that leads to historical downtown Ridgefield is Pioneer Street, which has a high average daily traffic loading of about 20,000 east of 45th Avenue. The Comprehensive Plan indicates that in order to alleviate congestion caused by future population growth, and provide a safer route for non-motorized transportation modes, more east-west route alternatives should be established through Ridgefield Junction.

The City has street design standards for the new roads illustrated in City of Ridgefield Engineering Standards, Chapter 3—Streets (updated in 2008). For new roads, the right-of-way widths range from 48' (residential road) to 100' (major arterial).

Non-Motorized

Currently, due to Ridgefield Junction's largely rural character, there is minimal presence of sidewalks and bike lanes, with the exception of new development in Union Ridge South and the industrial area southwest of I-5.

FIGURE 19. Functional Road Classifications and Key Projects, 2010

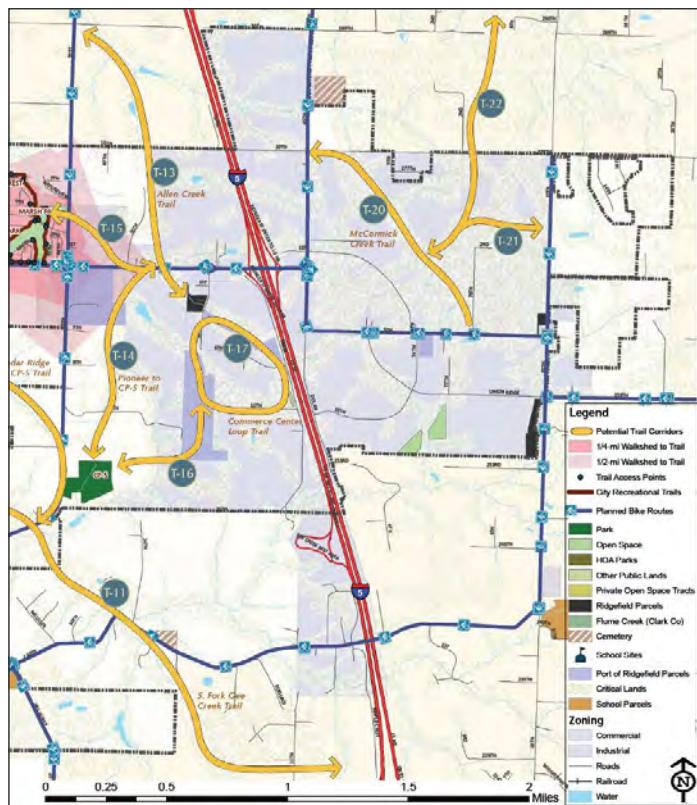


TRAILS, PARKS AND OPEN SPACE

There are no trails nor parks currently in the Junction area. There are a few parcels in the southeast part of the Junction that are classified open space, though they are being used for stormwater management. The City of Ridgefield's Parks & Recreation Comprehensive Plan (2014) identified a level of service standards for community parks, neighborhood parks, trails, greenways and trails and other specialized recreational facilities. A 6-year Capital Facilities Plan (CFP) was proposed to aid in the anticipated population growth and shows a \$30.7 million investment in parks and trails, prioritized based on community feedback. Planned near-term investments in or

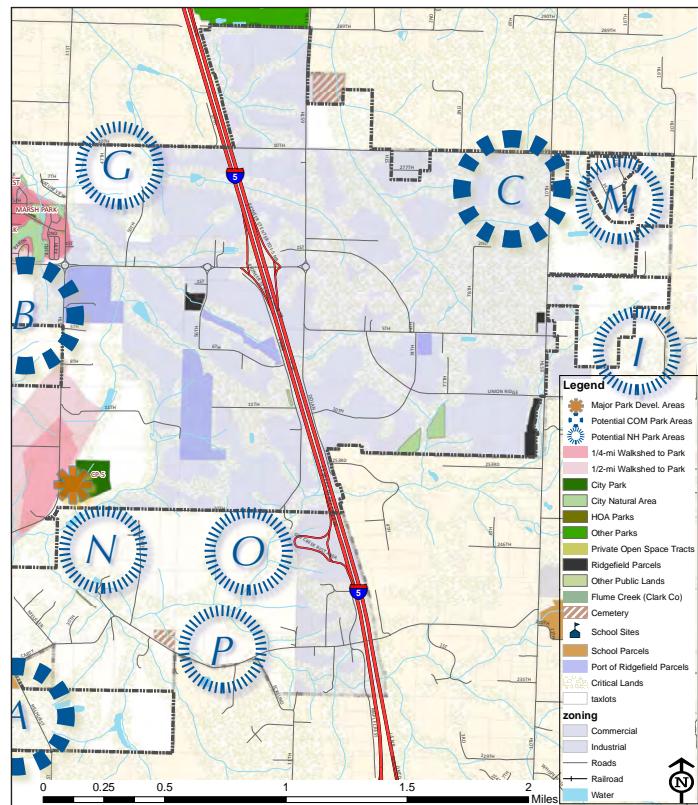
near the Junction will be for the Commerce Center Loop Trail (T-17), Allen Creek Trail (T-13) and McCormick Creek Trail (T-20). Efforts will involve securing trail access rights and design and construction for the Commerce Center Loop Trail. Only one park is proposed for the Junction, which has not been selected to receive any funding in the CFP. The City will rely on Park Impact Fees, Real Estate Excise Tax and general funds to finance these individual programs. Figures 21 and 22 show the Parks Plan's proposed trail corridors and parks, respectively.

FIGURE 20. Proposed Trail System Plan Map, 2014



Source: City of Ridgefield Parks & Recreation Comprehensive Plan, 2014

FIGURE 21. Proposed Park System Plan Map, 2014



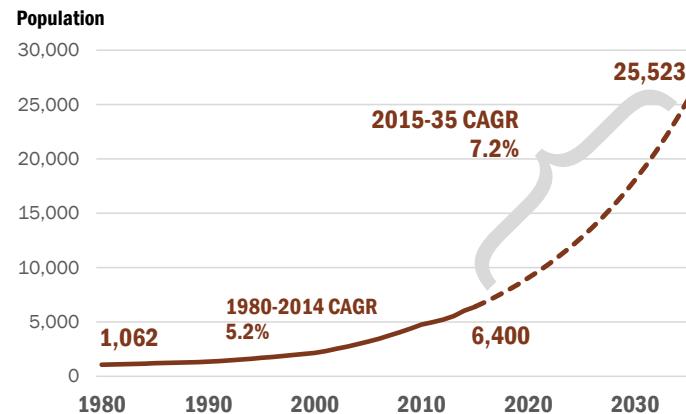
MARKET OVERVIEW

Market considerations, like regional trends in employment and real estate, influence the type and amount of development that is possible for the Junction over the next 20 years. This section provides a snapshot of key indicators regionally and locally that were used to inform the subarea's conceptual design.

POPULATION, HOUSING AND EMPLOYMENT GROWTH

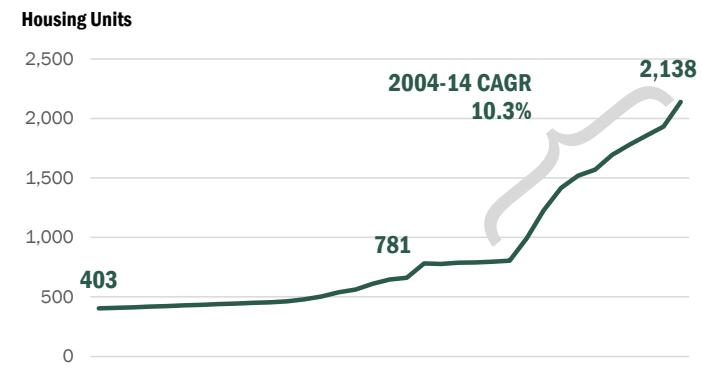
Ridgefield is forecasted to experience substantial growth within the next 20 years, gaining more than 19,100 people (Figure 23). Figure 24 shows how housing growth in recent years has jumped substantially. This growth is expected to continue as development increases to keep pace with demand. Compared to other communities in the region and Clark County, housing in Ridgefield is dominated by single family dwellings with very few multifamily units (Figure 25). Current development continues to be primarily single family detached housing, though the city is starting to see some multifamily development in the form of townhomes. As the number of residents increases, the City also hopes to generate more opportunities for employment locally and set a target of 1 local job for every 1.2 people in its 2013 Comprehensive Plan.

FIGURE 22. Ridgefield Population Growth, 2000 - 2020



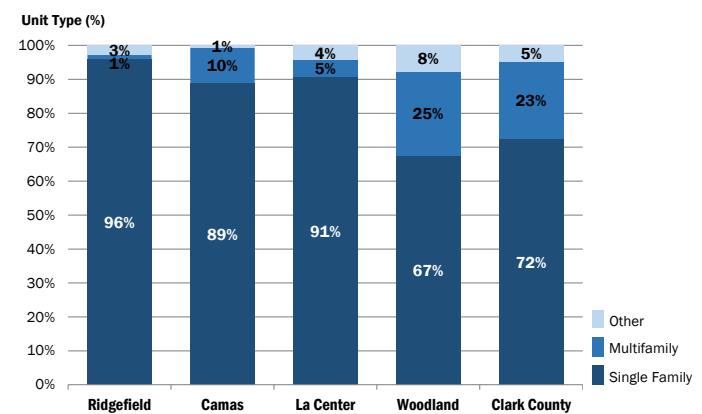
Source: City of Ridgefield, 2015

FIGURE 23. Housing Growth, City of Ridgefield, 1980-2014



Source: OFM, 2015

FIGURE 24. Housing Mix, 2013

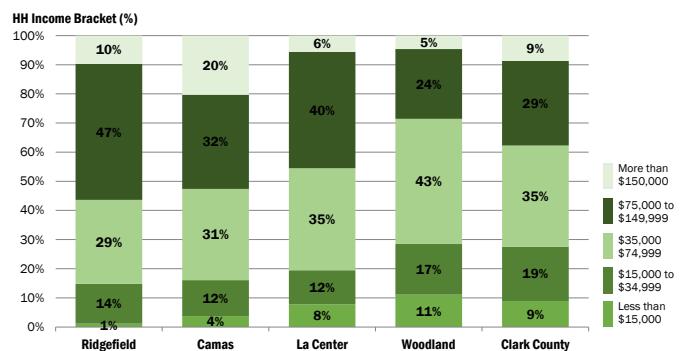


Source: US Census ACS 5-year estimates, 2013

DEMOGRAPHICS

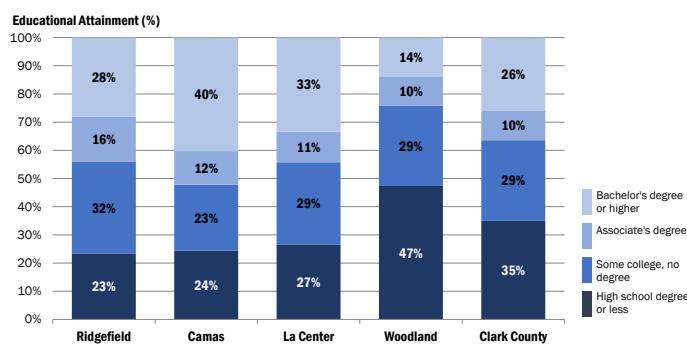
The most recent data available show Ridgefield's households have higher incomes than its surrounding communities and the county. Over half of Ridgefield's households have incomes greater than \$75,000, with a large segment falling into the \$75,000 to \$149,999 bracket (Figure 27). Though Ridgefield has a large proportion of high-income households relative to the county and nearby cities, educational attainment for its residents is similar to the county average (Figure 28). This is likely due to the large share of residents employed in the industrial sector (Figure 29), which typically does not require as much formal education as other sectors, such as professional services.

FIGURE 25. Household Income Brackets, 2013



Source: US Census ACS 5-year estimates, 2013

FIGURE 26. Educational Attainment, 2013

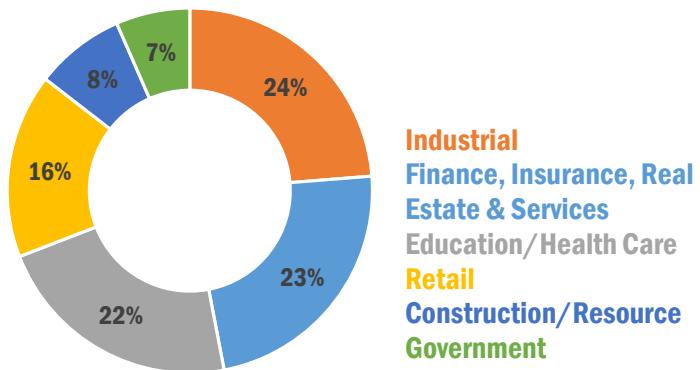


Source: US Census ACS 5-year estimates, 2013

EMPLOYMENT

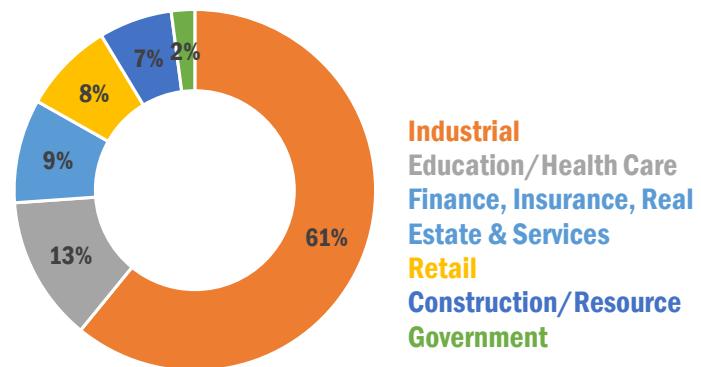
Figure 29 shows that most of Ridgefield residents are employed in either the industrial sectors, professional services or education/health care, which together account for nearly 70% of residents' employment. Workers in Ridgefield are predominately employed in the industrial sector, with relatively few in retail and services (Figure 30). As illustrated in Figure 31, the vast majority of Ridgefield's workforce works outside the city, with almost half of its residents commuting to jobs in Portland or Vancouver.

FIGURE 27. Employment by Industry for Ridgefield Residents, 2013



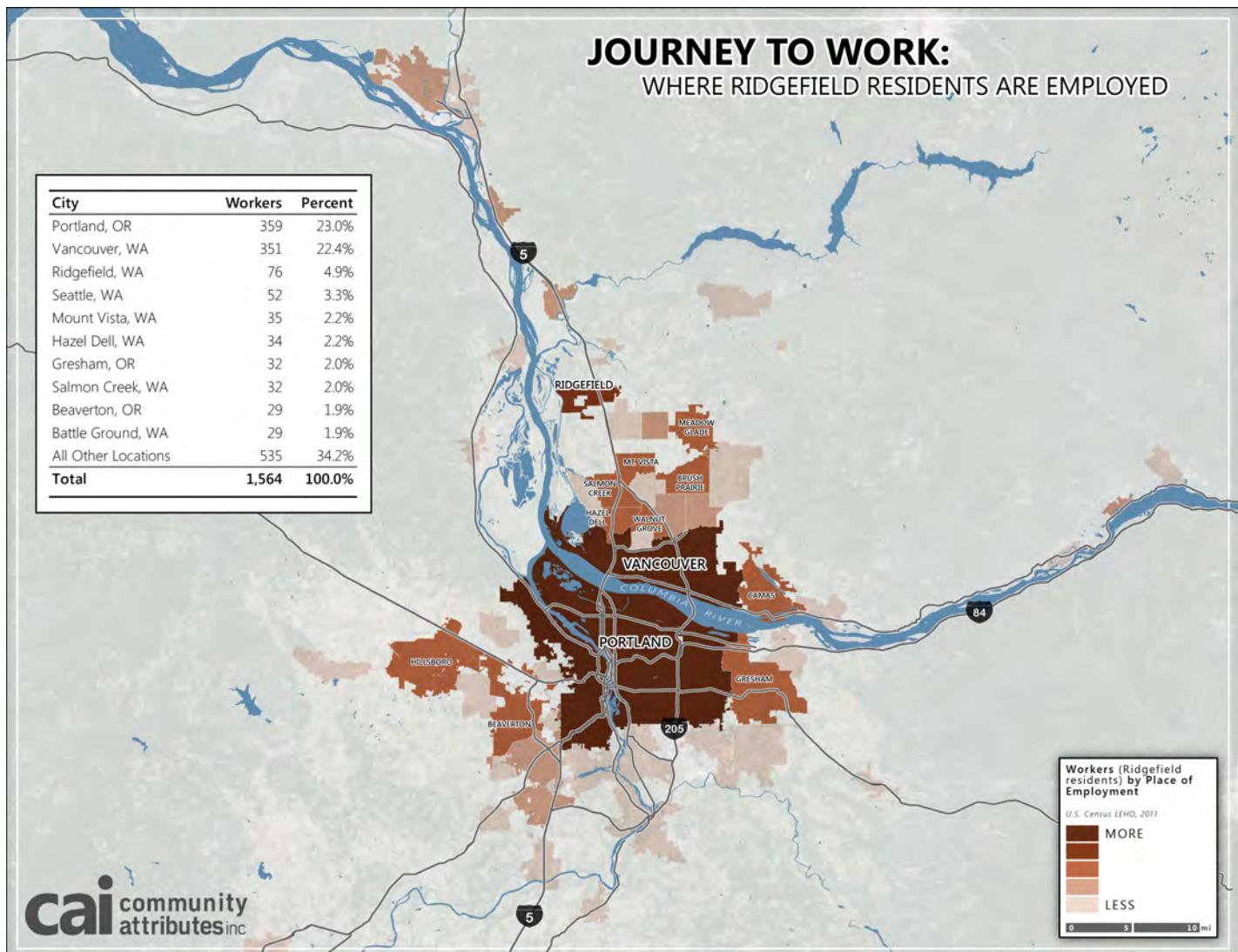
Source: LEHD, 2015

FIGURE 28. Employment by Industry for Ridgefield Workers, 2013



Source: LEHD, 2015

FIGURE 29. Place of Work for Ridgefield Residents, 2011

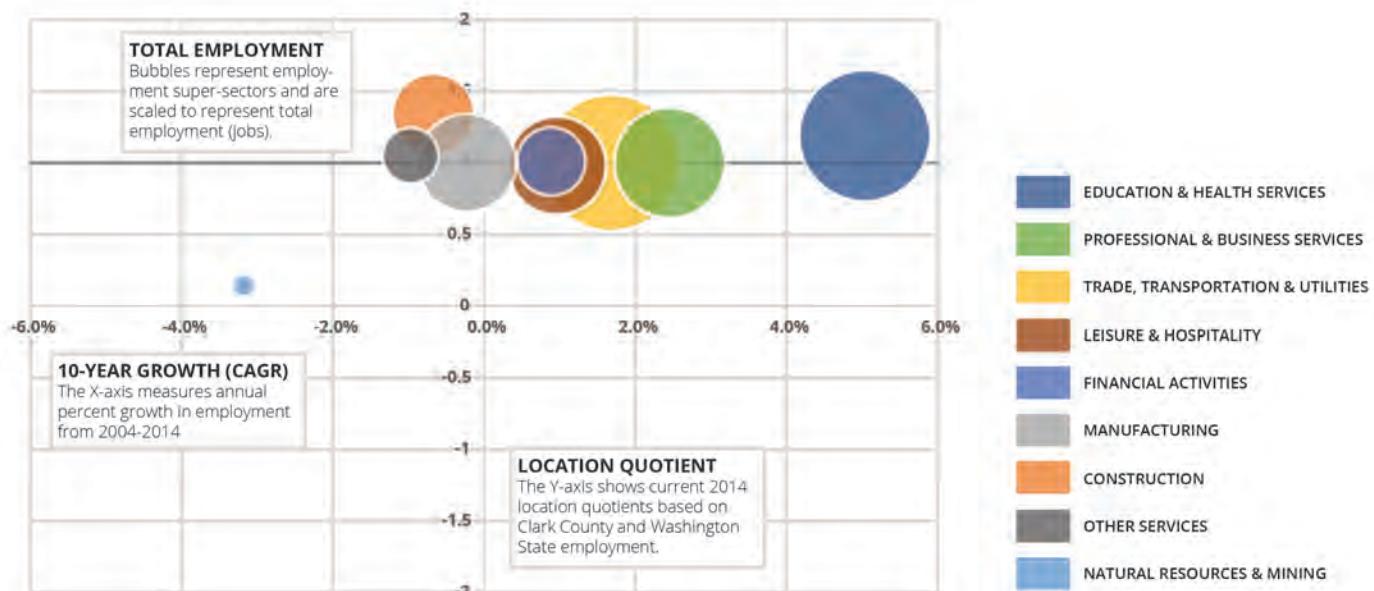


INDUSTRIES

Figure 34 provides insight into Clark County's areas of sector specialization compared to Washington state. It also includes average growth rates between 2004 and 2014, with bubbles scaled by total employment. A location quotient of 1.0 indicates the county and state have the same level of specialization in a given sector. Across the county, Education & Health Services is the largest and strongest employment sec-

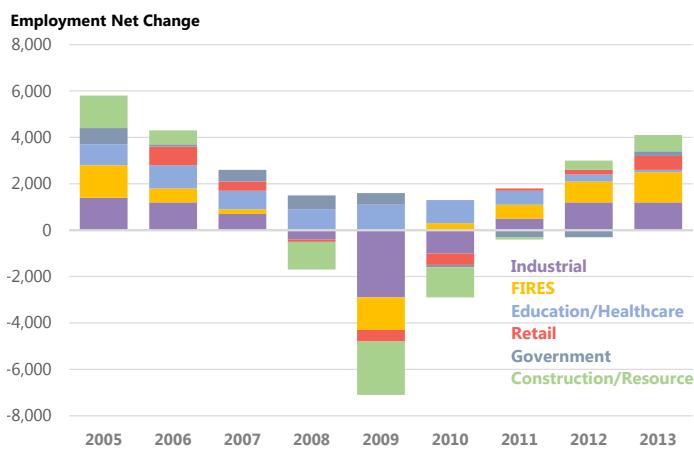
tor, with a high location quotient and high 10-year growth. In Clark County, industrial and FIRES (Finance, Insurance, Real Estate, Services) jobs made up the majority of new, post-recession employment from 2011 to 2013, as shown in Figure 32. Compared to Clark County, Ridgefield has a high concentration of industrial jobs (60%) and low concentrations of office and retail jobs (Figure 33).

FIGURE 32. *Industry Location Quotient, Clark County, 2004-2014*



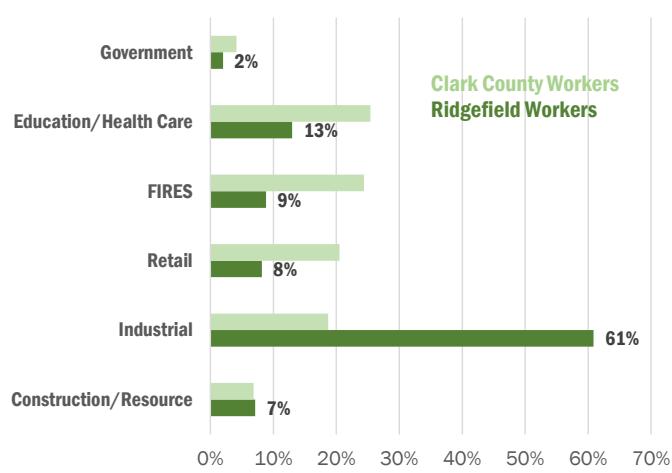
Source: U.S. Bureau of Labor Statistics, 2014

FIGURE 30. *Net Change Employment by Industry, Clark County, 2005-2013*



Source: Washington Employment Security Department, 2014

FIGURE 31. *Employment by Industry for Clark County and Ridgefield Workers, 2013*



Source: LEHD, 2015

BUSINESSES

Figure 35 illustrates the approximate locations and the relative level of employment at those locations in the Junction. Several distinct employment concentrations exist - smaller businesses are clustered near the freeway access while several larger employers occupy industrial parks in the study area's southwest and southeast.

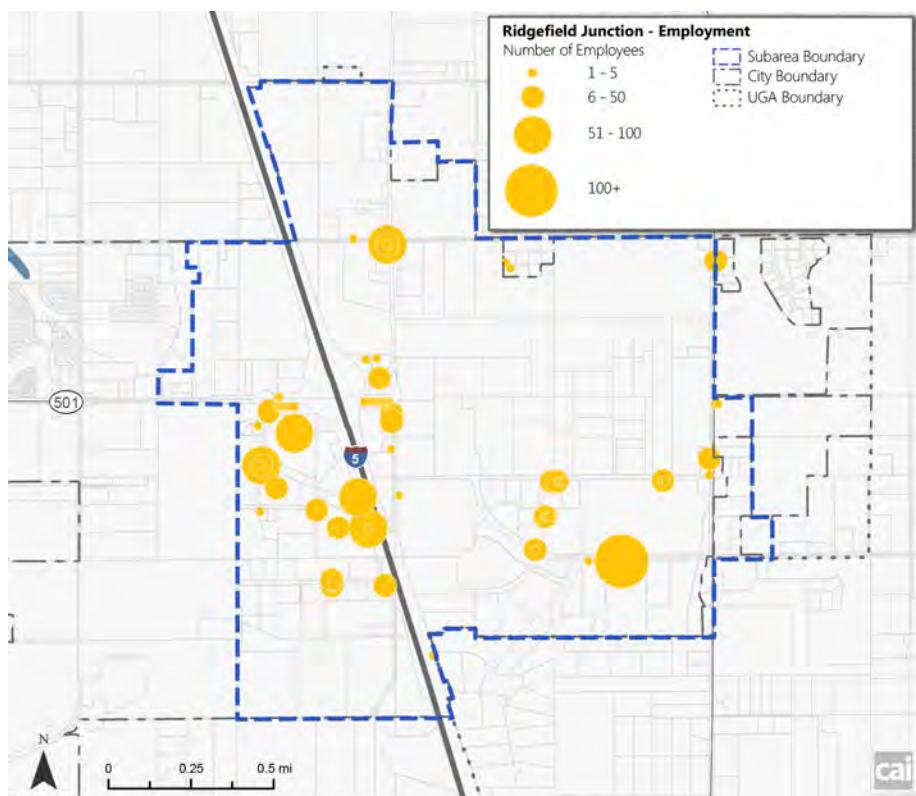
Business in the Junction mostly fall into the services or industrial sectors, as shown in Figure 36. Together, wholesale trade and manufacturing account for over 30% of all businesses in the Junction; these are also the subarea's largest employers. Figure 37 identifies some examples of the Junction's current businesses by type.

FIGURE 35. Example Businesses, 2015

Sector	Examples
Services	Solar Escape (Personal care services) North County Animal Hospital (Veterinary services)
Wholesale Trade	United Natural Foods, Inc. (Specialty food distrib.) Pacific Power Group (Industrial machinery/equip.) Dollar Tree Stores (Warehousing & distribution)
Manufacturing	Elkhart Plastics, Inc. (Industrial plastics) Corwin Beverage Co. (Commercial beverages) Attbar Plastics (Boats)

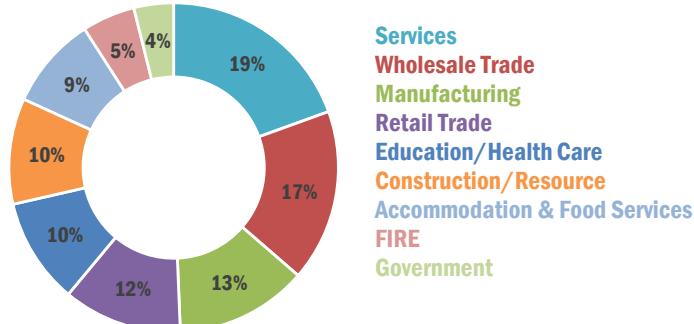
Source: Hoovers, 2015

FIGURE 33. Ridgefield Junction Business Concentrations, 2015



Source: Hoovers, 2015

FIGURE 34. Ridgefield Junction Business Mix, 2015



Source: Hoovers, 2015

REAL ESTATE CONDITIONS

The following data provide an overview of real estate conditions related to commercial, industrial and multifamily development in Ridgefield and Clark County. Deliveries, absorption, lease rates and vacancy rates help to provide insight into recent trends in demand for development types. In general, low vacancy and high lease rates suggest high demand, which has the potential for spurring increases in deliveries and absorption.

Industrial

Prior to the recession, industrial deliveries in Ridgefield accounted for most of the industrial development activity in the county; post-recession, there has been a slight rebound in both deliveries and absorption (Figures 38 and 40). Vacancy rates have recovered to pre-recession levels (Figure 39), and average lease rates remain relatively high, though lower than the county average (Figure 41).

Commercial

Ridgefield has seen little commercial development since 2006, whereas the county has experienced moderate gains (Figure 38). Office lease rates are slightly higher than county average (Figure 45) and vacancy rates are at almost the county level (Figure 44), after a marked increase in recent years.

Multifamily

In addition to industrial and commercial uses, the subarea is an appropriate location for multifamily residential as a complement to commercial development due its proximity to I-5 and the future Clark College campus. Also, increased retail offerings and other amenities are likely to spur demand for a greater variety of housing in Ridgefield. Single family uses, excluding those already existing, are not recommended for the subarea in order to maximize employment-generating uses.

Clark County's multifamily market is showing signs of high demand, with increasing absorption (Figure 46) and increasing rents (Figure 48). Multifamily deliveries countywide appear to have picked up since the economic recovery, though Ridgefield has captured none of this development activity thus far.

FIGURE 36. *Industrial Deliveries, 2015*

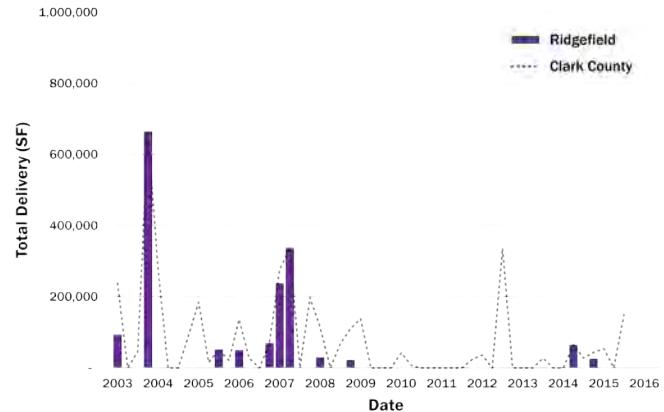


FIGURE 37. *Industrial Vacancy Rates, 2015*

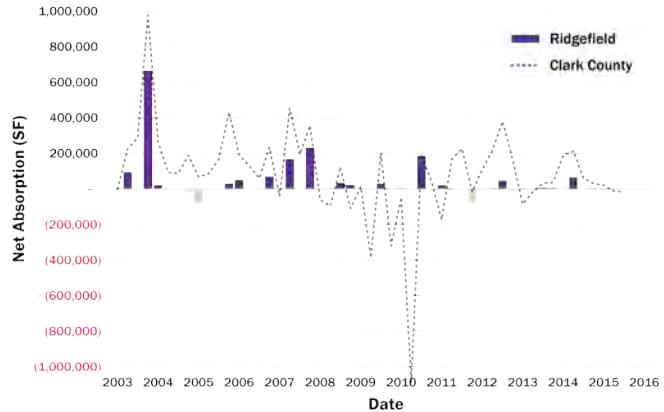


FIGURE 38. *Industrial Absorption, 2015*

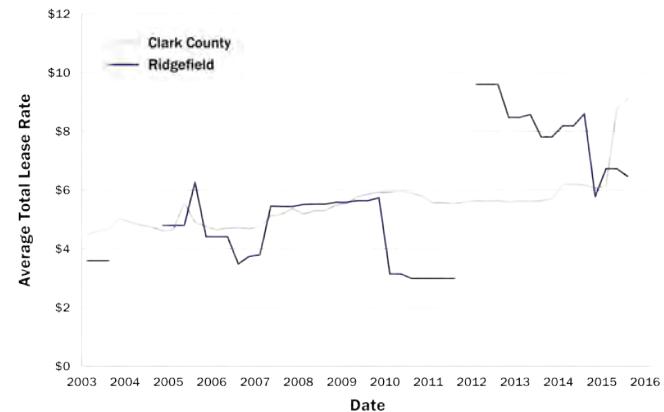
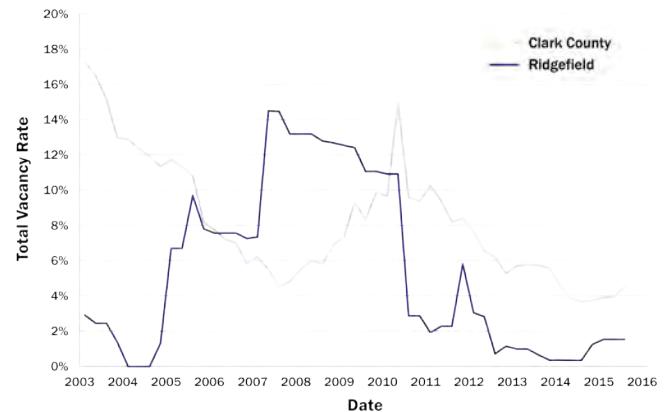


FIGURE 39. *Industrial Lease Rates, 2015*



Source: CoStar, 2015

FIGURE 40. Commercial Deliveries, 2015

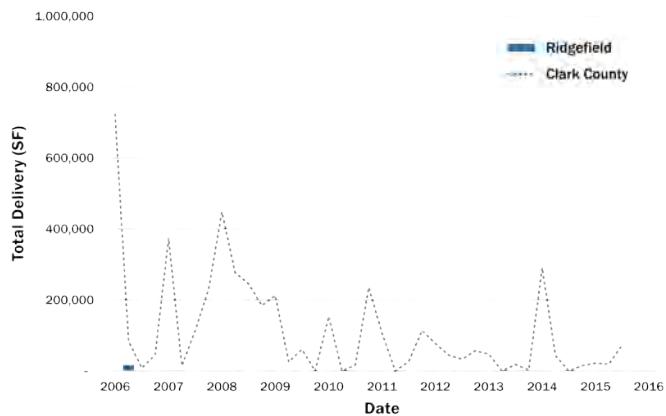


FIGURE 41. Commercial Vacancy Rates, 2015

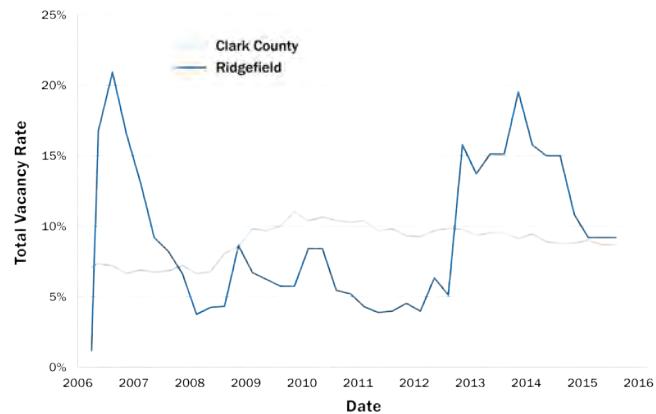


FIGURE 42. Commercial Absorption, 2015

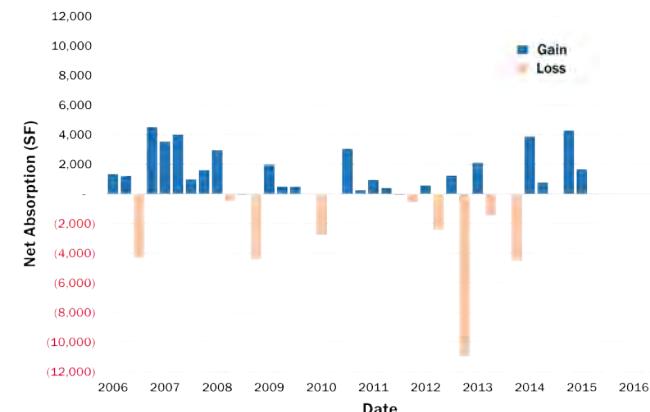
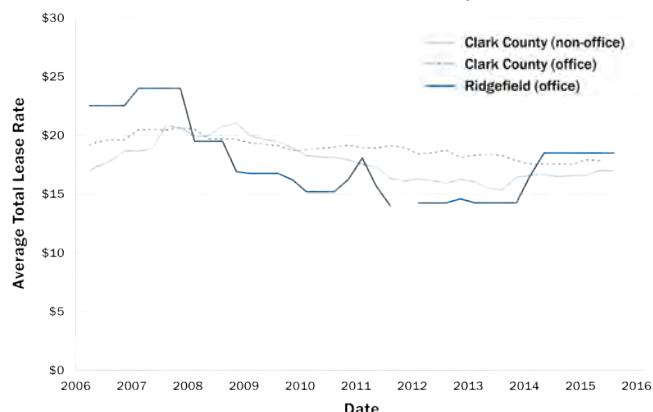


FIGURE 43. Commercial Lease Rates, 2015



Source: CoStar, 2015

Ridgefield Junction Subarea Plan – December 2015

FIGURE 44. Multifamily Absorption, 2015

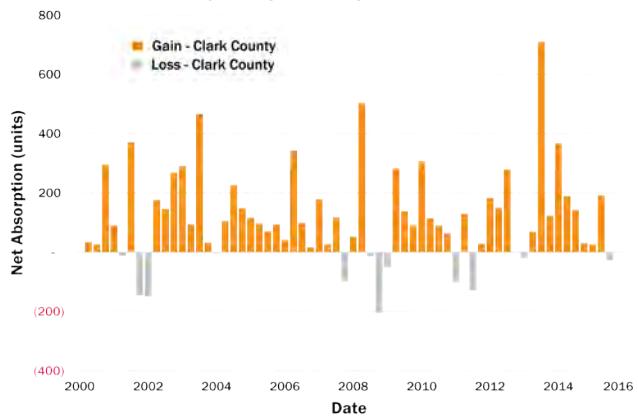


FIGURE 45. Multifamily Deliveries, 2015

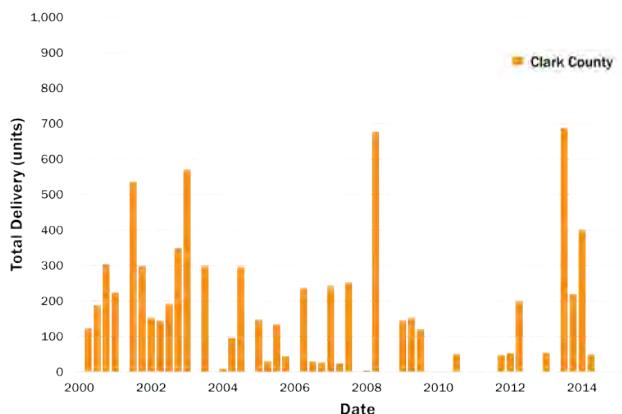
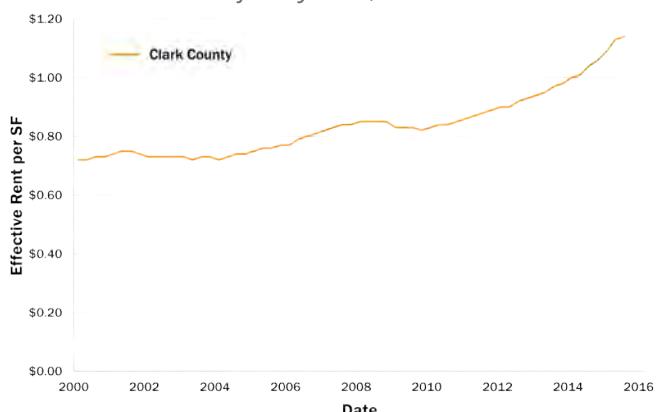


FIGURE 46. Multifamily Rent, 2015

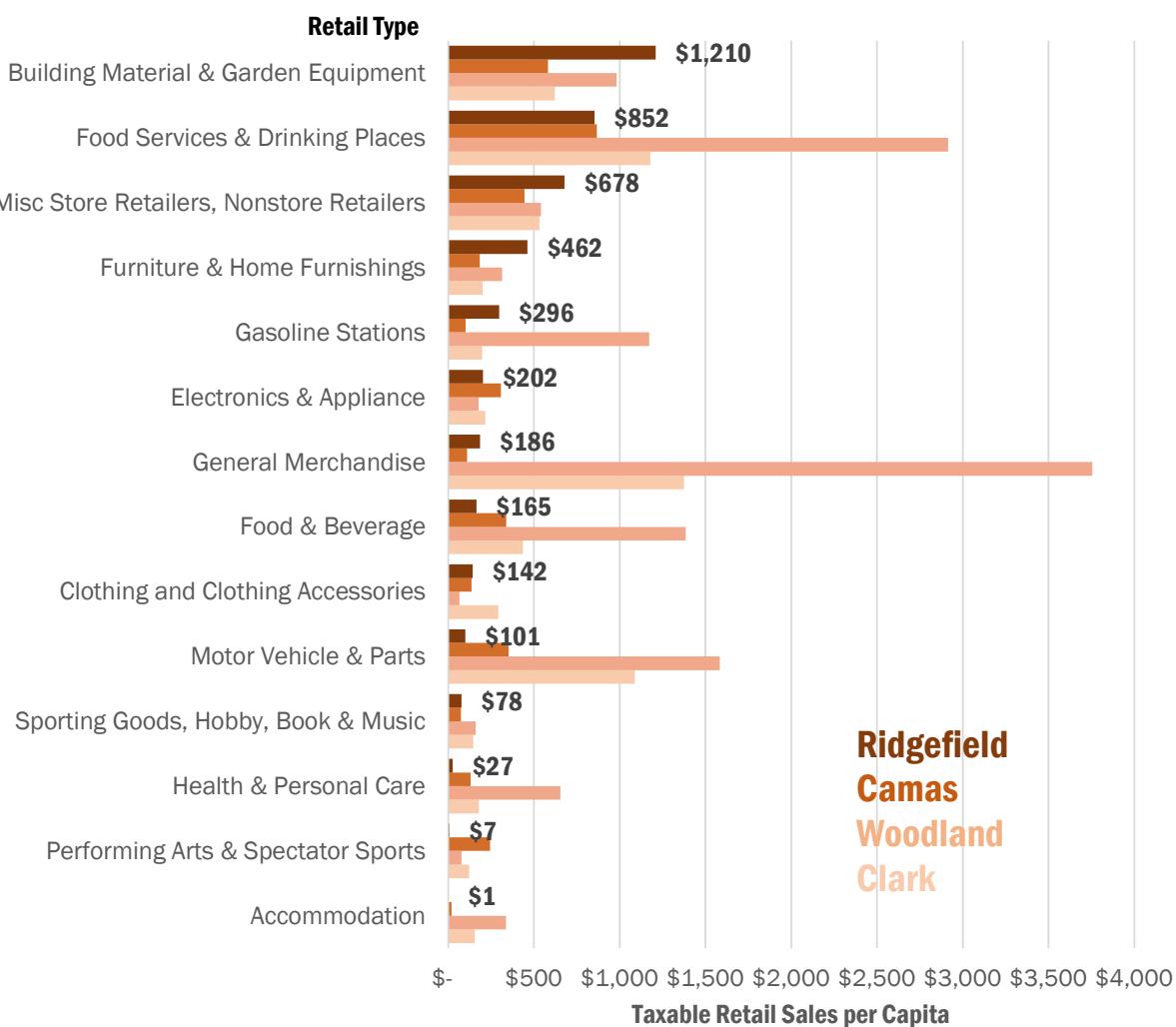


Source: CoStar, 2015

TRADE AREA AND RETAIL

Taxable retail sales are an important driver of municipal revenues and also provide some indication of how competitive a city is relative to others in terms of various types of retail. Compared to Clark County and other nearby communities, Ridgefield had strong taxable retail sales per capita in building material and garden equipment, miscellaneous stores and furniture and home furnishings (Figure 49). Ridgefield's relatively weak sales per capita in food and beverage, health and personal care and general retailers suggest the potential for increasing the number of establishments in these categories, particularly as the city's population grows.

FIGURE 47. *Taxable Retail Sales per Capita, 2014*



Source: Washington Department of Revenue, 2015

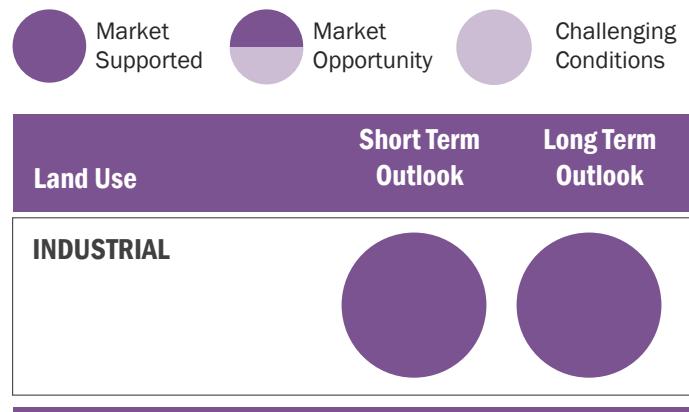
PLANNING IMPLICATIONS

This section provides a brief summary of potential for different types of development in Ridgefield Junction based on data presented in the planning and market overview.

POTENTIAL FOR INDUSTRIAL

- Strong fundamentals in the Clark County and Ridgefield industrial markets suggest industrial uses represent a real estate opportunity both regionally and locally
- Quality land is available in existing industrial centers
- High lease rates and low vacancy rates in Ridgefield, when combined with few recent deliveries indicate there may be development opportunities for industrial property in Ridgefield
- Requiring high aesthetic and infrastructural standards may increase the cost of development

FIGURE 48. Summary of Industrial Development Potential in Ridgefield



POTENTIAL FOR OFFICE

- Decreasing vacancy rates and moderate rents imply the office market is rebounding
- Quality of life may offer an incentive for the relocation of companies
- Anchor institutions like PeaceHealth and Clark College could, if located in Ridgefield, spur spin-off office development and drive employment
- Long distances from traditional office centers isolate would-be tenants

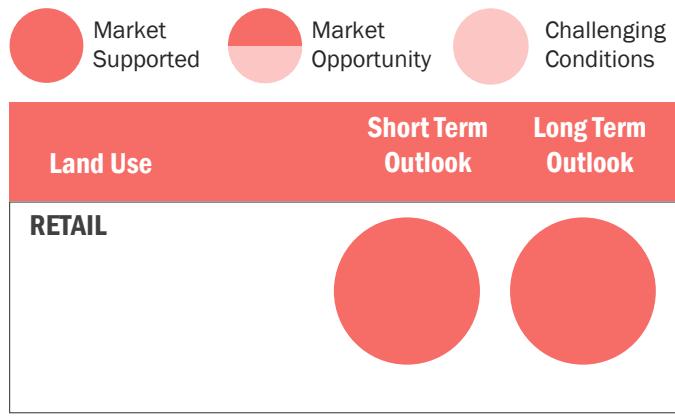
FIGURE 49. Summary of Office Development Potential in Ridgefield



POTENTIAL FOR RETAIL

- Anticipated high population growth will increase demand for retail and services and will drive the market for retail space
- Ridgefield offers significant undeveloped land suitable for retail with good vehicular access and visibility from Interstate 5
- Available land near the interstate offers opportunity to develop
- Specific retail segments show leakage in Ridgefield, indicating unmet demand for retail locally

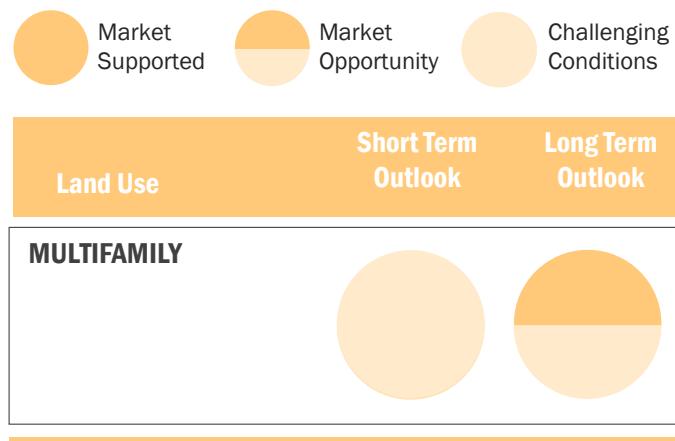
FIGURE 50. *Summary of Retail Development Potential in Ridgefield*



POTENTIAL FOR RESIDENTIAL

- Increasing lease rates and extremely low vacancy rates suggest unmet demand
- In the long term, a Clark College campus could present a captive market for multifamily
- Lease rates remain too low to justify urban models of multifamily buildings; any multifamily development in Ridgefield will be lower-density and offer surface parking; low land prices offer little incentive for increased density
- Suburban geography and market characteristics present challenges to multifamily development

FIGURE 51. *Summary of Residential Development Potential in Ridgefield*



CONCEPT PLAN & IMPLEMENTATION

This chapter presents the sitewide design framework for the subarea and details the regulatory measures and design guidelines needed for each of the five districts in order to achieve the community vision for Ridgefield Junction. As each of the districts has unique characteristics and constraints, the extent of changes recommended varies greatly. This plan provides the City of Ridgefield with multiple options for achieving the same goal; for instance, a new zoning designation may be created or an existing designation could instead be slightly altered to allow for more flexibility, depending on the preference of City staff. This section also contains goals and policy language crafted to support this subarea plan in the Comprehensive Plan.

DESIGN FRAMEWORK

The design framework outlines the structures that shape the subarea's design concept. These structures may include land use, streets and infrastructure, networks of open spaces and other components of the canvas upon which places are built. Input from stakeholders and City staff, along with technical analysis from the consultant team, were used to develop this sitewide framework.

DISTRICTS

The Ridgefield Junction subarea represents a large portion of the city - about 1,400 acres - and already has some distinctive areas that created the opportunity to divide the study area into five different districts (Figure 54).

Districts One and Five are currently characterized by industrial uses and will likely continue to attract similar development; whereas Districts Two and Three are better suited for concentrations of retail and office development, particularly if plans for the PeaceHealth and Clark College properties move forward as envisioned. District Four, which is most greatly impacted by critical areas (as identified by the County), is envisioned to have lower levels of development and could continue to support local production and agricultural activities.

The district design concepts arise from goals generated in collaboration with City staff and stakeholders. As each district is described in further detail later in this section, the key considerations used to develop the plan and implementation strategy are highlighted, along with the associated goals they address, which are symbolized by the following icons.

SUBAREA PLAN GOALS



Honor Ridgefield's commitment to livability, sustainability and design excellence in new development



Provide critical infrastructure and amenities for anchor tenants and key institutions



Develop a range of commercial centers that complements the city's historic downtown



Create unique gateways and districts in Ridgefield Junction that reflect community character

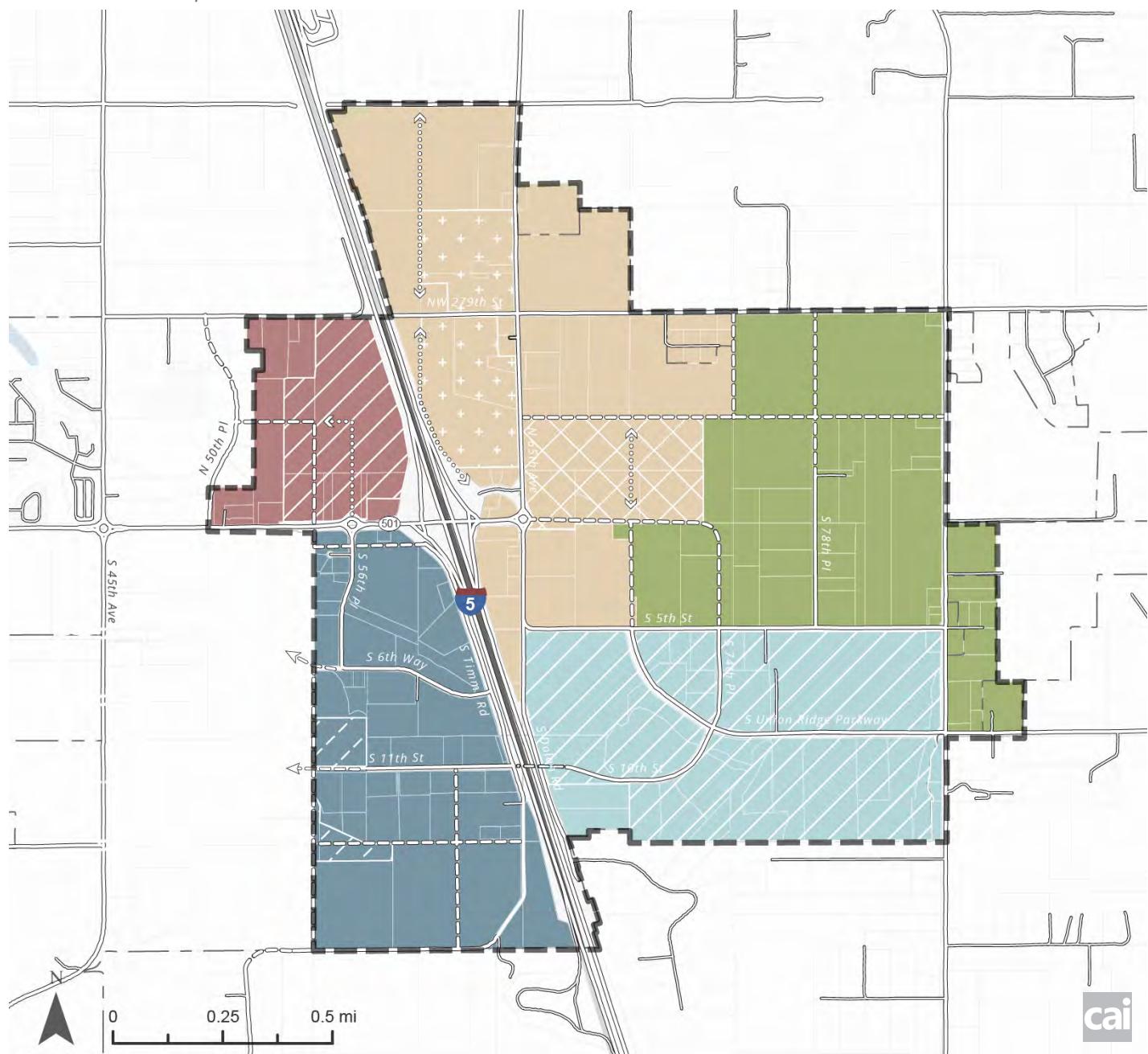


Promote opportunities for live/work lifestyles



Increase and diversify the City's tax base by attracting new development and greater employment

FIGURE 52. *Proposed Districts*



Source: CAI, 2015

Legend

Existing Roads	PeaceHealth
Proposed Roads	Port of Ridgefield
Recommended Connection	Union Ridge MP
District One	Clark College
District Two	Study Area Boundary
District Three	City Boundary
District Four	
District Five	

LAND USE ACTIVITIES

A large portion of Ridgefield is primarily residential, making the concentration of employment-oriented land uses at the Junction unique. The proposed land use concept for the subarea (Figure 56) recognizes its critical role in creating employment opportunities and endeavors to expand the options for businesses seeking to locate in Ridgefield.

No land use changes are recommended for Districts One and Five, which are the subarea's current industrial centers. Both are functioning as envisioned and are attracting developer interest with the improving local economy.

District Two is a prime location for retail along the I-5 corridor and should serve as an attractive gateway to Ridgefield. To support a major retail development, the land use for this district is proposed to be entirely commercial, which would still allow for some light industrial uses. The plan also suggests providing the option of mixed-use residential development in this district, allowing for a potential lifestyle center with a residential component.

In District Three, PeaceHealth and Clark College could alter the subarea significantly by acting as a catalyst for com-

plementary office and retail uses as well as some limited multifamily residential uses, either as vertical or horizontal mixed use. Neighborhood commercial uses will act as a buffer for the existing residential subdivision in the district, creating a transition from higher intensity commercial uses.

District Four will support a mix of uses associated with local production activities, such as a variety of industrial activities and urban farming. The intent of the proposed changes is to increase the diversity of industrial development and potentially create a regional tourism draw. Together, these land uses offer developers the flexibility to respond to market demand while also honoring Ridgefield's intent to generate a diverse range of employment opportunities in the Junction.

Based on these proposed land uses, the employment and residential capacity were estimated using Clark County's VBLM methodology (Figure 55). Relative to its current capacity, the proposed changes slightly reduce employment capacity and greatly increase the Junction's capacity for residential. As most of the residential uses are envisioned to be in mixed use developments, the model outputs likely underestimate the Junction's actual jobs capacity.

FIGURE 53. Proposed Developable Land Capacity, Ridgefield Junction, 2015 (based on 2014 model)

Land Status/Designation	Developable Net Acres	Housing Unit/Jobs
Commercial Vacant	85.0	2,014
Commercial Vacant w/Critical Areas	104.5	1,717
Industrial Vacant	147.0	1,515
Industrial Vacant w/Critical Areas	168.4	1,282
Residential Vacant	1.8	26
Residential Vacant w/Critical Areas	1.1	9
Commercial Mixed Use	53.5	1,071
Comm. Mixed Use w/Critical Areas	52.1	1,041
Residential Mixed Use	15.5	248
Resid. Mixed Use w/Critical Areas	10.5	167
Total Employment Uses	504.9	8,640 jobs
Total Residential Uses	134.4	450 units

Source: Clark County VBLM, 2014; CAI, 2015

Map 2

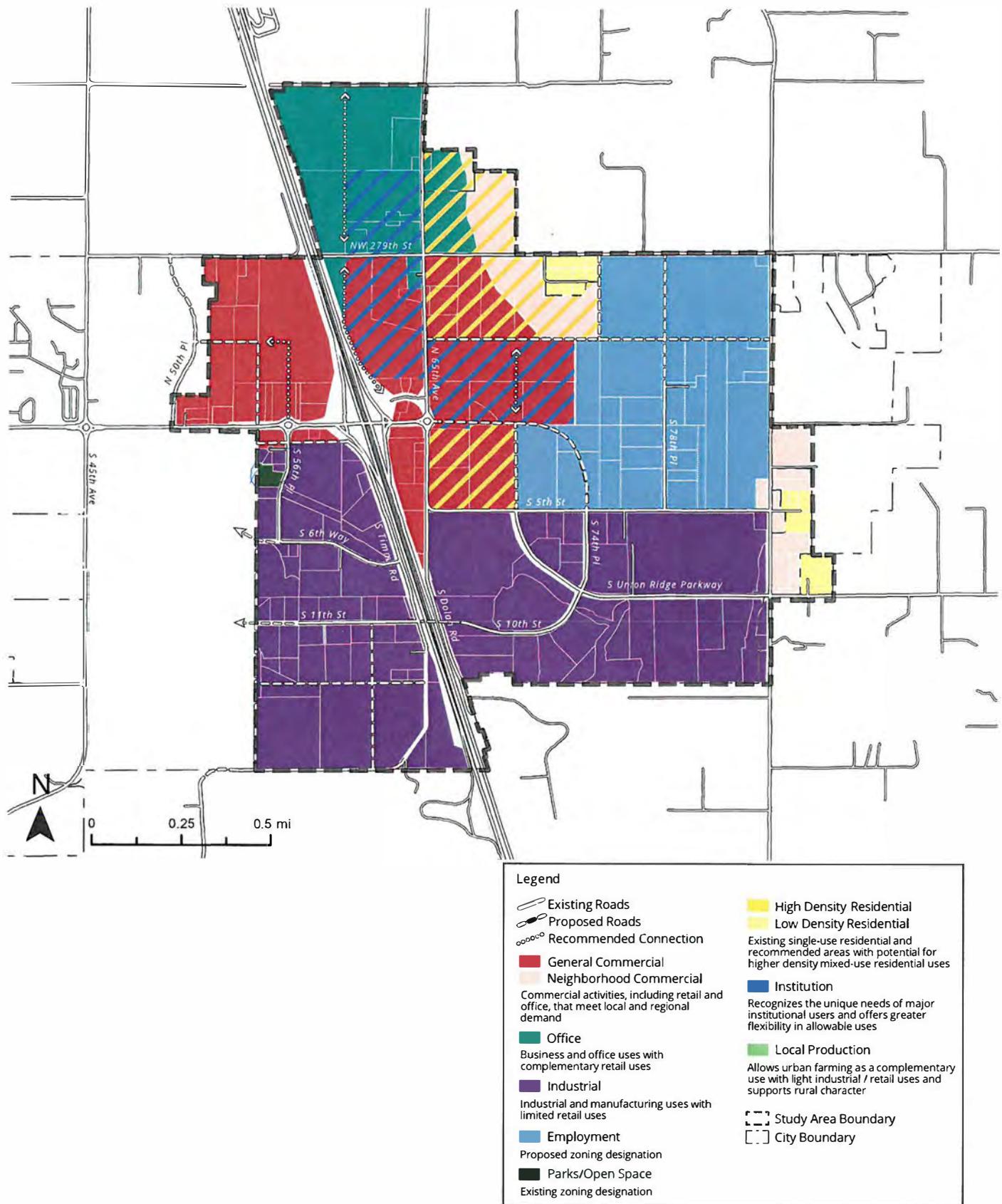
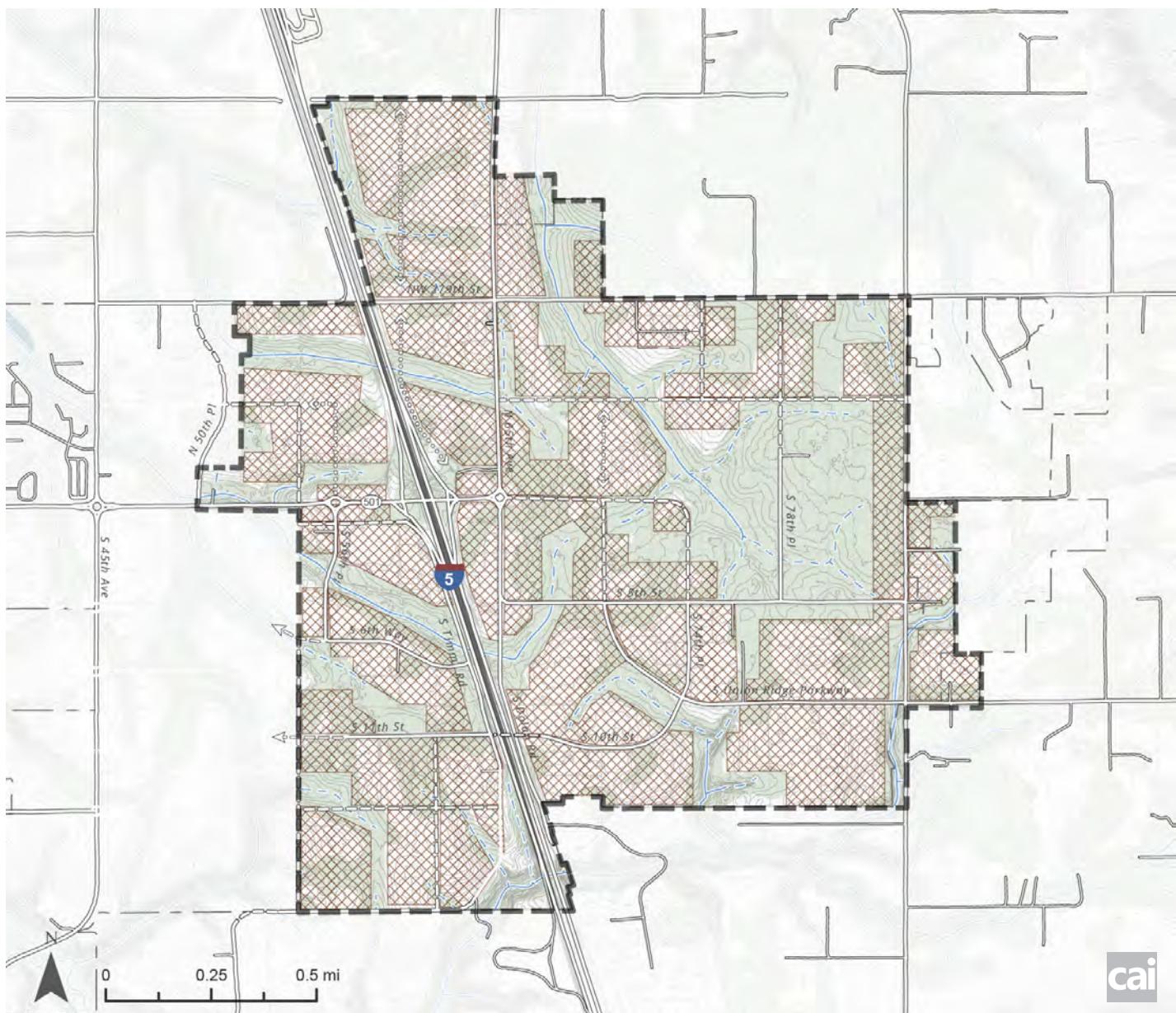


FIGURE 55. Primary Developable Areas



Source: CAI, 2015

PRIMARY DEVELOPABLE AREAS

Based on Clark County's critical areas buffer identification and the proposed road network, Figure 57 provides a rough estimate of the subarea's primary developable areas, indicated by cross hatching. Other areas are possibly developable, though they may be constrained by environmental regulations. The potential limitations on development due to critical areas influenced the envisioned intensity and types of building that could occur in each of the districts.

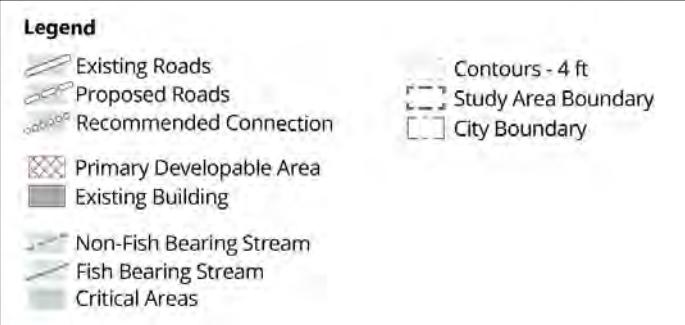
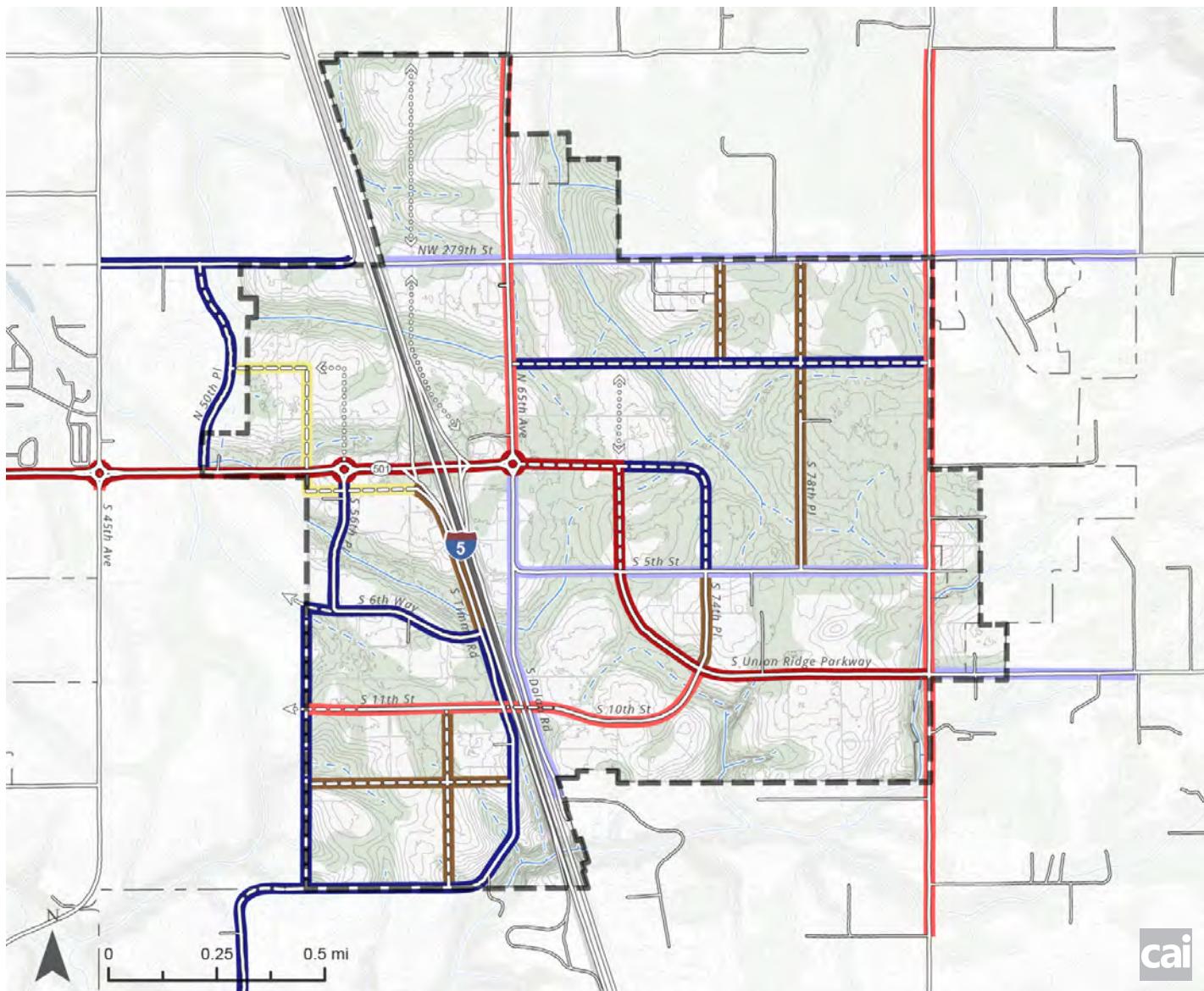


FIGURE 57. Proposed Motorized Circulation and Road Classifications



Source: CAI, 2015

CIRCULATION

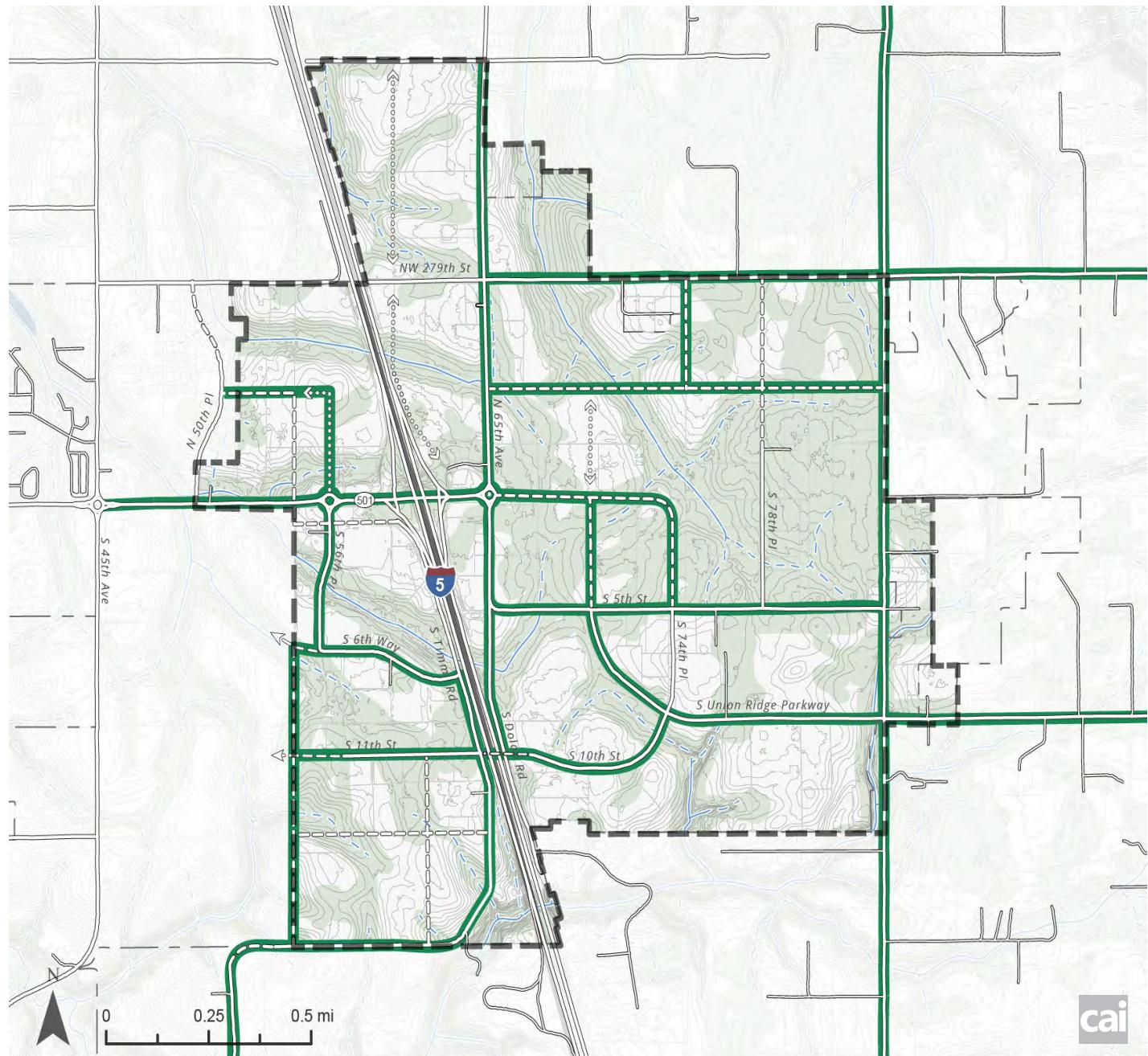
The intent of the proposed road network is to facilitate circulation throughout the subarea (Figure 59). New roads in Districts One and Four create more land appropriate for industrial development while those in District Three will improve access for future major institutional users like Clark College and PeaceHealth.

Roads labeled as “recommended connections” acknowledge that some sites are subject to master plans, and exact road alignments will be determined through those designs. 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. Additionally, these classifications were assigned to provide bicyclists with logical routes throughout the subarea (Figure 60).

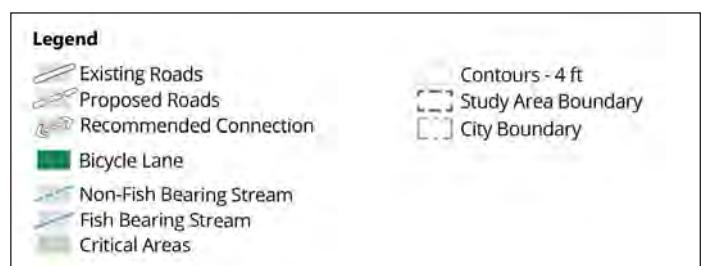
Legend

Existing Roads	Non-Fish Bearing Stream
Proposed Roads	Fish Bearing Stream
Recommended Connection	Critical Areas
— Principal Arterial	Contours - 4 ft
— Minor Arterial	Study Area Boundary
— Industrial/Commercial Collector	City Boundary
— Standard Collector	
— Industrial Local	
— Residential Local B	

FIGURE 58. Proposed Bicycle Lanes



Source: CAI, 2015



DISTRICT PLANS

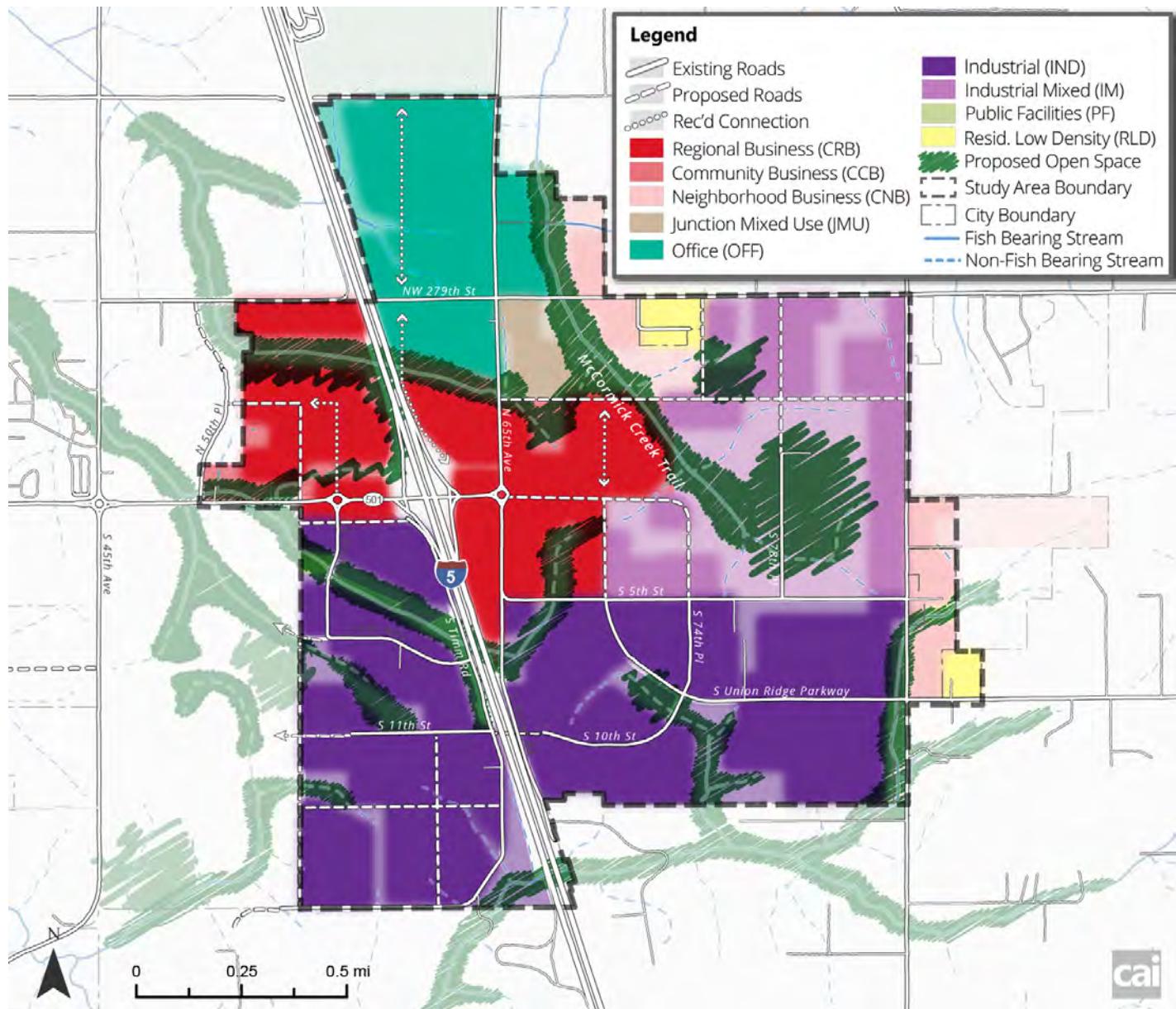
The overall site plan (Figure 61) for Ridgefield Junction incorporates the core elements of the sitewide concept, including circulation, land use, critical areas/open space and developable areas.

The following section provides a detailed description of each district within the subarea. The District Plans provide an implementation-focused approach, presenting proposed land use and urban design recommendations necessary to achieve each district's unique vision.

Each District Plan is organized as follows:

- District overview
- Vision
- Key considerations
- Current and proposed zoning
- Recommended development regulations and design guidelines

FIGURE 59. Ridgefield Junction Conceptual Site Plan



Source: CAI, 2015

COMPREHENSIVE PLAN CONTEXT

The following are existing comprehensive plan policies that are related to the Ridgefield Junction Subarea Plan vision and goals. These have been selected to illustrate the City's existing vision for the area and highlight the plan's current alignment with the City's goals and policies. Also included are recommendations that provide guidance for future comprehensive plan goals and policies. The section is organized by major policy topics, similar to those found in Ridgefield's 2013 Comprehensive Plan.

LAND USE

Land use designations and policies in large part define where development occurs in the City of Ridgefield. They provide policy level guidance on the intensity of uses and serve as the foundation for zoning regulations. Below are land use policies that currently relate to or support the Junction Subarea Plan.

LU1 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.

LU2 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.

LU5 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.

LU6 Neighborhood livability

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

LU12 Complementary uses

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

LU 14 Commercial development

Provide incentives and establish regulations that facilitate revitalization of the Downtown and Waterfront and appropriately planned commercial development at the Pioneer Street and Interstate 5 Interchange.

LU 17 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.

Recommended Policy Language

- Support and strengthen existing and emerging land use concentrations in the Junction Subarea through establishment of unique districts.
- Allow for a broader mix of uses in selected districts of the Junction Subarea based on their compatibility with surrounding uses and potential opportunities to complement or support other established economic activities.

DISTRICT ONE

District One is located in the southwest portion of the subarea and houses industrial users such as Corwin Beverage, Pacific Trucking, Parr Lumber and Agave Denim. It encompasses roughly 280 acres and currently has a number of smaller vacant parcels suitable for development as well as a large undeveloped area at its southern end. Two new projects by different developers are currently in the planning stages on parcels north and south of S 11th Street. This district is envisioned to continue serving as a light industrial hub, with complementary office uses and auto-oriented retail along the south side of Pioneer Street. Current development already meets the standards for the high-quality light industrial facilities envisioned, with robust landscaping buffers, attractive signage and façade modulation. Future development should follow suit. New auto-oriented retail development at the southwest corner of S 56th Place and Pioneer should be compatible with Ridgefield's vision for an aesthetically appealing, well-designed community. The proposed open space network is anticipated to be a variety of multimodal trails following the existing waterways and wetlands connected by sidewalks and bicycle lanes. Additionally, LID techniques, such as bioswales, will treat stormwater onsite and help development comply with environmental regulations.

Vision

Proposed roads will increase circulation within the district, increasing the marketability of the land for industrial development, and are designed to facilitate freight movement. These will also connect with the mix of residential, neighborhood commercial, office and industrial uses planned for the 45th and Pioneer subarea to the west. The concept plan incorporates recommended trails from the Parks Plan, creating the Commerce Center Loop by connecting open space corridors with roads. A spur off of the loop trail could potentially connect to the planned community park located in the 45th and Pioneer subarea.

DISTRICT TWO

District Two is located in the northwest portion of the subarea and is mostly vacant. Much of this district is vested and subject to the development regulations established in the Union Ridge Master Plan, with the exception of parcels to the west and southeast. This approximately 113-acre area is a prime location along the I-5 corridor and is envisioned to serve as a gateway development to Ridgefield, creating an identity for the city from the interstate. The plan accommodates a range of development types in this district, allowing for uncertainty in the market; regardless, all should be required to comply with Ridgefield's high standards. Road recommendations are limited in the district due to the preexisting master plan, though the concept plan anticipates a road off the north end of the roundabout as well as some additional circulation to the west, connecting to residential and commercial uses in the 45th and Pioneer subarea. Recommended open space corridors in this district tie into the Allen Creek Trail, shown in the Parks Plan.

Vision

High-quality retail was identified by stakeholders as the preferred development type for this district. This could be a lifestyle center, complete with a mix of retail, and office uses that has a more pedestrian-friendly environment and serve as a major regional destination. Or, the development could be solely auto-oriented retail of higher quality. Programmed open space along I-5 would function as both an amenity, buffer and landmark feature. Creating a unique park that complements the commercial development and is visible from the interstate would be extremely attractive, helping to distinguish Ridgefield from other communities.

DISTRICT THREE

District Three is located centrally in the subarea, immediately east of the Interstate 5 interchange. Current uses include auto-oriented and strip retail, an RV park and single-family residences. Clark College and PeaceHealth are two major land holders in this 380 acre area, and have the potential to transform not just the Junction, but Ridgefield as a whole. Both projects are expected to be phased in over a long timeframe, so changes will be gradual. Proposed roads in this district increase east-west movement in the subarea; the east extension off the roundabout will be important for the future Clark College campus and provide additional access to Union Ridge South. The recommended north-south connections are intended to improve access for both institutions, particularly PeaceHealth, which is planning for a wide variety of activities on its property. Because these are both subject to master plans, the exact route and roadway width of these connections will need to be determined by PeaceHealth and Clark College. This district contains part of the McCormick Creek Trail, as recommended by the Parks & Recreation Comprehensive Plan.

Vision

If developed as envisioned, the institutions would create a new center of activity in the Junction that supports a robust mix of complementary uses, including retail, office and residential (both horizontal and vertical mixed use). Due to its prominent location along I-5, development should be attractive and clearly communicate Ridgefield's commitment to design excellence. The multimodal trail along McCormick Creek will serve as a central feature and should connect with other open space corridors west of I-5. It also creates a natural barrier that buffers the higher intensity commercial uses from the existing residential subdivision in the eastern portion of the district.

DISTRICT FOUR

District Four is about 370 acres located in the northeast portion of the subarea and is primarily being used for agriculture along with some residential uses. The substantial portion of County-identified critical areas in this district suggest that the intensity of new development could be curtailed, though the true constraints can only be determined on a site-by-site basis. Utilities and infrastructure are also minimal in the district. Proposed roads for the district are relatively limited because of critical areas. The intent of the new roads is to increase connectivity to key points in the subarea's eastern area, including the institutional anchors, I-5 interchange and Union Ridge South. The McCormick Creek Trail ties this district to District Three, running by the future Clark College campus and through a mix of commercial and residential uses.

Vision

This area is envisioned as an area needed for employment and office campus type uses with open areas, parks, and pedestrian trails. A major feature will be a pedestrian and bicycle path that follows McCormick Creek; this paved trail is envisioned to be naturalistic with small stop-offs at various points of interest. Creating a unique park that complements the employment development would be extremely attractive, helping to distinguish Ridgefield from other communities.

DISTRICT FIVE

District Five is located in the southeast portion of the subarea along Union Ridge Parkway and is subject to the Union Ridge Master Plan, Ridgefield's only approved Employment Mixed Use Overlay (EMUO). This 300-acre district is currently home to a variety of light industrial and office uses, including warehousing and distribution as well as commercial condominiums developed by the Port of Ridgefield. The district still contains multiple vacant parcels suitable for large facilities and already has the road infrastructure in place to attract developers. Standards set by the EMUO regulations have thus far resulted in high-quality developments with attractive landscaping, screened parking and appropriate setbacks. This plan recommends few changes to this district as current design review and regulatory processes appear to be functioning as intended. One key recommended road is an overpass to the west, which would connect Union Ridge with the other major industrial center in District One. Additionally, new roads to the north would improve access to the district and help accommodate the increased traffic resulting from new development.

Vision

Similar to District One, current development already meets the standards for the high-quality light industrial development envisioned, with robust landscaping buffers, attractive signage and façade modulation. Given Union Ridge's existing guidelines and design review process, future development will be of similar quality. A recommended park along Union Ridge Parkway would be an added amenity for employees and business owners at Union Ridge, providing them with a convenient location for work breaks. Suggested open space corridors following existing stream channels, would feature restored stream habitat and a multimodal trail that connects to other parts of the subarea. These corridors can also be used for installation of LID measures, such as bioswales, that will help new development comply with stormwater regulations.

ECONOMIC DEVELOPMENT

Ridgefield is part of the Discovery Corridor, which spans the I-5 corridor from La Center to Ridgefield's southern end. This regional effort to boost commercial and industrial activity positions Ridgefield as a regional employment center. Additionally, the Comprehensive Plan has a target ratio of at least one local job for every 1.2 people.

EC-1 Discovery Corridor

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

EC3 Neighborhood Retail

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

EC-4 Public Revenue Enhancement

Promote development that encourages revenue generation for public services.

EC-5 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.

Recommended Policy Language

- Encourage and facilitate a diversity of economic activities in the Ridgefield Junction Subarea that accommodates industrial, retail, office and institutional users.
- Define the Junction Subarea by its unique districts and encourage their development and growth as distinct neighborhoods within the City.
- Encourage and facilitate major institutional users in District Three of the Junction Subarea.
- Promote synergistic uses amongst districts and major anchor developments that provide opportunities for local entrepreneurship and education.

HOUSING

According to the 2013 Comprehensive Plan, there is "a need to accommodate multifamily attached housing types at higher densities to meet County policy requirements and goals." Limited housing opportunities are allowed in the Junction Subarea. The plan calls for increasing opportunities for mixed use housing where appropriate, especially in locations that complement potential catalyst users like Clark College. The following policies were selected from the Comprehensive Plan because they support implementation of new housing types and locations.

HO1 Accommodate Growth

Provide for an adequate supply of housing meet the City's anticipated population growth. The City shall adopt policies and regulations to meet the following objectives:

- New overall density target of six (6) units per net acre
- No more than seventy five percent (75%) of new houses shall be of a single housing type
- A minimum density of four (4) units per net acre (10,890 sq. ft. average lot size) for single family dwellings in any single development

HO 2 Multi-family Development

Encourage multifamily residential development in designated Medium Density Residential (MDR) areas. Designated MDR areas shall be located within one half mile of commercial or employment centers, and along existing or planned transit corridors.

HO 4 Housing options

Maintain a continuous and adequate supply of residential land to meet long range multiple family and single family housing needs, as well as all economic segments, within the RUGA. Urban residential development shall be preceded by annexation. No single type of housing should comprise over 75% of new development.

Recommended Policy Language

- Encourage higher density housing types within newly designated mixed use, commercial and office zones within the Junction Subarea.
- Explore zoning regulations in mixed use zones in the Junction Subarea that maintain commercial and institutional uses as the primary economic activity while allowing multifamily residential as a complementary use.

ENVIRONMENT

Below are policies related to the environment that currently relate to or support the Junction Subarea Plan.

EN-1 Environmental protection

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

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-7 Water quality and quantity

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

EN-12 Density transfers

Encourage the use of density transfers from Open Space (OS) lands to contiguous Low Density or MDR properties, anywhere within the RUGA. Encourage residential density transfers to preserve wetland resource areas.

Recommended Policy Language

- Protect existing environmentally sensitive areas in the greenways.
- Provide greenspace corridors in low areas to encourage ecological connectivity.
- Provide space for potential mitigation for the greenways.
- Discourage development in environmentally critical areas including steep slopes and wetland areas.

PUBLIC FACILITIES

Below are policies related to water, sewer and stormwater that currently relate to or support the Junction Subarea Plan.

PF—Water (PF-W)

PF-W-1 Provide water service

Provide safe, clean, quality drinking water to every Ridgefield home, business, public facility and industry. Discourage development and use of private drinking water wells. 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 development.

PF—Sewer (PF-S)

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 possible

PF—Stormwater (PF-ST)

PF-ST-1 Stormwater management

Manage stormwater to safely pass floodwaters, 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 occur consistent with the following provisions:

- Off-site water quality and quantity impacts shall be controlled through appropriate design
- The use of source control and treatment best management practices shall be required
- The use of infiltration, with appropriate water quality precautions, shall be the first consideration in stormwater management
- Stream channels and wetlands shall be protected
- Erosion and sediment controls for excavations, new development and redevelopment projects shall be required

Recommended Policy Language

- New utility lines should be in coordination with other projects so that the utilities can be placed in new roadways during construction.
- Discourage new residential water wells.
- Encourage the use of the Discovery Corridor Wastewater Transmission System for new development to connect to for their wastewater system and to eliminate the need for septic systems.
- Encourage or require placement of private onsite stormwater facilities along the greenways. Stormwater mitigated onsite will protect and increase natural habitats, minimize piped infrastructure, promote recharge to the groundwater aquifers by infiltration, and it can be more cost effective for the region.
- Discourage residential and industrial development in the low areas to prevent localized flooding.

TRANSPORTATION

Below are policies related to transportation that currently relate to or support the Junction Subarea Plan.

TR-1 Transportation options

Develop and maintain an interconnected and overlapping 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.

TR-5 Transportation circulation and system connectivity

Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to and from each location. Close gaps and complete system connections through the development and capital improvement processes.

TR-7 Livable streets

Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense of neighborhood or district ownership in linkage with adjacent land uses.

TR-19 System design

Minimize traffic congestion and encourage public safety in Ridgefield through the following programs and design techniques:

- 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.
- Plan for “grid” street patterns (rather than series of dead-end streets), to facilitate emergency vehicle access, avoid overloading arterial streets and encourage access to local streets wherever possible.

TR-20 Pedestrian and bicycle facilities

Plan bicycle and pedestrian facilities that serve the purposes of recreation and commuting through the following:

- Coordinate with Clark County in developing and implementing bicycle and recreational trail plans and systems, through public acquisitions, development exactions and other appropriate means
- Provide bicycle lanes along arterial and collector streets, to reduce hazards to bicyclists and the motoring public

- Provide sidewalks for all recognized arterial, collector and local streets, on one or both sides of local streets, in accordance with City standards
- Recreational trails shall be provided to connect neighborhoods and to provide public access to the Ridgefield National Wildlife Refuge, the Gee Creek, and the Allen Creek Basins

Recommended Policy Language

- As the city grows, creating additional connections and maintaining resiliency will be important to the success of the city's expansion across I-5.
- Utilize the existing roadway crossing locations of low areas and environmentally sensitive areas.
- Create an additional crossing of the I-5 corridor for east to west connectivity and resiliency.
- Provide Level of Service Standard “D” for all existing and proposed.
- Provide non-motorized connections (Bike/Pedestrian) for commuting and recreation along planned greenways.

PARKS AND RECREATION

Below are policies related to parks and recreation that currently relate to or support the Junction Subarea Plan.

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-3 Regional trail system

Coordinate with Clark County and other applicable jurisdictions to provide regional trail and bike access and to encourage the continuity of trail and bike corridors within and outside the UGA.

Recommended Policy Language

- Explore locating parks, open space and recreation facilities as indicated in the Junction Subarea Plan.
- Incorporate trails through and along the greenways to provide recreation and transportation connectivity.

IMPLEMENTATION PLAN

The following matrix provides a framework the City and its stakeholders can use to help implement this vision for the Ridgefield Junction Subarea Plan. The plan works to prioritize key strategies and actions the City can address in both the short and long term and is organized hierarchically by:

- Objectives that relate to core topics addressed within the subarea plan.
- Strategies that support each objective. As these are informed by the subarea vision and goals, associated goals are indicated for each strategy to illustrate their relationship to the overall plan.

VISION

Ridgefield Junction is 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 are the foundation for the Junction's vitality, and new development reinforces Ridgefield's aesthetic appeal and capitalizes on its scenic setting.

GOALS



Honor Ridgefield's commitment to livability, sustainability and design excellence in new development



Provide critical infrastructure and amenities for anchor tenants and key institutions



Develop a range of commercial centers that complements the city's historic downtown



Create unique gateways and districts in Ridgefield Junction that reflect community character



Promote opportunities for live/work lifestyles



Increase and diversify the City's tax base by attracting new development and greater employment

OBJECTIVE 1: COMPREHENSIVE PLAN & ZONING IMPLEMENTATION

The following are key steps and strategies recommended for implementing the Ridgefield Junction Subarea Plan as it relates to the City's comprehensive planning and zoning policy.

Strategy	Short Term Priority	Long Term Priority	Related Goals
1.1 Align comprehensive plan policies to support the goals and vision of the Junction subarea as well as the subarea district concept	✓		 
1.2 Update comprehensive plan land use designations to ensure that they support existing and future land uses in the Junction Subarea	✓		 
1.3 Align comprehensive plan goals and policies to support the Junction subarea's infrastructure needs	✓		 
1.4 Implement recommended zoning and regulatory changes for each district found within each unique district plan (SEE DISTRICT PLANS SECTION)	✓		  
1.5 Implement recommended design guidelines for each district to ensure that adopted policy facilitate the development of high-quality commercial space	✓		  
1.6 Designate tracts fully encumbered by critical areas or used for stormwater management as appropriate (i.e. Public Facilities) to accurately illustrate development capacity	✓		

OBJECTIVE 2: ECONOMIC DEVELOPMENT

The following are strategies and actions related to economic development and the role of the Junction Subarea in the local economy.

Strategy	Short Term Priority	Long Term Priority	Related Goals
2.1 Incentivize and support catalytic mixed-use and retail projects in key locations with Districts Two and Three	✓	✓	  
2.2 Position Ridgefield Junction, particularly District Four, as a preeminent location for viticulture and related activities as well as other local production uses	✓	✓	  
2.3 Maintain Ridgefield Junction as the city's employment hub and leverage the area to maintain a balanced jobs to housing ratio in the city		✓	 
2.4 Support Union Ridge to ensure that the area remains a major employment anchor and collaborate with property owners to revise the master plan to implement the subarea plan, particularly for District Two	✓	✓	   
2.5 Support major institutional users in District Three and facilitate the location of other complementary economic activities with clear synergies with institutional users		✓	  

OBJECTIVE 3: BRANDING & ATTRACTION

Below are strategies related to subarea specific and city wide business attraction and branding efforts.

Strategy	Short Term Priority	Long Term Priority	Related Goals
3.1 Establish and implement gateway and wayfinding plans for the selected districts within the subarea and prioritize such efforts around the city's entrances from I-5	✓	✓	  
3.2 Ensure that the city's overall brand is consistent with and reinforces marketing and branding efforts for Ridgefield Junction	✓	✓	  
3.3 Incorporate Ridgefield Junction, particularly District Four, into larger city tourism efforts		✓	
3.4 Develop a marketing program for the Ridgefield Junction with specific programs tailored to targeted market segments such as: food production, wineries, small and large scale manufacturers, destination retailers	✓	✓	 
3.5 Aid local and regional entrepreneurs in starting and growing businesses in the Junction through development of a business attraction and retention plan		✓	 
3.6 Leverage relationships with local employers and educational institutions to establish a maker space for local entrepreneurs and small scale manufacturers		✓	  
3.6 Use the district concept to grow existing and attract new businesses to Ridgefield, building upon current concentrations and emerging business clusters		✓	 

OBJECTIVE 4: OPEN SPACE & CRITICAL AREAS

Below are strategies to support future development of parks and open space as protection of the city's diverse range of critical habitats.

Strategy	Short Term Priority	Long Term Priority	Related Goals
4.1 Incorporate subarea plan recommendations into the Parks Plan	✓		 
4.2 Prioritize Junction subarea parks and trail corridors for future study and ensure alignment with the City's multimodal transportation plan and Parks Plan	✓	✓	 
4.3 Study the feasibility of establishing an open space/trail corridor through District Four (McCormick Creek Trail)	✓		 
4.4 Utilizing both the Junction Subarea Plan and the 45th and Pioneer Subarea Plan, establish pedestrian and non-motorized corridors and identify potential barriers to such connections	✓		 
4.5 Prioritize protection of critical areas within the study area, as required by current regulations		✓	 
4.6 Identify a site for the proposed community park in District Three/Four (Parks Plan gap area C)		✓	 

OBJECTIVE 5: INFRASTRUCTURE PLANNING

The following are key implementation steps for infrastructure planning.

Strategy	Short Term Priority	Long Term Priority	Related Goals
5.1 Review the subarea plan in the context of the TMP being currently updated	✓		
5.2 Confirm the water and sewer planned infrastructure can support the expansion	✓	✓	
5.3 Confirm that the gas, communication and electrical franchise suppliers can support the expansion	✓		
5.4 Private development scope and timing will determine ultimate phasing of infrastructure in this subarea. Review subarea plan in context of known and potential redevelopment scenarios		✓	
5.5 Review the subarea plan in the context of the current Infrastructure Capital Improvements Plan to identify public and private investment opportunities	✓		